



ADAMS COUNTY

COLORADO
BOARD OF COUNTY COMMISSIONERS

Eva J. Henry - District #1
Charles "Chaz" Tedesco - District #2
Erik Hansen - District #3
Steve O'Dorisio - District #4
Mary Hodge - District #5

**STUDY SESSION AGENDA
TUESDAY
May 8, 2018**

ALL TIMES LISTED ON THIS AGENDA ARE SUBJECT TO CHANGE

- | | |
|-------------------|--|
| 10:30 A.M. | ATTENDEE(S): Adam Burg |
| | ITEM: Legislative Update |
| 11:15 A.M. | ATTENDEE(S): Jeffery Maxwell / Jeremy Reichert / David Tuttle |
| | ITEM: Gravel Roads Program Update |
| 11:45 A.M. | ATTENDEE(S): Dave Ruppel |
| | ITEM: 2017 Front Range Airport Highlights / Spaceport Update |
| 12:15 P.M. | ATTENDEE(S): Raymond Gonzales |
| | ITEM: Administrative Item Review / Commissioners Communications |

(AND SUCH OTHER MATTERS OF PUBLIC BUSINESS WHICH MAY ARISE)

AGENDA IS SUBJECT TO CHANGE



STUDY SESSION AGENDA ITEM

DATE: May 8, 2018
SUBJECT: Gravel Roads Program Update
FROM: Jeffery Maxwell, PE, PTOE, Director of Public Works
AGENCY/DEPARTMENT: Public Works
ATTENDEES: Jeffery Maxwell, Director of Public Works Jeremy Reichert, Operations Manager David Tuttle, Foreman
PURPOSE OF ITEM: Provide an update on the 2018 Public Works Gravel Roads Program
STAFF RECOMMENDATION: That the BOCC provide feedback regarding the program

BACKGROUND:

The 2018 Gravel Roads Program calls for resurfacing of over 140 miles of roads in eastern Adams County. The Public Works Department will provide an update on the current status of the program as well as the scheduled work plan for 2018 and 2019.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

ATTACHED DOCUMENTS:

PowerPoint Presentation

FISCAL IMPACT:

Please check if there is no fiscal impact . If there is fiscal impact, please fully complete the section below.

Fund:

Cost Center:

	Object Account	Subledger	Amount
Current Budgeted Revenue:			
Additional Revenue not included in Current Budget:			
Total Revenues:			<hr/>

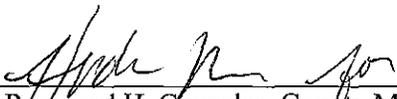
	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:			
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
Total Expenditures:			<hr/>

New FTEs requested: YES NO

Future Amendment Needed: YES NO

Additional Note:

APPROVAL SIGNATURES:



Raymond H. Gonzales, County Manager

Alisha Reis, Deputy County Manager



Bryan Ostler, Deputy County Manager

Patti Duncan, Deputy County Manager

APPROVAL OF FISCAL IMPACT:



Budget



Study Session – May 8, 2018

PUBLIC WORKS - OPERATIONS DIVISION

Gravel Road Rehabilitation Update

- Progress overview
- Results of improvement
- Cost overview
- Future projections
- Moving forward
- Questions



Program and progress overview: (review map exhibit)

- **2014** – Evaluated existing processes and problems, developed maintenance and rehabilitation strategies – **2.4 LM Completed** – **identified gravel material needs**
- **2015** – Small scale pilot testing, implementation of grading routes, training for staff, established priority methodologies – **24 LM Completed** – **identified truck hauling service needs**
- **2016** – Medium scale pilot testing, developed tracking processes and systems, presented strategies to BoCC, staff development through pilot testing - **58 LM Completed** – **identified stabilization and equipment needs**
- **2017** – Large scale pilot testing, evaluated success/failures, better understanding of operational capacity, on-boarded new equipment, implementation of BoCC approved rehabilitation programs - **108 LM Completed** – **identified culvert needs**
- **2018** – Brief BoCC on success and failures and next steps, develop mid and long range plans, standardize processes, evaluate operational efficiencies and make adjustments as needed

Public Works is making progress towards improving the gravel road network. Many of these improvements are highlighted below:

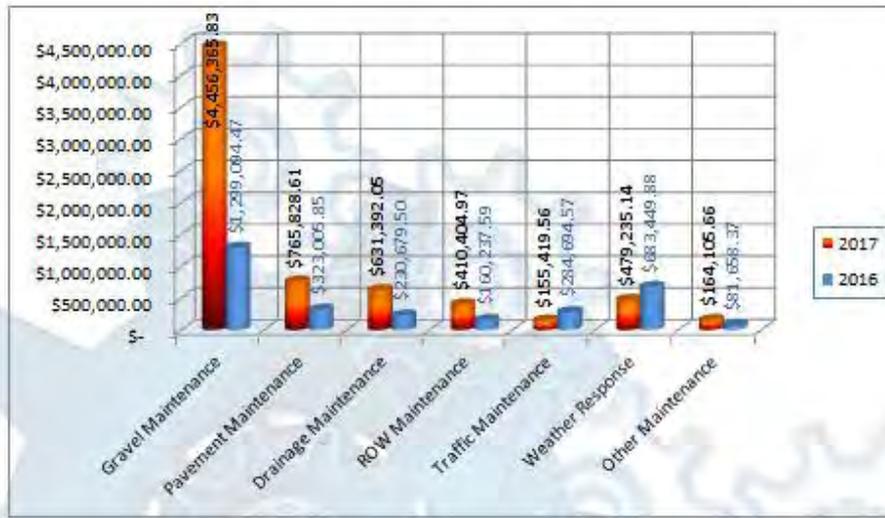
- 2017 complaints and service request's reduced by 18+% – more citizen satisfaction and engagement
- Reduced need for grading frequency – allowing other critical work priorities to be completed
- Improved drainage functionality – eliminating long standing issues that often required temporary road closures for extended periods
- Reduced impacts from weather – improved snow and ice control specifically on gravel roads – eliminating urgent grading after rain events (little to no impact)
- Employee satisfaction and engagement – pride in the work they do and the outcomes they produce – advancing employee capability, new technology and industry knowledge
- Adams County has gained local and national notoriety, setting new standards for gravel road management industries. Our demonstrated results are peaking the interests of academic institutions and neighboring agencies

Overview of cost

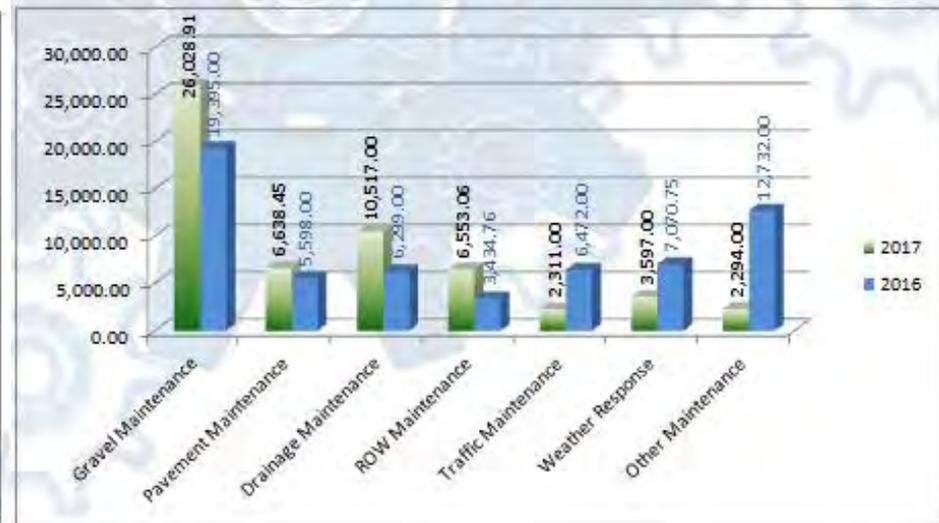
In 2017 gravel road management consumed roughly **61%** of the operations resource in terms of reported labor effort.

This level of effort will go down over time as the rehabilitation program progresses and improvements are made.

Maintenance Cost



Maintenance Labor Hours



Overview of cost continued

The evaluation of cost for implementing gravel road rehabilitation is based on hard and soft costs. Each roadway has its own unique challenges and costs vary from road to road. Rehabilitation efforts consist of the following:

- Reconstruct (Road Profile)
- Gravel Surfacing
- Drainage Improvement (Culverts)



2017 Gravel Rehabilitation (reconstruct & resurfacing)

Soft Cost (Labor & Equipment)	Hard Cost (Materials & Services)	Total Cost
\$920,473.00	\$2,313,340.00	\$3,233,813

2017 Culvert Replacement

Soft Cost (Labor & Equipment)	Hard Cost (Materials & Services)	Total Cost
\$524,180.00	\$56,638.00	\$580,818.00

Total Cost \$3,814,631.00

Overview of cost continued

As rehabilitation progresses, the focus on maintenance grows proportionately, keeping good roads good as the priority.

In addition to rehabilitation cost, ongoing maintenance cost must be anticipated. This cost and effort is in perpetuity, in order to sustain the desired quality/condition of the gravel road network. Ongoing maintenance consists of the following:

- Routine service grading
- Fugitive dust control
- Gravel reclamation



These functions will grow each year whereas grading will reduce overtime

2017 Routine Grading

Soft Cost (Labor & Equipment)	Hard Cost (Materials & Services)	Total Cost
\$548,355.00	\$43,204.00	\$591,559.00

2017 Dust Control

Soft Cost (Labor & Equipment)	Hard Cost (Materials & Services)	Total Cost
\$55,270.00	\$188,010.00	\$243,280.00

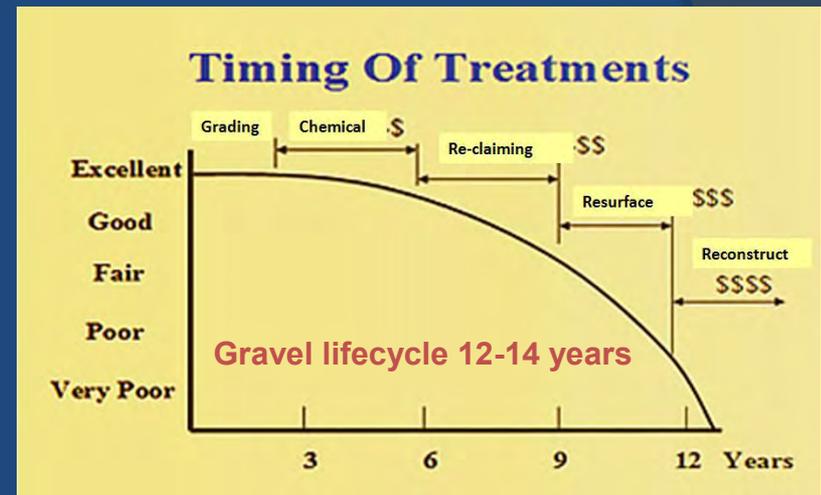
2017 Gravel Reclamation

Soft Cost (Labor & Equipment)	Hard Cost (Materials & Services)	Total Cost
\$76,845.00	\$310,870.00	\$387,715.00

Total Cost \$1,222,554.00

Future Projections – As the gravel road rehabilitation program progresses each year, weather and traffic impacts are reduced across the network, and our capacity to accelerate improvements increases.

- Improving 145 Lane Miles per year, the gravel road network will be rehabilitated in approximately 12 years
- Ongoing maintenance will reduce the level of effort for future rehabilitation, increasing productivity, keeping up with and/or eliminating disrepair



Bradbury Krebs Rd – E. 15th Ave to E. 112th



Gravel roads will always be a priority for Public Works and a vital part of the overall transportation system. It is important to seek out new funding sources and standards that support efficient and sustainable maintenance. Below are recommended steps moving forward to achieve success in this regard.

- Continue evolving with technology and industry advancements
- Acquire more sustainable/reliable bulk water sources
- Continue evaluating and sourcing cost-effective materials and efficient and reliable equipment
- Ensure that employee development progresses with change in business practices
- Conservatively increase staffing levels proportionate to the area of responsibility, that is paced with current and projected community growth rates, ensuring the levels of service are acceptable
- Establish reasonable impact fees
- Enforce surface change (pave) requirements when development impacts create reasonable cause

Questions ?

E. 38th Ave – From Converse Rd to Penrith Rd

Polymerized Stabilization

December 2017



April 2018



Rehabilitated in August of 2017

Maintenance free surface – 8 months and counting



STUDY SESSION AGENDA ITEM

DATE: May 8, 2018
SUBJECT: Air and Space Port Updates
FROM: Dave Ruppel
AGENCY/DEPARTMENT: Front Range Airport
ATTENDEES: Dave Ruppel
PURPOSE OF ITEM: Provide current Air and Space Port status and information.
STAFF RECOMMENDATION: Update

BACKGROUND:

This update will discuss 2017 projects, 2018 projects, new businesses at FTG, and the current status of the Spaceport licensing effort.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

Front Range Airport

ATTACHED DOCUMENTS:

PowerPoint Update

FISCAL IMPACT:

Please check if there is no fiscal impact . If there is fiscal impact, please fully complete the section below.

Fund:

Cost Center:

	Object Account	Subledger	Amount
Current Budgeted Revenue:			
Additional Revenue not included in Current Budget:			
Total Revenues:			

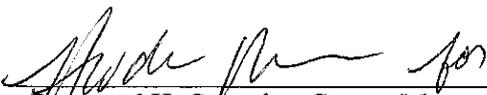
	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:			
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
Total Expenditures:			

New FTEs requested: YES NO

Future Amendment Needed: YES NO

Additional Note:

APPROVAL SIGNATURES:



Raymond H. Gonzales, County Manager

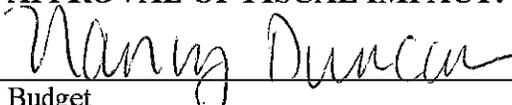
Alisha Reis, Deputy County Manager



Bryan Ostler, Deputy County Manager

Patti Duncan, Deputy County Manager

APPROVAL OF FISCAL IMPACT:



Budget

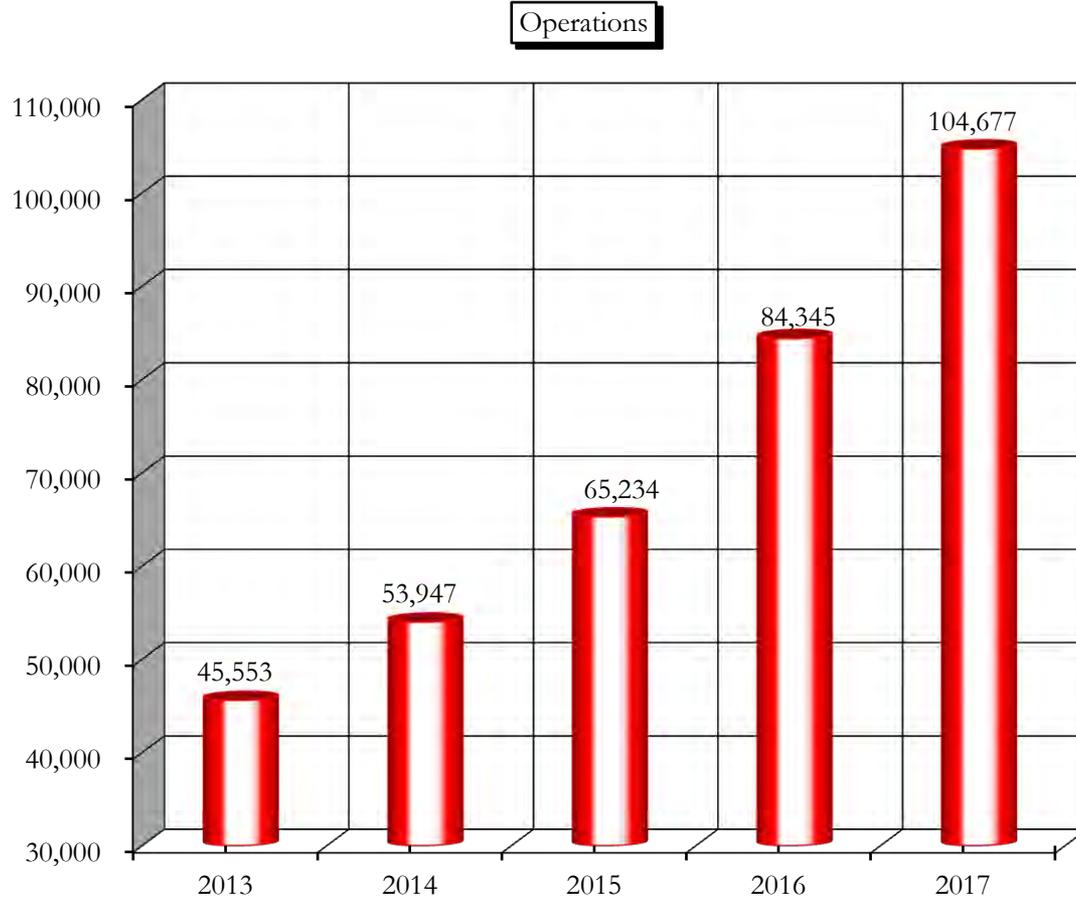
BoCC Update

May 8, 2017



Dave Ruppel—Airport Director

Aviation Operations



Fuel Sales

Total Fuel



Businesses and Leases

- 4 new businesses
 - ✓ Reaction Engines, Engine Test Facility—Under construction, operational in June 2018
 - ✓ New aircraft design and manufacturing business.
 - ✓ Microgrid Energy(Solar Farm- in process-expect completion of 13 acre solar field by Fall 2018)
 - ✓ High end race track facility.

- Air Methods Training Facility reduced operation from 7 to 4 aircraft, moving more operations to the new simulator facility off of Tower Road.

- Pending Hangar Development

- Strong start to the year with several other businesses in various stages of negotiation.



Projects for 2017

- Completed pavement rehabilitation for Module 3 Taxiway.
- Repainted Runways and Taxiways
- Crack-sealed all airfield surfaces
- Major crack repair in CDOT Aeronautics parking lot
- Completed Airport and Control Tower digital mapping using Drone Platform—2nd Airport in USA to conduct full airport mapping with Drones.

Events

- War Bird Auto Classic—Saturday, July 28, 2018
- Colorado Mile –Car Race- Labor Day Weekend
- Numerous smaller events and Pancake Breakfasts

Projects for 2018

- Taxiway A7 repair-AIP project
- Taxiway A8- Development-Internal Project
- Cargo Road Chipseal



Spaceport License

➤ FAA designated a special use airspace for our use in mid-September 2017.

➤ Engineering team completed new noise, sonic boom, and hazard evaluations.

➤ Application update completed and application submitted, December 2017.

➤ Application began formal 180 Day review on February 20, 2018.

➤ EA was released on April 17th for its 30 day Public review. Public meeting on May 17th.

➤ Final determination not later than August 19, 2018.

Growth in U.S. Spaceports: A 2017 Snapshot



Areas of Growth

- Rocket Engine testing continues to draw interest both from manufacturers and research institutions.
- Flight Training
- Transient Corporate Traffic
- Community Solar
- National Guard Activity
- Off Airport Business Parks
- Eastern Business Activity and Interest



Questions?



