



Airpark North-South Connectivity Study

Town Council

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Presentation Topics

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

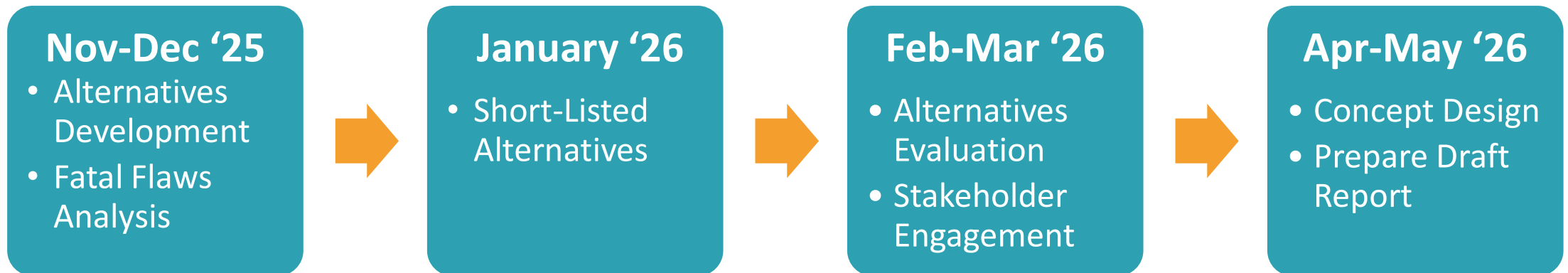


Study Overview

- Evaluate feasibility of new roadway connections near the Erie Airport (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

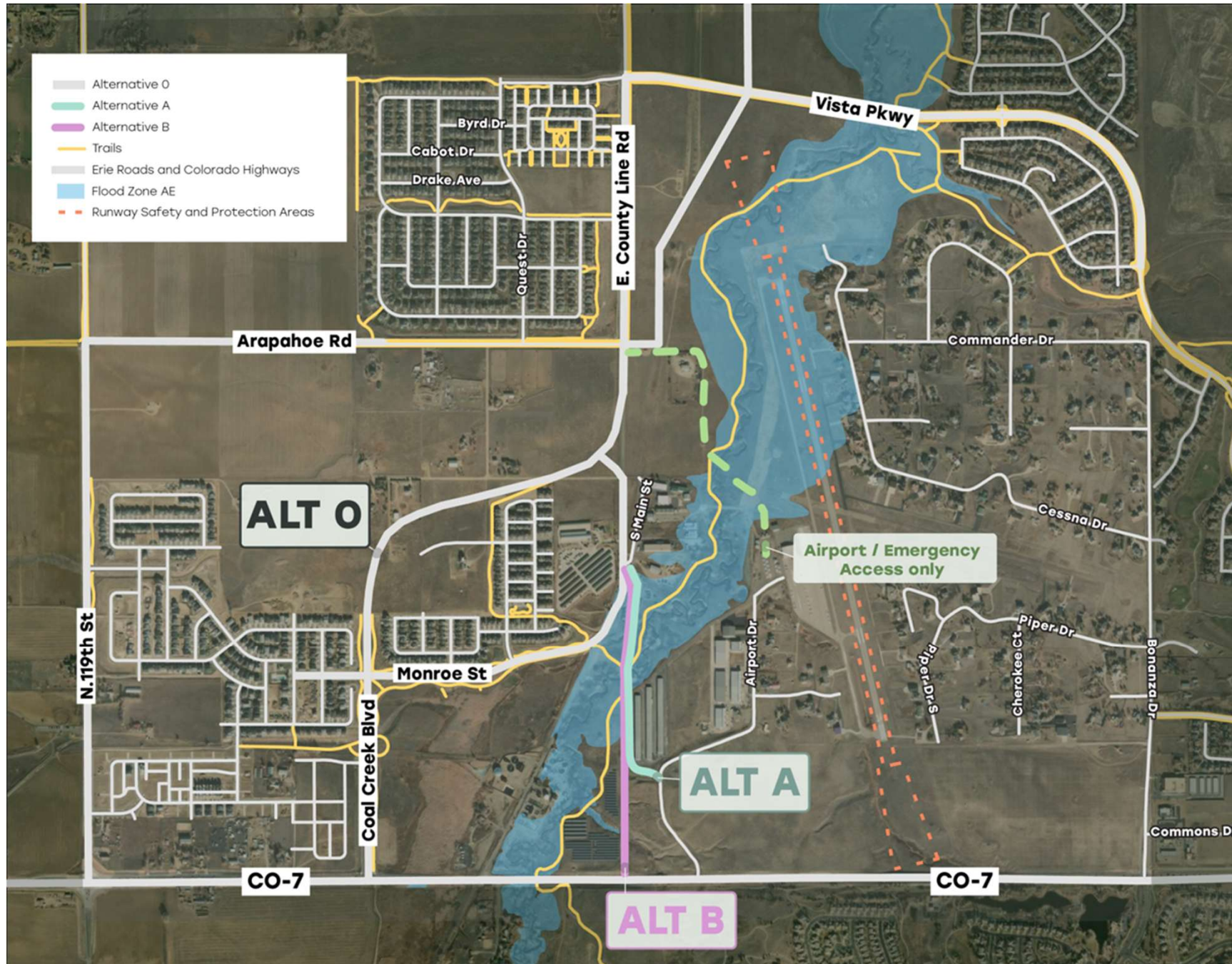
“Regional traffic on regional roads, local traffic on local streets”

Study Timeline

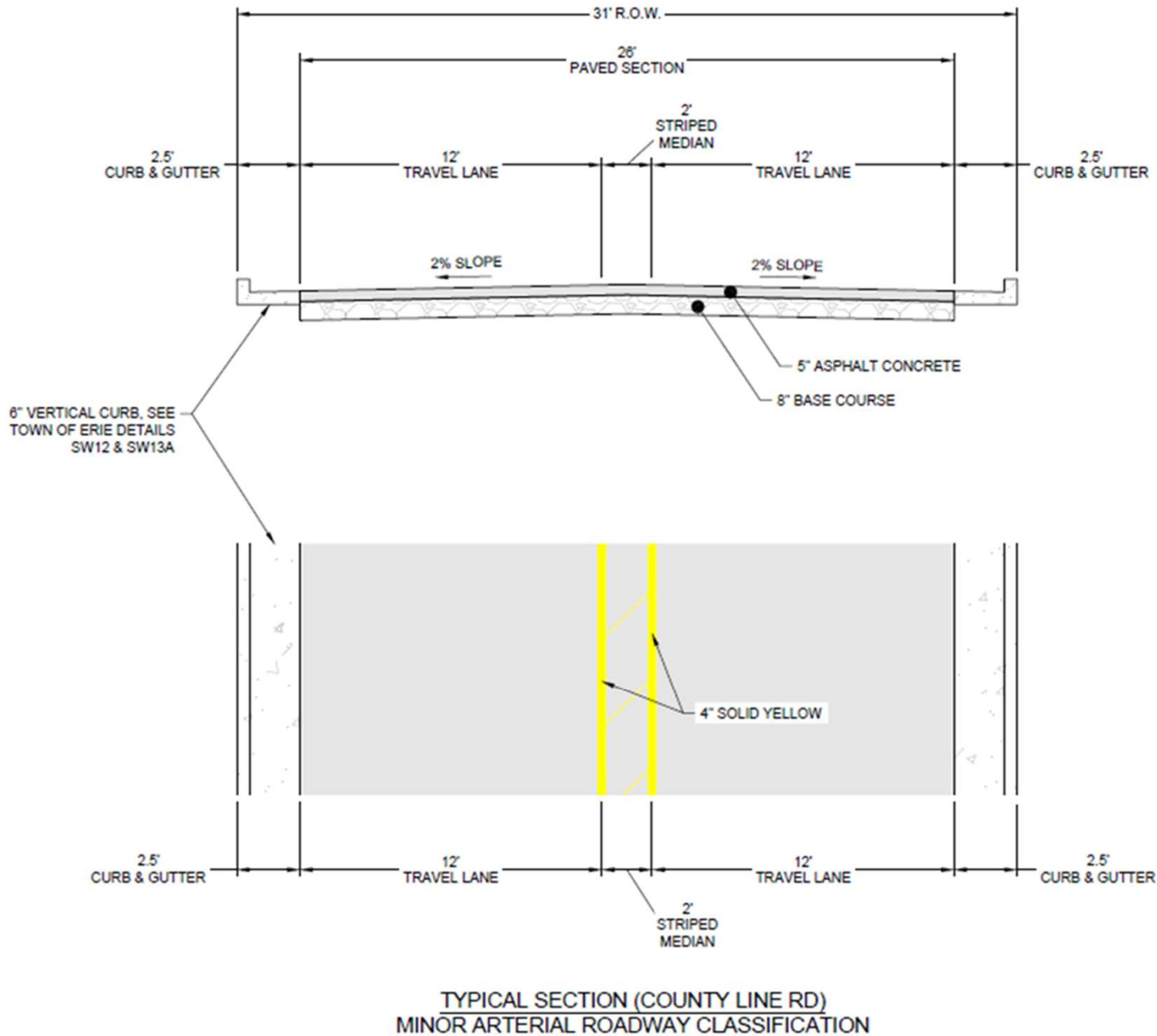


- **Alternative 0:** Baseline Condition (Existing Planned Roads)
- **Alternative A:** County Line Road to Airport Drive
- **Alternative B:** County Line Road to CO-7
- Airport/ Emergency Access Only Route

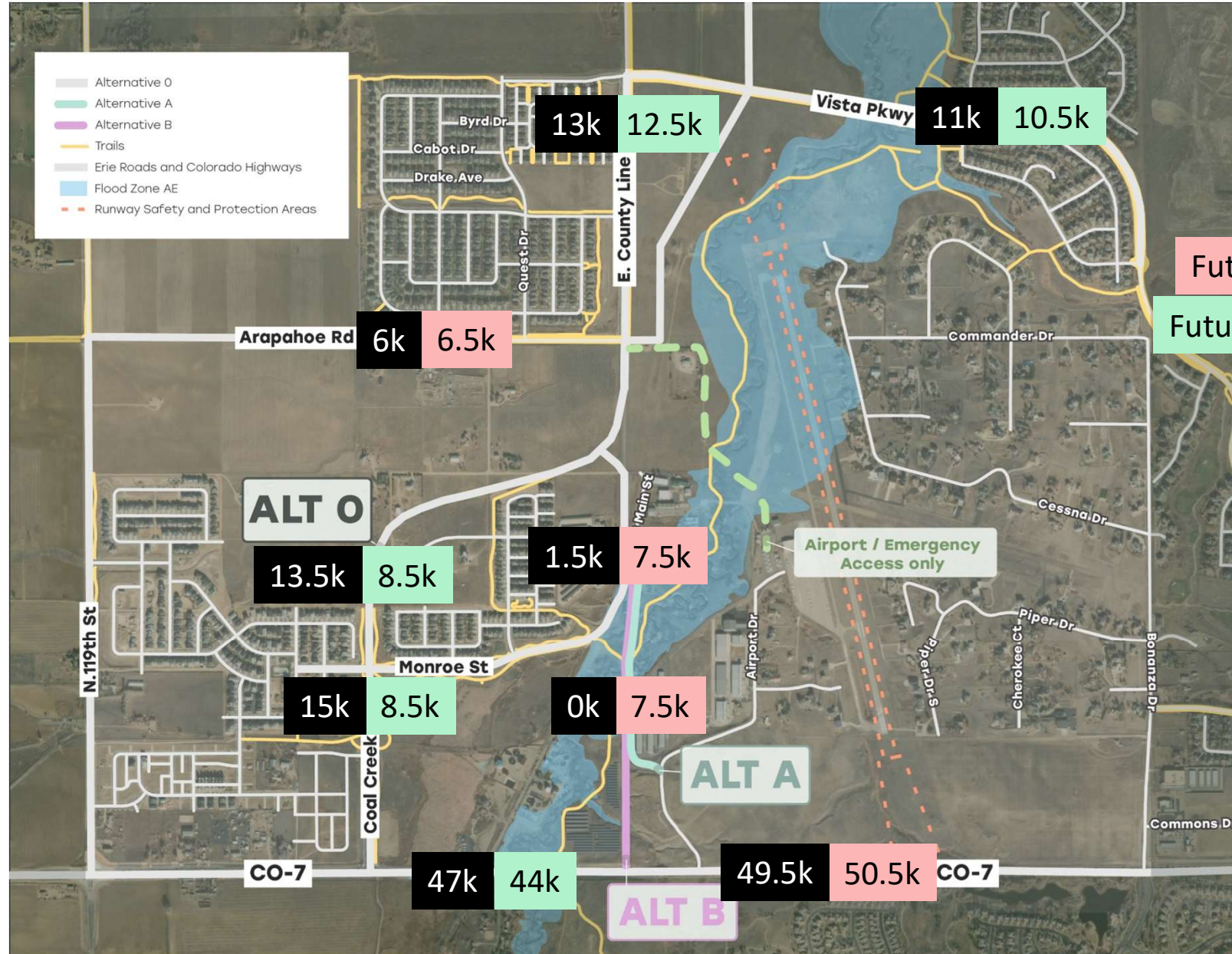
Short Listed Alternatives (w/Buildout)



Proposed Roadway Cross Section



Potential Traffic Redistribution

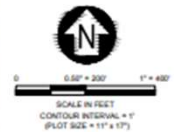
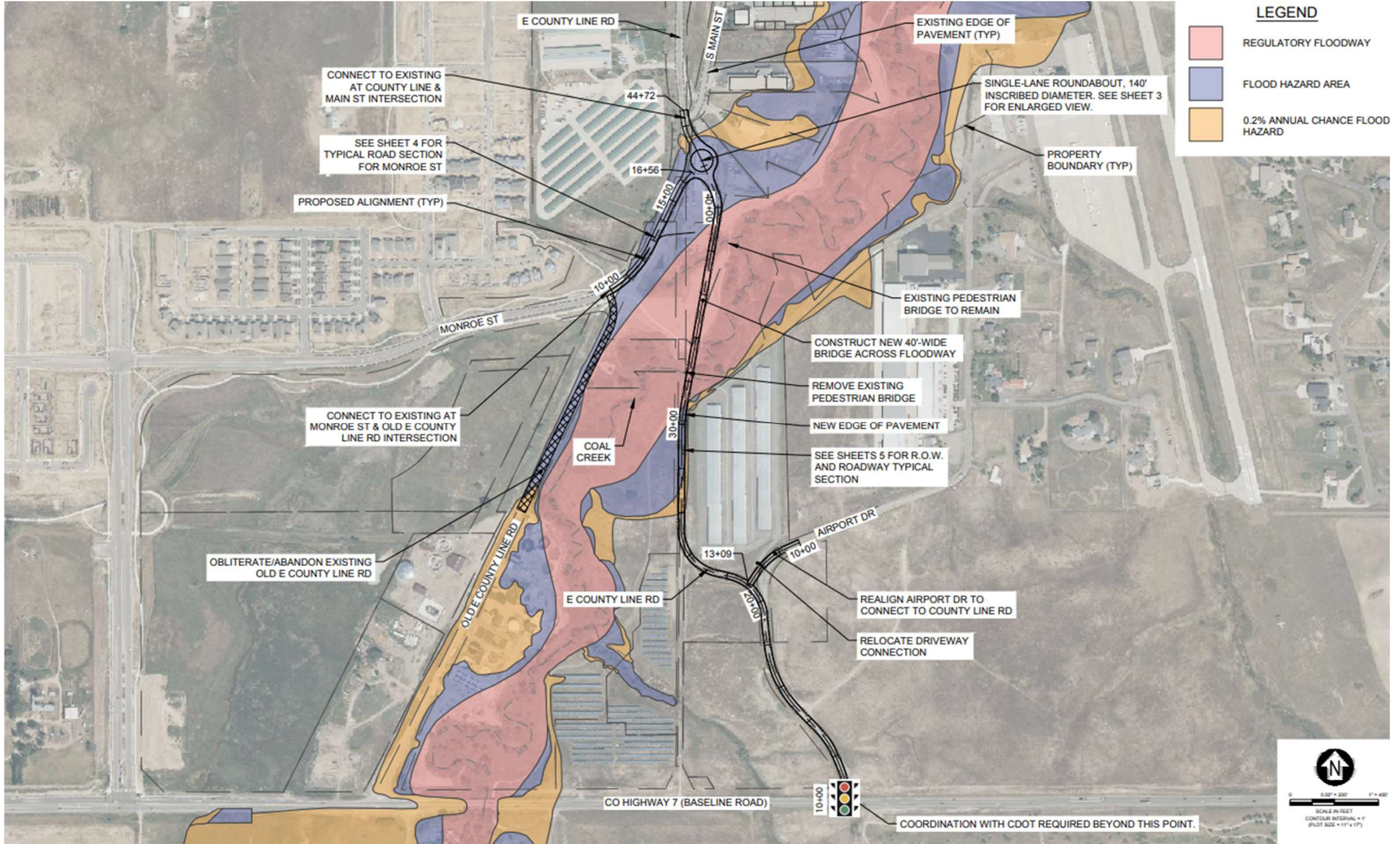


Future ADT with Alt 0

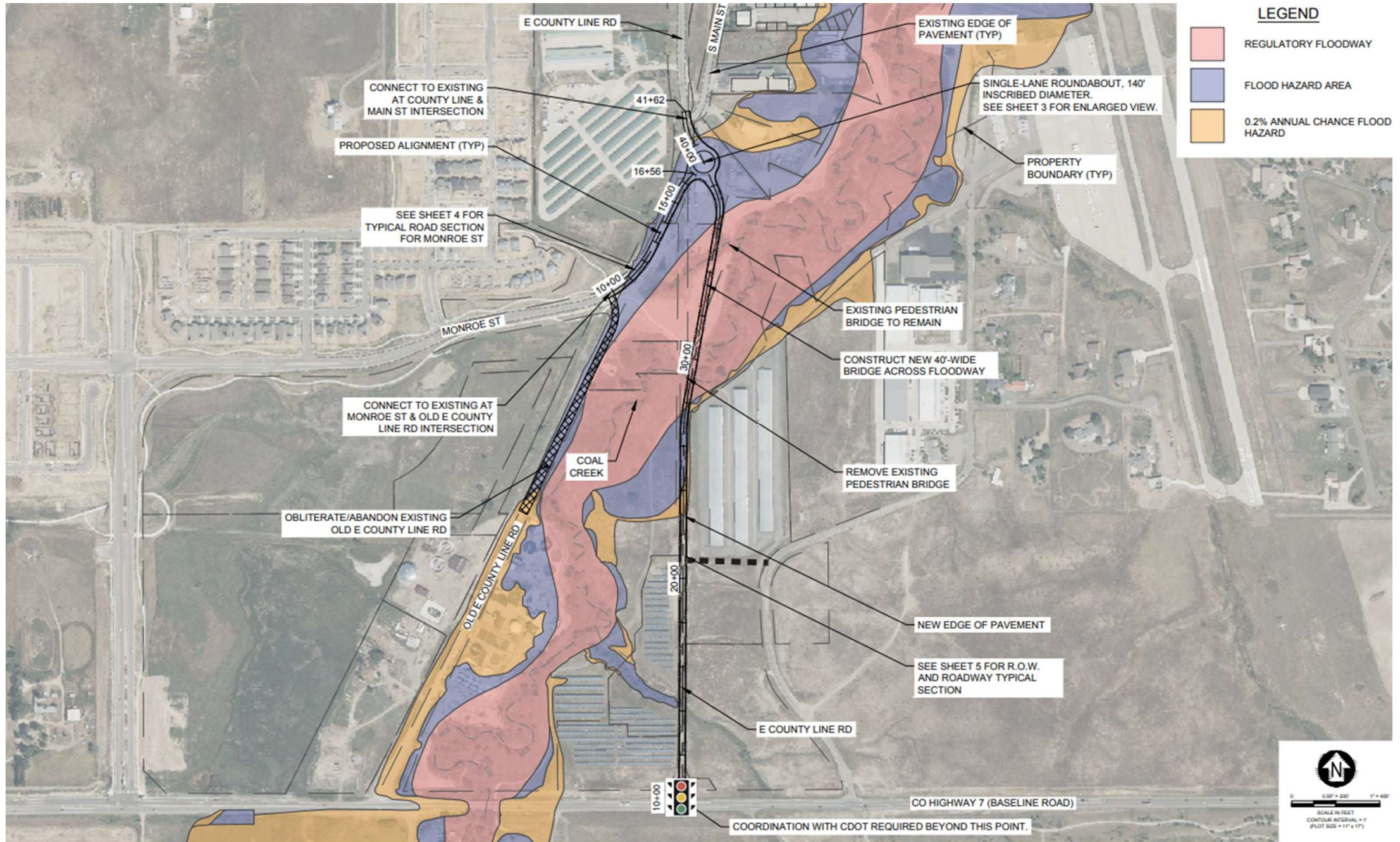
Future ADT with Alt A/B (growth)

Future ADT with Alt A/B (reduction)

Alt A. Conceptual Design



Alt B. Conceptual Design

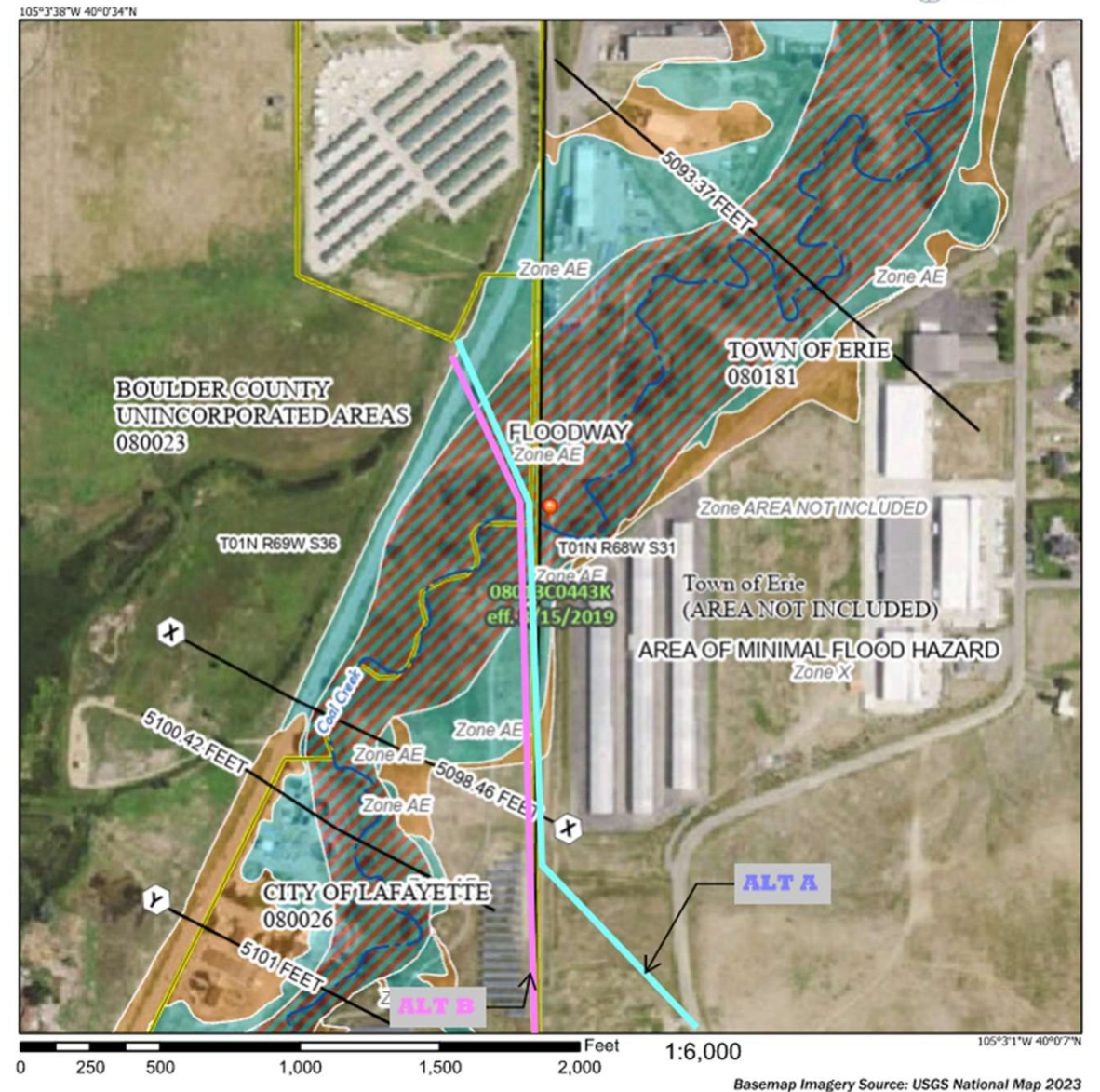




Floodplain Considerations

- Wide Coal Creek Floodplain
- Any new crossing requires FEMA review and approval
- Bridge would have potential to alter floodplain
- Requires detailed hydraulic modeling and analysis
- Bridge concept designed to minimize floodplain intrusion

National Flood Hazard Layer FIRMette





Benefit Cost Analysis Overview

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



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 ~ 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

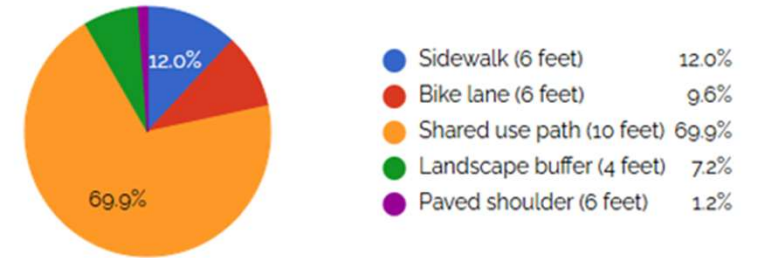
- ~\$50 M initial cost estimate offers ~2 mins travel time savings (compared to Coal Creek Blvd.)
- Staff resources would be allocated to addressing regulatory requirements:
 - CDOT CO-7 Intersection Access Permit, Design Approval, Signal
 - USACE Waterway Crossings/ Aquatic Resources
 - USFWS Threatened/ 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

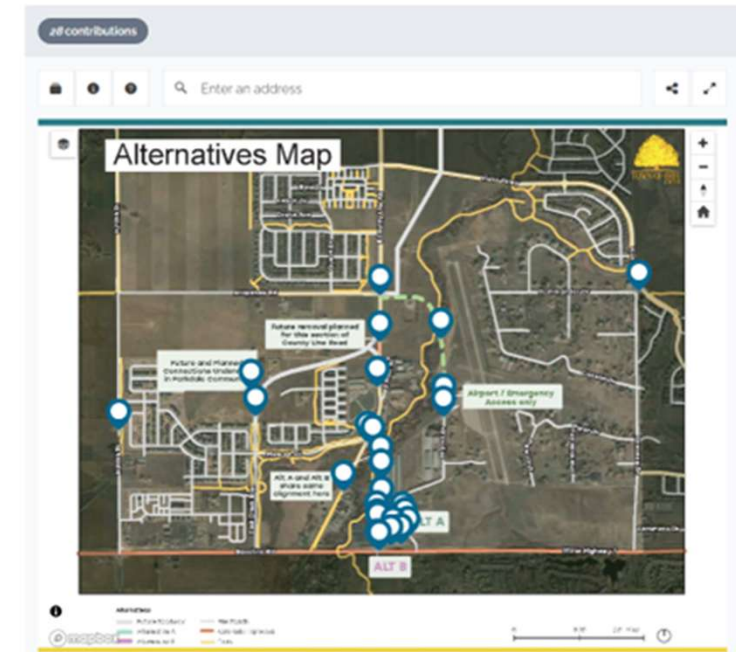
Public Engagement

- 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).

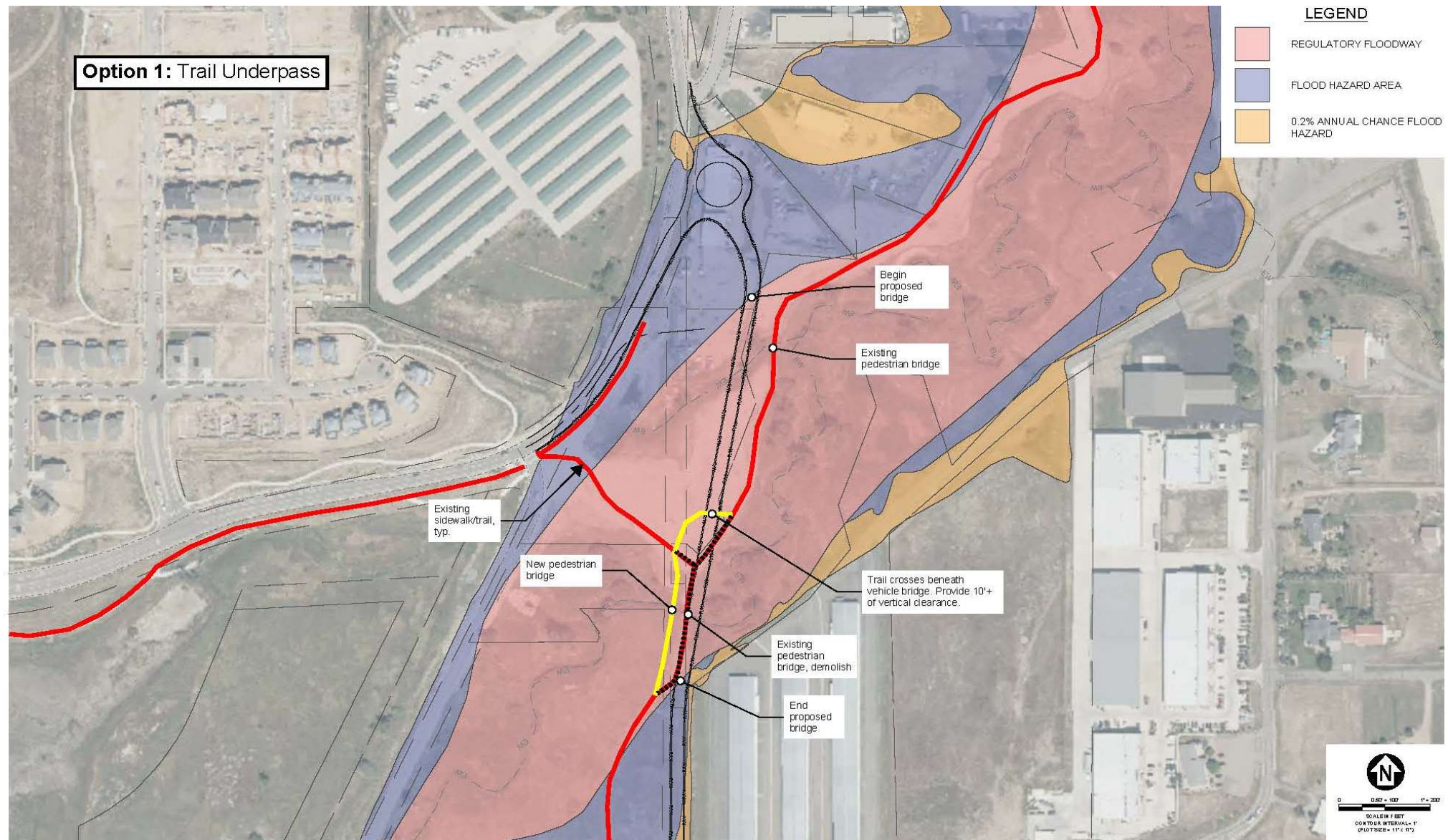


Public Open House

- 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)

