

Meadow Lake Airport Association

13625 Judge Orr Road, Meadow Lake Airport (KFLY), Peyton, CO 80831-6051

Date: May 28, 2024

To: El Paso County Planning and Community Development Department

Subj: **Major Transportation Corridor Plan MP 2024**

File: MP241

- Ref:
- (a) *"Your El Paso Master Plan"* (2021)
 - (b) Meadow Lake Airport Layout Plan (2019)
 - (c) C.R.S. 43-10-113 *"Safe Operating Area Around Airports"*
 - (d) 14 CFR Part 77, *"Safe, Efficient Use, and Preservation of the Navigable Airspace"*
 - (e) *"Pikes Peak Regional Multi-Hazard Mitigation Plan Update"* (2020)
 - (f) US 24 Access Control Plan and IGA (2005)
 - (g) US 24 Planning & Environmental Linkages (PEL) Study (2020)
 - (h) FAA AC 150/5300-13B, *"Airport Design"*
 - (i) FAA AC 150/5190-4B, *"Airport Land Use Compatibility Planning"*
 - (j) ACRP Report 27, *"Enhancing Airport Land Use Compatibility"*

The Meadow Lake Airport Association (MLAA) has reviewed the proposed Major Transportation Corridor Plan ("Plan") and offers the following comments and concerns.

1. Airport Impact Area (General Concern)

The proposed Plan discusses all forms of ground transportation (vehicular, rail, bike, pedestrian, etc.), but gives no mention or discussion of aviation as a mode of transportation or considerations of getting to/from these transportation hubs or the effect of aviation on surface modes. The El Paso County Master Plan (ref a) is cited as a reference for this Plan and specifically addresses with regard to Meadow Lake Airport that *"The County should consider prioritizing the Airport for new employment uses to capitalize on the existing distribution network."* and *"... industrial uses should be the primary businesses in this area."* (Economic Development, pg 71). The Master Plan goes on to state that *"Meadow Lake Airport is an important economic driver for unincorporated El Paso County"* (Transportation & Mobility, pg 88). Yet there is no discussion in the Plan about transportation infrastructure planning with respect to Meadow Lake.

Agencies planning activities in the "Airport Impact Area" (Enclosure 1) around Meadow Lake must consider the effect that the activity and the airport will have on each other. The "1041 Permit" issued to Meadow Lake by El Paso County in 2023 recognizes the airport as a "Designated Area of State Interest". CRS 43-10-113 applies to Meadow Lake as an FAA designated "Reliever Airport", and states *"Government entities with zoning and building permit authority shall adopt and enforce at a minimum, rules and regulations to protect the land areas defined in 14 CFR par 77."* In addition, the Pikes Peak Regional Multi-Hazard Mitigation Plan Update, Initiative #20 states that county planners *"Continue to ensure runway safety zones are considered during community planning for new construction/development applications."*

However, the Plan does not appear to give any consideration of ground transportation systems on airport operations or vice versus. Neither the Meadow Lake Airport Master Plan or the Colorado Springs Airport Master Plan appear to have been considered in developing the transportation networks around the respective airports.

2. Runway Protection Zone (Specific Concern)

Recent discussions with CDOT and El Paso County Transportation planners are involved with another design to improve to the Route 24/Judge Orr Road intersection and unfortunately emphasize the overall lack of awareness of aviation/ground transportation interface. The specifics of how this will be resolved will occur over the coming months, but the following is provided to explain the significance of the considerations on the other:

- The US 24 Access Control Plan (2005) designed an intersection with Blue Gill Drive connecting onto US 24 with a four-way stop light and Judge Orr Road continuing on the west side of the intersection (Enclosure 2). Judge Orr Road along the north side of the airport (through the Runway Protection Zone) was realigned to bend around the runway, south along the airport property line (a platted taxiway easement) and connect onto Blue Gill Drive. There have been at least two aircraft accidents (one fatal) in the location where this road realignment is proposed.

North bound from Judge Orr, a future frontage road would be constructed along the south side of Route 24 (inside the RPZ). There have been multiple aircraft mishaps in this area.

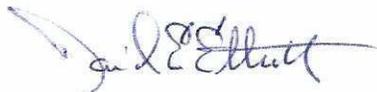
- The US 24 PEL (2020) redesigned the Blue Gill routing to terminate before US 24, and be rerouted to the airport property line and north along the fence line to connect onto Judge Orr Road (Enclosure 3). The plan continued to create a future frontage road through the RPZ and along the south side of US 24. Comments of the previous paragraph apply.
- Currently, the design team is considering the latter PEL design with a roundabout intersection on US 24 (Enclosure 4). Enclosure 4 also depicts the RPZ for Meadow Lake's main runway (15-33), now enhanced with FAA designed instrument approach procedures.
- Current FAA requirements prohibit any new construction in the Runway Protection Zone. The existing Judge Orr Road is "grandfathered", although it has a detrimental effect on the instrument approaches and removing it would be desirable for aviation operations. It should be noted that the FAA guidelines are for safety of persons and property on the ground, as well as flight crews. We do not intend to convey that Meadow Lake is a dangerous airport, but with 58 years of operations and due to our elevation and high density altitudes, Meadow Lake has experienced aircraft accidents in the RPZ and along the west side fence line where the realignment of Blue Gill is being contemplated. Increasing surface traffic in these areas is not prudent.

3. West side access (Specific Concern)

- a. All three of the lots on the north west side on the airport have a platted taxiway easement and “through-the-fence” access to the airport. These lots are presently contemplating hangar development. The current hangar wait list for Meadow Lake has 74 aircraft waiting for a new home. The uncertainty of the US 24 intersection redesign is affecting these plans, especially 8345 Blue Gill Drive which would be totally cutoff from the airport. The realignment could have an effect on the other lots as well.
- b. An additional significance to this airport is the effect on planning for a new airport public terminal. The federal Bi-Partisan Infrastructure Law (BIL) has specific provisions for modernization and/or construction of airport terminals. Meadow Lake does not have a dedicated transient terminal (or airport office) and has applied for a grant to construct such a facility on the west side ramp. Specifically, there has been interest from the Children’s Hospital Flight Team (and Guardian Flight and Eagle Air Med), to expand their operations via Meadow Lake to the hospitals on the north side of Colorado Springs. The proposed Judge Orr Road intersection redesign could have a significant negative impact on access to this public facility.

Considering airport plans with highway planning is paramount. They are mutually significant to the community that we serve.

Respectfully,



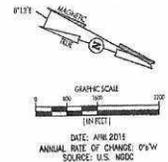
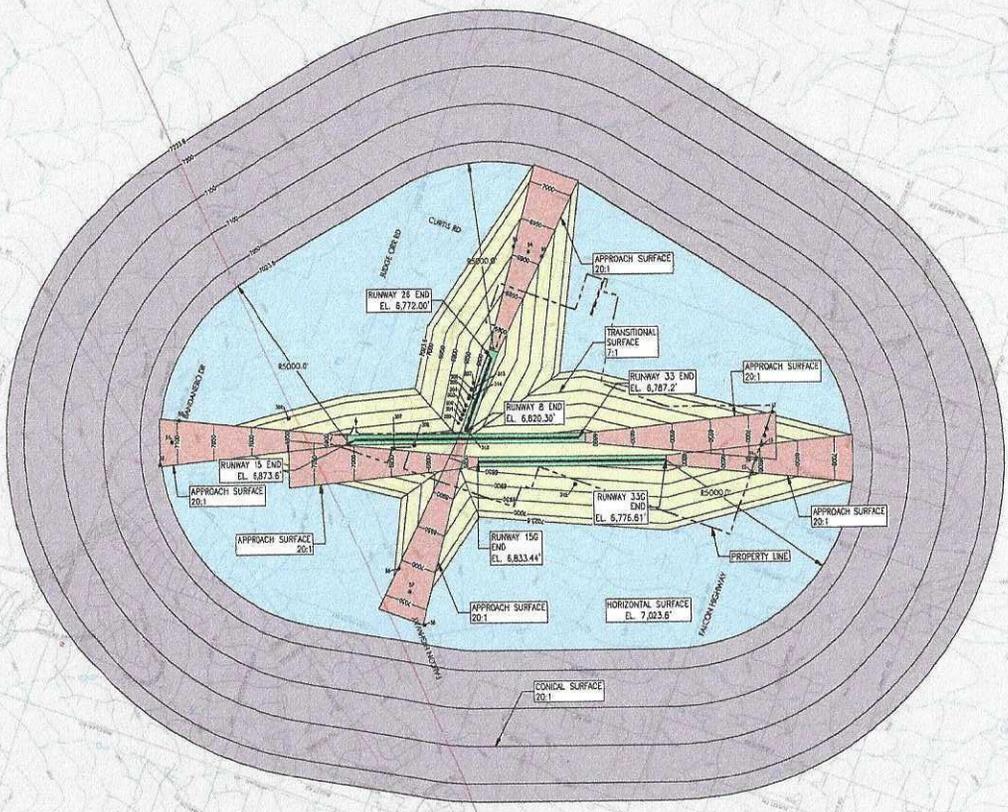
David E. Elliott

President, MLAA Board of Directors

cell: (719) 339-0928 email: falcon20flier@msn.com

- Encl: (1) Meadow Lake Airport Part 77 Surfaces (present and future)
(2) US Hwy 24 Access Control Plan (2005), Exhibit B, Figure 7
(3) US Hwy 24 Access Control Plan (2020), Exhibit D, Figure 4
(4) US 24 & Judge Orr Road – Roundabout Alternative

OBSTRUCTION DATA TABLE									
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (MSL)	SURFACE REFERENCED	TRANSITIONAL SURFACE PENETRATION	DISPOSITION	FAA AIRSPACE CASE NUMBER	
202	HANGAR	6,817.30'	20.00'	6,847.30'	EXISTING 808 TRANSITIONAL	2.00'	LIGHTMARK	N/A	
201	HANGAR	6,818.77'	20.00'	6,838.77'	EXISTING 808 TRANSITIONAL	1.99'	LIGHTMARK	N/A	
203	HANGAR	6,818.56'	20.00'	6,838.56'	EXISTING 808 TRANSITIONAL	10.00'	LIGHTMARK	N/A	
204	HANGAR	6,814.50'	20.00'	6,834.50'	EXISTING 808 TRANSITIONAL	9.32'	LIGHTMARK	N/A	
206	HANGAR	6,814.50'	20.00'	6,834.50'	EXISTING 808 TRANSITIONAL	9.77'	LIGHTMARK	N/A	
209	HANGAR	6,816.50'	20.00'	6,836.50'	EXISTING 808 TRANSITIONAL	4.78'	LIGHTMARK	N/A	
207	HANGAR	6,806.50'	20.00'	6,826.50'	EXISTING 808 TRANSITIONAL	4.89'	LIGHTMARK	N/A	
208	HANGAR	6,802.00'	20.00'	6,822.00'	EXISTING 808 TRANSITIONAL	1.84'	LIGHTMARK	N/A	
210	ANTENNA	6,804.00'	18.00'	6,822.00'	EXISTING 808 PRIMARY	8.00'	LIGHTMARK	2004 AAM 208 N/A	
211	HANGAR	6,808.00'	18.00'	6,823.00'	EXISTING 808 TRANSITIONAL	10.00'	LIGHTMARK	N/A	
214	HANGAR	6,804.00'	18.00'	6,822.00'	EXISTING 808 TRANSITIONAL	4.00'	LIGHTMARK	2004 AAM 218 N/A	
205	HANGAR	6,855.00'	38.00'	6,893.00'	EXISTING 1533 TRANSITIONAL	12.00'	REMOVE	2010 AAM 027 N/A	
208	HANGAR	6,848.00'	38.00'	6,886.00'	EXISTING 1533 TRANSITIONAL	12.00'	REMOVE	2010 AAM 218 N/A	
202	TRANSITION LINE	6,866.00'	100.00'	6,966.00'	EXISTING 1533 TRANSITIONAL	7.80'	LIGHTMARK	2010 AAM 207-02	
215	WIND TURBINE	6,807.00'	85.00'	6,892.00'	EXISTING 80333 TRANSITIONAL	15.00'	LIGHTMARK	2010 AAM 030-02	



- NOTES**
- ALL ELEVATIONS ARE TO MEAN SEA LEVEL (MSL)
 - MADE SOURCE: USGS TOPO MAP FROM USGS DATABASE
 - COORDINATE/ELEVATION DATA IS WOODS/MANOR
 - SEE INNER PORTION OF THE APPROACH PLAN AND PROFILE SHEETS FOR CLOSE IN OBSTRUCTIONS
 - COLORADO REVISED STATUTE 43-10-113, DATE OPERATING AREAS AROUND AIRPORTS - ESTABLISHED, REQUIRES LOCAL GOVERNMENT ENTITIES WITH ZONING AND BUILDING PERMITS AUTHORITY TO ADOPT AND ENFORCE RULES AND REGULATIONS TO PROTECT LAND AREAS ON AND ADJACENT AN AIRPORT, AS DEFINED IN 14 CODE OF THE FEDERAL REGULATIONS, PART 77, OBJECTS AFFECTING MANOEUVREABLE AIRSPACE
 - COLORADO REVISED STATUTE 24-65-1-202, CRITERIA FOR ADMINISTRATION OF AREAS OF STATE INTEREST, REQUIRES LOCAL GOVERNMENTS TO PROTECT AND ADMINISTER AREAS AROUND AIRPORTS SO TO: 1) ENCOURAGE LAND USE PATTERNS FOR HOUSING AND OTHER LOCAL GOVERNMENT NEEDS THAT WILL SEPARATE UNCONTROLLABLE NOISE SOURCES FROM RESIDENTIAL AND OTHER NOISE-SENSITIVE AREAS AND 2) AVOID DANGER TO PUBLIC SAFETY AND HEALTH OR TO PROPERTY DUE TO AIRCRAFT CRASHES.

DRAWING LEGEND

ITEM	FUTURE
APPROACH SURFACE	
CONICAL SURFACE	
HORIZONTAL SURFACE	
PRIMARY SURFACE	
TRANSITIONAL SURFACE	



ISSUE RECORD

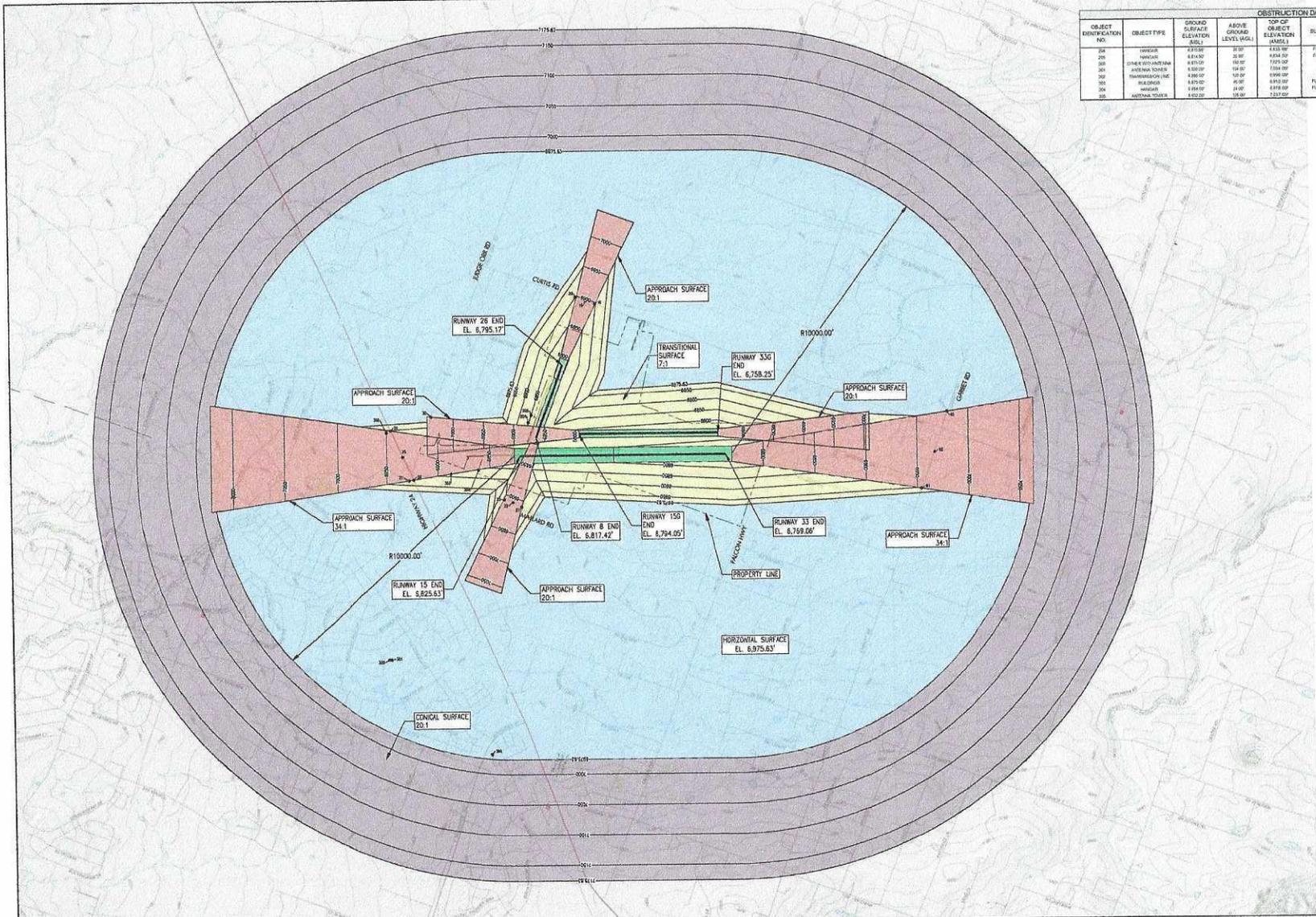
DES: B.L.R.	NO.	BY	DATE	DESCRIPTION
DR: B.L.R.				
CH: S.E.S.				
APP: D.F.N.				

AIRPORT LAYOUT PLAN

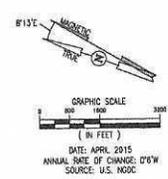
AIRPORT AIRSPACE DRAWING - EXISTING

SHEET NO. 07 of 21

CDAG GRANT NO. 2014-FLY-01	AVIATION PROJ. NO. 2014.FLY.01	DATE: MAY 2019
----------------------------	--------------------------------	----------------



OBSTRUCTION DATA TABLE								
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	AIR SURFACE ELEVATION (MSL)	TOP OF OBJECT ELEVATION (MSL)	SURFACE REFERENCED	TRANSITIONAL SURFACE GENERATION	DISPOSITION	FAA AIRSPACE CASE NUMBER
001	WINDSOR	8335.00	8335.00	8335.00	FUTURE 100 TRANSITIONAL	10.00	LIGHTHOUSE	N/A
002	WINDSOR	8343.00	8343.00	8343.00	FUTURE 100 TRANSITIONAL	10.00	LIGHTHOUSE	2014-AM-004-00
003	CHRYSLER TOWER	8375.00	8375.00	8375.00	HORIZONTAL	20.00	LIGHTHOUSE	2014-AM-001-00
004	AVENUE TOWER	8380.00	8380.00	8380.00	FUTURE 100 TRANSITIONAL	10.00	LIGHTHOUSE	2014-AM-003-00
005	TRANSFORMER CASE	8386.00	8386.00	8386.00	FUTURE 100 TRANSITIONAL	10.00	LIGHTHOUSE	2014-AM-002-00
006	WINDSOR	8392.00	8392.00	8392.00	FUTURE 100 TRANSITIONAL	10.00	LIGHTHOUSE	2014-AM-005-00
007	WINDSOR	8396.00	8396.00	8396.00	FUTURE 100 TRANSITIONAL	10.00	LIGHTHOUSE	2014-AM-006-00
008	AVENUE TOWER	8402.00	8402.00	8402.00	HORIZONTAL	20.00	LIGHTHOUSE	2014-AM-007-00



DRAWING LEGEND	
ITEM	FUTURE
APPROACH SURFACE	
CONICAL SURFACE	
HORIZONTAL SURFACE	
PRIMARY SURFACE	
TRANSITIONAL SURFACE	

- NOTES
- ALL ELEVATIONS ARE TO MEAN SEA LEVEL (MSL)
 - WAKE SOURCE: USGS TOPO MAP FROM USGS DATABASE
 - COORDINATE/ELEVATION DATA IS NAD83/NAVD83
 - SEE INNER PORTION OF THE APPROACH PLAN AND PROFILE SHEETS FOR CLOSE IN OBSTRUCTIONS
 - COLORADO REVISED STATUTE 43-10-113, SAFE OPERATING AREAS AROUND AIRPORTS - ESTABLISHED, REQUIRES LOCAL GOVERNMENT ENTITIES WITH ZONING AND BUILDING PERMIT AUTHORITY TO ADOPT AND ENFORCE RULES AND REGULATIONS TO PROTECT LAND AREAS ON AND ADJACENT AN AIRPORT AS DEFINED IN 14 CODE OF THE FEDERAL REGULATIONS, PART 77, OBJECTS AFFECTING NAVIGABLE AIRSPACE.
 - COLORADO REVISED STATUTE 24-65.1-202, CRITERIA FOR ADMINISTRATION OF AREAS OF STATE INTEREST, REQUIRES LOCAL GOVERNMENTS TO PROTECT AND ADMINISTER AREAS AROUND AIRPORTS SO TO 1) ENCOURAGE LAND USE PATTERNS FOR HOUSING AND OTHER LOCAL GOVERNMENT USES THAT WILL SEPARATE UNCONTROLLABLE NOISE SOURCES FROM RESIDENTIAL AND OTHER NOISE-SENSITIVE AREAS AND 2) AVOID DANGER TO PUBLIC SAFETY AND HEALTH OR TO PROPERTY DUE TO AIRCRAFT CRASHES.

CDAG 14-FLY-01
REV. 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100



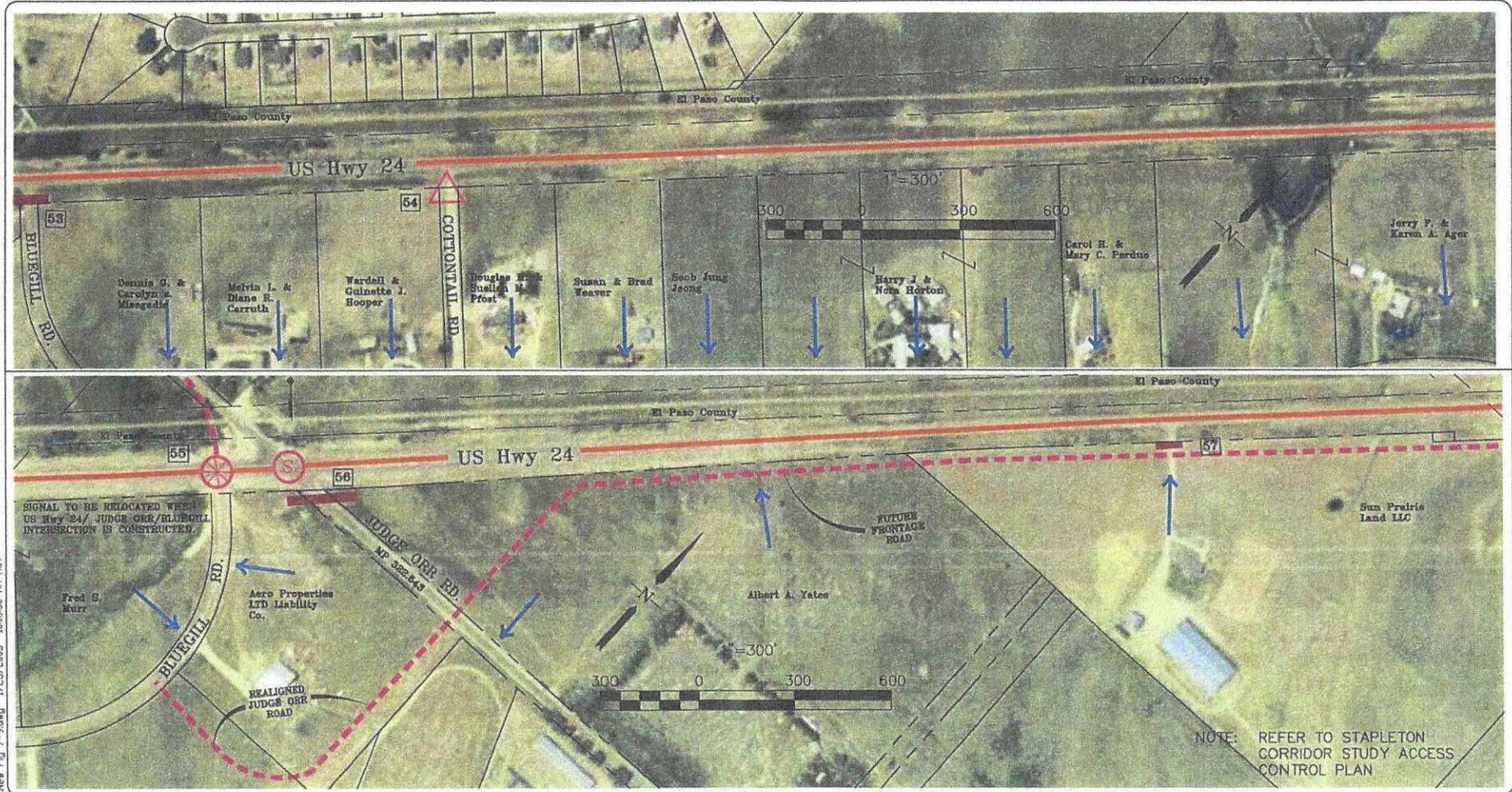
DES: B.L.R.	ISSUE RECORD			
	NO.	BY	DATE	DESCRIPTION
DR: B.L.R.				
CH: S.E.S.				
APP: D.F.N.				

AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE DRAWING - FUTURE

CDAG GRANT NO. 2014-FLY-01	JVIATION PROJ. NO. 2014.FLY.01	DATE MAY 2019
-------------------------------	-----------------------------------	------------------

SHEET NO.
08 of 21



F:\Denver\US24\MP\2004\Ver Fig 7-9.dwg 1/25/2005 10:55:50 AM MST

US HWY 24
ACCESS CONTROL PLAN
PETERSON BLVD. TO ELBERT HWY.



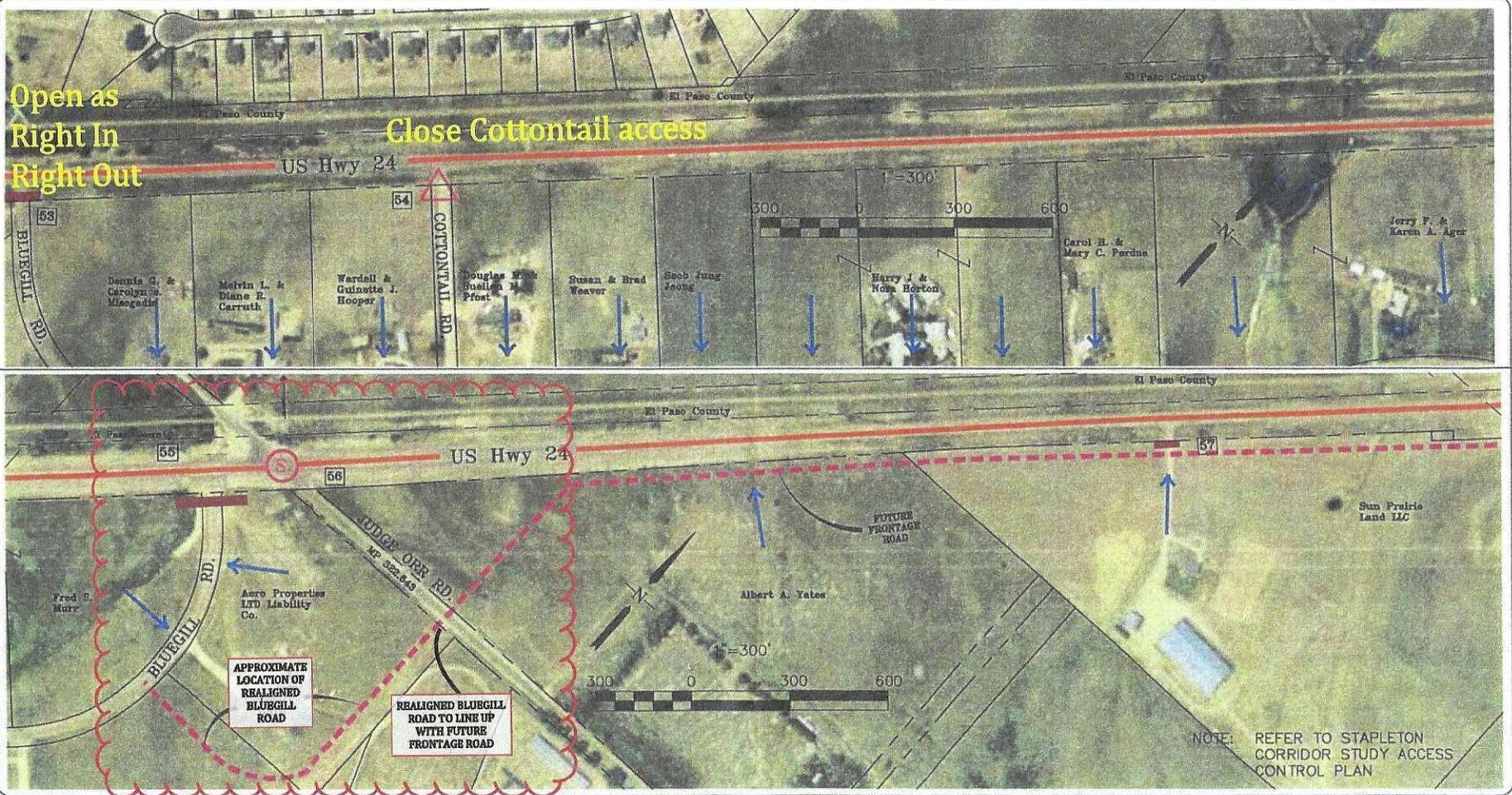
JAN
2005
 Aerial Photo 2003

LEGEND

- ⊙ Current Signalized, Full Movement
- ⊙ Future Signalized, Full Movement
- △ RIRO (right-in-right-out only)
- # Access I.D. Number
- Access Closed
- - - Future Roadway
- Median Barrier
- Combined Access
- Possible Access



EXHIBIT B
FIGURE 7



F:\Server\US24\Map\2004\New Fig 7-9.dwg 1/25/2005 10:55:50 AM MST

US HWY 24
ACCESS CONTROL PLAN
PETERSON BLVD. to ELBERT HWY.



DEC 2020
 Aerial Photo 2003

LEGEND

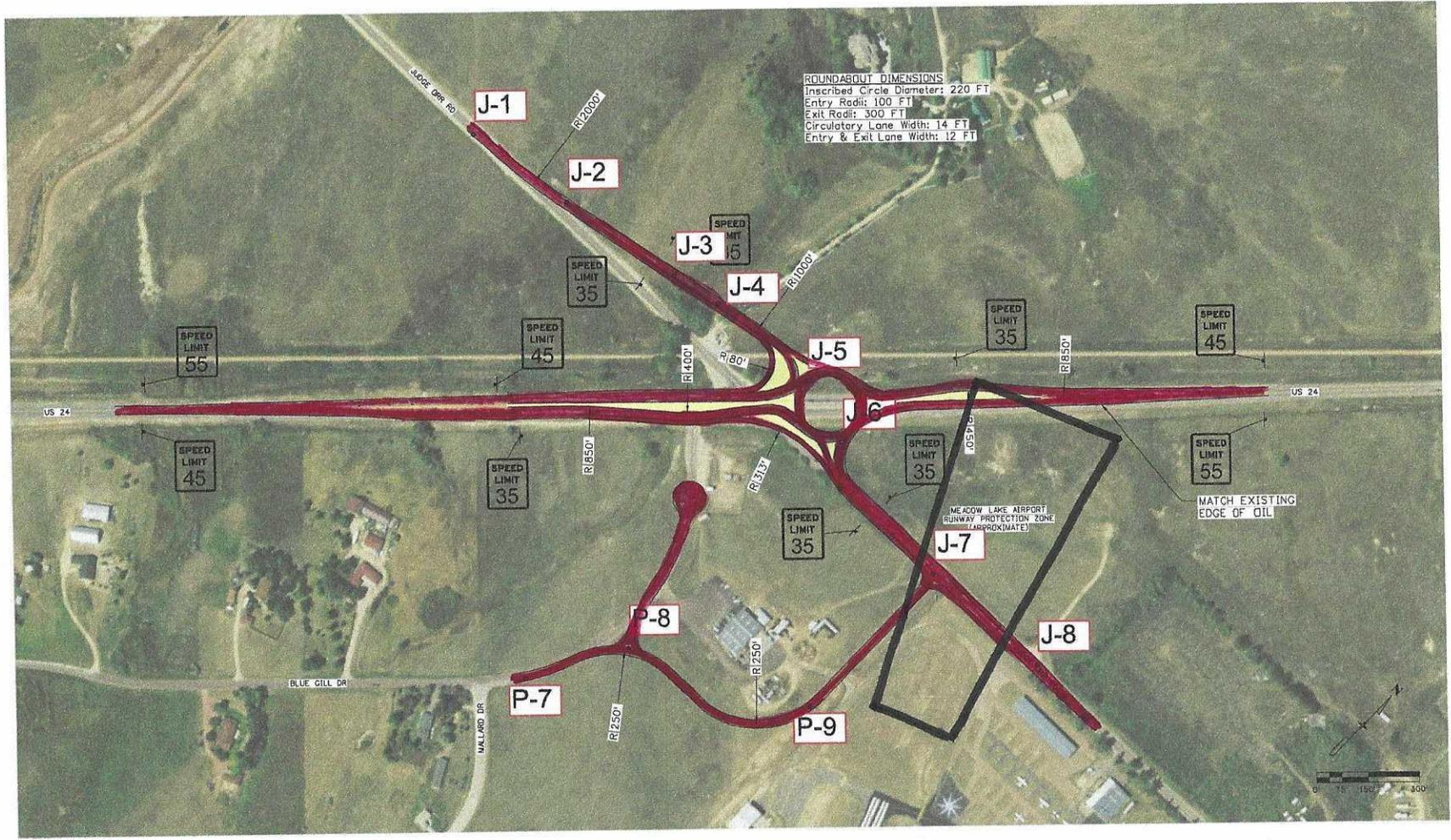
- Access I.D. Number
- Access Closed
- Future Roadway
- Median Barrier
- Combined Access
- Possible Access



EXHIBIT D
FIGURE 4

NOTE: REFER TO STAPLETON CORRIDOR STUDY ACCESS CONTROL PLAN

m:\cadd\arizona\9\24\47 AM 03\02023\03\232448\Design\23125\Design\Drawings\Roundabout_Alternative\Judge_Drr_Updated_Plan.dwg



DRAFT

All seals for this set of drawings are applied to the cover page(s)	Print Date: 4/9/2024	Sheet Revisions	Colorado Department of Transportation	As Constructed	US 24 & JUDGE DRR ROAD ROUNDABOUT ALTERNATIVE	Project No./Code	
	File Name: Roundabout Alternative_Judge Drr_Updated_Plan.dwg	Comments	1480 Quail Lake Loop Road, Suite A Colorado Springs, CO 80906 Phone: 719-227-3205 Fax: 719-227-3298	No Revisions:		Designer:	Structure Numbers
	Horiz. Scale:	Ver1. Scale: As Noted	Region	Revised:	Detailer:	Sheet Subset:	Subset Sheets:
	Unit Information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Void:	<input type="checkbox"/>	<input type="checkbox"/>