

## **COMMON GROUND RECOMMENDATION**

### **West Side Based Aircraft Facilities**

- Commercial operations queue before GA operations
- No west side taxiway needed. Minimal constraint to operations (~10 crossings / day)
- 2.85 million cubic yards LESS dirt moved than west side terminal option
- \$40 million savings in runway construction costs by not shifting the runway
- Requires one summer closure and one shoulder season closure, reducing construction impacts
- Reduction in construction and demolition waste and additional carbon

### **Shift Runway 80' West**

- \$135 million in construction costs to shift runway
- Requires two summer closures (4 months) and two shoulder season closures (3 months)
- Realignment of Owl Creek Road

### **West Side Terminal and East Side FBO**

- GA operations queue before commercial operations
- Requires 3.25 million yards of dirt to be moved (225,000 truck loads)
- West side taxiway requires (a) significant changes in traffic flow at Owl Creek and Hwy 82; (b) Realignment of Owl Creek Road into City of Aspen Open Space – requires City of Aspen vote

### **West Side FBO, Itinerant and Full Taxiway B**

- GA operations queue either the same, or ahead of Commercial operations
- Without west side taxiway, significant constraint in runway operations (~100 crossings / day during peak season)
- West side taxiway requires (a) significant changes in traffic flow at Owl Creek and Hwy 82; (b) Realignment of Owl Creek Road into City of Aspen Open Space – requires City of Aspen vote