



# Airpark North-South Connectivity Study

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**Town Council**

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# Presentation Topics

- Study Overview & Timeline
- Short Listed Alternatives
- Alternatives Evaluation
- Benefit Cost Analysis
- Feasibility Study Results



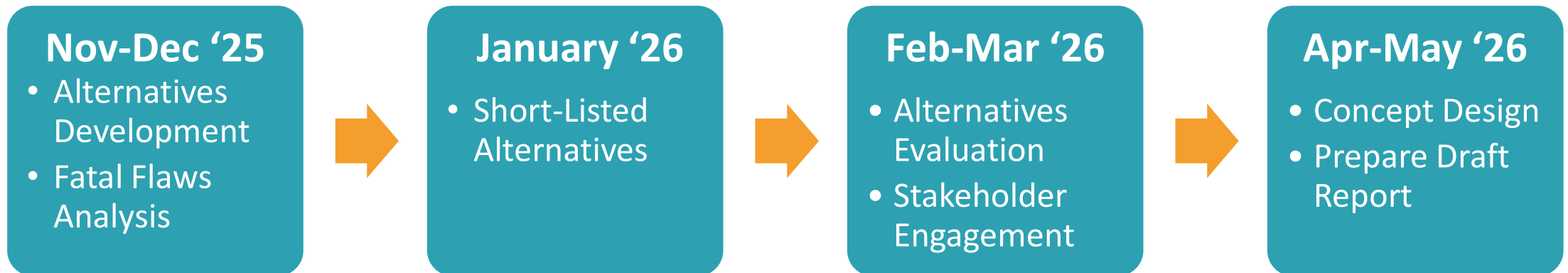
## Study Overview

- Evaluate feasibility of new roadway connections near Airpark (EIK), focusing on direct connectivity to/from CO-7
- Objectives:
  - Evaluate overall roadway network in analysis area
  - Study existing and forecast traffic growth w/land-uses
  - Identify direct connections and emergency response needs
  - Improve access and circulation in the vicinity EIK Airport, while reducing residential traffic impacts

***“Regional traffic on regional roads, local traffic on local streets”***

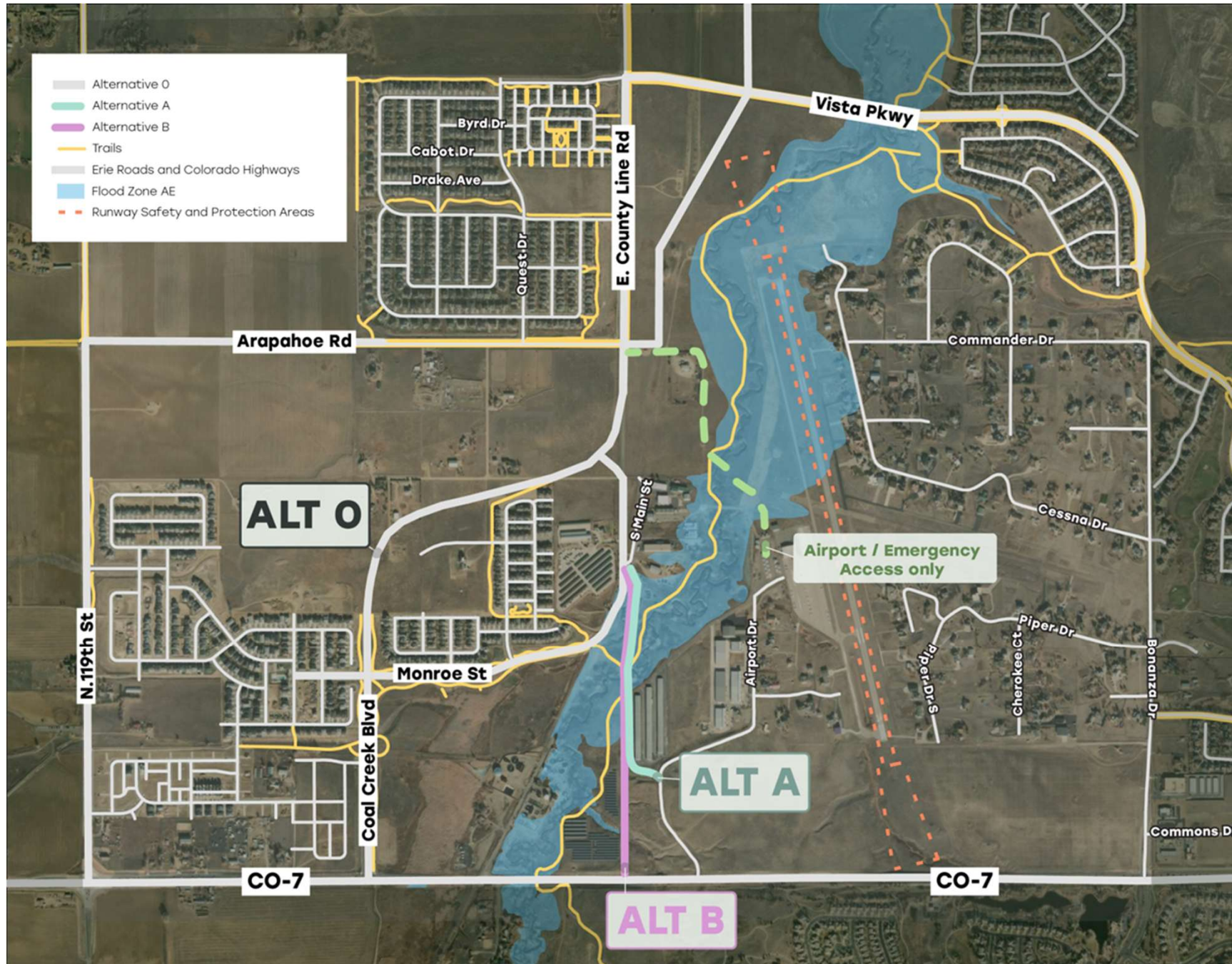


# Study Timeline

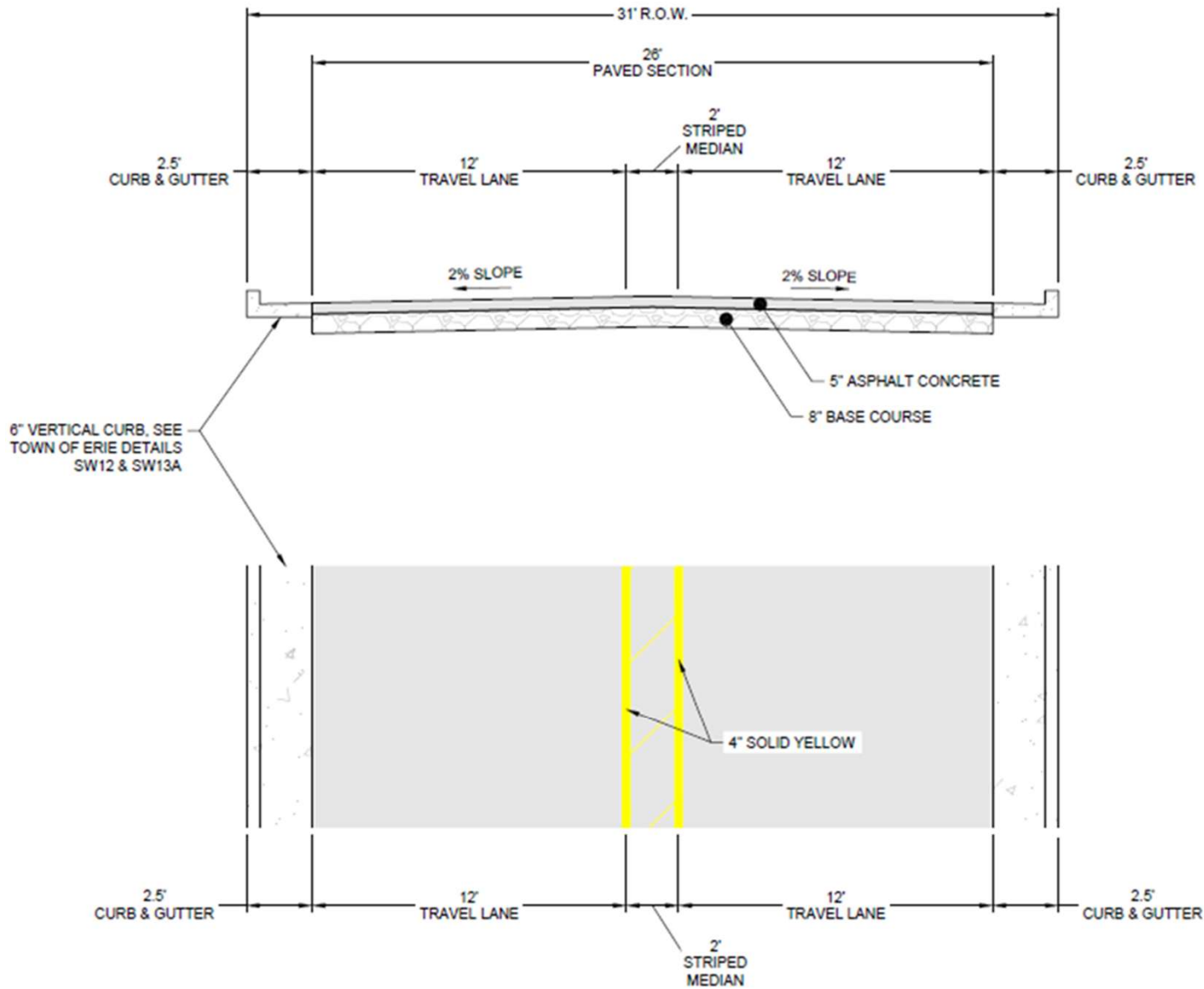


- **Alternative 0:** Baseline Condition (Existing Planned Roads)
- **Alternative A:** County Line Road to Airport Drive
- **Alternative B:** County Line Road to CO-7
- Airport/ Emergency Access Only Route

# Short Listed Alternatives (w/Buildout)

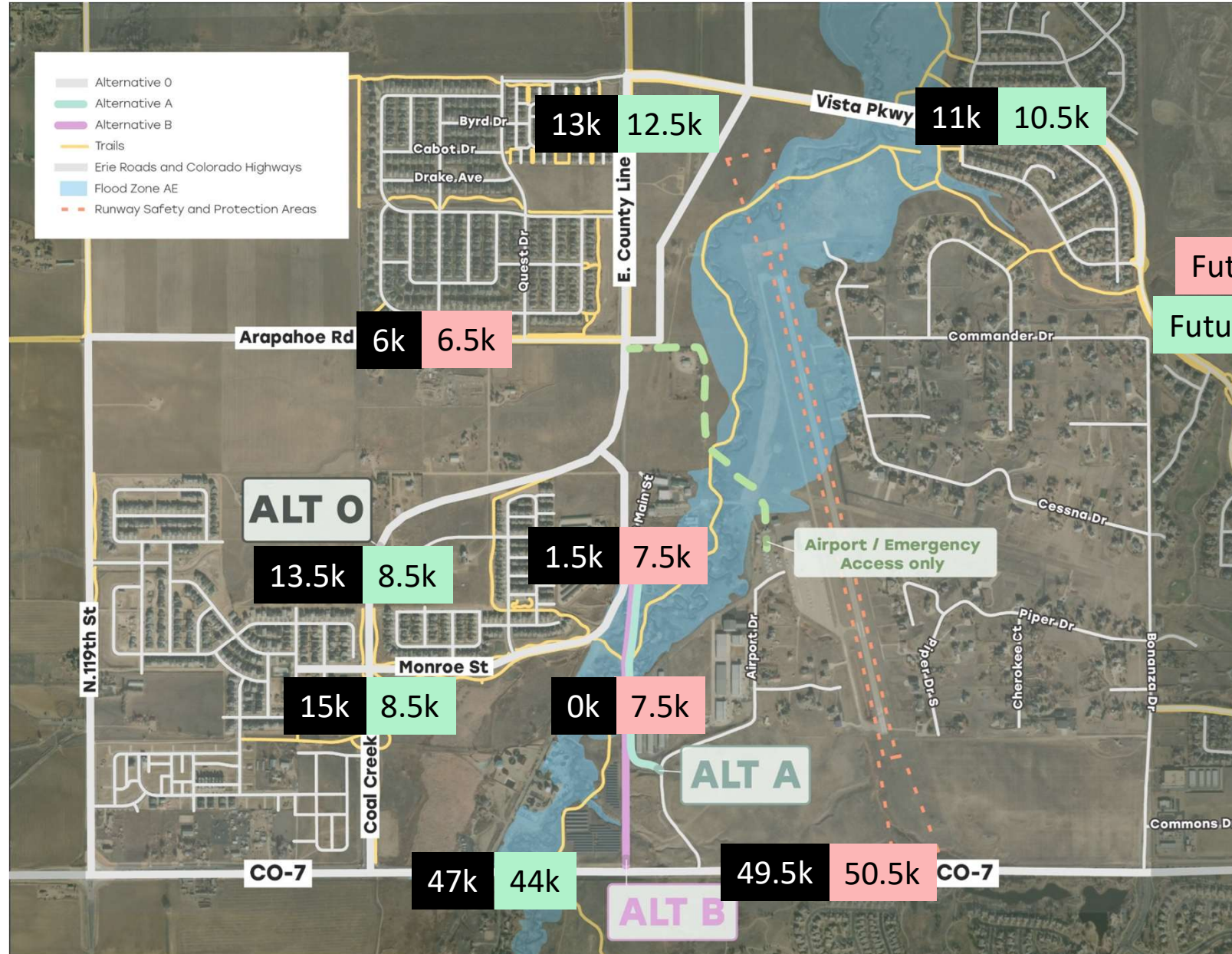


# Proposed Roadway Cross Section



TYPICAL SECTION (COUNTY LINE RD)  
MINOR ARTERIAL ROADWAY CLASSIFICATION

# Potential Traffic Redistribution

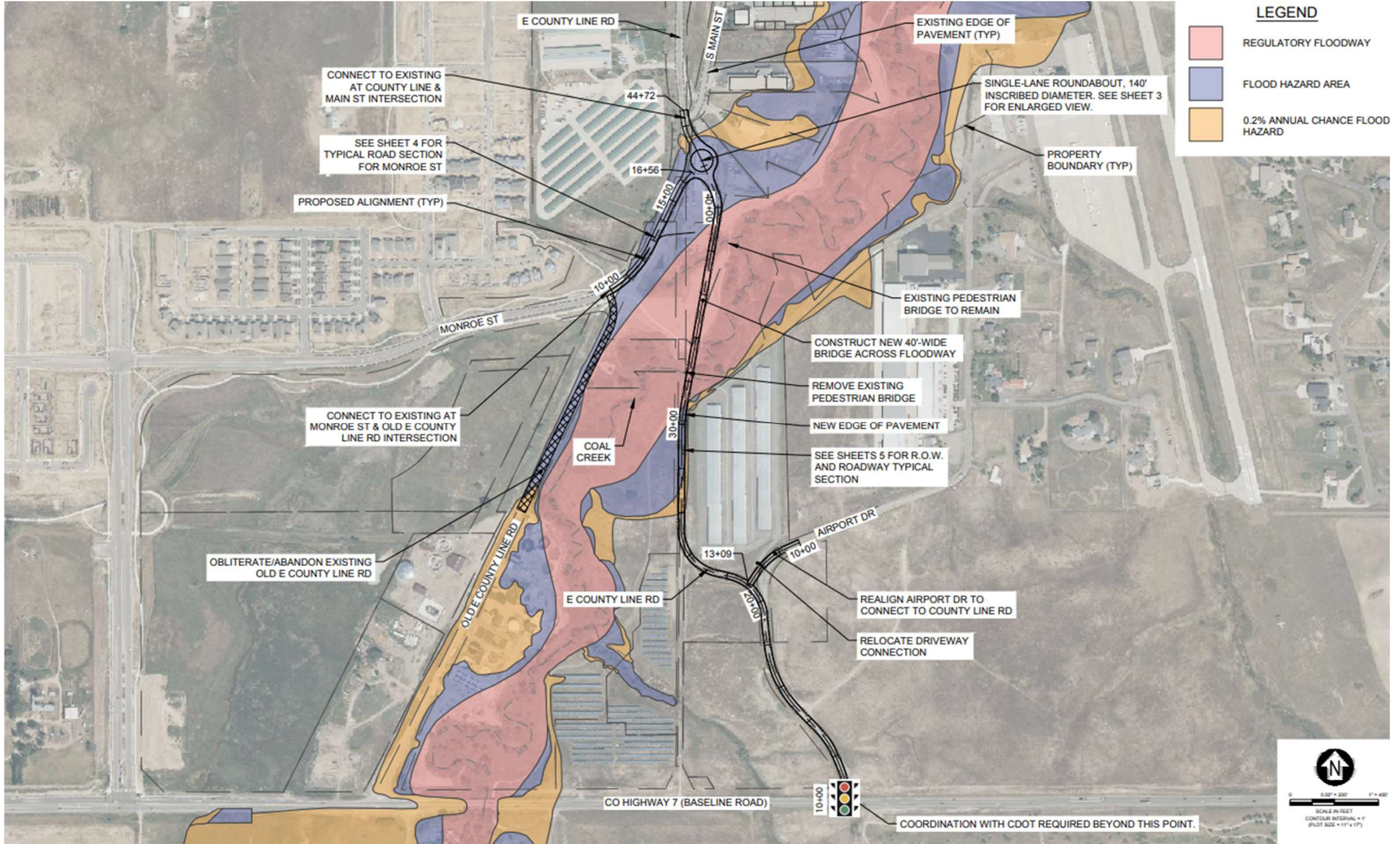


Future ADT with Alt 0

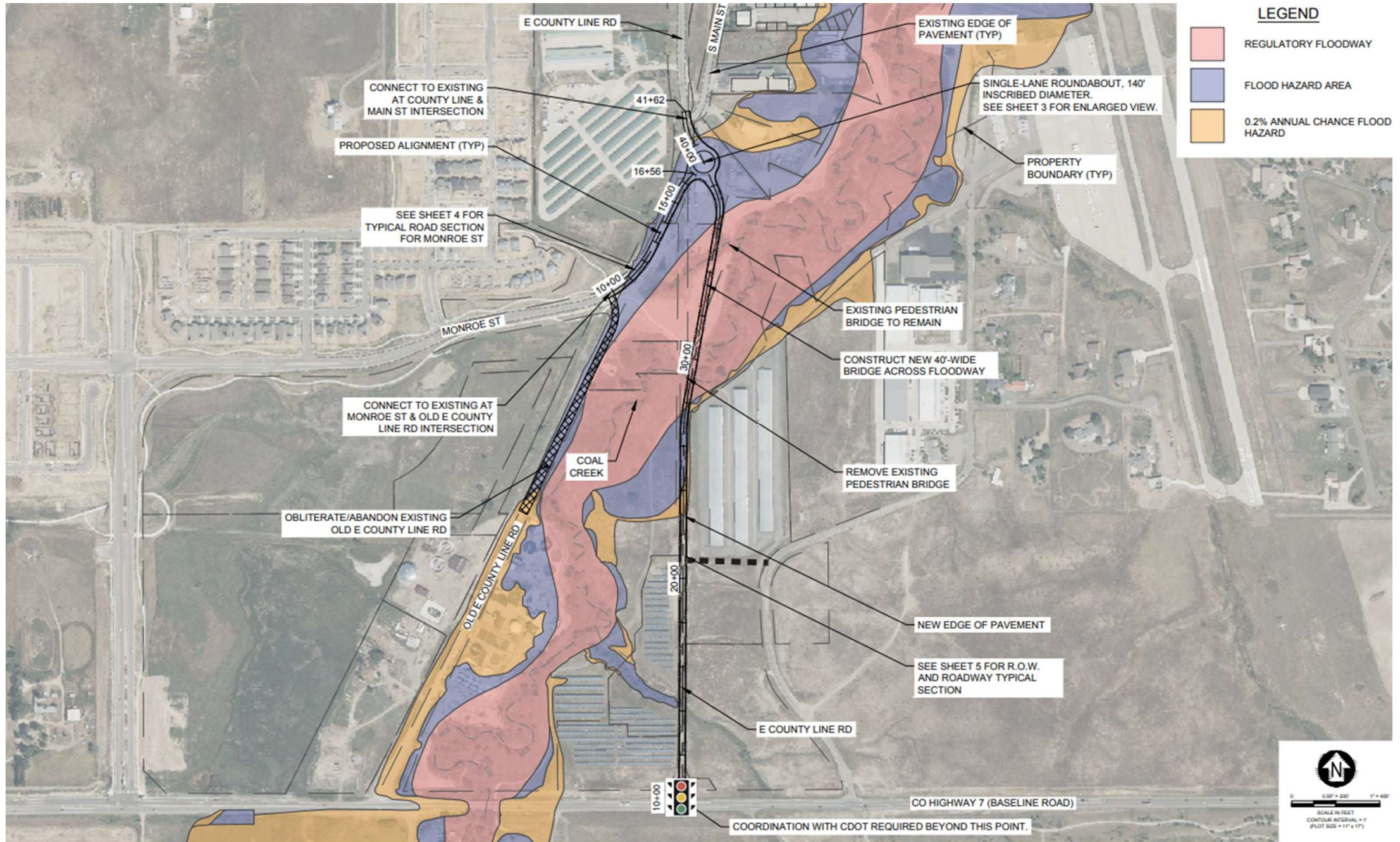
Future ADT with Alt A/B (growth)

Future ADT with Alt A/B (reduction)

# Alt A. Conceptual Design



# Alt B. Conceptual Design







# Benefit Cost Analysis Overview

	Alt. A	Alt. B	Airport Access
<b>Capital Costs (excludes ROW)</b>	\$49 m	\$50 m	\$29 m
<b>Maintenance Costs</b>	\$211k / year	\$201k / year	\$133k / year
<b>Vehicle Miles Travelled (VMT) Reduction</b>	-7,901 miles / day	-7,023 miles / day	-79 miles / day
<b>Time Saved for Local Traffic Eastbound (from Alt. 0 Concept)</b>	2.4 minutes / vehicle	1.9 minutes / vehicle	N/A
<b>Commercial/ Industrial Land Use Benefit (Output Impact)</b>	\$26.0 m	\$26.0 m	\$25.1 m
<b>Residential Land Use Benefit (Output Impact)</b>	\$7.9 m	\$7.9 m	N/A
<b>Benefit Cost Ratio (no ROW acquisition)</b>	<b>0.44</b>	<b>0.42</b>	<b>0.53</b>



## Key Findings

- Both Alt A and Alt B have  $<0.50$  BCA, likely not competitive for funding using USDOT criteria (safety, time, econ. dev. vs. cost).
- Travel time savings is  $\sim 2$  mins (compared to Coal Creek Blvd).
- Risks affecting Feasibility:
  - Floodplain impacts – high risk
  - Environmental approvals – moderate risk
  - CDOT CO-7 connection/signalization – high risk
  - Impacts to Entitled Land Uses – high risk



# Feasibility Study Results

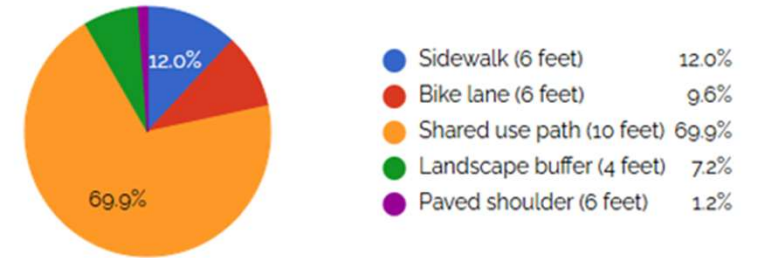
- ~\$50 M initial cost estimate offers ~2 mins travel time savings (compared to Coal Creek Blvd.)
- Staff resources would be allocated to addressing regulatory requirements:
  - CDOT CO-7 Intersection Access Permit, Design Approval, Signal
  - USACE Waterway Crossings/ Aquatic Resources
  - USFWS Threatened/ Endangered Species Coordination
  - SHPO Cultural Resources Review
  - FEMA Floodplain and Floodway Permitting
- Staff Recommendations
  - Coal Creek Blvd Buildout via Developer (in review)
  - Vista Parkway Road Diet, Roundabout Enhancement completion (under construction)
  - Airport Drive Signal and Enhancements via Developer (in review)



# Questions / Discussion

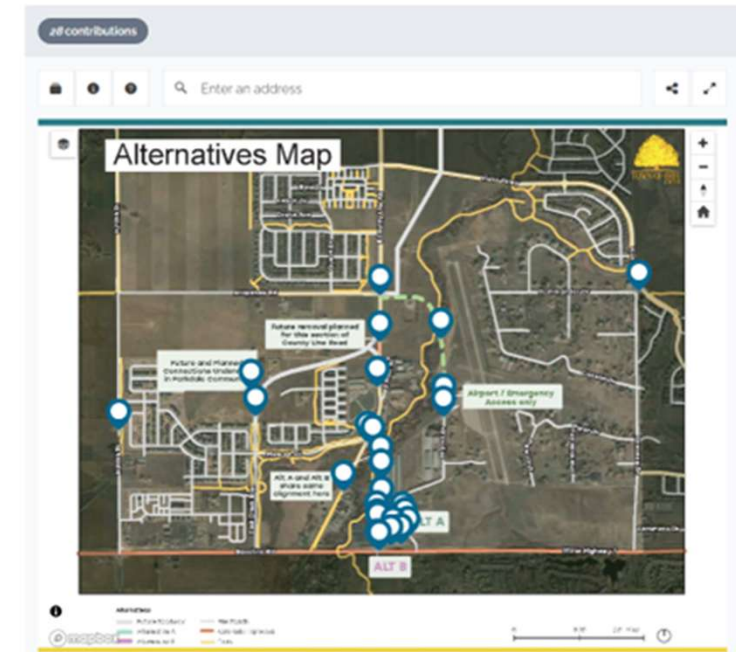
# Public Engagement

- Website – Social Pinpoint (Study Info)
- Open House; 2/25/26
- AEDAB (Airport Board); 3/19/26



Total Votes: 83

Step 1: Alternative Route Preference (public input has been closed).

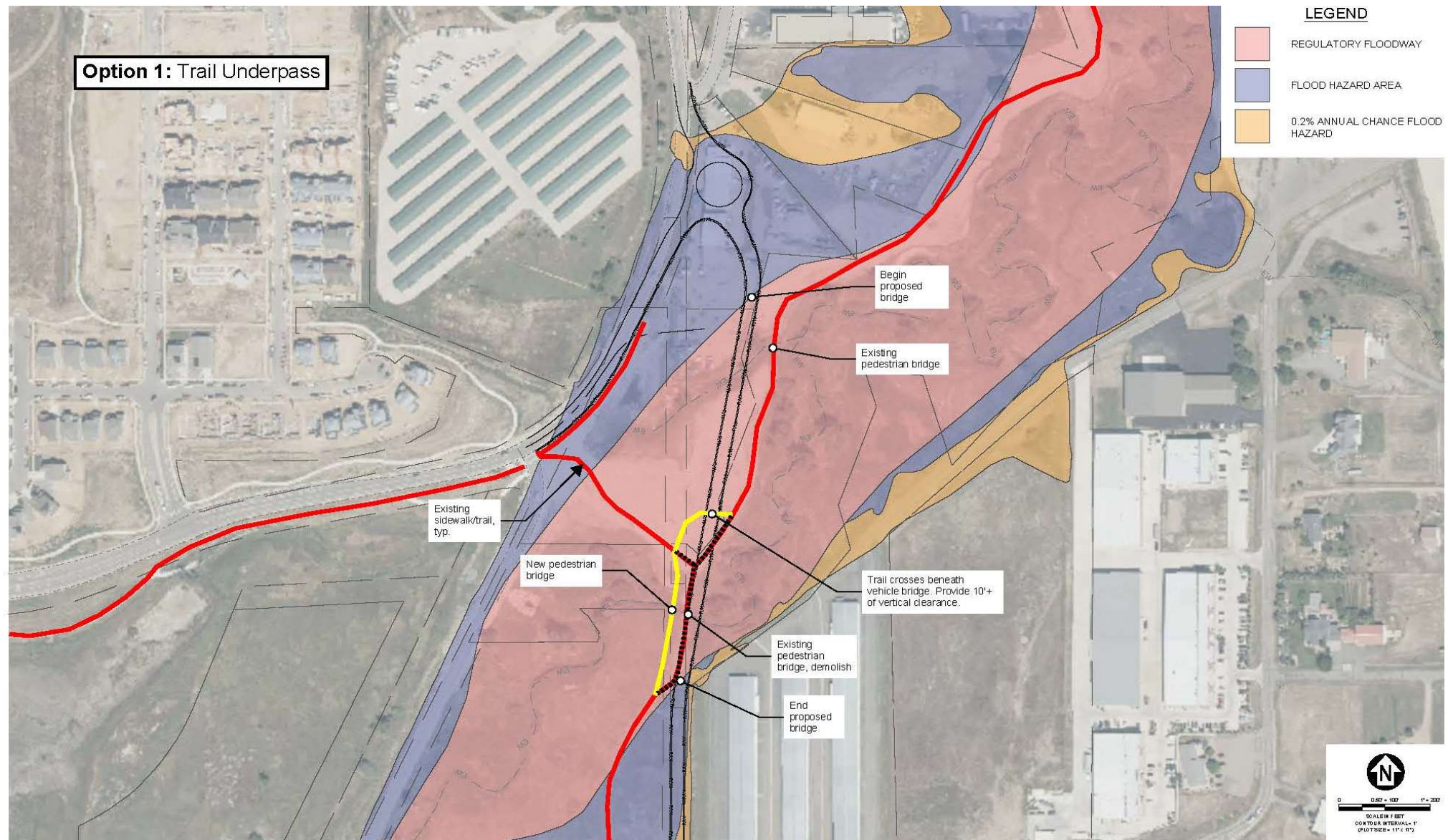


## Public Open House

- Airpark Airport Hangar
- 22 Attendees
- Most in favor of Alt 0



# Potential Coal Creek Tail Realignment (new bridge)





# Potential Coal Creek Tail Realignment (reroute to roadway bridge)

