



Board of County Commissioners

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

PUBLIC HEARING AGENDA

NOTICE TO READERS: The Board of County Commissioners' meeting packets are prepared several days prior to the meeting. This information is reviewed and studied by the Board members to gain a basic understanding, thus eliminating lengthy discussions. Timely action and short discussion on agenda items does not reflect a lack of thought or analysis on the Board's part. An informational packet is available for public inspection in the Board's Office one day prior to the meeting.

THIS AGENDA IS SUBJECT TO CHANGE

Tuesday
October 15, 2019
9:30 AM

- 1. ROLL CALL**
- 2. PLEDGE OF ALLEGIANCE**
- 3. MOTION TO APPROVE AGENDA**
- 4. AWARDS AND PRESENTATIONS**
- 5. PUBLIC COMMENT**

A. Citizen Communication

A total of 30 minutes is allocated at this time for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board.

B. Elected Officials' Communication

6. CONSENT CALENDAR

- A.** List of Expenditures Under the Dates of September 30 - October 4, 2019
- B.** Minutes of the Commissioners' Proceedings from October 8, 2019
- C.** Resolution Approving Amendment to Agreement Regarding Funding of Major Drainageway Planning and Flood Hazard Area Delineation for Branter Gulch and Tributaries, Adams County Agreement No. 18-04.01A (File approved by ELT)

- D.** Resolution Approving Amendment to Agreement Regarding Funding of Outfall Systems Planning for Basin 4100 and DFA 0056 Agreement No. 17-01.18A
(File approved by ELT)
- E.** Resolution Approving Agreement Regarding Funding of Major Drainageway Planning for Direct Flow Area 0054 Agreement No. 19-05.06
(File approved by ELT)
- F.** Resolution Approving the Colorado Preschool Program Contract with Westminster Public Schools for PY 2019-2020
(File approved by ELT)
- G.** Resolution Approving an Agreement between Adams County and Wellpath, LLC for Medical and Mental Health Services
(File approved by ELT)
- H.** Resolution Approving the Adams County Human Services Department Fiscal Year 2019-2020 Chafee Program Plan
(File approved by ELT)
- I.** Resolution Approving the Final Draft Master Plan and Airport Layout Plan Update for Colorado Air and Space Port
(File approved by ELT)
- J.** Resolution Appointing Commissioner Mary Hodge as the Adams County Representative to the South Platte Basin Roundtable
(File approved by ELT)
- K.** Resolution Appointing Commissioner Steve O'Dorisio as the Adams County Representative to the Metro Roundtable
(File approved by ELT)

7. NEW BUSINESS

A. COUNTY MANAGER

- 1.** Presentation of the 2020 Proposed Adams County Budget
(File approved by ELT)
- 2.** Resolution Approving an Agreement between Adams County and Glacier Construction Company, Inc., for the Decommissioning of Sewage Lagoons
(File approved by ELT)
- 3.** Resolution Approving Change Order One to the Agreement between Adams County and JK Transports Inc., for Truck Hauling Services
(File approved by ELT)

B. COUNTY ATTORNEY

8. LAND USE HEARINGS

A. Cases to be Heard

- 1.** PRC2019-00004 Kiowa-52 Solar
(File approved by ELT)
- 2.** PLT2018-00030 Layton Subdivision Second Filing Minor Subdivision Plat, Private Street Waiver and Subdivision Improvements Agreement
(File approved by ELT)
- 3.** RCU2019-00020 Garcia/Mariposa Rezone
(File approved by ELT)

9. ADJOURNMENT

AND SUCH OTHER MATTERS OF PUBLIC BUSINESS WHICH MAY ARISE

County of Adams
Net Warrant by Fund Summary

Fund Number	Fund Description	Amount
1	General Fund	1,871,254.37
4	Capital Facilities Fund	5,800.00
5	Golf Course Enterprise Fund	9,017.82
6	Equipment Service Fund	140,657.97
7	Stormwater Utility Fund	4,500.00
13	Road & Bridge Fund	387,178.38
19	Insurance Fund	448,046.45
27	Open Space Projects Fund	1,762.05
28	Open Space Sales Tax Fund	29,353.46
31	Head Start Fund	4,340.75
35	Workforce & Business Center	25,940.34
43	Colorado Air & Space Port	52,389.94
50	FLATROCK Facility Fund	10,374.00
		<u>2,990,615.53</u>

Net Warrants by Fund Detail

1General Fund

<u>Warrant</u>	<u>Supplier No</u>	<u>Supplier Name</u>	<u>Warrant Date</u>	<u>Amount</u>
00005548	378404	CARUSO JAMES LOUIS	10/1/2019	2,050.00
00005549	887517	CCP INDUSTRIES	10/1/2019	16,750.00
00005554	273765	UNITED POWER	10/1/2019	30,697.81
00005555	545155	JP MORGAN CHASE BANK NA	10/3/2019	771,707.09
00005556	320525	ARIAS REBECCA M	10/4/2019	3,024.00
00005557	871361	EVANS CONSULTING	10/4/2019	1,277.50
00741665	499779	BAKER ABIGAIL N	9/30/2019	200.00
00741666	3020	BENNETT TOWN OF	9/30/2019	1,500.00
00741668	255194	CHAMBERS HOLDINGS LLC	9/30/2019	16,312.97
00741672	5602	COLO DEPT OF LABOR & EMPLOYMEN	9/30/2019	30.00
00741674	1909	COLO DOORWAYS INC	9/30/2019	2,184.00
00741676	13409	EASTERN DISPOSE ALL	9/30/2019	163.00
00741678	418327	IC CHAMBERS LP	9/30/2019	13,677.80
00741680	39055	JUNDA GRAPHICS	9/30/2019	500.00
00741681	13593	KAISER PERMANENTE	9/30/2019	1,781.89
00741682	13593	KAISER PERMANENTE	9/30/2019	1,781.89
00741683	13593	KAISER PERMANENTE	9/30/2019	9,700.00
00741689	93320	MILE HIGH TREE CARE INC	9/30/2019	6,500.00
00741690	920159	NICKERSON WADE	9/30/2019	778.66
00741691	45515	OFFICE SCAPES	9/30/2019	745.44
00741693	914323	SALAZAR ARIANNA	9/30/2019	50.00
00741695	13538	SHRED IT USA LLC	9/30/2019	30.00
00741697	13932	SOUTH ADAMS WATER & SANITATION	9/30/2019	401.15
00741699	227044	SOUTHWESTERN PAINTING	9/30/2019	21,126.00
00741700	293662	SUMMIT LABORATORIES INC	9/30/2019	1,230.00
00741701	66264	SYSTEMS GROUP	9/30/2019	1,830.00
00741702	498722	THERMAL & MOISTURE PROTECTION	9/30/2019	2,357.50
00741704	38221	TRANE US INC	9/30/2019	522.50
00741709	544338	WESTAR REAL PROPERTY SERVICES	9/30/2019	8,250.46
00741793	91631	ADAMSON POLICE PRODUCTS	10/3/2019	246.74
00741798	383698	ALLIED UNIVERSAL SECURITY SERV	10/3/2019	7,309.81
00741799	12012	ALSCO AMERICAN INDUSTRIAL	10/3/2019	65.61
00741801	639937	AMOS ERIN	10/3/2019	222.00
00741803	639339	ARROYS PATRICIA	10/3/2019	650.00
00741804	922212	ASPEN ASPHALT CORPORATION	10/3/2019	93,850.62
00741808	429551	BISCUITS AND BERRIES CATERING	10/3/2019	500.00

Net Warrants by Fund Detail

1 General Fund

<u>Warrant</u>	<u>Supplier No</u>	<u>Supplier Name</u>	<u>Warrant Date</u>	<u>Amount</u>
00741809	449864	BOBCAT OF THE ROCKIES	10/3/2019	650.00
00741810	152081	BRAND AGENTS INC	10/3/2019	1,282.90
00741816	704804	CLAPPER ROBBY	10/3/2019	66.00
00741821	564091	DENTONS US LLP	10/3/2019	48,000.00
00741826	425986	FORRISTALL ANNA	10/3/2019	101.00
00741829	294059	GROUNDS SERVICE COMPANY	10/3/2019	75.00
00741830	698488	HANCOCK FORREST HAYES	10/3/2019	65.00
00741834	899207	KNUDSON CONSULTING LLC	10/3/2019	1,926.22
00741836	262826	LUNA LILLIAN	10/3/2019	600.00
00741838	597186	MICHELSON FOUND ANIMALS FOUNDA	10/3/2019	4,404.60
00741839	13591	MWI VETERINARY SUPPLY CO	10/3/2019	2,829.94
00741840	331084	NOVAK CONSULTING GROUP	10/3/2019	20,000.00
00741841	669732	PATTERSON VETERINARY SUPPLY IN	10/3/2019	309.18
00741842	660971	PITLER AND ASSOCIATES	10/3/2019	66.00
00741843	724935	PORTSCHELLER KELLY L	10/3/2019	74.88
00741844	45133	PPS INTERIORS	10/3/2019	6,000.00
00741845	725956	PRUDENTIAL OVERALL SUPPLY	10/3/2019	110.56
00741846	463618	RA CLARK ENTERPRISES	10/3/2019	700.00
00741847	422902	ROADRUNNER PHARMACY INCORPORAT	10/3/2019	115.86
00741853	13538	SHRED IT USA LLC	10/3/2019	375.00
00741854	10449	SIR SPEEDY	10/3/2019	17.50
00741857	66264	SYSTEMS GROUP	10/3/2019	11,920.00
00741859	41127	THYSSENKRUPP ELEVATOR CORP	10/3/2019	5,654.76
00741861	628772	TUCKER JENNIFER	10/3/2019	853.74
00741865	338508	WRIGHTWAY INDUSTRIES INC	10/3/2019	149.26
00741890	93203	ADAMS COUNTY EDUCATION CONSORT	10/4/2019	540,734.00
00741893	433987	ADCO DISTRICT ATTORNEY'S OFFIC	10/4/2019	999.85
00741894	491148	AHRENS NICHOLETTE LEE	10/4/2019	117.00
00741896	63227	ARNALL MICHAEL F MD	10/4/2019	367.16
00741897	920787	AUGUSTYNOVICH LESLIE K	10/4/2019	42.00
00741899	8973	C & R ELECTRICAL CONTRACTORS I	10/4/2019	509.00
00741900	46192	CAE4-HA	10/4/2019	250.00
00741901	304171	CDPHE	10/4/2019	121.00
00741902	6331	COLO ASSESSORS ASSN	10/4/2019	115.00
00741903	99357	COLO MEDICAL WASTE INC	10/4/2019	243.00
00741904	40374	COSTAR REALTY INFORMATION INC	10/4/2019	3,981.97

Net Warrants by Fund Detail

1General Fund

<u>Warrant</u>	<u>Supplier No</u>	<u>Supplier Name</u>	<u>Warrant Date</u>	<u>Amount</u>
00741905	40658	CROWN EQUIPMENT CORP	10/4/2019	83.00
00741906	645079	CUSHING MARY ANN	10/4/2019	139.00
00741907	8804941	DELTA COUNTY SHERIFF	10/4/2019	8.00
00741914	47723	FEDEX	10/4/2019	128.46
00741915	197938	FIRST CALL OF COLO	10/4/2019	4,080.00
00741916	438625	GOVERNOR'S OFFICE OF IT	10/4/2019	2,237.22
00741917	565398	GREER, AMY	10/4/2019	4,219.00
00741918	827709	HAMMOND ALAN S	10/4/2019	419.21
00741920	922093	HIRATSUKA & ASSOCIATES LLP	10/4/2019	675.00
00741921	33110	JUSTICE BENEFITS INC	10/4/2019	264.00
00741922	357744	LEVERSEE THOMAS F LCSW	10/4/2019	120.00
00741923	920776	MILLER MICHAEL P	10/4/2019	450.00
00741924	920774	NAJERA EDNA	10/4/2019	1,115.00
00741925	124449	NMS LABS	10/4/2019	13,505.00
00741926	31933	O'NEILL, TERRANCE P	10/4/2019	100.00
00741927	433729	ORBIS PARTNERS INC	10/4/2019	1,277.00
00741928	100332	PERKINELMER GENETICS	10/4/2019	100.00
00741929	851798	PETERS SHIRLEY	10/4/2019	139.00
00741935	26297	SENIORS RESOURCE CENTER INC	10/4/2019	151,377.47
00741936	12529	SHIBAO PAM	10/4/2019	38.25
00741937	13538	SHRED IT USA LLC	10/4/2019	236.98
00741939	645080	SMITH GERALD	10/4/2019	139.00
00741940	51001	SOUTHLAND MEDICAL LLC	10/4/2019	530.97
00741941	7189	TOSHIBA FINANCIAL SERVICES	10/4/2019	2,102.59
00741942	117701	UNIPATH	10/4/2019	1,834.00
00741943	240959	UNITED HEALTHCARE	10/4/2019	8,100.00
00741946	1007	UNITED POWER (UNION REA)	10/4/2019	203.41
00741947	300982	UNITED SITE SERVICES	10/4/2019	2,840.90
00741948	914240	VAUGHN MARLENA	10/4/2019	600.00
00741949	28566	VERIZON WIRELESS	10/4/2019	360.09

Fund Total**1,871,254.37**

County of Adams
Net Warrants by Fund Detail

<u>4</u>		<u>Capital Facilities Fund</u>			
<u>Warrant</u>	<u>Supplier No</u>	<u>Supplier Name</u>	<u>Warrant Date</u>	<u>Amount</u>	
00005552	897973	SM ROCHA LLC	10/1/2019	5,800.00	
			Fund Total	5,800.00	

Net Warrants by Fund Detail

5Golf Course Enterprise Fund

<u>Warrant</u>	<u>Supplier No</u>	<u>Supplier Name</u>	<u>Warrant Date</u>	<u>Amount</u>
00741794	8579	AGFINITY INC	10/3/2019	6,177.50
00741800	12012	ALSCO AMERICAN INDUSTRIAL	10/3/2019	47.76
00741812	22068	BT CONSTRUCTION	10/3/2019	1,070.00
00741813	25288	CEM LAKE MGMT	10/3/2019	475.00
00741828	160270	GOLF & SPORT SOLUTIONS	10/3/2019	581.24
00741831	649113	HOSEPOWER USA AND/OR COMPLETE	10/3/2019	107.59
00741835	11496	L L JOHNSON DIST	10/3/2019	558.73
Fund Total				9,017.82

Net Warrants by Fund Detail

6Equipment Service Fund

<u>Warrant</u>	<u>Supplier No</u>	<u>Supplier Name</u>	<u>Warrant Date</u>	<u>Amount</u>
00741820	61188	DELLENBACH MOTORS	10/3/2019	29,762.00
00741850	16237	SAM HILL OIL INC	10/3/2019	29,229.20
00741858	790907	THE GOODYEAR TIRE AND RUBBER C	10/3/2019	2,629.07
00741860	13367	TRANSWEST TRUCK TRAILER RV	10/3/2019	79,037.70
Fund Total				140,657.97

County of Adams
Net Warrants by Fund Detail

7 Stormwater Utility Fund

<u>Warrant</u>	<u>Supplier No</u>	<u>Supplier Name</u>	<u>Warrant Date</u>	<u>Amount</u>
00741677	717427	ELSER, CHRISANNA	9/30/2019	83.00
00741852	396915	SHERMAN STREET	10/3/2019	886.00
00741913	842301	EVANS REALTY AND PROPERTY MANA	10/4/2019	3,531.00
Fund Total				4,500.00

Net Warrants by Fund Detail

13**Road & Bridge Fund**

<u>Warrant</u>	<u>Supplier No</u>	<u>Supplier Name</u>	<u>Warrant Date</u>	<u>Amount</u>
00741664	11902	3M COMPANY	9/30/2019	1,853.93
00741669	43659	CINTAS FIRST AID & SAFETY	9/30/2019	34.70
00741670	2305	COBITCO INC	9/30/2019	469.23
00741671	4878	COLO BARRICADE CO	9/30/2019	2,536.14
00741673	65277	COLO DEPT OF TRANSPORTATION	9/30/2019	2,248.00
00741675	24524	E470 PUBLIC HIGHWAY AUTHORITY	9/30/2019	2,418.33
00741692	18328	RHOMAR INDUSTRIES INC	9/30/2019	2,674.69
00741696	71223	SON FILL LLC	9/30/2019	690.00
00741698	13932	SOUTH ADAMS WATER & SANITATION	9/30/2019	176.48
00741708	7872	VULCAN INC	9/30/2019	1,825.60
00741795	13074	ALBERT FREI & SONS INC	10/3/2019	33,053.82
00741797	9507	ALLIED RECYCLED AGGREGATES	10/3/2019	18,651.79
00741802	111584	ARKANSAS VALLEY SEED	10/3/2019	6,123.06
00741807	49497	BFI TOWER ROAD LANDFILL	10/3/2019	5,117.23
00741811	8909	BRANNAN SAND & GRAVEL COMPANY	10/3/2019	2,111.76
00741823	26880	DENVER INDUSTRIAL SALES & SER	10/3/2019	23,995.44
00741825	534975	EP&A ENVIROTAC INC	10/3/2019	135,661.25
00741827	212385	GMCO CORPORATION	10/3/2019	6,611.05
00741832	506641	JK TRANSPORTS INC	10/3/2019	21,690.00
00741833	823806	KECI COLORADO INC	10/3/2019	88,692.95
00741848	147080	ROCKSOL CONSULTING GROUP INC	10/3/2019	18,087.93
00741930	918946	PORTILLO FERNANDO BENCOMO	10/4/2019	580.00
00741931	7424	ROCKY MTN ASPHALT EDUCATION	10/4/2019	1,075.00
00741932	618622	ROSE MARGARET ANN	10/4/2019	2,700.00
00741933	618628	RUSCETTA JAMES LEE	10/4/2019	2,700.00
00741938	612237	SIMS FREDERIC M	10/4/2019	5,400.00
Fund Total				387,178.38

Net Warrants by Fund Detail

19**Insurance Fund**

<u>Warrant</u>	<u>Supplier No</u>	<u>Supplier Name</u>	<u>Warrant Date</u>	<u>Amount</u>
00005551	423439	DELTA DENTAL OF COLO	10/1/2019	24,075.20
00005553	37223	UNITED HEALTH CARE INSURANCE C	10/1/2019	240,255.31
00741684	13593	KAISER PERMANENTE	9/30/2019	1,239.02
00741685	13593	KAISER PERMANENTE	9/30/2019	1,239.02
00741686	13593	KAISER PERMANENTE	9/30/2019	88,518.42
00741706	37507	UNITED HEALTHCARE	9/30/2019	3,381.40
00741818	43930	COCHRANE, JOHN M	10/3/2019	165.11
00741891	13052	ADAMS COUNTY RETIREMENT PLAN	10/4/2019	268.47
00741892	13052	ADAMS COUNTY RETIREMENT PLAN	10/4/2019	200.76
00741908	13663	DELTA DENTAL PLAN OF COLO	10/4/2019	15,806.02
00741909	13663	DELTA DENTAL PLAN OF COLO	10/4/2019	17.69
00741910	13663	DELTA DENTAL PLAN OF COLO	10/4/2019	117.91
00741911	13663	DELTA DENTAL PLAN OF COLO	10/4/2019	15.96
00741912	13663	DELTA DENTAL PLAN OF COLO	10/4/2019	117.91
00741934	46792	SECURE HORIZONS	10/4/2019	19,773.20
00741944	240958	UNITED HEALTHCARE	10/4/2019	15,004.40
00741945	240959	UNITED HEALTHCARE	10/4/2019	37,454.41
00741950	11552	VISION SERVICE PLAN-CONNECTICU	10/4/2019	386.08
00741951	11552	VISION SERVICE PLAN-CONNECTICU	10/4/2019	5.08
00741952	11552	VISION SERVICE PLAN-CONNECTICU	10/4/2019	5.08

Fund Total**448,046.45**

County of Adams
Net Warrants by Fund Detail

27 Open Space Projects Fund

<u>Warrant</u>	<u>Supplier No</u>	<u>Supplier Name</u>	<u>Warrant Date</u>	<u>Amount</u>
00741895	42655	AQUA SIERRA INC	10/4/2019	1,762.05
Fund Total				1,762.05

County of Adams
Net Warrants by Fund Detail

28 Open Space Sales Tax Fund

<u>Warrant</u>	<u>Supplier No</u>	<u>Supplier Name</u>	<u>Warrant Date</u>	<u>Amount</u>
00741898	39402	BIRD CONSERVANCY OF THE ROCKIE	10/4/2019	29,353.46
Fund Total				29,353.46

Net Warrants by Fund Detail

31Head Start Fund

<u>Warrant</u>	<u>Supplier No</u>	<u>Supplier Name</u>	<u>Warrant Date</u>	<u>Amount</u>
00741815	327914	CESCO LINGUISTIC SERVICE INC	10/3/2019	807.46
00741822	45567	DENVER CHILDREN'S ADVOCACY CTR	10/3/2019	2,431.38
00741837	79121	MEADOW GOLD DAIRY	10/3/2019	371.80
00741855	13770	SYSCO DENVER	10/3/2019	730.11
Fund Total				4,340.75

Net Warrants by Fund Detail

35**Workforce & Business Center**

<u>Warrant</u>	<u>Supplier No</u>	<u>Supplier Name</u>	<u>Warrant Date</u>	<u>Amount</u>
00741667	152461	CENTURYLINK	9/30/2019	209.16
00741679	880157	JOHNSON ROBYN M	9/30/2019	20.00
00741687	643316	LOCKHEED MARTIN SPACE SYSTEMS	9/30/2019	9,000.00
00741688	897905	MCCUDRY AUSTIN	9/30/2019	20.00
00741703	919510	TISCARENO ELISHA	9/30/2019	40.00
00741705	860311	TURNAGE ZACKARY	9/30/2019	10.00
00741707	8076	VERIZON WIRELESS	9/30/2019	518.18
00741863	153459	ULTIMUS	10/3/2019	16,123.00
Fund Total				<hr/> 25,940.34

Net Warrants by Fund Detail

43

Colorado Air & Space Port

Warrant	Supplier No	Supplier Name	Warrant Date	Amount
00005550	709816	CITY SERVICEVALCON LLC	10/1/2019	26,692.41
00741694	13880	SHERER AUTO PARTS	9/30/2019	2,412.85
00741796	88281	ALBERTS WATER & WASTEWATER SER	10/3/2019	3,300.00
00741805	351622	AURORA WATER	10/3/2019	55.48
00741806	351622	AURORA WATER	10/3/2019	8,113.95
00741814	80257	CENTURYLINK	10/3/2019	344.12
00741819	2381	COLO ANALYTICAL LABORATORY	10/3/2019	150.00
00741824	80156	DISH NETWORK	10/3/2019	148.03
00741849	44131	ROGGEN FARMERS ELEVATOR ASSN	10/3/2019	42.00
00741851	37110	SB PORTA BOWL RESTROOMS INC	10/3/2019	409.00
00741856	93074	SYSCO DENVER	10/3/2019	3,301.00
00741862	80271	TWS AVIATION FUEL SYSTEMS	10/3/2019	87.40
00741864	80279	VERIZON WIRELESS	10/3/2019	520.24
00741866	13822	XCEL ENERGY	10/3/2019	10.49
00741867	13822	XCEL ENERGY	10/3/2019	12.64
00741868	13822	XCEL ENERGY	10/3/2019	13.14
00741869	13822	XCEL ENERGY	10/3/2019	15.12
00741870	13822	XCEL ENERGY	10/3/2019	33.60
00741871	13822	XCEL ENERGY	10/3/2019	33.60
00741872	13822	XCEL ENERGY	10/3/2019	41.24
00741873	13822	XCEL ENERGY	10/3/2019	51.65
00741874	13822	XCEL ENERGY	10/3/2019	52.77
00741875	13822	XCEL ENERGY	10/3/2019	58.18
00741876	13822	XCEL ENERGY	10/3/2019	65.25
00741877	13822	XCEL ENERGY	10/3/2019	66.10
00741878	13822	XCEL ENERGY	10/3/2019	69.45
00741879	13822	XCEL ENERGY	10/3/2019	78.76
00741880	13822	XCEL ENERGY	10/3/2019	85.04
00741881	13822	XCEL ENERGY	10/3/2019	109.36
00741882	13822	XCEL ENERGY	10/3/2019	111.91
00741883	13822	XCEL ENERGY	10/3/2019	114.67
00741884	13822	XCEL ENERGY	10/3/2019	223.49
00741885	13822	XCEL ENERGY	10/3/2019	424.78
00741886	13822	XCEL ENERGY	10/3/2019	613.94
00741887	13822	XCEL ENERGY	10/3/2019	1,091.71
00741888	13822	XCEL ENERGY	10/3/2019	1,253.96

County of Adams
Net Warrants by Fund Detail

43		Colorado Air & Space Port				
		<u>Warrant</u>	<u>Supplier No</u>	<u>Supplier Name</u>	<u>Warrant Date</u>	<u>Amount</u>
		00741889	13822	XCEL ENERGY	10/3/2019	2,122.61
		00741919	200012	HANSEN ERIK	10/4/2019	60.00
		Fund Total				52,389.94

County of Adams
Net Warrants by Fund Detail

<u>50</u>		<u>FLATROCK Facility Fund</u>			
<u>Warrant</u>	<u>Supplier No</u>	<u>Supplier Name</u>	<u>Warrant Date</u>	<u>Amount</u>	
00741817	754004	CLEAN CUT LAWN SERVICE INC	10/3/2019	10,374.00	
Fund Total				10,374.00	

County of Adams
Net Warrants by Fund Detail

Grand Total 2,990,615.53

County of Adams
Vendor Payment Report

<u>3070I8574196</u>	<u>TANF NON MON SVCS - Empl Trng</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	County Client/Provider					
	PCard JE	00015	961613	348768	9/23/2019	1,433.79
	PCard JE	00015	961613	348768	9/23/2019	3,000.00
					Account Total	4,433.79
					Department Total	4,433.79

County of Adams
Vendor Payment Report

<u>9479</u>	<u>Administrative Cost Pool</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	PCard JE	00030	961613	348768	9/23/2019	10.00
					Account Total	10.00
	Operating Supplies					
	PCard JE	00030	961613	348768	9/23/2019	21.95
	PCard JE	00030	961613	348768	9/23/2019	395.00
					Account Total	416.95
					Department Total	426.95

County of Adams
Vendor Payment Report

<u>3040X2601010</u>	<u>Adult Prot Admin</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	102.47
					Account Total	102.47
	Other Communications					
	PCard JE	00015	961613	348768	9/23/2019	320.08
					Account Total	320.08
	Software and Licensing					
	PCard JE	00015	961613	348768	9/23/2019	601.98
					Account Total	601.98
	Travel & Transportation					
	PCard JE	00015	961613	348768	9/23/2019	15.00
					Account Total	15.00
					Department Total	1,039.53

County of Adams
Vendor Payment Report

<u>3040P2601012</u>	<u>Adult Prot Client Benefits</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	County Client/Provider					
	PCard JE	00015	961613	348768	9/23/2019	123.94
					Account Total	123.94
					Department Total	123.94

County of Adams
Vendor Payment Report

<u>3040P9999900</u>	<u>Adult Prot Non-Reimbursable</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	County Client/Provider					
	PCard JE	00015	961613	348768	9/23/2019	218.92
	PCard JE	00015	961613	348768	9/23/2019	137.21
					Account Total	356.13
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	70.95
					Account Total	70.95
					Department Total	427.08

County of Adams
Vendor Payment Report

<u>99800</u>	<u>All Ofc Shared Direct</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00035	961613	348768	9/23/2019	157.04
					Account Total	157.04
					Department Total	157.04

County of Adams
Vendor Payment Report

<u>99809</u>	<u>All Ofc Shared no SS</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00035	961613	348768	9/23/2019	18.34
	PCard JE	00035	961613	348768	9/23/2019	18.34-
	PCard JE	00035	961613	348768	9/23/2019	257.51
					Account Total	257.51
					Department Total	257.51

County of Adams
Vendor Payment Report

<u>2051</u>	<u>ANS - Administration</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Animal Control/Shelter					
	SALAZAR ARIANNA	00001	960982	348141	9/26/2019	50.00
					Account Total	50.00
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	225.00
					Account Total	225.00
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	61.05
	PCard JE	00001	961613	348768	9/23/2019	186.27
	PCard JE	00001	961613	348768	9/23/2019	67.58
	PCard JE	00001	961613	348768	9/23/2019	114.93
	PCard JE	00001	961613	348768	9/23/2019	66.10
	PCard JE	00001	961613	348768	9/23/2019	125.40
	PCard JE	00001	961613	348768	9/23/2019	90.00
	PCard JE	00001	961613	348768	9/23/2019	97.53
	PCard JE	00001	961613	348768	9/23/2019	207.10
	PCard JE	00001	961613	348768	9/23/2019	342.63
					Account Total	1,358.59
	Special Events					
	PCard JE	00001	961613	348768	9/23/2019	3.57
	PCard JE	00001	961613	348768	9/23/2019	3.99
	PCard JE	00001	961613	348768	9/23/2019	24.59
	PCard JE	00001	961613	348768	9/23/2019	49.07
	PCard JE	00001	961613	348768	9/23/2019	92.98
					Account Total	174.20
					Department Total	1,807.79

County of Adams
Vendor Payment Report

<u>2056</u>	<u>ANS - Clinic Operations</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	300.00
					Account Total	300.00
	Medical Services					
	PCard JE	00001	961613	348768	9/23/2019	175.00
					Account Total	175.00
	Membership Dues					
	PCard JE	00001	961613	348768	9/23/2019	110.00
					Account Total	110.00
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	700.00
					Account Total	700.00
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	294.33
	PCard JE	00001	961613	348768	9/23/2019	30.00
	PCard JE	00001	961613	348768	9/23/2019	52.13
	PCard JE	00001	961613	348768	9/23/2019	83.26
					Account Total	459.72
					Department Total	1,744.72

County of Adams
Vendor Payment Report

<u>2053</u>	<u>ANS - Kennel Operations</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	675.00
					Account Total	675.00
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	24.98
	PCard JE	00001	961613	348768	9/23/2019	15.23
	PCard JE	00001	961613	348768	9/23/2019	9.62
	PCard JE	00001	961613	348768	9/23/2019	41.63
	PCard JE	00001	961613	348768	9/23/2019	9.53
	PCard JE	00001	961613	348768	9/23/2019	40.45
	PCard JE	00001	961613	348768	9/23/2019	8.34
	PCard JE	00001	961613	348768	9/23/2019	23.52
	PCard JE	00001	961613	348768	9/23/2019	74.18
	PCard JE	00001	961613	348768	9/23/2019	19.99
	PCard JE	00001	961613	348768	9/23/2019	221.85
	PCard JE	00001	961613	348768	9/23/2019	145.99
	PCard JE	00001	961613	348768	9/23/2019	3.03
	PCard JE	00001	961613	348768	9/23/2019	54.94
	PCard JE	00001	961613	348768	9/23/2019	24.98
	PCard JE	00001	961613	348768	9/23/2019	3.99
	PCard JE	00001	961613	348768	9/23/2019	19.98
					Account Total	742.23
					Department Total	1,417.23

County of Adams
Vendor Payment Report

<u>2054</u>	<u>ANS - Volunteer</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	100.00
					Account Total	100.00
	Other Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	15.00
					Account Total	15.00
					Department Total	115.00

County of Adams
Vendor Payment Report

1040	Assessor Administration	Fund	Voucher	Batch No	GL Date	Amount
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	25.49
					Account Total	25.49
	Office Furniture					
	PCard JE	00001	961613	348768	9/23/2019	469.96
					Account Total	469.96
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	330.12
	PCard JE	00001	961613	348768	9/23/2019	16.09
	PCard JE	00001	961613	348768	9/23/2019	82.62
					Account Total	428.83
	Software and Licensing					
	PCard JE	00001	961613	348768	9/23/2019	75.00
					Account Total	75.00
	Special Events					
	PCard JE	00001	961613	348768	9/23/2019	84.99
	PCard JE	00001	961613	348768	9/23/2019	46.99
	PCard JE	00001	961613	348768	9/23/2019	56.98
	PCard JE	00001	961613	348768	9/23/2019	43.89
					Account Total	232.85
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	292.29
	PCard JE	00001	961613	348768	9/23/2019	434.72
	PCard JE	00001	961613	348768	9/23/2019	292.29
	PCard JE	00001	961613	348768	9/23/2019	292.29
	PCard JE	00001	961613	348768	9/23/2019	7.43
	PCard JE	00001	961613	348768	9/23/2019	160.96
	PCard JE	00001	961613	348768	9/23/2019	149.86
	PCard JE	00001	961613	348768	9/23/2019	638.69
	PCard JE	00001	961613	348768	9/23/2019	323.94
	PCard JE	00001	961613	348768	9/23/2019	292.29
					Account Total	2,884.76
					Department Total	4,116.89

County of Adams
Vendor Payment Report

<u>1011</u>	<u>Board of County Commissioners</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	302.83
	PCard JE	00001	961613	348768	9/23/2019	504.00
	PCard JE	00001	961613	348768	9/23/2019	184.05
	PCard JE	00001	961613	348768	9/23/2019	15.00
	PCard JE	00001	961613	348768	9/23/2019	60.00
	PCard JE	00001	961613	348768	9/23/2019	256.65
					Account Total	1,322.53
	Legal Notices					
	PCard JE	00001	961613	348768	9/23/2019	52.80
	PCard JE	00001	961613	348768	9/23/2019	54.12
	PCard JE	00001	961613	348768	9/23/2019	42.24
	PCard JE	00001	961613	348768	9/23/2019	225.72
	PCard JE	00001	961613	348768	9/23/2019	275.44
	PCard JE	00001	961613	348768	9/23/2019	351.12
	PCard JE	00001	961613	348768	9/23/2019	57.96
	PCard JE	00001	961613	348768	9/23/2019	860.40
					Account Total	1,919.80
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	79.76
	PCard JE	00001	961613	348768	9/23/2019	88.08
	PCard JE	00001	961613	348768	9/23/2019	229.30
	PCard JE	00001	961613	348768	9/23/2019	12.95
	PCard JE	00001	961613	348768	9/23/2019	73.29
	PCard JE	00001	961613	348768	9/23/2019	149.18
	PCard JE	00001	961613	348768	9/23/2019	325.52
					Account Total	958.08
	Special Events					
	PCard JE	00001	961613	348768	9/23/2019	480.00
	PCard JE	00001	961613	348768	9/23/2019	82.28
	PCard JE	00001	961613	348768	9/23/2019	110.00
	PCard JE	00001	961613	348768	9/23/2019	30.57
	PCard JE	00001	961613	348768	9/23/2019	10.55
	PCard JE	00001	961613	348768	9/23/2019	11.00
	PCard JE	00001	961613	348768	9/23/2019	19.85

County of Adams
Vendor Payment Report

<u>1011</u>	<u>Board of County Commissioners</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
					Account Total	744.25
	Subscrip/Publications					
	PCard JE	00001	961613	348768	9/23/2019	7.58
					Account Total	7.58
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	50.00
	PCard JE	00001	961613	348768	9/23/2019	30.00
	PCard JE	00001	961613	348768	9/23/2019	1,004.44
	PCard JE	00001	961613	348768	9/23/2019	48.63
	PCard JE	00001	961613	348768	9/23/2019	10.04
	PCard JE	00001	961613	348768	9/23/2019	.49
	PCard JE	00001	961613	348768	9/23/2019	97.58-
					Account Total	1,046.02
					Department Total	5,998.26

County of Adams
Vendor Payment Report

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<u>1024</u>	<u>Budget Office</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Advertising					
	PCard JE	00001	961613	348768	9/23/2019	9.36
					Account Total	9.36
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	210.99
	PCard JE	00001	961613	348768	9/23/2019	56.00
	PCard JE	00001	961613	348768	9/23/2019	184.51
	PCard JE	00001	961613	348768	9/23/2019	443.75
					Account Total	895.25
	Office Furniture					
	OFFICE SCAPES	00001	961247	348229	9/27/2019	745.44
					Account Total	745.44
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	237.66
	PCard JE	00001	961613	348768	9/23/2019	12.34
					Account Total	250.00
					Department Total	1,900.05

County of Adams
Vendor Payment Report

<u>3064</u>	<u>Building Safety</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Car Washes					
	PCard JE	00001	961613	348768	9/23/2019	10.00
					Account Total	10.00
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	94.68
	PCard JE	00001	961613	348768	9/23/2019	30.40
	PCard JE	00001	961613	348768	9/23/2019	75.85
	PCard JE	00001	961613	348768	9/23/2019	95.00
					Account Total	295.93
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	34.00
	PCard JE	00001	961613	348768	9/23/2019	25.60
	PCard JE	00001	961613	348768	9/23/2019	29.60
					Account Total	89.20
					Department Total	395.13

County of Adams
Vendor Payment Report

<u>400005007000</u>	<u>Bus Ofc Common Supportive</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	33.25
	PCard JE	00015	961613	348768	9/23/2019	50.00
					Account Total	83.25
	Travel & Transportation					
	PCard JE	00015	961613	348768	9/23/2019	36.00
	PCard JE	00015	961613	348768	9/23/2019	201.80
	PCard JE	00015	961613	348768	9/23/2019	51.00
	PCard JE	00015	961613	348768	9/23/2019	201.80
	PCard JE	00015	961613	348768	9/23/2019	201.80
	PCard JE	00015	961613	348768	9/23/2019	201.80
					Account Total	894.20
					Department Total	977.45

County of Adams
Vendor Payment Report

<u>400032001210</u>	<u>Bus Ofc CW Admin</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	PCard JE	00015	961613	348768	9/23/2019	1,750.00
					Account Total	1,750.00
	Travel & Transportation					
	PCard JE	00015	961613	348768	9/23/2019	201.80
					Account Total	201.80
					Department Total	1,951.80

County of Adams
Vendor Payment Report

<u>1026</u>	<u>Business Solutions Group</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	450.00
					Account Total	450.00
					Department Total	450.00

County of Adams
Vendor Payment Report

<u>1074</u>	<u>CA- Risk Management</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Safety - Equipment					
	PCard JE	00019	961613	348768	9/23/2019	376.73
					Account Total	376.73
					Department Total	376.73

County of Adams
Vendor Payment Report

<u>1043</u>	<u>CA- Social Services IV-D</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	26.35
	PCard JE	00001	961613	348768	9/23/2019	1.60
	PCard JE	00001	961613	348768	9/23/2019	58.10
	PCard JE	00001	961613	348768	9/23/2019	99.53
	PCard JE	00001	961613	348768	9/23/2019	96.42
					Account Total	282.00
					Department Total	282.00

County of Adams
Vendor Payment Report

<u>4306</u>	<u>Cafe</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Food Services					
	PCard JE	00043	961613	348768	9/23/2019	5.12
					Account Total	5.12
	Janitorial Services					
	PCard JE	00043	961613	348768	9/23/2019	27.36
	PCard JE	00043	961613	348768	9/23/2019	55.35
					Account Total	82.71
	Snack Bar Supplies					
	PCard JE	00043	961613	348768	9/23/2019	29.95-
	PCard JE	00043	961613	348768	9/23/2019	29.97
	PCard JE	00043	961613	348768	9/23/2019	37.99
	PCard JE	00043	961613	348768	9/23/2019	33.84
	PCard JE	00043	961613	348768	9/23/2019	162.17
	PCard JE	00043	961613	348768	9/23/2019	61.18
	PCard JE	00043	961613	348768	9/23/2019	200.51
	SYSCO DENVER	00043	961346	348353	9/30/2019	1,691.92
	SYSCO DENVER	00043	961347	348353	9/30/2019	1,609.08
					Account Total	3,796.71
					Department Total	3,884.54

County of Adams
Vendor Payment Report

<u>4</u>	<u>Capital Facilities Fund</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Received not Vouchered Clrg					
	SM ROCHA LLC	00004	961414	348459	10/1/2019	5,800.00
					Account Total	5,800.00
					Department Total	5,800.00

County of Adams
Vendor Payment Report

<u>4302</u>	<u>CASP Administration</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Consumable Personnel Expenses					
	PCard JE	00043	961613	348768	9/23/2019	44.06
					Account Total	44.06
	Gas & Electricity					
	XCEL ENERGY	00043	961361	348373	9/30/2019	10.49
	XCEL ENERGY	00043	961362	348373	9/30/2019	12.64
					Account Total	23.13
	Licenses and Fees					
	HANSEN ERIK	00043	961668	348898	10/4/2019	60.00
	PCard JE	00043	961613	348768	9/23/2019	478.00
	PCard JE	00043	961613	348768	9/23/2019	400.00
					Account Total	938.00
	Operating Supplies					
	PCard JE	00043	961613	348768	9/23/2019	62.91
	PCard JE	00043	961613	348768	9/23/2019	80.60
					Account Total	143.51
	Other Personnel Expenses					
	PCard JE	00043	961613	348768	9/23/2019	87.00
					Account Total	87.00
	Postage & Freight					
	PCard JE	00043	961613	348768	9/23/2019	28.94
					Account Total	28.94
	Promotion Expense					
	PCard JE	00043	961613	348768	9/23/2019	5,000.00
	PCard JE	00043	961613	348768	9/23/2019	50.00
					Account Total	5,050.00
	Registration Fees					
	PCard JE	00043	961613	348768	9/23/2019	150.00
	PCard JE	00043	961613	348768	9/23/2019	210.00
					Account Total	360.00
	Subscrip/Publications					
	PCard JE	00043	961613	348768	9/23/2019	944.00
					Account Total	944.00

County of Adams
Vendor Payment Report

<u>4302</u>	<u>CASP Administration</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Telephone					
	CENTURYLINK	00043	961339	348275	9/27/2019	54.63
	VERIZON WIRELESS	00043	961349	348353	9/30/2019	480.23
					Account Total	534.86
	Travel & Transportation					
	PCard JE	00043	961613	348768	9/23/2019	9.00
					Account Total	9.00
	Water/Sewer/Sanitation					
	SB PORTA BOWL RESTROOMS INC	00043	961344	348353	9/30/2019	409.00
					Account Total	409.00
					Department Total	8,571.50

County of Adams
Vendor Payment Report

<u>4308</u>	<u>CASPATCT</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Gas & Electricity					
	XCEL ENERGY	00043	961364	348373	9/30/2019	15.12
	XCEL ENERGY	00043	961387	348390	9/30/2019	1,253.96
					Account Total	1,269.08
	Telephone					
	CENTURYLINK	00043	961339	348275	9/27/2019	55.39
	CENTURYLINK	00043	961339	348275	9/27/2019	131.90
					Account Total	187.29
					Department Total	1,456.37

County of Adams
Vendor Payment Report

<u>4303</u>	<u>CASP FBO</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Building Repair & Maint					
	PCard JE	00043	961613	348768	9/23/2019	247.15
					Account Total	247.15
	Catering					
	PCard JE	00043	961613	348768	9/23/2019	26.98
					Account Total	26.98
	Equipment Maint & Repair					
	PCard JE	00043	961613	348768	9/23/2019	255.84
	PCard JE	00043	961613	348768	9/23/2019	1,545.00
					Account Total	1,800.84
	Gas & Electricity					
	XCEL ENERGY	00043	961372	348383	9/30/2019	58.18
					Account Total	58.18
	Janitorial Services					
	PCard JE	00043	961613	348768	9/23/2019	257.02
	PCard JE	00043	961613	348768	9/23/2019	100.00
					Account Total	357.02
	Jet A Truck					
	PCard JE	00043	961613	348768	9/23/2019	31.60
					Account Total	31.60
	Licenses and Fees					
	PCard JE	00043	961613	348768	9/23/2019	717.00
	PCard JE	00043	961613	348768	9/23/2019	1,090.00
					Account Total	1,807.00
	Line Materials & Supplies					
	TWS AVIATION FUEL SYSTEMS	00043	961348	348353	9/30/2019	87.40
					Account Total	87.40
	Membership Dues					
	PCard JE	00043	961613	348768	9/23/2019	702.00
					Account Total	702.00
	Operating Supplies					
	PCard JE	00043	961613	348768	9/23/2019	80.61

County of Adams
Vendor Payment Report

<u>4303</u>	<u>CASP FBO</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00043	961613	348768	9/23/2019	36.85
	PCard JE	00043	961613	348768	9/23/2019	62.91
					Account Total	180.37
	Oxygen					
	PCard JE	00043	961613	348768	9/23/2019	637.55
					Account Total	637.55
	Pilot Supplies					
	PCard JE	00043	961613	348768	9/23/2019	7.94
	PCard JE	00043	961613	348768	9/23/2019	157.18
	PCard JE	00043	961613	348768	9/23/2019	7.48-
					Account Total	157.64
	Postage & Freight					
	PCard JE	00043	961613	348768	9/23/2019	13.70
	PCard JE	00043	961613	348768	9/23/2019	41.10
					Account Total	54.80
	Promotion Expense					
	PCard JE	00043	961613	348768	9/23/2019	610.00
					Account Total	610.00
	Satellite Television					
	DISH NETWORK	00043	961341	348275	9/27/2019	148.03
					Account Total	148.03
	Self Serve Fuel					
	PCard JE	00043	961613	348768	9/23/2019	.51
	PCard JE	00043	961613	348768	9/23/2019	1,675.00
					Account Total	1,675.51
	Telephone					
	CENTURYLINK	00043	961339	348275	9/27/2019	50.95
	VERIZON WIRELESS	00043	961349	348353	9/30/2019	40.01
					Account Total	90.96
					Department Total	8,673.03

County of Adams
Vendor Payment Report

<u>4304</u>	<u>CASP Operations/Maintenance</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Airport Materials & Supplies					
	PCard JE	00043	961613	348768	9/23/2019	190.56
	PCard JE	00043	961613	348768	9/23/2019	314.80
	PCard JE	00043	961613	348768	9/23/2019	174.35
	PCard JE	00043	961613	348768	9/23/2019	71.53
					Account Total	751.24
	Airside Expenses					
	PCard JE	00043	961613	348768	9/23/2019	3,976.00
					Account Total	3,976.00
	Equipment Maint & Repair					
	PCard JE	00043	961613	348768	9/23/2019	349.00
	PCard JE	00043	961613	348768	9/23/2019	279.95-
	PCard JE	00043	961613	348768	9/23/2019	59.88
	PCard JE	00043	961613	348768	9/23/2019	179.72
	PCard JE	00043	961613	348768	9/23/2019	179.95
	PCard JE	00043	961613	348768	9/23/2019	70.54
	PCard JE	00043	961613	348768	9/23/2019	179.72-
	PCard JE	00043	961613	348768	9/23/2019	179.72-
	PCard JE	00043	961613	348768	9/23/2019	179.72-
	PCard JE	00043	961613	348768	9/23/2019	971.58
	PCard JE	00043	961613	348768	9/23/2019	511.13
					Account Total	1,502.69
	Gas & Electricity					
	XCEL ENERGY	00043	961363	348373	9/30/2019	13.14
	XCEL ENERGY	00043	961365	348373	9/30/2019	517.47
	XCEL ENERGY	00043	961365	348373	9/30/2019	657.30-
	XCEL ENERGY	00043	961365	348373	9/30/2019	173.43
	XCEL ENERGY	00043	961366	348373	9/30/2019	1,299.04
	XCEL ENERGY	00043	961366	348373	9/30/2019	1,240.51-
	XCEL ENERGY	00043	961366	348373	9/30/2019	24.93-
	XCEL ENERGY	00043	961369	348383	9/30/2019	41.24
	XCEL ENERGY	00043	961370	348383	9/30/2019	51.65
	XCEL ENERGY	00043	961371	348383	9/30/2019	52.77
	XCEL ENERGY	00043	961373	348383	9/30/2019	65.25
	XCEL ENERGY	00043	961374	348383	9/30/2019	66.10

County of Adams
Vendor Payment Report

<u>4304</u>	<u>CASP Operations/Maintenance</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	XCEL ENERGY	00043	961375	348387	9/30/2019	69.45
	XCEL ENERGY	00043	961376	348387	9/30/2019	40.98
	XCEL ENERGY	00043	961376	348387	9/30/2019	37.78
	XCEL ENERGY	00043	961377	348387	9/30/2019	85.04
	XCEL ENERGY	00043	961378	348387	9/30/2019	1,026.67
	XCEL ENERGY	00043	961378	348387	9/30/2019	917.31-
	XCEL ENERGY	00043	961379	348387	9/30/2019	111.91
	XCEL ENERGY	00043	961380	348387	9/30/2019	76.89
	XCEL ENERGY	00043	961380	348387	9/30/2019	37.78
	XCEL ENERGY	00043	961382	348390	9/30/2019	750.23
	XCEL ENERGY	00043	961382	348390	9/30/2019	42.39
	XCEL ENERGY	00043	961382	348390	9/30/2019	569.13-
	XCEL ENERGY	00043	961384	348390	9/30/2019	424.78
	XCEL ENERGY	00043	961385	348390	9/30/2019	571.09
	XCEL ENERGY	00043	961385	348390	9/30/2019	42.85
	XCEL ENERGY	00043	961388	348390	9/30/2019	1,997.36
	XCEL ENERGY	00043	961388	348390	9/30/2019	125.25
					Account Total	4,311.36
	Other Rents & Leases					
	ROGGEN FARMERS ELEVATOR ASSN	00043	961342	348275	9/27/2019	42.00
					Account Total	42.00
	Pesticides					
	PCard JE	00043	961613	348768	9/23/2019	51.89
					Account Total	51.89
	Vehicle Repair & Maint					
	SHERER AUTO PARTS	00043	959948	346599	9/5/2019	1,177.95
	SHERER AUTO PARTS	00043	959948	346599	9/5/2019	689.22
	SHERER AUTO PARTS	00043	959948	346599	9/5/2019	545.68
					Account Total	2,412.85
					Department Total	13,048.03

County of Adams
Vendor Payment Report

<u>1094</u>	<u>CED Administration</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	154.00
	PCard JE	00001	961613	348768	9/23/2019	122.00
					Account Total	276.00
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	29.47
	PCard JE	00001	961613	348768	9/23/2019	11.36-
	PCard JE	00001	961613	348768	9/23/2019	85.99
					Account Total	104.10
	Software and Licensing					
	PCard JE	00001	961613	348768	9/23/2019	314.16
					Account Total	314.16
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	179.35
	PCard JE	00001	961613	348768	9/23/2019	297.65
					Account Total	477.00
					Department Total	1,171.26

County of Adams
Vendor Payment Report

<u>2035E0102850</u>	<u>Chafee - Independ Living Dir S</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	County Client/Provider					
	PCard JE	00015	961613	348768	9/23/2019	235.72
	PCard JE	00015	961613	348768	9/23/2019	500.00
	PCard JE	00015	961613	348768	9/23/2019	100.04
	PCard JE	00015	961613	348768	9/23/2019	75.00
	PCard JE	00015	961613	348768	9/23/2019	232.09
	PCard JE	00015	961613	348768	9/23/2019	169.68
	PCard JE	00015	961613	348768	9/23/2019	129.68
	PCard JE	00015	961613	348768	9/23/2019	169.68-
	PCard JE	00015	961613	348768	9/23/2019	40.00-
	PCard JE	00015	961613	348768	9/23/2019	5.00
	PCard JE	00015	961613	348768	9/23/2019	5.00
	PCard JE	00015	961613	348768	9/23/2019	5.00
	PCard JE	00015	961613	348768	9/23/2019	5.00
	PCard JE	00015	961613	348768	9/23/2019	5.00
	PCard JE	00015	961613	348768	9/23/2019	5.00
	PCard JE	00015	961613	348768	9/23/2019	5.00
	PCard JE	00015	961613	348768	9/23/2019	5.00
	PCard JE	00015	961613	348768	9/23/2019	5.00
	PCard JE	00015	961613	348768	9/23/2019	5.00
	Account Total					1,282.53
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	345.88
	PCard JE	00015	961613	348768	9/23/2019	36.48
	PCard JE	00015	961613	348768	9/23/2019	14.99
	Account Total					397.35
	Other Communications					
	PCard JE	00015	961613	348768	9/23/2019	40.01
	PCard JE	00015	961613	348768	9/23/2019	80.02
	Account Total					120.03
	Other Professional Serv					
	PCard JE	00015	961613	348768	9/23/2019	900.00
	Account Total					900.00
	Department Total					2,699.91

County of Adams
Vendor Payment Report

<u>307531502300</u>	<u>Child Care Admin</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Travel & Transportation					
	PCard JE	00015	961613	348768	9/23/2019	10.00
					Account Total	10.00
					Department Total	10.00

County of Adams
Vendor Payment Report

<u>3050P9999900</u>	<u>Child Support Non-Reimbursable</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00015	961613	348768	9/23/2019	185.55
					Account Total	185.55
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	234.71
	PCard JE	00015	961613	348768	9/23/2019	577.41
					Account Total	812.12
					Department Total	997.67

County of Adams
Vendor Payment Report

<u>201032001220</u>	<u>Child Welfare 100%</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Other Professional Serv					
	PCard JE	00015	961613	348768	9/23/2019	171.77-
					Account Total	171.77-
	Travel & Transportation					
	PCard JE	00015	961613	348768	9/23/2019	30.00
	PCard JE	00015	961613	348768	9/23/2019	5.00
	PCard JE	00015	961613	348768	9/23/2019	317.96
	PCard JE	00015	961613	348768	9/23/2019	5.00
	PCard JE	00015	961613	348768	9/23/2019	25.00
	PCard JE	00015	961613	348768	9/23/2019	25.00
					Account Total	407.96
					Department Total	236.19

County of Adams
Vendor Payment Report

<u>201032001210</u>	<u>Child Welfare 80/20</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Computers					
	PCard JE	00015	961613	348768	9/23/2019	199.00-
	PCard JE	00015	961613	348768	9/23/2019	199.00-
					Account Total	398.00-
	Finger Prints					
	PCard JE	00015	961613	348768	9/23/2019	49.50
	PCard JE	00015	961613	348768	9/23/2019	49.50
	PCard JE	00015	961613	348768	9/23/2019	49.50
	PCard JE	00015	961613	348768	9/23/2019	49.50
	PCard JE	00015	961613	348768	9/23/2019	49.50
	PCard JE	00015	961613	348768	9/23/2019	49.50
	PCard JE	00015	961613	348768	9/23/2019	49.50
	PCard JE	00015	961613	348768	9/23/2019	49.50
	PCard JE	00015	961613	348768	9/23/2019	49.50
	PCard JE	00015	961613	348768	9/23/2019	49.50
	PCard JE	00015	961613	348768	9/23/2019	49.50
					Account Total	594.00
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	263.36
	PCard JE	00015	961613	348768	9/23/2019	76.90
	PCard JE	00015	961613	348768	9/23/2019	283.49
	PCard JE	00015	961613	348768	9/23/2019	181.52
	PCard JE	00015	961613	348768	9/23/2019	48.98
	PCard JE	00015	961613	348768	9/23/2019	48.98
	PCard JE	00015	961613	348768	9/23/2019	15.99
	PCard JE	00015	961613	348768	9/23/2019	79.12
	PCard JE	00015	961613	348768	9/23/2019	450.00
	PCard JE	00015	961613	348768	9/23/2019	146.12
	PCard JE	00015	961613	348768	9/23/2019	197.41
	PCard JE	00015	961613	348768	9/23/2019	242.98
					Account Total	2,034.85
	Printing External					
	PCard JE	00015	961613	348768	9/23/2019	199.58
	PCard JE	00015	961613	348768	9/23/2019	80.00

County of Adams
Vendor Payment Report

<u>201032001210</u>	<u>Child Welfare 80/20</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00015	961613	348768	9/23/2019	20.00
	PCard JE	00015	961613	348768	9/23/2019	810.00
	PCard JE	00015	961613	348768	9/23/2019	40.00
	PCard JE	00015	961613	348768	9/23/2019	20.00
					Account Total	1,169.58
	Software and Licensing					
	PCard JE	00015	961613	348768	9/23/2019	171.73
					Account Total	171.73
	Travel & Transportation					
	PCard JE	00015	961613	348768	9/23/2019	20.00
	PCard JE	00015	961613	348768	9/23/2019	148.56
	PCard JE	00015	961613	348768	9/23/2019	95.97
	PCard JE	00015	961613	348768	9/23/2019	20.20
	PCard JE	00015	961613	348768	9/23/2019	122.65
	PCard JE	00015	961613	348768	9/23/2019	504.59
	PCard JE	00015	961613	348768	9/23/2019	920.26
	PCard JE	00015	961613	348768	9/23/2019	36.81
	PCard JE	00015	961613	348768	9/23/2019	186.00
	PCard JE	00015	961613	348768	9/23/2019	7.43
	PCard JE	00015	961613	348768	9/23/2019	130.00-
	PCard JE	00015	961613	348768	9/23/2019	30.00
	PCard JE	00015	961613	348768	9/23/2019	3,960.00
	PCard JE	00015	961613	348768	9/23/2019	129.39
	PCard JE	00015	961613	348768	9/23/2019	15.00
	PCard JE	00015	961613	348768	9/23/2019	368.30
					Account Total	6,435.16
					Department Total	10,007.32

County of Adams
Vendor Payment Report

<u>1020</u>	<u>CLK Administration</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	18.50
	PCard JE	00001	961613	348768	9/23/2019	71.73
					Account Total	90.23
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	4.00
					Account Total	4.00
	Printing External					
	SIR SPEEDY	00001	961335	348269	9/27/2019	17.50
					Account Total	17.50
	Uniforms & Cleaning					
	BRAND AGENTS INC	00001	961307	348269	9/27/2019	293.95
					Account Total	293.95
					Department Total	405.68

County of Adams
Vendor Payment Report

<u>1022</u>	<u>CLK Elections</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	76.76
					Account Total	76.76
	Destruction of Records					
	SHRED IT USA LLC	00001	961334	348269	9/27/2019	30.00
					Account Total	30.00
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	185.85
					Account Total	185.85
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	95.85
	PCard JE	00001	961613	348768	9/23/2019	238.50
	PCard JE	00001	961613	348768	9/23/2019	300.18
	PCard JE	00001	961613	348768	9/23/2019	68.02
	PCard JE	00001	961613	348768	9/23/2019	5.04-
	PCard JE	00001	961613	348768	9/23/2019	13.40
	PCard JE	00001	961613	348768	9/23/2019	15.00
	PCard JE	00001	961613	348768	9/23/2019	47.70-
	PCard JE	00001	961613	348768	9/23/2019	95.40-
	PCard JE	00001	961613	348768	9/23/2019	647.80
	PCard JE	00001	961613	348768	9/23/2019	25.10
	PCard JE	00001	961613	348768	9/23/2019	14.00
	PCard JE	00001	961613	348768	9/23/2019	50.22
	PCard JE	00001	961613	348768	9/23/2019	37.90
	PCard JE	00001	961613	348768	9/23/2019	19.99
	PCard JE	00001	961613	348768	9/23/2019	94.04
	PCard JE	00001	961613	348768	9/23/2019	495.37
	PCard JE	00001	961613	348768	9/23/2019	1,373.59
	PCard JE	00001	961613	348768	9/23/2019	46.98
	PCard JE	00001	961613	348768	9/23/2019	40.90
	PCard JE	00001	961613	348768	9/23/2019	88.60
	PCard JE	00001	961613	348768	9/23/2019	1,082.13
	PCard JE	00001	961613	348768	9/23/2019	34.00
	RA CLARK ENTERPRISES	00001	961308	348269	9/27/2019	700.00
					Account Total	5,333.43

County of Adams
Vendor Payment Report

<u>1022</u>	<u>CLK Elections</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Other Communications					
	PCard JE	00001	961613	348768	9/23/2019	1,017.97
	PCard JE	00001	961613	348768	9/23/2019	2.78
					Account Total	1,020.75
	Postage & Freight					
	PCard JE	00001	961613	348768	9/23/2019	7.35
					Account Total	7.35
	Subscrip/Publications					
	PCard JE	00001	961613	348768	9/23/2019	882.84
					Account Total	882.84
	Travel & Transportation					
	AMOS ERIN	00001	960842	348054	9/25/2019	222.00
	PCard JE	00001	961613	348768	9/23/2019	128.30
	PCard JE	00001	961613	348768	9/23/2019	98.80
					Account Total	449.10
	Uniforms & Cleaning					
	BRAND AGENTS INC	00001	961305	348269	9/27/2019	608.55
					Account Total	608.55
					Department Total	8,594.63

County of Adams
Vendor Payment Report

<u>1023</u>	<u>CLK Motor Vehicle</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Books					
	PCard JE	00001	961613	348768	9/23/2019	309.20
	PCard JE	00001	961613	348768	9/23/2019	11.22
					Account Total	320.42
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	70.70
	PCard JE	00001	961613	348768	9/23/2019	118.85
	PCard JE	00001	961613	348768	9/23/2019	83.32
	PCard JE	00001	961613	348768	9/23/2019	25.29
					Account Total	298.16
	Destruction of Records					
	SHRED IT USA LLC	00001	961309	348269	9/27/2019	30.00
	SHRED IT USA LLC	00001	961332	348269	9/27/2019	120.00
	SHRED IT USA LLC	00001	961333	348269	9/27/2019	195.00
					Account Total	345.00
	Fuel, Gas & Oil					
	PCard JE	00001	961613	348768	9/23/2019	39.00
					Account Total	39.00
	Mileage Reimbursements					
	PORTSCHELLER KELLY L	00001	960835	348054	9/25/2019	74.88
					Account Total	74.88
	Operating Supplies					
	ALSCO AMERICAN INDUSTRIAL	00001	961302	348269	9/27/2019	28.89
	ALSCO AMERICAN INDUSTRIAL	00001	961303	348269	9/27/2019	19.53
	ALSCO AMERICAN INDUSTRIAL	00001	961304	348269	9/27/2019	17.19
	PCard JE	00001	961613	348768	9/23/2019	55.89
	PCard JE	00001	961613	348768	9/23/2019	347.60
	PCard JE	00001	961613	348768	9/23/2019	62.14
	PCard JE	00001	961613	348768	9/23/2019	29.59
	PCard JE	00001	961613	348768	9/23/2019	302.03
	PCard JE	00001	961613	348768	9/23/2019	323.30
	PCard JE	00001	961613	348768	9/23/2019	91.07
	PCard JE	00001	961613	348768	9/23/2019	153.41
	PCard JE	00001	961613	348768	9/23/2019	83.11

County of Adams
Vendor Payment Report

<u>1023</u>	<u>CLK Motor Vehicle</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	71.88
	PCard JE	00001	961613	348768	9/23/2019	48.40
	PCard JE	00001	961613	348768	9/23/2019	7.31
	PCard JE	00001	961613	348768	9/23/2019	271.89
	PCard JE	00001	961613	348768	9/23/2019	222.60
	PCard JE	00001	961613	348768	9/23/2019	11.22-
	PCard JE	00001	961613	348768	9/23/2019	222.60-
				Account Total		1,902.01
	Security Service					
	ALLIED UNIVERSAL SECURITY SERV	00001	961285	348269	9/27/2019	1,706.07
	ALLIED UNIVERSAL SECURITY SERV	00001	961301	348269	9/27/2019	1,740.94
				Account Total		3,447.01
	Special Events					
	PCard JE	00001	961613	348768	9/23/2019	52.84
	PCard JE	00001	961613	348768	9/23/2019	357.00
				Account Total		409.84
				Department Total		6,836.32

County of Adams
Vendor Payment Report

<u>1021</u>	<u>CLK Recording</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	43.43
	PCard JE	00001	961613	348768	9/23/2019	64.70
	PCard JE	00001	961613	348768	9/23/2019	39.99
	PCard JE	00001	961613	348768	9/23/2019	303.36
	PCard JE	00001	961613	348768	9/23/2019	64.25
	PCard JE	00001	961613	348768	9/23/2019	39.97
					Account Total	565.70
	Uniforms & Cleaning					
	BRAND AGENTS INC	00001	961306	348269	9/27/2019	380.40
					Account Total	380.40
					Department Total	946.10

County of Adams
Vendor Payment Report

<u>3060</u>	<u>Code Compliance</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	75.85
	PCard JE	00001	961613	348768	9/23/2019	95.00
					Account Total	170.85
	Telephone					
	PCard JE	00001	961613	348768	9/23/2019	448.75
					Account Total	448.75
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	50.00
					Account Total	50.00
					Department Total	669.60

County of Adams
Vendor Payment Report

<u>43</u>	<u>Colorado Air & Space Port</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Received not Vouchered Clrg					
	ALBERTS WATER & WASTEWATER SER	00043	961502	348628	10/2/2019	3,300.00
	CITY SERVICEVALCON LLC	00043	961413	348459	10/1/2019	26,692.41
					Account Total	29,992.41
					Department Total	29,992.41

County of Adams
Vendor Payment Report

<u>300005007100</u>	<u>Com Supp Staff Dev</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Travel & Transportation					
	PCard JE	00015	961613	348768	9/23/2019	197.64
					Account Total	197.64
					Department Total	197.64

County of Adams
Vendor Payment Report

<u>2040</u>	<u>Comm Safety & Wellbeing Admin</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	6.99
					Account Total	6.99
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	780.00
					Account Total	780.00
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	20.86
	PCard JE	00001	961613	348768	9/23/2019	43.29
	PCard JE	00001	961613	348768	9/23/2019	10.56
					Account Total	74.71
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	60.00
	PCard JE	00001	961613	348768	9/23/2019	641.42
	PCard JE	00001	961613	348768	9/23/2019	312.30
					Account Total	1,013.72
					Department Total	1,875.42

County of Adams
Vendor Payment Report

1010	Communications	Fund	Voucher	Batch No	GL Date	Amount
	Advertising					
	PCard JE	00001	961613	348768	9/23/2019	126.42
					Account Total	126.42
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	48.39
					Account Total	48.39
	Consultant Services					
	JUNDA GRAPHICS	00001	960850	348057	9/25/2019	500.00
	PCard JE	00001	961613	348768	9/23/2019	1,190.00
					Account Total	1,690.00
	Multi-Media Services					
	PCard JE	00001	961613	348768	9/23/2019	52.99
	PCard JE	00001	961613	348768	9/23/2019	5.00
	PCard JE	00001	961613	348768	9/23/2019	5.00
	PCard JE	00001	961613	348768	9/23/2019	52.99
	PCard JE	00001	961613	348768	9/23/2019	2.00
	PCard JE	00001	961613	348768	9/23/2019	2.00
	PCard JE	00001	961613	348768	9/23/2019	2.00
	PCard JE	00001	961613	348768	9/23/2019	3.00
	PCard JE	00001	961613	348768	9/23/2019	150.00
	PCard JE	00001	961613	348768	9/23/2019	1,527.00
	PCard JE	00001	961613	348768	9/23/2019	75.00
	PCard JE	00001	961613	348768	9/23/2019	52.99
	PCard JE	00001	961613	348768	9/23/2019	9.99
	PCard JE	00001	961613	348768	9/23/2019	52.99
	PCard JE	00001	961613	348768	9/23/2019	52.99
					Account Total	2,045.94
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	81.35
	PCard JE	00001	961613	348768	9/23/2019	29.56
	PCard JE	00001	961613	348768	9/23/2019	80.22
	PCard JE	00001	961613	348768	9/23/2019	60.53
	PCard JE	00001	961613	348768	9/23/2019	144.98
					Account Total	396.64

County of Adams
Vendor Payment Report

<u>1010</u>	<u>Communications</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Subscrip/Publications					
	PCard JE	00001	961613	348768	9/23/2019	15.17
	PCard JE	00001	961613	348768	9/23/2019	15.17
	PCard JE	00001	961613	348768	9/23/2019	192.00
					Account Total	222.34
					Department Total	4,529.73

County of Adams
Vendor Payment Report

<u>9275</u>	<u>Community Corrections</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	96.15
	PCard JE	00001	961613	348768	9/23/2019	19.67
	PCard JE	00001	961613	348768	9/23/2019	195.06
	PCard JE	00001	961613	348768	9/23/2019	107.73
	PCard JE	00001	961613	348768	9/23/2019	33.97
	PCard JE	00001	961613	348768	9/23/2019	35.86
	PCard JE	00001	961613	348768	9/23/2019	71.08
	PCard JE	00001	961613	348768	9/23/2019	55.00
					Account Total	614.52
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	57.17
	PCard JE	00001	961613	348768	9/23/2019	16.08
	SHRED IT	00001	961014	348166	9/26/2019	30.00
					Account Total	103.25
					Department Total	717.77

County of Adams
Vendor Payment Report

<u>1033</u>	<u>Community Transit</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Community Transit Services					
	SENIORS RESOURCE CENTER INC	00001	961685	348660	10/4/2019	54,159.47
	SENIORS RESOURCE CENTER INC	00001	961686	348660	10/4/2019	45,424.91
	SENIORS RESOURCE CENTER INC	00001	961687	348660	10/4/2019	51,793.09
					Account Total	151,377.47
					Department Total	151,377.47

County of Adams
Vendor Payment Report

<u>2055</u>	<u>Control/Enforcement</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	30.40
					Account Total	30.40
	Printing External					
	PCard JE	00001	961613	348768	9/23/2019	254.85
					Account Total	254.85
	Telephone					
	PCard JE	00001	961613	348768	9/23/2019	492.37
					Account Total	492.37
					Department Total	777.62

County of Adams
Vendor Payment Report

<u>3060P9999900</u>	<u>County Admin Non-Reimbursable</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	109.83
	PCard JE	00015	961613	348768	9/23/2019	10.94
					Account Total	120.77
	Special Events					
	PCard JE	00015	961613	348768	9/23/2019	215.92
	PCard JE	00015	961613	348768	9/23/2019	92.46
	PCard JE	00015	961613	348768	9/23/2019	35.06
					Account Total	343.44
					Department Total	464.21

County of Adams
Vendor Payment Report

<u>1041</u>	<u>County Assessor</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	COLO ASSESSORS ASSN	00001	961394	348396	9/30/2019	115.00
					Account Total	115.00
	Maintenance Contracts					
	COSTAR REALTY INFORMATION INC	00001	961350	348356	9/30/2019	3,981.97
					Account Total	3,981.97
	Office Furniture					
	PCard JE	00001	961613	348768	9/23/2019	339.99
	PCard JE	00001	961613	348768	9/23/2019	706.92
	PCard JE	00001	961613	348768	9/23/2019	34.00-
					Account Total	1,012.91
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	9.30
	PCard JE	00001	961613	348768	9/23/2019	13.05
	PCard JE	00001	961613	348768	9/23/2019	17.70
	PCard JE	00001	961613	348768	9/23/2019	11.35
					Account Total	51.40
					Department Total	5,161.28

County of Adams
Vendor Payment Report

<u>1013</u>	<u>County Attorney</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Books					
	PCard JE	00001	961613	348768	9/23/2019	299.00
	PCard JE	00001	961613	348768	9/23/2019	480.00
					Account Total	779.00
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	42.06
	PCard JE	00001	961613	348768	9/23/2019	7.28
					Account Total	49.34
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	1,580.00
					Account Total	1,580.00
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	504.43
	PCard JE	00001	961613	348768	9/23/2019	1,679.76
	PCard JE	00001	961613	348768	9/23/2019	68.98
	PCard JE	00001	961613	348768	9/23/2019	23.97
	PCard JE	00001	961613	348768	9/23/2019	4.69
	PCard JE	00001	961613	348768	9/23/2019	41.98
					Account Total	2,323.81
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	495.60
	PCard JE	00001	961613	348768	9/23/2019	40.80
					Account Total	536.40
					Department Total	5,268.55

County of Adams
Vendor Payment Report

<u>2031</u>	<u>County Coroner</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	13.05
	PCard JE	00001	961613	348768	9/23/2019	24.97
	PCard JE	00001	961613	348768	9/23/2019	106.75
					Account Total	144.77
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	2,194.50
					Account Total	2,194.50
	Maintenance Contracts					
	CROWN LIFT TRUCKS	00001	961432	348473	10/1/2019	83.00
					Account Total	83.00
	Medical Services					
	CARUSO JAMES LOUIS	00001	961274	348256	9/27/2019	2,050.00
					Account Total	2,050.00
	Membership Dues					
	PCard JE	00001	961613	348768	9/23/2019	25.00
					Account Total	25.00
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	112.59
	PCard JE	00001	961613	348768	9/23/2019	479.00
					Account Total	591.59
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	54.53
	PCard JE	00001	961613	348768	9/23/2019	217.14
	PCard JE	00001	961613	348768	9/23/2019	118.20
	PCard JE	00001	961613	348768	9/23/2019	9.54
	PCard JE	00001	961613	348768	9/23/2019	11.34
	PCard JE	00001	961613	348768	9/23/2019	75.63
	PCard JE	00001	961613	348768	9/23/2019	280.01
	PCard JE	00001	961613	348768	9/23/2019	272.11
	PCard JE	00001	961613	348768	9/23/2019	144.26
	PCard JE	00001	961613	348768	9/23/2019	17.36-
	PCard JE	00001	961613	348768	9/23/2019	896.95-
	PCard JE	00001	961613	348768	9/23/2019	8.95

County of Adams
Vendor Payment Report

<u>2031</u>	<u>County Coroner</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	126.42
	PCard JE	00001	961613	348768	9/23/2019	590.19
	PCard JE	00001	961613	348768	9/23/2019	14.99
	SOUTHLAND MEDICAL LLC	00001	961434	348473	10/1/2019	530.97
					Account Total	1,539.97
	Other Communications					
	PCard JE	00001	961613	348768	9/23/2019	714.65
	PCard JE	00001	961613	348768	9/23/2019	1,629.10
					Account Total	2,343.75
	Other Professional Serv					
	ARIAS REBECCA M	00001	961422	348470	10/1/2019	1,344.00
	ARIAS REBECCA M	00001	961423	348470	10/1/2019	1,680.00
	COLO MEDICAL WASTE INC	00001	961428	348473	10/1/2019	243.00
	FEDEX	00001	961435	348473	10/1/2019	9.83
	FEDEX	00001	961436	348473	10/1/2019	36.18
	FEDEX	00001	961437	348473	10/1/2019	82.45
	FIRST CALL OF COLO	00001	961535	348651	10/2/2019	4,080.00
	NMS LABS	00001	961426	348473	10/1/2019	13,505.00
	PCard JE	00001	961613	348768	9/23/2019	240.00
	PCard JE	00001	961613	348768	9/23/2019	300.00
	PCard JE	00001	961613	348768	9/23/2019	160.50
	PCard JE	00001	961613	348768	9/23/2019	195.00
	PCard JE	00001	961613	348768	9/23/2019	195.00
	PCard JE	00001	961613	348768	9/23/2019	195.00
	PCard JE	00001	961613	348768	9/23/2019	195.00
	PCard JE	00001	961613	348768	9/23/2019	55.00
	PERKINELMER GENETICS	00001	961433	348473	10/1/2019	100.00
	SHRED IT USA LLC	00001	961429	348473	10/1/2019	118.49
	SHRED IT USA LLC	00001	961431	348473	10/1/2019	118.49
	UNIPATH	00001	961425	348473	10/1/2019	1,834.00
					Account Total	24,881.94
	Postage & Freight					
	PCard JE	00001	961613	348768	9/23/2019	200.00
	PCard JE	00001	961613	348768	9/23/2019	72.57

County of Adams
Vendor Payment Report

<u>2031</u>	<u>County Coroner</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	14.95
					Account Total	287.52
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	32.65
	PCard JE	00001	961613	348768	9/23/2019	31.20
	PCard JE	00001	961613	348768	9/23/2019	679.28
	PCard JE	00001	961613	348768	9/23/2019	27.70
					Account Total	770.83
					Department Total	34,912.87

County of Adams
Vendor Payment Report

<u>1012</u>	<u>County Manager</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	61.50
	PCard JE	00001	961613	348768	9/23/2019	55.48
	PCard JE	00001	961613	348768	9/23/2019	25.56
	PCard JE	00001	961613	348768	9/23/2019	13.50
					Account Total	156.04
	Membership Dues					
	PCard JE	00001	961613	348768	9/23/2019	12.99
					Account Total	12.99
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	34.99
					Account Total	34.99
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	104.56
	PCard JE	00001	961613	348768	9/23/2019	47.25
	PCard JE	00001	961613	348768	9/23/2019	162.98
	PCard JE	00001	961613	348768	9/23/2019	66.50
	PCard JE	00001	961613	348768	9/23/2019	58.56
	PCard JE	00001	961613	348768	9/23/2019	81.74
	PCard JE	00001	961613	348768	9/23/2019	149.88
					Account Total	671.47
	Special Events					
	PCard JE	00001	961613	348768	9/23/2019	249.50
	PCard JE	00001	961613	348768	9/23/2019	458.59
	PCard JE	00001	961613	348768	9/23/2019	78.03
					Account Total	786.12
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	790.00
	PCard JE	00001	961613	348768	9/23/2019	790.00
	PCard JE	00001	961613	348768	9/23/2019	436.60
	PCard JE	00001	961613	348768	9/23/2019	200.00
	PCard JE	00001	961613	348768	9/23/2019	492.60
	PCard JE	00001	961613	348768	9/23/2019	86.00
	PCard JE	00001	961613	348768	9/23/2019	201.00

County of Adams
Vendor Payment Report

<u>1012</u>	<u>County Manager</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	20.00
	PCard JE	00001	961613	348768	9/23/2019	396.60
	PCard JE	00001	961613	348768	9/23/2019	219.00
	PCard JE	00001	961613	348768	9/23/2019	284.97
	PCard JE	00001	961613	348768	9/23/2019	25.00
	PCard JE	00001	961613	348768	9/23/2019	25.00
	PCard JE	00001	961613	348768	9/23/2019	311.98
	PCard JE	00001	961613	348768	9/23/2019	25.00
	PCard JE	00001	961613	348768	9/23/2019	25.00
	PCard JE	00001	961613	348768	9/23/2019	396.60
	PCard JE	00001	961613	348768	9/23/2019	790.00
	PCard JE	00001	961613	348768	9/23/2019	219.00
					Account Total	5,734.35
					Department Total	7,395.96

County of Adams
Vendor Payment Report

<u>1031</u>	<u>County Treasurer</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	19.92
	PCard JE	00001	961613	348768	9/23/2019	42.75
	PCard JE	00001	961613	348768	9/23/2019	150.00
	PCard JE	00001	961613	348768	9/23/2019	53.04
	PCard JE	00001	961613	348768	9/23/2019	40.00
	PCard JE	00001	961613	348768	9/23/2019	96.17
	PCard JE	00001	961613	348768	9/23/2019	57.93
	PCard JE	00001	961613	348768	9/23/2019	32.99-
	PCard JE	00001	961613	348768	9/23/2019	23.98
	PCard JE	00001	961613	348768	9/23/2019	212.31
	PCard JE	00001	961613	348768	9/23/2019	28.18
	PCard JE	00001	961613	348768	9/23/2019	43.08
	PCard JE	00001	961613	348768	9/23/2019	12.45
					Account Total	746.82
	Other Professional Serv					
	EVANS CONSULTING	00001	961022	348172	9/26/2019	542.50
	EVANS CONSULTING	00001	961612	348694	10/2/2019	735.00
	KNUDSON CONSULTING LLC	00001	961028	348173	9/26/2019	935.15
	KNUDSON CONSULTING LLC	00001	961029	348174	9/26/2019	991.07
					Account Total	3,203.72
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	345.16
					Account Total	345.16
					Department Total	4,295.70

County of Adams
Vendor Payment Report

<u>1052</u>	<u>Criminal & Social Justice CC</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	42.39
	PCard JE	00001	961613	348768	9/23/2019	3.59-
	PCard JE	00001	961613	348768	9/23/2019	232.80
	PCard JE	00001	961613	348768	9/23/2019	129.90
					Account Total	401.50
					Department Total	401.50

County of Adams
Vendor Payment Report

<u>951016</u>	<u>CSBG</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00034	961613	348768	9/23/2019	15.97
	PCard JE	00034	961613	348768	9/23/2019	13.99
					Account Total	29.96
					Department Total	29.96

County of Adams
Vendor Payment Report

<u>6021</u>	<u>CT- Trails- Plan/Design Const</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Infrastruc Rep & Maint					
	PCard JE	00024	961613	348768	9/23/2019	60.55
	PCard JE	00024	961613	348768	9/23/2019	715.00
	PCard JE	00024	961613	348768	9/23/2019	239.92
	PCard JE	00024	961613	348768	9/23/2019	422.79
	PCard JE	00024	961613	348768	9/23/2019	610.00
					Account Total	2,048.26
	Operating Supplies					
	PCard JE	00024	961613	348768	9/23/2019	330.48
	PCard JE	00024	961613	348768	9/23/2019	509.97
	PCard JE	00024	961613	348768	9/23/2019	1,165.00
					Account Total	2,005.45
	Repair & Maint Supplies					
	PCard JE	00024	961613	348768	9/23/2019	456.87
	PCard JE	00024	961613	348768	9/23/2019	860.98
					Account Total	1,317.85
					Department Total	5,371.56

County of Adams
Vendor Payment Report

<u>9248</u>	<u>Culture Services</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Advertising					
	PCard JE	00001	961613	348768	9/23/2019	350.00
	PCard JE	00001	961613	348768	9/23/2019	721.69
	PCard JE	00001	961613	348768	9/23/2019	45.00
	PCard JE	00001	961613	348768	9/23/2019	295.00
					Account Total	1,411.69
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	100.21
	PCard JE	00001	961613	348768	9/23/2019	12.49
					Account Total	112.70
	Employee Development					
	PCard JE	00001	961613	348768	9/23/2019	377.00-
	PCard JE	00001	961613	348768	9/23/2019	3,220.00
	PCard JE	00001	961613	348768	9/23/2019	12.74-
	PCard JE	00001	961613	348768	9/23/2019	377.00
	PCard JE	00001	961613	348768	9/23/2019	377.00
					Account Total	3,584.26
	EO					
	PCard JE	00001	961613	348768	9/23/2019	144.00
	PCard JE	00001	961613	348768	9/23/2019	28.64
	PCard JE	00001	961613	348768	9/23/2019	234.02
	PCard JE	00001	961613	348768	9/23/2019	13.76
					Account Total	420.42
	Membership Dues					
	PCard JE	00001	961613	348768	9/23/2019	59.40
					Account Total	59.40
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	395.00
					Account Total	395.00
	Misc					
	PCard JE	00001	961613	348768	9/23/2019	95.00
					Account Total	95.00
	Operating Supplies					

County of Adams
Vendor Payment Report

<u>9248</u>	<u>Culture Services</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	44.23
	PCard JE	00001	961613	348768	9/23/2019	4.64
	PCard JE	00001	961613	348768	9/23/2019	30.76
	PCard JE	00001	961613	348768	9/23/2019	50.04
	PCard JE	00001	961613	348768	9/23/2019	43.88
	PCard JE	00001	961613	348768	9/23/2019	49.68
	PCard JE	00001	961613	348768	9/23/2019	354.80
					Account Total	578.03
	Printing External					
	PCard JE	00001	961613	348768	9/23/2019	655.00
					Account Total	655.00
	Reasonable Accommodations					
	PCard JE	00001	961613	348768	9/23/2019	28.40
					Account Total	28.40
	Special Events					
	PCard JE	00001	961613	348768	9/23/2019	110.00
	PCard JE	00001	961613	348768	9/23/2019	540.50
					Account Total	650.50
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	280.55
	PCard JE	00001	961613	348768	9/23/2019	18.00
	PCard JE	00001	961613	348768	9/23/2019	44.30
	PCard JE	00001	961613	348768	9/23/2019	12.99
	PCard JE	00001	961613	348768	9/23/2019	61.30
	PCard JE	00001	961613	348768	9/23/2019	42.00
	PCard JE	00001	961613	348768	9/23/2019	50.00
	PCard JE	00001	961613	348768	9/23/2019	999.98
					Account Total	1,509.12
					Department Total	9,499.52

County of Adams
Vendor Payment Report

<u>2010P9999900</u>	<u>CW Admin Non Reimb</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	55.00
	PCard JE	00015	961613	348768	9/23/2019	35.42
	PCard JE	00015	961613	348768	9/23/2019	367.34
	PCard JE	00015	961613	348768	9/23/2019	19.48
	PCard JE	00015	961613	348768	9/23/2019	30.36
	PCard JE	00015	961613	348768	9/23/2019	75.06
	PCard JE	00015	961613	348768	9/23/2019	70.20
	PCard JE	00015	961613	348768	9/23/2019	325.00
					Account Total	977.86
	Special Events					
	PCard JE	00015	961613	348768	9/23/2019	44.38
	PCard JE	00015	961613	348768	9/23/2019	176.00
					Account Total	220.38
	Travel & Transportation					
	PCard JE	00015	961613	348768	9/23/2019	15.00
	PCard JE	00015	961613	348768	9/23/2019	368.30
					Account Total	383.30
					Department Total	1,581.54

County of Adams
Vendor Payment Report

<u>2000P9999900</u>	<u>CW Director Non-Riembursable</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00015	961613	348768	9/23/2019	75.95
	PCard JE	00015	961613	348768	9/23/2019	17.56
	PCard JE	00015	961613	348768	9/23/2019	25.48
					Account Total	118.99
	Education & Training					
	PCard JE	00015	961613	348768	9/23/2019	1,450.00
					Account Total	1,450.00
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	167.71
	PCard JE	00015	961613	348768	9/23/2019	18.08
	PCard JE	00015	961613	348768	9/23/2019	17.08
	PCard JE	00015	961613	348768	9/23/2019	17.27
	PCard JE	00015	961613	348768	9/23/2019	26.70
					Account Total	246.84
					Department Total	1,815.83

County of Adams
Vendor Payment Report

<u>200005501000</u>	<u>CW Director Soc Serv Support</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Software and Licensing					
	PCard JE	00015	961613	348768	9/23/2019	36.00
					Account Total	36.00
					Department Total	36.00

County of Adams
Vendor Payment Report

<u>9261</u>	<u>DA- Diversion Project</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Books					
	PCard JE	00001	961613	348768	9/23/2019	48.33
	PCard JE	00001	961613	348768	9/23/2019	16.11
					Account Total	64.44
	Destruction of Records					
	PCard JE	00001	961613	348768	9/23/2019	30.00
					Account Total	30.00
	Education & Training					
	ORBIS PARTNERS INC	00001	961268	348250	9/27/2019	840.00
	PCard JE	00001	961613	348768	9/23/2019	103.75
	PCard JE	00001	961613	348768	9/23/2019	103.75
	PCard JE	00001	961613	348768	9/23/2019	103.75
	PCard JE	00001	961613	348768	9/23/2019	103.75
					Account Total	1,255.00
	Equipment Rental					
	PCard JE	00001	961613	348768	9/23/2019	153.83
	TOSHIBA FINANCIAL SERVICES	00001	961272	348250	9/27/2019	153.83
					Account Total	307.66
	Interpreting Services					
	PCard JE	00001	961613	348768	9/23/2019	10.66
					Account Total	10.66
	Medical Services					
	PCard JE	00001	961613	348768	9/23/2019	184.00
	PCard JE	00001	961613	348768	9/23/2019	270.00
	PCard JE	00001	961613	348768	9/23/2019	146.00
	PCard JE	00001	961613	348768	9/23/2019	73.00
	PCard JE	00001	961613	348768	9/23/2019	146.00
	PCard JE	00001	961613	348768	9/23/2019	93.00
	PCard JE	00001	961613	348768	9/23/2019	93.00
					Account Total	1,005.00
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	125.00
	PCard JE	00001	961613	348768	9/23/2019	91.99
	PCard JE	00001	961613	348768	9/23/2019	34.89-

County of Adams
Vendor Payment Report

<u>9261</u>	<u>DA- Diversion Project</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	34.89-
	PCard JE	00001	961613	348768	9/23/2019	34.89-
	PCard JE	00001	961613	348768	9/23/2019	262.22
					Account Total	374.54
	Other Professional Serv					
	LEVERSEE THOMAS F LCSW	00001	961265	348250	9/27/2019	120.00
					Account Total	120.00
	Printing External					
	PCard JE	00001	961613	348768	9/23/2019	54.98
					Account Total	54.98
	Software and Licensing					
	ORBIS PARTNERS INC	00001	961268	348250	9/27/2019	437.00
	PCard JE	00001	961613	348768	9/23/2019	88.00
					Account Total	525.00
	Special Events					
	PCard JE	00001	961613	348768	9/23/2019	59.84
					Account Total	59.84
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	606.96
					Account Total	606.96
					Department Total	4,414.08

County of Adams
Vendor Payment Report

<u>100005007000</u>	<u>Dept Director Common Supportiv</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	21.99
	PCard JE	00015	961613	348768	9/23/2019	92.49
	PCard JE	00015	961613	348768	9/23/2019	60.56
	PCard JE	00015	961613	348768	9/23/2019	405.00
	PCard JE	00015	961613	348768	9/23/2019	17.74-
					Account Total	562.30
					Department Total	562.30

County of Adams
Vendor Payment Report

<u>1000P9999900</u>	<u>Dept Director Non-Reimbursable</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	ISP Services					
	PCard JE	00015	961613	348768	9/23/2019	169.54
					Account Total	169.54
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	96.48
	PCard JE	00015	961613	348768	9/23/2019	7.99
	PCard JE	00015	961613	348768	9/23/2019	6.00
	PCard JE	00015	961613	348768	9/23/2019	139.62
	PCard JE	00015	961613	348768	9/23/2019	12.89
	PCard JE	00015	961613	348768	9/23/2019	69.72
	PCard JE	00015	961613	348768	9/23/2019	140.86
	PCard JE	00015	961613	348768	9/23/2019	76.72
	PCard JE	00015	961613	348768	9/23/2019	162.47
	PCard JE	00015	961613	348768	9/23/2019	3.98
	PCard JE	00015	961613	348768	9/23/2019	110.34
	PCard JE	00015	961613	348768	9/23/2019	3,100.00
	PCard JE	00015	961613	348768	9/23/2019	39.90
					Account Total	3,966.97
	Software and Licensing					
	PCard JE	00015	961613	348768	9/23/2019	1,021.02
					Account Total	1,021.02
	Special Events					
	PCard JE	00015	961613	348768	9/23/2019	180.00
	PCard JE	00015	961613	348768	9/23/2019	38.97
	PCard JE	00015	961613	348768	9/23/2019	242.46
					Account Total	461.43
					Department Total	5,618.96

County of Adams
Vendor Payment Report

<u>1051</u>	<u>District Attorney</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	32.55
	PCard JE	00001	961613	348768	9/23/2019	13.34
					Account Total	45.89
	Computers					
	PCard JE	00001	961613	348768	9/23/2019	488.00
	PCard JE	00001	961613	348768	9/23/2019	823.52
	PCard JE	00001	961613	348768	9/23/2019	5.49
	PCard JE	00001	961613	348768	9/23/2019	488.00-
	PCard JE	00001	961613	348768	9/23/2019	666.58
	PCard JE	00001	961613	348768	9/23/2019	269.94
	PCard JE	00001	961613	348768	9/23/2019	12.99
	PCard JE	00001	961613	348768	9/23/2019	64.99
	PCard JE	00001	961613	348768	9/23/2019	64.99
					Account Total	1,908.50
	Contract Employment					
	GREER, AMY	00001	961548	348653	10/2/2019	4,080.00
					Account Total	4,080.00
	Court Reporting Transcripts					
	AUGUSTYNOVICH LESLIE K	00001	961250	348250	9/27/2019	42.00
	SHIBAO PAM	00001	961270	348250	9/27/2019	38.25
					Account Total	80.25
	Destruction of Records					
	PCard JE	00001	961613	348768	9/23/2019	465.00
	PCard JE	00001	961613	348768	9/23/2019	30.00
	PCard JE	00001	961613	348768	9/23/2019	30.00
					Account Total	525.00
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	46.73
	PCard JE	00001	961613	348768	9/23/2019	173.20
	PCard JE	00001	961613	348768	9/23/2019	1,335.00
	PCard JE	00001	961613	348768	9/23/2019	890.00
					Account Total	2,444.93
	Equipment Rental					

County of Adams
Vendor Payment Report

1051	District Attorney	Fund	Voucher	Batch No	GL Date	Amount
	PCard JE	00001	961613	348768	9/23/2019	1,948.76
	PCard JE	00001	961613	348768	9/23/2019	872.01
	TOSHIBA FINANCIAL SERVICES	00001	961272	348250	9/27/2019	1,721.05
	TOSHIBA FINANCIAL SERVICES	00001	961272	348250	9/27/2019	227.71
					Account Total	4,769.53
	Interpreting Services					
	PCard JE	00001	961613	348768	9/23/2019	93.70
					Account Total	93.70
	Membership Dues					
	PCard JE	00001	961613	348768	9/23/2019	100.00
	PCard JE	00001	961613	348768	9/23/2019	100.00
					Account Total	200.00
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	1,216.96
					Account Total	1,216.96
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	187.70
	PCard JE	00001	961613	348768	9/23/2019	11.01
	PCard JE	00001	961613	348768	9/23/2019	163.94
	PCard JE	00001	961613	348768	9/23/2019	17.66
	PCard JE	00001	961613	348768	9/23/2019	23.85
	PCard JE	00001	961613	348768	9/23/2019	397.74
	PCard JE	00001	961613	348768	9/23/2019	296.40
	PCard JE	00001	961613	348768	9/23/2019	24.75
	PCard JE	00001	961613	348768	9/23/2019	5.00
	PCard JE	00001	961613	348768	9/23/2019	5.00
	PCard JE	00001	961613	348768	9/23/2019	22.94
	PCard JE	00001	961613	348768	9/23/2019	17.45
	PCard JE	00001	961613	348768	9/23/2019	234.01
	PCard JE	00001	961613	348768	9/23/2019	77.98
	PCard JE	00001	961613	348768	9/23/2019	44.20
	PCard JE	00001	961613	348768	9/23/2019	113.94
	PCard JE	00001	961613	348768	9/23/2019	49.51
	PCard JE	00001	961613	348768	9/23/2019	23.90
	PCard JE	00001	961613	348768	9/23/2019	173.71

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1051	District Attorney	Fund	Voucher	Batch No	GL Date	Amount
	PCard JE	00001	961613	348768	9/23/2019	133.00
	PCard JE	00001	961613	348768	9/23/2019	76.03
	PCard JE	00001	961613	348768	9/23/2019	23.13
	PCard JE	00001	961613	348768	9/23/2019	230.52
	PCard JE	00001	961613	348768	9/23/2019	51.54
	PCard JE	00001	961613	348768	9/23/2019	102.18
	PCard JE	00001	961613	348768	9/23/2019	330.61
	PCard JE	00001	961613	348768	9/23/2019	41.44
	PCard JE	00001	961613	348768	9/23/2019	13.00
	PCard JE	00001	961613	348768	9/23/2019	30.50
	PCard JE	00001	961613	348768	9/23/2019	145.28
	PCard JE	00001	961613	348768	9/23/2019	54.93
	PCard JE	00001	961613	348768	9/23/2019	156.15
	PCard JE	00001	961613	348768	9/23/2019	201.47
	PCard JE	00001	961613	348768	9/23/2019	105.33
	PCard JE	00001	961613	348768	9/23/2019	69.62
	PCard JE	00001	961613	348768	9/23/2019	18.41
					Account Total	3,673.83
	Other Communications					
	GOVERNOR'S OFFICE OF IT	00001	961253	348250	9/27/2019	2,237.22
	PCard JE	00001	961613	348768	9/23/2019	94.99
	PCard JE	00001	961613	348768	9/23/2019	160.04
					Account Total	2,492.25
	Other Professional Serv					
	ARNALL MICHAEL F MD	00001	961546	348653	10/2/2019	367.16
	DELTA COUNTY SHERIFF	00001	961252	348250	9/27/2019	8.00
	HAMMOND ALAN S	00001	961550	348653	10/2/2019	419.21
	MILLER MICHAEL P	00001	961266	348250	9/27/2019	450.00
	PCard JE	00001	961613	348768	9/23/2019	400.00
	PCard JE	00001	961613	348768	9/23/2019	15.00
	PCard JE	00001	961613	348768	9/23/2019	319.52
	PCard JE	00001	961613	348768	9/23/2019	299.52
	PCard JE	00001	961613	348768	9/23/2019	640.00
	PCard JE	00001	961613	348768	9/23/2019	226.56
	PCard JE	00001	961613	348768	9/23/2019	150.00

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<u>1051</u>	<u>District Attorney</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	1,376.28
	PCard JE	00001	961613	348768	9/23/2019	2,060.00
	PCard JE	00001	961613	348768	9/23/2019	14.40
	PCard JE	00001	961613	348768	9/23/2019	824.80
	PCard JE	00001	961613	348768	9/23/2019	110.40
					Account Total	7,680.85
	Postage & Freight					
	PCard JE	00001	961613	348768	9/23/2019	25.50
					Account Total	25.50
	Software and Licensing					
	PCard JE	00001	961613	348768	9/23/2019	47.98
	PCard JE	00001	961613	348768	9/23/2019	6,856.35
					Account Total	6,904.33
	Special Events					
	PCard JE	00001	961613	348768	9/23/2019	157.50
					Account Total	157.50
	Subscrip/Publications					
	PCard JE	00001	961613	348768	9/23/2019	11.99
	PCard JE	00001	961613	348768	9/23/2019	30.00
	PCard JE	00001	961613	348768	9/23/2019	30.00
	PCard JE	00001	961613	348768	9/23/2019	2.58-
	PCard JE	00001	961613	348768	9/23/2019	91.68
	PCard JE	00001	961613	348768	9/23/2019	7.99
	PCard JE	00001	961613	348768	9/23/2019	12.00
	PCard JE	00001	961613	348768	9/23/2019	30.00
	PCard JE	00001	961613	348768	9/23/2019	7.97
	PCard JE	00001	961613	348768	9/23/2019	12.00
					Account Total	231.05
	Travel & Transportation					
	CUSHING MARY ANN	00001	961251	348250	9/27/2019	139.00
	GREER, AMY	00001	961264	348250	9/27/2019	139.00
	O'NEILL, TERRANCE P	00001	961267	348250	9/27/2019	100.00
	PCard JE	00001	961613	348768	9/23/2019	165.96
	PCard JE	00001	961613	348768	9/23/2019	1,000.00

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1051	District Attorney	Fund	Voucher	Batch No	GL Date	Amount
	PCard JE	00001	961613	348768	9/23/2019	487.50
	PCard JE	00001	961613	348768	9/23/2019	320.42
	PCard JE	00001	961613	348768	9/23/2019	346.40
	PCard JE	00001	961613	348768	9/23/2019	320.42
	PCard JE	00001	961613	348768	9/23/2019	504.46
	PCard JE	00001	961613	348768	9/23/2019	300.44
	PCard JE	00001	961613	348768	9/23/2019	1,000.00-
	PCard JE	00001	961613	348768	9/23/2019	500.00-
	PCard JE	00001	961613	348768	9/23/2019	4.65
	PCard JE	00001	961613	348768	9/23/2019	103.40
	PCard JE	00001	961613	348768	9/23/2019	50.00
	PCard JE	00001	961613	348768	9/23/2019	50.00
	PCard JE	00001	961613	348768	9/23/2019	50.00
	PCard JE	00001	961613	348768	9/23/2019	50.00
	PETERS SHIRLEY	00001	961269	348250	9/27/2019	139.00
	SMITH GERALD	00001	961271	348250	9/27/2019	139.00
					Account Total	2,909.65
	Witness Fees					
	ADCO DISTRICT ATTORNEY'S OFFIC	00001	961542	348653	10/2/2019	113.46
	ADCO DISTRICT ATTORNEY'S OFFIC	00001	961542	348653	10/2/2019	140.44
	ADCO DISTRICT ATTORNEY'S OFFIC	00001	961542	348653	10/2/2019	103.83
	ADCO DISTRICT ATTORNEY'S OFFIC	00001	961542	348653	10/2/2019	96.43
	ADCO DISTRICT ATTORNEY'S OFFIC	00001	961249	348250	9/27/2019	134.09
	ADCO DISTRICT ATTORNEY'S OFFIC	00001	961249	348250	9/27/2019	33.87
	ADCO DISTRICT ATTORNEY'S OFFIC	00001	961249	348250	9/27/2019	160.50
	ADCO DISTRICT ATTORNEY'S OFFIC	00001	961249	348250	9/27/2019	176.37
	ADCO DISTRICT ATTORNEY'S OFFIC	00001	961249	348250	9/27/2019	40.86
	PCard JE	00001	961613	348768	9/23/2019	218.00
	PCard JE	00001	961613	348768	9/23/2019	387.96
	PCard JE	00001	961613	348768	9/23/2019	218.00
	PCard JE	00001	961613	348768	9/23/2019	328.33
	PCard JE	00001	961613	348768	9/23/2019	192.96
	PCard JE	00001	961613	348768	9/23/2019	109.00
	PCard JE	00001	961613	348768	9/23/2019	126.28
	PCard JE	00001	961613	348768	9/23/2019	109.00-
	PCard JE	00001	961613	348768	9/23/2019	9.60

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<u>1051</u>	<u>District Attorney</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	157.65
					Account Total	2,638.63
					Department Total	42,078.35

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<u>2041</u>	<u>Emerg Mngt-Administraion</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Advertising					
	PCard JE	00001	961613	348768	9/23/2019	1,308.98
					Account Total	1,308.98
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	55.34
					Account Total	55.34
	Car Washes					
	PCard JE	00001	961613	348768	9/23/2019	4.00
					Account Total	4.00
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	350.00
					Account Total	350.00
	Maintenance Contracts					
	PCard JE	00001	961613	348768	9/23/2019	519.75
					Account Total	519.75
	Office Furniture & Equip					
	PCard JE	00001	961613	348768	9/23/2019	323.33
					Account Total	323.33
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	160.77
	PCard JE	00001	961613	348768	9/23/2019	13.50
	PCard JE	00001	961613	348768	9/23/2019	199.98
	PCard JE	00001	961613	348768	9/23/2019	16.26-
	PCard JE	00001	961613	348768	9/23/2019	12.99
					Account Total	370.98
	Other Communications					
	PCard JE	00001	961613	348768	9/23/2019	38.41
	PCard JE	00001	961613	348768	9/23/2019	33.64
	PCard JE	00001	961613	348768	9/23/2019	290.09
					Account Total	362.14
	Software and Licensing					
	PCard JE	00001	961613	348768	9/23/2019	307.85
					Account Total	307.85

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<u>2041</u>	<u>Emerg Mngt-Administraion</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	427.98-
	PCard JE	00001	961613	348768	9/23/2019	299.00-
					Account Total	726.98-
					Department Total	2,875.39

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<u>99500</u>	<u>Employment First</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00035	961613	348768	9/23/2019	22.15
	PCard JE	00035	961613	348768	9/23/2019	245.52
					Account Total	267.67
	Clnt Trng-Background Checks					
	PCard JE	00035	961613	348768	9/23/2019	6.85
	PCard JE	00035	961613	348768	9/23/2019	6.85
	PCard JE	00035	961613	348768	9/23/2019	6.85
	PCard JE	00035	961613	348768	9/23/2019	6.85
					Account Total	27.40
	Clnt Trng-Tuition					
	PCard JE	00035	961613	348768	9/23/2019	2,000.00
					Account Total	2,000.00
	Operating Supplies					
	PCard JE	00035	961613	348768	9/23/2019	150.00
	PCard JE	00035	961613	348768	9/23/2019	241.14
	PCard JE	00035	961613	348768	9/23/2019	18.90
	PCard JE	00035	961613	348768	9/23/2019	183.97
					Account Total	594.01
					Department Total	2,889.08

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<u>97802</u>	<u>Employment Support Fund</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00035	961613	348768	9/23/2019	20.98
					Account Total	20.98
	Software and Licensing					
	PCard JE	00035	961613	348768	9/23/2019	37.21
					Account Total	37.21
					Department Total	58.19

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Vendor Payment Report

<u>6</u>	<u>Equipment Service Fund</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Received not Vouchered Clrg					
	DELLENBACH MOTORS	00006	961519	348628	10/2/2019	29,762.00
	SAM HILL OIL INC	00006	961606	348628	10/2/2019	14,346.63
	SAM HILL OIL INC	00006	961479	348514	10/1/2019	12,882.57
	SAM HILL OIL INC	00006	961479	348514	10/1/2019	2,000.00
	THE GOODYEAR TIRE AND RUBBER C	00006	961532	348628	10/2/2019	1,384.35
	THE GOODYEAR TIRE AND RUBBER C	00006	961533	348628	10/2/2019	1,244.72
	TRANSWEST TRUCK TRAILER RV	00006	961483	348628	10/2/2019	79,037.70
					Account Total	140,657.97
					Department Total	140,657.97

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<u>9240</u>	<u>Extension - Horticulture</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	2.52
	PCard JE	00001	961613	348768	9/23/2019	3.44
					Account Total	5.96
					Department Total	5.96

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<u>9244</u>	<u>Extension- 4-H/Youth</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Membership Dues					
	CAE4-HA	00001	960937	348121	9/26/2019	125.00
	CAE4-HA	00001	960938	348121	9/26/2019	125.00
					Account Total	250.00
	Operating Supplies					
	AHRENS NICHOLETTE LEE	00001	960940	348121	9/26/2019	117.00
	PCard JE	00001	961613	348768	9/23/2019	34.76
	PCard JE	00001	961613	348768	9/23/2019	949.45
	PCard JE	00001	961613	348768	9/23/2019	299.15
	PCard JE	00001	961613	348768	9/23/2019	168.02
	PCard JE	00001	961613	348768	9/23/2019	10.00
					Account Total	1,578.38
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	89.00
	PCard JE	00001	961613	348768	9/23/2019	117.00
					Account Total	206.00
					Department Total	2,034.38

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<u>9241</u>	<u>Extension- Administration</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	76.50
					Account Total	76.50
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	26.50
	PCard JE	00001	961613	348768	9/23/2019	34.97
	PCard JE	00001	961613	348768	9/23/2019	8.49
	PCard JE	00001	961613	348768	9/23/2019	8.49-
	PCard JE	00001	961613	348768	9/23/2019	10.98
	PCard JE	00001	961613	348768	9/23/2019	99.47
	PCard JE	00001	961613	348768	9/23/2019	12.95
	PCard JE	00001	961613	348768	9/23/2019	19.95
	PCard JE	00001	961613	348768	9/23/2019	119.05
	PCard JE	00001	961613	348768	9/23/2019	12.68
	PCard JE	00001	961613	348768	9/23/2019	19.29
					Account Total	355.84
					Department Total	432.34

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<u>9242</u>	<u>Extension- Agriculture</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	104.80
	PCard JE	00001	961613	348768	9/23/2019	40.83
	PCard JE	00001	961613	348768	9/23/2019	48.54
	PCard JE	00001	961613	348768	9/23/2019	32.98
					Account Total	227.15
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	44.12
	PCard JE	00001	961613	348768	9/23/2019	104.00
	PCard JE	00001	961613	348768	9/23/2019	131.40
					Account Total	279.52
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	205.00
					Account Total	205.00
					Department Total	711.67

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<u>6031</u>	<u>Extension- Soil Conservation</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Mileage Reimbursements					
	TUCKER JENNIFER	00001	960836	348054	9/25/2019	459.98
	TUCKER JENNIFER	00001	960837	348054	9/25/2019	393.76
					Account Total	853.74
					Department Total	853.74

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<u>5025</u>	<u>Facilities Club House Maint.</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Building Repair & Maint					
	PCard JE	00005	961613	348768	9/23/2019	750.00
	SYSTEMS GROUP	00005	961242	348229	9/27/2019	250.00
					Account Total	1,000.00
	Repair & Maint Supplies					
	PCard JE	00005	961613	348768	9/23/2019	122.11
	PCard JE	00005	961613	348768	9/23/2019	279.88
	PCard JE	00005	961613	348768	9/23/2019	22.78
	PCard JE	00005	961613	348768	9/23/2019	54.31
					Account Total	479.08
					Department Total	1,479.08

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<u>1014</u>	<u>Finance</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	525.00
	PCard JE	00001	961613	348768	9/23/2019	259.72
					Account Total	784.72
	Legal Notices					
	PCard JE	00001	961613	348768	9/23/2019	225.20
	PCard JE	00001	961613	348768	9/23/2019	163.80
					Account Total	389.00
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	28.54
	PCard JE	00001	961613	348768	9/23/2019	42.83
	PCard JE	00001	961613	348768	9/23/2019	50.47
	PCard JE	00001	961613	348768	9/23/2019	1.13-
	PCard JE	00001	961613	348768	9/23/2019	103.68
	PCard JE	00001	961613	348768	9/23/2019	18.94
	PCard JE	00001	961613	348768	9/23/2019	139.19
	PCard JE	00001	961613	348768	9/23/2019	306.00
	PCard JE	00001	961613	348768	9/23/2019	26.34
					Account Total	714.86
	Travel & Transportation					
	NICKERSON WADE	00001	960853	348057	9/25/2019	778.66
					Account Total	778.66
					Department Total	2,667.24

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<u>1018</u>	<u>Finance General Accounting</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	66.44
	PCard JE	00001	961613	348768	9/23/2019	55.23
					Account Total	121.67
	Legal Notices					
	PCard JE	00001	961613	348768	9/23/2019	201.80
					Account Total	201.80
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	125.00
	PCard JE	00001	961613	348768	9/23/2019	4.24
	PCard JE	00001	961613	348768	9/23/2019	23.74
					Account Total	152.98
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	403.60
	PCard JE	00001	961613	348768	9/23/2019	34.00
					Account Total	437.60
					Department Total	914.05

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<u>1017</u>	<u>Finance Purchasing</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Advertising					
	PCard JE	00001	961613	348768	9/23/2019	168.00
					Account Total	168.00
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	121.95
					Account Total	121.95
	Travel & Transportation					
	FORRISTALL ANNA	00001	960840	348054	9/25/2019	101.00
	PCard JE	00001	961613	348768	9/23/2019	24.41
	PCard JE	00001	961613	348768	9/23/2019	1,092.45
	PCard JE	00001	961613	348768	9/23/2019	1,303.55
	PCard JE	00001	961613	348768	9/23/2019	30.00
	PCard JE	00001	961613	348768	9/23/2019	30.00
	PCard JE	00001	961613	348768	9/23/2019	108.00
	PCard JE	00001	961613	348768	9/23/2019	471.66
	PCard JE	00001	961613	348768	9/23/2019	218.49
	PCard JE	00001	961613	348768	9/23/2019	655.47
	PCard JE	00001	961613	348768	9/23/2019	655.47
	PCard JE	00001	961613	348768	9/23/2019	86.00
	PCard JE	00001	961613	348768	9/23/2019	86.00-
					Account Total	4,690.50
					Department Total	4,980.45

County of Adams
Vendor Payment Report

<u>50</u>	<u>FLATROCK Facility Fund</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Received not Vouchered Clrg					
	CLEAN CUT LAWN SERVICE INC	00050	961518	348628	10/2/2019	10,374.00
					Account Total	10,374.00
					Department Total	10,374.00

County of Adams
Vendor Payment Report

<u>9111</u>	<u>Fleet - Admin</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Auto Physical Damage					
	PCard JE	00006	961613	348768	9/23/2019	40.00
	PCard JE	00006	961613	348768	9/23/2019	267.91
	PCard JE	00006	961613	348768	9/23/2019	327.74
	PCard JE	00006	961613	348768	9/23/2019	267.91
	PCard JE	00006	961613	348768	9/23/2019	434.40
	PCard JE	00006	961613	348768	9/23/2019	434.40
	PCard JE	00006	961613	348768	9/23/2019	279.47
	PCard JE	00006	961613	348768	9/23/2019	40.00
	PCard JE	00006	961613	348768	9/23/2019	40.00
	PCard JE	00006	961613	348768	9/23/2019	301.40
	PCard JE	00006	961613	348768	9/23/2019	40.00
	PCard JE	00006	961613	348768	9/23/2019	161.64
	PCard JE	00006	961613	348768	9/23/2019	267.91
	PCard JE	00006	961613	348768	9/23/2019	321.70
	PCard JE	00006	961613	348768	9/23/2019	40.00
	PCard JE	00006	961613	348768	9/23/2019	185.96
	PCard JE	00006	961613	348768	9/23/2019	162.42
	PCard JE	00006	961613	348768	9/23/2019	285.00
	PCard JE	00006	961613	348768	9/23/2019	120.00
					Account Total	4,017.86
	Books					
	PCard JE	00006	961613	348768	9/23/2019	100.00
					Account Total	100.00
	Oil					
	PCard JE	00006	961613	348768	9/23/2019	3,093.15
	PCard JE	00006	961613	348768	9/23/2019	595.94
	PCard JE	00006	961613	348768	9/23/2019	595.94
	PCard JE	00006	961613	348768	9/23/2019	2,491.04
					Account Total	6,776.07
	Special Events					
	PCard JE	00006	961613	348768	9/23/2019	33.51
					Account Total	33.51
	Travel & Transportation					

County of Adams
Vendor Payment Report

<u>9111</u>	<u>Fleet - Admin</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00006	961613	348768	9/23/2019	4.10
					Account Total	4.10
	Vehicles & Equipment					
	PCard JE	00006	961613	348768	9/23/2019	1,606.00
	PCard JE	00006	961613	348768	9/23/2019	2,201.00
	PCard JE	00006	961613	348768	9/23/2019	2,948.00
					Account Total	6,755.00
					Department Total	17,686.54

County of Adams
Vendor Payment Report

<u>9114</u>	<u>Fleet - Commerce City</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Books					
	PCard JE	00006	961613	348768	9/23/2019	170.19
					Account Total	170.19
	Buildings					
	PCard JE	00006	961613	348768	9/23/2019	1,282.50
					Account Total	1,282.50
	Education & Training					
	PCard JE	00006	961613	348768	9/23/2019	140.00
	PCard JE	00006	961613	348768	9/23/2019	79.00
	PCard JE	00006	961613	348768	9/23/2019	122.00
	PCard JE	00006	961613	348768	9/23/2019	79.00
	PCard JE	00006	961613	348768	9/23/2019	122.00
	PCard JE	00006	961613	348768	9/23/2019	79.00
					Account Total	621.00
	Medical Supplies					
	PCard JE	00006	961613	348768	9/23/2019	130.49
					Account Total	130.49
	Minor Equipment					
	PCard JE	00006	961613	348768	9/23/2019	232.30
	PCard JE	00006	961613	348768	9/23/2019	107.44
	PCard JE	00006	961613	348768	9/23/2019	23.39
					Account Total	363.13
	Operating Supplies					
	PCard JE	00006	961613	348768	9/23/2019	15.52
	PCard JE	00006	961613	348768	9/23/2019	16.06
	PCard JE	00006	961613	348768	9/23/2019	79.62
	PCard JE	00006	961613	348768	9/23/2019	123.97
	PCard JE	00006	961613	348768	9/23/2019	16.61
	PCard JE	00006	961613	348768	9/23/2019	62.69
	PCard JE	00006	961613	348768	9/23/2019	530.61
	PCard JE	00006	961613	348768	9/23/2019	15.98
	PCard JE	00006	961613	348768	9/23/2019	421.48
	PCard JE	00006	961613	348768	9/23/2019	478.63
	PCard JE	00006	961613	348768	9/23/2019	255.91

County of Adams
Vendor Payment Report

<u>9114</u>	<u>Fleet - Commerce City</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00006	961613	348768	9/23/2019	162.07
	PCard JE	00006	961613	348768	9/23/2019	400.87
	PCard JE	00006	961613	348768	9/23/2019	323.87
	PCard JE	00006	961613	348768	9/23/2019	171.40
	PCard JE	00006	961613	348768	9/23/2019	49.56
	PCard JE	00006	961613	348768	9/23/2019	565.75
	PCard JE	00006	961613	348768	9/23/2019	47.16
	PCard JE	00006	961613	348768	9/23/2019	90.35
	PCard JE	00006	961613	348768	9/23/2019	83.88
					Account Total	3,911.99
	Uniforms & Cleaning					
	PCard JE	00006	961613	348768	9/23/2019	117.89
	PCard JE	00006	961613	348768	9/23/2019	138.89
	PCard JE	00006	961613	348768	9/23/2019	117.89
	PCard JE	00006	961613	348768	9/23/2019	117.89
					Account Total	492.56
	Vehicle Parts & Supplies					
	PCard JE	00006	961613	348768	9/23/2019	6,041.93
	PCard JE	00006	961613	348768	9/23/2019	14,230.51
	PCard JE	00006	961613	348768	9/23/2019	9,668.90
	PCard JE	00006	961613	348768	9/23/2019	483.00
	PCard JE	00006	961613	348768	9/23/2019	35.00
	PCard JE	00006	961613	348768	9/23/2019	303.00
	PCard JE	00006	961613	348768	9/23/2019	337.00
	PCard JE	00006	961613	348768	9/23/2019	123.00
	PCard JE	00006	961613	348768	9/23/2019	30.85
	PCard JE	00006	961613	348768	9/23/2019	2.37-
	PCard JE	00006	961613	348768	9/23/2019	16.50
	PCard JE	00006	961613	348768	9/23/2019	230.94
	PCard JE	00006	961613	348768	9/23/2019	124.46
	PCard JE	00006	961613	348768	9/23/2019	24.10
	PCard JE	00006	961613	348768	9/23/2019	394.80
	PCard JE	00006	961613	348768	9/23/2019	6,567.71
	PCard JE	00006	961613	348768	9/23/2019	10,930.08
	PCard JE	00006	961613	348768	9/23/2019	235.01

County of Adams
Vendor Payment Report

<u>9114</u>	<u>Fleet - Commerce City</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00006	961613	348768	9/23/2019	102.69
	PCard JE	00006	961613	348768	9/23/2019	193.97
	PCard JE	00006	961613	348768	9/23/2019	353.71
					Account Total	50,424.79
	Vehicle Repair & Maint					
	PCard JE	00006	961613	348768	9/23/2019	1,050.00
	PCard JE	00006	961613	348768	9/23/2019	862.65
	PCard JE	00006	961613	348768	9/23/2019	250.00
	PCard JE	00006	961613	348768	9/23/2019	578.00
	PCard JE	00006	961613	348768	9/23/2019	308.00
	PCard JE	00006	961613	348768	9/23/2019	598.00
	PCard JE	00006	961613	348768	9/23/2019	198.00
	PCard JE	00006	961613	348768	9/23/2019	50.00
	PCard JE	00006	961613	348768	9/23/2019	250.00
	PCard JE	00006	961613	348768	9/23/2019	198.00
	PCard JE	00006	961613	348768	9/23/2019	198.00
	PCard JE	00006	961613	348768	9/23/2019	578.00
	PCard JE	00006	961613	348768	9/23/2019	578.00
	PCard JE	00006	961613	348768	9/23/2019	55.00
	PCard JE	00006	961613	348768	9/23/2019	240.00
	PCard JE	00006	961613	348768	9/23/2019	2,430.16
	PCard JE	00006	961613	348768	9/23/2019	71.00
	PCard JE	00006	961613	348768	9/23/2019	95.00
	PCard JE	00006	961613	348768	9/23/2019	95.00
	PCard JE	00006	961613	348768	9/23/2019	95.00
	PCard JE	00006	961613	348768	9/23/2019	110.00
	PCard JE	00006	961613	348768	9/23/2019	113.00
	PCard JE	00006	961613	348768	9/23/2019	95.00
	PCard JE	00006	961613	348768	9/23/2019	737.63
	PCard JE	00006	961613	348768	9/23/2019	340.00
	PCard JE	00006	961613	348768	9/23/2019	425.00
	PCard JE	00006	961613	348768	9/23/2019	98.81
					Account Total	10,895.25
					Department Total	68,291.90

County of Adams
Vendor Payment Report

<u>9115</u>	<u>Fleet - Strasburg</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Minor Equipment					
	PCard JE	00006	961613	348768	9/23/2019	1,194.96
	PCard JE	00006	961613	348768	9/23/2019	523.00
	PCard JE	00006	961613	348768	9/23/2019	137.50
					Account Total	1,855.46
	Operating Supplies					
	PCard JE	00006	961613	348768	9/23/2019	82.47
	PCard JE	00006	961613	348768	9/23/2019	142.19
	PCard JE	00006	961613	348768	9/23/2019	280.72
	PCard JE	00006	961613	348768	9/23/2019	42.28
	PCard JE	00006	961613	348768	9/23/2019	15.76
	PCard JE	00006	961613	348768	9/23/2019	47.16
	PCard JE	00006	961613	348768	9/23/2019	60.50
	PCard JE	00006	961613	348768	9/23/2019	21.63
					Account Total	692.71
	Uniforms & Cleaning					
	PCard JE	00006	961613	348768	9/23/2019	52.33
	PCard JE	00006	961613	348768	9/23/2019	52.33
	PCard JE	00006	961613	348768	9/23/2019	52.33
	PCard JE	00006	961613	348768	9/23/2019	52.33
					Account Total	209.32
	Vehicle Parts & Supplies					
	PCard JE	00006	961613	348768	9/23/2019	3,708.45
	PCard JE	00006	961613	348768	9/23/2019	1,928.22
	PCard JE	00006	961613	348768	9/23/2019	1,884.26
	PCard JE	00006	961613	348768	9/23/2019	2,590.52
	PCard JE	00006	961613	348768	9/23/2019	57.00
	PCard JE	00006	961613	348768	9/23/2019	4,789.87
					Account Total	14,958.32
	Vehicle Repair & Maint					
	PCard JE	00006	961613	348768	9/23/2019	543.95
	PCard JE	00006	961613	348768	9/23/2019	815.00
	PCard JE	00006	961613	348768	9/23/2019	540.54
	PCard JE	00006	961613	348768	9/23/2019	534.91

County of Adams
Vendor Payment Report

<u>9115</u>	<u>Fleet - Strasburg</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
Account Total						2,434.40
Department Total						20,150.21

County of Adams
Vendor Payment Report

<u>1066</u>	<u>FO - ADA</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Building Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	103.58
					Account Total	103.58
					Department Total	103.58

County of Adams
Vendor Payment Report

<u>1076</u>	<u>FO - Adams County Svc Center</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Building Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	170.00
	PCard JE	00001	961613	348768	9/23/2019	215.00
	PCard JE	00001	961613	348768	9/23/2019	215.57
	PCard JE	00001	961613	348768	9/23/2019	370.00
	PCard JE	00001	961613	348768	9/23/2019	1,237.50
					Account Total	2,208.07
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	520.40
	PCard JE	00001	961613	348768	9/23/2019	785.41
	PCard JE	00001	961613	348768	9/23/2019	276.60
	PCard JE	00001	961613	348768	9/23/2019	39.70
	PCard JE	00001	961613	348768	9/23/2019	37.74
					Account Total	1,659.85
	Repair & Maint Supplies					
	PCard JE	00001	961613	348768	9/23/2019	129.18
	PCard JE	00001	961613	348768	9/23/2019	26.75
	PCard JE	00001	961613	348768	9/23/2019	130.02
	PCard JE	00001	961613	348768	9/23/2019	25.19
	PCard JE	00001	961613	348768	9/23/2019	876.92
	PCard JE	00001	961613	348768	9/23/2019	1,796.76
	PCard JE	00001	961613	348768	9/23/2019	83.72
	PCard JE	00001	961613	348768	9/23/2019	515.93
	PCard JE	00001	961613	348768	9/23/2019	602.78
	PCard JE	00001	961613	348768	9/23/2019	67.44
	PCard JE	00001	961613	348768	9/23/2019	808.59
	PCard JE	00001	961613	348768	9/23/2019	1,319.45
					Account Total	6,382.73
					Department Total	10,250.65

County of Adams
Vendor Payment Report

<u>1091</u>	<u>FO - Administration</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Building Rental					
	BENNETT TOWN OF	00001	961248	348229	9/27/2019	1,500.00
	CHAMBERS HOLDINGS LLC	00001	961273	348229	9/27/2019	16,312.97
	IC CHAMBERS LP	00001	961236	348229	9/27/2019	13,677.80
	WESTAR REAL PROPERTY SERVICES	00001	961237	348229	9/27/2019	8,250.46
					Account Total	39,741.23
	Consultant Services					
	PCard JE	00001	961613	348768	9/23/2019	24.95
	PCard JE	00001	961613	348768	9/23/2019	24.95
					Account Total	49.90
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	4,010.00
	PCard JE	00001	961613	348768	9/23/2019	15.00
					Account Total	4,025.00
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	219.40
	PCard JE	00001	961613	348768	9/23/2019	55.65
	PCard JE	00001	961613	348768	9/23/2019	123.21
	PCard JE	00001	961613	348768	9/23/2019	233.73
	PCard JE	00001	961613	348768	9/23/2019	5.81
	PCard JE	00001	961613	348768	9/23/2019	1,997.40
					Account Total	2,635.20
	Repair & Maint Supplies					
	PCard JE	00001	961613	348768	9/23/2019	337.53
	PCard JE	00001	961613	348768	9/23/2019	13.99
	PCard JE	00001	961613	348768	9/23/2019	24.98
					Account Total	376.50
	Software and Licensing					
	PCard JE	00001	961613	348768	9/23/2019	314.16
					Account Total	314.16
	Special Events					
	PCard JE	00001	961613	348768	9/23/2019	81.90
					Account Total	81.90

County of Adams
Vendor Payment Report

<u>1091</u>	<u>FO - Administration</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Subscrip/Publications					
	PCard JE	00001	961613	348768	9/23/2019	249.00
					Account Total	249.00
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	340.60
	PCard JE	00001	961613	348768	9/23/2019	340.60
					Account Total	681.20
	Uniforms & Cleaning					
	PCard JE	00001	961613	348768	9/23/2019	574.40
					Account Total	574.40
	Water/Sewer/Sanitation					
	EASTERN DISPOSE ALL	00001	961229	348229	9/27/2019	72.00
					Account Total	72.00
					Department Total	48,800.49

County of Adams
Vendor Payment Report

<u>1069</u>	<u>FO - Animal Shelter Maint.</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Building Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	1,000.00
					Account Total	1,000.00
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	129.00
					Account Total	129.00
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	348.40
	PCard JE	00001	961613	348768	9/23/2019	55.10
					Account Total	403.50
	Repair & Maint Supplies					
	PCard JE	00001	961613	348768	9/23/2019	18.63
	PCard JE	00001	961613	348768	9/23/2019	10.48
	PCard JE	00001	961613	348768	9/23/2019	140.00
	PCard JE	00001	961613	348768	9/23/2019	514.28
	PCard JE	00001	961613	348768	9/23/2019	14.58
	PCard JE	00001	961613	348768	9/23/2019	38.38
					Account Total	736.35
					Department Total	2,268.85

County of Adams
Vendor Payment Report

<u>1060</u>	<u>FO - Community Corrections</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Building Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	115.00
	PCard JE	00001	961613	348768	9/23/2019	315.00
	PCard JE	00001	961613	348768	9/23/2019	300.00
	PCard JE	00001	961613	348768	9/23/2019	315.00
					Account Total	1,045.00
	Maintenance Contracts					
	COLO DEPT OF LABOR & EMPLOYMEN	00001	961227	348226	9/27/2019	30.00
					Account Total	30.00
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	121.61
					Account Total	121.61
	Repair & Maint Supplies					
	PCard JE	00001	961613	348768	9/23/2019	101.56
	PCard JE	00001	961613	348768	9/23/2019	143.48
	PCard JE	00001	961613	348768	9/23/2019	60.89
	PCard JE	00001	961613	348768	9/23/2019	75.54
	PCard JE	00001	961613	348768	9/23/2019	64.99
	PCard JE	00001	961613	348768	9/23/2019	22.27
	PCard JE	00001	961613	348768	9/23/2019	22.15
	PCard JE	00001	961613	348768	9/23/2019	53.33
	PCard JE	00001	961613	348768	9/23/2019	17.57
	PCard JE	00001	961613	348768	9/23/2019	135.63
	PCard JE	00001	961613	348768	9/23/2019	176.00
					Account Total	873.41
					Department Total	2,070.02

County of Adams
Vendor Payment Report

<u>9251</u>	<u>FO - Conference Center</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	50.67
					Account Total	50.67
					Department Total	50.67

County of Adams
Vendor Payment Report

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<u>1114</u>	<u>FO - District Attorney Bldg.</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Building Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	15.00
					Account Total	15.00
	Maintenance Contracts					
	MILE HIGH TREE CARE INC	00001	961231	348229	9/27/2019	1,250.00
	MILE HIGH TREE CARE INC	00001	961232	348229	9/27/2019	2,000.00
					Account Total	3,250.00
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	10.47
					Account Total	10.47
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	324.30
	PCard JE	00001	961613	348768	9/23/2019	244.60
	PCard JE	00001	961613	348768	9/23/2019	452.36
					Account Total	1,021.26
	Repair & Maint Supplies					
	PCard JE	00001	961613	348768	9/23/2019	89.88
	PCard JE	00001	961613	348768	9/23/2019	73.96
					Account Total	163.84
					Department Total	4,460.57

County of Adams
Vendor Payment Report

<u>2090</u>	<u>FO - Flatrock Facility</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Building Repair & Maint					
	PCard JE	00050	961613	348768	9/23/2019	1,039.00
					Account Total	1,039.00
	Grounds Maintenance					
	PCard JE	00050	961613	348768	9/23/2019	1,898.85
	PCard JE	00050	961613	348768	9/23/2019	41.40
	PCard JE	00050	961613	348768	9/23/2019	48.57
	PCard JE	00050	961613	348768	9/23/2019	30.00
	PCard JE	00050	961613	348768	9/23/2019	164.75
	PCard JE	00050	961613	348768	9/23/2019	659.00
	PCard JE	00050	961613	348768	9/23/2019	1.69-
	PCard JE	00050	961613	348768	9/23/2019	100.00
	PCard JE	00050	961613	348768	9/23/2019	21.80-
	PCard JE	00050	961613	348768	9/23/2019	100.00
	PCard JE	00050	961613	348768	9/23/2019	25.59
					Account Total	3,044.67
	Operating Supplies					
	PCard JE	00050	961613	348768	9/23/2019	172.00
	PCard JE	00050	961613	348768	9/23/2019	28.10
	PCard JE	00050	961613	348768	9/23/2019	186.09
					Account Total	386.19
	Repair & Maint Supplies					
	PCard JE	00050	961613	348768	9/23/2019	40.04
	PCard JE	00050	961613	348768	9/23/2019	7.97
	PCard JE	00050	961613	348768	9/23/2019	39.00
	PCard JE	00050	961613	348768	9/23/2019	32.50
	PCard JE	00050	961613	348768	9/23/2019	12.08
	PCard JE	00050	961613	348768	9/23/2019	2,637.32
	PCard JE	00050	961613	348768	9/23/2019	791.20
	PCard JE	00050	961613	348768	9/23/2019	166.75
	PCard JE	00050	961613	348768	9/23/2019	101.94
					Account Total	3,828.80
					Department Total	8,298.66

County of Adams
Vendor Payment Report

<u>1077</u>	<u>FO - Government Center</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Building Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	260.00
					Account Total	260.00
	Grounds Maintenance					
	PCard JE	00001	961613	348768	9/23/2019	11.28
	PCard JE	00001	961613	348768	9/23/2019	5,000.00
	PCard JE	00001	961613	348768	9/23/2019	405.00
	PCard JE	00001	961613	348768	9/23/2019	1,545.63
	PCard JE	00001	961613	348768	9/23/2019	900.00
	PCard JE	00001	961613	348768	9/23/2019	405.00
	PCard JE	00001	961613	348768	9/23/2019	900.00
					Account Total	9,166.91
	Maintenance Contracts					
	PCard JE	00001	961613	348768	9/23/2019	1,960.00
	PCard JE	00001	961613	348768	9/23/2019	440.00
					Account Total	2,400.00
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	30.84
	PCard JE	00001	961613	348768	9/23/2019	52.38
	PCard JE	00001	961613	348768	9/23/2019	1,071.46
	PCard JE	00001	961613	348768	9/23/2019	670.74
	PCard JE	00001	961613	348768	9/23/2019	150.73
	PCard JE	00001	961613	348768	9/23/2019	1,831.00
					Account Total	3,807.15
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	100.08
	PCard JE	00001	961613	348768	9/23/2019	150.68
	PCard JE	00001	961613	348768	9/23/2019	185.47
	PCard JE	00001	961613	348768	9/23/2019	215.04
	PCard JE	00001	961613	348768	9/23/2019	176.40
	PCard JE	00001	961613	348768	9/23/2019	997.80
	PCard JE	00001	961613	348768	9/23/2019	112.30
	PCard JE	00001	961613	348768	9/23/2019	702.00
	PCard JE	00001	961613	348768	9/23/2019	2,026.01

County of Adams
Vendor Payment Report

<u>1077</u>	<u>FO - Government Center</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	55.58
					Account Total	4,721.36
	Repair & Maint Supplies					
	COLO DOORWAYS INC	00001	961240	348229	9/27/2019	2,184.00
	PCard JE	00001	961613	348768	9/23/2019	575.30
	PCard JE	00001	961613	348768	9/23/2019	1,502.69
	PCard JE	00001	961613	348768	9/23/2019	343.80
	PCard JE	00001	961613	348768	9/23/2019	134.89
	PCard JE	00001	961613	348768	9/23/2019	14.17
	PCard JE	00001	961613	348768	9/23/2019	25.48
	PCard JE	00001	961613	348768	9/23/2019	604.00
	PCard JE	00001	961613	348768	9/23/2019	23.37
	PCard JE	00001	961613	348768	9/23/2019	23.37
	PCard JE	00001	961613	348768	9/23/2019	15.58
	PCard JE	00001	961613	348768	9/23/2019	15.58
	PCard JE	00001	961613	348768	9/23/2019	15.58
	PCard JE	00001	961613	348768	9/23/2019	176.87
	PCard JE	00001	961613	348768	9/23/2019	51.95
	PCard JE	00001	961613	348768	9/23/2019	190.00
	PCard JE	00001	961613	348768	9/23/2019	1,315.00
	PCard JE	00001	961613	348768	9/23/2019	973.36
	PCard JE	00001	961613	348768	9/23/2019	28.56
	PCard JE	00001	961613	348768	9/23/2019	333.82
	PCard JE	00001	961613	348768	9/23/2019	1,532.40
	PCard JE	00001	961613	348768	9/23/2019	2,184.00
	PCard JE	00001	961613	348768	9/23/2019	860.16
	PCard JE	00001	961613	348768	9/23/2019	49.90
	PCard JE	00001	961613	348768	9/23/2019	6.78
	PCard JE	00001	961613	348768	9/23/2019	46.75
	PCard JE	00001	961613	348768	9/23/2019	8.94
	PCard JE	00001	961613	348768	9/23/2019	27.38
	PCard JE	00001	961613	348768	9/23/2019	85.44
	PCard JE	00001	961613	348768	9/23/2019	266.41
	PCard JE	00001	961613	348768	9/23/2019	16.55
	PCard JE	00001	961613	348768	9/23/2019	5.28
	PCard JE	00001	961613	348768	9/23/2019	189.50

County of Adams
Vendor Payment Report

<u>1077</u>	<u>FO - Government Center</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	35.88
	PCard JE	00001	961613	348768	9/23/2019	13.09
	PCard JE	00001	961613	348768	9/23/2019	21.99
	PCard JE	00001	961613	348768	9/23/2019	1,040.99
	PCard JE	00001	961613	348768	9/23/2019	240.00
					Account Total	15,178.81
					Department Total	35,534.23

County of Adams
Vendor Payment Report

<u>1070</u>	<u>FO - Honnen/Plan&Devel/MV Ware</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Building Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	425.00
	PCard JE	00001	961613	348768	9/23/2019	170.00
	PCard JE	00001	961613	348768	9/23/2019	1,800.00
					Account Total	2,395.00
	Maintenance Contracts					
	PCard JE	00001	961613	348768	9/23/2019	250.00
					Account Total	250.00
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	35.08
					Account Total	35.08
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	305.40
	PCard JE	00001	961613	348768	9/23/2019	172.00
	PCard JE	00001	961613	348768	9/23/2019	237.54
	PCard JE	00001	961613	348768	9/23/2019	138.85
	PCard JE	00001	961613	348768	9/23/2019	55.10
	PCard JE	00001	961613	348768	9/23/2019	116.81
					Account Total	1,025.70
	Repair & Maint Supplies					
	PCard JE	00001	961613	348768	9/23/2019	107.60
	PCard JE	00001	961613	348768	9/23/2019	337.74
	PCard JE	00001	961613	348768	9/23/2019	268.49
	PCard JE	00001	961613	348768	9/23/2019	17.98
	PCard JE	00001	961613	348768	9/23/2019	187.79
	PCard JE	00001	961613	348768	9/23/2019	185.40
	PCard JE	00001	961613	348768	9/23/2019	98.17
					Account Total	1,203.17
	Water/Sewer/Sanitation					
	SOUTH ADAMS WATER & SANITATION	00001	961239	348229	9/27/2019	401.15
					Account Total	401.15
					Department Total	5,310.10

County of Adams
Vendor Payment Report

<u>1079</u>	<u>FO - Human Services Center</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Building Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	1,499.00
	PCard JE	00001	961613	348768	9/23/2019	700.00
	PCard JE	00001	961613	348768	9/23/2019	585.00
	PCard JE	00001	961613	348768	9/23/2019	1,172.95
	PCard JE	00001	961613	348768	9/23/2019	115.00
					Account Total	4,071.95
	Maintenance Contracts					
	SYSTEMS GROUP	00001	961241	348229	9/27/2019	1,580.00
					Account Total	1,580.00
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	17.76
	PCard JE	00001	961613	348768	9/23/2019	27.99
					Account Total	45.75
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	529.20
	PCard JE	00001	961613	348768	9/23/2019	1,486.70
	PCard JE	00001	961613	348768	9/23/2019	1,634.10
	PCard JE	00001	961613	348768	9/23/2019	50.80
	PCard JE	00001	961613	348768	9/23/2019	1,964.45
					Account Total	5,665.25
	Repair & Maint Supplies					
	PCard JE	00001	961613	348768	9/23/2019	33.20
	PCard JE	00001	961613	348768	9/23/2019	70.00
	PCard JE	00001	961613	348768	9/23/2019	213.50
	PCard JE	00001	961613	348768	9/23/2019	1,637.25
	PCard JE	00001	961613	348768	9/23/2019	28.78
	PCard JE	00001	961613	348768	9/23/2019	85.36
	PCard JE	00001	961613	348768	9/23/2019	4,071.83
	PCard JE	00001	961613	348768	9/23/2019	1,998.95
	PCard JE	00001	961613	348768	9/23/2019	111.67
	PCard JE	00001	961613	348768	9/23/2019	136.90
	PCard JE	00001	961613	348768	9/23/2019	94.84
	PCard JE	00001	961613	348768	9/23/2019	432.80

County of Adams
Vendor Payment Report

<u>1079</u>	<u>FO - Human Services Center</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	13.00
	PCard JE	00001	961613	348768	9/23/2019	35.98
	PCard JE	00001	961613	348768	9/23/2019	809.89
	PCard JE	00001	961613	348768	9/23/2019	386.40
	PCard JE	00001	961613	348768	9/23/2019	87.91
	PCard JE	00001	961613	348768	9/23/2019	73.94
	PCard JE	00001	961613	348768	9/23/2019	32.94
	PCard JE	00001	961613	348768	9/23/2019	8.41
	PCard JE	00001	961613	348768	9/23/2019	31.54
	PCard JE	00001	961613	348768	9/23/2019	44.48
	PCard JE	00001	961613	348768	9/23/2019	160.30
Account Total						10,599.87
Department Total						21,962.82

County of Adams
Vendor Payment Report

1071	FO - Justice Center	Fund	Voucher	Batch No	GL Date	Amount
	Building Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	15.98
					Account Total	15.98
	Maintenance Contracts					
	MILE HIGH TREE CARE INC	00001	961231	348229	9/27/2019	1,250.00
	MILE HIGH TREE CARE INC	00001	961232	348229	9/27/2019	2,000.00
	SUMMIT LABORATORIES INC	00001	961244	348229	9/27/2019	410.00
	SUMMIT LABORATORIES INC	00001	961245	348229	9/27/2019	410.00
	SUMMIT LABORATORIES INC	00001	961246	348229	9/27/2019	410.00
					Account Total	4,480.00
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	57.99
	PCard JE	00001	961613	348768	9/23/2019	246.00
					Account Total	303.99
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	374.80
	PCard JE	00001	961613	348768	9/23/2019	893.30
	PCard JE	00001	961613	348768	9/23/2019	1,554.86
	PCard JE	00001	961613	348768	9/23/2019	281.00
					Account Total	3,103.96
	Repair & Maint Supplies					
	PCard JE	00001	961613	348768	9/23/2019	34.45
	PCard JE	00001	961613	348768	9/23/2019	24.99
	PCard JE	00001	961613	348768	9/23/2019	37.94
	PCard JE	00001	961613	348768	9/23/2019	605.80
	PCard JE	00001	961613	348768	9/23/2019	58.62
	PCard JE	00001	961613	348768	9/23/2019	1,186.00
	PCard JE	00001	961613	348768	9/23/2019	394.50
	PCard JE	00001	961613	348768	9/23/2019	21.98
	PCard JE	00001	961613	348768	9/23/2019	10.68
	PCard JE	00001	961613	348768	9/23/2019	46.74
	PCard JE	00001	961613	348768	9/23/2019	194.50
	PCard JE	00001	961613	348768	9/23/2019	145.92
	PCard JE	00001	961613	348768	9/23/2019	411.98

County of Adams
Vendor Payment Report

<u>1071</u>	<u>FO - Justice Center</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	235.00
	PCard JE	00001	961613	348768	9/23/2019	45.90-
	PCard JE	00001	961613	348768	9/23/2019	75.95
	PCard JE	00001	961613	348768	9/23/2019	96.57
	PCard JE	00001	961613	348768	9/23/2019	26.08
	PCard JE	00001	961613	348768	9/23/2019	55.00
	PCard JE	00001	961613	348768	9/23/2019	1,502.69
	PCard JE	00001	961613	348768	9/23/2019	6.53
	PCard JE	00001	961613	348768	9/23/2019	113.37
	PCard JE	00001	961613	348768	9/23/2019	42.72
	PCard JE	00001	961613	348768	9/23/2019	12.98
Account Total						5,295.09
Department Total						13,199.02

County of Adams
Vendor Payment Report

<u>1019</u>	<u>FO - Mailroom & Dock</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	43.23
	PCard JE	00001	961613	348768	9/23/2019	32.91
	PCard JE	00001	961613	348768	9/23/2019	63.82
					Account Total	139.96
	Postage & Freight					
	PCard JE	00001	961613	348768	9/23/2019	339.12
					Account Total	339.12
					Department Total	479.08

County of Adams
Vendor Payment Report

<u>1111</u>	<u>FO - Parks Facilities</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Buildings					
	UNITED POWER	00001	961228	348228	9/27/2019	30,697.81
					Account Total	30,697.81
	Maintenance Contracts					
	PCard JE	00001	961613	348768	9/23/2019	31.44
	PCard JE	00001	961613	348768	9/23/2019	200.00
					Account Total	231.44
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	22.98
	PCard JE	00001	961613	348768	9/23/2019	172.76
					Account Total	195.74
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	176.40
	PCard JE	00001	961613	348768	9/23/2019	358.78
	PCard JE	00001	961613	348768	9/23/2019	83.20
					Account Total	618.38
	Other Professional Serv					
	THERMAL & MOISTURE PROTECTION	00001	961233	348229	9/27/2019	1,322.50
	THERMAL & MOISTURE PROTECTION	00001	961234	348229	9/27/2019	1,035.00
					Account Total	2,357.50
	Repair & Maint Supplies					
	PCard JE	00001	961613	348768	9/23/2019	1,966.01
	PCard JE	00001	961613	348768	9/23/2019	1,502.69
	PCard JE	00001	961613	348768	9/23/2019	301.44
	PCard JE	00001	961613	348768	9/23/2019	115.88
	PCard JE	00001	961613	348768	9/23/2019	2,283.51
	PCard JE	00001	961613	348768	9/23/2019	110.00
	PCard JE	00001	961613	348768	9/23/2019	41.96
	PCard JE	00001	961613	348768	9/23/2019	1,718.29
	PCard JE	00001	961613	348768	9/23/2019	34.66
	PCard JE	00001	961613	348768	9/23/2019	55.36
	PCard JE	00001	961613	348768	9/23/2019	106.00
	PCard JE	00001	961613	348768	9/23/2019	301.44-
	PCard JE	00001	961613	348768	9/23/2019	139.31

County of Adams
Vendor Payment Report

<u>1111</u>	<u>FO - Parks Facilities</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	103.16
	PCard JE	00001	961613	348768	9/23/2019	10.13
	PCard JE	00001	961613	348768	9/23/2019	53.39
	PCard JE	00001	961613	348768	9/23/2019	22.75
	PCard JE	00001	961613	348768	9/23/2019	250.08
	PCard JE	00001	961613	348768	9/23/2019	443.98
	PCard JE	00001	961613	348768	9/23/2019	72.24
					Account Total	9,029.40
					Department Total	43,130.27

County of Adams
Vendor Payment Report

<u>1112</u>	<u>FO - Sheriff HQ/Coroner Bldg</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Building Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	550.00
	SOUTHWESTERN PAINTING	00001	960849	348057	9/25/2019	516.00
					Account Total	1,066.00
	Grounds Maintenance					
	PCard JE	00001	961613	348768	9/23/2019	67.50
	PCard JE	00001	961613	348768	9/23/2019	1.02
	PCard JE	00001	961613	348768	9/23/2019	670.00
	PCard JE	00001	961613	348768	9/23/2019	86.00
	PCard JE	00001	961613	348768	9/23/2019	590.00
	PCard JE	00001	961613	348768	9/23/2019	645.00
	PCard JE	00001	961613	348768	9/23/2019	1.02-
	PCard JE	00001	961613	348768	9/23/2019	409.00
	PCard JE	00001	961613	348768	9/23/2019	32.64-
	PCard JE	00001	961613	348768	9/23/2019	145.60
	PCard JE	00001	961613	348768	9/23/2019	370.52
	PCard JE	00001	961613	348768	9/23/2019	19.96
					Account Total	2,970.94
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	262.40
	PCard JE	00001	961613	348768	9/23/2019	140.40
					Account Total	402.80
	Repair & Maint Supplies					
	PCard JE	00001	961613	348768	9/23/2019	123.90
	PCard JE	00001	961613	348768	9/23/2019	1,050.01
	PCard JE	00001	961613	348768	9/23/2019	4,022.63
	PCard JE	00001	961613	348768	9/23/2019	257.02
					Account Total	5,453.56
					Department Total	9,893.30

County of Adams
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<u>2009</u>	<u>FO - Sheriff Maintenance</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Building Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	315.00
	PCard JE	00001	961613	348768	9/23/2019	170.00
	SOUTHWESTERN PAINTING	00001	960846	348057	9/25/2019	3,727.00
	TRANE US INC	00001	961235	348229	9/27/2019	522.50
					Account Total	4,734.50
	Grounds Maintenance					
	PCard JE	00001	961613	348768	9/23/2019	30.00-
					Account Total	30.00-
	Maintenance Contracts					
	PCard JE	00001	961613	348768	9/23/2019	1,798.00
	PCard JE	00001	961613	348768	9/23/2019	495.00
					Account Total	2,293.00
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	1,502.69
	PCard JE	00001	961613	348768	9/23/2019	20.52-
	PCard JE	00001	961613	348768	9/23/2019	163.61
	PCard JE	00001	961613	348768	9/23/2019	60.77
					Account Total	1,706.55
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	172.00
					Account Total	172.00
	Repair & Maint Supplies					
	PCard JE	00001	961613	348768	9/23/2019	51.35
	PCard JE	00001	961613	348768	9/23/2019	438.10
	PCard JE	00001	961613	348768	9/23/2019	36.00
	PCard JE	00001	961613	348768	9/23/2019	655.93
	PCard JE	00001	961613	348768	9/23/2019	225.86
	PCard JE	00001	961613	348768	9/23/2019	169.59
	PCard JE	00001	961613	348768	9/23/2019	1,908.78
	PCard JE	00001	961613	348768	9/23/2019	170.52
	PCard JE	00001	961613	348768	9/23/2019	184.82
	PCard JE	00001	961613	348768	9/23/2019	484.94
	PCard JE	00001	961613	348768	9/23/2019	129.95

County of Adams
Vendor Payment Report

<u>2009</u>	<u>FO - Sheriff Maintenance</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	200.60
	PCard JE	00001	961613	348768	9/23/2019	45.00
	PCard JE	00001	961613	348768	9/23/2019	588.24
	PCard JE	00001	961613	348768	9/23/2019	66.00
	PCard JE	00001	961613	348768	9/23/2019	21.54
	PCard JE	00001	961613	348768	9/23/2019	104.50
	PCard JE	00001	961613	348768	9/23/2019	100.06
	PCard JE	00001	961613	348768	9/23/2019	374.15
	PCard JE	00001	961613	348768	9/23/2019	46.34
	PCard JE	00001	961613	348768	9/23/2019	149.00
	PCard JE	00001	961613	348768	9/23/2019	891.56
	PCard JE	00001	961613	348768	9/23/2019	790.82-
	PCard JE	00001	961613	348768	9/23/2019	2,569.42
	PCard JE	00001	961613	348768	9/23/2019	570.11
	PCard JE	00001	961613	348768	9/23/2019	304.64
	PCard JE	00001	961613	348768	9/23/2019	48.23
Account Total						9,744.41
Department Total						18,620.46

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<u>1075</u>	<u>FO - Strasburg/Whittier</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	176.40
	PCard JE	00001	961613	348768	9/23/2019	73.44
	PCard JE	00001	961613	348768	9/23/2019	112.40
					Account Total	362.24
	Repair & Maint Supplies					
	PCard JE	00001	961613	348768	9/23/2019	91.90
	PCard JE	00001	961613	348768	9/23/2019	17.91
					Account Total	109.81
	Water/Sewer/Sanitation					
	EASTERN DISPOSE ALL	00001	961230	348229	9/27/2019	91.00
					Account Total	91.00
					Department Total	563.05

County of Adams
Vendor Payment Report

<u>1072</u>	<u>FO - West Services Center</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Building Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	4,704.00
	PCard JE	00001	961613	348768	9/23/2019	778.00
	PCard JE	00001	961613	348768	9/23/2019	843.00
	PCard JE	00001	961613	348768	9/23/2019	584.00
					Account Total	6,909.00
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	27.88
					Account Total	27.88
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	610.80
	PCard JE	00001	961613	348768	9/23/2019	699.18
	PCard JE	00001	961613	348768	9/23/2019	249.60
					Account Total	1,559.58
	Repair & Maint Supplies					
	PCard JE	00001	961613	348768	9/23/2019	501.92
	PCard JE	00001	961613	348768	9/23/2019	447.00
	PCard JE	00001	961613	348768	9/23/2019	1,629.34
	PCard JE	00001	961613	348768	9/23/2019	136.20
	PCard JE	00001	961613	348768	9/23/2019	1,001.50
					Account Total	3,715.96
					Department Total	12,212.42

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Vendor Payment Report

<u>600039004010</u>	<u>Fraud Invest and Recovery Dir</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	15.05
	PCard JE	00015	961613	348768	9/23/2019	21.70
	PCard JE	00015	961613	348768	9/23/2019	15.74
	PCard JE	00015	961613	348768	9/23/2019	18.53
	PCard JE	00015	961613	348768	9/23/2019	15.05
	PCard JE	00015	961613	348768	9/23/2019	99.75
	PCard JE	00015	961613	348768	9/23/2019	47.96
					Account Total	233.78
					Department Total	233.78

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<u>1</u>	<u>General Fund</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Collateral Deposits Payable					
	ASPEN ASPHALT CORPORATION	00001	961610	348678	10/2/2019	93,850.62
					Account Total	93,850.62
	Received not Vouchered Clrg					
	ADAMSON POLICE PRODUCTS	00001	961478	348514	10/1/2019	246.74
	ALLIED UNIVERSAL SECURITY SERV	00001	961504	348628	10/2/2019	3,862.80
	BISCUITS AND BERRIES CATERING	00001	961477	348514	10/1/2019	500.00
	CCP INDUSTIRES	00001	961416	348459	10/1/2019	16,750.00
	DENTONS US LLP	00001	961520	348628	10/2/2019	12,000.00
	DENTONS US LLP	00001	961521	348628	10/2/2019	12,000.00
	DENTONS US LLP	00001	961522	348628	10/2/2019	12,000.00
	DENTONS US LLP	00001	961523	348628	10/2/2019	12,000.00
	GROUNDS SERVICE COMPANY	00001	961530	348628	10/2/2019	75.00
	MICHELSON FOUND ANIMALS FOUNDA	00001	961575	348628	10/2/2019	661.88
	MICHELSON FOUND ANIMALS FOUNDA	00001	961575	348628	10/2/2019	3,742.72
	MWI VETERINARY SUPPLY CO	00001	961566	348628	10/2/2019	260.25
	MWI VETERINARY SUPPLY CO	00001	961567	348628	10/2/2019	1,811.90
	MWI VETERINARY SUPPLY CO	00001	961568	348628	10/2/2019	35.90
	MWI VETERINARY SUPPLY CO	00001	961570	348628	10/2/2019	46.80
	MWI VETERINARY SUPPLY CO	00001	961571	348628	10/2/2019	424.57
	MWI VETERINARY SUPPLY CO	00001	961572	348628	10/2/2019	129.61
	MWI VETERINARY SUPPLY CO	00001	961573	348628	10/2/2019	34.89
	MWI VETERINARY SUPPLY CO	00001	961574	348628	10/2/2019	86.02
	NOVAK CONSULTING GROUP	00001	961576	348628	10/2/2019	2,500.00
	NOVAK CONSULTING GROUP	00001	961577	348628	10/2/2019	17,500.00
	PATTERSON VETERINARY SUPPLY IN	00001	961582	348628	10/2/2019	309.18
	PPS INTERIORS	00001	961583	348628	10/2/2019	6,000.00
	PRUDENTIAL OVERALL SUPPLY	00001	961584	348628	10/2/2019	55.28
	PRUDENTIAL OVERALL SUPPLY	00001	961585	348628	10/2/2019	55.28
	ROADRUNNER PHARMACY INCORPORAT	00001	961589	348628	10/2/2019	70.26
	ROADRUNNER PHARMACY INCORPORAT	00001	961590	348628	10/2/2019	45.60
	SOUTHWESTERN PAINTING	00001	960684	347804	9/20/2019	11,884.00
	SOUTHWESTERN PAINTING	00001	960685	347804	9/20/2019	4,999.00
	SYSTEMS GROUP	00001	961597	348628	10/2/2019	1,165.00
	SYSTEMS GROUP	00001	961598	348628	10/2/2019	10,000.00

Vendor Payment Report

<u>1</u>	<u>General Fund</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	SYSTEMS GROUP	00001	961599	348628	10/2/2019	395.00
	SYSTEMS GROUP	00001	961600	348628	10/2/2019	360.00
	THYSSENKRUPP ELEVATOR CORP	00001	961607	348628	10/2/2019	1,213.00
	THYSSENKRUPP ELEVATOR CORP	00001	961607	348628	10/2/2019	131.00
	THYSSENKRUPP ELEVATOR CORP	00001	961607	348628	10/2/2019	2,641.76
	THYSSENKRUPP ELEVATOR CORP	00001	961607	348628	10/2/2019	97.00
	THYSSENKRUPP ELEVATOR CORP	00001	961607	348628	10/2/2019	262.00
	THYSSENKRUPP ELEVATOR CORP	00001	961607	348628	10/2/2019	343.00
	THYSSENKRUPP ELEVATOR CORP	00001	961607	348628	10/2/2019	705.00
	THYSSENKRUPP ELEVATOR CORP	00001	961607	348628	10/2/2019	262.00
	WRIGHTWAY INDUSTRIES INC	00001	961609	348628	10/2/2019	149.26
					Account Total	137,811.70
					Department Total	231,662.32

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<u>9252</u>	<u>GF- Admin/Org Support</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Grants to Other Instit					
	ADAMS COUNTY EDUCATION CONSORT	00001	961580	348661	10/2/2019	540,734.00
					Account Total	540,734.00
	Other Professional Serv					
	HIRATSUKA & ASSOCIATES LLP	00001	961586	348661	10/2/2019	675.00
	JUSTICE BENEFITS INC	00001	961581	348661	10/2/2019	264.00
					Account Total	939.00
					Department Total	541,673.00

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<u>5026</u>	<u>Golf Course- Maintenance</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Fuel, Gas & Oil					
	AGFINITY INC	00005	960959	348127	9/26/2019	1,910.41
	AGFINITY INC	00005	960960	348127	9/26/2019	4,087.09
					Account Total	5,997.50
	Grounds Maintenance					
	AGFINITY INC	00005	960958	348127	9/26/2019	180.00
	BT CONSTRUCTION	00005	960963	348127	9/26/2019	1,070.00
	CEM LAKE MGMT	00005	960964	348127	9/26/2019	475.00
	GOLF & SPORT SOLUTIONS	00005	960965	348127	9/26/2019	581.24
	PCard JE	00005	961613	348768	9/23/2019	29.99
	PCard JE	00005	961613	348768	9/23/2019	199.50
	PCard JE	00005	961613	348768	9/23/2019	207.90
	PCard JE	00005	961613	348768	9/23/2019	207.90
					Account Total	2,951.53
	Repair & Maint Supplies					
	ALSCO AMERICAN INDUSTRIAL	00005	960961	348127	9/26/2019	47.76
					Account Total	47.76
	Vehicle Parts & Supplies					
	HOSEPOWER USA AND/OR COMPLETE	00005	960962	348127	9/26/2019	107.59
	L L JOHNSON DIST	00005	960966	348127	9/26/2019	558.73
	PCard JE	00005	961613	348768	9/23/2019	198.95
	PCard JE	00005	961613	348768	9/23/2019	70.92
	PCard JE	00005	961613	348768	9/23/2019	414.26
					Account Total	1,350.45
					Department Total	10,347.24

County of Adams
Vendor Payment Report

<u>5021</u>	<u>Golf Course- Pro Shop</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Golf Merchandise					
	PCard JE	00005	961613	348768	9/23/2019	40.10
					Account Total	40.10
	Operating Supplies					
	PCard JE	00005	961613	348768	9/23/2019	197.94
					Account Total	197.94
	Other Repair & Maint					
	PCard JE	00005	961613	348768	9/23/2019	39.97
					Account Total	39.97
	Telephone					
	PCard JE	00005	961613	348768	9/23/2019	60.48
					Account Total	60.48
					Department Total	338.49

County of Adams
Vendor Payment Report

<u>98600</u>	<u>Governor's Summer Job Hunt</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Travel & Transportation					
	PCard JE	00035	961613	348768	9/23/2019	219.70
	PCard JE	00035	961613	348768	9/23/2019	169.00
					Account Total	388.70
					Department Total	388.70

County of Adams
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<u>3060HCPFMEAC</u>	<u>HCPF Mem Exp Adv Council Grant</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	226.70
	PCard JE	00015	961613	348768	9/23/2019	17.95-
	PCard JE	00015	961613	348768	9/23/2019	16.04
					Account Total	224.79
					Department Total	224.79

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Vendor Payment Report

<u>31</u>	<u>Head Start Fund</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Received not Vouchered Clrg					
	CESCO LINGUISTIC SERVICE INC	00031	961508	348628	10/2/2019	95.00
	CESCO LINGUISTIC SERVICE INC	00031	961509	348628	10/2/2019	70.00
	CESCO LINGUISTIC SERVICE INC	00031	961510	348628	10/2/2019	99.96
	CESCO LINGUISTIC SERVICE INC	00031	961511	348628	10/2/2019	82.50
	CESCO LINGUISTIC SERVICE INC	00031	961512	348628	10/2/2019	120.00
	CESCO LINGUISTIC SERVICE INC	00031	961513	348628	10/2/2019	70.00
	CESCO LINGUISTIC SERVICE INC	00031	961514	348628	10/2/2019	150.00
	CESCO LINGUISTIC SERVICE INC	00031	961515	348628	10/2/2019	60.00
	CESCO LINGUISTIC SERVICE INC	00031	961517	348628	10/2/2019	60.00
	DENVER CHILDREN'S ADVOCACY CTR	00031	961524	348628	10/2/2019	2,431.38
	MEADOW GOLD DAIRY	00031	961540	348628	10/2/2019	71.50
	MEADOW GOLD DAIRY	00031	961541	348628	10/2/2019	71.50
	MEADOW GOLD DAIRY	00031	961543	348628	10/2/2019	85.80
	MEADOW GOLD DAIRY	00031	961544	348628	10/2/2019	28.60
	MEADOW GOLD DAIRY	00031	961565	348628	10/2/2019	114.40
	SYSCO DENVER	00031	961601	348628	10/2/2019	78.21
	SYSCO DENVER	00031	961602	348628	10/2/2019	86.40
	SYSCO DENVER	00031	961603	348628	10/2/2019	304.48
	SYSCO DENVER	00031	961604	348628	10/2/2019	186.50
	SYSCO DENVER	00031	961605	348628	10/2/2019	74.52
					Account Total	4,340.75
					Department Total	4,340.75

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<u>935119</u>	<u>HHS Grant</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	PCard JE	00031	961613	348768	9/23/2019	299.00
	PCard JE	00031	961613	348768	9/23/2019	25.91
	PCard JE	00031	961613	348768	9/23/2019	7.55
	PCard JE	00031	961613	348768	9/23/2019	35.40-
	PCard JE	00031	961613	348768	9/23/2019	317.10
	PCard JE	00031	961613	348768	9/23/2019	234.00
	PCard JE	00031	961613	348768	9/23/2019	328.62
					Account Total	1,176.78
	Food Supplies					
	PCard JE	00031	961613	348768	9/23/2019	39.33
	PCard JE	00031	961613	348768	9/23/2019	65.57
	PCard JE	00031	961613	348768	9/23/2019	127.79
	PCard JE	00031	961613	348768	9/23/2019	41.43
	PCard JE	00031	961613	348768	9/23/2019	60.96
	PCard JE	00031	961613	348768	9/23/2019	112.72
	PCard JE	00031	961613	348768	9/23/2019	15.36
	PCard JE	00031	961613	348768	9/23/2019	48.34
	PCard JE	00031	961613	348768	9/23/2019	292.06
	PCard JE	00031	961613	348768	9/23/2019	19.13
	PCard JE	00031	961613	348768	9/23/2019	14.86
	PCard JE	00031	961613	348768	9/23/2019	210.54
					Account Total	1,048.09
	Headstart Classroom Supply					
	PCard JE	00031	961613	348768	9/23/2019	49.62
	PCard JE	00031	961613	348768	9/23/2019	59.76
	PCard JE	00031	961613	348768	9/23/2019	24.12
	PCard JE	00031	961613	348768	9/23/2019	320.00
					Account Total	453.50
	Health & Safety Materials					
	PCard JE	00031	961613	348768	9/23/2019	106.13
	PCard JE	00031	961613	348768	9/23/2019	239.60
	PCard JE	00031	961613	348768	9/23/2019	164.54
	PCard JE	00031	961613	348768	9/23/2019	106.12
	PCard JE	00031	961613	348768	9/23/2019	36.46

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<u>935119</u>	<u>HHS Grant</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00031	961613	348768	9/23/2019	148.59
	PCard JE	00031	961613	348768	9/23/2019	248.15
	PCard JE	00031	961613	348768	9/23/2019	13.75-
	PCard JE	00031	961613	348768	9/23/2019	18.98
	PCard JE	00031	961613	348768	9/23/2019	31.75
	PCard JE	00031	961613	348768	9/23/2019	176.76
					Account Total	1,263.33
	HS Parent Activity Expenses					
	PCard JE	00031	961613	348768	9/23/2019	16.38
	PCard JE	00031	961613	348768	9/23/2019	256.50
	PCard JE	00031	961613	348768	9/23/2019	87.96
					Account Total	360.84
	Operating Supplies					
	PCard JE	00031	961613	348768	9/23/2019	164.50
	PCard JE	00031	961613	348768	9/23/2019	17.52
	PCard JE	00031	961613	348768	9/23/2019	79.99
	PCard JE	00031	961613	348768	9/23/2019	143.99
	PCard JE	00031	961613	348768	9/23/2019	207.35
	PCard JE	00031	961613	348768	9/23/2019	122.27
	PCard JE	00031	961613	348768	9/23/2019	92.84
	PCard JE	00031	961613	348768	9/23/2019	9.49
	PCard JE	00031	961613	348768	9/23/2019	7.00
	PCard JE	00031	961613	348768	9/23/2019	39.74
	PCard JE	00031	961613	348768	9/23/2019	43.36
	PCard JE	00031	961613	348768	9/23/2019	449.58
					Account Total	1,377.63
	Other Communications					
	PCard JE	00031	961613	348768	9/23/2019	456.69
					Account Total	456.69
	Postage & Freight					
	PCard JE	00031	961613	348768	9/23/2019	82.15
					Account Total	82.15
	Repair & Maint Supplies					
	PCard JE	00031	961613	348768	9/23/2019	17.98

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<u>935119</u>	<u>HHS Grant</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00031	961613	348768	9/23/2019	29.78
	PCard JE	00031	961613	348768	9/23/2019	59.90
					Account Total	107.66
	Software and Licensing					
	PCard JE	00031	961613	348768	9/23/2019	261.00
					Account Total	261.00
	Special Events					
	PCard JE	00031	961613	348768	9/23/2019	27.30
	PCard JE	00031	961613	348768	9/23/2019	11.46
	PCard JE	00031	961613	348768	9/23/2019	119.99
	PCard JE	00031	961613	348768	9/23/2019	45.81
	PCard JE	00031	961613	348768	9/23/2019	275.00
	PCard JE	00031	961613	348768	9/23/2019	294.00
	PCard JE	00031	961613	348768	9/23/2019	82.32
	PCard JE	00031	961613	348768	9/23/2019	7.45
	PCard JE	00031	961613	348768	9/23/2019	11.46
	PCard JE	00031	961613	348768	9/23/2019	134.54
					Account Total	1,009.33
	Water/Sewer/Sanitation					
	PCard JE	00031	961613	348768	9/23/2019	228.54
	PCard JE	00031	961613	348768	9/23/2019	228.54
					Account Total	457.08
					Department Total	8,054.08

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<u>500005007000</u>	<u>Human Serv Info Tech Comm Supp</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	26.37
					Account Total	26.37
					Department Total	26.37

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<u>306033504010</u>	<u>Income Maintenance Direct</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	69.35
	PCard JE	00015	961613	348768	9/23/2019	95.90
	PCard JE	00015	961613	348768	9/23/2019	1,618.20
	PCard JE	00015	961613	348768	9/23/2019	757.60
	PCard JE	00015	961613	348768	9/23/2019	41.79
	PCard JE	00015	961613	348768	9/23/2019	355.16
	PCard JE	00015	961613	348768	9/23/2019	371.95
					Account Total	3,309.95
	Other Communications					
	PCard JE	00015	961613	348768	9/23/2019	666.70
					Account Total	666.70
	Travel & Transportation					
	PCard JE	00015	961613	348768	9/23/2019	197.64
					Account Total	197.64
					Department Total	4,174.29

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<u>9260</u>	<u>Innovation & Sustainability</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	14.63
	PCard JE	00001	961613	348768	9/23/2019	22.38
	PCard JE	00001	961613	348768	9/23/2019	21.20
	PCard JE	00001	961613	348768	9/23/2019	32.10
	PCard JE	00001	961613	348768	9/23/2019	36.19
	PCard JE	00001	961613	348768	9/23/2019	34.34
	PCard JE	00001	961613	348768	9/23/2019	33.91
	PCard JE	00001	961613	348768	9/23/2019	39.86
	PCard JE	00001	961613	348768	9/23/2019	35.40
	PCard JE	00001	961613	348768	9/23/2019	22.07
	PCard JE	00001	961613	348768	9/23/2019	22.70
	PCard JE	00001	961613	348768	9/23/2019	14.07
	PCard JE	00001	961613	348768	9/23/2019	22.75
	PCard JE	00001	961613	348768	9/23/2019	22.88
	PCard JE	00001	961613	348768	9/23/2019	22.40
	PCard JE	00001	961613	348768	9/23/2019	22.24
					Account Total	419.12
					Department Total	419.12

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<u>8613</u>	<u>Insurance - UHC EPO Medical</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Administration Fee					
	UNITED HEALTHCARE	00019	961015	348161	9/26/2019	157.41
	UNITED HEALTHCARE	00019	961016	348161	9/26/2019	157.41
					Account Total	314.82
	Claims					
	UNITED HEALTH CARE INSURANCE C	00019	961356	348360	9/30/2019	240,255.31
					Account Total	240,255.31
	Insurance Premiums					
	UNITED HEALTHCARE	00019	961016	348161	9/26/2019	192.39
	UNITED HEALTHCARE	00019	961015	348161	9/26/2019	192.39
					Account Total	384.78
					Department Total	240,954.91

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<u>8622</u>	<u>Insurance -Benefits & Wellness</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Administration Fee					
	KAISER PERMANENTE	00019	960985	348145	9/26/2019	1,781.89
	KAISER PERMANENTE	00019	960987	348145	9/26/2019	1,781.89
					Account Total	3,563.78
	Medical Services					
	PCard JE	00019	961613	348768	9/23/2019	53.85
	PCard JE	00019	961613	348768	9/23/2019	47.98-
	PCard JE	00019	961613	348768	9/23/2019	40.79
	PCard JE	00019	961613	348768	9/23/2019	481.76
	PCard JE	00019	961613	348768	9/23/2019	53.94
	PCard JE	00019	961613	348768	9/23/2019	248.00
	PCard JE	00019	961613	348768	9/23/2019	33.00
	PCard JE	00019	961613	348768	9/23/2019	50.82
	PCard JE	00019	961613	348768	9/23/2019	466.49
	PCard JE	00019	961613	348768	9/23/2019	262.21
	PCard JE	00019	961613	348768	9/23/2019	16.95
					Account Total	1,659.83
					Department Total	5,223.61

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8614	Insurance- Delta Dental	Fund	Voucher	Batch No	GL Date	Amount
	Administration Fee					
	DELTA DENTAL PLAN OF COLO	00019	961427	348476	10/1/2019	15.96
					Account Total	15.96
	Self-Insurance Claims					
	DELTA DENTAL OF COLO	00019	960983	348143	9/26/2019	23,177.20
	DELTA DENTAL OF COLO	00019	960983	348143	9/26/2019	898.00
					Account Total	24,075.20
					Department Total	24,091.16

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<u>19</u>	<u>Insurance Fund</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	COBRA - Dental Ins Pay					
	DELTA DENTAL PLAN OF COLO	00019	961397	348397	9/30/2019	117.91
	DELTA DENTAL PLAN OF COLO	00019	961482	348476	10/1/2019	117.91
	DELTA DENTAL PLAN OF COLO	00019	961383	348389	9/30/2019	17.69
					Account Total	253.51
	COBRA Medical - Kaiser Ins.					
	KAISER PERMANENTE	00019	960984	348145	9/26/2019	1,239.02
	KAISER PERMANENTE	00019	960986	348145	9/26/2019	1,239.02
					Account Total	2,478.04
	Ins. Premium-Vision					
	ADAMS COUNTY RETIREMENT PLAN	00019	961395	348397	9/30/2019	4.99
					Account Total	4.99
	Retiree Dental - Delta Premier					
	ADAMS COUNTY RETIREMENT PLAN	00019	961395	348397	9/30/2019	40.72
	DELTA DENTAL PLAN OF COLO	00019	961381	348389	9/30/2019	15,806.02
					Account Total	15,846.74
	Retiree Med - AARP RX					
	ADAMS COUNTY RETIREMENT PLAN	00019	961395	348397	9/30/2019	69.80
	UNITED HEALTHCARE	00019	961389	348389	9/30/2019	15,004.40
					Account Total	15,074.20
	Retiree Med - Kaiser					
	ADAMS COUNTY RETIREMENT PLAN	00019	961396	348397	9/30/2019	200.76
	KAISER PERMANENTE	00019	960988	348145	9/26/2019	88,518.42
					Account Total	88,719.18
	Retiree Med - Pacificare					
	SECURE HORIZONS	00019	961392	348389	9/30/2019	18,123.20
					Account Total	18,123.20
	Retiree Med - UHC-MED					
	ADAMS COUNTY RETIREMENT PLAN	00019	961395	348397	9/30/2019	152.96
	UNITED HEALTHCARE	00019	961390	348389	9/30/2019	37,454.41
					Account Total	37,607.37
	Suspense - Misc. Clearing					
	COCHRANE, JOHN M	00019	5392	348408	9/30/2019	.95

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<u>19</u>	<u>Insurance Fund</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	COCHRANE, JOHN M	00019	5392	348408	9/30/2019	164.16
					Account Total	165.11
					Department Total	178,272.34

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<u>8615</u>	<u>Insurance- UHC Retiree Medical</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Administration Fee					
	UNITED HEALTHCARE	00019	961017	348161	9/26/2019	1,101.87
	UNITED HEALTHCARE	00019	961017	348161	9/26/2019	104.94
					Account Total	1,206.81
	Insurance Premiums					
	UNITED HEALTHCARE	00019	961017	348161	9/26/2019	1,346.73
	UNITED HEALTHCARE	00019	961017	348161	9/26/2019	128.26
					Account Total	1,474.99
					Department Total	2,681.80

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<u>8623</u>	<u>Insurance- Vision</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Ins. Premium-Vision					
	VISION SERVICE PLAN-CONNECTICU	00019	961359	348372	9/30/2019	5.08
	VISION SERVICE PLAN-CONNECTICU	00019	961360	348372	9/30/2019	5.08
					Account Total	10.16
					Department Total	10.16

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<u>1061</u>	<u>IT Administration</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	17.50
					Account Total	17.50
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	331.60
	PCard JE	00001	961613	348768	9/23/2019	103.00
					Account Total	434.60
	Membership Dues					
	PCard JE	00001	961613	348768	9/23/2019	2,750.00
					Account Total	2,750.00
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	29.48
	PCard JE	00001	961613	348768	9/23/2019	261.91
	PCard JE	00001	961613	348768	9/23/2019	28.99
	PCard JE	00001	961613	348768	9/23/2019	98.37
	PCard JE	00001	961613	348768	9/23/2019	16.41
	PCard JE	00001	961613	348768	9/23/2019	47.48
	PCard JE	00001	961613	348768	9/23/2019	23.37-
	PCard JE	00001	961613	348768	9/23/2019	51.75
					Account Total	511.02
					Department Total	3,713.12

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<u>1057</u>	<u>IT Application Support</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Consultant Services					
	PCard JE	00001	961613	348768	9/23/2019	3,307.39
					Account Total	3,307.39
					Department Total	3,307.39

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<u>1056</u>	<u>IT Help Desk & Servers</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	28.78
					Account Total	28.78
	Computers					
	PCard JE	00001	961613	348768	9/23/2019	1,325.00
	PCard JE	00001	961613	348768	9/23/2019	1,394.75
	PCard JE	00001	961613	348768	9/23/2019	102.04
	PCard JE	00001	961613	348768	9/23/2019	261.60
	PCard JE	00001	961613	348768	9/23/2019	98.79
	PCard JE	00001	961613	348768	9/23/2019	443.64
	PCard JE	00001	961613	348768	9/23/2019	293.96
	PCard JE	00001	961613	348768	9/23/2019	220.00
	PCard JE	00001	961613	348768	9/23/2019	100.00
	PCard JE	00001	961613	348768	9/23/2019	75.99
					Account Total	4,315.77
	Maintenance Contracts					
	PCard JE	00001	961613	348768	9/23/2019	997.64
	PCard JE	00001	961613	348768	9/23/2019	3.88
					Account Total	1,001.52
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	32.99
					Account Total	32.99
	Other Communications					
	PCard JE	00001	961613	348768	9/23/2019	155.81
					Account Total	155.81
					Department Total	5,534.87

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<u>1058</u>	<u>IT Network/Telecom</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Communications Equipment					
	PCard JE	00001	961613	348768	9/23/2019	1,490.00
	PCard JE	00001	961613	348768	9/23/2019	250.96
					Account Total	1,740.96
	ISP Services					
	PCard JE	00001	961613	348768	9/23/2019	67.54
	PCard JE	00001	961613	348768	9/23/2019	15.38
					Account Total	82.92
	Other Communications					
	PCard JE	00001	961613	348768	9/23/2019	1,966.23
	PCard JE	00001	961613	348768	9/23/2019	196.75
	PCard JE	00001	961613	348768	9/23/2019	6,630.93
					Account Total	8,793.91
	Telephone					
	PCard JE	00001	961613	348768	9/23/2019	36.34
	PCard JE	00001	961613	348768	9/23/2019	93.79
	PCard JE	00001	961613	348768	9/23/2019	22,918.69
					Account Total	23,048.82
					Department Total	33,666.61

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<u>305091008000</u>	<u>IV-D Admin</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	PCard JE	00015	961613	348768	9/23/2019	188.00
					Account Total	188.00
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	312.03
	PCard JE	00015	961613	348768	9/23/2019	84.99
	PCard JE	00015	961613	348768	9/23/2019	85.14
	PCard JE	00015	961613	348768	9/23/2019	85.14
	PCard JE	00015	961613	348768	9/23/2019	133.00
	PCard JE	00015	961613	348768	9/23/2019	33.81
	PCard JE	00015	961613	348768	9/23/2019	22.90
	PCard JE	00015	961613	348768	9/23/2019	52.47
	PCard JE	00015	961613	348768	9/23/2019	69.51
	PCard JE	00015	961613	348768	9/23/2019	95.30
	PCard JE	00015	961613	348768	9/23/2019	42.90
	PCard JE	00015	961613	348768	9/23/2019	357.88
					Account Total	1,375.07
	Travel & Transportation					
	PCard JE	00015	961613	348768	9/23/2019	122.30
	PCard JE	00015	961613	348768	9/23/2019	193.98
					Account Total	316.28
					Department Total	1,879.35

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<u>2010W5081506</u>	<u>Kinship Navigation Pilot</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	County Client/Provider					
	PCard JE	00015	961613	348768	9/23/2019	35.99-
	PCard JE	00015	961613	348768	9/23/2019	97.96-
	PCard JE	00015	961613	348768	9/23/2019	179.99
	PCard JE	00015	961613	348768	9/23/2019	163.65
	PCard JE	00015	961613	348768	9/23/2019	42.99
	PCard JE	00015	961613	348768	9/23/2019	166.33
	PCard JE	00015	961613	348768	9/23/2019	21.99
	PCard JE	00015	961613	348768	9/23/2019	33.70
	PCard JE	00015	961613	348768	9/23/2019	144.99
	PCard JE	00015	961613	348768	9/23/2019	89.99
	PCard JE	00015	961613	348768	9/23/2019	161.53
	PCard JE	00015	961613	348768	9/23/2019	58.99-
	PCard JE	00015	961613	348768	9/23/2019	26.99
	PCard JE	00015	961613	348768	9/23/2019	247.60
	PCard JE	00015	961613	348768	9/23/2019	204.63
	PCard JE	00015	961613	348768	9/23/2019	29.12
	PCard JE	00015	961613	348768	9/23/2019	47.38
	PCard JE	00015	961613	348768	9/23/2019	99.98
	PCard JE	00015	961613	348768	9/23/2019	24.44
	PCard JE	00015	961613	348768	9/23/2019	72.86
	PCard JE	00015	961613	348768	9/23/2019	360.45
	PCard JE	00015	961613	348768	9/23/2019	150.18
	PCard JE	00015	961613	348768	9/23/2019	197.59
	PCard JE	00015	961613	348768	9/23/2019	60.26
	PCard JE	00015	961613	348768	9/23/2019	54.43
	PCard JE	00015	961613	348768	9/23/2019	286.78
	PCard JE	00015	961613	348768	9/23/2019	129.45
	PCard JE	00015	961613	348768	9/23/2019	8.95
	PCard JE	00015	961613	348768	9/23/2019	64.73
	PCard JE	00015	961613	348768	9/23/2019	238.00
	PCard JE	00015	961613	348768	9/23/2019	16.99
	PCard JE	00015	961613	348768	9/23/2019	391.14
	PCard JE	00015	961613	348768	9/23/2019	107.16
	PCard JE	00015	961613	348768	9/23/2019	18.99
	PCard JE	00015	961613	348768	9/23/2019	39.99

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<u>2010W5081506</u>	<u>Kinship Navigation Pilot</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00015	961613	348768	9/23/2019	572.58
	PCard JE	00015	961613	348768	9/23/2019	49.99
	PCard JE	00015	961613	348768	9/23/2019	216.11
	PCard JE	00015	961613	348768	9/23/2019	977.91
	PCard JE	00015	961613	348768	9/23/2019	179.28
	PCard JE	00015	961613	348768	9/23/2019	140.01
	PCard JE	00015	961613	348768	9/23/2019	59.99
	PCard JE	00015	961613	348768	9/23/2019	79.96
	PCard JE	00015	961613	348768	9/23/2019	69.86
	PCard JE	00015	961613	348768	9/23/2019	211.35
	PCard JE	00015	961613	348768	9/23/2019	67.71
	PCard JE	00015	961613	348768	9/23/2019	39.63
	PCard JE	00015	961613	348768	9/23/2019	60.68
	PCard JE	00015	961613	348768	9/23/2019	54.99
	PCard JE	00015	961613	348768	9/23/2019	49.98
	PCard JE	00015	961613	348768	9/23/2019	114.00
	PCard JE	00015	961613	348768	9/23/2019	199.99
	PCard JE	00015	961613	348768	9/23/2019	300.91
	PCard JE	00015	961613	348768	9/23/2019	119.98
	PCard JE	00015	961613	348768	9/23/2019	114.00-
	PCard JE	00015	961613	348768	9/23/2019	214.99
	PCard JE	00015	961613	348768	9/23/2019	138.54
	PCard JE	00015	961613	348768	9/23/2019	175.82
	PCard JE	00015	961613	348768	9/23/2019	370.32
	PCard JE	00015	961613	348768	9/23/2019	515.33
	PCard JE	00015	961613	348768	9/23/2019	197.99
	PCard JE	00015	961613	348768	9/23/2019	149.99
	PCard JE	00015	961613	348768	9/23/2019	219.98
	PCard JE	00015	961613	348768	9/23/2019	186.98
	PCard JE	00015	961613	348768	9/23/2019	243.95
	PCard JE	00015	961613	348768	9/23/2019	174.98
	PCard JE	00015	961613	348768	9/23/2019	89.27
					Account Total	9,819.36
	Software and Licensing					
	PCard JE	00015	961613	348768	9/23/2019	1,795.00
					Account Total	1,795.00

2010W5081506	Kinship Navigation Pilot	Fund	Voucher	Batch No	GL Date	Amount
					Department Total	11,614.36

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<u>3080L1005100</u>	<u>LEAP Admin</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Computers					
	PCard JE	00015	961613	348768	9/23/2019	98.79
					Account Total	98.79
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	1,388.18
	PCard JE	00015	961613	348768	9/23/2019	184.57
	PCard JE	00015	961613	348768	9/23/2019	337.95
	PCard JE	00015	961613	348768	9/23/2019	12.36
	PCard JE	00015	961613	348768	9/23/2019	41.40
	PCard JE	00015	961613	348768	9/23/2019	8.80
	PCard JE	00015	961613	348768	9/23/2019	69.48
	PCard JE	00015	961613	348768	9/23/2019	47.78
	PCard JE	00015	961613	348768	9/23/2019	35.98
	PCard JE	00015	961613	348768	9/23/2019	749.04
	PCard JE	00015	961613	348768	9/23/2019	158.07
	PCard JE	00015	961613	348768	9/23/2019	924.07
	PCard JE	00015	961613	348768	9/23/2019	2,484.74
					Account Total	6,442.42
	Printing External					
	PCard JE	00015	961613	348768	9/23/2019	937.33
	PCard JE	00015	961613	348768	9/23/2019	1,950.00
	PCard JE	00015	961613	348768	9/23/2019	1,200.00
					Account Total	4,087.33
	Software and Licensing					
	PCard JE	00015	961613	348768	9/23/2019	440.67
					Account Total	440.67
					Department Total	11,069.21

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<u>1081</u>	<u>Long Range Strategic Planning</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	50.00
					Account Total	50.00
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	94.68
	PCard JE	00001	961613	348768	9/23/2019	86.00
	PCard JE	00001	961613	348768	9/23/2019	30.40
	PCard JE	00001	961613	348768	9/23/2019	75.85
	PCard JE	00001	961613	348768	9/23/2019	95.00
					Account Total	381.93
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	179.35
	PCard JE	00001	961613	348768	9/23/2019	179.35
	PCard JE	00001	961613	348768	9/23/2019	297.65
	PCard JE	00001	961613	348768	9/23/2019	297.65
					Account Total	954.00
					Department Total	1,385.93

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<u>700005007000</u>	<u>Mail/File Srvcs Common Support</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	54.03
					Account Total	54.03
					Department Total	54.03

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<u>99650</u>	<u>Misc Reimbursable Purchases</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Supp Svcs-Gas Vchr/Bus Tkns					
	PCard JE	00035	961613	348768	9/23/2019	700.00
	PCard JE	00035	961613	348768	9/23/2019	4,850.00
					Account Total	5,550.00
					Department Total	5,550.00

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<u>97813</u>	<u>MSFW Housing Inspection</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Other Communications					
	VERIZON WIRELESS	00035	960851	348056	9/25/2019	53.13
					Account Total	53.13
					Department Total	53.13

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<u>1095P1009900</u>	<u>Non Reimb General Assistance</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	199.38
	PCard JE	00015	961613	348768	9/23/2019	500.00
					Account Total	699.38
					Department Total	699.38

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<u>934619</u>	<u>Non-Reimbursable Expenditures</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	PCard JE	00031	961613	348768	9/23/2019	200.00
					Account Total	200.00
					Department Total	200.00

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<u>9253</u>	<u>Office of Cultural Affairs</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	38.00
	PCard JE	00001	961613	348768	9/23/2019	125.13
	PCard JE	00001	961613	348768	9/23/2019	37.54
					Account Total	200.67
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	299.45
					Account Total	299.45
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	11.00
					Account Total	11.00
					Department Total	511.12

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<u>1190</u>	<u>One-Stop Customer Service Cent</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	99.95
					Account Total	99.95
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	30.40
	PCard JE	00001	961613	348768	9/23/2019	45.70
					Account Total	76.10
					Department Total	176.05

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<u>6107</u>	<u>Open Space Projects</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Gas & Electricity					
	PCard JE	00027	961613	348768	9/23/2019	117.57
	PCard JE	00027	961613	348768	9/23/2019	20.00
	PCard JE	00027	961613	348768	9/23/2019	19.00
					Account Total	156.57
	Infrastruc Rep & Maint					
	AQUA SIERRA INC	00027	961351	348359	9/30/2019	1,762.05
					Account Total	1,762.05
	Operating Supplies					
	PCard JE	00027	961613	348768	9/23/2019	1,214.04
	PCard JE	00027	961613	348768	9/23/2019	582.82
	PCard JE	00027	961613	348768	9/23/2019	1,651.62
					Account Total	3,448.48
	Other Professional Serv					
	PCard JE	00027	961613	348768	9/23/2019	225.46
	PCard JE	00027	961613	348768	9/23/2019	13.46-
	PCard JE	00027	961613	348768	9/23/2019	13.46-
	PCard JE	00027	961613	348768	9/23/2019	561.45
	PCard JE	00027	961613	348768	9/23/2019	231.81
					Account Total	991.80
					Department Total	6,358.90

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<u>6201</u>	<u>Open Space Tax- Admin</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00028	961613	348768	9/23/2019	116.19
	PCard JE	00028	961613	348768	9/23/2019	90.24
	PCard JE	00028	961613	348768	9/23/2019	24.68-
					Account Total	181.75
	Operating Supplies					
	PCard JE	00028	961613	348768	9/23/2019	86.78
	PCard JE	00028	961613	348768	9/23/2019	46.60
	PCard JE	00028	961613	348768	9/23/2019	86.78-
					Account Total	46.60
	Travel & Transportation					
	PCard JE	00028	961613	348768	9/23/2019	238.39
	PCard JE	00028	961613	348768	9/23/2019	119.20
	PCard JE	00028	961613	348768	9/23/2019	24.40-
					Account Total	333.19
					Department Total	561.54

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<u>6202</u>	<u>Open Space Tax- Grants</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Grants to Other Instit					
	BIRD CONSERVANCY OF THE ROCKIE	00028	960737	347998	9/24/2019	29,353.46
					Account Total	29,353.46
					Department Total	29,353.46

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<u>3128</u>	<u>Park 1200-HS</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Buildings					
	PCard JE	00004	961613	348768	9/23/2019	100.00
	PCard JE	00004	961613	348768	9/23/2019	2.85
					Account Total	102.85
					Department Total	102.85

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<u>1015</u>	<u>People Services</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	40.26
					Account Total	40.26
	Insurance Premiums					
	KAISER PERMANENTE	00001	960989	348145	9/26/2019	9,700.00
	LUNA LILLIAN	00001	961357	348368	9/30/2019	600.00
	SECURE HORIZONS	00001	961393	348389	9/30/2019	1,650.00
	UNITED HEALTHCARE	00001	961391	348389	9/30/2019	8,100.00
					Account Total	20,050.00
	Membership Dues					
	PCard JE	00001	961613	348768	9/23/2019	265.00
					Account Total	265.00
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	12.99
					Account Total	12.99
	Misc					
	PCard JE	00001	961613	348768	9/23/2019	16.62
	PCard JE	00001	961613	348768	9/23/2019	16.62
	PCard JE	00001	961613	348768	9/23/2019	16.62
	PCard JE	00001	961613	348768	9/23/2019	16.62
					Account Total	66.48
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	139.19
	PCard JE	00001	961613	348768	9/23/2019	306.00
	PCard JE	00001	961613	348768	9/23/2019	26.35
	PCard JE	00001	961613	348768	9/23/2019	57.96
	PCard JE	00001	961613	348768	9/23/2019	90.68
					Account Total	620.18
	Software and Licensing					
	PCard JE	00001	961613	348768	9/23/2019	2,490.80
					Account Total	2,490.80
	Special Events					
	PCard JE	00001	961613	348768	9/23/2019	45.97

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<u>1015</u>	<u>People Services</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
					Account Total	45.97
					Department Total	23,591.68

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<u>1034</u>	<u>People Services-Social Svcs</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	35.00
					Account Total	35.00
	Subscrip/Publications					
	PCard JE	00001	961613	348768	9/23/2019	39.00
					Account Total	39.00
					Department Total	74.00

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<u>2061</u>	<u>PKS - Weed & Pest</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	275.00
	PCard JE	00001	961613	348768	9/23/2019	375.00
					Account Total	650.00
	Membership Dues					
	PCard JE	00001	961613	348768	9/23/2019	224.90
					Account Total	224.90
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	180.00
	PCard JE	00001	961613	348768	9/23/2019	269.33
	PCard JE	00001	961613	348768	9/23/2019	65.31
	PCard JE	00001	961613	348768	9/23/2019	29.51
	PCard JE	00001	961613	348768	9/23/2019	49.31
	PCard JE	00001	961613	348768	9/23/2019	250.88
	PCard JE	00001	961613	348768	9/23/2019	439.86
	PCard JE	00001	961613	348768	9/23/2019	75.96
	PCard JE	00001	961613	348768	9/23/2019	368.94
	PCard JE	00001	961613	348768	9/23/2019	175.92
	PCard JE	00001	961613	348768	9/23/2019	299.98
	PCard JE	00001	961613	348768	9/23/2019	582.00
	PCard JE	00001	961613	348768	9/23/2019	137.54
	PCard JE	00001	961613	348768	9/23/2019	25.52
	PCard JE	00001	961613	348768	9/23/2019	82.90
	PCard JE	00001	961613	348768	9/23/2019	28.96
	PCard JE	00001	961613	348768	9/23/2019	15.12
	PCard JE	00001	961613	348768	9/23/2019	87.46
	PCard JE	00001	961613	348768	9/23/2019	236.35
	PCard JE	00001	961613	348768	9/23/2019	305.01
	PCard JE	00001	961613	348768	9/23/2019	849.99
	PCard JE	00001	961613	348768	9/23/2019	368.00
	PCard JE	00001	961613	348768	9/23/2019	69.57
	PCard JE	00001	961613	348768	9/23/2019	161.48
	PCard JE	00001	961613	348768	9/23/2019	129.33
					Account Total	5,284.23
	Other Professional Serv					

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<u>2061</u>	<u>PKS - Weed & Pest</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	<u>1,442.42</u>
					Account Total	<u>1,442.42</u>
	Vehicle Parts & Supplies					
	PCard JE	00001	961613	348768	9/23/2019	<u>55.41</u>
					Account Total	<u>55.41</u>
					Department Total	<u><u>7,656.96</u></u>

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<u>5011</u>	<u>PKS- Administration</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	44.00
	PCard JE	00001	961613	348768	9/23/2019	50.25
	PCard JE	00001	961613	348768	9/23/2019	44.95
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	29.90
	PCard JE	00001	961613	348768	9/23/2019	150.35
					Account Total	328.45
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	201.80
					Account Total	201.80
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	243.00
	PCard JE	00001	961613	348768	9/23/2019	76.96
	PCard JE	00001	961613	348768	9/23/2019	27.99
					Account Total	347.95
	Other Professional Serv					
	UNITED SITE SERVICES	00001	961451	348485	10/1/2019	180.00
					Account Total	180.00
	Special Events					
	PCard JE	00001	961613	348768	9/23/2019	24.48
	PCard JE	00001	961613	348768	9/23/2019	20.10
	PCard JE	00001	961613	348768	9/23/2019	13.39
	PCard JE	00001	961613	348768	9/23/2019	176.41
	PCard JE	00001	961613	348768	9/23/2019	12.66-
	PCard JE	00001	961613	348768	9/23/2019	111.00
					Account Total	332.72
	Subscrip/Publications					
	PCard JE	00001	961613	348768	9/23/2019	384.00
					Account Total	384.00
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	7.00
					Account Total	7.00
					Department Total	1,781.92

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Vendor Payment Report

<u>5017</u>	<u>PKS- Brantner Mine Lake Restr</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Licenses and Fees					
	CDPHE	00001	961343	348351	9/30/2019	121.00
					Account Total	121.00
					Department Total	121.00

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<u>5010</u>	<u>PKS- Fair</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	48.00
	PCard JE	00001	961613	348768	9/23/2019	31.39
					Account Total	79.39
	Event Services					
	PCard JE	00001	961613	348768	9/23/2019	76.74
					Account Total	76.74
	Fair Expenses-General					
	BAKER ABIGAIL N	00001	961345	348354	9/30/2019	200.00
	PCard JE	00001	961613	348768	9/23/2019	300.00
	PCard JE	00001	961613	348768	9/23/2019	2,178.18
					Account Total	2,678.18
	Liquor Purchases					
	PCard JE	00001	961613	348768	9/23/2019	126.76
					Account Total	126.76
	Liquor Sales					
	VAUGHN MARLENA	00001	961355	348359	9/30/2019	600.00
					Account Total	600.00
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	111.04
	PCard JE	00001	961613	348768	9/23/2019	215.17
	PCard JE	00001	961613	348768	9/23/2019	18.90
	PCard JE	00001	961613	348768	9/23/2019	32.58
	PCard JE	00001	961613	348768	9/23/2019	44.92
	PCard JE	00001	961613	348768	9/23/2019	156.61
	PCard JE	00001	961613	348768	9/23/2019	87.96
					Account Total	667.18
	Other Communications					
	VERIZON WIRELESS	00001	960973	348131	9/26/2019	360.09
					Account Total	360.09
	Printing External					
	PCard JE	00001	961613	348768	9/23/2019	2,576.30
	PCard JE	00001	961613	348768	9/23/2019	1,328.00

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<u>5010</u>	<u>PKS- Fair</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
					Account Total	3,904.30
	Queen Pageant Expense					
	PCard JE	00001	961613	348768	9/23/2019	609.36
					Account Total	609.36
	Regional Park Rentals					
	ARROYS PATRICIA	00001	960841	348054	9/25/2019	650.00
	BOBCAT OF THE ROCKIES	00001	960838	348054	9/25/2019	650.00
	NAJERA EDNA	00001	961352	348359	9/30/2019	1,115.00
					Account Total	2,415.00
	Special Events					
	PCard JE	00001	961613	348768	9/23/2019	41.72
	PCard JE	00001	961613	348768	9/23/2019	14.15
	PCard JE	00001	961613	348768	9/23/2019	271.92
					Account Total	327.79
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	269.97
	PCard JE	00001	961613	348768	9/23/2019	269.97
					Account Total	539.94
					Department Total	12,384.73

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<u>5015</u>	<u>PKS- Grounds Maintenance</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Building Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	325.95
					Account Total	325.95
	Gas & Electricity					
	PCard JE	00001	961613	348768	9/23/2019	2,560.50
	PCard JE	00001	961613	348768	9/23/2019	39.31
					Account Total	2,599.81
	Maintenance Contracts					
	PCard JE	00001	961613	348768	9/23/2019	2,360.00
	PCard JE	00001	961613	348768	9/23/2019	250.00
					Account Total	2,610.00
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	568.95
					Account Total	568.95
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	18.80
	PCard JE	00001	961613	348768	9/23/2019	298.30
					Account Total	317.10
	Other Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	221.94
	PCard JE	00001	961613	348768	9/23/2019	46.55
					Account Total	268.49
	Repair & Maint Supplies					
	PCard JE	00001	961613	348768	9/23/2019	151.90
	PCard JE	00001	961613	348768	9/23/2019	230.40
	PCard JE	00001	961613	348768	9/23/2019	639.60
	PCard JE	00001	961613	348768	9/23/2019	56.25
					Account Total	1,078.15
	Water/Sewer/Sanitation					
	PCard JE	00001	961613	348768	9/23/2019	415.20
	PCard JE	00001	961613	348768	9/23/2019	5,618.70
	PCard JE	00001	961613	348768	9/23/2019	2,789.42
	UNITED SITE SERVICES	00001	960971	348131	9/26/2019	415.20

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<u>5015</u>	<u>PKS- Grounds Maintenance</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
Account Total						9,238.52
Department Total						17,006.97

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5012	PKS- Regional Complex	Fund	Voucher	Batch No	GL Date	Amount
	Building Repair & Maint					
	C & R ELECTRICAL CONTRACTORS I	00001	960970	348131	9/26/2019	509.00
					Account Total	509.00
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	454.00
					Account Total	454.00
	Fuel, Gas & Oil					
	PCard JE	00001	961613	348768	9/23/2019	1,693.50
	PCard JE	00001	961613	348768	9/23/2019	1,157.18
	PCard JE	00001	961613	348768	9/23/2019	544.54
	PCard JE	00001	961613	348768	9/23/2019	1,670.73
					Account Total	5,065.95
	Gas & Electricity					
	PCard JE	00001	961613	348768	9/23/2019	40.74
	PCard JE	00001	961613	348768	9/23/2019	931.86
	PCard JE	00001	961613	348768	9/23/2019	121.60
					Account Total	1,094.20
	Infrastruc Rep & Maint					
	PCard JE	00001	961613	348768	9/23/2019	945.70
					Account Total	945.70
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	891.91
	PCard JE	00001	961613	348768	9/23/2019	338.00
	PCard JE	00001	961613	348768	9/23/2019	95.58
	PCard JE	00001	961613	348768	9/23/2019	468.44
	PCard JE	00001	961613	348768	9/23/2019	66.00
	PCard JE	00001	961613	348768	9/23/2019	17.43
	PCard JE	00001	961613	348768	9/23/2019	30.95
	PCard JE	00001	961613	348768	9/23/2019	5.17
					Account Total	1,913.48
	Other Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	220.50
					Account Total	220.50

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<u>5012</u>	<u>PKS- Regional Complex</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Repair & Maint Supplies					
	PCard JE	00001	961613	348768	9/23/2019	771.06
	PCard JE	00001	961613	348768	9/23/2019	1,115.77
	PCard JE	00001	961613	348768	9/23/2019	51.08
					Account Total	1,937.91
	Tires					
	PCard JE	00001	961613	348768	9/23/2019	359.90
	PCard JE	00001	961613	348768	9/23/2019	109.94
					Account Total	469.84
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	163.61
					Account Total	163.61
	Vehicle Parts & Supplies					
	PCard JE	00001	961613	348768	9/23/2019	157.68
	PCard JE	00001	961613	348768	9/23/2019	101.27
	PCard JE	00001	961613	348768	9/23/2019	55.13
	PCard JE	00001	961613	348768	9/23/2019	95.84
	PCard JE	00001	961613	348768	9/23/2019	583.22
					Account Total	993.14
					Department Total	13,767.33

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<u>5016</u>	<u>PKS- Trail Ranger Patrol</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	238.39
					Account Total	238.39
	Fuel, Gas & Oil					
	PCard JE	00001	961613	348768	9/23/2019	184.99
					Account Total	184.99
	Gas & Electricity					
	PCard JE	00001	961613	348768	9/23/2019	30.00
					Account Total	30.00
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	73.30
	PCard JE	00001	961613	348768	9/23/2019	73.30-
	PCard JE	00001	961613	348768	9/23/2019	69.98
	PCard JE	00001	961613	348768	9/23/2019	283.35
	PCard JE	00001	961613	348768	9/23/2019	255.12
	PCard JE	00001	961613	348768	9/23/2019	45.98
	PCard JE	00001	961613	348768	9/23/2019	9.74
	PCard JE	00001	961613	348768	9/23/2019	261.25
	PCard JE	00001	961613	348768	9/23/2019	285.00
	PCard JE	00001	961613	348768	9/23/2019	15.62
	PCard JE	00001	961613	348768	9/23/2019	281.92
					Account Total	1,507.96
	Other Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	210.00
					Account Total	210.00
	Repair & Maint Supplies					
	PCard JE	00001	961613	348768	9/23/2019	329.96
	PCard JE	00001	961613	348768	9/23/2019	324.00
					Account Total	653.96
	Vehicle Parts & Supplies					
	PCard JE	00001	961613	348768	9/23/2019	75.50
					Account Total	75.50
	Water/Sewer/Sanitation					

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<u>5016</u>	<u>PKS- Trail Ranger Patrol</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	1,634.63
	PCard JE	00001	961613	348768	9/23/2019	435.77
	PCard JE	00001	961613	348768	9/23/2019	514.62
	PCard JE	00001	961613	348768	9/23/2019	3,010.72
	PCard JE	00001	961613	348768	9/23/2019	200.31
	PCard JE	00001	961613	348768	9/23/2019	338.87
	UNITED SITE SERVICES	00001	960972	348131	9/26/2019	207.88
	UNITED SITE SERVICES	00001	961353	348359	9/30/2019	500.86
	UNITED SITE SERVICES	00001	961354	348359	9/30/2019	1,147.44
	UNITED SITE SERVICES	00001	961450	348485	10/1/2019	389.52
					Account Total	8,380.62
					Department Total	11,281.42

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<u>1089</u>	<u>PLN- Boards & Commissions</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Other Professional Serv					
	HANCOCK FORREST HAYES	00001	960844	348054	9/25/2019	65.00
	PCard JE	00001	961613	348768	9/23/2019	218.00
					Account Total	283.00
					Department Total	283.00

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<u>1082</u>	<u>PLN- Development Review</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	12.00
	PCard JE	00001	961613	348768	9/23/2019	70.98
	PCard JE	00001	961613	348768	9/23/2019	17.32
	PCard JE	00001	961613	348768	9/23/2019	375.06
	PCard JE	00001	961613	348768	9/23/2019	110.96
	PCard JE	00001	961613	348768	9/23/2019	85.00
	PCard JE	00001	961613	348768	9/23/2019	18.00
					Account Total	689.32
	Printing External					
	PCard JE	00001	961613	348768	9/23/2019	60.00
	PCard JE	00001	961613	348768	9/23/2019	180.00
					Account Total	240.00
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	10.29
	PCard JE	00001	961613	348768	9/23/2019	86.00
	PCard JE	00001	961613	348768	9/23/2019	244.30
	PCard JE	00001	961613	348768	9/23/2019	244.30
	PCard JE	00001	961613	348768	9/23/2019	346.01
	PCard JE	00001	961613	348768	9/23/2019	346.01
	PCard JE	00001	961613	348768	9/23/2019	179.35
	PCard JE	00001	961613	348768	9/23/2019	179.35
	PCard JE	00001	961613	348768	9/23/2019	58.69
	PCard JE	00001	961613	348768	9/23/2019	297.65
	PCard JE	00001	961613	348768	9/23/2019	297.65
	PCard JE	00001	961613	348768	9/23/2019	77.30
	PCard JE	00001	961613	348768	9/23/2019	30.00
	PCard JE	00001	961613	348768	9/23/2019	139.30
	PCard JE	00001	961613	348768	9/23/2019	21.66
	PCard JE	00001	961613	348768	9/23/2019	28.00
	PCard JE	00001	961613	348768	9/23/2019	298.00
	PCard JE	00001	961613	348768	9/23/2019	25.31
					Account Total	2,909.17
					Department Total	3,838.49

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<u>1039</u>	<u>Poverty Reduction</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Advertising					
	PCard JE	00001	961613	348768	9/23/2019	21.82
	PCard JE	00001	961613	348768	9/23/2019	2,757.49
					Account Total	2,779.31
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	29.84
	PCard JE	00001	961613	348768	9/23/2019	232.50
	PCard JE	00001	961613	348768	9/23/2019	17.99
	PCard JE	00001	961613	348768	9/23/2019	25.98
					Account Total	306.31
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	39.98
	PCard JE	00001	961613	348768	9/23/2019	18.50
	PCard JE	00001	961613	348768	9/23/2019	303.92
	PCard JE	00001	961613	348768	9/23/2019	77.19
	PCard JE	00001	961613	348768	9/23/2019	49.99
	PCard JE	00001	961613	348768	9/23/2019	48.00
	UNITED POWER (UNION REA)	00001	961640	348887	10/4/2019	203.41
					Account Total	740.99
	Printing External					
	PCard JE	00001	961613	348768	9/23/2019	210.00
	PCard JE	00001	961613	348768	9/23/2019	669.00
					Account Total	879.00
	Special Events					
	PCard JE	00001	961613	348768	9/23/2019	60.00
	PCard JE	00001	961613	348768	9/23/2019	39.99
	PCard JE	00001	961613	348768	9/23/2019	221.07
					Account Total	321.06
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	232.95
	PCard JE	00001	961613	348768	9/23/2019	4.65
	PCard JE	00001	961613	348768	9/23/2019	315.81
					Account Total	553.41
					Department Total	5,580.08

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<u>2030B0762752</u>	<u>PSSF Caseworker Visitation-Dir</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00015	961613	348768	9/23/2019	83.22
					Account Total	83.22
					Department Total	83.22

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<u>2030B0782754</u>	<u>PSSF Caseworker Visitatn-Match</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00015	961613	348768	9/23/2019	27.74
					Account Total	27.74
					Department Total	27.74

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<u>3011</u>	<u>PW - Administration</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00013	961613	348768	9/23/2019	104.90
					Account Total	104.90
	Education & Training					
	PCard JE	00013	961613	348768	9/23/2019	635.00
	PCard JE	00013	961613	348768	9/23/2019	200.00
					Account Total	835.00
	Operating Supplies					
	PCard JE	00013	961613	348768	9/23/2019	45.71
	PCard JE	00013	961613	348768	9/23/2019	240.84
	PCard JE	00013	961613	348768	9/23/2019	488.19
					Account Total	774.74
					Department Total	1,714.64

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<u>3056</u>	<u>PW - Capital Improvement Plan</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Land					
	PORTILLO FERNANDO BENCOMO	00013	960765	347920	9/24/2019	580.00
	ROSE MARGARET ANN	00013	960702	347920	9/23/2019	2,700.00
	RUSCETTA JAMES LEE	00013	960703	347920	9/23/2019	2,700.00
	SIMS FREDERIC M	00013	960704	347920	9/23/2019	5,400.00
					Account Total	11,380.00
					Department Total	11,380.00

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<u>3052</u>	<u>PW - Constr & Inspec</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	PCard JE	00013	961613	348768	9/23/2019	318.00
	ROCKY MTN ASPHALT EDUCATION	00013	960707	347920	9/23/2019	500.00
	ROCKY MTN ASPHALT EDUCATION	00013	960708	347920	9/23/2019	50.00
	ROCKY MTN ASPHALT EDUCATION	00013	960709	347920	9/23/2019	500.00
	ROCKY MTN ASPHALT EDUCATION	00013	960710	347920	9/23/2019	25.00
					Account Total	1,393.00
	Operating Supplies					
	PCard JE	00013	961613	348768	9/23/2019	3.36
	PCard JE	00013	961613	348768	9/23/2019	40.00
					Account Total	43.36
	Travel & Transportation					
	PCard JE	00013	961613	348768	9/23/2019	141.05
					Account Total	141.05
					Department Total	1,577.41

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<u>3061</u>	<u>PW - Engineering</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	15.06
	PCard JE	00001	961613	348768	9/23/2019	240.84
	PCard JE	00001	961613	348768	9/23/2019	1,376.93
					Account Total	1,632.83
					Department Total	1,632.83

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Vendor Payment Report

3031	PW - Operations & Maintenance	Fund	Voucher	Batch No	GL Date	Amount
	Culverts					
	PCard JE	00013	961613	348768	9/23/2019	491.40
					Account Total	491.40
	Debris Removal					
	PCard JE	00013	961613	348768	9/23/2019	290.00
	SOUTH ADAMS WATER & SANITATION	00013	960725	347995	9/24/2019	176.48
					Account Total	466.48
	Dust Abatement					
	COBITCO INC	00013	960732	347995	9/24/2019	303.80
					Account Total	303.80
	Education & Training					
	PCard JE	00013	961613	348768	9/23/2019	2,175.00
	PCard JE	00013	961613	348768	9/23/2019	2,475.00
					Account Total	4,650.00
	Gravel & Recycled Material					
	ALBERT FREI & SONS INC	00013	961490	348628	10/2/2019	.03
	ALBERT FREI & SONS INC	00013	961492	348628	10/2/2019	.01
	ALBERT FREI & SONS INC	00013	961495	348628	10/2/2019	.03
	ALBERT FREI & SONS INC	00013	961496	348628	10/2/2019	.02
					Account Total	.09
	Operating Supplies					
	CINTAS FIRST AID & SAFETY	00013	960733	347995	9/24/2019	34.70
	PCard JE	00013	961613	348768	9/23/2019	202.90
	PCard JE	00013	961613	348768	9/23/2019	39.99
	PCard JE	00013	961613	348768	9/23/2019	29.98
	PCard JE	00013	961613	348768	9/23/2019	8.99
	PCard JE	00013	961613	348768	9/23/2019	18.97
	RHOMAR INDUSTRIES INC	00013	960720	347995	9/24/2019	2,674.69
					Account Total	3,010.22
	Other Communications					
	PCard JE	00013	961613	348768	9/23/2019	43.55
	PCard JE	00013	961613	348768	9/23/2019	275.10
					Account Total	318.65

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3031	PW - Operations & Maintenance	Fund	Voucher	Batch No	GL Date	Amount
	Other Professional Serv					
	PCard JE	00013	961613	348768	9/23/2019	262.50
	PCard JE	00013	961613	348768	9/23/2019	612.50
	PCard JE	00013	961613	348768	9/23/2019	358.64
	PCard JE	00013	961613	348768	9/23/2019	3,565.00
					Account Total	4,798.64
	Pothole Asphalt					
	PCard JE	00013	961613	348768	9/23/2019	91.52
	PCard JE	00013	961613	348768	9/23/2019	88.44
	PCard JE	00013	961613	348768	9/23/2019	138.18
	PCard JE	00013	961613	348768	9/23/2019	113.08
					Account Total	431.22
	Repair & Maint Supplies					
	3M COMPANY	00013	960722	347995	9/24/2019	115.03
	3M COMPANY	00013	960723	347995	9/24/2019	1,738.90
	COLO BARRICADE CO	00013	960728	347995	9/24/2019	600.00
	COLO BARRICADE CO	00013	960729	347995	9/24/2019	1,936.14
	COLO DEPT OF TRANSPORTATION	00013	960721	347995	9/24/2019	2,248.00
	E470 PUBLIC HIGHWAY AUTHORITY	00013	960727	347995	9/24/2019	2,418.33
	PCard JE	00013	961613	348768	9/23/2019	88.99
	PCard JE	00013	961613	348768	9/23/2019	357.32
	PCard JE	00013	961613	348768	9/23/2019	91.00
	PCard JE	00013	961613	348768	9/23/2019	27.50
	PCard JE	00013	961613	348768	9/23/2019	21.22
	PCard JE	00013	961613	348768	9/23/2019	698.48
	PCard JE	00013	961613	348768	9/23/2019	13.41
	PCard JE	00013	961613	348768	9/23/2019	5.18
	PCard JE	00013	961613	348768	9/23/2019	120.62
	SON FILL LLC	00013	960726	347995	9/24/2019	690.00
	VULCAN INC	00013	960724	347995	9/24/2019	1,825.60
					Account Total	12,995.72
	Road Oil					
	COBITCO INC	00013	960731	347995	9/24/2019	165.43
					Account Total	165.43
	Telephone					

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<u>3031</u>	<u>PW - Operations & Maintenance</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00013	961613	348768	9/23/2019	499.94
	PCard JE	00013	961613	348768	9/23/2019	771.19
					Account Total	1,271.13
	Travel & Transportation					
	PCard JE	00013	961613	348768	9/23/2019	37.79
	PCard JE	00013	961613	348768	9/23/2019	7.45
	PCard JE	00013	961613	348768	9/23/2019	17.06
	PCard JE	00013	961613	348768	9/23/2019	6.58
	PCard JE	00013	961613	348768	9/23/2019	15.88
	PCard JE	00013	961613	348768	9/23/2019	33.75
	PCard JE	00013	961613	348768	9/23/2019	53.33
	PCard JE	00013	961613	348768	9/23/2019	1,796.00
	PCard JE	00013	961613	348768	9/23/2019	1,796.00
	PCard JE	00013	961613	348768	9/23/2019	1,832.99
					Account Total	5,596.83
	Uniforms & Cleaning					
	PCard JE	00013	961613	348768	9/23/2019	82.40
	PCard JE	00013	961613	348768	9/23/2019	15.00
	PCard JE	00013	961613	348768	9/23/2019	170.00
	PCard JE	00013	961613	348768	9/23/2019	115.00
					Account Total	382.40
	Water/Sewer/Sanitation					
	PCard JE	00013	961613	348768	9/23/2019	240.21
					Account Total	240.21
					Department Total	35,122.22

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Vendor Payment Report

<u>1038</u>	<u>Regional Affairs</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	5.49
					Account Total	5.49
	Public Relations					
	PCard JE	00001	961613	348768	9/23/2019	11.75
	PCard JE	00001	961613	348768	9/23/2019	314.60
	PCard JE	00001	961613	348768	9/23/2019	36.00
	PCard JE	00001	961613	348768	9/23/2019	2,456.82
	PCard JE	00001	961613	348768	9/23/2019	130.47
	PCard JE	00001	961613	348768	9/23/2019	582.21
	PCard JE	00001	961613	348768	9/23/2019	24.64
	PCard JE	00001	961613	348768	9/23/2019	15.00
	PCard JE	00001	961613	348768	9/23/2019	52.62
	PCard JE	00001	961613	348768	9/23/2019	26.64
	PCard JE	00001	961613	348768	9/23/2019	15.35
	PCard JE	00001	961613	348768	9/23/2019	14.16
	PCard JE	00001	961613	348768	9/23/2019	22.97
	PCard JE	00001	961613	348768	9/23/2019	11.51
	PCard JE	00001	961613	348768	9/23/2019	112.00
	PCard JE	00001	961613	348768	9/23/2019	11.52
	PCard JE	00001	961613	348768	9/23/2019	82.30
	PCard JE	00001	961613	348768	9/23/2019	10.89
	PCard JE	00001	961613	348768	9/23/2019	16.53
	PCard JE	00001	961613	348768	9/23/2019	10.34
	PCard JE	00001	961613	348768	9/23/2019	105.52
	PCard JE	00001	961613	348768	9/23/2019	14.10
					Account Total	4,077.94
	Special Events					
	PCard JE	00001	961613	348768	9/23/2019	4,655.60
	PCard JE	00001	961613	348768	9/23/2019	57.95-
	PCard JE	00001	961613	348768	9/23/2019	72.44-
					Account Total	4,525.21
					Department Total	8,608.64

County of Adams
Vendor Payment Report

<u>8624</u>	<u>Retiree-Vision</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Ins. Premium-Vision					
	VISION SERVICE PLAN-CONNECTICU	00019	961358	348372	9/30/2019	386.08
					Account Total	386.08
					Department Total	386.08

County of Adams
Vendor Payment Report

<u>13</u>	<u>Road & Bridge Fund</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Received not Vouchered Clrg					
	ALBERT FREI & SONS INC	00013	961490	348628	10/2/2019	5,976.21
	ALBERT FREI & SONS INC	00013	961492	348628	10/2/2019	8,267.01
	ALBERT FREI & SONS INC	00013	961495	348628	10/2/2019	9,132.86
	ALBERT FREI & SONS INC	00013	961496	348628	10/2/2019	9,677.65
	ALLIED RECYCLED AGGREGATES	00013	961498	348628	10/2/2019	5,684.47
	ALLIED RECYCLED AGGREGATES	00013	961499	348628	10/2/2019	12,967.32
	ARKANSAS VALLEY SEED	00013	961500	348628	10/2/2019	6,123.06
	BFI TOWER ROAD LANDFILL	00013	961591	348628	10/2/2019	1,125.25
	BFI TOWER ROAD LANDFILL	00013	961592	348628	10/2/2019	1,445.25
	BFI TOWER ROAD LANDFILL	00013	961594	348628	10/2/2019	502.13
	BFI TOWER ROAD LANDFILL	00013	961595	348628	10/2/2019	1,399.35
	BFI TOWER ROAD LANDFILL	00013	961596	348628	10/2/2019	15.89
	BFI TOWER ROAD LANDFILL	00013	961596	348628	10/2/2019	629.36
	BRANNAN SAND & GRAVEL COMPANY	00013	961505	348628	10/2/2019	2,111.76
	DENVER INDUSTRIAL SALES & SER	00013	961525	348628	10/2/2019	23,995.44
	EP&A ENVIROTAC INC	00013	961529	348628	10/2/2019	135,661.25
	GMCO CORPORATION	00013	961531	348628	10/2/2019	6,611.05
	JK TRANSPORTS INC	00013	961536	348628	10/2/2019	18,202.50
	JK TRANSPORTS INC	00013	961537	348628	10/2/2019	1,755.00
	JK TRANSPORTS INC	00013	961538	348628	10/2/2019	1,732.50
	KECI COLORADO INC	00013	961539	348628	10/2/2019	93,361.00
	ROCKSOL CONSULTING GROUP INC	00013	961587	348628	10/2/2019	18,087.93
					Account Total	364,464.24
	Retainages Payable					
	KECI COLORADO INC	00013	961539	348628	10/2/2019	4,668.05-
					Account Total	4,668.05-
					Department Total	359,796.19

County of Adams
Vendor Payment Report

<u>300005007000</u>	<u>Self Suff Common Supportive</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Printing External					
	PCard JE	00015	961613	348768	9/23/2019	20.00
					Account Total	20.00
					Department Total	20.00

County of Adams
Vendor Payment Report

<u>3000P9999900</u>	<u>Self Suff Non-Reimbursable</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	24.00
					Account Total	24.00
					Department Total	24.00

County of Adams
Vendor Payment Report

<u>2092</u>	<u>Sheriff Flatrock</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Car Washes					
	PCard JE	00050	961613	348768	9/23/2019	9.00
	PCard JE	00050	961613	348768	9/23/2019	15.00
	PCard JE	00050	961613	348768	9/23/2019	15.00
	PCard JE	00050	961613	348768	9/23/2019	15.00
	PCard JE	00050	961613	348768	9/23/2019	12.00
					Account Total	66.00
	Operating Supplies					
	PCard JE	00050	961613	348768	9/23/2019	5.99
	PCard JE	00050	961613	348768	9/23/2019	12.20
	PCard JE	00050	961613	348768	9/23/2019	460.00
	PCard JE	00050	961613	348768	9/23/2019	66.00
					Account Total	544.19
					Department Total	610.19

County of Adams
Vendor Payment Report

<u>2004</u>	<u>Sheriff Training</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Membership Dues					
	PCard JE	00001	961613	348768	9/23/2019	66.50
					Account Total	66.50
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	99.76
					Account Total	99.76
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	13.89
	PCard JE	00001	961613	348768	9/23/2019	30.00
	PCard JE	00001	961613	348768	9/23/2019	115.99
	PCard JE	00001	961613	348768	9/23/2019	166.50
	PCard JE	00001	961613	348768	9/23/2019	698.50
	PCard JE	00001	961613	348768	9/23/2019	37.80
	PCard JE	00001	961613	348768	9/23/2019	2,638.85
	PCard JE	00001	961613	348768	9/23/2019	31.38
	PCard JE	00001	961613	348768	9/23/2019	19.95
	PCard JE	00001	961613	348768	9/23/2019	868.80
	PCard JE	00001	961613	348768	9/23/2019	106.14
	PCard JE	00001	961613	348768	9/23/2019	149.99
					Account Total	4,877.79
	Other Professional Serv					
	PCard JE	00001	961613	348768	9/23/2019	176.55
					Account Total	176.55
	Postage & Freight					
	PCard JE	00001	961613	348768	9/23/2019	68.44
					Account Total	68.44
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	10.00
					Account Total	10.00
	Uniforms & Cleaning					
	PCard JE	00001	961613	348768	9/23/2019	244.32
	PCard JE	00001	961613	348768	9/23/2019	278.40
					Account Total	522.72
					Department Total	5,821.76

County of Adams
Vendor Payment Report

<u>2070</u>	<u>SHF - Booking Fee</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	956.22
					Account Total	956.22
					Department Total	956.22

County of Adams
Vendor Payment Report

<u>2008</u>	<u>SHF - Training Academy</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	196.00
					Account Total	196.00
	Office Furniture					
	PCard JE	00001	961613	348768	9/23/2019	3,596.62
					Account Total	3,596.62
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	274.46
	PCard JE	00001	961613	348768	9/23/2019	49.99
	PCard JE	00001	961613	348768	9/23/2019	197.98
	PCard JE	00001	961613	348768	9/23/2019	133.43
	PCard JE	00001	961613	348768	9/23/2019	698.50
					Account Total	1,354.36
	Special Events					
	PCard JE	00001	961613	348768	9/23/2019	266.20
	PCard JE	00001	961613	348768	9/23/2019	158.78
	PCard JE	00001	961613	348768	9/23/2019	434.99
	PCard JE	00001	961613	348768	9/23/2019	403.54
					Account Total	1,263.51
	Uniforms & Cleaning					
	PCard JE	00001	961613	348768	9/23/2019	808.50
	PCard JE	00001	961613	348768	9/23/2019	406.80
					Account Total	1,215.30
					Department Total	7,625.79

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Vendor Payment Report

<u>2011</u>	<u>SHF- Admin Services Division</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	48.00
	PCard JE	00001	961613	348768	9/23/2019	36.00
	PCard JE	00001	961613	348768	9/23/2019	27.67
	PCard JE	00001	961613	348768	9/23/2019	41.28
	PCard JE	00001	961613	348768	9/23/2019	169.12
	PCard JE	00001	961613	348768	9/23/2019	32.11
	PCard JE	00001	961613	348768	9/23/2019	29.64
	PCard JE	00001	961613	348768	9/23/2019	92.00
	PCard JE	00001	961613	348768	9/23/2019	60.69
	PCard JE	00001	961613	348768	9/23/2019	79.33
					Account Total	615.84
	Car Washes					
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	6.61
	PCard JE	00001	961613	348768	9/23/2019	9.86
	PCard JE	00001	961613	348768	9/23/2019	7.40
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	3.00
	PCard JE	00001	961613	348768	9/23/2019	6.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	3.00
	PCard JE	00001	961613	348768	9/23/2019	3.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	4.00
	PCard JE	00001	961613	348768	9/23/2019	4.00
	PCard JE	00001	961613	348768	9/23/2019	3.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	3.00

2011	SHF- Admin Services Division	Fund	Voucher	Batch No	GL Date	Amount
	PCard JE	00001	961613	348768	9/23/2019	3.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	3.00
	PCard JE	00001	961613	348768	9/23/2019	3.00
	PCard JE	00001	961613	348768	9/23/2019	4.00
	PCard JE	00001	961613	348768	9/23/2019	15.00
	PCard JE	00001	961613	348768	9/23/2019	12.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	12.00
	PCard JE	00001	961613	348768	9/23/2019	12.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	8.00
	PCard JE	00001	961613	348768	9/23/2019	6.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	9.00

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<u>2011</u>	<u>SHF- Admin Services Division</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	3.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
	PCard JE	00001	961613	348768	9/23/2019	9.00
				Account Total		637.87
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	1,200.00
				Account Total		1,200.00
	Fuel, Gas & Oil					
	PCard JE	00001	961613	348768	9/23/2019	15.64
				Account Total		15.64
	Membership Dues					
	PCard JE	00001	961613	348768	9/23/2019	395.00
				Account Total		395.00
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	6.00
	PCard JE	00001	961613	348768	9/23/2019	21.03
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	17.25
	PCard JE	00001	961613	348768	9/23/2019	83.46
	PCard JE	00001	961613	348768	9/23/2019	67.23
	PCard JE	00001	961613	348768	9/23/2019	21.03

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Vendor Payment Report

<u>2011</u>	<u>SHF- Admin Services Division</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	19.85
	PCard JE	00001	961613	348768	9/23/2019	699.00
	PCard JE	00001	961613	348768	9/23/2019	41.90
	PCard JE	00001	961613	348768	9/23/2019	12.49
	PCard JE	00001	961613	348768	9/23/2019	65.04
	PCard JE	00001	961613	348768	9/23/2019	135.86
	PCard JE	00001	961613	348768	9/23/2019	15.00
	PCard JE	00001	961613	348768	9/23/2019	30.00
	PCard JE	00001	961613	348768	9/23/2019	47.51
	PCard JE	00001	961613	348768	9/23/2019	31.99
	PCard JE	00001	961613	348768	9/23/2019	35.20
	PCard JE	00001	961613	348768	9/23/2019	31.58
	PCard JE	00001	961613	348768	9/23/2019	2,023.22
	PCard JE	00001	961613	348768	9/23/2019	4.29
	PCard JE	00001	961613	348768	9/23/2019	38.95
	PCard JE	00001	961613	348768	9/23/2019	202.99
	PCard JE	00001	961613	348768	9/23/2019	283.06
					Account Total	3,943.93
	Other Communications					
	PCard JE	00001	961613	348768	9/23/2019	354.19
					Account Total	354.19
	Other Professional Serv					
	PCard JE	00001	961613	348768	9/23/2019	229.87
					Account Total	229.87
	Postage & Freight					
	PCard JE	00001	961613	348768	9/23/2019	13.39
					Account Total	13.39
	Printing External					
	PCard JE	00001	961613	348768	9/23/2019	445.00
	PCard JE	00001	961613	348768	9/23/2019	300.00
	PCard JE	00001	961613	348768	9/23/2019	8.66
					Account Total	753.66
	Special Events					
	PCard JE	00001	961613	348768	9/23/2019	24.45

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Vendor Payment Report

<u>2011</u>	<u>SHF- Admin Services Division</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	15.17
	PCard JE	00001	961613	348768	9/23/2019	44.96
	PCard JE	00001	961613	348768	9/23/2019	14.26
	PCard JE	00001	961613	348768	9/23/2019	11.49
	PCard JE	00001	961613	348768	9/23/2019	57.00
	PCard JE	00001	961613	348768	9/23/2019	93.75
	PCard JE	00001	961613	348768	9/23/2019	53.63
	PCard JE	00001	961613	348768	9/23/2019	5.88
	PCard JE	00001	961613	348768	9/23/2019	213.53
	PCard JE	00001	961613	348768	9/23/2019	11.88
	PCard JE	00001	961613	348768	9/23/2019	26.85
	PCard JE	00001	961613	348768	9/23/2019	84.19
	PCard JE	00001	961613	348768	9/23/2019	58.83
	PCard JE	00001	961613	348768	9/23/2019	4.38-
	PCard JE	00001	961613	348768	9/23/2019	21.99
	PCard JE	00001	961613	348768	9/23/2019	60.00
	PCard JE	00001	961613	348768	9/23/2019	5.69
	PCard JE	00001	961613	348768	9/23/2019	60.00
	PCard JE	00001	961613	348768	9/23/2019	1,144.31
	PCard JE	00001	961613	348768	9/23/2019	1,700.00
	PCard JE	00001	961613	348768	9/23/2019	24.91
	PCard JE	00001	961613	348768	9/23/2019	320.00
	PCard JE	00001	961613	348768	9/23/2019	241.85
	PCard JE	00001	961613	348768	9/23/2019	24.08
	PCard JE	00001	961613	348768	9/23/2019	33.98
	PCard JE	00001	961613	348768	9/23/2019	31.99
					Account Total	4,380.29
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	126.98-
	PCard JE	00001	961613	348768	9/23/2019	12.28
	PCard JE	00001	961613	348768	9/23/2019	348.00
	PCard JE	00001	961613	348768	9/23/2019	8.00
	PCard JE	00001	961613	348768	9/23/2019	633.78
	PCard JE	00001	961613	348768	9/23/2019	28.00
					Account Total	903.08

County of Adams
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<u>2011</u>	<u>SHF- Admin Services Division</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Uniforms & Cleaning					
	PCard JE	00001	961613	348768	9/23/2019	99.95
	PCard JE	00001	961613	348768	9/23/2019	99.95
	PCard JE	00001	961613	348768	9/23/2019	199.90
	PCard JE	00001	961613	348768	9/23/2019	787.35
	PCard JE	00001	961613	348768	9/23/2019	489.00
	PCard JE	00001	961613	348768	9/23/2019	101.00
					Account Total	1,777.15
	Vehicle Parts & Supplies					
	PCard JE	00001	961613	348768	9/23/2019	4.14
					Account Total	4.14
	Vehicle Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	19.97
					Account Total	19.97
					Department Total	15,244.02

County of Adams
Vendor Payment Report

<u>2015</u>	<u>SHF- Civil Section</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	650.91
					Account Total	650.91
	Sheriff's Fees					
	CLAPPER ROBBY	00001	960843	348054	9/25/2019	66.00
	PITLER AND ASSOCIATES	00001	960839	348054	9/25/2019	66.00
					Account Total	132.00
					Department Total	782.91

County of Adams
Vendor Payment Report

<u>2075</u>	<u>SHF- Commissary Fund</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Books					
	PCard JE	00001	961613	348768	9/23/2019	705.03
	PCard JE	00001	961613	348768	9/23/2019	41.70-
	PCard JE	00001	961613	348768	9/23/2019	62.55-
	PCard JE	00001	961613	348768	9/23/2019	62.55-
	PCard JE	00001	961613	348768	9/23/2019	20.85-
	PCard JE	00001	961613	348768	9/23/2019	41.70-
	PCard JE	00001	961613	348768	9/23/2019	83.40-
					Account Total	392.28
	Licenses and Fees					
	PCard JE	00001	961613	348768	9/23/2019	96.99
					Account Total	96.99
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	100.00
	PCard JE	00001	961613	348768	9/23/2019	559.08
	PCard JE	00001	961613	348768	9/23/2019	25.69
	PCard JE	00001	961613	348768	9/23/2019	98.73
	PCard JE	00001	961613	348768	9/23/2019	1,221.81
	PCard JE	00001	961613	348768	9/23/2019	18.11
					Account Total	2,023.42
					Department Total	2,512.69

County of Adams
Vendor Payment Report

<u>2016</u>	<u>SHF- Detective Division</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	112.35
	PCard JE	00001	961613	348768	9/23/2019	124.73
	PCard JE	00001	961613	348768	9/23/2019	36.97
	PCard JE	00001	961613	348768	9/23/2019	84.61
					Account Total	358.66
	Equipment Rental					
	PCard JE	00001	961613	348768	9/23/2019	411.56
					Account Total	411.56
	Fuel, Gas & Oil					
	PCard JE	00001	961613	348768	9/23/2019	21.32
					Account Total	21.32
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	36.90
	PCard JE	00001	961613	348768	9/23/2019	67.31
	PCard JE	00001	961613	348768	9/23/2019	148.08
	PCard JE	00001	961613	348768	9/23/2019	72.23
	PCard JE	00001	961613	348768	9/23/2019	20.48
	PCard JE	00001	961613	348768	9/23/2019	355.47
	PCard JE	00001	961613	348768	9/23/2019	78.23
	PCard JE	00001	961613	348768	9/23/2019	27.17
	PCard JE	00001	961613	348768	9/23/2019	31.99
	PCard JE	00001	961613	348768	9/23/2019	10.00
	PCard JE	00001	961613	348768	9/23/2019	5.45
					Account Total	853.31
	Other Professional Serv					
	PCard JE	00001	961613	348768	9/23/2019	222.00
	PCard JE	00001	961613	348768	9/23/2019	288.75
					Account Total	510.75
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	71.82
	PCard JE	00001	961613	348768	9/23/2019	50.00
	PCard JE	00001	961613	348768	9/23/2019	82.00
	PCard JE	00001	961613	348768	9/23/2019	507.49

County of Adams
Vendor Payment Report

<u>2016</u>	<u>SHF- Detective Division</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	450.66
	PCard JE	00001	961613	348768	9/23/2019	357.49
					Account Total	1,519.46
					Department Total	3,675.06

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Vendor Payment Report

<u>2071</u>	<u>SHF- Detention Facility</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	179.90
	PCard JE	00001	961613	348768	9/23/2019	6.98
	PCard JE	00001	961613	348768	9/23/2019	169.00
					Account Total	770.39
	Maintenance Contracts					
	PCard JE	00001	961613	348768	9/23/2019	675.00
	PCard JE	00001	961613	348768	9/23/2019	47.00
					Account Total	722.00
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	483.30
	PCard JE	00001	961613	348768	9/23/2019	967.75
	PCard JE	00001	961613	348768	9/23/2019	1,189.90
					Account Total	2,640.95
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	588.00
	PCard JE	00001	961613	348768	9/23/2019	10,470.00
	PCard JE	00001	961613	348768	9/23/2019	58.10
	PCard JE	00001	961613	348768	9/23/2019	682.55
	PCard JE	00001	961613	348768	9/23/2019	116.80
	PCard JE	00001	961613	348768	9/23/2019	105.85
	PCard JE	00001	961613	348768	9/23/2019	470.85
	PCard JE	00001	961613	348768	9/23/2019	50.00
	PCard JE	00001	961613	348768	9/23/2019	208.79
	PCard JE	00001	961613	348768	9/23/2019	700.00
	PCard JE	00001	961613	348768	9/23/2019	75.55
					Account Total	13,526.49
	Other Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	363.06
	PCard JE	00001	961613	348768	9/23/2019	240.95
	PCard JE	00001	961613	348768	9/23/2019	135.28
					Account Total	739.29
	Repair & Maint Supplies					
	PCard JE	00001	961613	348768	9/23/2019	1,372.00
	PCard JE	00001	961613	348768	9/23/2019	2,026.49

County of Adams
Vendor Payment Report

<u>2071</u>	<u>SHF- Detention Facility</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	3,736.38-
	PCard JE	00001	961613	348768	9/23/2019	324.94
	PCard JE	00001	961613	348768	9/23/2019	3,736.38
	PCard JE	00001	961613	348768	9/23/2019	3,736.80
	PCard JE	00001	961613	348768	9/23/2019	11.26
	PCard JE	00001	961613	348768	9/23/2019	115.83
	PCard JE	00001	961613	348768	9/23/2019	101.40
	PCard JE	00001	961613	348768	9/23/2019	1,281.54
	PCard JE	00001	961613	348768	9/23/2019	187.91
	PCard JE	00001	961613	348768	9/23/2019	143.16
	PCard JE	00001	961613	348768	9/23/2019	242.89
	PCard JE	00001	961613	348768	9/23/2019	38.07
	PCard JE	00001	961613	348768	9/23/2019	5.79
	PCard JE	00001	961613	348768	9/23/2019	72.73
	PCard JE	00001	961613	348768	9/23/2019	23.69
	PCard JE	00001	961613	348768	9/23/2019	143.50
	PCard JE	00001	961613	348768	9/23/2019	170.02
	PCard JE	00001	961613	348768	9/23/2019	57.58
	PCard JE	00001	961613	348768	9/23/2019	22.33
	PCard JE	00001	961613	348768	9/23/2019	158.18
	PCard JE	00001	961613	348768	9/23/2019	35.52
	PCard JE	00001	961613	348768	9/23/2019	1,143.72
	PCard JE	00001	961613	348768	9/23/2019	1,256.52
	PCard JE	00001	961613	348768	9/23/2019	389.38
	PCard JE	00001	961613	348768	9/23/2019	2,998.00
	PCard JE	00001	961613	348768	9/23/2019	705.82
	PCard JE	00001	961613	348768	9/23/2019	21.20
	PCard JE	00001	961613	348768	9/23/2019	63.26
	PCard JE	00001	961613	348768	9/23/2019	1,554.70
	PCard JE	00001	961613	348768	9/23/2019	415.97
	PCard JE	00001	961613	348768	9/23/2019	1,285.32
	PCard JE	00001	961613	348768	9/23/2019	128.14
	PCard JE	00001	961613	348768	9/23/2019	158.00
					Account Total	20,391.66
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	715.00

County of Adams
Vendor Payment Report

<u>2071</u>	<u>SHF- Detention Facility</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	167.44
	PCard JE	00001	961613	348768	9/23/2019	66.67
	PCard JE	00001	961613	348768	9/23/2019	15.00
					Account Total	964.11
					Department Total	42,550.89

County of Adams
Vendor Payment Report

<u>2010</u>	<u>SHF- MIS Unit</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Maintenance Contracts					
	PCard JE	00001	961613	348768	9/23/2019	241.68
	PCard JE	00001	961613	348768	9/23/2019	459.00
					Account Total	700.68
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	80.12
	PCard JE	00001	961613	348768	9/23/2019	435.00
					Account Total	515.12
	Other Repair & Maint					
	PCard JE	00001	961613	348768	9/23/2019	954.49
					Account Total	954.49
	Software and Licensing					
	PCard JE	00001	961613	348768	9/23/2019	999.00
					Account Total	999.00
					Department Total	3,169.29

County of Adams
Vendor Payment Report

<u>2017</u>	<u>SHF- Patrol Division</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Business Meetings					
	PCard JE	00001	961613	348768	9/23/2019	30.60
	PCard JE	00001	961613	348768	9/23/2019	25.07
	PCard JE	00001	961613	348768	9/23/2019	43.86
					Account Total	99.53
	Education & Training					
	PCard JE	00001	961613	348768	9/23/2019	150.00
	PCard JE	00001	961613	348768	9/23/2019	1,198.00
	PCard JE	00001	961613	348768	9/23/2019	349.00
	PCard JE	00001	961613	348768	9/23/2019	525.00
					Account Total	2,222.00
	Medical Services					
	PCard JE	00001	961613	348768	9/23/2019	203.18
					Account Total	203.18
	Membership Dues					
	PCard JE	00001	961613	348768	9/23/2019	40.00
					Account Total	40.00
	Minor Equipment					
	PCard JE	00001	961613	348768	9/23/2019	170.99
	PCard JE	00001	961613	348768	9/23/2019	341.98
	PCard JE	00001	961613	348768	9/23/2019	2,389.00
					Account Total	2,901.97
	Office Furniture					
	PCard JE	00001	961613	348768	9/23/2019	1,161.74
					Account Total	1,161.74
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	94.30
	PCard JE	00001	961613	348768	9/23/2019	2,160.00
	PCard JE	00001	961613	348768	9/23/2019	297.52
	PCard JE	00001	961613	348768	9/23/2019	65.06
	PCard JE	00001	961613	348768	9/23/2019	33.56
	PCard JE	00001	961613	348768	9/23/2019	250.00
	PCard JE	00001	961613	348768	9/23/2019	259.66
	PCard JE	00001	961613	348768	9/23/2019	68.90

County of Adams
Vendor Payment Report

<u>2017</u>	<u>SHF- Patrol Division</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	49.86
	PCard JE	00001	961613	348768	9/23/2019	760.00
	PCard JE	00001	961613	348768	9/23/2019	35.26
	PCard JE	00001	961613	348768	9/23/2019	339.95
	PCard JE	00001	961613	348768	9/23/2019	4.20
	PCard JE	00001	961613	348768	9/23/2019	98.90
	PCard JE	00001	961613	348768	9/23/2019	208.34
	PCard JE	00001	961613	348768	9/23/2019	130.61
	PCard JE	00001	961613	348768	9/23/2019	8.46
	PCard JE	00001	961613	348768	9/23/2019	327.87
	PCard JE	00001	961613	348768	9/23/2019	29.74
	PCard JE	00001	961613	348768	9/23/2019	127.84
	PCard JE	00001	961613	348768	9/23/2019	46.97
	PCard JE	00001	961613	348768	9/23/2019	32.85
	PCard JE	00001	961613	348768	9/23/2019	26.47
	PCard JE	00001	961613	348768	9/23/2019	14.24
	PCard JE	00001	961613	348768	9/23/2019	27.93
					Account Total	5,498.49
	Other Communications					
	PCard JE	00001	961613	348768	9/23/2019	106.92
	PCard JE	00001	961613	348768	9/23/2019	1.06
					Account Total	107.98
	Other Professional Serv					
	PCard JE	00001	961613	348768	9/23/2019	80.00
					Account Total	80.00
	Postage & Freight					
	PCard JE	00001	961613	348768	9/23/2019	52.91
					Account Total	52.91
	Printing External					
	PCard JE	00001	961613	348768	9/23/2019	247.50
					Account Total	247.50
	Travel & Transportation					
	PCard JE	00001	961613	348768	9/23/2019	327.96
	PCard JE	00001	961613	348768	9/23/2019	327.96

County of Adams
Vendor Payment Report

<u>2017</u>	<u>SHF- Patrol Division</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00001	961613	348768	9/23/2019	20.00
	PCard JE	00001	961613	348768	9/23/2019	20.00
	PCard JE	00001	961613	348768	9/23/2019	20.00
	PCard JE	00001	961613	348768	9/23/2019	20.00
	PCard JE	00001	961613	348768	9/23/2019	397.40
	PCard JE	00001	961613	348768	9/23/2019	544.53
	PCard JE	00001	961613	348768	9/23/2019	544.53
	PCard JE	00001	961613	348768	9/23/2019	544.53
	PCard JE	00001	961613	348768	9/23/2019	792.88
	PCard JE	00001	961613	348768	9/23/2019	255.47
	PCard JE	00001	961613	348768	9/23/2019	255.47
	PCard JE	00001	961613	348768	9/23/2019	109.00
	PCard JE	00001	961613	348768	9/23/2019	647.46
	PCard JE	00001	961613	348768	9/23/2019	75.00
	PCard JE	00001	961613	348768	9/23/2019	75.00
	PCard JE	00001	961613	348768	9/23/2019	66.67
	PCard JE	00001	961613	348768	9/23/2019	331.96
	PCard JE	00001	961613	348768	9/23/2019	331.96
	PCard JE	00001	961613	348768	9/23/2019	20.00
	PCard JE	00001	961613	348768	9/23/2019	20.00
	PCard JE	00001	961613	348768	9/23/2019	20.00
	PCard JE	00001	961613	348768	9/23/2019	20.00
	PCard JE	00001	961613	348768	9/23/2019	20.00
					Account Total	5,787.78
	Uniforms & Cleaning					
	PCard JE	00001	961613	348768	9/23/2019	428.00
	PCard JE	00001	961613	348768	9/23/2019	1,389.50
					Account Total	1,817.50
					Department Total	20,220.58

County of Adams
Vendor Payment Report

<u>2018</u>	<u>SHF- Records/Warrants Section</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Extraditions					
	PCard JE	00001	961613	348768	9/23/2019	116.48
	PCard JE	00001	961613	348768	9/23/2019	116.48
	PCard JE	00001	961613	348768	9/23/2019	336.74
	PCard JE	00001	961613	348768	9/23/2019	35.56
	PCard JE	00001	961613	348768	9/23/2019	465.60
	PCard JE	00001	961613	348768	9/23/2019	465.60
	PCard JE	00001	961613	348768	9/23/2019	143.30
					Account Total	1,679.76
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	25.33
	PCard JE	00001	961613	348768	9/23/2019	122.95
	PCard JE	00001	961613	348768	9/23/2019	16.41-
	PCard JE	00001	961613	348768	9/23/2019	43.00
	PCard JE	00001	961613	348768	9/23/2019	1,030.48
	PCard JE	00001	961613	348768	9/23/2019	9.96
					Account Total	1,215.31
	Other Professional Serv					
	PCard JE	00001	961613	348768	9/23/2019	111.16
	PCard JE	00001	961613	348768	9/23/2019	138.75
	PCard JE	00001	961613	348768	9/23/2019	86.57
	PCard JE	00001	961613	348768	9/23/2019	130.88
					Account Total	467.36
					Department Total	3,362.43

County of Adams
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<u>2005</u>	<u>SHF- TAC Section</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	536.06
	PCard JE	00001	961613	348768	9/23/2019	449.85
	PCard JE	00001	961613	348768	9/23/2019	76.69
	PCard JE	00001	961613	348768	9/23/2019	239.90
	PCard JE	00001	961613	348768	9/23/2019	47.61
	PCard JE	00001	961613	348768	9/23/2019	23.94
					Account Total	1,374.05
					Department Total	1,374.05

County of Adams
Vendor Payment Report

<u>2024</u>	<u>SHF- Volunteer Program</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Operating Supplies					
	PCard JE	00001	961613	348768	9/23/2019	20.73
					Account Total	20.73
	Special Events					
	PCard JE	00001	961613	348768	9/23/2019	93.41
					Account Total	93.41
					Department Total	114.14

County of Adams
Vendor Payment Report

<u>9295</u>	<u>Solid Waste Operations</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	PCard JE	00025	961613	348768	9/23/2019	375.00
	PCard JE	00025	961613	348768	9/23/2019	175.00
	PCard JE	00025	961613	348768	9/23/2019	250.00-
					Account Total	300.00
	Membership Dues					
	PCard JE	00025	961613	348768	9/23/2019	223.00
					Account Total	223.00
					Department Total	523.00

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Vendor Payment Report

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<u>4315</u>	<u>Space Port</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Accommodations					
	PCard JE	00043	961613	348768	9/23/2019	567.96
					Account Total	567.96
	Airfare					
	PCard JE	00043	961613	348768	9/23/2019	333.96
	PCard JE	00043	961613	348768	9/23/2019	79.00
	PCard JE	00043	961613	348768	9/23/2019	79.00
	PCard JE	00043	961613	348768	9/23/2019	541.59
					Account Total	1,033.55
	Membership Dues					
	PCard JE	00043	961613	348768	9/23/2019	600.00
	PCard JE	00043	961613	348768	9/23/2019	600.00-
					Account Total	
	Promotion Expense					
	PCard JE	00043	961613	348768	9/23/2019	217.16
					Account Total	217.16
					Department Total	1,818.67

County of Adams
Vendor Payment Report

<u>3701</u>	<u>Stormwater Administration</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Education & Training					
	PCard JE	00007	961613	348768	9/23/2019	195.00
	PCard JE	00007	961613	348768	9/23/2019	10.00
					Account Total	205.00
	Membership Dues					
	PCard JE	00007	961613	348768	9/23/2019	350.00
	PCard JE	00007	961613	348768	9/23/2019	35.00
	PCard JE	00007	961613	348768	9/23/2019	100.00
	PCard JE	00007	961613	348768	9/23/2019	100.00
					Account Total	585.00
	Operating Supplies					
	PCard JE	00007	961613	348768	9/23/2019	60.00
	PCard JE	00007	961613	348768	9/23/2019	234.00
	PCard JE	00007	961613	348768	9/23/2019	78.00
	PCard JE	00007	961613	348768	9/23/2019	318.00
					Account Total	690.00
					Department Total	1,480.00

County of Adams
Vendor Payment Report

<u>7</u>	<u>Stormwater Utility Fund</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Deposits Payable					
	EVANS REALTY AND PROPERTY MANA	00007	961561	348656	10/2/2019	3,531.00
					Account Total	3,531.00
	Stormwater Utility Fee					
	ELSER, CHRISANNA	00007	960845	348055	9/25/2019	83.00
					Account Total	83.00
	Suspense - Misc. Clearing					
	SHERMAN STREET	00007	5393	348411	9/30/2019	886.00
					Account Total	886.00
					Department Total	4,500.00

County of Adams
Vendor Payment Report

<u>3070I8504210</u>	<u>TANF Admin</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Printing External					
	PCard JE	00015	961613	348768	9/23/2019	40.00
					Account Total	40.00
	Operating Supplies					
	PCard JE	00015	961613	348768	9/23/2019	20.00-
					Account Total	20.00-
	Other Communications					
	PCard JE	00015	961613	348768	9/23/2019	28.25
					Account Total	28.25
	Travel & Transportation					
	PCard JE	00015	961613	348768	9/23/2019	169.00
	PCard JE	00015	961613	348768	9/23/2019	118.30
					Account Total	287.30
					Department Total	335.55

County of Adams
Vendor Payment Report

<u>3070I8614195</u>	<u>TANF N0N MON SVCS - HOUSING</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	County Client/Provider					
	PCard JE	00015	961613	348768	9/23/2019	633.26
	PCard JE	00015	961613	348768	9/23/2019	86.18-
					Account Total	547.08
					Department Total	547.08

County of Adams
Vendor Payment Report

<u>3070I8574195</u>	<u>TANF NON MON SVCS - EDUCATION</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	County Client/Provider					
	PCard JE	00015	961613	348768	9/23/2019	2,996.72
	PCard JE	00015	961613	348768	9/23/2019	1,940.00
	PCard JE	00015	961613	348768	9/23/2019	1,798.79
	PCard JE	00015	961613	348768	9/23/2019	3,000.00-
					Account Total	3,735.51
					Department Total	3,735.51

County of Adams
Vendor Payment Report

<u>3070I8694195</u>	<u>TANF NON MON SVCS - TRANSPORT</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	County Client/Provider					
	PCard JE	00015	961613	348768	9/23/2019	1,400.00
					Account Total	1,400.00
					Department Total	1,400.00

County of Adams
Vendor Payment Report

<u>97800</u>	<u>Wagner-Peyser</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Telephone					
	CENTURYLINK	00035	960847	348056	9/25/2019	121.33
	VERIZON WIRELESS	00035	960851	348056	9/25/2019	40.01
					Account Total	161.34
					Department Total	161.34

County of Adams
Vendor Payment Report

<u>4316</u>	<u>Wastewater Treatment Plant</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Equipment Maint & Repair					
	PCard JE	00043	961613	348768	9/23/2019	109.73
	PCard JE	00043	961613	348768	9/23/2019	4,437.28
					Account Total	4,547.01
	Gas & Electricity					
	XCEL ENERGY	00043	961386	348390	9/30/2019	1,091.71
					Account Total	1,091.71
	Laboratory Analysis					
	COLO ANALYTICAL LABORATORY	00043	961340	348275	9/27/2019	150.00
					Account Total	150.00
	Telephone					
	CENTURYLINK	00043	961339	348275	9/27/2019	51.25
					Account Total	51.25
	Water/Sewer/Sanitation					
	AURORA WATER	00043	961337	348275	9/27/2019	55.48
	AURORA WATER	00043	961338	348275	9/27/2019	8,113.95
					Account Total	8,169.43
					Department Total	14,009.40

County of Adams
Vendor Payment Report

<u>99600</u>	<u>WBC Admin Pool</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Other Communications					
	VERIZON WIRELESS	00035	960851	348056	9/25/2019	53.13
					Account Total	53.13
					Department Total	53.13

County of Adams
Vendor Payment Report

<u>99700</u>	<u>WIB Expenses</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Telephone					
	CENTURYLINK	00035	960847	348056	9/25/2019	87.83
					Account Total	87.83
					Department Total	87.83

County of Adams
Vendor Payment Report

<u>99806</u>	<u>WIOA & Wag/Pey Shared Prog Cst</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Other Communications					
	VERIZON WIRELESS	00035	960851	348056	9/25/2019	53.13
					Account Total	53.13
					Department Total	53.13

County of Adams
Vendor Payment Report

<u>97200</u>	<u>WIOA ADULT PROGRAM</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Apprenticeship					
	LOCKHEED MARTIN SPACE SYSTEMS	00035	960854	348056	9/25/2019	3,000.00
	LOCKHEED MARTIN SPACE SYSTEMS	00035	960856	348056	9/25/2019	3,000.00
					Account Total	6,000.00
	Clnt Trng-Training Supplies					
	PCard JE	00035	961613	348768	9/23/2019	49.90
					Account Total	49.90
	Clnt Trng-Tuition					
	PCard JE	00035	961613	348768	9/23/2019	2,000.00
	PCard JE	00035	961613	348768	9/23/2019	578.75
					Account Total	2,578.75
					Department Total	8,628.65

County of Adams
Vendor Payment Report

<u>97700</u>	<u>WIOA DLW PROGRAM</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Apprenticeship					
	LOCKHEED MARTIN SPACE SYSTEMS	00035	960855	348056	9/25/2019	3,000.00
					Account Total	3,000.00
	Clnt Trng-Testing					
	PCard JE	00035	961613	348768	9/23/2019	200.00
					Account Total	200.00
	Clnt Trng-Training (not tuitio					
	PCard JE	00035	961613	348768	9/23/2019	70.00
					Account Total	70.00
					Department Total	3,270.00

County of Adams
Vendor Payment Report

<u>97500</u>	<u>WIOA YOUTH OLDER</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Clnt Trng-Books					
	PCard JE	00035	961613	348768	9/23/2019	29.99
	PCard JE	00035	961613	348768	9/23/2019	29.99
	PCard JE	00035	961613	348768	9/23/2019	126.75
	PCard JE	00035	961613	348768	9/23/2019	29.99
	PCard JE	00035	961613	348768	9/23/2019	48.98
					Account Total	265.70
	Clnt Trng-GED/ESL					
	PCard JE	00035	961613	348768	9/23/2019	99.00
					Account Total	99.00
	Clnt Trng-Testing					
	PCard JE	00035	961613	348768	9/23/2019	129.00
					Account Total	129.00
	Clnt Trng-Training (not tuitio					
	PCard JE	00035	961613	348768	9/23/2019	250.26
					Account Total	250.26
	Clnt Trng-Tuition					
	PCard JE	00035	961613	348768	9/23/2019	100.00
	PCard JE	00035	961613	348768	9/23/2019	795.00
	PCard JE	00035	961613	348768	9/23/2019	1,335.00
					Account Total	2,230.00
	Supp Svcs-Incentives					
	JOHNSON ROBYN M	00035	960852	348056	9/25/2019	20.00
	MCCUDRY AUSTIN	00035	960857	348056	9/25/2019	20.00
	TISCARENO ELISHA	00035	960858	348056	9/25/2019	40.00
	TURNAGE ZACKARY	00035	960859	348056	9/25/2019	10.00
					Account Total	90.00
	Testing/Licensing Employment					
	PCard JE	00035	961613	348768	9/23/2019	37.50
	PCard JE	00035	961613	348768	9/23/2019	37.50
	PCard JE	00035	961613	348768	9/23/2019	37.50
	PCard JE	00035	961613	348768	9/23/2019	42.50
	PCard JE	00035	961613	348768	9/23/2019	150.00
	PCard JE	00035	961613	348768	9/23/2019	37.50

County of Adams

Vendor Payment Report

<u>97500</u>	<u>WIOA YOUTH OLDER</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	PCard JE	00035	961613	348768	9/23/2019	37.50
	PCard JE	00035	961613	348768	9/23/2019	37.50
					Account Total	417.50
	Travel & Transportation					
	PCard JE	00035	961613	348768	9/23/2019	6.75
					Account Total	6.75
					Department Total	3,488.21

County of Adams
Vendor Payment Report

<u>97400</u>	<u>WIOA YOUTH YOUNGER</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Clnt Trng-Books					
	PCard JE	00035	961613	348768	9/23/2019	359.77
					Account Total	359.77
					Department Total	359.77

County of Adams
Vendor Payment Report

<u>35</u>	<u>Workforce & Business Center</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Received not Vouchered Clrg					
	ULTIMUS	00035	961608	348628	10/2/2019	16,123.00
					Account Total	16,123.00
					Department Total	16,123.00

County of Adams
Vendor Payment Report

<u>99807</u>	<u>Youth Shared Prgrm Direct Cost</u>	<u>Fund</u>	<u>Voucher</u>	<u>Batch No</u>	<u>GL Date</u>	<u>Amount</u>
	Other Communications					
	VERIZON WIRELESS	00035	960851	348056	9/25/2019	318.78
					Account Total	318.78
					Department Total	318.78

County of Adams
Vendor Payment Report

Grand Total 2,990,615.53



Board of County Commissioners Minutes of Commissioners' Proceedings

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

**Tuesday
October 08, 2019
9:30 AM**

1. ROLL CALL

Present: 5 - Commissioner Henry, Commissioner Tedesco, Commissioner Pinter, Commissioner O'Dorisio, and Commissioner Hodge

2. PLEDGE OF ALLEGIANCE

3. MOTION TO APPROVE AGENDA

A motion was made by Commissioner Pinter, seconded by Commissioner Hodge, that this Agenda be approved. The motion carried by the following vote:

Aye: 5 - Commissioner Henry, Commissioner Tedesco, Commissioner Pinter, Commissioner O'Dorisio, and Commissioner Hodge

4. AWARDS AND PRESENTATIONS

A. Employees of the Season Presentation

5. PUBLIC COMMENT

A. Citizen Communication

A total of 30 minutes is allocated at this time for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board.

B. Elected Officials' Communication

6. CONSENT CALENDAR

A motion was made by Commissioner Henry, seconded by Commissioner Hodge, that this Consent Calendar be approved. The motion carried by the following vote:

Aye: 5 - Commissioner Henry, Commissioner Tedesco, Commissioner Pinter, Commissioner O'Dorisio, and Commissioner Hodge

- A.** List of Expenditures Under the Dates of September 23-27, 2019
- B.** Minutes of the Commissioners' Proceedings from October 1, 2019
- C.** Resolution Accepting a Permanent Drainage Easement from Taylor R Carlson, et al, to Adams County for Storm Water Drainage Purposes
(File approved by ELT)
- D.** Resolution Approving the Intergovernmental Agreement between Adams County and the Town of Lochbuie for Animal Shelter/Adoption Center Services
(File approved by ELT)

7. NEW BUSINESS

A. COUNTY MANAGER

- 1.** Resolution Approving Amendment Three to the Agreement between Adams County and Tetra Tech for the Brownfields Program
(File approved by ELT)

A motion was made by Commissioner Tedesco, seconded by Commissioner Henry, that this New Business be approved. The motion carried by the following vote:

Aye: 5 - Commissioner Henry, Commissioner Tedesco, Commissioner Pinter, Commissioner O'Dorisio, and Commissioner Hodge

- 2.** Resolution Approving an Agreement between Adams County and Trane to Rebuild Chillers for the Detention Facility
(File approved by ELT)
A motion was made by Commissioner Henry, seconded by Commissioner Pinter, that this New Business be approved. The motion carried by the following vote:

Aye: 5 - Commissioner Henry, Commissioner Tedesco, Commissioner Pinter, Commissioner O'Dorisio, and Commissioner Hodge

3. Resolution Approving an Agreement between Adams County and Wellpath, LLC for Medical and Mental Health Services
(File approved by ELT)
A motion was made by Commissioner O'Dorisio, seconded by Commissioner Tedesco, that this New Business be continued. The motion carried by the following vote:

Aye: 5 - Commissioner Henry, Commissioner Tedesco, Commissioner Pinter, Commissioner O'Dorisio, and Commissioner Hodge

B. COUNTY ATTORNEY

8. **Motion to Adjourn into Executive Session Pursuant to C.R.S. 24-6-402(4)(b) for the Purpose of Receiving Legal Advice Regarding Labor Issues**

A motion was made by Commissioner Pinter, seconded by Commissioner Hodge, that this Executive Session be approved. The motion carried by the following vote:

Aye: 5 - Commissioner Henry, Commissioner Tedesco, Commissioner Pinter, Commissioner O'Dorisio, and Commissioner Hodge

- Motion to Adjourn into Executive Session Pursuant to C.R.S. 24-6-402(4)(b) for the Purpose of Receiving Legal Advice**

A motion was made by Commissioner O'Dorisio, seconded by Commissioner Pinter, that this Executive Session be approved. The motion carried by the following vote:

Aye: 5 - Commissioner Henry, Commissioner Tedesco, Commissioner Pinter, Commissioner O'Dorisio, and Commissioner Hodge

9. LAND USE HEARINGS

A. Cases to be Heard

1. PLT2018-00032 Barr City 2nd Filing Minor Subdivision Plat and Right-of-Way Vacation
(File approved by ELT)
A motion was made by Commissioner Pinter, seconded by Commissioner Hodge, that this Land Use Hearing be approved. The motion carried by the following vote:

Aye: 5 - Commissioner Henry, Commissioner Tedesco, Commissioner Pinter, Commissioner O'Dorisio, and Commissioner Hodge

2. PLT2019-00009 Central 64 Minor Subdivision Plat and Subdivision Improvements Agreement
(File approved by ELT)
A motion was made by Commissioner Henry, seconded by Commissioner Pinter, that this Land Use Hearing be approved. The motion carried by the following vote:

Aye: 5 - Commissioner Henry, Commissioner Tedesco, Commissioner Pinter, Commissioner O'Dorisio, and Commissioner Hodge

3. RCU2019-00003 Henderson Pit Recycling
(File approved by ELT)
A motion was made by Commissioner Tedesco, seconded by Commissioner Henry, that this Land Use Hearing be approved. The motion carried by the following vote:

Aye: 5 - Commissioner Henry, Commissioner Tedesco, Commissioner Pinter, Commissioner O'Dorisio, and Commissioner Hodge

4. EXG2019-00001 Aggregate Industries Tucson South
(File approved by ELT)
A motion was made by Commissioner Tedesco, seconded by Commissioner Pinter, that this Land Use Hearing be continued to October 29, 2019. The motion carried by the following vote:

Aye: 4 - Commissioner Tedesco, Commissioner Pinter, Commissioner O'Dorisio, and Commissioner Hodge

Nay: 1 - Commissioner Henry

10. ADJOURNMENT

AND SUCH OTHER MATTERS OF PUBLIC BUSINESS WHICH MAY ARISE



PUBLIC HEARING AGENDA ITEM

DATE OF PUBLIC HEARING: October 15, 2019
Subject: Amendment to Agreement Regarding Funding of Major Drainageway Planning and Flood Hazard Area Delineation for Brantner Gulch and Tributaries – Agreement No. 18-04.01A an agreement with Urban Drainage and Flood Control District (DBA Mile High Flood District)
FROM: Kristin Sullivan, AICP, Director Public Works Brian Staley, PE, PTOE, Deputy Director, Public Works Rene Valdez, Capital Improvement Program Manager, Public Works
AGENCY/DEPARTMENT: Public Works
HEARD AT STUDY SESSION ON: August 20, 2019
AUTHORIZATION TO MOVE FORWARD: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
RECOMMENDED ACTION: The Board of County Commissioners approve the Amendment to Agreement Regarding Funding of Major Drainageway Planning and Flood Hazard Area Delineation for Brantner Gulch and Tributaries – Agreement No. 18-04.01A with Urban Drainage and Flood Control District

BACKGROUND:

The Urban Drainage and Flood Control District is requesting an amendment to the July 2018 agreement between Adams County, the City of Thornton, and the City of Northglenn, collectively known as Parties. This amendment will update the drainageway master plan and flood hazard area delineation report for Brantner Gulch and Tributaries. This amendment is needed to address recent changes in drainage patterns caused by the construction of E-470, completion of Riverdale Ridge High School, and for drainage planning on the Riverdale Regional Park. As a necessity, this change will provide a better understanding of the flows tributary to the Riverdale Regional Park for planning purposes.

The attached amendment will commit \$28,000 of its 2019 budgeted funds to the Project for the basin area added to the study. The new study limits will add approximately 20% more area to the original study. Using this percentage, District is requesting the original budget of \$200,000 be increased by 20% or \$40,000. This budget increase is further broken down by the jurisdiction's proportional area added to the study. The added area is approximately 30% within Thornton jurisdiction (\$12,000) and 70% within unincorporated Adams County jurisdiction (\$28,000). Thornton and County staff recommend including this area in the study. The benefit to Thornton and the County will provide a drainage plan that coincides better with existing patterns, an

understanding of the flows that cross Riverdale Road and provide a better understanding of the flows tributary to the Riverdale Regional Park for planning purposes. The added area is not within Northglenn's jurisdictional boundary. Therefore, Northglenn will not be contributing to this added area. The District's contribution was set prior to adding the area, and as such, the District did not budget additional funds for this added area.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

City of Thornton, Adams County Attorney, Adams County Public Works and the Urban Drainage and Flood Control District

ATTACHED DOCUMENTS:

1. Amendment to Agreement Regarding Funding of Major Drainageway Planning and Flood Hazard Area Delineation for Brantner Gulch and Tributaries – Agreement No. 18-04.01A
2. Draft Resolution

FISCAL IMPACT:

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

Fund: 07			
Cost Center: 3703			
	Object Account	Subledger	Amount
Current Budgeted Revenue:			
Additional Revenue not included in Current Budget:			
Total Revenues:			
	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:	7685		\$139,000
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
Total Expenditures:			<u>\$139,000</u>

New FTEs requested: ☐ YES ☒ NO

Future Amendment Needed: ☐ YES ☒ NO

Additional Note:

BOARD OF COUNTY COMMISSIONERS FOR
ADAMS COUNTY, STATE OF COLORADO

RESOLUTION APPROVING AMENDMENT TO AGREEMENT REGARDING FUNDING
OF MAJOR DRAINAGEWAY PLANNING AND FLOOD HAZARD AREA DELINEATION
FOR BRANTNER GULCH AND TRIBUTARIES, ADAMS COUNTY
AGREEMENT NO. 18-04.01A

WHEREAS, Adams County (County), the Urban Drainage and Flood Control District (District), the City of Thornton (Thornton), and the City of Northglenn (Northglenn), collectively known as (Parties), desire to proceed with development of a drainageway master plan and a flood hazard area delineation report for Brantner Gulch and Tributaries (Project); and,

WHEREAS, the Project is further defined in the Amendment to Agreement Regarding Funding of Major Drainageway Planning and Flood Hazard Area Delineation for Brantner Gulch and Tributaries, Adams County – Agreement No. 18-04.01A; and,

WHEREAS, the Parties agree to provide their equitable share of the increased Project costs, estimated not to exceed \$40,000; and,

WHEREAS, the County's maximum contribution to the Project costs has been determined to be \$28,000; and,

WHEREAS, by means of the attached Agreement, the Parties desire to proceed with the Project.

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners, County of Adams, State of Colorado, that the Amendment to Agreement Regarding Funding of Major Drainageway Planning and Flood Hazard Area Delineation for Brantner Gulch and Tributaries, Adams County – Agreement No. 18-04.01A, a copy of which is attached hereto and incorporated herein by this reference, be approved.

BE IT FURTHER RESOLVED, that the Chair is authorized to execute the Amendment to Agreement Regarding Funding of Major Drainageway Planning and Flood Hazard Area Delineation for Brantner Gulch and Tributaries, Adams County – Agreement No. 18-04.01A on behalf of Adams County.

AMENDMENT TO
AGREEMENT REGARDING FUNDING OF
MAJOR DRAINAGEWAY PLANNING
AND FLOOD HAZARD AREA DELINEATION FOR
BRANTNER GULCH AND TRIBUTARIES

Agreement No. 18-04.01A
Project No. 106971
Agreement Amount \$40,000

THIS AGREEMENT, by and between URBAN DRAINAGE AND FLOOD CONTROL DISTRICT (hereinafter called "DISTRICT"), CITY OF THORNTON (hereinafter called "THORNTON"), CITY OF NORTHGLENN (hereinafter called "NORTHGLENN"), and ADAMS COUNTY (hereinafter called "ADAMS"); hereinafter THORNTON, NORTHGLENN, and ADAMS shall be collectively known as "PROJECT SPONSORS" and DISTRICT and PROJECT SPONSORS shall be collectively known as "PARTIES";

WITNESSETH THAT:

WHEREAS, PARTIES entered into "Agreement Regarding Funding of Major Drainageway Planning and Flood Hazard Area Delineation for Brantner Gulch and Tributaries" (Agreement 18-04.01) dated July 17, 2018; and

WHEREAS, PROJECT was extended to include the South Platte River South Tributary 6 and the South Platte River North Tributary 7 in the master plan and FHAD, which requires additional funds.

NOW, THEREFORE, in consideration of the mutual promises contained herein, PARTIES hereto agree as follows:

1. Paragraph 6. FINANCIAL COMMITMENTS OF PARTIES shall be deleted and replaced as follows:

6. FINANCIAL COMMITMENTS OF PARTIES

PARTIES shall each contribute the following percentages and maximum amounts for PROJECT costs as defined in Paragraph 6:

	MP Percentage Share	Previous MP Contributed	Additional MP Contribution	Total MP Contribution	FHAD
DISTRICT	41.67%	\$100,000	-	\$100,000	\$60,000
THORNTON	38.33%	\$80,000	\$12,000	\$92,000	-
NORTHGLENN	2.08%	\$5,000	-	\$5,000	-
ADAMS	17.92%	\$15,000	\$28,000	\$43,000	-
TOTAL	100.00%	\$200,000	\$40,000	\$240,000	\$60,000

2. Paragraph 7. MANAGEMENT OF FINANCES shall be deleted and replaced as follows:

7. MANAGEMENT OF FINANCES

As set forth in DISTRICT policy (Resolution No. 11, Series of 1973, Resolution No. 49, Series of 1977, and Resolution No. 37, Series of 2009), the funding of a local body's one-half share may come from its own revenue sources or from funds received from state, federal, or other sources of funding without limitation and without prior Board approval. Payment of each party's full share (THORNTON - \$92,000; NORTHGLENN - \$5,000; ADAMS - \$43,000; DISTRICT - \$160,000) shall be made to DISTRICT subsequent to execution of this Agreement and within 30 days of request for payment by DISTRICT. The payments by PARTIES shall be held by DISTRICT in a special fund to pay for increments of PROJECT as authorized by PARTIES, and as defined herein. DISTRICT shall provide a periodic accounting of PROJECT funds as well as a periodic notification to COUNTY of any unpaid obligations. Any interest earned by the monies contributed by PARTIES shall be accrued to the special fund established by DISTRICT for PROJECT and such interest shall be used only for PROJECT upon approval by the contracting officers (Paragraph 13).

Within one year of completion of PROJECT if there are monies including interest earned remaining which are not committed, obligated, or disbursed, each party shall receive a share of such monies, which shares shall be computed as were the original shares.

3. All other terms and conditions of Agreement No. 18-04.01 shall remain in full force and effect.

WHEREFORE, PARTIES hereto have caused this instrument to be executed by properly authorized signatories as of the date and year written below.

This Agreement defines the responsibilities and financial commitments of PARTIES with respect to PROJECT.

URBAN DRAINAGE AND
FLOOD CONTROL DISTRICT

Signature_____

Name Ken A. MacKenzie

Title Executive Director

Date_____

Checked By

CITY OF THORNTON

(SEAL)

Signature_____

ATTEST:

Kevin S. Woods, City Manager

Kristen Rosenbaum, City Clerk

Date_____

APPROVED AS TO FORM:

Luis A. Corchado, City Attorney

ADAMS COUNTY

Signature_____

Printed Name_____

Date_____

CITY OF NORTHGLENN

Signature_____

Printed Name_____

Date_____

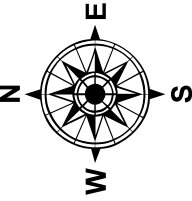
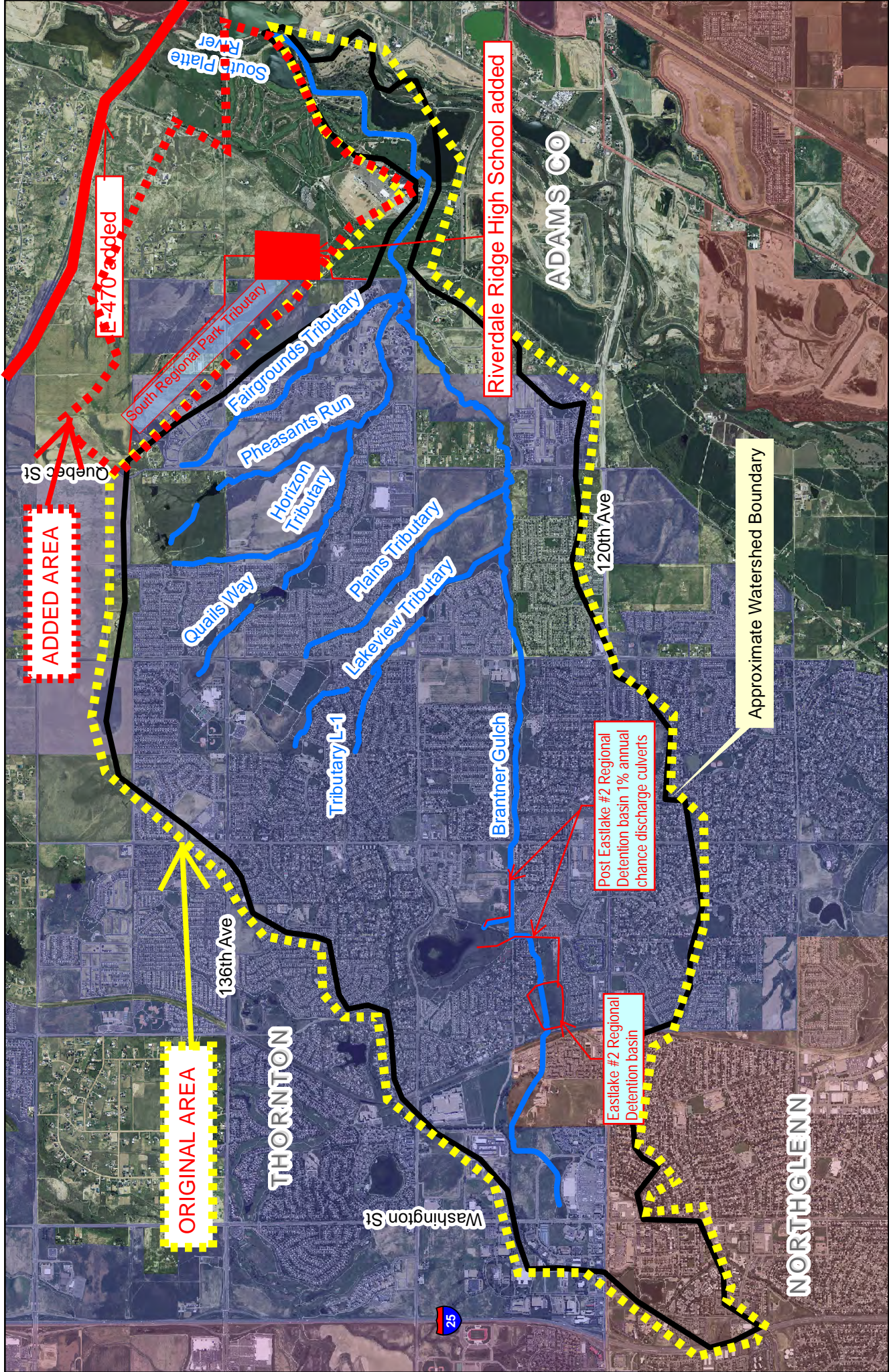


EXHIBIT A

Brantner Gulch & Tributaries MDP & FHAD

Approximate Study Limits

December 2017



PUBLIC HEARING AGENDA ITEM

DATE OF PUBLIC HEARING: October 15, 2019
Subject: Amendment to Agreement Regarding Funding of Outfall Systems Planning for Basin 4100 and DFA 0056 – Agreement No. 17-01.18A – an agreement with Urban Drainage and Flood Control District (DBA Mile High Flood District)
FROM: Kristin Sullivan, AICP, Director Public Works Brian Staley, PE, PTOE, Deputy Director Public Works Rene Valdez, Capital Improvement Program Manager, Public Works
AGENCY/DEPARTMENT: Public Works
HEARD AT STUDY SESSION ON: August 20, 2019
AUTHORIZATION TO MOVE FORWARD: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
RECOMMENDED ACTION: The Board of County Commissioners approve the Amendment to Agreement Regarding Funding of Outfall Systems Planning for Basin 4100 and DFA 0056 – Agreement No. 17-01.18A

BACKGROUND:

We are requesting the Board approve the attached agreement between Adams County, the Urban Drainage and Flood Control District and the City of Thornton, collectively known as (Project Sponsors), to update the outfall systems plan for Basin 4100 and Direct Flow Area 0056. This agreement will update the Outfall Systems Plan that was prepared in 2002, to address changes in basin characteristics.

The District is requesting a budget of \$31,462 to fund this amendment. The District will be providing 50% of the funds with the City of Thornton providing the remaining 50% for the amendment. The amendment changes within the basin are not located within unincorporated areas of Adams County. Therefore, it is necessary for Adams County to agree to this change, as a project sponsor but is not obligated to provide funding for this amendment.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

City of Thornton, Adams County Attorney, Adams County Public Works and the Urban Drainage and Flood Control District

ATTACHED DOCUMENTS:

1. Amendment to Agreement Regarding Funding of Outfall Systems Planning for Basin 4100 and DFA 0056 – Agreement No. 17-01.18A
2. Draft Resolution

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:

BOARD OF COUNTY COMMISSIONERS FOR
ADAMS COUNTY, STATE OF COLORADO

RESOLUTION APPROVING AMENDMENT TO AGREEMENT REGARDING FUNDING
OF OUTFALL SYSTEMS PLANNING FOR BASIN 4100 AND DFA 0056
AGREEMENT NO. 17-01.18A

WHEREAS, Adams County (County), the Urban Drainage and Flood Control District (District), and the City of Thornton (Thornton), collectively known as (Project Sponsors), desire to proceed with proposed changes to the Outfall Systems Planning for Basin 4100 and DFA 0056 (Project), as described in the Amendment to Agreement Regarding Funding of Outfall Systems Planning for Basin 4100 and DFA 0056 – Agreement No. 17-01.18A (Amendment); and,

WHEREAS, the Parties agree to provide their support and equitable share of the proposed changes to the Project; and,

WHEREAS, the proposed changes to the Project require additional financial commitment estimated at \$31,462; and,

WHEREAS, the proposed changes to the Project are in Thornton's jurisdiction; and,

WHEREAS, District's maximum contribution to the proposed changes to the Project has been determined to be \$15,731; and,

WHEREAS, Thornton's maximum contribution to the Project has been determined to be \$15,731; and,

WHEREAS, the County as sponsor to the Project, is supportive to the proposed changes to the Project, but is not financially responsible for the proposed changes to the Project; and,

WHEREAS, by means of the attached Amendment, the Project Sponsors desire to proceed with the proposed changes to the Project.

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners, County of Adams, State of Colorado, that the Amendment to Agreement Regarding Funding of Outfall Systems Planning for Basin 4100 and DFA 0056 – Agreement No. 17-01.18A, a copy of which is attached hereto and incorporated herein by this reference, be approved.

BE IT FURTHER RESOLVED, that the Chair is authorized to execute the Amendment to Agreement Regarding Funding of Outfall Systems Planning for Basin 4100 and DFA 0056 – Agreement No. 17-01.18A on behalf of Adams County.

AMENDMENT TO
AGREEMENT REGARDING FUNDING OF
OUTFALL SYSTEMS PLANNING FOR
BASIN 4100 AND DFA 0056

Agreement No. 17-01.18A
Project No. 106441
Agreement Amount \$31,462

THIS AGREEMENT, by and between URBAN DRAINAGE AND FLOOD CONTROL DISTRICT (hereinafter called "DISTRICT"), CITY OF THORNTON (hereinafter called "THORNTON"), and ADAMS COUNTY (hereinafter called "ADAMS"); (hereinafter THORNTON and ADAMS shall be known as "PROJECT SPONSORS" and DISTRICT and PROJECT SPONSORS shall be collectively known as "PARTIES");

WITNESSETH THAT:

WHEREAS, PARTIES entered into "Agreement Regarding Funding of Outfall Systems Planning for Basin 4100 and DFA 0056" dated July 31, 2017 (hereinafter called "ORIGINAL AGREEMENT"); and

WHEREAS, PARTIES desire to add services not contained in the scope of services of ORIGINAL AGREEMENT which require additional funds to complete PROJECT.

NOW, THEREFORE, in consideration of the mutual promises contained herein, PARTIES hereto agree as follows:

1. Paragraph 6. FINANCIAL COMMITMENTS OF PARTIES shall be deleted and replaced as follows:

6. FINANCIAL COMMITMENTS OF PARTIES

PARTIES shall each contribute the following percentages and maximum amounts for PROJECT costs as defined in Paragraphs 5:

	<u>Percentage Share</u>	<u>Previously Contributed</u>	<u>Additional Contribution</u>	<u>Maximum Contribution</u>
DISTRICT	50%	\$80,000	\$15,731	\$95,731
THORNTON	44%	\$68,000	\$15,731	\$83,731
<u>ADAMS</u>	<u>6%</u>	<u>\$12,000</u>	<u>\$0</u>	<u>\$12,000</u>
TOTAL	100%	\$160,000	\$31,462	\$191,462

2. Paragraph 7. MANAGEMENT OF FINANCES shall be deleted and replaced as follows:

7. MANAGEMENT OF FINANCES

As set forth in DISTRICT policy (Resolution No. 11, Series of 1973, Resolution No. 49, Series of 1977, and Resolution No. 37, Series of 2009), the funding of a local body's one-half share may come from its own revenue sources or from funds received from state, federal, or other sources of funding without limitation and without prior DISTRICT approval.

Payment of each party's full share (DISTRICT - \$95,731; THORNTON - \$83,731; ADAMS - \$12,000) shall be made to DISTRICT subsequent to execution of this Agreement and within 30 days of request for payment by DISTRICT. The payments by PARTIES shall be held by DISTRICT in a special fund to pay for increments of PROJECT as authorized by PARTIES, and as defined herein. DISTRICT shall provide a periodic accounting of PROJECT funds as well as a periodic notification to PROJECT SPONSORS of any unpaid obligations. Any interest earned by the monies contributed by PARTIES shall be accrued to the special fund established by DISTRICT for PROJECT and such interest shall be used only for PROJECT upon approval by the contracting officers (Paragraph 13).

Within one year of completion of PROJECT if there are monies including interest earned remaining which are not committed, obligated, or disbursed, each party shall receive a share of such monies, which shares shall be computed as were the original shares; or at PROJECT SPONSORS request, PROJECT SPONSORS share of remaining monies shall be transferred to another special fund held by DISTRICT.

3. EXECUTION IN COUNTERPARTS – ELECTRONIC SIGNATURES

This Agreement, and all subsequent documents requiring the signatures of PARTIES to this Agreement, may be executed in two or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument. PARTIES approve the use of electronic signatures for execution of this Agreement, and all subsequent documents requiring the signatures of PARTIES to this Agreement. Only the following two forms of electronic signatures shall be permitted to bind PARTIES to this Agreement, and all subsequent documents requiring the signatures of PARTIES to this Agreement.

- A. Electronic or facsimile delivery of a fully executed copy of a signature page; or
 - B. The image of the signature of an authorized signer inserted onto PDF format documents.
- Documents requiring notarization may also be notarized by electronic signature, as provided above. All use of electronic signatures shall be governed by the Colorado Uniform Electronic Transactions Act, §§ 24-71.3-101-121, C.R.S.

3. All other terms and conditions of ORIGINAL AGREEMENT shall remain in full force and effect.

WHEREFORE, PARTIES hereto have caused this instrument to be executed by properly authorized signatories as of the date and year written below.

URBAN DRAINAGE AND
FLOOD CONTROL DISTRICT

By_____

Name Ken A. MacKenzie

Title Executive Director

Date_____

Checked By

CITY OF THORNTON

(SEAL)

By_____

ATTEST:

Kevin S. Woods, City Manager

Kristen Rosenbaum, City Clerk

Date_____

APPROVED AS TO FORM:

Luis A. Corchado, City Attorney

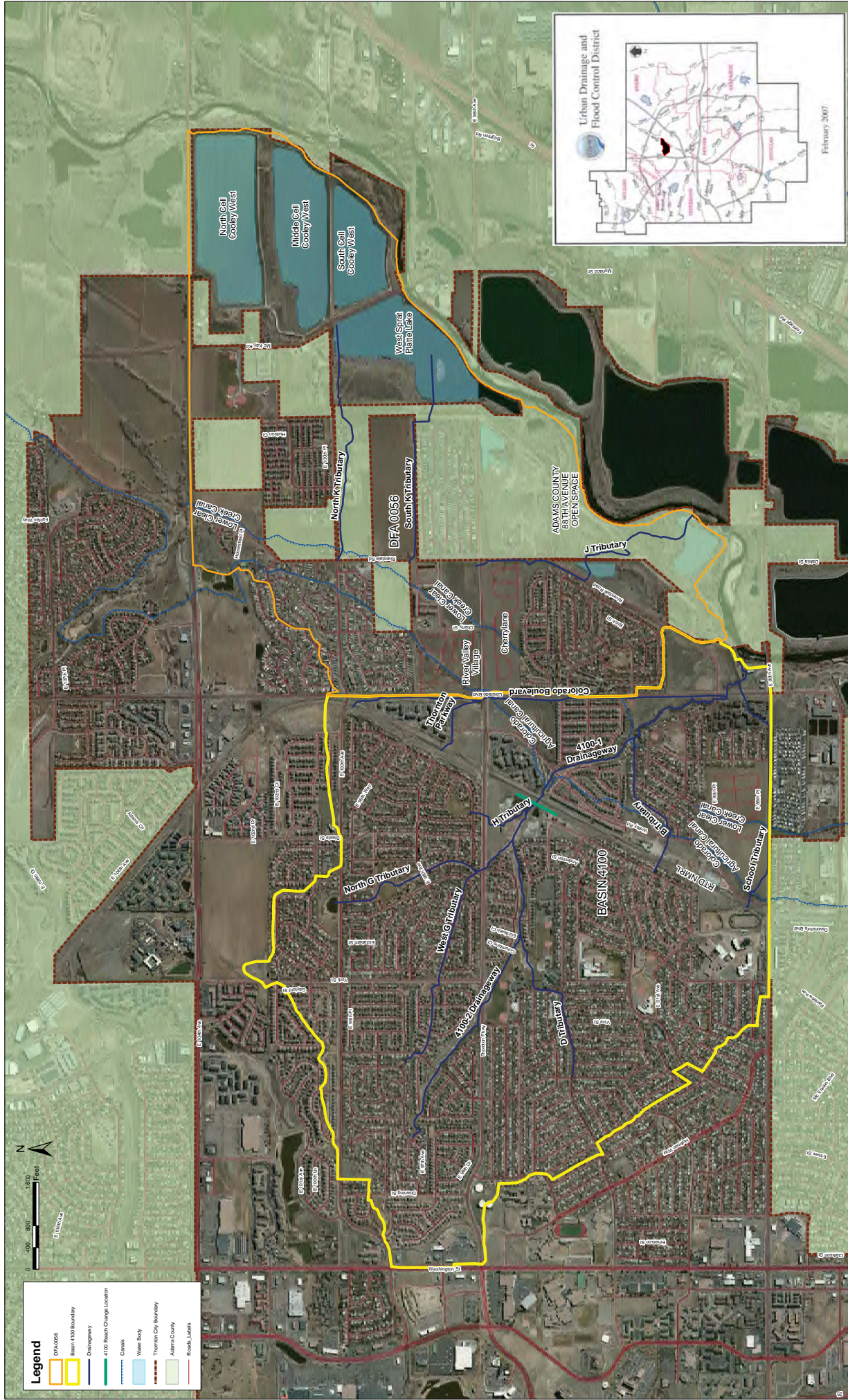
ADAMS COUNTY


By_____

Name_____

Title_____

Date_____



PROJECT: 017-2321	URBAN DRAINAGE AND FLOOD CONTROL DISTRICT ADAMS COUNTY AND CITY OF THORNTON	BASIN 4100 AND DFA 0056 STUDY AREA MAP	 1525 Raleigh Street Suite 400 Denver, CO 80204 TEL: 303.237.2072 FAX: 303.237.2659 www.olsson.com	FIGURE 1
DRAWN BY: HP				
DATE: 10/2018				



PUBLIC HEARING AGENDA ITEM

DATE OF PUBLIC HEARING: October 15, 2019
Subject: Agreement Regarding Funding of Major Drainageway Planning for Direct Flow Area 0054 – Agreement No. 19-05.06 – an agreement with Urban Drainage and Flood Control District (DBA Mile High Flood District)
FROM: Kristin Sullivan, AICP, Director Public Works Brian Staley, PE, PTOE, Deputy Director Public Works Rene Valdez, Capital Improvement Program Manager, Public Works
AGENCY/DEPARTMENT: Public Works
HEARD AT STUDY SESSION ON: August 20, 2019
AUTHORIZATION TO MOVE FORWARD: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
RECOMMENDED ACTION: The Board of County Commissioners approve the Agreement Regarding Funding of Major Drainageway Planning for Direct Flow Area 0054 – Agreement No. 19-05.06 with Urban Drainage and Flood Control District

BACKGROUND:

We are requesting the Board approve the attached agreement between Adams County, the Urban Drainage and Flood Control District and the City of Thornton, to update the drainageway master plan for Direct Flow Area 0054. This agreement will update the Master Drainage Plan that was prepared in 1979. This master plan will address changes in basin characteristics.

This agreement stipulates the County's prorated portion of funding to the Project based on percentage of the basin area that is unincorporated Adams County. The basin is estimated at 62.5% Thornton jurisdiction and 37.5% unincorporated Adams County jurisdiction. The District is requesting a budget of \$160,000 total from the project sponsors. The District will be providing 50% of the funds with Adams County providing \$30,000 and the City of Thornton providing \$50,000.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

City of Thornton, Adams County Attorney, Adams County Public Works and the Urban Drainage and Flood Control District

ATTACHED DOCUMENTS:

1. Agreement Regarding Funding of Major Drainageway Planning for Direct Flow Area 0054 – Agreement No. 19-05.06
2. Resolution

FISCAL IMPACT:

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

Fund: 07

Cost Center: 3703

	Object Account	Subledger	Amount
Current Budgeted Revenue:			
Additional Revenue not included in Current Budget:			
Total Revenues:			
	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:	7685		\$139,000
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
Total Expenditures:			\$139,000

New FTEs requested: ☐ YES ☒ NO

Future Amendment Needed: ☐ YES ☒ NO

Additional Note:

BOARD OF COUNTY COMMISSIONERS FOR
ADAMS COUNTY, STATE OF COLORADO

RESOLUTION APPROVING AGREEMENT REGARDING FUNDING OF MAJOR
DRAINAGEWAY PLANNING FOR DIRECT FLOW AREA 0054
AGREEMENT NO. 19-05.06

WHEREAS, Adams County (County), the Urban Drainage and Flood Control District (District), and the City of Thornton (Thornton), collectively known as (Project Sponsors), desire to proceed with preparation of a master drainageway plan for Direct Flow Area – Agreement No. 19-05.06 (Project); and,

WHEREAS, the Project is further defined in the Agreement Regarding Funding Of Major Drainageway Planning For Direct Flow Area 0054 – Agreement No. 19-05.06; and,

WHEREAS, the Parties agree to provide their equitable share of the increased Project costs, estimated not to exceed \$160,000; and,

WHEREAS, District's maximum contribution to the Project costs has been determined to be \$80,000; and,

WHEREAS, Thornton's maximum contribution to the Project costs has been determined to be \$50,000; and,

WHEREAS, the County's maximum contribution to the Project costs has been determined to be \$30,000; and,

WHEREAS, by means of the attached Agreement, the Project Sponsors desire to proceed with the Project.

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners, County of Adams, State of Colorado, that the Agreement Regarding Funding Of Major Drainageway Planning For Direct Flow Area 0054 – Agreement No. 19-05.06, a copy of which is attached hereto and incorporated herein by this reference, be approved.

BE IT FURTHER RESOLVED, that the Chair is authorized to execute the Agreement Regarding Funding Of Major Drainageway Planning For Direct Flow Area 0054 – Agreement No. 19-05.06 on behalf of Adams County.

AGREEMENT REGARDING FUNDING OF
MAJOR DRAINAGEWAY PLANNING FOR
DIRECT FLOW AREA 0054

Agreement No. 19-05.06
Project No. 107041
Agreement Amount \$160,000

THIS AGREEMENT, by and between URBAN DRAINAGE AND FLOOD CONTROL DISTRICT (hereinafter called "DISTRICT"), CITY OF THORNTON (hereinafter called "CITY") and ADAMS COUNTY (hereinafter called "COUNTY"); (hereinafter CITY and COUNTY shall be collectively known as "PROJECT SPONSORS" and DISTRICT and PROJECT SPONSORS shall be collectively known as "PARTIES");

WITNESSETH THAT:

WHEREAS, DISTRICT in a policy statement previously adopted (Resolution No. 14, Series of 1970), expressed an intent to assist public bodies which have heretofore enacted floodplain zoning measures; and

WHEREAS, DISTRICT has previously established a Work Program for 2019 (Resolution No. 67, Series of 2018) which includes master planning; and

WHEREAS, PARTIES now desire to proceed with development of a drainageway master plan for Direct Flow Area 0054 (hereinafter called "PROJECT"); and

WHEREAS, DISTRICT's Board of Directors has authorized DISTRICT financial participation for PROJECT (Resolution No. 02, Series of 2019); and

WHEREAS, PARTIES desire to acquire mapping needed to conduct the engineering studies for PROJECT; and

WHEREAS, PARTIES desire to engage an engineer to render certain technical and professional advice and to compile information, evaluate, study, and recommend design solutions to such drainage problems for PROJECT which are in the best interest of PARTIES.

NOW, THEREFORE, in consideration of the mutual promises contained herein, PARTIES hereto agree as follows:

1. SCOPE OF AGREEMENT

This Agreement defines the responsibilities and financial commitments of PARTIES with respect to PROJECT.

2. PROJECT AREA

DISTRICT shall engage an engineer and obtain mapping as needed to perform or supply necessary services in connection with and respecting the planning of PROJECT of the area and watershed shown on the attached Exhibit A dated September 2018, (hereinafter called "AREA").

3. SCOPE OF PROJECT

The purpose of PROJECT is to develop a drainageway master plan, including hydrologic information and the locations, alignments, and sizing of storm sewers, channels, detention/retention

basins, and other facilities and appurtenances needed to provide efficient stormwater drainage within AREA. The proposed work shall include, but not be limited to, mapping; compilation of existing data; necessary field work; and development and consistent evaluation of all reasonable alternatives so that the most feasible drainage and flood control master plan can be determined and justified for AREA. Consideration shall be given to costs, existing and proposed land use, existing and proposed drainage systems, known drainage or flooding problems, known or anticipated erosion problems, stormwater quality, right-of-way needs, existing wetlands and riparian zones, open space and wildlife habitat benefits, and legal requirements. Schematic alternative plans shall be developed such that comparison with other alternatives can be made.

Drainage system planning shall be done in three phases by the engineer engaged by DISTRICT, culminating in a drainage master plan report. During the first phase, the selected engineer shall perform all data gathering and modeling needed to prepare the baseline hydrology section of the master plan report containing an introduction, study area description and hydrologic analysis description. During the second phase, the engineer shall perform all studies and data gathering needed to prepare the alternatives analysis sections of the master plan report containing a hydraulic analysis discussion, schematics of alternatives developed and their costs along with a discussion of the pros and cons of each alternative and a recommended plan. A single alternative will be selected by PARTIES after the review and evaluation of the alternatives analysis report.

4. PUBLIC NECESSITY

PARTIES agree that the work performed pursuant to this Agreement is necessary for the health, safety, comfort, convenience, and welfare of all the people of the State, and is of particular benefit to the inhabitants of PARTIES and to their property therein.

5. PROJECT COSTS

PARTIES agree that for the purposes of this Agreement PROJECT costs shall consist of, and be limited to, mapping, master planning and related services and contingencies mutually agreeable to PARTIES. Project costs are estimated not to exceed \$160,000.

6. FINANCIAL COMMITMENTS OF PARTIES

PARTIES shall each contribute the following percentages and maximum amounts for PROJECT costs as defined in Paragraphs 5:

	Master Plan	Maximum	FHAD
	<u>Percentage Share</u>	<u>Contribution</u>	<u>Contribution</u>
DISTRICT	50.00%	\$80,000	\$0
CITY	31.25%	\$50,000	\$0
<u>COUNTY</u>	<u>18.75%</u>	<u>\$30,000</u>	<u>\$0</u>
TOTAL	100.00%	\$160,000	\$0

Each PARTY'S payment obligation, whether direct or contingent, extends only to funds appropriated annually by each PARTY'S governing body, paid into the treasury of that PARTY, and encumbered for the purpose of this AGREEMENT. Each PARTY does not by this Agreement

irrevocably pledge present cash reserves for payment or performance in future fiscal years. This Agreement does not and is not intended to create a multiple-fiscal year direct or indirect debt or financial obligation of each PARTY.

7. MANAGEMENT OF FINANCES

As set forth in DISTRICT policy (Resolution No. 11, Series of 1973, Resolution No. 49, Series of 1977, and Resolution No. 37, Series of 2009), the funding of a local body's one-half share may come from its own revenue sources or from funds received from state, federal or other sources of funding without limitation and without prior DISTRICT approval.

Payment of each party's full share (CITY - \$50,000; COUNTY - \$30,000; DISTRICT - \$80,000) shall be made to DISTRICT subsequent to execution of this Agreement and within 30 days of request for payment by DISTRICT. The payments by PARTIES shall be held by DISTRICT in a special fund to pay for increments of PROJECT as authorized by PARTIES, and as defined herein. DISTRICT shall provide a periodic accounting of PROJECT funds as well as a periodic notification to COUNTY of any unpaid obligations. Any interest earned by the monies contributed by PARTIES shall be accrued to the special fund established by DISTRICT for PROJECT and such interest shall be used only for PROJECT upon approval by the contracting officers (Paragraph 13).

Within one year of completion of PROJECT if there are monies including interest earned remaining which are not committed, obligated, or disbursed, each party shall receive a share of such monies, which shares shall be computed as were the original shares; or, at COUNTY request, COUNTY share of remaining monies shall be transferred to another special fund held by DISTRICT.

8. PROJECT MAPPING

No new mapping is anticipated under this Agreement for PROJECT. Upon execution of this Agreement, PROJECT SPONSORS shall provide copies of the most recent mapping within their jurisdictional area in digital format to DISTRICT to the extent such mapping is available without additional cost.

9. MASTER PLANNING

Upon execution of this Agreement, PARTIES shall select an engineer mutually agreeable to PARTIES. DISTRICT, with the approval of PROJECT SPONSORS, shall contract with the selected engineer, shall administer the contract, and shall supervise and coordinate the planning for the development of alternatives and of conceptual design.

10. PUBLISHED REPORTS AND PROJECT DATA

DISTRICT will provide to each of PROJECT SPONSORS access to the draft and final electronic FHAD report files and draft and final electronic report files.

Upon completion of PROJECT, electronic files of all mapping, drawings, and hydrologic and hydraulic calculations developed by the engineer contracted for PROJECT shall be provided to any PROJECT SPONSORS requesting such data.

11. TERM OF THE AGREEMENT

Despite the date that this Agreement is signed by the PARTIES, the term of this Agreement shall commence upon the earlier of the date of final execution by all PARTIES or December 31 of the year that it is tendered to the PROJECT SPONSORS for execution and shall terminate two years after the final master planning report is delivered to DISTRICT and the final accounting of funds on deposit at DISTRICT is provided to all PARTIES pursuant to Paragraph 7 herein.

12. LIABILITY

Each party hereto shall be responsible for any suits, demands, costs or actions at law resulting from its own acts or omissions and may insure against such possibilities as appropriate.

13. CONTRACTING OFFICERS

- A. The contracting officer for CITY shall be the City Manager, 9500 Civic Center Drive, Civic Center, Thornton, Colorado 80229.
- B. The contracting officer for COUNTY shall be the Engineering Manager, 4430 South Adams County Parkway, Suite 2000B, Brighton, Colorado 80601.
- C. The contracting officer for DISTRICT shall be the Executive Director, 2480 West 26th Avenue, Suite 156B, Denver, Colorado 80211.
- D. The contracting officers for PARTIES each agree to designate and assign a PROJECT representative to act on the behalf of said PARTIES in all matters related to PROJECT undertaken pursuant to this Agreement. Each representative shall coordinate all PROJECT-related issues between PARTIES, shall attend all progress meetings, and shall be responsible for providing all available PROJECT-related file information to the engineer upon request by DISTRICT or PROJECT SPONSOR. Said representatives shall have the authority for all approvals, authorizations, notices, or concurrences required under this Agreement.
However, in regard to any amendments or addenda to this Agreement, said representative shall be responsible to promptly obtain the approval of the proper authority.

14. RESPONSIBILITIES OF PARTIES

DISTRICT shall be responsible for coordinating with PROJECT SPONSORS the information developed by the various consultants hired by DISTRICT and for obtaining all concurrences from PROJECT SPONSORS needed to complete PROJECT in a timely manner. PROJECT SPONSORS agree to review all draft reports and to provide comments within 21 calendar days after the draft reports have been provided by DISTRICT to PROJECT SPONSORS. PROJECT SPONSORS also agree to evaluate the alternatives presented in the alternatives analysis sections of the report, to select an alternative, and to notify DISTRICT of their decision(s) within 30 calendar days after the alternatives analysis report is provided to PROJECT SPONSORS by DISTRICT.

15. AMENDMENTS

This Agreement contains all of the terms agreed upon by and among PARTIES. Any amendments to this Agreement shall be in writing and executed by PARTIES hereto to be valid and binding.

16. SEVERABILITY

If any clause or provision herein contained shall be adjudged to be invalid or unenforceable by a court of competent jurisdiction or by operation of any applicable law, such invalid or unenforceable clause or provision shall not affect the validity of the Agreement as a whole and all other clauses or provisions shall be given full force and effect.

17. APPLICABLE LAWS

This Agreement shall be governed by and construed in accordance with the laws of the State of Colorado. Jurisdiction for any and all legal actions regarding this Agreement shall be in the State of Colorado and venue for the same shall lie in the County where the Project is located.

18. ASSIGNABILITY

No party to this Agreement shall assign or transfer any of its rights or obligations hereunder without the prior written consent of the nonassigning party or parties to this Agreement.

19. BINDING EFFECT

The provisions of this Agreement shall bind and shall inure to the benefit of PARTIES hereto and to their respective successors and permitted assigns.

20. ENFORCEABILITY

PARTIES hereto agree and acknowledge that this Agreement may be enforced in law or in equity, by decree of specific performance or damages, or such other legal or equitable relief as may be available subject to the provisions of the laws of the State of Colorado.

21. TERMINATION OF AGREEMENT

This Agreement may be terminated upon thirty (30) days' written notice by any party to this Agreement, but only if there are no contingent, outstanding contracts. If there are contingent, outstanding contracts, this Agreement may only be terminated upon the cancellation of all contingent, outstanding contracts. All costs associated with the cancellation of the contingent contracts shall be shared between PARTIES in the same ratio(s) as were their contributions.

22. PUBLIC RELATIONS

It shall be at PROJECT SPONSOR's sole discretion to initiate and to carry out any public relations program to inform the residents in PROJECT area as to the purpose of PROJECT and what impact it may have on them. Technical information shall be presented to the public by the selected engineer. In any event DISTRICT shall have no responsibility for a public relations program, but shall assist PROJECT SPONSOR as needed and appropriate.

23. GOVERNMENTAL IMMUNITIES

The PARTIES hereto intend that nothing herein shall be deemed or construed as a waiver by any PARTY of any rights, limitations, or protections afforded to them under the Colorado Governmental Immunity Act (§ 24-10-101, *et seq.*, C.R.S.) as now or hereafter amended or otherwise available at law or equity.

24. NO DISCRIMINATION IN EMPLOYMENT

In connection with the performance of work under this Agreement, PARTIES agree not to refuse to hire, discharge, promote or demote, or to discriminate in matters of compensation against any person otherwise qualified on the basis of race, color, ancestry, creed, religion, national origin, gender, age, military status, sexual orientation, marital status, or physical or mental disability and further agrees to insert the foregoing provision in all subcontracts hereunder.

25. APPROPRIATIONS

Notwithstanding any other term, condition, or provision herein, each and every obligation of PROJECT SPONSORS and/or DISTRICT stated in this Agreement is subject to the requirement of a prior appropriation of funds therefore by the appropriate governing body of each PROJECT SPONSOR and/or DISTRICT.

26. NO THIRD PARTY BENEFICIARIES

It is expressly understood and agreed that enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to PARTIES, and nothing contained in this Agreement shall give or allow any such claim or right of action by any other or third person on such Agreement. It is the express intention of PARTIES that any person or party other than any one of PROJECT SPONSORS or DISTRICT receiving services or benefits under this Agreement shall be deemed to be an incidental beneficiary only.

27. ILLEGAL ALIENS

- A. PARTIES agree that any public contract for services executed as a result of this intergovernmental agreement shall prohibit the employment of illegal aliens in compliance with §8-17.5-101 C.R.S. *et seq.* The following language shall be included in any contract for public services:
1. At the time of execution of this Agreement, CONTRACTOR does not knowingly employ or contract with an illegal alien who will perform work under this Agreement.
 2. CONTRACTOR shall participate in the E-Verify Program, as defined in § 8 17.5-101(3.7), C.R.S., to confirm the employment eligibility of all employees who are newly hired for employment to perform work under this Agreement.
 3. CONTRACTOR shall not knowingly employ or contract with an illegal alien to perform work under this Agreement.
 4. CONTRACTOR shall not enter into a contractor with a subconsultant or subcontractor that fails to certify to CONTRACTOR that it shall not knowingly employ or contact with an illegal alien to perform work under this Agreement.
 5. CONTRACTOR shall confirm the employment eligibility of all employees who are newly hired for employment to perform work under this Agreement through participation in the E-Verify Program.
 6. CONTRACTOR is prohibited from using the E-Verify Program procedures to undertake pre-employment screening of job applicants while performing its obligation

under this Agreement, and that otherwise requires CONTRACTOR to comply with any and all federal requirements related to use of the E-Verify Program including, by way of example, all program requirements related to employee notification and preservation of employee rights.

7. If CONTRACTOR obtains actual knowledge that a subconsultant or subcontractor performing work under this Agreement knowingly employs or contract with an illegal alien, it will notify such subconsultant or subcontractor and PARTIES within three (3) days. CONTRACTOR shall also then terminate such subconsultant or subcontractor if within three (3) days after such notice the subconsultant or subcontractor does not stop employing or contracting with the illegal alien, unless during such three (3) day period the subconsultant or subcontractor provides information to establish that the subconsultant or subcontractor has not knowingly employed or contracted with an illegal alien.
8. CONTRACTOR shall comply with any reasonable request made in the course of an investigation by the Colorado Department of Labor and Employment under authority of § 8-17.5-102(5), C.R.S.
9. CONTRACTOR shall, within twenty days after hiring an employee who is newly hired for employment to perform work under this Agreement, affirms that it has examined the legal work status of such employees, retained file copies of the documents required by 8 U.S.C. Section 1324a, and not altered or falsified the identification documents for such employees. CONTRACTOR shall provide a written, notarized copy of the affirmation to PARTIES.

28. EXECUTION IN COUNTERPARTS – ELECTRONIC SIGNATURES

This Agreement, and all subsequent documents requiring the signatures of PARTIES to this Agreement, may be executed in two or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument. PARTIES approve the use of electronic signatures for execution of this Agreement, and all subsequent documents requiring the signatures of PARTIES to this Agreement. Only the following two forms of electronic signatures shall be permitted to bind PARTIES to this Agreement, and all subsequent documents requiring the signatures of PARTIES to this Agreement.

- A. Electronic or facsimile delivery of a fully executed copy of a signature page; or
 - B. The image of the signature of an authorized signer inserted onto PDF format documents.
- Documents requiring notarization may also be notarized by electronic signature, as provided above. All use of electronic signatures shall be governed by the Colorado Uniform Electronic Transactions Act, §§ 24-71.3-101-121, C.R.S.

WHEREFORE, PARTIES hereto have caused this instrument to be executed by properly authorized signatories as of the date and year written below.

URBAN DRAINAGE AND
FLOOD CONTROL DISTRICT

By_____

Name Ken A. MacKenzie

Title Executive Director

Date_____

Checked By

CITY OF THORNTON

By_____

Kevin S. Woods, City Manager

Date_____

(SEAL)

ATTEST:

Kristen N. Rosenbaum, City Clerk

APPROVED AS TO FORM:

Luis A. Corchado, City Attorney

ADAMS COUNTY

By_____

Name_____

Title_____

Date_____

AGREEMENT REGARDING FUNDING OF
MAJOR DRAINAGEWAY PLANNING FOR
DIRECT FLOW AREA 0054

Agreement No. 19-05.06

Project No. 107041

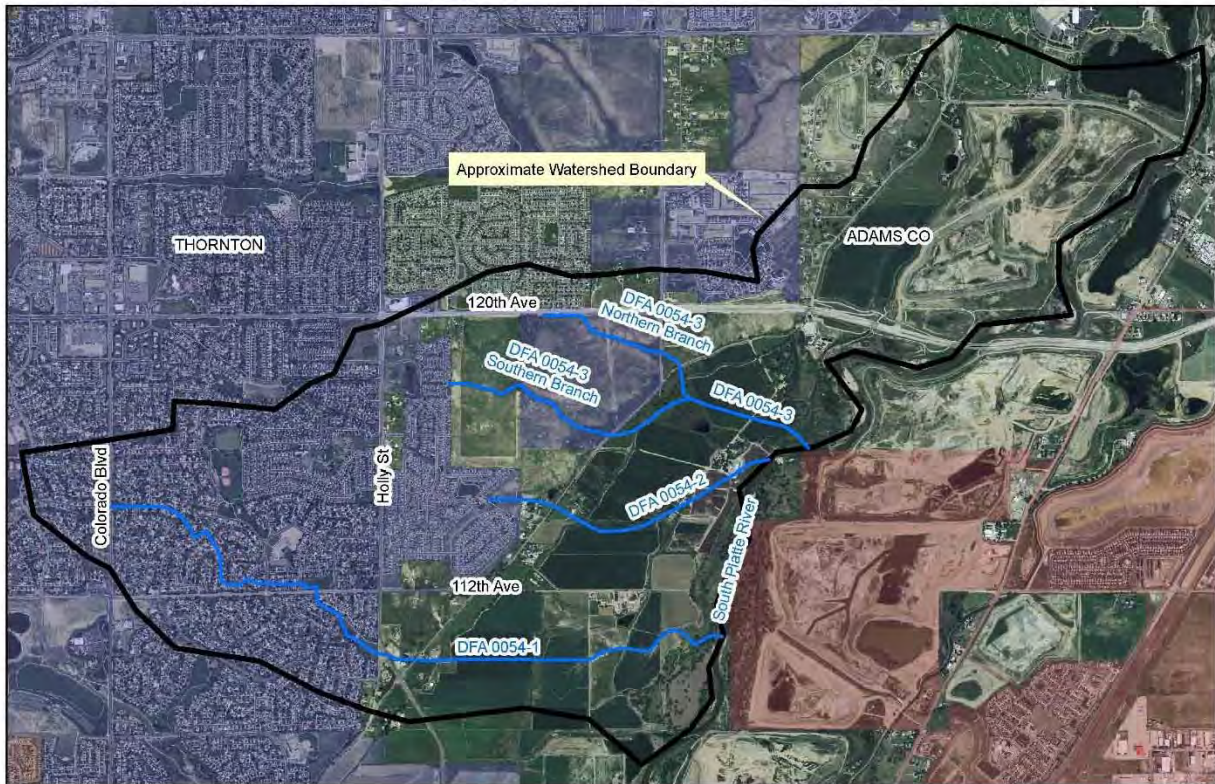


EXHIBIT A
DFA 0054 FHAD
September 2018



PUBLIC HEARING AGENDA ITEM

DATE OF PUBLIC HEARING: October 15, 2019
SUBJECT: Adams County Head Start's Colorado Preschool Program Contract with Westminster Public Schools for PY 2019-2020
FROM: Katie Griego, Director of Human Services Department
AGENCY/DEPARTMENT: Human Services Department
HEARD AT STUDY SESSION ON: NA
AUTHORIZATION TO MOVE FORWARD: <input type="checkbox"/> YES <input type="checkbox"/> NO
RECOMMENDED ACTION: That the Board of County Commissioners Approves the resolution for Head Start to enter into the Colorado Preschool Program Contract with Westminster Public Schools for PY 2019-2020

BACKGROUND:

Adams County Head Start would like to enter into the Colorado Preschool Program Contract with Westminster Public Schools for PY 2019-2020. Adams County Head Start will have the ability to enroll up to and including forty (40) children. For each child enrolled, Westminster Public Schools will pay to Adams County Head Start the sum of \$340.00 monthly for a period not to exceed 10 consecutive months or a total of \$3,400.00 per enrollee.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

Westminster Public Schools

ATTACHED DOCUMENTS:

Resolution attached
Contract

FISCAL IMPACT:

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

Fund: 31**Cost Center:** Various

	Object Account	Subledger	Amount
Current Budgeted Revenue:	5660		\$136,000
Additional Revenue not included in Current Budget:			
Total Revenues:			<u>\$136,000</u>

	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:	7000.9999		\$136,000
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
Total Expenditures:			<u>\$136,000</u>

New FTEs requested: ☐ YES ☒ NO

Future Amendment Needed: ☐ YES ☒ NO

Additional Note:

**RESOLUTION APPROVING THE COLORADO PRESCHOOL PROGRAM
CONTRACT WITH WESTMINSTER PUBLIC SCHOOLS FOR PY 2019-2020**

WHEREAS, Adams County Head Start would like to enter into the attached Colorado Preschool Program Contract with Westminster Public Schools; and,

WHEREAS, pursuant to the agreement, Westminster Public Schools will provide forty (40) Colorado Preschool Program slots at \$3,400.00 per enrollee to Adams County Head Start to provide services for children.

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners, County of Adams, State of Colorado, that the Colorado Preschool Program Contract between Adams County Head Start and Westminster Public Schools for PY 2019-2020 be approved.

BE IT FURTHER RESOLVED, that the Chairman is authorized to execute said contract on behalf of Adams County.



Learning Services
Department of Elementary Education
6933 Raleigh Street, Westminster, CO 80030
P: 303.428.3511 | westminsterpublicschools.org

**Westminster Public Schools
COLORADO PRESCHOOL PROGRAM CONTRACT
2019-2020**

THIS AGREEMENT is entered into this 21 day of August by and between Adams County Head Start and Westminster Public Schools (WPS).

In consideration for the mutual covenants and obligations set forth the parties hereto agree and stipulate as follows:

1. Adams County Head Start shall have the ability to enroll up to and including forty (40) children at any one time in its Preschool program under the guidelines of the Colorado Preschool Program (CPP).
2. For each child so enrolled, WPS will pay to Adams County Head Start the sum of \$340.00 per month for a period not to exceed 10 consecutive months or a total of \$3400.00 per enrollee. If the enrollee is enrolled in preschool for less than a full month, the \$340.00 monthly payment may be pro-rated on a per-day basis.
3. WPS shall pay all monies owed for program enrollees on a monthly basis to Adams County Head Start no later than the fifteenth day of the month following the just completed program month.
4. WPS shall provide access to parent training and staff development opportunities based on needs identified by the Colorado Preschool Program Council.
5. Adams County Head Start shall abide by all requirements of the Colorado Preschool Program Act, Section 22-28-109, et seq., C.R.S. and all rules and regulations there under, including the following:
 - (a) Adams County Head Start will provide a quality program which meets the requirements of Section 22-28-108(1) and (2), C.R.S., and will provide any information about the program the School District deems necessary to ensure that Adams County Head Start is complying with those requirements.
 - (b) Adams County Head Start assures the District that the services provided to each child under this agreement are in addition to services that Adams County Head Start is otherwise providing and that any payments made under this agreement to Adams County Head Start do not supplant monies available to it to fund other services provided by Adams County Head Start.
 - (c) Adams County Head Start and WPS shall develop a plan for the transition from the preschool program to kindergarten of children who are provided services under this Agreement.
 - (d) Adams County Head Start will provide invoices for payment no later than the 15th of the subsequent month of services. Invoices will include a detailed breakdown of CPP fund usage by Adams County Head Start.
 - (e) Final invoices are due to WPS no later than June 1 of each school year.

Westminster Public Schools,

Adams County Head Start

By: _____

Ryan McCoy, Board of Education President

By: _____

By: _____

Ken Ciancio, Board of Education Secretary

10/1

10/1

10/1

10/1



PUBLIC HEARING AGENDA ITEM

DATE OF PUBLIC HEARING: October 15, 2019
SUBJECT: Medical and Mental Health Services
FROM: Raymond H. Gonzales, County Manager Alisha Reis, Deputy County Manager Benjamin Dahlman, Finance Director Jennifer Tierney Hammer, Procurement and Contracts Manager
AGENCY/DEPARTMENT: Sheriff's Office
HEARD AT STUDY SESSION ON: N/A
AUTHORIZATION TO MOVE FORWARD: <input type="checkbox"/> YES <input type="checkbox"/> NO
RECOMMENDED ACTION: That the Board of County Commissioners approves an agreement with Wellpath, LLC to provide Medical and Mental Health Services at the Adams County Detention Facility.

BACKGROUND:

Adams County is currently under contract with the recommended vendor for Medical Health Services and recently terminated its contract for Mental Health Services with another vendor for the Adams County Detention Facility. Due to the recent opening of the Detention Facilities new Behavioral Health Unit, it was determined that significant changes within the scope of the current contract would be best suited by issuing a new RFP to include both Medical and Mental Health Services.

A Request for Proposal was posted on Rocky Mountain ePurchasing System. Proposals were opened on September 12, 2019, to consider contractors to provide Medical and Mental Health services. The County received two proposals. Proposals were evaluated on the following criteria:

- Qualifications
- Staffing levels
- Technical/References
- Pricing

After a thorough analysis by the evaluation team, it was determined that Wellpath, LLC was the most qualified proposer, providing the best value to Adams County for both Medical and Mental Services. Wellpath's proposal for Medical and Mental Health Services for a five-year term at following rates was:

YEAR	MEDICAL HEALTH SERVICES	MENTAL HEALTH SERVICES	TOTAL
2019	\$0.00	\$ 359,478	\$ 359,478
2020	\$7,290,360	\$1,437,911	\$8,728,271
2021	\$7,509,072	\$1,481,052	\$8,990,124
2022	\$7,734,348	\$1,525,488	\$9,259,836
2023	\$7,966,380	\$1,571,256	\$9,537,636
2024	\$8,205,372	\$1,618,392	\$9,823,764
TOTAL CONTRACT:			\$46,699,109

The review committee found the overall services for the proposed price provides the best value and recommends that the Board of County Commissioners approves a proposal award to Wellpath, LLC to provide Medical and Mental Health services at the Adams County Detention Center. The 2019 Medical Services Agreement will remain in effect until this agreement is fully executed.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

Sheriff's Office

ATTACHED DOCUMENTS:

Resolution

FISCAL IMPACT:

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

Fund: 1**Cost Center: 2071**

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

	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:	7680		\$5,570,666
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
Total Expenditures:			<u>\$5,570,666</u>

New FTEs requested: ☐ YES ☒ NO

Future Amendment Needed: ☐ YES ☒ NO

Additional Note:

The proposed 2020 budget amount for services is \$5,757,023. Any additional amounts needed in 2020 will be addressed and included in the 2020 Adopted Budget.

BOARD OF COUNTY COMMISSIONERS FOR
ADAMS COUNTY, STATE OF COLORADO

RESOLUTION APPROVING AN AGREEMENT BETWEEN ADAMS COUNTY AND
WELLPATH, LLC FOR MEDICAL AND MENTAL HEALTH SERVICES

WHEREAS, Wellpath, LLC submitted a proposal on September 12, 2019, to provide Medical and Mental Health Services for the Adams County Detention Facility; and,

WHEREAS, after thorough evaluation it was deemed that Wellpath, LLC was the most responsive and responsible proposer; and,

WHEREAS, Wellpath, LLC agrees to provide a five-year agreement for Medical and Mental Health services at the following rates:

YEAR	MEDICAL HEALTH SERVICES	MENTAL HEALTH SERVICES	TOTAL
2019	\$0.00	\$ 359,478	\$ 359,478
2020	\$7,290,360	\$1,437,911	\$8,728,271
2021	\$7,509,072	\$1,481,052	\$8,990,124
2022	\$7,734,348	\$1,525,488	\$9,259,836
2023	\$7,966,380	\$1,571,256	\$9,537,636
2024	\$8,205,372	\$1,618,392	\$9,823,764
TOTAL CONTRACT:			\$46,699,109

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners, County of Adams, State of Colorado, that the agreement with Wellpath, LLC to provide Medical and Mental health services is hereby approved.

BE IT FURTHER RESOLVED, that the Chair is hereby authorized to sign the agreement with Wellpath, LLC on behalf of Adams County, after negotiation and approval as to form is completed by the County Attorney's Office.



PUBLIC HEARING AGENDA ITEM

DATE OF PUBLIC HEARING: October 15, 2019
SUBJECT: Approval of Chafee Foster Care Independence Program 2019-2020 Annual Plan
FROM: Human Services Department
AGENCY/DEPARTMENT: Human Services Department
HEARD AT STUDY SESSION ON n/a
AUTHORIZATION TO MOVE FORWARD: <input type="checkbox"/> YES <input type="checkbox"/> NO
RECOMMENDED ACTION: That the Board of County Commissioners Approves the 2019-2020 Chafee Foster Care Independence Program Plan

BACKGROUND:

In December of 1999, the Foster Care Independence Act of 1999 was signed into law. Title I of the Act is the Chafee Foster Care Independence Program (CFCIP). This legislation helps ensure that young people involved in the foster care system get the tools they need to make the most of their lives. They may have opportunities for additional education or training, housing assistance, counseling or other services.

The Chafee Foster Care Independence Program is a federally funded program that is county administered. The State requires a plan each year that is approved by the Board of County Commissioners and County Human Services Director in regard to expenditures and detailed program information. Upon plan approval, funds are allocated to the county to provide direct services to youth who have emancipated or are emancipating out of foster care in efforts to assist them in becoming self-sufficient.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

The Board of County Commissioners, Adams County Human Services Department, Colorado Department of Human Services and multiple community based programs

ATTACHED DOCUMENTS:

2019-20 Adams County Chafee Foster Care Independence Program Collaborative Plan and Budget Worksheets

FISCAL IMPACT:

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

Fund: 15**Cost Center: 99915, 2035E0102810, 2035E0102850**

	Object Account	Subledger	Amount
Current Budgeted Revenue:	99915.5755		51,143,052
Additional Revenue not included in Current Budget:			
Total Revenues:			<u>51,143,052</u>

	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:	Various		122,562.00
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
Total Expenditures:			<u>122,562</u>

New FTEs requested: ☐ YES ☒ NO

Future Amendment Needed: ☐ YES ☒ NO

Additional Note:

**RESOLUTION APPROVING THE ADAMS COUNTY HUMAN SERVICES
DEPARTMENT FISCAL YEAR 2019-2020 CHAFEE PROGRAM PLAN**

WHEREAS, in December of 1999, the Foster Care Independence Act of 1999 (“Act”) was signed into law; and,

WHEREAS, the Act helps ensure that young people involved in the foster care system who have limited or no family resources have access to the tools they need to improve their lives as adults, including opportunities for additional education or training, housing assistance, counseling or other services; and,

WHEREAS, ACHSD has reviewed the attached plan for the time period of October 1, 2019 through September 30, 2020 and,

WHEREAS, the Adams County Board of County Commissioners has reviewed said plan and finds it to be appropriate and in the best interest of the youth of Adams County.

NOW THEREFORE, BE IT RESOLVED, by the Board of County Commissioners, County of Adams, State of Colorado, acting in its own capacity and in its capacity as the Board of Social Services, that the Adams County Fiscal Year 2019-2020 Chafee Collaborative Program Plan, a copy of which is attached, is hereby approved.

BE IT FURTHER RESOLVED, that the Chairman is authorized to execute said Chafee Program Plan on behalf of Adams County.

REQUEST FOR STATE APPROVAL OF PLAN

Please complete all portions of the plan for the Chafee Foster Care Independence Program (CFCIP).

This CFCIP collaborative plan is hereby submitted for **ADAMS COUNTY** (*Indicate host county name*), for the performance period of **October 1, 2019 through September 30, 2020**.

The Plan includes the following:

- Completed and Signed "Request for State Approval" form
- Completed "FFY20 Program Plan Cover Page" form
- Completed "Statement of Assurances" form
- Completed "Narrative Summary and Program Description" form
- Completed and Signed "Regional Collaborative MOU(s)" (*if applicable*)
- Completed "Financial Pre-award Questionnaire" form
- Completed "Budget and Budget Justification Form Workbook"
 - Completed "Population to be Served" Worksheet
 - Completed "Budget Template" Worksheet
 - Completed "Workload Worksheet" (for each worker)

This Chafee Foster Care Independence Program Collaborative Services Plan has been developed in accordance with State Department of Human Services rules and is hereby submitted to the Colorado Department of Human Services, Division of Child Welfare for approval. If the enclosed proposed Chafee Foster Care Independence Program Plan is approved, the plan will be administered in conformity with its provisions and the provisions of State Department rules and plan requirements.

Contact Information:

Primary Contact:

Name: Susan Adams	Phone: 720-523-4419
Title: Chafee Program Coordinator/SCW IV	Email: smadams@adcogov.org

Supervisor/Administrator Contact:

Name: Rick Schilling	Phone: 720-523-4330
Title: Community Services Supervisor	Email: rschilling@adcogov.org

Accounting Contact:

Name: Brent Voge	Phone: 720-523-2926
Title: Accounting Supervisor	Email: bvoge@adcogov.org

By signing below you verify that the information provided in this plan is correct and current and the county agrees to provide services in accordance with this plan. Your signature also acknowledges agreement to the statement of assurances found herein. If two or more counties propose this plan, the required signatures below are to be completed by each participant county. Please attach an additional signature page as needed.

Signature, Director, County Department of Human Services

DATE

Signature, CHAIR, BOARD OF COUNTY COMMISSIONERS or Appointed Representative

DATE



COLORADO

**Office of Children,
Youth & Families**

Division of Child Welfare

**CHAFEE FOSTER CARE INDEPENDENCE PROGRAM (CFCIP)
Federal Fiscal Year (FFY) 2020 PROGRAM PLAN COVER PAGE**

Period of Performance: October 1, 2019 to September 30, 2020

- Chafee Case Management and Support Services
- Education and Training Voucher (ETV) Services
- National Youth in Transition Data Base (NYTD) Services

Host County Name: ADAMS

Fiscal Agent: ADAMS

Host County DUNS Number: 076476373

Regional Chafee Collaborative Counties *(if any)*

Collaborative Counties:

1. N/A
- 2.
- 3.
- 4.
- 5.

Contracted Agency Name *(if applicable)*

Name of Agency Contracted to Provide CFCIP Services on behalf of the County:

Agency Name: N/A

**CHAFEE FOSTER CARE INDEPENDENCE PROGRAM PLAN
STATEMENT OF ASSURANCES**

The following County(ies): ADAMS assure that, upon approval of the Chafee Foster Care Independence Program Collaborative Services Plan and notice of funding, the following will be adhered to in the implementation of the CFCIP Collaborative Services Plan:

Once the state has received final approval of the updated program regulations (Volume 7) that include the expansion of aftercare services to the age of 23 [SSA Section 477(a)(4)] the counties will be notified through the memo series. Additional details will be included on the process for serving the expanded population.

Chafee Foster Care Independence Program - Federal and State Required Statement of Assurances:

1. Funds shall be used exclusively for the purposes specified in the plan (12 CCR 2509-4 (7.305.41);
2. Funds shall not be used to supplant, duplicate, or replace existing child welfare funds and;
3. Funds shall not be used for county budget shortfalls;
4. Assistance and services shall be provided only to Chafee-eligible youth [Social Security Act (SSA), Title IV-E, Section 477(b)(3)(A)] on a voluntary basis;
5. Not more than 30 percent of the amounts allocated for CFCIP for a fiscal year (performance period) will be expended for room and board for youth who have left foster care because they have attained 18 years of age and have not attained 21 years of age [SSA Section 477(b)(3)(B)];
6. None of the amounts paid to the County Department from its Chafee award will be expended for room and board for any child who has not attained 18 years old [SSA Section 477(b)(3)(C)];
7. The County Department will make every effort to coordinate the CFCIP program receiving funds with other Federal and State programs for youth (especially transitional living youth projects funded under part B of Title III of the Juvenile Justice and Delinquency Prevention Act of 1974), abstinence education programs, local housing programs, programs for disabled youth (especially sheltered workshops), and school-to-work programs offered by high schools or local workforce agencies [SSA Section 477(b)(3)(F)];
8. Youth participating in the program under this section will participate directly in designing their own program activities that prepare them for independent living and the youth will be required to accept personal responsibility for living up to their part of the program [SSA Section 477(b)(3)(H)];
9. The County Department will enter data on services into the State automated reporting system (Colorado Trails);
10. The County Department will assure that National Youth in Transitions Database (NYTD) program evaluation and youth survey requirements are met; and
11. Ensure all youth 18 to 21 have documents that demonstrate legal presence in the United States before CFCIP services are provided [SSA Section 472(a)(3), Immigration and Nationality Act (INA) Section 245A(h), and INA Section 210(f)].
12. Chafee services and funding are utilized only for those youth who qualify according to the eligibility standards contained in 12 CCR 2509-4 (7.305.42).

The County's Chafee Foster Care Independence Program (CFCIP) services plans are required to be approved annually. Given that services are not standardized across counties, it is important to provide detailed bullets of information about a County's projected services.

According to Volume 7, the Chafee Foster Care Independence Program (CFCIP) is a federally funded statewide independent living program that is county administered.

The purpose of the Chafee Program is to provide flexible funding to enable programs to be designed and conducted for the following purposes [SSA Section 477(a)]:

1. Support all youth who have experienced out-of-home placement at age 14 or older in their transition to adulthood through transitional services such as assistance in obtaining a high school diploma and post-secondary education, career exploration, vocational training, job placement and retention, training and opportunities to practice daily living skills, substance abuse prevention, and preventative health activities;
2. Help children who have experienced foster care at age 14 or older achieve meaningful, permanent connections with a caring adult;
3. Help children who have experienced foster care at age 14 or older engage in age or developmentally appropriate activities, positive youth development, and experiential learning that reflects what their peers in intact families experience;
4. Provide financial, housing, counseling, employment, education, and other appropriate support and services to former foster care recipients between 18 and 21 (or 23) years of age to complement their own efforts to achieve self-sufficiency and to assure that program participants recognize and accept their personal responsibility for preparing for and then making the transition from adolescence to adulthood;
5. Make available vouchers for education and training, including postsecondary training and education, to youths who have aged out of foster care;
6. Provide the services to children who, after attaining 16 years of age, have left foster care for kinship guardianship or adoption, and
7. Ensure children who are likely to remain in foster care until 18 years of age have regular, ongoing opportunities to engage in age or developmentally-appropriate activities.

These services shall supplement existing independent living resources and programs in county departments, residential child care facilities and child placement agencies, and by federal statute, shall not replace or duplicate existing services.

Chafee Foster Care Independence Program funds shall not exceed 30% of a counties budget or be used for room and board for a youth under eighteen (18) years of age.

NARRATIVE SUMMARY AND PROGRAM DESCRIPTION

It is acknowledged that the eligible youth for Chafee services per 12 CCR 2509-4 (7.305.41) represents a diverse population with many different developmental needs. For certain questions there is a request to provide information on how each population will be addressed by the department of human/social services and/or the Chafee program. It will be important to differentiate the services that are available when there is continued DHS/DSS involvement as opposed to when this is no longer an option.

When completing each section please provide the requested information for the three separate identified populations:

- **Population #1:** 14 through 16 year olds currently in an out-of-home placement.
- **Population #2:** 17 to 21 year olds currently in an out-of-home placement.
- **Population #3:** 17 to 21 (or 23) year olds who are being served because they have entered relative guardianship assistance, adoption assistance, or they have aged out of foster care.

Positive Youth Development (PYD) is extremely important in guiding service implementation and should be taken into consideration and documented throughout the annual plan. The PYD principles are provided below.

- *Strengths-based* - Taking a holistic approach that focuses on the inherent strengths of an individual, family or community, then building upon them.
- *Inclusive* - Addressing the needs of all youth by ensuring that our approach is culturally responsive.
- *Engaging youth as partners* - Ensuring the intentional, meaningful, and sustained involvement of youth as equitable partners in the programs, practices, and policies that seek to impact them.
- *Collaborative* - Creating meaningful partnerships within and across sectors to effectively align our work.
- *Sustainable* - Addressing long-term planning through funding, training, capacity building, professional development, and evaluation in order to ensure ongoing support and engagement of youth.

1. Identification, Outreach, and Waitlist:

- A) Describe in bulleted detail how the program will identify and engage youth eligible for CFCIP services in each of the eligible populations.

Population #1: The Adams County Chafee program has offered skill building groups and other opportunities to youth 14 and older for over 20 years.

- Groups formerly known as Socialization Group, Youth Connections and most recently, Basic Life Skills have been offered yearly or biannually with limited success
- A Trails report was developed to identify 14-15-year old youth in care in Adams County; outreach to caseworkers via email and phone calls in attempts to generate referrals
- Groups were scheduled after school hours, however, issues with limited referrals and securing transportation for youth have proven to be ongoing barriers to sustain the groups
- Multiple attempts are made to engage this population, including tasking an IL Transition worker from Youth in Transition (YIT) to complete the Casey Life Skills Assessment (CLSA) and develop an Independent Living Plan (ILP) with the youth within 60-days based on their assessment. This plan proved difficult at times, often due to scheduling issues with the youth, caseworker, IL transition worker and placement/provider. This practice has been discontinued
- Agency contacts for CLSA and provide login and technical assistance to workers completing the assessment with youth on their workloads
- In October 2016, we began offering a monthly Basic Life Skills group, providing pre-Chafee skill building. After several months, attendance dwindled and the group was cancelled

- Basic Life Skills was offered again in 2017 but we did not receive enough referrals to reinstate the groups. We are exploring the possibility of collaborating with the Sanctuary and other placements within the county to provide some form of groups to youth in these placements.
- We are always available to provide case consultation and resources to caseworkers working with 14-15 year old youth in care. In October of 2018, we began sending agency staff a monthly email with tips designed to help youth build independent living skills through activities related to time management, prepping for a new school year, grocery shopping tasks, using cleaning products, doing laundry, etc. These tips can easily be shared with providers and parents.
- When appropriate, youth ages 14-15 may be invited to attend special events or workshops hosted by Chafee.
- When youth are approaching, or reach age 16, they are referred to regular Chafee services; introduction to services and assessment scheduled. We may open a 15 year-old-youth to Chafee if our caseload allows.

Population #2: Youth in this age group are the most naturally referred as youth in care get closer to aging out.

- Chafee staff work closely with our YIT (Youth in Transition)/HITT (Helping Integrate Teens and Tweens) teams to try to ensure eligible youth are receiving services
- We attend a joint monthly meeting with YIT/HITT and provide them with information about openings and program updates since they are likely to refer to Chafee as they work with older youth
- Provide outreach and technical assistance to other programs within the agency that work with adolescents in placement
- Ensure that workers are aware of Chafee as a resource for their clients
- Attend team, unit or section meetings to present information about our program
- Communicate with group home staff and foster parents to generate referrals as they generally notify us when they have an eligible youth and we reach out to the caseworkers to initiate a referral
- Participate in a yearly Provider Resource Fair at our agency for additional outreach to staff. Provide a table to share program information, brochures, photos that reflect our work with youth and answer case specific question from workers
- Participate in New Worker Orientation
- Offer a yearly newsletter to agency staff with articles and poetry written by youth about their experiences, articles and photos reflecting events throughout the year, information about policy changes and resources, and eligibility information
- Developed a program brochure and a referral flowchart to simplify questions about eligibility and when to refer youth
- Pathways to Transition Snapshot reports are utilized on all referrals to confirm eligibility

Population #3: Many youth make the transition from traditional Chafee to After Care when their child welfare case is closed and they choose to maintain involvement with the program.

- Referrals for After Care youth may come from professionals, community members, peers and the youth themselves
- Youth at Urban Peak are often referred if they plan to live in Adams County or were previously involved with the county; coordinate services with the Urban Peak staff and Pathways Navigator to best serve these youth
- We work with DYS staff to obtain referrals for youth on parole that are in community placement
- Referrals occasionally come through CDHS if the youth aged out in another state and CDHS assists in confirming eligibility
- We maintain a program Facebook page that youth can access to connect to the program and see what we offer, as well as find posted resources

B) Describe (in bulleted format) how the county will verify a youth meets the citizenship or qualified alien requirements before accessing CFCIP services [SSA Section 472(a)(3), INA Section 245A(h), and INA Section 210(f)].

- Referrals are not accepted as complete unless they include:
 - Copy of birth certificate
 - Copy of Social Security card or recently stamped (within 60 days) official request for a new card
 - A photo ID, if available
- Referrals for youth in the Unaccompanied Refugee Minor (URM) program must include at least two supporting documents that may include:
 - Colorado ID
 - Social Security card
 - Alien Registration card/Green Card
 - Employment Authorization card
 - Affidavit of Proof of Lawful Presence
- Youth must have an approved I-485. Eligible URM youth are in the custody of Denver, Clear Creek or El Paso County Human Services and are placed through Lutheran Family Services and have an approved I-485.
- SIJS status youth are not eligible

C) Describe how the program will operate a waitlist if there is a need for one. Include how the program will prioritize youth with the most need and on what criteria this is based.

- a. Previous participation in Chafee services or transfer of services from another county or state*
- b. Emancipation or risk of emancipation from child welfare or exit from the Division of Youth Corrections after age eighteen*
- c. Risk or history of homelessness, human trafficking or runaway*
- d. Youth in RCCF placements may be opened when they are within 90 days of stepping down to a lower level of care*
- e. Youth ages 14-15*
- f. Youth who entered Adoption Assistance after age 16*
- g. Youth who entered Relative Guardian Assistance after age 16*
- h. Enrollment and progress in post-secondary educational activities, internships or apprenticeships*
- i. Enrollment and progress in workforce development opportunities*

The Adams County Chafee Program can provide services to up to 45 youth in the program at any given time, although we may occasionally be over the cap as we do not decline transfers or re-opens. Priority will be given to those youth as listed above to ensure emancipating youth receive services as they generally have fewer supports available to them. Youth already receiving services in another county and transferring in would also receive priority to prevent a gap in services. Youth that are homeless, youth involved in human trafficking, or youth at risk of either would also be priority cases to try to help them gain stability and minimize their level of risk in the community. All other situations will be assessed on a case by case basis when prioritizing.

While youth are waiting for Chafee services, caseworkers continue to partner with kin or placement providers to ensure that “teaching moments” within the home environment are occurring. This includes daily living skills, seeking out/scheduling medical appointments, job seeking and employment skills, public transportation skills, money management and obtaining vital documents. Youth who are in a school environment are encouraged to participate in the classes the school offers regarding independent living skills. Often youth are assigned either a CASA or YAP worker to assist with navigating resources within the community. Caseworkers are expected to document these activities in Trails to reflect the youth are receiving Independent Living activities. We continue to develop our programming for youth ages 14-15 and previously considering monthly workshops with little engagement by the population; an age appropriate workbook to begin skill building may be utilized.

2. Program Narrative: *Describe in bulleted detail and short summary how the program will design and deliver individualized services to achieve the purposes below.*

A) Legal permanency and lifelong connections

- 1) Describe how the County child welfare agency will help young people identify, develop, and strengthen relationships with family, kin, mentors, and other supportive adults through the course of ongoing casework practice for youth who continue to have ongoing involvement with child welfare.

Population #1: ACHSD utilizes a wide array of tools to ensure adolescents involved with the agency have every opportunity to have appropriate, supportive relationships with biological family, extended family, psychological family, mentors and other community supports. Sibling visits are a priority and contracted services for transportation and supervision may be utilized to ensure they occur regularly. Efforts to reunify with family and/or maintain family relationships are always a priority unless there are no viable options available. Among the resources available to caseworkers are:

- Family Team Meetings (FTM's)
- Permanency Round Tables (PRT's)
- Intensive Family Finding (IFF)
- Youth Voice meetings
- Prudent Parenting standards allowing for more extracurricular activities
- Diligent Search/Court Partners pilot program with Maplestar initiates the process at the shelter hearing
- Therapeutic services through our Internal Treatment Team
- Supportive services through our Life Skills Team
- Services through Griffith Center, Maplestar, Shiloh, Savio, The Hope Initiative and other contracted programs
- Permanency Pacts
- Snapshot of Support
- Youth Connectedness Scale
- Genograms
- Court Appointed Special Advocates (CASA)
- Child Family Resource Team (CFRT)
- Adoption
- Allocation of Parental Rights (APR)
- Relative Guardian Assistance (RGA)

Population #2: All tools listed for population #1 may be used with youth 16 and older still in care, and additional resources may include:

- Dream Makers
- Youth Advocacy Program (YAP)
- Metro Youth Alliance
- Project Foster Power
- Lifelong, Inc. for youth mentors
- Choice Program through the Adoption Exchange

Youth assist with identifying their support network and permanent connections through all of these resources, but especially through development of Independent Living (IL) plans (Roadmap to Success/ITP/ETP or Chafee plan) with their caseworker and/or Chafee worker. Caseworkers are generally mindful of potentially supportive relationships and nurture those potential relationships while ensuring for the safety of the youth by following appropriate protocols.

- 2) Describe how the Chafee program will serve as a support, rather than a replacement to the efforts described in question #1 above, to support the development of lifelong connections.

Population #1: Caseworkers will primarily work with the youth and/or family to identify possible connections and will request diligent searches, when needed.

- All tools listed above may be utilized in any case open to the agency
- Chafee provides consultation and resources as needed with this population
- Monthly BLS tips involve activities between the youth and their caregiver or other support person
- In situations where a Chafee case is open prior to age 16, Chafee workers may attend PRT's and FTM's to gain an understanding of the family history that may be useful in continued work with the youth and to support transition goals set by the team

Population #2: Although the caseworker would still be the primary on these cases, Chafee workers may be increasingly involved in the quest for permanent connections for our clients.

- We attend PRT's and FTM's whenever possible to gain a clear understanding of the family history and level of available, appropriate support
- Trails records may be more thoroughly reviewed to gain an understanding of the family dynamics and history, especially if related issues are effecting the youth's progress
- Chafee workers may be assigned tasks with the youth through PRT's that assist in the process of identifying supportive, permanent connections for youth
- We encourage youth to "think outside the box" when identifying possible supports in their Chafee plan
- We provide groups on healthy relationships and communication, as well as provide socialization activities to help youth build confidence in developing/maintaining relationships
- We have provided funding, when available and appropriate, to support maintaining connections (i.e.: plane ticket for a client to see their grandparents)

- 3) For Population #3 describe how your CFCIP program will help young people identify, develop, and strengthen relationships with family, kin, mentors, and other supportive adults, including your program's use of the Youth Connections Scale and other tools to support the development of lifelong connections.

Population #3: After Care youth are supported in developing and maintaining relationships with family, friends, coworkers, professionals, faith based organizations, etc.

- We provide opportunities for groups, experiential and social activities with peers
- We update Chafee plans as needed, and discuss changes in "supports" that may have impacted the youth
- We notify youth of any leadership opportunities through advisory boards or other youth-driven resources
- We refer and support youth in utilizing programs like Rainbow Alley and Urban Peak in efforts to build relationships with others who have had similar life experiences
- Funding to support connectedness (i.e.: restaurant gift card to take someone they cared for out to a meal over the holidays)
- We utilize the Youth Connectedness Scale and Circle of Support to revisit relationships that may have changed over time and to identify new supports
- We utilize the Permanency Pact as youth near transition to identify specific supportive adults and peers that may be available to help in specific situations (i.e.: where they can spend the holidays, help if their car breaks down, regular check ins, etc.). This document provides a chance to speak to youth about their identified supports to ensure they are viable.
- We accept a youth's chosen relationships. We do not judge whether a relationship is positive or negative for the youth, but we do address any concerns we see that arise

B) Wellbeing

- 1) Describe the services the program will provide to help youth meet their physical, dental and mental health needs. Include your program's efforts to educate and enroll youth in Former Foster Care Medicaid.
 - Chafee can provide individual consultation to youth to assist with any personal and confidential issues and make referrals to appropriate resources when necessary.
 - We collaborate with the University of Colorado School of Nursing to provide a Life Skills group centered on Health and Hygiene. The group covers general physical and dental health issues the youth may have and provides for a Q&A in an open, honest environment.
 - We collaborate with a nutritionist through Tri-County Health to present information about choosing a diet that is beneficial to their overall health as well as signs of any vitamin deficiencies
 - Through our collaboration with Tri-County Health Department and their Registered Dietician, we take youth grocery shopping and prepare a healthy, family-style meal
 - We have utilized the Adams County Wellness Program and CSU Cooperative Extension to teach youth about health, nutrition and wellness
 - Chafee provides education to youth about options for medical care based on immediate needs (i.e.: PCP, doctor's office/clinic, Urgent Care, Emergency Room)
 - Chafee staff assists youth in locating medical, dental and mental health providers that accept Medicaid
 - We assist youth with the Colorado PEAK tools to apply for and monitor their benefits
 - We provide youth a Health Record resource so they can use to keep a record of their own providers, vaccinations, medical history, etc.
 - Chafee staff ensures that all active After Care youth who are eligible for Former Foster Care Medicaid are currently enrolled. We can easily confirm if their FFC Medicaid case is open through a Trails search
 - When in contact, Chafee staff provide former clients under the age of 26 with information about Former Foster Care Medicaid so they can confirm coverage or be quickly reactivated. We contact CDHS when there are issues or errors with a youth's eligibility. In addition, if a youth moves out of Colorado after their child welfare case is closed, Chafee staff ensure they are aware their Former Foster Care Medicaid will be deactivated, but may be reinstated if they return prior to age 26. We may facilitate reactivation or refer them to an appropriate resource if they are not living in Adams County. This is often the case with youth who go to Job Corps or those who find family members and move to reconnect.
 - Workers attend available training related to youth health needs such as T1D, depression/suicide, etc.
- 2) Describe the services the program will provide to help young people make informed sexual health decisions and meet their sexual health needs.
 - Life Skills group youth attend two groups presented by Tri-County Health Department: Abstinence/Birth Control Methods and Sexually Transmitted Infections. They receive the most accurate and up-to-date information possible from a public health nurse, as well as a variety of confidential resources they can access. They learn the proper way to use condoms and other forms of birth control to avoid unplanned pregnancies and STI's.
 - Life Skills group members also participate in groups regarding Healthy Relationships and Healthy Sexuality presented by Rainbow Alley, our Internal Treatment Team, or Chafee staff. These groups are presented twice a year as part of the group curriculum.
 - Through our partnership with Tri-County Health, the Chafee program has condoms available for all youth at all times. We regularly provide information about local resources (i.e. Planned Parenthood, Tri-County Health, local clinics, etc.) and make referrals, as needed.
 - We have worked with several transgender and questioning youth and have utilized various community resources including Rainbow Alley, The Center, The Gender Identity Center and

Corey Barrett (private provider) to assist in our work with these youth. We strive to ensure that these youth receive very specialized referrals and services as this population can be at increased risk if in the community without supports. Often, youth are coming to realizations about their sexuality after they have aged out of the program, but we continue to provide resources and support.

3) Describe the services and supports the program will provide to young people who are pregnant and parenting.

- Approximately every other summer, we collaborate with our Internal Treatment Team to provide a one-day workshop on relationships and parenting
- We utilize and refer youth to community based services such as Tri-County Health/Nurse Family Partnership, CSU Extension classes, Child Find, Head Start, A Precious Child, Megan's Wish, CCAP and Qualistar, parenting classes and fatherhood boot camps/rights resources, among others
- We may refer pregnant/parenting teens to available housing programs including Hope House, Warren Village, Mercy House, Decatur Place, Father Ed Judy House/Catholic Charities, Bannock Youth Center/Volunteers of America, etc.
- We provide ongoing, individual support to our young parents throughout the duration of their Chafee case. We assist them with gifts for their children at the holidays as most of them cannot afford to purchase anything on their own. Youth are also offered available donated resources such as grocery and furniture gift cards, when available.
- We attend FTM's and other staffings related to the child(ren) of clients when requested by the caseworker
- We support youth in choosing to place their child up for adoption. We provide information about various local agencies so youth can decide what program feels right to them and have accompanied youth to appointments at agencies and provided support throughout the adoption process
- We work with struggling parents to locate supportive resources which at times, may require a child protection referral. We are honest and straightforward with our young parents if this is the case in the hopes we can continue to maintain our relationship with them while they work to resolve safety and well-being issues related to their children
- If requested, we may attend hearings with court-involved parents on our caseload to provide support

4) Describe the services the county and program will provide to help young people make healthy relationship decisions.

Population #1: Youth in this age range may receive support and services through:

- Chafee workshops/activities open to all clients
- Monthly BLS tips for caseworkers, providers and other supports to utilize
- Individual and group therapy
- Use of mentoring opportunities (i.e.: CASA, Lifelong, Inc., Choice, etc.)
- Early intervention through Fostering Healthy Futures between the ages of 9-12

Population #2: Youth in this age group participating in Chafee receive information and services in a variety of ways:

- Various groups discussing Healthy vs. Unhealthy Relationships, healthy sexuality, discussing all types of relationships (intimate, friendships, family, etc.)
- Full-day workshop every other summer regarding relationships and parenting
- Utilizing "Tea Consent", "Sandwich Consent" and similar online tools in group and individual discussions with youth
- PRT's and FTM's

- Utilizing programs such as the Youth Advocacy Program (YAP), CASA, Dream Makers, Lifelong Inc., Choice program
- Referrals to local mental health agencies for therapeutic intervention
- Individual, timely work based on a youth's specific relationship situation; ongoing discussion about current relationship related issues/concerns
- Opportunities for appropriate pro-social and experiential activities with peers

Population #3: Older youth generally require a lot of support around relationships and this may be provided through:

- Ongoing individual meetings with youth
- After Care peer support group
- Pro-social activities
- Workshops specific to healthy relationships and parenting
- Referrals to local mental health agencies or other resources for therapeutic intervention/crisis, grief and loss, individual or couples counseling, etc.
- Unfortunately, on occasion Chafee staff have had to involve law enforcement to ensure the safety of our clients when they have reported incidents of abuse

- 5) Describe the services the county and program will provide to help young people make healthy lifestyle decisions (including but not limited to substance use, exercise, tobacco use prevention, etc.).

Population #1: Many of the resources available to youth in this age range are external, including:

- School programs such as PE, health classes and specialized activities
- Physicians/medical staff
- Church/religious organizations
- Mentors
- Providers and caseworkers

Population #2: Youth in the Chafee program receive detailed information pertaining to these issues through:

- Values/Lifestyle Choices group discussing personal values, habits and choices (substance abuse and sexual health), reputation and stress
- Health & Hygiene group facilitated by staff and students from the CU School of Nursing covering a variety of health-related topics, including dental health, and the impacts of smoking/substance abuse
- Food I/Nutrition group with a nutritionist from Tri-County Health or the Adams County Wellness program discussing diet, exercise and general health
- Personal Branding workshop addressing the use of social media, how they present themselves, how they can reinvent themselves, and how they wish to be regarded
- Specialized groups related to substance abuse, when needed
- Experiential activities that offer appropriate risk-taking challenges in a safe environment
- School programs such as PE, health classes and specialized activities
- Assistance with accessing the local recreation center/fitness centers
- Physicians/medical staff
- Individual meetings with Chafee worker
- Probation-UA's and/or classes
- Church/religious organizations
- Mentors
- Providers and caseworkers

Population #3: This group may receive additional information and support through:

- Group attendance (Health & Hygiene, Food I/Nutrition, specialized groups)
- After Care support group peer discussions
- Experiential activities that offer appropriate risk-taking challenges in a safe environment
- Assistance with accessing the local recreation center/fitness centers
- Utilizing Colorado Quitline for free support to stop tobacco use
- Online resources and research
- Individual discussions with youth, when pertinent
- Probation or Parole-UA's and/or classes
- Referrals to available/appropriate community resources

6) Describe how your program will collaborate with family, kin, mentors, other supportive adults, community health and mental health centers, and community partners to support the wellbeing of young people in the program.

- Youth are asked to identify specific support people and how they would utilize those supports. While one person may be a support for a place to stay, another might be utilized for a ride to a medical appointment. Youth are often surprised by the number of support people they have in their lives once they think about it, and others need assistance to build their network
- Youth often struggle after leaving the system and we work with those youth to access services they may need. We assist them in connecting or reconnecting to appropriate resources, when needed. Often, services through a mental health agency are necessary, especially for those having great difficulty adjusting to being out of care
- After Care group and socialization activities provide opportunities for youth who were in care to connect to other youth with similar experiences. They are often in a position to provide support and resources for each other through peer-to-peer support. They can provide each other a different level of encouragement and support than they receive from professionals in their lives
- Youth are offered opportunities to participate in leadership and peer driven programs such as the Metro Youth Alliance and Project Foster Power
- Joint activities for all Chafee program youth can and have resulted in "natural mentoring" situations that benefit both the older and younger youth
- Youth are encouraged to get involved in the community through their school, volunteering, faith-based programs, community events, Rainbow Alley, Bridging the Gap events, etc. to encourage interactions with non-agency professionals
- Youth who reconnect to family members after leaving care are counseled and assisted with the process to help address issues as they arise
- Youth at certain postsecondary education programs are connected to Fostering Success, a program that assists former foster youth in adjusting to college life. They provide support in a multitude of ways including school/dorm supplies, counseling, activities and tutoring
- Youth have been utilizing Dream Makers, a program that reaches out to teens who are aging out of the foster care system without family support. They strive to empower youth by providing them opportunities to "dream about their future". They fulfill dreams related to employment and education needs for these youth

7) Describe how the county and program will collaboratively serve young people with physical and developmental disabilities.

Population #1: When youth with disabilities are in care, their caseworker ensures they receive specific accommodations to meet their needs:

- Specialized foster care/medical foster care
- Contact with the schools to provide appropriate educational related services and accommodations; attendance at IEP and 504 Plan meetings

- Assessment/Referral for SSDI and/or CHRP
- Working with physicians to ensure medical needs are addressed and any necessary medical devices are available to the youth (hearing aids, glasses, wheelchairs, etc.)
- Referrals to local community center boards for possible transition to adult services

Population #2: Youth with disabilities will be referred to Chafee when the caseworker believes they may benefit from services. Collaborative efforts may include:

- Assessment to determine appropriateness for the program
- Recommendations for services and/or activities based on the assessment
- Referrals to external programs such as Honeyman, Inc., school-based programs, Workforce & Business Center, SWAP or the Division of Vocational Rehabilitation (DVR)
- Open Chafee case if youth can understand the concepts of independent living at an approximate 9th grade level and is willing to engage in services; assessment and recommendations for available services
- Individual appointments and/or group attendance to build independent living skills, based on need
- Appropriate transition support; connection to available community services
- Referrals to local community center boards for possible transition to adult services

Population #3: Youth in this age group with disabilities may be receiving or have been referred to:

- We may attend Support Intensity Scale (SIS) meetings in preparation for youth leaving child welfare and entering adult services
- Adult services for transition between ages 18 and 21
- SWAP or DVR to build employment skills
- Honeyman, Inc. or community center board to build a support network, learn basic life skills and receive services specific to their disability
- Youth open to Chafee may continue to receive supportive services and resource referrals until they age out of the program
- Collaboration with young adult disability serving agencies such as North Metro Community Services, Dungarvin, Developmental Pathways, available host homes, etc.
- Transition support, including intervention services, if the youth's child welfare case closed prior to them turning 21 and they were not appropriate for adult services
- Staff attends trainings related to assisting young adults in applying for SSI, applying for long-term care, etc., to understand the processes and eligibility.

8) Describe how the program will support the young people you serve when it comes to their culture, linguistic needs, racial and ethnic backgrounds, sexual orientations, and gender identifies.

- The Adams County Human Services Department is very proud to have become the 1st Child Welfare Agency in Colorado to seek, and be awarded two seals through the Human Rights Campaign, the largest organization in the US that lobbies for LGBTQ equality. Our agency received the 2019 "You Are Welcome Here" seal and the 2019 "Recognized Innovator in Supporting and Serving LGBTQ Youth & Families" seal, which is currently the highest level of recognition awarded. Staff completed numerous trainings related to service provision for youth and families in regard to LGBTQ considerations, as well as recruiting and supporting foster and adoptive homes for LGBTQ youth
- As the Adams County Chafee program has had several URM clients on our caseloads for the past three years, we are always trying to obtain more information on best practices in working with these youth. This includes participating in CDHS URM Quarterly meetings when possible, as well as educating ourselves about the youth's history, region they came from and their specific cultural backgrounds
- Our program strives to provide culturally responsible services to our youth and if we cannot meet their needs, we try to locate and secure supplemental services that can fill that void. For example, Native American youth may be referred to DIFRC or DIC to receive additional

services that are culturally specific. Mango House or the African Community Center may be utilized if a youth is a refugee.

- Several years ago, an incident with a youth led us to add a Prejudice & Tolerance group to our curriculum. The group discusses the meanings of the words and different groups that have faced prejudice in the past and present. Youth consistently bring up ethnicity, sexual identity/preferences, religious preferences and often, being a teenager in foster care. Current events are often a topic of what can become a lively conversation. The group watches "The Mighty Times of Rosa Parks" and then we discuss the difference one person was able to make. We encourage them to stand up for others when it is safe to do so.
- Adams County staff includes a Diversity & Inclusion Administrator who provides innovative cultural awareness and other related trainings to staff. We are hoping to utilize his expertise to provide a group or workshop for Chafee program youth. Although we provide a group on Prejudice & Tolerance, his presentations are very unique and we feel youth would benefit greatly from attending.
- Rainbow Alley staff provide a Life Skills group addressing healthy sexuality and includes information about consent, sexual identity, sexual preferences and supportive resources for struggling youth.
- Chafee clients often have issues around sexual identity and sexual orientation. Chafee workers strive to have open, honest relationships with our youth that allow them to share their issues and concerns in a Safe Zone so we can help them to the best of our ability. Program staff has become more and more familiar with local community resources that can offer them information and support. We refer youth to these resources any time they confide their struggles so they can have additional supports in place while determining who they are and what they envision for their future relationships and sexual identity. Campus resources are recommended to youth who are attending post-secondary institutions.
- As LGBTQI youth would often benefit from additional support services, youth are often referred to community resources including The Center, Rainbow Alley and Cory Barrett, a private provider who was affiliated with The Center for many years and continues to work with LGBTQI youth through grant funding. Program staff take extra care in working with these youth and seek applicable training to ensure their needs are being met as they can be at increased risk of maltreatment and self-harm.

C) Safe and stable housing

- 1) Describe how the county will strategically access the full continuum of financial housing resources for youth including Independent Living Arrangements (ILA), Chafee, and Family Unification Program (FUP) vouchers.

ACHSD may offer ILA stipends to youth 16 and older who meet specific criteria. When a supportive adult is identified, a background check is completed and if approved, an independent living contract is created with goals and objectives the youth must complete to receive a stipend. Through the use of stipends, youth contract to receive a dollar amount attached to a certain task or goal. As they accomplish those tasks or goals, they receive an appropriate stipend to help support them in their IL situation. The caseworker documents the plan in Trails and provides monthly reports on progress, as well as works with the support person in providing independent living skill opportunities. The maximum amount a youth can earn is up to \$800/month, increased in 2016 from \$500/month. An ILA may be approved for placement with a non-relative, positive permanent connection or for a scattered site apartment. They may be assisted with a deposit, purchasing a bed, etc. through county funds as they are still in care. On a case-by-case basis, administration may also approve a \$400 monthly incentive to providers when there is a need, for a total available stipend of \$1200. We also utilize transitional programs such as Third Way Lincoln and Next Steps to assist youth in preparing for their eventual emancipation. Adams County has had a contract in place with Shiloh Homes to operate a two-bedroom independent living house that youth may reside in to assist them in transitioning into independence. Due to damages reportedly caused by a former client/tenant and a recent break-in, the house has been unavailable for use, however, the contract remains in

place and we await the availability to utilize the house again. When available, this house is assigned a "house caseworker" who works specifically with them on their day to day needs. Youth who meet the criteria to live in the IL House have the opportunity to practice living on their own with a safety net provided through continued involvement with ACHSD. The youth has to have an OPPLA goal and the ability to show progress in treatment, consistent responsibility and consistent ability to make good decisions. Once it is determined that a youth can live independently, a staffing occurs and the transitional case manager works independently with the youth to assess their needs and determine what is required to ensure the youth's success. Youth are expected to be employed and/or attend an education program and to actively work toward their emancipation. When they are ready to move to an IL situation, youth who are still in care may receive county funding to pay application fees and deposits as well as set up their new home. They may also contract to earn a stipend until their child welfare case is closed. Additionally, a project has been approved to redevelop our former location at 7401 N. Broadway into low-income housing for youth and families. The proposal includes up to 8 one-bedroom apartments for youth over age 18 still in care on IL stipends and youth who have aged out and are in good standing. We are very excited about the project and although it will not be available for approximately 2 years (projected availability June 2021), it will provide an invaluable resource for this population. This will not be a resource for clients who are sexual offenders, and it is difficult to find housing for youth in this situation. For these After Care youth, we often utilize Craig's List and other sources offering "rooms for rent", as very few apartment complexes are an option. Adams County continues to support youth in utilizing FUP vouchers when available and appropriate. Youth must now complete the Service Prioritization Decision Assistance Tool (SPDAT) to be placed on the waiting list for FUP and other types of housing vouchers. Youth staying at Urban Peak are automatically assessed, and we assist youth in need that are not staying at the shelter with transportation and scheduling at the Urban Peak Drop-In Center to complete the assessment. Through this process, they are placed on waiting lists for vouchers they are eligible for and will receive the first one that becomes available. As youth receive a voucher, Chafee staff may assist with apartment searching, applications and fees, hold fees, deposits, household items, furniture incentive cards, food, etc. After they move-in, they are no longer eligible for housing funds through Chafee as it is a duplication of funding, but we continue to work with them around budgeting, employment, education and any other daily living skills they may need.

- 2) Describe the housing supports including financial assistance (fees, deposits, rental assistance, and emergency funds), referral services, and assistance locating housing the program will provide to help youth secure safe and stable housing.

Youth still in care are expected to work and save money to assist in their transition to their own housing. The county may assist with costs of deposits to help them secure a place to live, and they may receive further financial support through their stipend. After Care youth may be referred to Family Unification Program (FUP), Volunteers of America (VOA), Colorado Access or other programs for housing assistance. They may be assisted with application fees, deposits, household items, furniture, food, etc. through Chafee housing dollars (2801). FUP and VOA may also be utilized to provide financial assistance when youth are securing housing. As previously noted above, youth who receive a voucher may be assisted with costs related to secure housing, but once they receive benefits through the voucher (generally rent for month two, they are no longer eligible for Chafee After Care housing dollars, so we utilize other resources for assistance. Our collaboration with the Dream Makers program has become invaluable as they assist in providing items that support youth in their transition to independence. They are often able to assist with funding and household related items, including move-in kits and gift cards for furniture. Aurora Warms the Night offers furniture and household items, as well as daily meals, laundry facilities, etc. In the winter months, they offer emergency shelter and clients may transition into permanent housing once in the program. Comitis Crisis Center is another local resource we may refer clients to for both shelter and potential transition services. In addition, ACHSD developed a program several years ago called Building Blocks for Young Adult Program (BBYAP). Youth who emancipated from ACHSD custody may request funding for a variety of needs, including housing costs until the age of 24. BBYAP funds have been

used to meet the needs of a multitude of youth who were either not in Chafee, who have aged out of Chafee, or when Chafee funds were unavailable. Youth are also able to contact adolescent caseworkers or Chafee workers within Adams County through YIT and Chafee Facebook pages that are monitored daily. There are in-house Benefits Navigators that can assist youth in determining eligibility and signing up for appropriate benefits. Youth may also be referred to the new website at www.Benefits.gov to utilize the available benefit finder to determine what benefits they may be eligible to receive. We moved to a new county building in September 2017, affording clients the opportunity for “one stop shopping” as entitlement programs, the housing authority, Child Welfare, the Workforce and Business Center, Chafee, etc. are now housed under one roof. This has improved access to various supportive programs as we can walk them directly to the check-in area. We work closely with the youth to develop a reasonable, working budget prior to move out so they are as prepared as possible for the reality of being self-sufficient and revisit their budgets often when they are living on their own.

- 3) Briefly describe barriers to securing safe and stable housing in the communities you serve and efforts your county is engaged in to address those barriers.

There is a consistent lack of transitional housing resources for our emancipating youth that can provide them with an opportunity to learn the skills they need while living in a realistic environment. The options for a youth who is out of care are very limited and if there are no vouchers available, they can be wait-listed for multiple months after their application is accepted. Many of our youth have significant mental health needs or substance abuse issues and maintaining housing on their own proves very difficult. Housing programs through mental health, FUP and VOA are utilized when appropriate and available. Currently, the lack of affordable housing in the Denver metro area is a significant barrier for youth, even for those with housing vouchers as it is difficult to find housing that is within the payment standard, at times resulting in a youth's voucher expiring before they are able to secure stable housing. We are connected to a property manager who facilitates groups on searching for appropriate housing and understanding leases so youth have as much information as possible to make informed decisions about their housing. An updated 3- year MOU with Mile High United Way/Bridging the Gap was submitted in July 2018 and a fully executed copy was returned in December 2018. The MOU is in effect until 7/1/21 and allows for youth currently in foster care to be referred and utilize the vouchers with a case worker providing the case management. Vouchers have been extended from 18 months to 3 years, giving youth extra time to achieve stability. While we feel strongly that moving directly from foster care to public housing is not an ideal transition plan, some youth have been referred during their transition due to limited options. FUP is our primary housing assistance resource for After Care youth, and we prefer to utilize it closer to age 21, when possible. Vouchers have been frozen or unavailable for most of 2017-19, however, they have recently become available again and a new referral process was developed. Youth are now required to complete the SPDAT through a shelter or the Urban Peak Drop-In Center, then they are placed on waiting lists for any vouchers they are eligible for. We work with youth to ensure they can complete the SPDAT and have the documents needed to navigate the process and obtain housing. This new process makes youth transitioning from foster care a lower priority due to less vulnerability on the SPDAT and further limits housing accessibility to these youth who may not present as high needs at the time of the assessment due to just exiting care. As previously noted, there is an urban renewal project moving forward to redevelop our former office and when complete, will make available 8 low-income apartments that may be utilized specifically by former foster youth. There has also been some discussion with Unison Housing (formerly Adams County Housing Authority) that some of the apartments would have a lifetime voucher attached to them that would travel with the youth, and the next youth in that apartment would start with a new voucher. We would work with Unison Housing to refer the most appropriate youth to these situations. ACHSD is beginning the process of developing an MOU with Unison Housing regarding this project.

- 4) Describe ways in which the program will collaborate with family, kin, mentors, supportive adults, housing authorities, or community partners to help young people secure safe and stable housing.

Chafee program staff work with youth to consider all possible housing options including housing vouchers, renting rooms, or living with a roommate. Many youth reconnect to family members or psychological family members after leaving care, more notably since the implementation of PRT's. We can assist them in exploring possible housing options with these resources. We may provide roommate questionnaires to address issues prior to move-in, simple leases to use in room rental situations, and assistance with apartment searching. Our program works in conjunction with programs like FUP, VOA and Rox Place to help youth maintain housing once it has been secured. We are connected to a property manager who facilitates groups on searching for appropriate housing and understanding leases so youth have as much information as possible to make informed decisions about their housing. She has also assisted in helping some of our youth get housed as she often notifies us when there are apartments available at her properties. Dream Makers has assisted with funding to help youth obtain or maintain housing, and provided 2 Adams County After Care youth with donated vehicles so they could get to one or more jobs more easily and earn money to support themselves.

- 5) Describe ways in which the program will collaborate with family, kin, mentors, supportive adults, housing authorities, or community partners to help young people secure safe and stable housing.

ACHSD has a long history of collaborating with Urban Peak, the primary homeless shelter for young people in Denver. Other programs in the Denver Metro area we may work with include Bannock Youth Center/VOA, Comitis, Samaritan House, Aurora Warms the Night, Colorado Coalition for the Homeless and Open Door Fellowship. When appropriate, we can work with other providers outside of our area, such as The In-Between in Boulder County and Urban Peak in El Paso County. We work with a youth, their case manager and/or Pathways Navigator to assist the youth in obtaining steady employment and permanent housing. These youth are primarily in After Care and discharged from care to a living situation that did not work out or is no longer viable. As familial situations change over time, we may help youth reach out to family members to determine if there are temporary or permanent options for housing. As previously noted, ACHSD is collaborating with Unison Housing to plan a low-income housing development and through that process, advocated for apartments specific to foster and former foster youth over age 18. This project continues forward and we are excited at the prospect of having new scattered site apartments for our youth within the next 2 years.

- 6) Describe the status of the county and Chafee partners with local runaway and homeless youth (RHY) providers, and/or continuums of care (CoC). Include efforts underway, through those partnerships, to prevent youth from discharging from foster care to a homeless shelter facility.

On occasion, a youth will transition out of care to a homeless shelter. This is never our first choice and only occurs only after all efforts to stabilize a youth have been exhausted. Unfortunately, these youth are often struggling with mental health or substance abuse issues and are refusing to comply with agency recommendations and/or court orders. Many times, these youth are "done with being in the system" and request their child welfare case be closed, even if they do not have a housing plan. Fortunately, it is often the case that after some time away from the "system", they are more willing and able to follow through with the things they need to do to become stabilized. This is a prime opportunity for Chafee After Care services to be of benefit and if we have previously closed a case due to refusal of services, we can easily re-open their Chafee case and coordinate with shelter staff to help them obtain stability. We are often contacted by Urban Peak in these situations to reopen a case for a youth who left placement prior to their child welfare case being closed. We also contact the shelter to outreach regarding clients who end up at their facility. We attend teaming's and Pathways staffing when we are working with a youth in common to provide the best support for youth working on their goals for education, employment, housing, connections and their health and well-being.

- 7) Describe the status of the county and Chafee program efforts to re-engage youth who may be receiving services through an RHY provider and are Chafee Eligible, and/or may be on the run from foster care.

If a youth who is freed for adoption and has an OPPLA goal runs from care prior to their 18th birthday, the child welfare case is held open until their 18th birthday. If they do not return, a motion to dismiss is submitted to the court after their 18th birthday requesting approval to close the case. For youth with a goal of "Return Home" where parental involvement is active, the case is held open for 30-60 days before a motion to dismiss is filed. The length of time a case is held open in this situation is on a case-by-case basis. For example, a case involving a teen mother may be held open longer with the hope she will return and reengage with services. As Chafee services are available until age 21 (soon to be 23), the youth may reconnect for services any time and the case can be reopened as long as they are eligible. The current rule for this situation requires that a youth did not run prior to their 18th birthday and was in a paid placement on that date. We are often contacted by Urban Peak in these situations to reopen a case for a youth who left placement prior to their child welfare case being closed. We utilize Trails tools such as the Pathways to Success and Client Placement reports to determine eligibility. There have been instances where a youth is identified as Chafee eligible through their association with other youth who are participating in the program. When this occurs, we verify eligibility and work with the youth to complete a self-referral, complete an assessment and develop an IL plan to address their individual goals.

D) Secondary educational attainment

- 1) Describe how the county and program will support or encourage young people as they work to complete their high school diploma or GED.

Population #1: Youth in this age group are supported in whatever ways possible to continue making educational progress and to limit school changes while in care. When appropriate, caseworkers try to place youth in or near their home school, or make transportation arrangements if that is not possible. The county contracts for transportation services to ensure youth can continue attending their originating services, whenever possible. Caseworkers attend school staffings including IEP's, 504 meetings, safety meetings, etc. to ensure youth are receiving appropriate educational services. Under ESSA guidelines, caseworkers are responsible to request BID meetings to discuss possible school changes to assure decision-making is sound, should a move be considered.

Population #2: All youth are encouraged to work toward an educational goal and we adjust programming for youth, as needed. For example, if a youth is in high school and it was determined they would benefit from Life Skills group but there is a scheduling issue, we will work with them one-to-one until their schedule allows for group attendance. Chafee workers always take a youth's school schedule into account when scheduling appointments and if a meeting must occur during school hours, it will be scheduled during a less intrusive time such as lunch study hall or on early release days. In some cases, youth have been able to receive high school credits for attending Life Skills group when we have provided their school with information about the groups they attended. We support and encourage participation in extracurricular activities that allow for a more "normal" school experience, and we have often helped with funds to support those activities. We have often referenced HB 08-1019, Section 2, 22-32-128, (7) which states that foster youth will have all school related fees waived, however, we have had little success with fee waivers. Chafee workers also attend school meetings, IEP staffings, 504 meetings, and other staffings when requested to provide an additional layer of support to the youth. If a youth has dropped out, is too far behind in credits and credit recovery either isn't available or the youth is not interested, they are supported in getting their GED. We assist youth with getting referred for the GED, through the Workforce & Business Center, EGOS or other approved provider, and may include pre-testing and paying the necessary fees for tests and retests when other resources are unavailable. We have added a Career/College Prep 101 group to our curriculum that covers the basics of college/trade program planning and timelines for FAFSA, scholarships and ETV. This has also been extended into a one-day workshop in the past.

Population #3: We are strong advocates for youth who are struggling or may be behind in school and could consider alternative programs to reach a more attainable goal. Fortunately, there are many options available to youth who struggle in traditional public schools including alternative schools, online and credit recovery programs. Programs such as Emily Griffith High School, Academy of Urban Learning, Pathways Future Center and GOAL Academy may be excellent alternatives for youth who have struggled in traditional school settings. If an alternative is deemed appropriate, we can assist youth in the referral process, especially those who did not complete an educational goal while still in care.

- 2) Describe ways in which the program will collaborate with family, kin, mentors, supportive adults, and education and community partners to support the achievement of high school diplomas or GEDs by youth in your program.

While a youth is working on their educational goals, we are encouraging them throughout the process to attend each of their classes, to complete their homework assignments, access tutoring, etc. so they can see progress each term. This allows them to stay focused on the end goal. As a youth prepares to graduate from an educational program, Chafee may assist with the costs of a basic graduation package for program participants, refer them for senior pictures, etc. ACHSD consistently participates in the Celebration of Educational Excellence to ensure all foster or Chafee youth involved with ACHSD who achieved an educational goal while in foster care are recognized. The Chafee Program Coordinator sends out the information agency-wide and reviews, documents and submits the referrals to ensure all eligible youth are offered the opportunity to participate. Youth are encouraged to bring family members, friends, foster parents/placement providers, therapists, teachers, coaches, CASA's, GAL's, YAP workers, or anyone else who supported them throughout their educational journey to the event. As CDHS provides each youth a significant graduation gift at the ceremony, we provide an incentive card to youth with open Chafee cases, when our budget allows. Chafee youth receive a congratulatory card and motivational pin from the program. We may also attend graduation ceremonies or parties for our clients if requested and we are available. Youth often ask us to attend so we can meet family and friends we would not necessarily have contact with through our services while they are in care.

E) Post-secondary training and educational attainment

- 1) Describe how the program will support and encourage young people as they work to complete their postsecondary educational goals.

Youth are encouraged to utilize the tools available through their high school, Chafee, the My Colorado Journey (formerly College in Colorado) website, the Educational Opportunity Center, the WBC, and other resources. We assist youth with exploring post-secondary education programs, as well as with applying to colleges/vocational programs, scholarship searching/applications, financial aid applications, ETV applications, College Opportunity Fund, etc. We may take them to tour a school or program they are interested in and meet with a school representative to make sure any questions they have are addressed. We refer youth to a multitude of scholarships including Helen J. McLoraine, Forward Steps, Family Fellowship and Daniel's Fund, and recommend the use of available online scholarship sites including Fastweb and Cappex. We provide technical support to youth during the application process, and provide letters of recommendation and requests for fee waivers, when needed. Youth at certain postsecondary education programs are connected to Fostering Success, a program that assists former foster youth in adjusting to college life. The program provides support in a multitude of ways including school/dorm supplies, counseling, activities and tutoring. Youth may be referred to schools connected to the Western Undergraduate Exchange Program to help with costs if they want to attend school out of state. We refer youth to the Educational Opportunity Center and take them to meet with staff there, when appropriate. Chafee staff provide ongoing support while youth are in school which may be psychological or monetary, such as meeting with them on campus or at the dorms, or helping with rent during a difficult month. We recognize that attending a program while trying to maintain housing and

employment is extremely difficult so we will support them in any way we can. Our program often refers youth to technical/trade programs, Job Corps, Mile-High Youth Corps, apprenticeships, and the military when a youth is not interested in a traditional college education. We provide specific Life Skills groups about Job Corps, military careers and college preparation. In 2019, we added a workshop about the use of social media, and how colleges and other post-secondary programs are often making decisions about acceptance based on the content of their posts.

- 2) Describe how the program will collaborate with family, kin, mentors, supportive adults, institutions of higher education, and community partners to support the achievement of postsecondary certifications or degrees by youth in your program.

ACHSD participates annually in the Celebration of Educational Excellence to ensure all foster or Chafee After Care youth who obtained a diploma, GED, degree or vocational certificate are recognized. Again, the Chafee Program Coordinator sends out the information agency-wide and reviews, documents and submits the referrals to ensure all eligible youth are included. These youth have often aged out of care and often out of Chafee as well, however, we try to maintain contact and follow up with youth when they are graduating so they can be celebrated. Youth are encouraged to bring family members, friends, foster parents/placement providers, therapists, teachers/coaches, CASA's, GAL's YAP workers or anyone else who supports them to the event. As youth receive a substantial graduation gift from CDHS at the ceremony, Chafee provides a small token gift to active clients when our budget allows. All Adams County Chafee and former Chafee youth receive a congratulatory card and motivational pin from the program

F) Adequate employment

- 1) Describe how the county and program will help young people gain the experience and skills needed to become or remain employed.

Population #1: Youth in this age group are fully capable of learning job related skills without being employed and can be easily supported by providers. Their skills can be enhanced through helping youth keep their school supplies and assignments organized, keeping their personal space clean and organized, assisting with household chores, volunteering, practicing good hygiene, etc. Many youth in higher levels of care are offered opportunities to work in the kitchen or with maintenance through their placement, skills which can transfer when a youth is ready for regular employment. Youth can begin working at selected jobs with limited hours as young as 14 years old. The WBC offers employment opportunities for younger youth during the summer, and some youth may to obtain a work permit to work during the school year if they are able to maintain their grades. Most activities involving a level of responsibility for the youth will benefit their ability to obtain and maintain employment. Use of the Casey Life Skills Assessment and free resources to identify appropriate activities and tasks is highly recommended and Chafee workers assist caseworkers and providers with the process.

Population #2: The Chafee program offers numerous opportunities for youth to gain employment skills as well as employment. Our Workforce & Business Center staff facilitate one of our weekly groups and youth learn about available services, filling out applications, interviewing skills and maintaining employment; they may also register on www.ConnectingColorado.com during the group. The WBC is the primary resource for employment services for foster and Chafee youth and they offer a multitude of resources including job referrals, self-help computer stations, access to job listings and internships. We are now housed in the same building with WBC, allowing for easier access to services and direct contact with WBC professionals. We receive all job fair notices through the WBC and post them on our program Facebook page and attend events with our group when our schedule allows. Youth also have access to internship and apprenticeship opportunities through the WBC. When our budget allows, we may offer a "Work Experience" for our clients. Youth are "hired" to complete projects at ACHSD including manning our agency booth at different events, preparing mass mailings, assembling training binders or working on our Community

Resources booklet when it is time to reprint them. Youth are paid minimum wage and in addition to earning a small amount of money, they gain on-the-job experience, professional office experience they can use on resumes, while also using program staff as a reference. Chafee staff also assist youth with developing their resumes and have flash drives with various resume templates they can choose from. After their resume is completed, multiple copies are printed on the paper of their choice and they keep the flash drive so they can make changes easily and use it when uploading their resume on job search websites/online applications. If a youth is struggling to obtain employment or wants to improve their interviewing skills, we may do mock interviews and record them so we can show the youth areas of improvement. Program staff also assist with employment needs such as uniforms, specific footwear, tools/supplies and transportation costs to help them maintain employment. When youth has special needs they may be referred to SWAP/DVR services. When our budget allows, we have contracted with the Strive for Students/Career Services Network to provide either a one-day or three-day Work Readiness workshop for youth. Youth leave the workshop with exceptional skills for understanding their interests, completing a job application, developing their resume and increased confidence when interviewing for jobs. As we have been working with the program since 2003, they will plan trips to Colorado from Arizona around our schedule so we do not have to pay for their travel and we only pay lodging and transportation for the time they are in Denver for the workshop. Youth who have completed the workshop receive a certificate, a copy of their mock interview and a small incentive. We had a workshop scheduled for summer 2018, but had to cancel due to funding.

Population #3: It is an expectation that youth in this group are employed unless there are extenuating circumstances. We work with youth to obtain and maintain employment so they can begin to save money and/or support themselves. Chafee youth would attend employment group with the WBC to learn about basic skills and available services. If they are not employed or are underemployed, we may refer specific youth to the WBC for services, or work with them individually to practice filling out applications, learn to track applications and follow-up, practice interviewing to build skills and confidence, provide funds for interview clothes, etc. We post job openings and information about job fairs on our program Facebook page and often contact specific youth when we learn about a particular job opportunity that might be a good fit and assist with referrals as needed. We try to make connections with employers in the area that might be willing to work with our youth, understanding they may have a lot of appointments, they may need some extra hand-holding as they build skills, and they may have limitations to the hours they are available. Often, these youth are struggling with untreated or mental health issues, and we encourage youth in these situations to obtain appropriate services so they can be more stabilized and begin to move forward. Unfortunately, not all youth can be persuaded to go therapy, take recommended medications, participate in treatment, etc., it is often a matter of time and waiting until they are ready to take on these challenges. Youth who are unable to work full-time to support themselves are directed to services such as The Division of Vocational Rehab and may be assisted with the application process for disability. We believe that most youth are capable of working part-time and encourage them to work jobs and hours that meet their needs in these situations.

- 2) Describe how the county and program will collaborate with family, kin, mentors, supportive adults, local workforce centers (WIOA), and community based workforce programs to help youth prepare for and attain adequate employment.

Population #1: While a youth is in care, they are given the opportunity to begin working when appropriate and approved by their team. Minimally, the provider is expected to be familiar and have open communication with the employer, although often a caseworker and /or Chafee worker will work with them directly, as well. Youth who are doing well in school and in the home are encouraged to work outside the home or facility so they can begin to save for their transition out of care. Work hours and number of hours worked are determined by their schedule, progress and grades in school, as well as behavior at home and in the community. If a youth begins to struggle, those issues will be taken into consideration and adjustments will need to be made. If a youth is a

sexual offender, great caution is used to ensure they are not working in a situation that allows for contact with children or violates the terms and conditions of probation or diversion.

Population #2: The Chafee program offers numerous opportunities for youth to gain employment skills as well as employment. Our Workforce & Business Center staff facilitate one of our weekly groups and youth learn about available services, filling out applications, interviewing skills and maintaining employment. They may also register on www.ConnectingColorado.com during the group. The WBC is the primary resource for employment services for foster and Chafee youth through the WIOA program, and they offer a multitude of resources including job referrals, self-help computer stations, access to job listings, internships, and apprenticeships. We are now housed in the same building with WBC, allowing for easier access to services and direct contact with WBC professionals. We are able to make timely referrals and have utilized both our office space and/or walked youth to their offices to meet with a case manager immediately or set an appointment. This year, we added new workshops and groups related to employment. A workshop discussing social media and how they develop their own personal brand was an addition that provided youth with insight as to what employers and colleges look for on social media sites. We also added a Payroll Education group to our curriculum to ensure youth understand how to complete a W-4 and understand the information on their pay stubs. We receive notices of job fairs and training opportunities through the WBC and post them on our program Facebook page. Youth can be encouraged to become responsible employees through the encouragement of their various supports, whether they be professional or personal. Assigning youth responsibilities and ensuring tasks are completed is a very basic tool that can help make them valuable employees. Many youth obtain their first, entry level job through a connection they have made through their support team/personal network. These resources often provide the basis for a youth's employment history and we utilize them whenever possible.

Population #3: This population should have a full-time schedule between work and school, and by age 17 we hope they have begun to build their savings for eventual move-out. Obtaining employment is a priority at this age and we may meet with youth several times to build the skills they need if they have not been able to secure or maintain employment. WIOA services are often utilized to help youth prepare for and secure employment. Internships or apprenticeships may be available to youth in the program when they are 18 years of age or older. We encourage them to talk to friends and family members about their jobs, the expectations and if there are openings. Many of these youth obtain employment through "word of mouth" from peers, often foster siblings, who let them know about immediate openings. Youth often have a YAP worker or CASA that may help them with job searching as an assigned task through a PRT. Chafee workers also assist with job searching, applications, interviewing, clothing, etc. in efforts to help youth obtain employment.

- 3) Describe how the County and CFCIP utilize the Reasonable and Prudent Parent Standards to support youth in engaging with employment opportunities while in foster care.

While a youth is in care, they are given the opportunity to begin working when appropriate and approved by their team. Minimally, the provider is expected to be familiar and have open communication with the employer, although often a caseworker and /or Chafee worker will work with them directly, as well. Youth who are doing well in school and in the home are encouraged to work outside the home or facility so they can begin to save for their transition out of care. Work hours and number of hours worked are determined by their schedule, progress and grades in school, as well as behavior at home and in the community. If a youth begins to struggle, those issues will be taken into consideration and adjustments will need to be made. If a youth is a sexual offender, great caution is used to ensure they are not working in a situation that allows for contact with children or violates the terms and conditions of probation or diversion.

G) Financial stability

- 1) Describe how the county and program will work with youth to develop a functional knowledge of budgeting, money management, and basic financial literacy.

Population #1: There are a variety of resources that can be utilized with this age group to educate them and assist with beginning skills building. Casey Life Skills offers a multitude of resources and activities for not only this population but also for children as young as 8 years old. Utilizing free tools such as Ready, Set, Fly gives parents, providers and professionals ideas of skills they can teach using the age appropriate recommendations. Young American's Bank is a brick and mortar resource where children of all ages can go to learn about financial literacy and savings at their level in a fun, youth-friendly environment. Youth often learn the basics of money management through observation, which can have a positive or negative influence. Providers and supports can model money management daily through the use of budgeting, common sense spending habits and by setting spending priorities. Simple tasks like having a youth utilize a piggy bank that allows them to see savings progress or planning to make a meal on a budget can have a positive effect on their future financial decisions.

Population #2: Money management is probably the most revisited topic with Chafee youth throughout the duration of services. As part of the Chafee Life Skills group curriculum, youth begin to learn about money management through groups on budgeting, banking and credit over a three-week span. Bank or credit union representatives present information about savings, checking and credit so youth receive detailed information from professionals in the banking field, and have opportunities to practice the skills while in group. A new Payroll Education group was added to ensure youth understand how deductions and taxes impact their net pay so they can budget their income more effectively. Budgeting and money management are concepts we address on an ongoing basis both through groups and individual work with youth. Youth receive tools to use to learn the concepts of budgeting and ones they can use ongoing to be aware of spending habits and to avoid overspending when planning for their transition from care. The Chafee worker may use a three-month bill pay exercise to help them understand the concepts of paying bills and knowing what their income vs. expenses are at all times. The worker mails "bills" to the youth and they must "pay" them in a timely manner or pay "late fees". Youth must keep track of their account balance to ensure they do not "bounce checks". It can be a useful tool for youth struggling with the concept of bill paying. We also use self-sufficiency calculators to give them a realistic picture of life on their own or to help them budget when they are already emancipated. We provide a yearly Income Tax group to help youth either fill out their tax forms for the previous year or practice filling out the forms with a mock W-2 form. Youth are also provided with information on locating Volunteer Income Tax Assistance (VITA) sites for free tax assistance that they can access in the future. Youth are assisted individually with completing tax forms, as needed. The majority of youth are encouraged to save at least 80% of any income they have while they are still in care so they can be more prepared for the costs of moving out on their own. This is generally included in their Chafee Independent Living Plan.

Population #3: Most youth in this population have either attended the money management related Chafee Life Skills groups or have worked individually with their Chafee worker to enhance their skills. For older youth, developing and tracking their budget may take several months of work until they are more confident and competent regarding their spending. We may ask them to bring in pay stubs, bank statements and receipts for all of their purchases and chart them so they can see patterns in their spending and make adjustments, if needed. Youth on stipends are often required to complete a budget with their Chafee worker or caseworker, and this becomes even more crucial for youth who have aged out and are working to become self-sufficient. ETV applications also require a student budget and is a great reminder for youth to consider school costs and scholarships when developing their budget.

- 2) Describe how the county will provide youth in out-of-home care with practical money management experience prior to emancipation or discharge, including providing opportunities to open savings and/or checking accounts.

Population #1: As these youth are several years from aging out of foster care, they can begin with the basics of saving, and continue to improve their skills and knowledge over time. Challenging youth to consistently save a certain percentage of allowance or gift money, and providing safe place for them to keep their money is important. Young American's Bank provides the best opportunities for youth this age to open bank accounts and learn practical skills they will need as they begin to work and save more substantial amounts of money. Other banks offer youth programs as well, but are not necessarily as youth friendly as Young American's Bank. Hands on Banking is available online is a good resource that provides learning/games to teach banking skills and to increase a young person's awareness of banking, money and budgeting.

Population #2: Youth work with caseworkers and/or Chafee workers to discuss budgets and the money it will take to live independently. Once foster youth are earning their own money, it is suggested that they save 80% of each check towards their emancipation and practice budgeting the remaining 20% to demonstrate their ability to manage their funds between pay periods. Youth are encouraged to and assisted with opening checking and savings accounts to practice budgeting their money. Some of our foster parent providers will assist youth in investing their savings into CD's after they have saved a substantial sum. Youth are also required to complete a realistic budget per their IL plan. These discussions are documented in the Independent Living Plan section in Trails. In working with youth to develop a positive credit history, a local credit union suggested a program involving use of secured credit cards to allow youth the opportunity to use credit in a limited manner. A secured credit card can help establish, strengthen and even rebuild credit. Chafee would encourage exploration of a "pilot" program where youth on an IL stipend could be issued a credit card with a defined amount they can spend to demonstrate responsible credit card use. In addition, the Life Skills group curriculum provides for groups specific to budgeting, banking and credit where they receive information that will assist them in beginning stages of money management. Chafee staff also work individually with emancipating youth around all aspects of money management as they prepare to leave care, and that work continues if they choose to stay involved in After Care.

- 3) Describe how your program will collaborate with family, kin, mentors, supportive adults, financial literacy programs, and community partners to support the financial education and decision making needs of young people in the program.

Budgeting and saving are topics discussed at most staffings and FTM's so the team working with the youth understands where they are at both fiscally, and in regard to their skills around money management. Youth who would benefit from more intensive education related to banking and investments are generally referred to Young American's Bank as it specializes in working with young people. They offer financial literacy classes and make navigation through information about banking, credit and investments very suitable for youth. Youth who are on a FUP voucher automatically receive services through Bridging the Gap and Young American's Bank to help them save and plan for their expenses more efficiently through the use of IDA's. Youth may also be referred to a personal banker at their local bank. ETV applicants are required to complete a Student Budget Worksheet and it allows for them to acknowledge real costs when living on their own, as well as school related expenses. They must take into account all of their income, including scholarships and student loans as well as the cost of tuition, fees, student housing and meal plans. We have previously collaborated with Banking on Our Future/Operation Hope to provide a one-day workshop addressing the importance of fiscal planning and the options available. They remain a resource for future workshops related to financial education for our clients.

H) Successful transition to adulthood from foster care.

- 1) Describe ways in which the county and the Chafee program promotes and supports normalized experiences among young people through age or developmentally appropriate activities.

Although involvement in normalized activities for foster youth is supported at a younger age, Chafee workers develop individualized Chafee plans with each youth following their assessment beginning

at age 16. We base it on their goals and needs and update it when there are major changes to the plan. The Chafee program provides many venues for developmentally appropriate activities including several levels of groups, experiential activities and socialization activities. Youth are encouraged to participate in extracurricular activities at school and work outside of their placement when appropriate, and we will work with their schedules to accommodate these normalizing activities. The program's philosophy encourages that whenever possible, our clients should be treated like anyone else and that they should have as much of a "normal" teenage experience as possible. Sometimes this means having to deal with the consequences of their behaviors, such as getting fired from a job or not having money to pay their phone bill. We work with them individually to address decision making and how they would handle a similar situation the next time. Throughout the summer and during the holiday's we make extra efforts to offer program youth experiential and socialization activities so they can have more normalized experiences and opportunities for growth.

- 2) Briefly describe any group classes or activities not already mentioned including the name of the group, purpose of the group, intended audience, expected frequency and length of time, and name of the curriculum used for the group, if applicable.

Population #1: Although we are no longer providing Basic Life Skills group to foster youth 14 and older, we send out a monthly tip for caseworkers and/or providers with ideas and resources that can help their youth begin learning the skills they will eventually need to become self-sufficient. Tips may be related to time management, organization, saving money, etc. We have a multitude of resources available to caseworkers and providers that can assist them in turning everyday activities into learning opportunities.

Population #2:

- Chafee Life Skills Groups have been part of our program for over 20 years. Groups are held year-round on Wednesday's from 4:30-5:45pm, with the exception of summer workshops/activities and holidays. Life Skills groups are attended by youth aged 15 to 21 who have an open/active Chafee case and have completed an assessment. Recommendations for Life Skills group attendance are based upon each youth's individual assessment. This group covers daily living skills such as money management, housing, employment, health, relationships, etc. and we have secured an extensive group of professionals who volunteer their time and present on their area of expertise. There are 25+ group/workshop topics in our curriculum and we continue to add new topics based on need and new resources. When youth complete the groups, they receive a binder with information about all of the topics covered and more. Life Skills groups not only provide youth with opportunities to learn new skills, they are essential to developing relationships with staff and peers. While we don't anticipate they will remember everything they are presented in group, our hope is they will remember enough detail to locate the resources they need, develop pro-social relationships with peers, and view Chafee staff as non-judgmental supports.
- Independent Living Issues Group is a 12-week group held on an as needed basis for youth on the verge of moving out on their own. This is a discussion group about issues such as problems with roommates or landlords, locating and utilizing local resources, and dealing with life issues such as buying a car. This group is appropriate for youth 17 and older who have completed Chafee Life Skills Groups and are preparing for move out within approximately 6 months.

Population #3: Traditionally, we have held a weekly After Care drop-in support group for youth who emancipated on or after their 18th birthday and have a closed Child Welfare case. Following the move to our new location, we have found it difficult to maintain this group and since then, services have primarily been on an individual basis. Although individual services have always been provided, the group offered a unique support for After Care youth, and we are hoping we can resume at some

point. We are considering a “travelling” group, meeting in different locations in the Metro area with reasonable access to public transportation. This group has been generally youth driven, based upon what they would like to discuss, although we may have provided a topic for the week from time to time. Youth share resources and have often established long-term relationships through attending After Care. This group has been available for over 30 years and former Chafee youth have been welcome to drop in if they need support or want to share how they are doing. We encouraged this as they can often provide valuable advice to newly emancipated youth who may be struggling. We continue to utilize older youth for discussion panels or to share their story with a client we are working with if it may be beneficial.

- 3) Describe any services not addressed previously in this section that the program will provide to help young people develop life skills and self-sufficiency competencies.

Chafee has the ability of being a program that allows for creative thinking when working with youth. Our direct services with a youth are client driven and based on their needs. We are always open to new opportunities that allow us to assist them in becoming self-sufficient.

A workshop addition in summer 2018, was a Housing, Household Maintenance & Home Safety event at a local apartment complex. We collaborated with Legacy Partners and took a group of youth to an on-site workshop to provide more in-depth information about the topic. Youth met with management, leasing agents and maintenance to cover a variety of topics. They learned tips related to apartment searching, landlord expectations when applying for an apartment, how to maintain housing and what can lead to eviction, etc. They then spent time in a vacant apartment and he explained that while in an apartment situation, most of their needs would be taken care of through a maintenance request, but there are precautions they can take and skills they could learn for when they are responsible for their own maintenance. Youth learned about using and maintaining appliances including the dishwasher, stove/oven, refrigerator, microwave, ceiling fan and gas fireplace. They learned basic plumbing skills including how to change a washer and shut off main valves. Our facilitator also showed them how to change a furnace filter and why it is important, as well as the importance of not hanging anything from smoke detectors or sprinklers if they have them. He shared a lot of stories about mistakes renters have made and how in one case, it cost a renter \$12,000 to make repairs after he did not report a leak he was aware of. The group also discussed renters insurance, what it covers and why it is important. Our idea behind this workshop was to give youth a realistic look at what it will be like when they are in their own housing, and the responsibilities that entails so they do not make costly mistakes.

In July 2019, we held our 2nd workshop with Adams County Fleet. This year, an Adams County Sheriff's Deputy began by talking to them about safety when on the road and how to respond if they are pulled over by law enforcement. He discussed the consequences of driving recklessly or while impaired in detail. Youth saw county vehicles that had been involved in crashes and hear from the deputy about his own near-fatal accident, which was very impactful. Youth were provided with information about purchasing a vehicle, emissions testing, titles and registration, “salvage” vehicles, insurance requirements, etc. They then participated in hands-on learning including changing a tire, checking fluid levels, checking for wear on brake pads and belts, and many other maintenance related tasks. This workshop was designed to help better prepare youth for their first vehicle purchase, which they often rush into in their urgency to get a car. We want them to think about the responsibilities involved in owning a vehicle and the financial investment they are making.

We also held our 3rd RTD bus riding event where youth in care were invited to the building to begin a round-trip to and from downtown Denver. Chafee and non-Chafee youth attended the event and learned about shuttles, interpreting schedules, trip planning, costs to ride, etc. When light rail is operational in the north area of Denver, we plan to incorporate it into the event.

- 4) Describe collaborative partnerships or leveraging of resources not addressed previously in this section.

The Adams County Chafee program could not function without the support of our collaborative partners. Resources may assist youth in their transition out of care or provide support in maintaining their stability. They include group presenters, workshop facilitators, experiential programs, donors and community resources. Our collaborative partners include:

- A Precious Child
- ACHSD Internal Treatment Team
- ACHSD Youth In Transition Teams
- Adams County Animal Shelter
- Adams County Fleet Management
- Adams County Workforce and Business Center
- Adoption Exchange
- All branches of the military
- American Payroll Association—Denver Chapter
- Banking on our Future/Operation Hope
- CASA
- CDHS-Emancipation Medicaid
- Colorado Department of Higher Education
- Colorado Teen Project
- Community Choice Credit Union
- Community Reach Center
- Community Works/Faith-based non-profit
- Cross Purpose
- CU Dental School
- CU Ropes Course
- CU School of Nursing
- Developmental Pathways
- Dream Makers
- Educational Opportunity Center
- Education and Training Vouchers
- Elevating Connections
- Forward Steps
- Front Range Community College (and other local community and state colleges)
- Hope Tank
- Informational meetings with the faith-based community upon request
- Integral Property Management
- IPie Pizzeria
- Jefferson County Chafee (joint activities)
- Job Corps
- Legacy Partners
- Lutheran Family Services/Unaccompanied Refugee Minor Program
- McWilliams Group
- Medicine Horse Equine Assisted Therapy
- Metro Youth Alliance
- Mile High United Way/Bridging the GAP
- Project Foster Power
- Rainbow Alley
- Redwood Trust,
- Rites of Passage (ROP)
- RTD
- Salvation Army
- SCL Health/West Pines Training Center

- Shiloh House
- Smart Enterprises
- Strive for Students/Career Services Network
- Thornton Police Department
- Tri-County Health Department/Nurse Family Partnership
- Tri-County Health/
- University of Colorado School of Nursing
- Urban Peak
- Victory Outreach Fellowship
- Voluntary Income Tax Assistance (VITA)
- Wells Fargo Bank
- Westminster Police Department
- Youth Advocacy Program

I) Sex Trafficking Reporting requirement

1) Describe how your program will identify victims of sex trafficking according to the definition of Sexual Servitude of an Adult (C.R.S. § 18-3-504).

Chafee workers will identify adult, active After Care victims of sex trafficking through self-report and following up on any concerning information we may receive from third-party sources including other professionals, other clients, family members, etc.

2) Describe the county's reporting procedure including who from the county program will make the report to law enforcement and to which law enforcement agency this report will be made. If the county provides CFCIP services through an independent contractor, include the procedure for how the contractor will notify the county and how the county will ensure a report is made to law enforcement.

Chafee workers who provide services to After Care youth will complete the High-Risk Victim Identification Tool for youth currently open to Chafee After Care services, and will contact law enforcement where the suspected trafficking occurred within twenty-four (24) hours of becoming aware of any alleged abuse. If the location is unknown, we will contact the agency's jurisdiction to file a report.

3) Identify what information will be presented in the report to law enforcement.

Whenever possible, information will include: name and demographics of alleged victim; dates and times of alleged trafficking; locations or any information that could identify the location of alleged trafficking; name and demographic information about suspected perpetrator(s); any available details related to trafficking, including third-party sources that may have information.

4) Detail how and what will be documented in Trails about the report law enforcement.

Information will be documented in the After Care Trails record for the youth and will include: date report was made; time report was made, name of law enforcement agency that was contacted; name of law enforcement representative taking the report; report number; disposition (assigned/not assigned), if available.

5) Discuss how your program will mitigate the potential effect of reporting youth to law enforcement and the impact that may have on the professional relationship.

When appropriate, the Chafee worker will discuss a pending report with the youth and let them know that while we are mandated to report, our goal is for them to be safe and supported. We will assist them with locating emergency shelter, therapeutic, and other supportive services if they are willing to utilize them. We will offer extended support throughout investigation and outcome (i.e. assistance with

transportation to interviews, therapeutic appointments, medical appointment, attending court hearings, etc.), when appropriate and using caution to not impact any pending investigation.

There may be situations when we suspect a youth may run or disappear if they know we are making a report, so a report may be filed without their knowledge if it is deemed to be in their best interest. This may also occur if we have suspicions, but limited information, and need to discuss with law enforcement to determine how to proceed.

6. Training and Program Support

- A. Describe the training needs of staff in your program, ways in which your county will help staff develop skills to more effectively work with youth and young adults, and gaps in training opportunities offered through the Child Welfare Training System and in the community.

All casework and Chafee staff are required to complete 40 hours of state approved, job related training each year. These trainings may be offered through the agency, county, CDHS, national programs and/or local resources. Adams County provides employees with a wide variety of trainings through our LEAD Learning & Development Program. Throughout 2018-19, ACHSD staff completed numerous trainings related to service provision for youth and families regarding LGBTQ considerations, as well as recruiting and supporting foster and adoptive homes for LGBTQ youth. As a result, our agency was the 1st in Colorado to be awarded 2 certifications through the Human Rights Campaign.

Chafee staff are always an available resource for caseworkers and providers when they are looking for information or ideas in their work with adolescents. We present program information at New Worker Orientation, host a booth at the annual Resource Fair, and we offer to attend unit, team or section meetings when requested. The Chafee workers offer Casey Life Skills Assessment training on an ongoing or as needed basis. In addition, we provide support to workers through assistance with setting up accounts, providing an instruction sheet and technical assistance. The YIT supervisors offer adolescent training to new workers, CASA, foster parents, and on call workers. Our YIT teams provide ILP training on a regular basis to ensure all agency staff can create a substantive ILP with their youth. Staff can attend whenever needed to ensure they remain competent in the development of ILP's. Chafee staff are often asked to assist Ongoing workers with ILP's if a training is not available. With the changes to Volume VII that requiring IL services for foster youth beginning at age 14, new staff involved in managing Ongoing child protection cases will need initial training specific to creation of ILP's with youth. These trainings can be accessed through CWTA or through inter-agency trainings.

7. Program Reporting

- A. Describe in bulleted detail how your county will engage foster parents and caseworkers to ensure full documentation of all independent living skill activities in Trails.

With Trails Modernization, it will be much easier for caseworkers to document IL related services that are being provided, but not necessarily documented.

Population #1:

- Professionals and providers involved in a youth's case may be tasked to complete IL activities with the youth. They will report back when activities are completed and workers will enter them into Trails as a specific IL activity.

Population #2:

- Chafee workers and caseworkers are expected to document all IL activities in Trails

- Chafee workers will continue to update the Chafee group/activity window to reflect IL activities, contacts and attempted contacts/services
- IL plans may also be reviewed during Family Team Meetings and changes are documented in Trails

B. Describe ways in which your county and program will support efforts to contact youth participating in National Youth in Transition Database (NYTD) surveys.

- Ongoing education of staff within ACHSD
- Workers must ensure Trails records are complete with addresses, phone numbers and emails of youth and anyone who may stay in contact with them
- Educate 17-year-old baseline youth about the NYTD surveys so they are aware they will be asked to complete them again at 19 and 21
- Chafee assists with contacting caseworkers and supervisors to ensure pending surveys are being completed
- Chafee communicates with CDHS regarding issues with surveys and updated youth contact information
- Encourage youth to be "Facebook Friends" with YIT and/or Chafee following closure so we can contact them through Messenger
- Utilization of various social media platforms to contact youth or known contacts

<p style="text-align: center;">CHAFEE PROGRAM REGIONAL MEMORANDUM OF UNDERSTANDING</p>

Date: N/A

This Memorandum of Understanding (MOU) is between N/A County (Host County) and N/A County (Partnering County) regarding the provision of Chafee program services.

This MOU is entered into in order to clarify and define the roles and responsibilities for each County (listed above) in order to meet the requirements of the Chafee Foster Care Independence Program (CFCIP) regarding Regional County agreements for service delivery to CFCIP participants.

It is the intent that by entering into this agreement that County (Host County) and County (Partnering County) mutually agree to adhere to State and Federal statutes and policies that apply to the CFCIP program.

General Provisions:

1. It is expected that the Directors (or Director's designee) from both the Host County and the Partnering County sign this MOU.
2. It is expected that both Counties entering this agreement shall be responsible to communicate and coordinate with each other regarding case referral and to provide each other with pertinent information regarding the child and any other issues deemed necessary for effective and constructive service delivery.
3. The Host County shall be responsible for Trails documentation.
4. The Host County is responsible for providing funds for a Chafee participant being served by the Host County.
5. The Host County shall be responsible for documenting and tracking the Chafee funds disbursed and such funds shall be reflected in the Host County's annual reporting.
6. The Host County shall be responsible for expending funds per CFCIP and Federal guidelines, documentation of expenditures and reporting the annual expenditures in annual reports.
7. The Host County shall be responsible for compiling the annual individual data reports and submit them to the Chafee Program Coordinator.
8. The writing and revision of Youth Transition Plans shall include the Chafee participant; care providers, and both the Host County and the Partnering County.
9. The Host County will agree to update the partnering County by use of Trails entry.
10. The Host County will provide any Chafee services determined necessary by the initial assessment in accordance with CFCIP regulations.
11. The Host County is responsible for initial follow up reports.
12. The Host County will inform the Partnering County of case closure through written documentation and will close the Independent Living case in Trails.
13. The Host County is responsible for providing a copy of the annual County Collaborative Chafee Plan to the Partnering County upon plan approval and ensures that expenditures are allowable costs.

Specific Provisions:

1. Please list specific services to be provided by the Host County:

2. Financial agreements: The Host County receives a total regional award of \$ for the County Collaborative Chafee Plan submitted by the Host and Partnering Counties to the Division of Child Welfare. This award includes an amount of \$ available for Chafee services to be provided to Chafee eligible youth from the Partnering County and for which referral is made to the Host County by the Partnering County requesting services. Any funds not expended by August 31st shall be expended at the discretion of the Host County.

Chafee funds shall be used in accordance with Federal guidelines in Public Law 106-169 and 2 C.F.R. Part 200, and per federal statute Title IV-E of the Social Security Act at Section 477.

Signatures:

N/A County, Host Collaborative County

_____	Director (or Director's designee)
_____	Administrator
_____	Chafee Supervisor
_____	Chafee Caseworker

N/A County, Partner Collaborative County

_____	Director (or Director's designee)
_____	Administrator
_____	Chafee Supervisor
_____	Chafee Caseworker

CHAFEE FOSTER CARE INDEPENDENCE PROGRAM PLAN ABOUT THE AWARD AND SUB-RECIPIENT DETERMINATION

Per the Uniform Administrative Requirements for grants and agreements at 2 CFR Part 200, DCW is required to notify funding recipients about the source of federal funds and about whether the recipient is considered a vendor or a sub-recipient of those federal funds. County recipients of Chafee Independent Living Awards are considered **sub-recipients** and are subject to the provisions of 45 CFR Part 92 and the Uniform Administrative Requirements of 2 CFR Part 200 (formerly OMB Circulars A-87, A-122, and A-133).

About the Award:

Federal Award Identification Number:	CAN - 2019,G994415,ACF	Federal Award Date:	October 1, 2018 - September 30, 2020
Federal Award CFDA #:	93.674	Total Amount of Federal Award:	\$1,648,977
Awarding Agency:	US Department of Health and Human Services, Administration for Children & Families	Pass-through Entity:	Colorado Department of Human Services, Division of Child Welfare
Award Description:	John H. Chafee Foster Care Independence (Chafee ILP) Program under Title IV-E of the Social Security Act (42 U.S.C. 677 et. Seq.).		
Awarding Agency Contact Information:	Derek Blake, Chafee Program Coordinator 303-866-5995 / Derek.Blake@State.co.us		
Indirect cost rate for the Federal award (including if the de minimis rate is charged per 2 CFR §200.414 Indirect (F&A) costs).	CDHS uses an actual cost allocation model to assess indirect costs. The budget exhibit outlines any indirect costs assumed by the sub-recipient. 0% of this award is R&D.		

The tentative Federal Fiscal Year 2020 award for each county is shown in Attachment 1. This is for planning purposes only, and should be treated as an estimate. Only county programs that received CFCIP funds in FFY 2019 are listed. The actual award may increase or decrease.

**CHAFEE FOSTER CARE INDEPENDENCE PROGRAM PLAN
FINANCIAL PRE-AWARD QUESTIONNAIRE**

Per 2 CFR Part 200, effective July 1, 2015, DCW is also required to conduct a financial risk assessment for all sub-recipients prior to awarding grant funds. Counties must complete and submit this financial pre-award questionnaire and submit it along with their county plan.

Name of organization: Adams County Human Services Department

Name and title of person completing this form: Brent Voge, Accounting Supervisor

- 1) Please complete the following table (adding lines as necessary) or attach your own document detailing your organization's current sources of funding for services for the Chafee-eligible population (including CDHS grants). Provide the funding agency, the program name, the types of funds (i.e., Federal, State, local, private, etc.), and the contract/award budget amount:

Grantor Agency	Type of Funds	Program	Contract/Award Budget Amount	Contract/Award Period
CDHS	Federal	Chafee Foster Care Independence Program	117,664	10/1/18 - 9/30/19
				-
				-
				-

- 2) Describe your experience managing similar awards. You may use the table below as needed.

Program Name	Program Dates	Program Description	Granting Agency	Amount
Child Welfare Block Allocation	1/2017-Current	Children, Youth & Family Services placement costs, staff payroll, case services, special circumstances daycare, etc.	CDHS	\$34.5 Million
Core Services	1/2017-Current	Funding for Mental Health, Substance Abuse, Life Skills, Home Based Services, Day Treatment, etc. for Child Welfare clients	CDHS	\$5.5 Million
LEAP	1/2017-Current	Low Income Energy Assistance for Adams County Residents	CDHS	\$.4 Million

- 3) For the accounting/fiscal FTE assigned to this project, provide their name, title, and how long they have worked for your organization in their current role. Identify the person that is in charge of maintaining your accounting and financial records for this project and provide a brief description of their accounting experience and qualifications. Identify any new accounting personnel assigned to this project within the previous 12 months, and whether any of your accounting systems have changed within the previous 12 months. Brent Voge, Accounting Supervisor, Human Services Finance. Brent has been a part of the Human Services Finance Team since September 2016. Brent worked for the State of Colorado in various Accountant, Controller, and Financial Management positions for 33 years. We have not had any changes in the accounting system in the last 12 months.

- 4) Does your organization receive an annual financial statement audit under:
- The Single Audit Act/OMB Circular A-133 (Government Auditing Standards)Yes OR
 - Generally Accepted Auditing Standards (GAAS) _____
 - Click here for more information on audit requirements for sub-recipients.

<http://www.adcogov.org/sites/default/files/Adams%20County%202018%20CAFR%20WEB.pdf>

If yes, please provide a copy (electronic preferred) or link to your most recent audit report and STOP HERE AND SIGN/DATE BELOW.

IF NO, PLEASE ANSWER ALL THE REMAINING QUESTIONS AND SIGN/DATE BELOW.

- 5) Are your organization's financial records maintained in accordance with Generally Accepted Accounting Principles (GAAP)? _____
- 6) Are accounting records supported by original documentation specific to contracting with your vendors?

- 7) What controls are followed to ensure all of the following:
- a) The reasonableness of cost;

 - b) The allowability of costs;

 - c) The allocability of costs to a contract?

- 8) Do you have available accounting policies and procedures to review? If not, please describe your organization's overall fiscal controls and structure to sufficiently:
- a) Permit the preparation of financial statements.

 - b) Allow the organization's staff, in the normal course of performing their assigned functions, to prevent or detect misstatements in financial reporting or the loss of assets in a timely manner.

 - c) Compare the budget to actual expenditures.

Please Sign and Date Below:

Brent Vogt
Signature Brent Vogt

9/23/19
Date

**CHAFEE FOSTER CARE INDEPENDENCE PROGRAM PLAN
BUDGET AND BUDGET JUSTIFICATION FORM INSTRUCTIONS**

Introduction

All counties who submit a plan are required to submit a plan budget and budget justification using the attached budget form. This form is the same as last year application, but see additional information below:

1. *The Division of Child Welfare (DCW) has estimated county awards for federal fiscal year (FFY)19.*

Counties should use the tentative FFY19 county awards table to formulate their budget for FFY19.

2. *The budget categories and level of justification required are more closely aligned with standard federal grant budget categories and justification requirements.*

The budget and justification breaks out personnel, supplies and operating, travel, and indirect expenditures from the standard Chafee activities. Accordingly, please use the budget form to describe how the categorical costs are derived. In the "description" field discuss the necessity, reasonableness, and allocation of the proposed costs. Calculations should include estimation methods, quantities, unit costs, and other similar quantitative detail sufficient for the calculation to be duplicated.

For example: Telephone costs. Average cost is \$40 per month per staff. Two 0.5 FTE staff are assigned for 12 months. $\$40 \times 2 \times 12 \times 0.5 = \480 .

3. *DCW is requesting additional information about the additional funds that are utilized in meeting the needs for serving the Chafee population.*

In addition to knowing the planned use for your Chafee award, DCW is interested in knowing the actual total cost of serving the Chafee-eligible population, above and beyond what the Chafee grant is able to cover. Please include all of the costs of serving the Chafee population, and indicate in the appropriate column whether that cost is traditionally covered by Chafee or by another county funding source. DCW will not assume that the non-Chafee costs are match for the CFCIP funding.

Please use the following categories and guidelines for preparing the budget and budget justification form. If applicable, please review the guidance under 'Host Counties'. This form was designed to make automatic calculations. However, it is your responsibility to DOUBLE CHECK ALL CALCULATIONS to ensure accuracy before submitting your final application.

Personnel - CFMS - Program Code E010, Function Code 2850

Description: Costs of employee salaries/wages and benefits. If CFCIP is not funding 100% of the cost, please provide information about the other funding sources you are using and whether those are a part of your CFCIP match.

Justification: Indicate information for each employee for whom CFCIP funding is proposed in whole or in part. For each staff person, provide their title, monthly salary/wages/rates, monthly fringe/benefits costs, time commitment to the project as a percentage or full-time equivalent, and time commitment to the project in months per year. Do not include the costs of consultants or personnel costs of delegate agencies, unless otherwise indicated.

If CFCIP is not funding 100% of the position, please provide information about the other funding sources you are using.

Example personnel line items include:

Chafee Coordinator: Direct program time associated with providing leadership to the program.

Adolescent caseworker*:

Administrative staff: Administrative support positions such as a receptionist, administrative assistant or program assistant, general clerical help, temporary help, etc.

*Federal IV-E requires a 20% match for the state/county programs to access Independent Living Funds. To meet the match requirement the county should code adolescent caseworkers currently reported in CFMS as (Program Code 3200, Function Code 1210) to an 80/20 (Program Code E050, Function Code 2875).

Supplies & Operating - CFMS - Program Code E010, Function Code 2850

Description: Costs of operating the program and of tangible personal property other than that included in the "Other" or "Indirect" categories. Such costs, where applicable and appropriate, may include but are not limited to: insurance, food, space and equipment rentals, printing and publication, computer use, training costs such as tuition and stipends, staff development costs, and administrative costs. This used to be included in the 'Personnel' budget category, which distorted budget projections for personnel. If CFCIP is not funding 100% of the cost, please provide information about the other funding sources you are using, and whether those are a part of your CFCIP match.

Justification: Specify general categories of supplies and operating expenses. Show computations and provide other information that supports the amount requested.

Travel - CFMS - Program Code E010, Function Code 2850

Description: Costs of employee's project-related travel (This item does not include costs of consultant travel). This used to be included in the 'Personnel' budget category, which distorted budget projections for personnel. If CFCIP is not funding 100% of the cost, please provide information about the other funding sources you are using, and whether those are a part of your CFCIP match.

Justification: For each type of trip show: the purpose, the duration, per diem, mileage allowances, and other transportation costs and subsistence allowances.

Room and Board Reimbursement - CFMS - Program Code E010, Function Code 2810

Description: Reimbursement for room and board is available to young adults, ages 18-21, who emancipated from foster care on or after their 18th birthday. Room and board is defined as rent, rental deposits, furniture, and household start-up items. No more than 30% of your total award may be spent for room and board. If CFCIP is not funding 100% of the cost, please provide information about the other funding sources you are using, and whether those are a part of your CFCIP match.

Justification: Indicate the number of young adults for whom reimbursement is to be provided, the estimated rate of reimbursement, the quantity, and the percent that will be billed to Chafee. If CFCIP is not funding 100% of the cost, please provide information about the other funding sources you are using, and whether those are a part of your CFCIP match.

Purchase of Service Contracts - CFMS - Program Code E010, Function Code 2850

Description: Indicate information for each specific provider from whom CFCIP services are proposed to be purchased. The definition of 'purchase of service contracts' is found in 12 CCR 2509-1 ([Volume 7.607](#)). If CFCIP is not funding 100% of the cost, please provide information about the other funding sources you are using, and whether those are a part of your CFCIP match.

Justification: The justification shall include the provider's name, the description of services provided, the rate of services, the quantity of services, and the percent of the cost assigned to Chafee. The description field shall describe the solicitation method for all known or anticipated purchase of service contracts greater than \$10,000.

Youth Direct Service - CFMS - Program Code E010, Function Code 2850

Description: Youth Direct Services shall be used according to federal guidelines [SSA Section 477(d)(1)] as incentives for completing goals in the plan for transition to independent living. It should include other expenditures that will assist Chafee youth to emancipate and when no other funding sources exist. This may not be used for Room and Board. If CFCIP is not funding 100% of the cost, please provide information about the other funding sources you are using, and whether those are a part of your CFCIP match.

Justification: The justification shall include the provider's name, the description of services provided, the rate of services, the quantity of services, and the percent of the cost assigned to Chafee.

Host County/Other - CFMS - Program Code E010, Function Code 2810

Description: If you are a host county or the fiscal agent for a county, provide details for how much is being requested for each hosted county, including a description of the services offered and details about the calculation methodology.

Also, use this section to indicate any other types of services your CFCIP program will provide. If CFCIP is not funding 100% of the cost, please provide information about the other funding sources you are using, and whether those are a part of your CFCIP match.

Justification: Provide computations, a narrative description and a justification for each cost under this category.

Indirect Charges

Description: Indirect costs are those that have been incurred for common or joint purposes. These costs benefit more than one cost objective and cannot be readily identified with a particular final cost objective without effort disproportionate to the results achieved. After direct costs have been determined and assigned directly to federal awards and other activities as appropriate, indirect costs are those remaining to be allocated to benefited cost objectives. A cost may not be allocated to a federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a federal award as a direct cost.

Justification: Describe your indirect rate or allocation methodology, including whether that methodology has been approved by the federal government and whether it has changed with the introduction of 2 CFR Part 200, Appendix VII (Uniform Administrative Guidance for Grants and Cooperative Agreements, States and Local Government Indirect Cost Proposals).

CHAFEE FOSTER CARE INDEPENDENCE PROGRAM PLAN

Attachment 1

PROJECTED FEDERAL FISCAL YEAR 2020 COUNTY FUNDING TABLE

County	Amount
Adams	\$119,351
Arapahoe	\$109,959
Boulder	\$71,545
Broomfield	\$11,989
Delta	\$9,940
Denver	\$198,650
El Paso	\$261,477
Fremont	\$47,714
Garfield	\$10,594
Jefferson	\$91,302
La Plata	\$26,303
Larimer	\$77,876
Mesa	\$88,893
Moffat	\$4,519
Montrose	\$14,856
Pueblo	\$86,383
Weld	\$63,822
Balance of State	\$25,000
TOTAL	\$1,320,174

These funding amounts are tentative and shall be treated as an estimate for budgeting purposes only. If your county is not listed, you do not need to complete a plan unless you would like to apply for Chafee Program funds for FFY20.

If you have a need for Chafee funds but do not wish to apply for full funding, please review the Balance of State application process which can be found in the Informational Memorandum titled *Chafee Foster Care Independence Program Services Plan 2019-2020 Planning Package Due on September 15, 2019* (IM-CW_2019-xxxx). The memo can be found on the Memo Website (<https://sites.google.com/a/state.co.us/cdhs-memo-series/home>).

**CHAFEE FOSTER CARE INDEPENDENCE PROGRAM SERVICES PLAN
FFY 2019-20 BUDGET AND BUDGET JUSTIFICATION FORM**

County Name	ADAMS	Program Contact Name, Title, Phone and Email	Susan Adams/SCW IV-Chafee Program Coordinator 720-523-4419/smadams@adcogov.org
Budget Period	October 1, 2019 - September 30, 2020	Fiscal Contact Name, Title, Phone and Email	Bret Voge/Accounting Supervisor 720-523-2926/bvoge@adcogov.org
Project Name	Chafee Foster Care Independence Program		

CHAFEE FOSTER CARE INDEPENDENCE PROGRAM (CFCIP) REIMBURSEMENT REQUEST							NOT COVERED BY CHAFEE*	
Expenditure Categories							*Please describe the costs to serve the Chafee population that are not a part of your Chafee reimbursement request. This information is voluntary, however it helps DCW gather information on the true cost to serve this population.	
PERSONNEL – CFMS – Program Code E010, Function Code 2850							Total annual cost covered by Other Funding	Description of other funding source
Position Title/Employee Name	Job Title or Description of Work (for hourly employees, please include the hourly rate and number of hours in your description).	Monthly Salary	Monthly Fringe	Percent FTE assigned to CFCIP	No. Months of Cost	Total Direct Chafee Cost		
Caseworker IV/Chafee Program Coordinator Susan Adams (this worker is at the salary cap and receives a lump sum payment in April if there are county approved performance raises)	Program Coordinator provides direct services to 20+ clients and also functions as the program administrator. Reviews and assigns referrals, monitors monthly stats, reconciles CFMS report, completes yearly plan and presents it to the BOCC, completes yearly report, provides NYTD support to CDHS, updates Adco Chafee Policy and Procedures Manual, schedules groups, participates in various task groups and committees, provides coverage for sup, team leader	\$6,158	\$1,660	100%	12	\$93,816	\$0	
Caseworker III/Chafee Counselor Brenda Redding	Carries a caseload of 25+ cases, completes assessments and provides direct services to clients, collaborates regarding program development, participates in various committees, completes monthly financial inventory when Case Aide position is vacant.			0%	12	\$0	\$74,136	Child Welfare Block Grant
Chafee Project Designated Case Aide III/currently vacant	Up to 29.75 hours/week at approx. \$16/hour. This position provides support services to youth and staff in the Chafee program/salary and fringe are approximate and vary month to month depending on hours.			0%	12	\$0	\$30,000	approximate amount from Child Welfare Block Grant
Caseworker III /currently vacant	Social Caseworker III with Youth In Transition Team/E050 match position			0%	12	\$0	\$70,000	approximate amount from Child Welfare Block Grant
						\$0	\$0	
						\$0	\$0	
						\$0	\$0	
						\$0	\$0	
						\$0	\$0	
						\$0	\$0	
						\$0	\$0	
Total Personnel Services						\$93,816	\$174,136	
SUPPLIES & OPERATING – CFMS – Program Code E010, Function Code 2850							NOT COVERED BY CHAFEE*	
Item Name	Description of Item / Justification for Item	Rate	Qty	% of cost assigned to CFCIP	Total Direct Chafee Cost		Other Funding	Description of other funding source
general office supplies	toners/appointment books/youth group binders/ program pamphlets/general supplies	\$950.00	1	100%	\$950			
Verizon Wireless	Wireless Jet Pack/Hot Spot	\$40.01	12	100%	\$480		\$0	
group supplies/snacks	purchased as needed	\$40.00	12	100%	\$480		\$0	
overhead	office space/equipment for 3 staff				\$0		\$6,551	Child Welfare Block Grant+Fund 15 programs
storage space	in-house storage room/previously rented space				\$0		\$2,300	Child Welfare Block Grant+Fund 15 programs
conference/youth room	space for groups/workshops				\$0		\$0	Child Welfare Block Grant+Fund 15 programs
					\$0		\$0	
					\$0		\$0	
					\$0		\$0	
					\$0		\$0	
Total Supplies					\$1,910		\$8,851	
TRAVEL – CFMS – Program Code E010, Function Code 2850							NOT COVERED BY CHAFEE*	
Item Name	Description of Item / Justification for Item	Rate	Qty	% of cost assigned to CFCIP	Total Direct Chafee Cost		Other Funding	Description of other funding source
Mileage/Susan Adams	Client transportation/visits, activities, meetings, program errands	\$0.58	1700	100%	\$986		\$0	
Mileage/Brenda Redding	Client transportation/visits, activities, meetings, program errands	\$0.58	5500	0%	\$0		\$3,190	Child Welfare Block Grant
Mileage/Case Aide	Client transportation/visits, activities, meetings, program errands	\$0.58	1000	0%	\$0		\$580	Child Welfare Block Grant
					\$0		\$0	
					\$0		\$0	

					\$0		\$0
					\$0		\$0
					\$0		\$0
					\$0		\$0
					\$0		\$0
Total Travel					\$986	\$3,770	
Room and Board Reimbursement – CFMS – Program Code E010, Function Code 2810 Definition: Reimbursement for room and board is available to young adults, ages 18-21, who emancipated from foster care on or after their 18th birthday. Room and board is defined as rent, rental deposits, furniture, and household start-up items.							NOT COVERED BY CHAFEE*
Provider Name	Description of Services/goods	Rate	Qty	% of cost assigned to CFCIP	Total Direct Chafee Cost	Other Funding	Description of other funding source
rental property/landlord	Application fees, hold fees, deposits, emergency rent	\$1,500	5	100%	\$7,500	\$0	
client specific	furniture, household items, food, utility assistance, renters insurance, etc.	\$1,250	5	100%	\$6,250	\$0	
					\$0	\$0	
					\$0	\$0	
					\$0	\$0	
					\$0	\$0	
					\$0	\$0	
					\$0	\$0	
					\$0	\$0	
					\$0	\$0	
Total Room and Board					\$13,750	\$0	
Purchase of Service Contracts – CFMS – Program Code E010, Function Code 2850 Indicate information for each specific provider from whom CFCIP services are proposed to be purchased.							NOT COVERED BY CHAFEE*
Provider Name	Description of Services	Rate	Qty	% of cost assigned to CFCIP	Total Direct Chafee Cost	Other Funding	Description of other funding source
Medicine Horse	Yearly Equine Therapy Experience for youth with rescue horses	\$900	1	100%	\$900	\$0	
SCL Health/West Pines Training Center	Therapeutic facilitation for ropes course	\$500	1	100%	\$500	\$0	
CU Student Rec Center	Challenge-by-choice ropes course (deposit+per youth charge)	\$47	8	100%	\$376	\$0	
Graig Crawford	data base migration to county MANGO system, including internal referral	\$1,575	1	100%	\$1,575	\$0	
					\$0	\$0	
					\$0	\$0	
					\$0	\$0	
					\$0	\$0	
					\$0	\$0	
Total Purchase of Service Contracts					\$3,351	\$0	
YOUTH DIRECT SERVICE – CFMS – Program Code E010, Function Code 2810 Definition: Youth Direct Services shall be used according to federal guidelines as incentives for completing goals in the plan for transition to independent living and for other expenditures that will assist Chafee youth to emancipate; and, when no other funding sources exist. This may not be used for Room and Board.							NOT COVERED BY CHAFEE*
Provider Name	Description of Services	Rate	Qty	% of cost assigned to CFCIP	Total Direct Chafee Cost	Other Funding	Description of other funding source
RTD/tickets and passes	Transportation assistance for school, work, appointments, job search, apartment search, groups, etc.	\$15	70	100%	\$1,050	\$0	
Incentive cards	Rewards for group completion, employment needs, educational accomplishments, etc.	\$50	15	100%	\$750	\$0	
Incentive cards	Emergency food, rewards for task completion, After Care incentive, workshop incentives, etc.	\$10	65	100%	\$650	\$0	
Chafee Work Experience	Working the Foster Kids Holiday Party, Foster Parent Banquet childcare and/or Adams County Foster Parent Recruitment booth at various events, putting together binders, general office work (non-confidential)	\$12	20	100%	\$242	\$0	
Youth Speaking Engagements	Utilizing current and former program youth at events and on youth panels	\$50	3	100%	\$150	\$0	
miscellaneous	Driver's ed classes, car insurance, college fees, holiday celebrations, food for workshops/events, etc.	\$90	30	100%	\$2,700	\$0	
					\$0	\$0	
					\$0	\$0	
					\$0	\$0	
					\$0	\$0	
Total Youth Direct					\$5,542	\$0	
HOST COUNTIES/ OTHER – CFMS – Program Code E010, Function Code 2810							NOT COVERED BY CHAFEE*
Name	Description of Services	Rate	Qty	% of cost assigned to CFCIP	FFY19 Total Requested	Other Funding	Description of other funding source
N/A					\$0	\$0	
					\$0	\$0	
					\$0	\$0	
					\$0	\$0	
					\$0	\$0	

					\$0		\$0	
					\$0		\$0	
					\$0		\$0	
					\$0		\$0	
					\$0		\$0	
					\$0		\$0	
Total Host County/Other						\$0	\$0	
SUB-TOTAL BEFORE INDIRECT						\$119,355	\$186,757	
Indirect – CFMS – Program Code E010, Function Code 2810							NOT COVERED BY CHAFEE*	
Rate	Description				Amount		Other Funding	Description of other funding source
N/A					\$0		\$0	
					\$0		\$0	
					\$0		\$0	
Total Indirect						\$0	\$0	\$0
TOTAL						\$119,355	\$186,757	\$0

**CHAFEE FOSTER CARE INDEPENDENCE PROGRAM PLAN
FFY 2019-20 POPULATION TO BE SERVED FORM**

Projected No. Unaccompanied Youth to be served	Projected No. Youth with a Family To Be Served**	
Regional County: ADAMS		Chafee-Eligible Populations:
0	55	1) Youth, age 14 to 17, currently in out-of-home care and who have been in out-of-home care a minimum of 6 months, consecutive months not required.
0		2) Youth, age 17-21 currently in out-of-home care, 6 months not required.
0		3) Youth, age 16-21, who entered Adoption Assistance on or after age 16.
0	1	4) Youth, age 16-21, who entered Relative Guardianship Assistance on or after age 16.
0	15	5) Young adults, age 18-21, who are no longer in out-of-home care and who were in out-of-home care on their 18th birthday.
0	5	6) Youth, age 14-21, who meet community placement requirements for the Division of Youth Corrections, and were in community placement for a minimum of 6 months, consecutive months not required; or, were in community placement (Title IV-E paid placement that is in an unlocked facility) on their 18th birthday.
Regional County:		
		1) Youth, age 14 to 17, currently in out-of-home care and who have been in out-of-home care a minimum of 6 months, consecutive months not required.
		2) Youth, age 17-21 currently in out-of-home care, 6 months not required.
		3) Youth, age 16-21, who entered Adoption Assistance on or after age 16.
		4) Youth, age 16-21, who entered Relative Guardianship Assistance on or after age 16.
		5) Young adults, age 18-21, who are no longer in out-of-home care and who were in out-of-home care on their 18th birthday.
		6) Youth, age 14-21, who meet community placement requirements for the Division of Youth Corrections, and were in community placement for a minimum of 6 months, consecutive months not required; or, were in community placement (Title IV-E paid placement that is in an unlocked facility) on their 18th birthday.
Regional County:		
		1) Youth, age 14 to 17, currently in out-of-home care and who have been in out-of-home care a minimum of 6 months, consecutive months not required.
		2) Youth, age 17-21 currently in out-of-home care, 6 months not required.
		3) Youth, age 16-21, who entered Adoption Assistance on or after age 16.
		4) Youth, age 16-21, who entered Relative Guardianship Assistance on or after age 16.
		5) Young adults, age 18-21, who are no longer in out-of-home care and who were in out-of-home care on their 18th birthday.
		6) Youth, age 14-21, who meet community placement requirements for the Division of Youth Corrections, and were in community placement for a minimum of 6 months, consecutive months not required; or, were in community placement (Title IV-E paid placement that is in an unlocked facility) on their 18th birthday.
0	82	TOTALS

*NOTE 1: If you are part of a regional collaborative, please list all the counties for the regional collaborative, the projected total number of number of projected Chafee-eligible youth to be served for each county in the regional collaborative.

**NOTE 2: An unaccompanied youth is a lone client. A youth in a family may be a youth accompanied by a family as defined by the youth. This may be a youth who is a pregnant and/or parenting teen, with a dependent child, dependent parent, in an adoption assistance or guardianship assistance agreement, etc. Only the Chafee-eligible youth receives the direct services benefit.

ADAMS COUNTY WORKER WORKLOAD JUSTIFICATION

Chafee Worker #1 Name: Susan Adams - 100% Chafee funded SCW IV position				
Key Tasks, Requirements, and Standards of Practice	Hrs/Week	Hrs/Month	Hrs/Year	% of Time
1 Case Management and Support Services Recommended full-time caseloads: <ul style="list-style-type: none"> • Single County Metro, Suburban and Second City Programs - 25 youth • Rural and Regional Collaborative Programs – 15-20 youth 20 youth <p style="text-align: right; color: red;">This position includes administrative functions and requires a smaller ongoing caseload of 20-25 youth</p> <ul style="list-style-type: none"> • May include: review and assignment of referrals; assessment and IL planning; home, school, office and community visits with youth; weekly group scheduling and facilitation; educational and placement staffings; Youth Voice meetings; PRT's, FTM's; collateral contacts; Trails documentation of all contacts and activities; state and agency task groups/committees 	30	120	1440	75%
2 Reports Program reporting requirements: <ul style="list-style-type: none"> • Annual County Chafee Program Plan • Annual County Chafee Program Report • Monthly Wait-List Report monthly Caseload Reports, monthly CFMS Reconciliation, yearly spend-down, tracking of out of county referrals, weekly tracking of expenditures, updating Adco Chafee policy manual and Sex Trafficking Procedure for adult participants as needed	3	12	144	8%
3 Technical Assistance Training and technical assistance with caregivers, new Chafee workers, caseworkers, CASAs, Guardians ad Litem, and community partners, Casey Life Skills assessment training and support for case workers and providers. Individual/group IL Plan trainings with caseworkers. Supervision of case aide position.	1	4	48	3%
4 Collaborative Services Development Chafee program staff may engage in: <ul style="list-style-type: none"> • Local collaborative service and resource development • Local youth advisory board development and support • State Chafee program projects, committees and task groups, including: <ul style="list-style-type: none"> o • ACHSD committees/projects including joint meetings with YIT, Youth Services meetings, IL housing development meetings, as needed • State Chafee program projects, committees and task groups as needed, including monthly Metro Youth Alliance meetings and special events, Trails Modernization meetings 	2	8	96	5%
5 Program Evaluation <ul style="list-style-type: none"> • Youth feedback surveys to evaluate and update programming • National Youth in Transition Database Youth Surveys (NYTD)/emails to workers and sups/locating youth/assisting youth with completion of surveys • County quality improvement efforts (including young people and stakeholders) 	1	4	48	3%
6 Continuing Education: Minimum 40 hours per year <ul style="list-style-type: none"> • Required Chafee/Adolescent Services Quarterlies (four full-day meetings annually) to receive training, updates, and to provide county input on program decisions. • Required minimum of 40 hours of training per year. 	1	4	48	3%
7 Staff Support Time (e.g. annual leave, sick leave, holidays, etc.)	2	8	96	5%
Totals:	40	160	1920	100%

Chafee Worker #2 Name: Brenda Redding - 100% Child Welfare funded SCW III position				
Key Tasks, Requirements, and Standards of Practice	Hrs/Week	Hrs/Month	Hrs/Year	% of Time
1 Case Management and Support Services Recommended full-time caseloads: <ul style="list-style-type: none"> • Single County Metro, Suburban and Second City Programs - 25 youth • Rural and Regional Collaborative Programs – 15-20 youth <p style="text-align: right;">May</p> include: assessment and IL planning; home, school, office and community visits with youth; weekly group prep and facilitation; educational and placement staffings, Youth Voice meetings, PRT's, FTM's; collateral contacts; Trails documentation of all contacts and activities	32	128	1536	80%
2 Reports Program reporting requirements: <ul style="list-style-type: none"> • Monthly Caseload Report • Review and edit Annual County Chafee Plan Report and Program Report • Financial report monthly when case aide position is vacant 	1.5	6	72	4%
3 Technical Assistance Training and technical assistance with caregivers, new Chafee workers, caseworkers, CASAs, Guardians ad Litem, and community partners, Casey Life Skills assessment training and support for case workers and providers. IL Plan support for caseworkers BLS tips for caseworkers and providers	1.5	6	72	4%
4 Collaborative Services Development Chafee program staff may engage in: <ul style="list-style-type: none"> • Local collaborative service and resource development and outreach • ACHSD special committees/projects • State Chafee program projects, committees and specialized task groups 	1	4	48	3%

ADAMS COUNTY WORKER WORKLOAD JUSTIFICATION

5	Program Evaluation • National Youth in Transition Database Youth Surveys (NYTD). Agency education regarding NYTD and follow up to ensure surveys are completed • County quality improvement efforts (including young people and stakeholders)	1	4	48	3%
6	Continuing Education: Minimum 40 hours per year • Required Chafee/Adolescent Services Quarterlies (four full-day meetings annually) to receive training, updates, and to provide county input on program decisions. • Required minimum of 40 hours of training per year.	1	4	48	3%
7	Staff Support Time (e.g. annual leave, sick leave, holidays, etc.)	2	8	96	5%
Totals:		40	160	1920	100%

Chafee Worker #3 Name: currently vacant - 100% Child Welfare funded part-time project desigsnated Case Aide position

Key Tasks, Requirements, and Standards of Practice		Hrs/Week	Hrs/Month	Hrs/Year	% of Time
1	Case Management and Support Services Support services to Chafee workers through Trails documentation; monthly tracking of incentive cards, bus tickets and household items; tracking of weekly incentive and storage unit inventory; assistance with group prep/facilitation; assist youth with college related applications and searches; assistance with youth apartment searches; general support for program	24.75	99	1188	83%
2	Reports Weekly group ROC notes and monthly tracking report of incentives	1	4	48	3%
3	Technical Assistance Assists workers with referral process	1	4	48	3%
4	Collaborative Services Development Chafee program staff may engage in: • Local collaborative service and resource development • Local youth advisory board development and support • State Chafee program projects • Bi-weekly team meeting	1	4	48	3%
5	Program Evaluation National Youth in Transition Database Youth Surveys (NYTD)/social media and internet searches to locate survey youth • Compile data from youth program surveys	1.5	6	72	5%
6	Continuing Education: Minimum 20 hours per year • Required minimum of 20 hours of training per year.	0.5	2	24	2%
7	Staff Support Time (e.g. annual leave, sick leave, holidays, etc.) / no benefits	0	0	0	0%
Totals:		29.75	119	1428	100%

Chafee Worker #4 Name: N/A

Key Tasks, Requirements, and Standards of Practice		Hrs/Week	Hrs/Month	Hrs/Year	% of Time
1	Case Management and Support Services Recommended full-time caseloads: • Single County Metro, Suburban and Second City Programs - 25 youth • Rural and Regional Collaborative Programs – 15-20 youth	0	0	0	#DIV/0!
2	Reports Program reporting requirements: • Annual County Chafee Program Plan • Annual County Chafee Program Report • Monthly Wait-List Report	0	0	0	#DIV/0!
3	Technical Assistance Training and technical assistance with caregivers, new Chafee workers, caseworkers, CASAs, Guardians ad Litem, and community partners.	0	0	0	#DIV/0!
4	Collaborative Services Development Chafee program staff may engage in: • Local collaborative service and resource development • Local youth advisory board development and support • State Chafee program projects, committees and task groups, including: o Celebration of Educational Excellence Planning Team o Colorado 9 to 25 Youth Summit Planning Team o Colorado Youth Leadership Network o Chafee assessment review committee o Chafee program guidance development team	0	0	0	#DIV/0!
5	Program Evaluation • National Youth in Transition Database Youth Surveys (NYTD) • County quality improvement efforts (including young people and stakeholders)	0	0	0	#DIV/0!
6	Continuing Education: Minimum 40 hours per year • Required Chafee/Adolescent Services Quarterlies (four full-day meetings annually) to receive training, updates, and to provide county input on program decisions. • Required minimum of 40 hours of training per year.	0	0	0	#DIV/0!
7	Staff Support Time (e.g. annual leave, sick leave, holidays, etc.)	0	0	0	#DIV/0!
Totals:		0	0	0	#DIV/0!



MEMORANDUM

TO: Adams County Board of County Commissioner's

FROM: Jan James—Deputy Director

DATE: October 2, 2019

SUBJECT: 2019-20 Chafee Foster Care Independence Program Plan

Background:

In December of 1999, the Foster Care Independence Act of 1999 was signed into law. Title I of the Act is the Chafee Foster Care Independence Program (CFCIP). This legislation helps ensure that young people involved in the foster care system who have limited or no family resources have access to the tools they need to improve their lives as adults. They may have opportunities for additional education or training, housing assistance, counseling or other services.

Fiscal Impact:

Approval is being requested for the annual State Program Plan only. The Chafee allocation for Adams County varies from year to year, but this year we are tentatively receiving \$119,351 in federal funding for this program. These funds are used to provide a variety of services to 80-100 youth, as well as to pay salaries and benefits for the Chafee Program Coordinator position.

Recommendation: My recommendation is to approve the plan

If you have any questions or need further information, please let me know.

Please contact Susan Adams at 720-523-4419 or smadams@adcogov.org when a fully executed copy is ready for pick-up.



PUBLIC HEARING AGENDA ITEM

DATE OF PUBLIC HEARING: October 15, 2019
SUBJECT: Master Plan and Airport Layout Plan
FROM: Jeri Coin, on behalf of Dave Ruppel
AGENCY/DEPARTMENT: Colorado Air and Space Port
HEARD AT STUDY SESSION ON: n/a
AUTHORIZATION TO MOVE FORWARD: <input type="checkbox"/> YES <input type="checkbox"/> NO
RECOMMENDED ACTION: That the Board of County Commissioners Approves the resolution.

BACKGROUND:

Adams County and Colorado Air and Space Port (CASP) accepted a grant for AIP Project No. 3-08-0016-40 from the Federal Aviation Administration to update the Master Plan and Airport Layout Plan (ALP), to be done at CASP. Aviation Inc. has completed the scope of work and submitted the draft Master Plan and ALP update to CASP for approval.

This request is for approval of the draft Master Plan and ALP. Following BoCC approval, the ALP will be returned to the FAA Airports District Office, along with the resolution accepting both the Master Plan and the ALP, for final FAA approval of the ALP.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

1. Attorney

ATTACHED DOCUMENTS:

1. Resolution
2. Draft Master Plan
3. ALP – 18 plan sheets

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:

BOARD OF COUNTY COMMISSIONERS FOR
ADAMS COUNTY, STATE OF COLORADO

RESOLUTION APPROVING THE FINAL DRAFT MASTER PLAN AND AIRPORT
LAYOUT PLAN UPDATE FOR COLORADO AIR AND SPACE PORT

WHEREAS, Adams County is a body corporate and politic that owns and operates an air and space port known as Colorado Air and Space Port (“CASP”); and,

WHEREAS, on August 17, 2018, the Federal Aviation Administration (“FAA”) issued a launch site license to Adams County, Colorado and the Adams County Commissioners officially changed the facility’s name from Front Range Airport to Colorado Air and Space Port; and,

WHEREAS, the last Master Plan was completed in 2004; and,

WHEREAS, CASP awarded a contract to Jviation Inc., on October 20, 2015, to update the Master Plan, and Airport Layout Plan (“ALP”); and,

WHEREAS, CASP accepted a grant for AIP Project No. 3-08-0016-40 from the Federal Aviation Administration to update the Air and Space Port’s Master Plan and ALP; and,

WHEREAS, Jviation Inc., has completed the scope of work and presented a final draft of the Master Plan and ALP update for approval.

NOW THEREFORE, BE IT RESOLVED, by the Board of County Commissioners of the County of Adams, State of Colorado, that the final draft of the Master Plan and Airport Layout Plan update for the Colorado Air and Space Port, a copy of which is attached hereto, is hereby approved.

BE IT FURTHER RESOLVED, that the Chair is authorized to execute said final draft Master Plan and Airport Layout Plan update on behalf of Adams County.

AIRPORT MASTER PLAN

FRONT RANGE AIRPORT

FINAL REPORT

Prepared for:

Adams County

Colorado

Prepared by:

Aviation, Inc.

2019

THE PREPARATION OF THIS DOCUMENT WAS SUPPORTED IN PART WITH FINANCIAL ASSISTANCE THROUGH THE AIRPORT IMPROVEMENT PROGRAM FROM THE FEDERAL AVIATION ADMINISTRATION (AIP GRANT NUMBER 3-08-0016-40) AS PROVIDED UNDER TITLE 49 USC § 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

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1.0 STUDY INTRODUCTION AND GOALS

This Airport Master Plan (AMP) for Front Range Airport ("FTG" or the "Airport") has been conducted to provide Adams County (the "Airport Sponsor" or "Sponsor") with a long-range plan for reasonable and orderly airport development designed to produce a safe, efficient, economical, and environmentally acceptable air transportation facility that meets existing and projected aviation demand levels in a thoughtful manner. This Master Plan along with the accompanying Airport Layout Plan (ALP) have been prepared in compliance with the Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*. The previous Front Range Airport Master Plan was completed in 2004. This study was funded by the FAA, the Colorado Department of Transportation (CDOT) Division of Aeronautics, and Adams County. Technical work was conducted by a study team led by Jviation and supported by Woolpert, Inc.

The FAA requires that an airport undertake a master plan effort every five to ten years. Funding is provided by a combination of federal, state and local sources.

The ultimate goal of the AMP is to provide a carefully considered, systematic approach to the Airport's overall maintenance, development, and operation over a 20-year planning period. At its core, this planning effort is designed to identify and then plan for current and future airport facility needs well in advance of the actual demand for those facilities. The AMP is also designed to review and assess the Airport's current conformance with federal and state airport design and operational standards to help ensure that the Airport continues to operate as safely as possible. It will also ensure that FTG can appropriately coordinate project approvals, design, financing, and construction, while avoiding the potentially detrimental effects caused by inadequate or noncompliant airport facilities.

An Airport Master Plan documents an airport sponsor's short-, mid-, and long-term strategies for operation and development over a 20-year period.

1.1 Master Plan Purpose and Objectives

The overall purpose of the FTG AMP is to define the Airport Sponsor's strategy for the long-term development of the Airport. This AMP provides the framework to guide future airport development that will cost-effectively satisfy current and future aviation demand in a logical and financially-feasible manner, while also considering relevant environmental and community factors. Consistent with this purpose, the project team coordinated with the Airport to establish general objectives for the AMP, listed below.

An effective Airport Master Plan will reflect the goals and purposes of the airport sponsor and its associated stakeholders.

- Become an economic engine for Adams County and surrounding areas, providing jobs, revenue, and viable aviation services for a growing market.

- Serve as a model airport for aircraft operations, efficiency, and safety.
- Provide its tenants, users, business community, and travelers with a professional experience.
- Guide the development of the Airport with the goal of providing a safe, efficient, and effective facility as aviation demand, market conditions, and technologies evolve.
- Continue to comply with all appropriate federal regulations, obligations, and design standards.
- Present a recommended course of action for helping the Airport achieve and maintain short- and long-term financial self-sustainability.
- Be consistent with Adams County's goals for its public-use facilities.
- Consider and potentially integrate other County-related development initiatives, including Spaceport Colorado.
- Analyze the condition of existing facilities and their effectiveness serving current and future aviation needs, as well as conformance with federal airport design and operational standards.
- Provide a planning document for the next 20 years that is technically accurate, realistically executable, and financially feasible.
- Focus on environmental sustainability.
- Consider the current and projected security requirements for general aviation airports.
- Incorporate public involvement throughout the AMP process to ensure that the Airport's future aligns with the values and vision of the community.

It should be acknowledged that these specific airport goals are also consistent with the descriptions provided by the 2011 Colorado Aviation System Plan of an efficient and well-functioning airport system. In essence, that plan notes that for an airport system to operate effectively, its individual airports must exhibit similar characteristics. Specifically, an ideal airport system (and by extension the airports that comprise that system) should be characterized by the following traits:

- Provides sufficient capacity to meet current and future needs;
- Possesses the ability to respond to unforeseen changes in the aviation industry or in the local market area;
- Supports the local and state economy;
- Leverages historic investment and makes the most out of future investment and
- Operates in such a way as to address security and safety considerations, relative to perceived risks.

In addition to addressing these objectives, the AMP must also fulfill the broad master planning goals established by the FAA in AC 150/5070-6B, *Airport Master Plans*. These goals include the following:

- Document issues that the proposed development will address.
- Justify the proposed development through the technical, economic, and environmental investigation of concepts and alternatives.

- Provide an effective graphic presentation of the development of the Airport and anticipated land uses in the vicinity.
- Establish a realistic schedule for implementing the development proposed in the AMP, particularly the short-term capital improvement program.
- Propose an achievable financial plan to support the implementation schedule.
- Provide sufficient project definition and detail for subsequent environmental evaluations that may be required before the project is approved.
- Present a plan that satisfies local, state, and federal regulations.
- Document policies and future aeronautical demand to support municipal or local deliberations on spending, debt, land use controls, and other policies necessary to preserve the integrity of the Airport and its surroundings.
- Set the stage and establish the framework for a continuing planning process.

1.2 Overview of Airport Issue and Concerns

FTG's previous AMP was completed in 2004 by Washington Group International. Since that time, many of the Airport issues and focal points identified in that master planning effort have been addressed through the completion of specific projects and/or the updating of specific airport documents. Some issues may not have been addressed due to changing industry circumstances and/or master plan assumptions, or have still yet to be resolved.

The following issues and concerns have been identified for the 2016 AMP:

- **New Landside Development Areas:** The Airport must identify future potential development areas to meet demand for aviation-related businesses, hangars and other facilities such as airfield support storage and maintenance buildings. Similarly, FTG should identify areas on its property that could be made available for potential non-aviation related development to diversify the Airport's revenue streams and increase its economic benefit for the local area.
- **Regional Economic Development Initiatives:** Adams County is anticipated to realize significant population and economic growth as a result of several factors, including the Denver Aerotropolis/Airport City development initiative, the completion of the Regional Transportation District (RTD) University of Colorado "A" Line providing mass transit connections between downtown Denver and Denver International Airport, as well as Denver metro area development that continues to progress east. The potential impact of these factors on the Airport must be projected.
- **Pavement Strength:** FTG was explicitly designed as a General Aviation Reliever airport. The actual pavement design of the Airport's airfield infrastructure has strength ratings consistent with smaller general aviation aircraft. As corporate aircraft continue to increase in size and in frequency of operation at FTG, the pavement strength of this infrastructure must be reassessed.
- **Pavement Maintenance:** The Airport must establish a pavement maintenance program that considers the age and condition of existing

When starting an Airport Master Plan, it is important to acknowledge the key issues to be addressed within the planning effort.

airport pavements, options for maintenance or repair, and approximate costs for these improvements.

- **Colorado Spaceport Initiative:** FTG is the site of an exciting development initiative to establish the Airport as Colorado's first and only spaceport facility. While the specific details of that initiative are revisited within the AMP, consideration for its potential development requirements on the Airport must be anticipated.
- **Airport Security:** The Airport needs to evaluate its current security systems and policies, including airport fencing, cameras, security plans, etc.

All of these issues, as well as others that are uncovered during the planning process, are discussed in subsequent chapters.

1.3 Master Plan Communication & Coordination

Critical to the success of any Airport Master Plan is an effective communication and coordination effort with the airport's key stakeholders.

Public involvement is an integral part of any significant airport planning study since it encourages information sharing and collaboration among the community and the airport stakeholders that have a collective interest in the outcome of the study. Stakeholders typically include airport management, the airport sponsor, tenants, users, local businesses and residents, resource agencies, elected and appointed public officials, and the general public. With such a diverse stakeholder group, a variety of forums are often employed to enhance the effectiveness of the project coordination effort.

- A Planning Advisory Committee (PAC) was established to serve as a resource to ensure the Master Plan addressed the key issues facing the Airport and its surrounding community today and into the future. The PAC members represent:
 - Adams County Economic Development Council
 - Adams County Planning Department
 - Adjacent property owners
 - Airport businesses and tenants,
 - City of Aurora Planning Development Services Department
 - Denver International Airport
 - FTG Airport Advisory Board
 - Metro Denver Aviation Coalition
 - Regional Economic Advancement Partnership
 - Town of Bennett
 - CDOT Aeronautics
 - FAA

Their roles were to review and comment on draft study products, and to provide links to agencies and other constituencies represented by the PAC membership. Three PAC meetings were held throughout the project.

- An online survey of key airport stakeholders (including users, tenants, based aircraft owners/pilots, transient pilots, and airport users at large) was conducted to solicit feedback regarding a variety of topics, including their

existing and projected activities at the Airport; FTG strengths, weaknesses, opportunities, and threats; and the future vision for FTG. The survey results were utilized to help guide planning actions documented in **Chapter 4, Airfield Capacity & Facility Requirements**.

- Various public outreach materials were created and methods employed to generate public awareness of the AMP. The materials and outreach program served as important sources of information for interested parties to keep them informed of the planning process, to solicit input, and to facilitate decision making during the process. The outreach materials included a [project website](#), press releases for local media, meeting advertisements, and social media publications.
- Finally, in addition to the PAC, other forms of public involvement included regular public briefings to the Adams County Board of County Commissioners, as well as a public information meeting/workshop. The workshop provided an opportunity to engage the public in meaningful conversation about the Airport and the AMP. Other additional briefings and technical meetings were organized with key agencies, stakeholders, and public officials as required. Notes from meetings are included in **Appendix D**.

1.4 Master Plan Study Elements

The FTG AMP has been prepared consistent with the guidance provided in FAA AC 150/5070-6B, *Airport Master Plans*, and other industry-accepted principles and practices. Specifically, this Master Plan's chapters are designed to identify future facility requirements and provide the supporting rationale for their implementation.

Chapter 1, Study Introduction provides an overview of the AMP, including its purpose, objectives, and work products, and the overall structure of the project.

Chapter 2, Inventory establishes a sound basis for plan and program development. The inventory compiles essential data regarding the physical, operational, and functional characteristics of FTG, its sub-components, and its environs. Environmental data is included and considered throughout the master planning process and potential follow-on environmental efforts.

Chapter 3, Aviation Activity Forecast serves as the hub of the AMP by utilizing local socioeconomic information and national air transportation trends to project the levels of aviation activity that can reasonably be expected at FTG over the 20-year planning period. Assessing future airport utilization and operational activity levels trends is especially important. Because many of the proposals and recommendations in the AMP are principally based on aviation activity demand forecasts, it is critical that the forecasts are reasonable and defensible. *The aviation forecasts must be officially reviewed and approved by the FAA.*

Chapter 4, Airfield Capacity & Facility Requirements utilizes the results of the Forecasts to assess the ability of existing airside and landside facilities to meet the projected level of demand for the five-, ten-, and twenty-year planning horizons. This analysis defines requirements for additional facilities, expansion to existing facilities, and determines whether the facilities will meet the forecast of demand over the 20-year planning period. Beyond this, airport facilities are examined with respect to

While an Airport Master Plan must follow the federally-defined airport planning process, the FAA only approves the aviation activity forecasts and the Airport Layout Plan.

improvements needed to safely serve the type of aircraft expected to operate at the Airport in the future, including compliance with FAA design standards, as well as navigational aids to increase the safety and efficiency of operations.

Chapter 5, Development Alternatives & Recommended Plan considers a variety of solutions to accommodate the anticipated facility needs identified within the Facility Requirements analysis. Through this process, various facility and site plan alternatives are proposed and weighed with respect to their ability to meet the projected facility needs. This analysis ultimately results in the preferred alternative that is deemed to best meet the facility requirements in the most efficient and appropriate manner available to achieve the Airport's long-term goals. As a tool for the alternatives review and evaluation, matrices are employed to help identify the strengths and weaknesses of each proposed development alternative in order to determine a single direction for development. This evaluation method focuses on several key criteria, including cost, efficiency, feasibility, operational effectiveness, and other measures. An environmental screening of the preferred development plan is also included in this chapter.

Chapter 6, Airport Layout Plan provides both a graphic and narrative description of the recommended plan for the use, development, and operation of the Airport. *Note that the Airport Layout Plan set must be officially reviewed, approved and signed by the FAA.*

Chapter 7, Financial Plan focuses on the capital improvement program which defines the schedules, costs, and funding sources for the recommended development plan. It is important that the development program is practical, reasonable, and capable of enhancing the economic viability for the Airport.



2.0 INVENTORY

The first step in the airport master planning process, as outlined in Federal Aviation Administration (FAA) Advisory Circular 150/5070-6B, *Airport Master Plans*, involves gathering information about the airport and its environs. An inventory of current conditions is essential to the success of a master plan since the information also provides a foundation, or starting point, for subsequent evaluations.

2.1 Airport Overview

Front Range Regional Airport (FTG or the Airport) is a public-use, general aviation airport owned and operated by Adams County. Located in northeastern Colorado, Adams County is the fifth most populous county in Colorado, with a current population of approximately 460,000. As FTG's owner, the County is responsible for operating and maintaining the Airport in a safe condition, and leasing properties within the Airport boundary. FTG is located along the Interstate 70 corridor near the town of Watkins, Colorado (**Figure 2-1**), 26 miles east of downtown Denver and seven miles southeast of Denver International Airport (DEN).

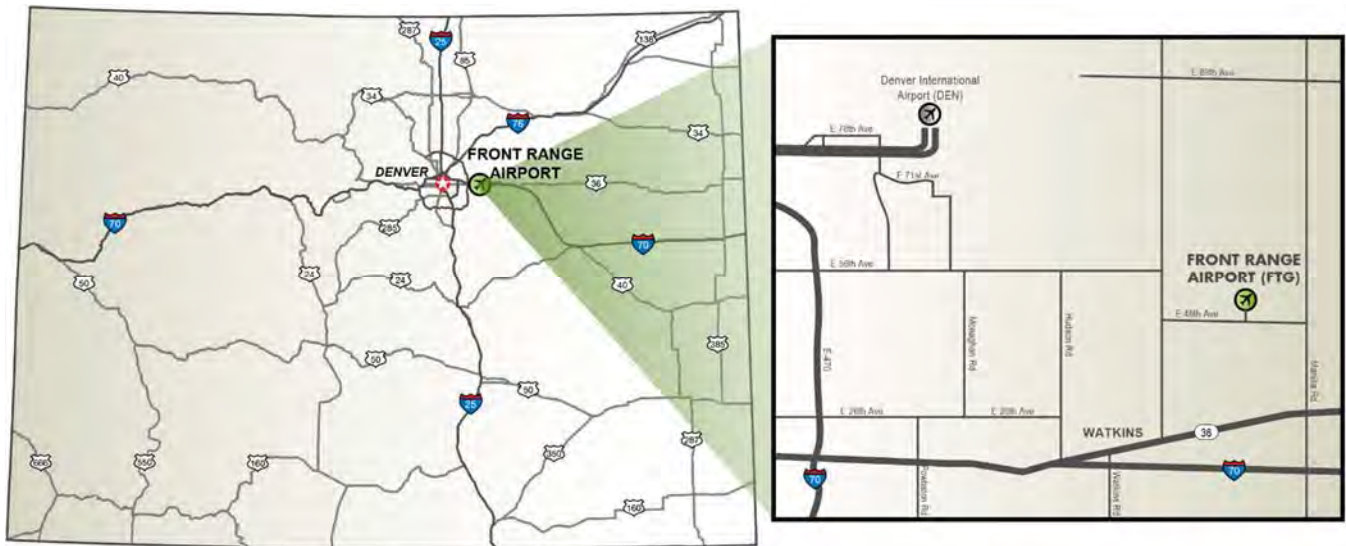
One of the largest general aviation airports in the country, FTG encompasses 3,349 acres of relatively flat agricultural land covered with prairie grass and a sparse collection of trees, of which 85 acres have been developed. The current Airport Reference Point (ARP)—defined as the approximate center of an airport's runways—is located at Latitude 39°47'03.1200"N and Longitude 104°32'15.4400"W. The Airport elevation—identified as the highest point along an airport's runways—is 5,512 feet above mean sea level (MSL), and is located at the approach end of Runway 35.

Established by the Adams County Board of Commissioners (BoCC), the Front Range Airport Advisory Board encourages community involvement and asks individuals with relevant expertise to make recommendations to the BoCC regarding the attraction, recruitment, retention, and infrastructure needs of FTG. The ten-member board is appointed by the BoCC and consists of the County Manager or designee and members of the community from the following areas: current owners/tenants of the Airport, economic development, marketing, UAV sector, space sector, aviation sector, non-aviation business sector, Adams County citizen representation, and intergovernmental representation.

This Airport Master Plan is intended to provide a comprehensive evaluation of FTG and result in a long-term facilities and operational plan for the Airport.

The Airport provides Adams County with aviation facilities designed to accommodate a full range of aviation services and operators, ranging from small general aviation aircraft to large corporate business jets. In addition to its many aviation-related benefits, FTG is an economic generator for the region, directly supporting industry, promoting tourism, and encouraging business development and expansion.

FIGURE 2-1 - FTG PROXIMITY MAP



2.2 Airport History

In 1974, the Denver Regional Council of Governments (DRCOG) adopted the Denver Regional Airport System Plan (RASP) that projected those aviation facilities required to meet existing and future aviation demand within the region through the year 2000. When incorporating the diminishing role of Denver Stapleton Airport for general aviation usage, the RASP's forecasted growth in aviation activity for the region exceeded those existing airport facilities that were available at the time (both public and private). The RASP concluded that even if the region's existing public airports were expanded to their maximum development potential, four new general aviation airports would be required by the year 2000. The 1980 National Airport System Plan recommended construction of two new general aviation reliever airports in the Denver Metropolitan Region; one of these airports was Adams County Airport, which later became Front Range Airport.

FTG's first Master Plan was completed in 1982, and included a phased development plan through the year 2003. An Environmental Assessment (EA) of the impacts of the proposed airport development was prepared in conjunction with the Master Plan. The EA was presented at a public hearing in April of 1982, and subsequently submitted to the Federal Aviation Administration (FAA). The FAA accepted the Master Plan and approved the EA. Construction of the Airport began in 1983 and Runway 8/26 was opened for service in August 1984.

FTG's 2004 Master Plan focused on the long-term development of the Airport with a focus on promoting and enhancing general aviation activities, providing opportunities to develop air cargo operations to satisfy regional demands, providing continued growth prospects for aviation-related industries, and promoting continued local economic growth and development. While the 2004 Master Plan reflected an aggressive development plan, most of those projects have yet to be executed. In particular, the focus on air cargo operational development at FTG has been tabled indefinitely.

The FAA has invested over \$48 million in FTG since its construction in 1983.

Additional information related to the development of the Airport since 1982 can be seen by examining the history of FAA Airport Improvement Program (AIP) grants, as shown in **Table 2-1**.

TABLE 2-1 - HISTORY OF AIP GRANTS

AIP Number	Fiscal Year	AIP Federal Funds	Work Description
3-08-0016-01	1982	\$2,750,000	Grade & drain Runway 8/26 parallel and connecting taxiways, building area & airport access road. Relocate portion of County Rd. 26N. Install perimeter fence
3-08-0016-02	1982	\$3,300,000	Pave & mark Runway 8/26, aircraft parking apron and access Rd. Install segmented circle and lighted wind cone
3-08-0016-03	1983	\$1,948,588	Pave & mark parallel taxiway system for Runway 8/26. Install MIRE and signage system, VASI-2, Beacon & airport security lights
3-08-0016-04	1985	\$1,320,321	Grade, drain, pave & overlay Runway 17/35 and connecting Taxiway. Install MIRE for Runway 17/35. Expand Terminal Apron. Install drainage in Special base operator Area. Install Airport access road lighting
3-08-0016-05	1986	\$440,492	Land acquisition for approach protection
3-08-0016-06	1986	\$105,140	Construct 2-bay maintenance equipment building
3-08-0016-07	1986	\$130,974	Land acquisition
3-08-0016-08	1987	\$500,000	Pave airport owned hangar. Master Plan Update; including EA & land acquisition. FAA: Construct aprons & connecting taxiways
3-08-0016-09	1987	\$19,998	Airport Layout Plan (ALP) Update
3-08-0016-10	1987	\$1,311,697	Install ILS/MALS system; replace MIRE/HIRE, apply markings to Runway 8/26, land reimbursement (Parcel 1B); upgrade AWOS-II to AWOS III
3-08-0016-11	1988	\$1,300,000	\$800,000 land reimbursement (Parcels IC, ID & 5A) \$500,000 expansion of Terminal apron, apron flood lighting
3-08-0016-12	1989	\$2,552,588	Acquire parcels 2, 4B, 5, 6, 7, 7B, 9, 9B, 11 and parcel 1 improvements; provide relocation assistance
3-08-0016-13	1990	\$3,033,392	Site preparation and drainage for Runway 17R/35L including parallel taxiway D and connecting Taxiway C
3-08-0016-14	1991	\$3,976,768	Pave and light Runway 17R/35L, pave parallel taxiways
3-08-0016-15	1991	\$460,698	Reimbursement for acquisition of parcels 4, 4D, and 9C; 156 acres
3-08-0016-16	1991	\$1,721,579	Construct a General Aviation apron area and dual connector taxiway
3-08-0016-17	1992	\$417,923	Reimbursement for acquisition of parcels 3, 9D & 9E
3-08-0016-18	1993	\$1,956,203	\$400,000 for NAVAIDS; acquire SRE, grade Runway critical areas
3-08-0016-19	1993	\$2,588,605	Construct access road, SRE building, and east taxiway system
3-08-0016-20	1996	\$1,630,120	Rehabilitate Runway 8/26 & connector taxiways; improve Runway edge, lights and Runway precision markings

AIP Number	Fiscal Year	AIP Federal Funds	Work Description
3-08-0016-21	1998	\$434,500	Rehabilitate guidance signs for Taxiways A, B, C, D, E and connecting taxiways. Install signage & supplemental wind cones for Runways 8/26 & 17/35
3-08-0016-22	1999	\$580,000	Rehabilitate Terminal Apron. Construct Portland cement concrete parking slab.
3-08-0016-23	1999	\$185,000	Land Acquisition
3-08-0016-24	1999	\$306,000	Land Acquisition
3-08-0016-25	2000	\$200,000	Land Acquisition for approach protection of 8/26. Relocation assistance and demolition of buildings
3-08-0016-26	2001	\$200,033	Update Airport Master Plan
3-08-0016-27	2002	\$150,000	Acquire SRE, acquire land for approach protection
3-08-0016-28	2003	\$2,003,587	Runway 17/35 Overlay
3-08-0016-29	2005	\$300,000	Rehabilitate Taxilanes, Taxiway A7, install AWOS
3-08-0016-30	2006	\$163,977	Rehabilitate west half of Taxilane 7B
3-08-0016-31	2008	\$150,000	Rehabilitate east half of Taxilane 7A
3-08-0016-32	2009	\$2,100,000	Rehabilitate Terminal Apron
3-08-0016-33	2009	\$129,072	Rehabilitate west half of Taxilane 7A
3-08-0016-34	2010	\$150,000	Rehabilitate east half of Taxilane 7B
3-08-0016-35	2010	\$1,000,000	Construct electrical vault, replace airfield lighting control system
3-08-0016-36	2011	\$130,000	Replace Runway 17/35 edge lights
3-08-0016-37	2011	\$1,205,000	Rehabilitate Taxiway D
3-08-0016-38	2012	\$3,859,000	Rehabilitate Runway 8/26
3-08-0016-39	2014	\$3,049,000	Rehabilitate Taxiway A

Source: FAA

2.3 Airport Role

Airports can play different functional roles and can contribute at many levels in meeting the transportation and economic needs on national, regional, state, and local levels. Identifying and understanding the various roles that an airport plays is essential for that airport to be developed with facilities and services appropriate to fulfilling its respective roles. Following are FTG's various role classifications.

2.3.1 National Plan of Integrated Airport Systems (NPIAS)

The NPIAS is an FAA-sponsored national airport system plan whose purpose is to identify the airports that are important to national air transportation. Being identified within NPIAS makes an airport eligible to receive grants under the FAA's Airport Improvement Program (AIP) for the planning and implementation of airport capital improvements and infrastructure development. Specifically, NPIAS defines an airport by its service level, which reflects the type of service that a given airport provides for its host community. This service level also defines the funding categories established by Congress to assist in the distribution of funding resources for airport development.

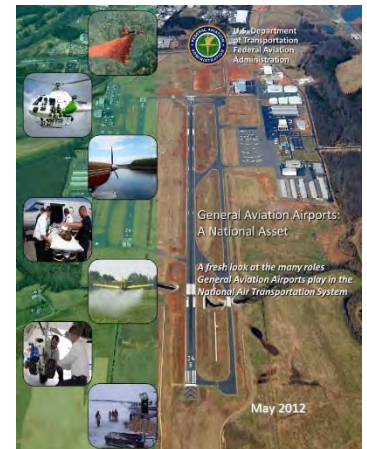
The 2015-2019 NPIAS classified FTG as a public-use *Reliever* service level airport. Reliever airports are airports designated by the FAA to relieve congestion at Commercial Service Airports and to provide improved general aviation access to the overall community.



2.3.2 General Aviation Airports: A National Asset

In 2012, the FAA prepared *General Aviation Airports: A National Asset* (ASSET 1) which further classifies the nation's nearly 3,000 general aviation (GA) airports, heliports, and seaplane bases identified in the FAA's NPIAS. This in-depth analysis highlights the pivotal role GA airports play in our society, economy, and the aviation system. The study also aligns the general aviation airports into four categories—national, regional, local, and basic—based on their existing activity levels. These categories better capture their diverse functions and the economic contributions GA airports make to their communities and the nation.

The FAA's Asset study classifies FTG as a *Regional* airport, defined as an airport that supports general aviation activities such as emergency service, charter or critical passenger service, cargo operations, flight training, and personal flying. This grouping is characterized as having "high levels of activity with some jets and multi-engine propeller aircraft, averaging about 90 total based aircraft, including 3 jets."



In 2014, ASSET 2 was released to further review those NPIAS airports that were unclassified in ASSET 1. ASSET 2 did not impact FTG's classification as a Regional airport.

2.3.3 Colorado Statewide Airport System Plan

Colorado Department of Transportation (CDOT) Aeronautics conducted a study in 2011 to provide an analysis of the statewide airport system of public use airports. CDOT produced an extensive assessment of the current system's condition, as well as a guide for meeting its current and future needs. This plan provided tools to help facilitate the continued successful development of its aviation system, and to show the relationship between system performance measures, benchmarks, and facility and service objectives that were established in 2000.

Front Range Airport is classified in the CDOT Airport System Plan's Technical Report as a *Major General Aviation* airport. Airports must meet the following objectives to be classified in this category:



- Runway length adequate for all small aircraft
- Primary runway width of at least 75 feet
- Full or partial parallel taxiway for the primary runway



FTG Economic Impact in 2013

2.4 Economic Impact

In 2013, CDOT conducted an Economic Impact Study for Colorado airports that measured the economic contributions that stem from on-airport activities and off-airport spending by visitors that arrive via an airport. The economic contributions of these activities are measured through jobs, associated payroll, and economic output. On-airport activities include tenants and airport-related activities such as administration, operation, and maintenance. Visitor spending includes food, lodging, transportation, entertainment, and retail purchases that result in support of local jobs and payroll. Capital improvement projects at the airports also support jobs and payroll over the duration of the project. The capital improvement, airport, tenant, and visitor impacts, in conjunction with multiplier effects, represent total economic contribution for a given airport.

Through this planning effort, FTG's annual economic impact in 2013 was estimated to be \$75.5 million in total economic output, generating 489 jobs with a total annual payroll of \$31.6 million. Additionally, according to this study, FTG generates 19,000 visitors to Colorado.

2.5 Primary Airport Data

Table 2-2 provides a summary of some of the important primary data elements for FTG. The most recent (2014) Airport Layout Plan was utilized as the source for much of the data.

TABLE 2-2 - PRIMARY AIRPORT DATA

Data Element	FTG Data
Airport Name	Front Range Airport
FAA Designation	FTG
Airport Sponsor	Adams County
Associated Town	Watkins, CO
Date Established	1983
Airport Management	<ul style="list-style-type: none"> – Full-time staff – Front Range Airport Advisory Board
Airport Roles	<ul style="list-style-type: none"> – FAA NPIAS: Reliever – FAA ASSET: Regional – CDOT: Major General Aviation
Radio Frequencies	<ul style="list-style-type: none"> – Unicom: 122.95 MHz – CTAF: 120.2 MHz – ATIS: 119.025 (303-261-9104)
Airspace Classification	Class G up to 699 AGL, Class D surface-8,000 AGL (when ATCT operating)
Airport Reference Point	N 39° 47' 03.1200" W 104° 32' 15.4400"
Elevation	5,512' Mean Sea Level
Acreage	3,349 acres

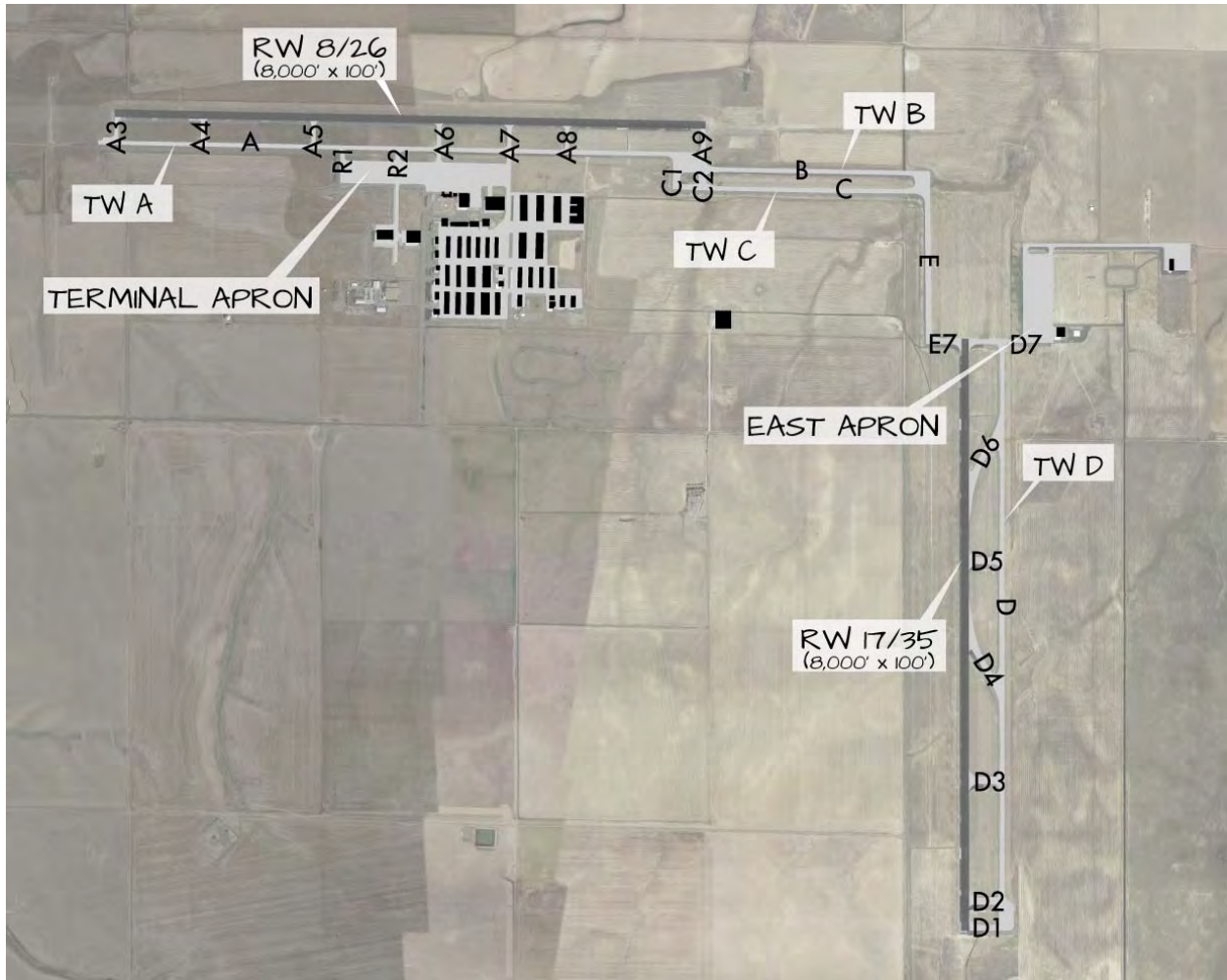
Data Element	FTG Data
Sectional Chart	Denver
Mean Maximum Temperature	88.1°F (July)
Precipitation	– Mean Maximum Rain: 2.43" (May) – Total Average Annual Rainfall: 15.48" – Mean Maximum Snow: 12.6" (March) – Total Average Annual Snow: 59.6"

Source: FTG ALP 2014; FAA 5010 Airport Master Record, Western Region Climate Center
 Notes: AGL- Above Ground Level

2.6 Airside Facilities

Airside facilities consist of the parts of the Airport that accommodate the movement of aircraft, and encompass runways, taxiways, airfield lighting, and other facilities necessary to support flight activity. **Figure 2-2** Error! Reference source not found. depicts FTG’s existing airside facilities.

FIGURE 2-2 - FTG AIRSIDE FACILITIES



Source: Jviation

2.6.1 Runways

As shown in **Figure 2-2**, FTG has two runways (Runway 8/26 and Runway 17/35) that are perpendicular to each other, although they do not intersect. Both runways have full parallel and connecting taxiways that provide aircraft access to the terminal and other facilities on the Airport. **Table 2-3** provides additional detail about each runway: size, markings, pavement type/strength, elevation, gradient, runway design code (RDC), and critical aircraft intended to use the runway most frequently.



Runway 8 at FTG

TABLE 2-3 - FTG RUNWAY INFORMATION

Element	Runway Data
Runway 8/26	
Dimensions	8,000' x 100'
Runway Markings	Precision-Instrument
Runway Surface Type	Asphalt
Runway End Elevations	5449.8' / 5485.4'
Visual Slope Indicator	PAPI-2L
Effective Gradient	.4%
Pavement Strength	28,000 pounds Single Wheel (SW) 40,000 Dual Wheel Gear (DW)
Pavement Condition	Excellent (PCI = 86-100)
RDC	C-II
Critical Aircraft	Bombardier Challenger CL604
Runway 17/35	
Dimensions	8,000' x 100'
Runway Markings	Precision-Instrument
Runway Surface Type	Asphalt
Runway End Elevations	5472.5' / 5511.5'
Visual Slope Indicator	PAPI-4L
Effective Gradient	.5%
Pavement Strength	34,000 pounds Single Wheel (SW) 75,000 pounds Dual Wheel Gear (DW)
Pavement Condition	Fair (PCI = 56-70)
RDC	C-II
Critical Aircraft	Bombardier Challenger CL604

Source: FTG ALP 2014; CDOT; FAA 5010 Airport Master Record

2.6.2 Taxiways

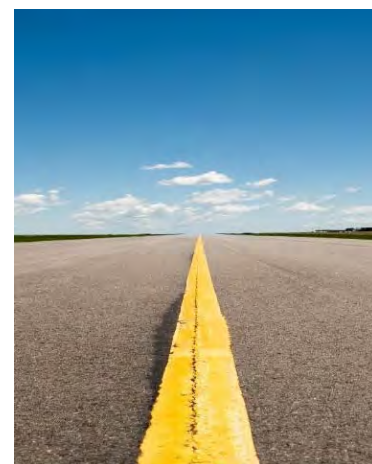
Taxiways are paved areas over which airplanes move from one part of the airfield to another. One of their more important uses is to provide access between the terminal/hangar facilities and the runways. There are three types of taxiways: parallel, entrance/exit, and access. Taxiways that are parallel to runways generally provide a route for aircraft to reach the runway end. Entrance/exit taxiways, which usually connect runways to parallel taxiways, provide paths for aircraft to enter the runway for departure or leave the runway after they have landed. Access taxiways provide a means for aircraft to move among the various airside components of an airport: hangar areas, aprons, fueling areas, etc.

FTG has two full-length parallel taxiways (one for each runway), each with seven connecting taxiways. **Table 2-4** details information about each taxiway including type, associated runway, width, and condition (based on pavement condition index standards).

TABLE 2-4 - FTG TAXIWAY INFORMATION

Taxiway ID	Type	Associated Runway	Width (feet)	Condition
A	Parallel	8/26	50	Excellent (PCI = 86-100)
A3	Entrance/Exit	8/26	50	Excellent (PCI = 86-100)
A4	Entrance/Exit	8/26	50	Excellent (PCI = 86-100)
A5	Entrance/Exit	8/26	50	Excellent (PCI = 86-100)
A6	Entrance/Exit	8/26	50	Excellent (PCI = 86-100)
A7	Entrance/Exit	8/26	50	Excellent (PCI = 86-100)
A8	Entrance/Exit	8/26	50	Excellent (PCI = 86-100)
A9	Entrance/Exit	8/26	50	Excellent (PCI = 86-100)
R1	Access	8/26	50	Poor (PCI = 41-55)
R2	Access	8/26	50	Fair (PCI = 56-70)
B	Access	8/26 & 17/35	50	Good (PCI = 71-85)
C	Access	8/26 & 17/35	50	Poor (PCI = 41-55)
C1	Access	8/26 & 17/35	90	Poor (PCI = 41-55)
C2	Access	8/26 & 17/35	90	Poor (PCI = 41-55)
E	Access	17/35	50	Good (PCI = 71-85)
E7	Entrance/Exit	17/35	70	Fair (PCI = 56-70)
D	Parallel	17/35	50	Fair/Good Poor (PCI = 41-70)
D1	Entrance/Exit	17/35	70	Fair/Good Poor (PCI = 41-70)
D2	Entrance/Exit	17/35	90	Fair/Good Poor (PCI = 41-70)
D3	Entrance/Exit	17/35	90	Fair/Good Poor (PCI = 41-70)
D5	Entrance/Exit	17/35	90	Fair/Good Poor (PCI = 41-70)
D6	Entrance/Exit	17/35	70	Fair/Good Poor (PCI = 41-70)
D7	Entrance/Exit	17/35	70	Fair/Good Poor (PCI = 41-70)

Source: Aviation, CDOT



Taxiway at FTG

2.6.3 Aprons



Terminal Apron at FTG

An aircraft apron area is used for aircraft movement and positioning, vehicle movement and parking, and aircraft tie-down. FTG has two aircraft aprons: the Terminal Apron, and the East Apron. Located south of Runway 08/26 and Taxiway A, the asphalt Terminal Apron measures approximately 2,400 feet by 300 feet and serves the needs of both based and transient aircraft. It has 144 marked tie-downs for all aircraft, and has a concrete hardstand that measures approximately 210 feet by 90 feet. Pavement conditions of the Terminal Apron currently range from fair on the western half of the apron to poor and very poor on the eastern half. The asphalt East Apron measures approximately 1,200 feet by 400 feet and is located on the east side of the Airport, adjacent to the airport maintenance buildings. The pavement condition of the East Apron is currently considered to be poor.

2.6.4 Airfield Lighting

Identification Lighting

A rotating beacon with the universally accepted optical system for lighting airports identifies the location of the Airport. This beacon projects alternating green and white beams from dusk to dawn. When activated during daylight hours, the beacon signals Instrument Flight Rule (IFR) conditions. The FTG beacon is located in the terminal area.

Runway Lighting

Lighting aids are necessary to provide pilots with critical takeoff and landing information concerning runway alignment, lateral displacement, rollout operations, and distance. **Table 2-5** identifies the lighting aids available for each runway.

Runway edge lights are used to outline edges of runways during periods of darkness or restricted visibility conditions. Runway 8/26 is outfitted with High Intensity Runway Lights (HIRL) while Runway 17/35 has Medium Intensity Runway Lights (MIRL).

A Precision Approach Path Indicator (PAPI) is a series of lights that provides visual guidance during a runway approach. At FTG, each runway approach end is equipped with PAPIs that are owned and maintained by the Airport. Additionally, both Runway 8 and Runway 17 have Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) that provide visual information to pilots on runway alignment, height perception, roll guidance, and horizontal references. On the other ends, Runway 26 and Runway 35 are equipped with Runway End Identifier Lights (REIL).

TABLE 2-5 - FTG RUNWAY LIGHTING

Lighting	Runways			
	8	26	17	35
Approach Lighting	REIL	MALSR	REIL	MALSR
Runway Edge Lighting	HIRL	HIRL	MIRL	MIRL

Lighting	Runways			
	8	26	17	35
Centerline Lighting	None	None	None	None
Visual Glide Slope Indicator (VGSI)	PAPI	PAPI	PAPI	PAPI

Source: FAA 5010 Airport Master Record

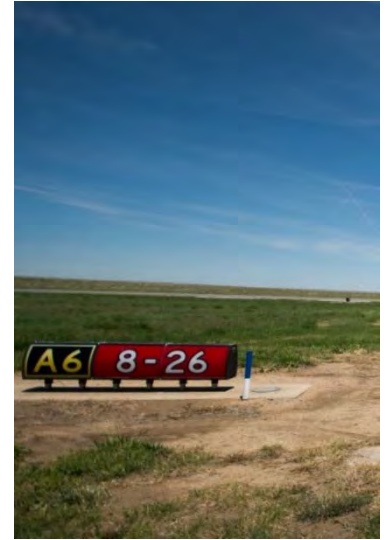
Taxiway Lighting

At FTG, only Taxiway D and its associated connectors are equipped with a Medium Intensity Taxiway Light (MITL) system to identify pavement edges. No other taxiways on the airport (e.g., Taxiways A, C, B, E and their associated connectors) are equipped with a taxiway lighting system, although their taxiway edges are marked with blue and white reflectors.

Visual Aids

Additional visual aids and instrumentation at FTG assist pilots in arriving or departing. The Airport's segmented circle and integrated wind cone provide pilots with traffic pattern and wind direction/velocity information. This equipment is centrally located near the terminal area. The segmented circle/wind cone is lighted and located north of the mid-point of Runway 8/26.

Signage provides essential guidance to identify items and locations on an airport. Airfield signage gives pilots visual guidance information for all phases of movement on the airfield. FTG is equipped with FAA-compliant signs that include instruction, location, direction, destination, and information signs.



Taxiway Sign and Reflectors at FTG

2.6.5 Automated Weather Observation System

FTG has an Automated Weather Observation System-III (AWOS) that provides continuous weather reports transmitted via VHF radio frequency. An AWOS is an automated sensor suite that is voice synthesized to provide a weather report that can be transmitted via VHF radio, non-directional beacon (NDB), or VHF omni-directional radio range (VOR), ensuring that pilots on approach have up-to-date airport weather for safe and efficient aviation operations. Most AWOS observe and record temperature and dew point in degrees Celsius, wind speed and direction in knots, visibility, cloud coverage and ceiling up to 12,000 feet, freezing rain, thunderstorm (lightning), and altimeter setting. This information can be heard on frequency 119.025. The AWOS at FTG was installed through a grants provided by CDOT.

2.7 Landside Facilities

Landside development at the Airport includes a terminal building, fixed base operator facilities, and aircraft hangar facilities.

2.7.1 Terminal Building

The terminal building is located 1,000 feet south of centerline for Runway 8/26 between connector Taxiways A6 and A7. Construction of the terminal building was completed in 1987 and it was renovated in 2011. The building has two floors totaling



Terminal Building at FTG (Outside)



Terminal Building at FTG (Inside)

9,500 square feet, with the first floor consisting of a 900-square-foot pilot's lounge, restroom facilities, public telephones, vending machines, office space, customer service counter, employee locker room, and dining area. The second floor is home to the Airport administrative offices, a large conference room, and storage area. It is in excellent condition.

Fixed Base Operator (FBO)

Airports must provide a wide range of services to meet the varied demands of its individual market area. These demands are frequently accommodated by a fixed base operator (FBO) located on the airport that provides a variety of aeronautical services for pilots, aircraft, and passengers. FBO Services at Front Range is a full-service FBO that is owned and managed by Adams County. Located adjacent to the terminal apron and integrated with the terminal building, the FBO is open seven days a week from 7 am to 9 pm; Avgas self-fueling is available 24 hours a day. The FBO also provides the following non-inclusive list of services.

- FlyBuys Rewards Program
- Hertz Rent-A-Car on-site
- Catering
- Deicing/anti-icing
- Corporate/crew lounge with shower
- Corporate and general aviation services
- Courteous, professional line service
- Meeting and conference facilities
- Airport cars
- Shuttles to DEN and local hotels
- Flight planning and weather room
- The Aviator Bar and Grill
- Ground power units/lavatory services
- Heated hangars
- Hotel reservations

Note that while the FBO does not directly offer aircraft maintenance, such services are available through private companies on the Airport.

2.7.2 Hangars

Hangars are enclosed structures for the parking, servicing, and maintenance of aircraft, designed to protect aircraft from adverse weather conditions such as wind, snow, hail, ice, sun, and rain. FTG currently has over 790,000 square feet of on-airport hangar space consisting of box hangars and T-hangars. In order to manage the large number of hangar buildings and units, FTG has broken down and identified specific areas on the airport by “modules,” with the Terminal Area accommodating Module 1, Module 2, and Module 3. **Figure 2-3** depicts the hangar locations and their respective modules.

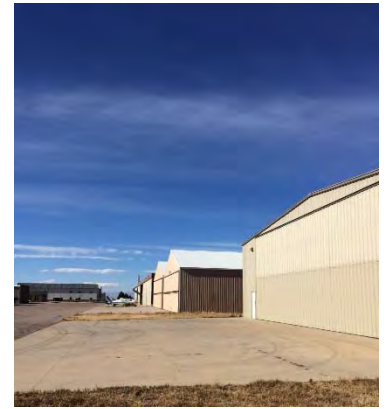


Hangar Area at FTG

Box hangars, also known as conventional hangars, have a square or rectangular footprint that can be sized to accommodate a wide range of aircraft storage needs, ranging from one single-engine aircraft up to multiple corporate jets. FTG currently has 21 box hangar structures that accommodate 156 individual units. There are also nine large executive hangars on the property. In total, these hangars provide approximately 466,000 square feet of hangar space.

T-hangers are a series of interconnected aircraft hangars with footprints in the shape of a “T” that can store one single- or multi-engine aircraft in each unit. FTG currently has 148 nested T-hanger units in 12 separate structures. In total, these provide over 324,000 square feet of hangar space.

FTG's existing hangar and building units are listed in **Table 2-6**.



Box Hangars at FTG

FIGURE 2-3 - FTG HANGAR LAYOUT



Source: Jvation

TABLE 2-6 - FTG HANGARS

Module	Address	Units	Area (square feet)	Year Constructed
1	37350 Astra Way	1	3,500	2002
1	37400 Astra Way	13	13,000	1997
1	37450 Astra Way		13,440	1998
1	37500 Astra Way	6	13,824	1997
1	37550 Astra Way	10	37,440	2000
1	37355 Astra Way	1	3,000	2000

Module	Address	Units	Area (square feet)	Year Constructed
1	37600 Astra Way	6	13,940 36,642	1997
1	37625 Astra Way	1	5,400	2000
1	37650 Astra Way	1	4,900	1997
1	37400 Beechcraft Way	1	8,000	1987
1	37400 Beechcraft Way	1	7,200	1987
1	37501 Beechcraft Way	1	4,320 4,708	1987
1	37503 Beechcraft Way	1	4,320 4,708	1987
1	37505 Beechcraft Way	1	9,000 9,205	2000
1	37600 Cessna Way	1	34,400	2003
1	5126 Front Range Parkway (FRA)	1	5,000	
1	5150 Front Range Parkway (FRA)	1	5,000	
1	5174 Front Range Parkway (FRA)	1	8,800	1990
1	5200 Front Range Parkway (FRA)	3	38,600	
1	37350 E 50th Avenue	1	5,625	2006
1	37355 E 50th Avenue	1	5,000	2000
1	37400 E 50th Avenue	1	13,440	1997
1	37450 E 50th Avenue	1	23,814	1997
1	37500 E 50th Avenue	1	28,130	1997
1	37550 E 50th Avenue	1	28,130	1999
1	37600 E 50th Avenue	1	23,814	2000
1	37401 51st Avenue (FRA)	1	18,000 8,578	1985
1	37451 51st Avenue (FRA)	1	18,000 15,512	1985
1	37501 51st Avenue (FRA)	1	15,500 4,708	1985
1	37551 51st Avenue (FRA)	1	15,500	1985
1	37601 51st Avenue (FRA)	1	15,500	1985
1	37651 51st Avenue (FRA)	1	15,500	1985
2	5195 Front Range Parkway	1	28,800	2007
2	5190 Violet Hill	1	27,000	2006
3	37700 Cessna Way	11	38,400	2001
3	37800 Cessna Way	12	38,400	2001
3	37850 Cessna Way	1	38,400	2001
3	37900 Cessna Way	A	5,690	2006
3	37900 Cessna Way	b	10,000	2006
3	37900 Cessna Way	c	10,000	2006
3	37701 51st Avenue	12	34,500	2004
3	37801 51st Avenue	12	34,500	2004
3	37700 Astra Way	1	15,400	2001
3	37750 Astra Way	1	14,896	2001

Module	Address	Units	Area (square feet)	Year Constructed
3	37800 Astra Way	11	18,000	2002
3	37835 Astra Way	1	15,210	2002
3	37700 50th Avenue	1	8,250	2001
3	37825 North Avenue	1	4,200	2002
3	37835 50th Avenue	1	3,300	2002
3	37870 50th Avenue	2	9,000	2008
3	37900 50th Avenue	2	9,000	2008

Source: Airport Records 2016

2.8 Airport Support Facilities and Equipment

2.8.1 Aircraft Fuel Storage

Front Range Airport offers both Jet-A and Avgas fuels for sale and use by aircraft. Avgas (or aviation gasoline) is used by aircraft having reciprocating piston engines. The most common grade of Avgas is 100 low lead (or 100LL). Jet-A is a kerosene-based fuel that contains no lead and is used for powering turbine-engine (jet or turboprop) aircraft. As previously mentioned, Adams County has retained the right to have FTG personnel serve as the Airport's lone FBO, resulting in the Airport realizing all profits associated with fuel sales.

Aviation fuel at FTG is stored in two locations. The first site abuts the terminal apron and provides 100LL self-fueling capabilities through a single, 10,000-gallon, double-walled above-ground storage tank. The second site is a dedicated fuel farm located on Cessna Way, southeast of the terminal area. This site houses three underground fuel storage tanks: one 20,000-gallon 100LL tank, and two 15,000-gallon Jet-A storage tanks. A leak detection system has been installed for each underground tank, and all tanks are in good condition. This site also offers self-serve fueling capabilities through a dispenser located immediately adjacent to the fuel farm. **Table 2-7** depicts the total fuel flowage at FTG for the period of 2004-2014.

TABLE 2-7 FUEL FLOWAGE

Year	100LL (Gallons)	Jet A (Gallons)
2004	219,261	150,862
2005	207,772	160,803
2006	203,886	157,779
2007	186,393	194,123
2008	156,950	162,667
2009	172,972	167,932
2010	152,935	175,600
2011	137,372	167,199
2012	120,351	168,607
2013	132,617	155,109
2014	131,881	188,362

Source: Airport Records, 2015



Self-Fueling Site at FTG



Fuel Farm at FTG



Fuel Truck at FTG

The Airport also utilizes fuel trucks to deliver and dispense aircraft fuel. These mobile fuel trucks include 5,000-gallon International Jet-A truck, a 2,000-gallon F-800 Jet-A truck, a 1,500-gallon 100LL truck, and a 750-gallon 100LL fuel bowser. The conditions of these fuel trucks range from fair to good. All storage tanks and fuel trucks are owned by Adams County.

2.8.2 Airport Equipment

FTG owns and operates an inventory of vehicles and equipment to perform airfield maintenance, snow removal, and aircraft rescue and firefighting operations. Snow removal and firefighting equipment are eligible for FAA funding, while other maintenance equipment may be eligible for funding through CDOT Aeronautics.

Aircraft Rescue and Firefighting Equipment

Aircraft Rescue and Firefighting (ARFF) is a special category of firefighting on airports for response, evacuation, and possible rescue of passengers and crew in an aircraft. Since FTG is not a Federal Aviation Regulations (FAR) Part 139 airport (commercial certificated airport), it is not required to provide ARFF services. However, FTG does offer ARFF services with an FAA-defined Index B truck with a 1,500-gallon water/foam capacity, an Index E truck containing 500 pounds of dry chemical powder, and a Rapid Intervention Vehicle with 250 gallons of water-foam capacity as well as 300 pounds of dry powder. CDOT donated these vehicles to FTG, and are all in fair condition. They are stored in the maintenance bay with most of the other maintenance vehicles. Additionally, a mutual governmental agreement to provide emergency response exists between FTG and the Bennett Fire Department.



ARFF Truck at FTG

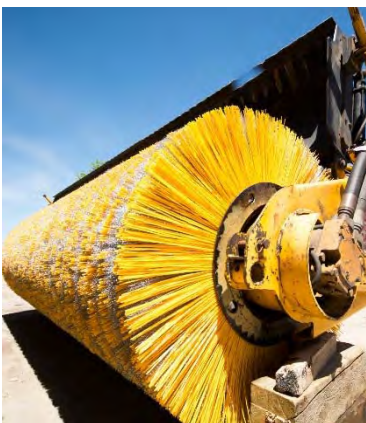
Snow Removal Equipment

Snow Removal Equipment (SRE) is used to clear runway, taxiways, and aprons during snow events. FTG currently owns and operates the SRE inventoried in **Table 2-8**.

TABLE 2-8 - SRE INVENTORY

Year	Brand and Type	Condition
1993	International Plow Truck	Fair
1993	International Plow Truck	Fair
1993	Oshkosh P-Series Truck	Fair
1993	Oshkosh P-Series Truck	Fair
1996	Stewart Stevenson broom	Fair
1996	Stewart Stevenson broom	Fair
1993	International Paystar 5000 truck	Fair
1994	International Paystar 5000 truck	Fair
1982	Oshkosh Blower	Poor
1987	Oshkosh Blower	Poor
2003	Oshkosh Broom	Good

Source: Airport Records



Snow Broom at FTG

Other Airport Maintenance Equipment

FTG has a variety of other maintenance equipment in its inventory for mowing, aircraft fueling and operations, and general maintenance. **Table 2-9** shows a list of existing equipment and current condition.

TABLE 2-9 - AIRPORT EQUIPMENT & VEHICLES

Year	Make/Model	Use	Condition
2002	Chevy Blazer	Operations/Maintenance	Fair
2004	Chevy 2500 Silverado Pick Up	Operations/Maintenance	Good
2004	Chevy 2500 Silverado Pick Up	Operations/Maintenance	Good
1997	Chevy 2500 Cheyenne Pick Up	Operations/Maintenance	Fair
1996	GMC 3500 1 Ton Pick Up	Operations/Maintenance	Fair
2002	GMC 3500 Van	Operations/Maintenance	Fair
2001	Case 821 Loader	Maintenance	Fair
1986	Case Backhoe 580 E	Maintenance	Fair
1985	Yanmar Tractor YM 336 D	Maintenance	Poor
2009	Schulte Mower Deck	Maintenance	Poor
1991	Rhino Mower Deck	Maintenance	Poor
1992	Bush Hog Mower Deck	Maintenance	Poor
2014	John Deere 5085E	Maintenance	New
2009	New Holland TV 6070 tractor	Maintenance	New
2008	Bobcat S220	Maintenance	Good
1998	Bobcat 873	Maintenance	Poor
1984	Ford F-800 Dump Truck	Maintenance	Poor
1994	International H Flatbed Truck	Maintenance	Fair
1958	Ford F-800 Boomtruck	Maintenance	Poor
1993	Air Compressor Trailer	Maintenance	Fair
Unknown	Light Trailer	Maintenance	Fair
2012	Magma 230 Cracksealer	Maintenance	Good
1996	Berry Crack Sealer	Maintenance	Fair
2002	Tymco air sweeper	Maintenance	Fair
1986	Tennant 95AA sweeper	Maintenance	Poor
1965	Towmotor forklift	Maintenance	Poor
Unknown	Miller welder	Maintenance	Good
2012	Lighted X's trailer #one	Maintenance	Good
2012	Lighted X's trailer #two	Maintenance	Good
1985	Ford F-800 Sludge Truck	Maintenance	Poor
1999	Ford F-40 Tow Truck	Maintenance	Good
1999	GMC 3500 Crane Truck	Maintenance	Good
Unknown	PSI Tug	FBO Equipment	Fair
1986	United Tug	FBO Equipment	Poor

Year	Make/Model	Use	Condition
1981	White Tug	FBO Equipment	Fair
2006	Eagle Tug	FBO Equipment	Fair
1998	Hobart Ground Power Unit	FBO Equipment	Fair
Unknown	Blue Hobart GPU	FBO Equipment	Poor
2006	International 100LL fuel truck	FBO Equipment	Good
2005	100LL Bowser fuel truck	FBO Equipment	Fair
2007	International Jet fuel truck	FBO Equipment	Good
1985	Ford F- 800 Jet fuel truck	FBO Equipment	Poor
1990	Ford F-150 PU	FBO Equipment	Poor
1998	Chevy C1500 PU	FBO Equipment	Fair
1998	Jeep Cherokee SE	FBO Equipment	Poor
2008	Chevy Impala Silver	FBO Equipment	Good
2008	Chevy Impala Red	FBO Equipment	Good
2008	Chevy Impala White	FBO Equipment	Good
2000	Buick Le Sabre	FBO Equipment	Fair
2002	GMC Envoy Red	FBO Equipment	Fair
2004	GMC Envoy Silver	FBO Equipment	Fair
1992	E-One ARFF	ARFF	Good
1984	GMC ARFF	ARFF	Poor
2009	WWTP	Generator	Good
2008	Terminal Cummings	Generator	Good
2011	Electrical Vault Cummings	Generator	Good
2005	Tower Cummings	Generator	Good

Source: Airport Records 2016

ARFF/SRE/Airfield Maintenance Buildings

The ARFF/SRE/Airfield maintenance building is located 2,400 feet east of Runway 17/35 centerline and 500 feet north of the approach end to Runway 17. The building is only one level, but when it was constructed, it was designed to support the addition of a second floor when activity and demand at the Airport warrant such an expansion. The existing building is approximately 11,000 square feet with seven bays for equipment storage. Four of the bays have overhead doors that are 25 feet wide by 18 feet high, two bays have doors that are 16 feet wide by 18 feet high, and the last bay has an overhead door that is 12 feet wide by 18 feet high.

Located 165 feet to the east, a second maintenance storage building was constructed in 2012. This metal-sided, 6,400-square-foot building was constructed to provide covered storage for additional equipment in order to extend their operational lifespans. It should be noted that even with these two buildings, the Airport must store some vehicles and equipment outside.



ARFF/SRE/Airfield Maintenance Building at FTG

2.8.3 Airport Access Roadways and Parking

Adequately accommodating automobile traffic and storage are important considerations during a master plan as they facilitate ease of access to airport users and can enhance the customer service experience. The following section summarizes existing road and parking conditions at the Airport.

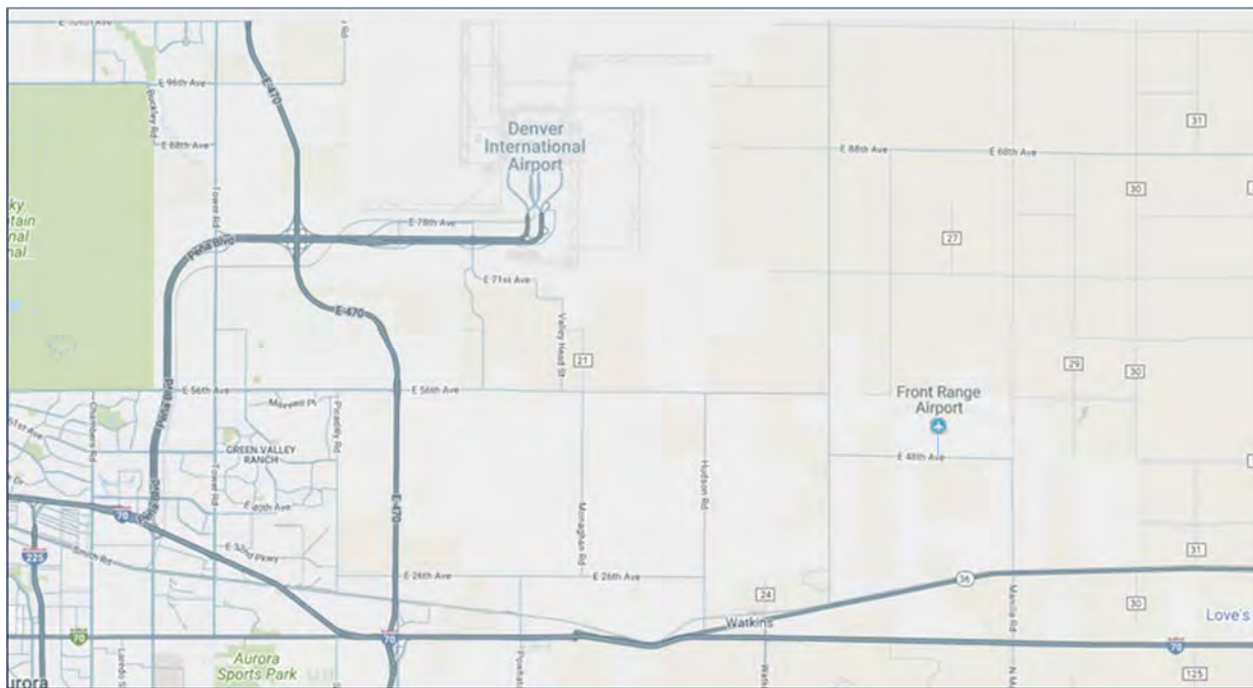
Airport Access Road & Circulation Network

The main access road to FTG is Front Range Parkway, which is paved and in good condition. FTG is north of I-70 and east of the E-470 toll road. Downtown Denver and major highways I-225, I-25, and I-270 are accessible via I-70. Average drive time from FTG to the downtown area is approximately 40 minutes. The distance from FTG to DEN can be driven in under 20 minutes (**Figure 2-4**).



Front Range Parkway

FIGURE 2-4 - AIRPORT TRANSPORTATION ACCESS



Source: Google Maps 2016

Auto Parking

Auto parking is available in five paved parking lots, totaling approximately 280 spaces, including overflow parking that is accommodated in a variety of grassed and other paved areas. The primary public parking lot at FTG is located immediately southwest of the terminal building. The lot's 55 marked parking spots (in addition to the estimated 40 turf parking spots) are available free of charge to all airport visitors and restaurant patrons, and are also used by employee vehicles, rental cars, and airport courtesy cars. Another 66 marked spaces are available in two paved parking lots located along Cessna Way, as well as another paved, unmarked lot east of the terminal. FTG tenants including CDOT Aeronautics, Colorado National Guard Armory,

and Colorado State Patrol, among others, have adequate, dedicated paved parking spaces.

2.8.4 Airport Security

Security measures on and around FTG are currently limited to the protection of critical navigational aids and infrastructure. This generally takes the form of locked security fencing, including a secured fence and badge access control system that serves as the access control measures for FTG's Air Traffic Control Tower (ATCT). No other airfield perimeter fence, wildlife, or security fence is present at FTG for security or access control.

2.8.5 Airport Utilities

FTG has a variety of public utilities, including natural gas, electrical service, water supply, fiber optics, and communications. All utility lines serving the Airport are underground and provide service to buildings and airfield facilities.

- Natural gas is supplied by Excel; propane is only on the east side of the airfield.
- Electricity is provided by Xcel Energy, located on Imboden Road.
- Water supply is distributed through a master meter at FTG. Potable water is purchased from the City of Aurora. The water supply originates through a series of deep-wells which is treated, pressurized, and then pumped to FTG.
- A wastewater treatment facility was built on airport property southwest of the airfield in 2008. The treatment facility is for on- and off-airport customers, and currently treats about 9,000 gallons of wastewater per day, with peaks of up to 12,000 gallons per day¹.
- Century Link provides phone service, internet, and data services to FTG.

2.9 Airspace System / Navigation and Communications

FTG operates within the larger National Aviation System (NAS), which includes a wide array of services, systems, and requirements for airports and pilots that function within it. The following sections provide an overview of some of FTG's key considerations with respect to navigating and operating within the NAS.

2.9.1 Air Traffic Service Areas and Aviation Communications

Within the continental United States, there are 22 geographic areas that are under Air Traffic Control (ATC) jurisdiction. Air traffic services within each area are provided by air traffic controllers in Air Route Traffic Control Centers (ARTCC). The ARTCCs provide air traffic service to aircraft operating on Instrument Flight Rule (IFR) flight plans within controlled airspace, and primarily during the enroute phase of flight. Those aircraft operating under Visual Flight Rules (VFR) that depend primarily on the "see and avoid" principle for separation may also contact the ARTCC or other ATC services to request traffic advisory services. Traffic advisory service is used to alert pilots of other air traffic known in the vicinity of, or within the flight path of, the

¹ Airport Data records 2011

aircraft. The airspace overlying FTG is contained within the Denver ARTCC jurisdiction, which includes the airspace of all Colorado and portions of Kansas, Nebraska, Wyoming, Utah, Arizona, and New Mexico. The Denver ARTCC can be reached at frequency 118.575 MHz.

Aircraft approaching or departing an airport are subject to airspace and air traffic control that is designed to serve one primary purpose: safe separation between aircraft. The primary means of controlling aircraft employed by air traffic controllers is computerized radar systems that are supplemented with two-way radio communications. Altitude assignments, speed adjustments, and radar vectors are examples of techniques used by controllers to ensure that aircraft maintain proper separation. Controllers use the following lateral and vertical separation criteria for aircraft:

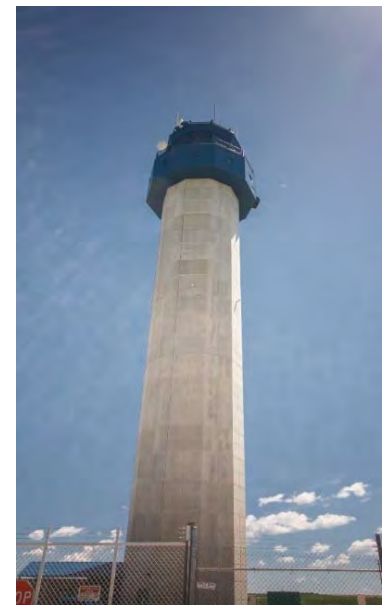
- Lateral Aircraft Separation: three miles (radar environment)
- Lateral Aircraft Separation: five miles (non-radar environment)
- Vertical Aircraft Separation: 1,000 feet (below 29,000 feet) and 2,000 feet (29,000 feet and above)

FTG's ATCT was dedicated in June 2005 and is the tallest general aviation tower in the United States, with a height of 190.6 feet Above Ground Level (AGL). The ATCT is operated by a private company through FAA's Contract Tower Program. This program is used by airports that benefit from Air Traffic Control yet may not meet criteria that supports full time FAA staffing. The ATCT provides service to aircraft within a four-mile radius of FTG during its hours of operation (0700-2100 local time). The FTG ATCT is also equipped with a radar repeater scope, yet does not provide radar vectors or traffic advisories. Since FTG is located seven miles southeast of DEN, there is constant and close coordination occurring between the FTG and DEN ATC in order protect against potential traffic conflicts for aircraft arriving and departing the area. During the hours of operation, the FTG ATCT also operates the ground control frequency of 124.7 MHz. Denver approach and departure control operate on frequency 128.25 MHz. Clearance delivery is available during the hours of 2100-0700 local time on frequency 123.7 MHz.

A Common Traffic Advisory Frequency (CTAF) is used at FTG during the hours that the ATCT is closed. The CTAF frequency (120.2MHz) is used by pilots to communicate within the proximity of the airport and activate the approach lighting system, PAPIs, REILs, MITLs and runway lighting systems. The UNICOM frequency serves a similar function on 122.95MHz, yet is used primarily by the fixed base operator (FBO). An AWOS-3 is located on the Airport as is an Automatic Terminal Information Service (ATIS), both of which can be accessed on 119.025 MHz. The FTG ATIS can also be reached via telephone at 303.261.9104.

2.9.2 Airspace

To ensure a safe and efficient airspace environment for all aspects of aviation, the FAA has established an airspace structure through the Federal Aviation Regulations (FAR) that regulates and establishes procedures for aircraft that use the NAS. This airspace structure essential provides for two basic categories of airspace: controlled



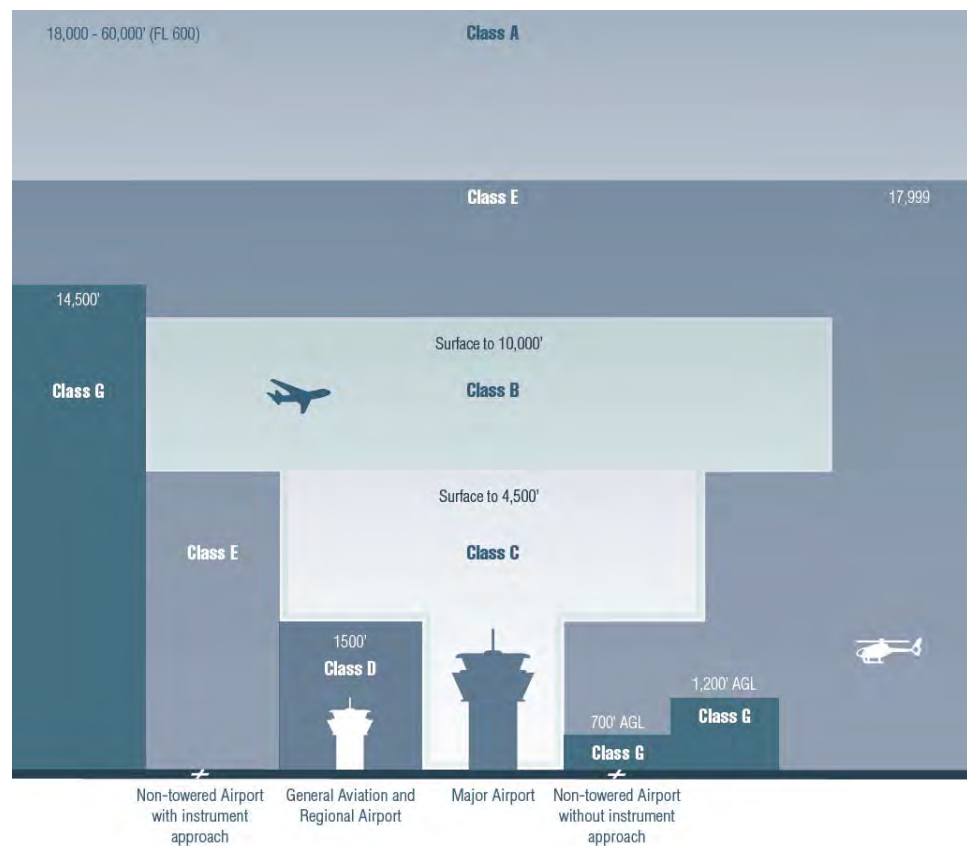
ATCT at FTG

(classified as Class A, B, C, D, and E) and uncontrolled (classified as Class G). **Figure 2-5** illustrates each airspace type.

FTG is Class D airspace during ATCT hours of operation (0700-2100 local time) and Class G airspace at all other times. Aircraft must establish and maintain two-way radio contact with the control tower before entering or operating in Class D airspace. Denver International Airport's Class B airspace overlies and surrounds the FTG Class D airspace, which starts at the surface and extends up to 8,000 feet AGL (FTG is on the Denver VFR sectional chart, see **Figure 2-6**). Controllers at both airports coordinate to ensure an airspace transition free of traffic conflicts with minimal delays.

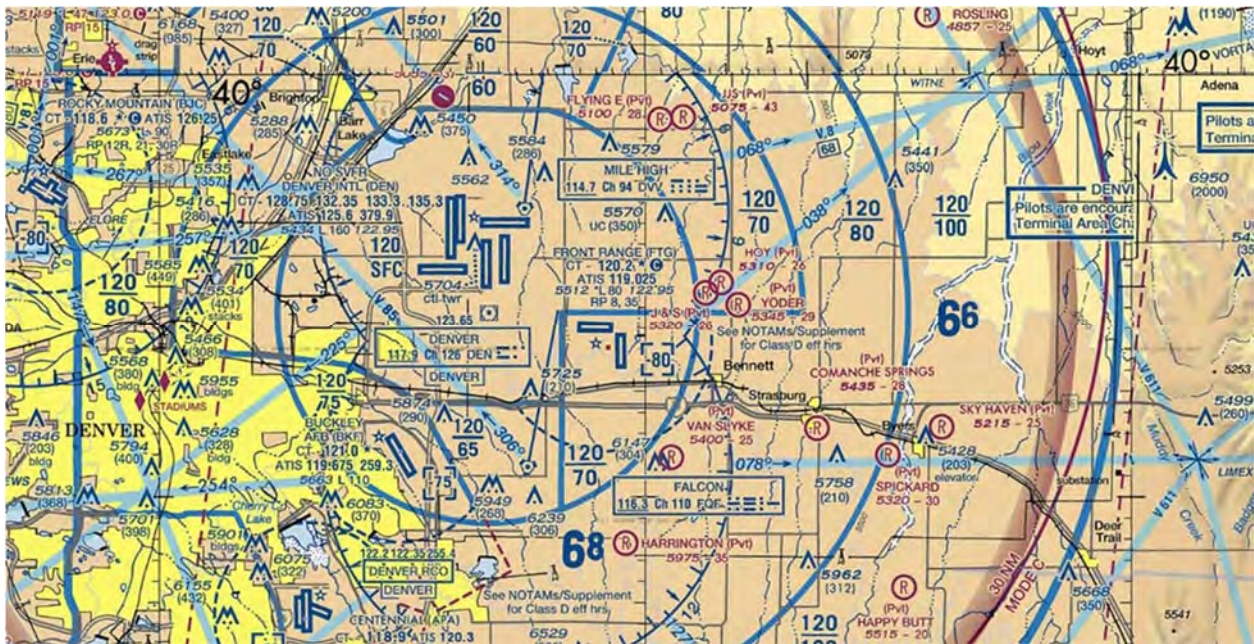
Front Range Airport is also inside the 30-mile Mode C veil which requires all aircraft to have operable transponders unless otherwise authorized by ATC.

FIGURE 2-5 - FAA AIRSPACE CLASSIFICATIONS



Source: FAA

FIGURE 2-6 - DENVER SECTIONAL CHART WITH FTG



Source: Denver Sectional Chart, US Department of Commerce, National Oceanic and Atmospheric Administration

2.9.3 Navigational Aids (NAVAIDs)

A variety of NAVAIDs are available to pilots around FTG, whether located near the field or at other locations within the region. Many of these NAVAIDs are available to enroute air traffic. They are used by pilots in the vicinity of the Airport and include those facilities listed in Table 2-10.

TABLE 2-10 - NAVAIDS NEAR FTG

Type	ID	Name	Frequency	Radial	Range
VORTAC	DVV	Mile High	114.7	141°	7.7 nm
VORTAC	FQF	Falcon	116.3	023°	6.8 nm
VOR-DME	DEN	Denver	117.9	099°	5.9 nm
VOR-DME	BJC	Jeffco	115.4	095°	28.8 nm

Source: <http://www.airnav.com/airport/KFTG>

A VORTAC NAVAID consists of a co-located VHF omnidirectional range (VOR) beacon and a tactical air navigation system (TACAN) beacon. Both types of beacons provide pilots azimuth information, but the VOR system is generally used by civil aircraft and the TACAN system by military aircraft. However, the TACAN distance measuring equipment is also used for civil purposes. There are two VORTACs in range of FTG.

A VOR/DME system is a VOR Station with distance measuring equipment (DME) transmitting very high frequency signals, 360 degrees in azimuth oriented from magnetic north. The DME is used to measure, in nautical miles, the slant range distance of an aircraft from the NAVAID. There are two VOR/DMEs in range of FTG.



Localizer at FTG



Glideslope at FTG

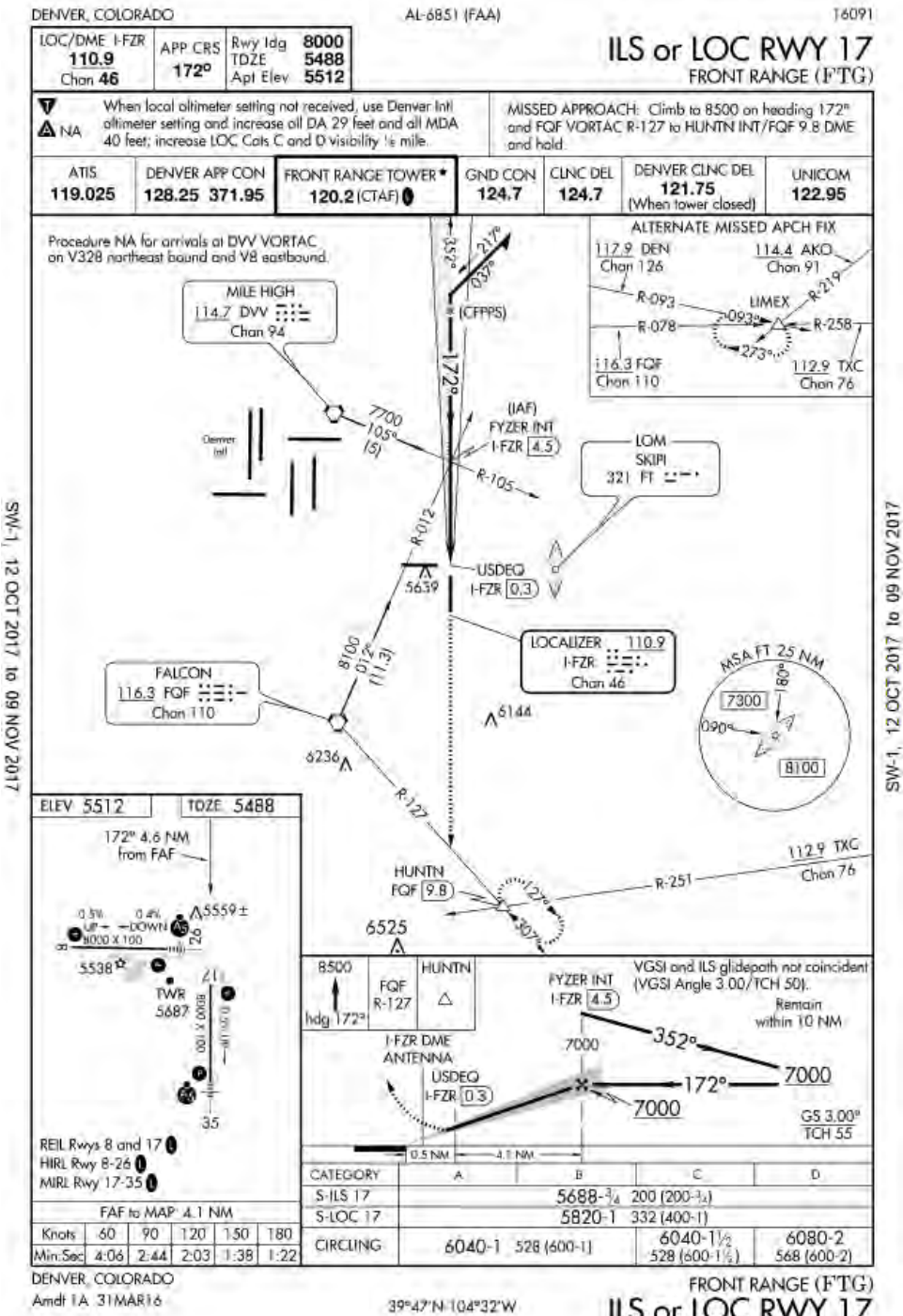
FTG currently has seven published instrument approaches, summarized in **Table 2-11**. The Airport has three Instrument Landing System (ILS) approaches, two of which provide the lowest ceiling (200 feet) and visibility minima ($\frac{1}{2}$ mile). **Figure 2-7, Figure 2-8, Figure 2-9, Figure 2-10, Figure 2-11, and Figure 2-12** show the current approach plates for these published instrument approaches.

TABLE 2-11 - LOWEST INSTRUMENT APPROACH MINIMUMS

Instrument Approach	Lowest Straight-in Approach		Lowest Circling Approach	
	Ceiling	Visibility	Ceiling	Visibility
ILS or LOC RWY 17	200 feet	$\frac{3}{4}$ mile	600 feet	1 mile
ILS or LOC RWY 26	200 feet	$\frac{1}{2}$ mile	600 feet	1 mile
ILS or LOC RWY 35	200 feet	$\frac{1}{2}$ mile	600 feet	1 mile
RNAV (GPS) RWY 17	200 feet	$\frac{3}{4}$ mile	600 feet	1 mile
RNAV (GPS) RWY 26	200 feet	$\frac{1}{2}$ mile	600 feet	1 mile
RNAV (GPS) RWY 35	200 feet	$\frac{1}{2}$ mile	600 feet	1 mile
NDB RWY 26	600 feet	$\frac{3}{4}$ mile	600 feet	1 mile

Source: FAA

FIGURE 2-7 - ILS OR LOC RWY 17



SW-1, 12 OCT 2017 to 09 NOV 2017

SW-1, 12 OCT 2017 to 09 NOV 2017

FIGURE 2-8 - ILS OR LOC RWY 26

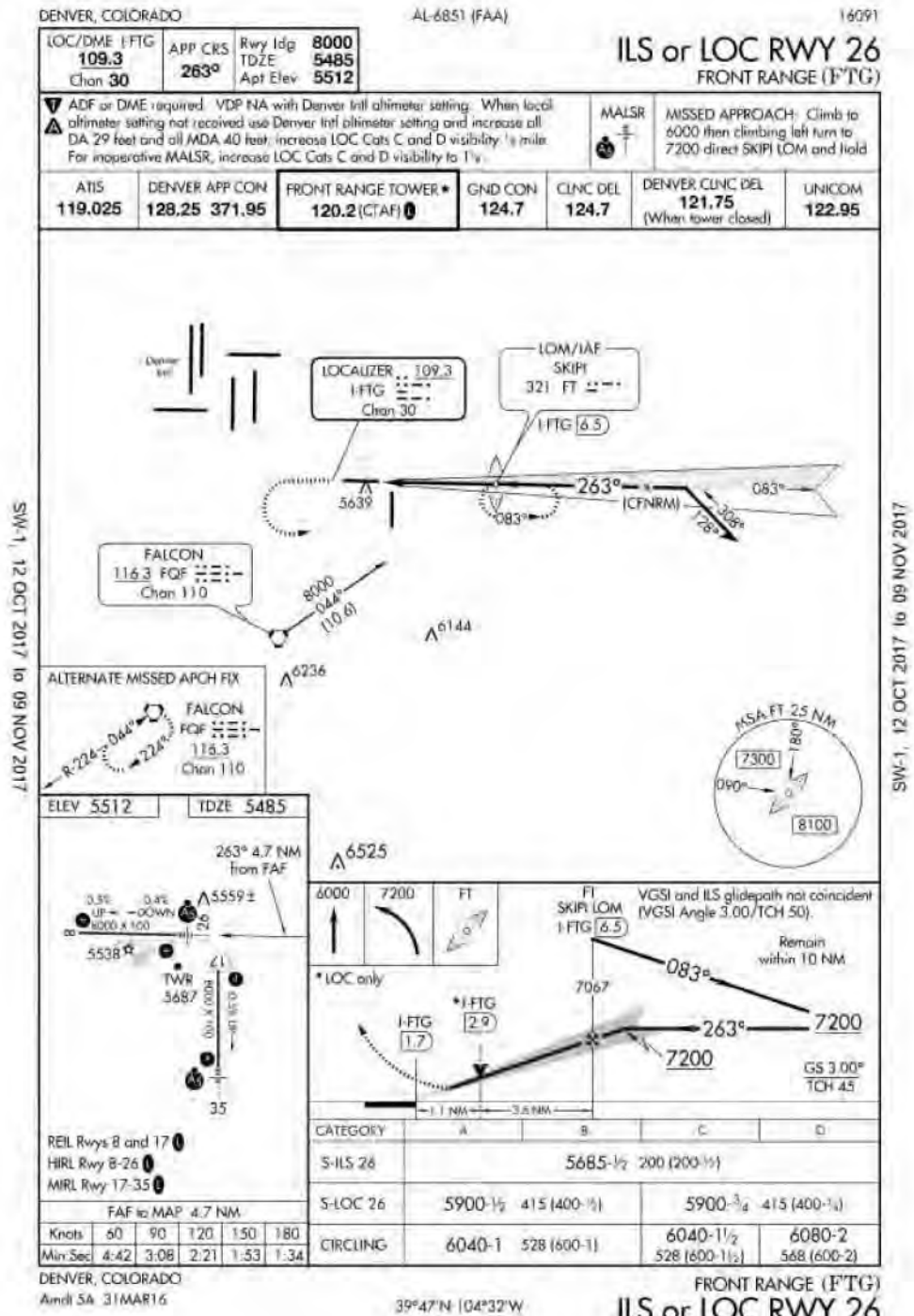


FIGURE 2-9 - ILS OR LOC RWY 35

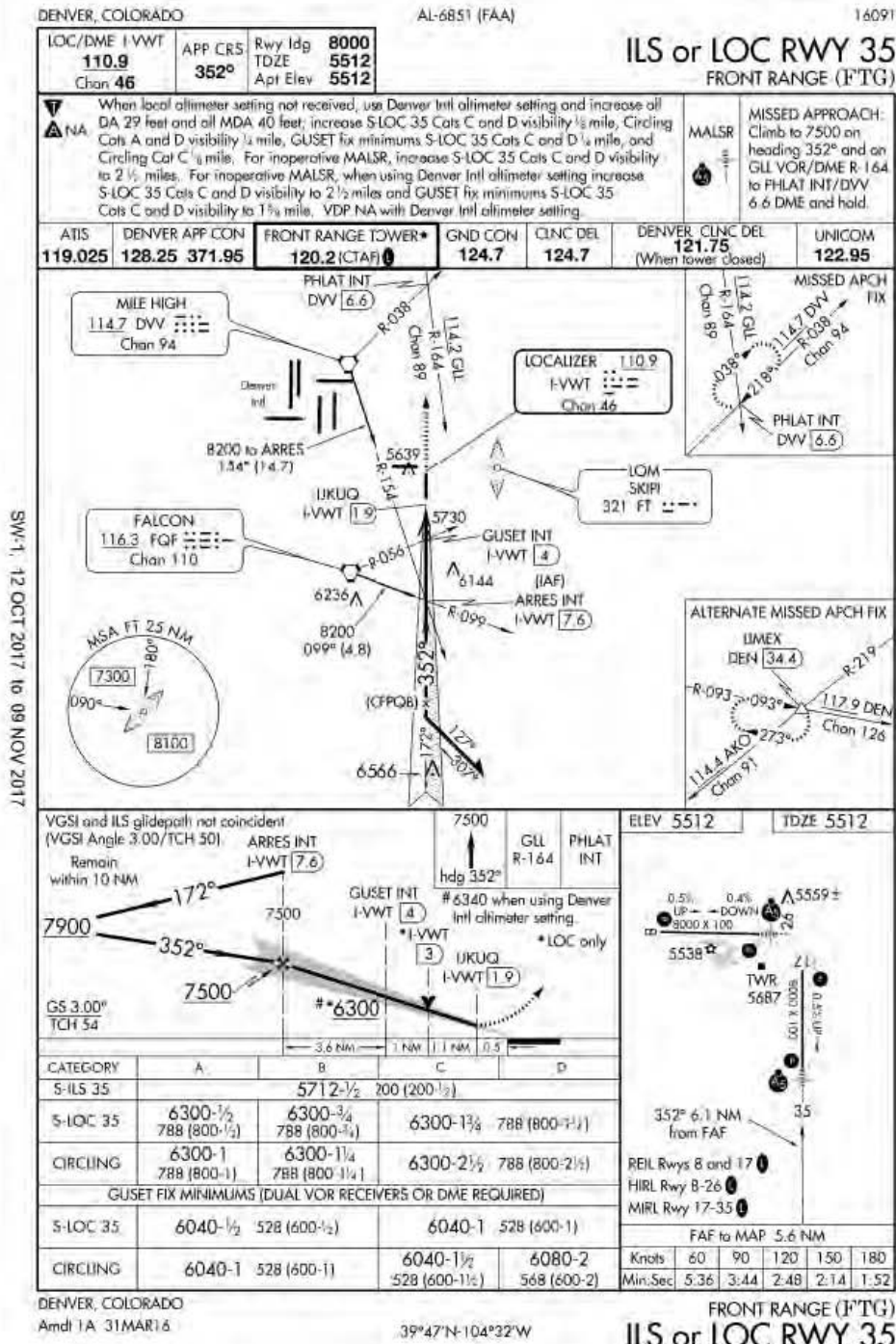


FIGURE 2-10 - RNAV (GPS) RWY 17

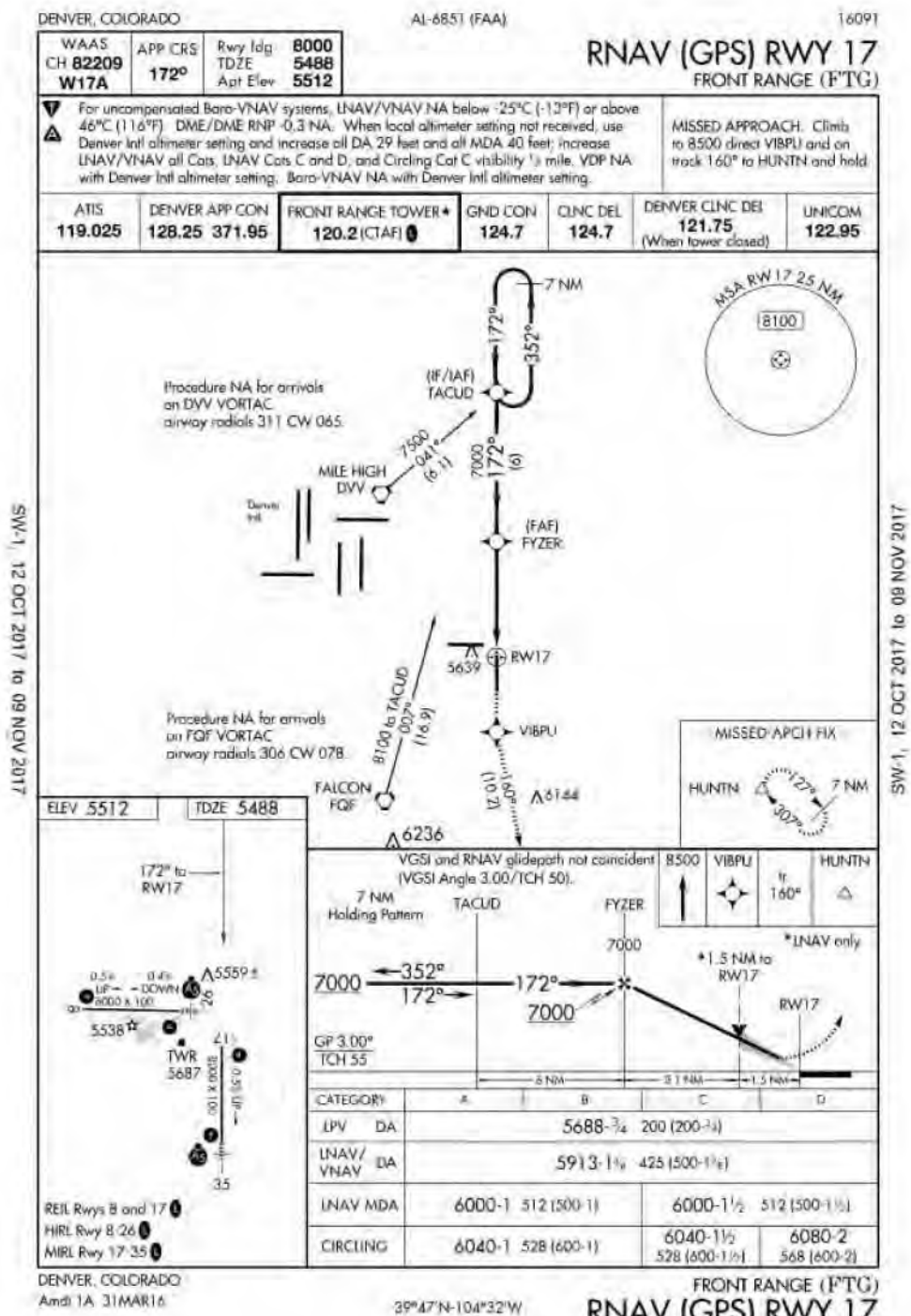


FIGURE 2-11 - RNAV (GPS) RWY 26

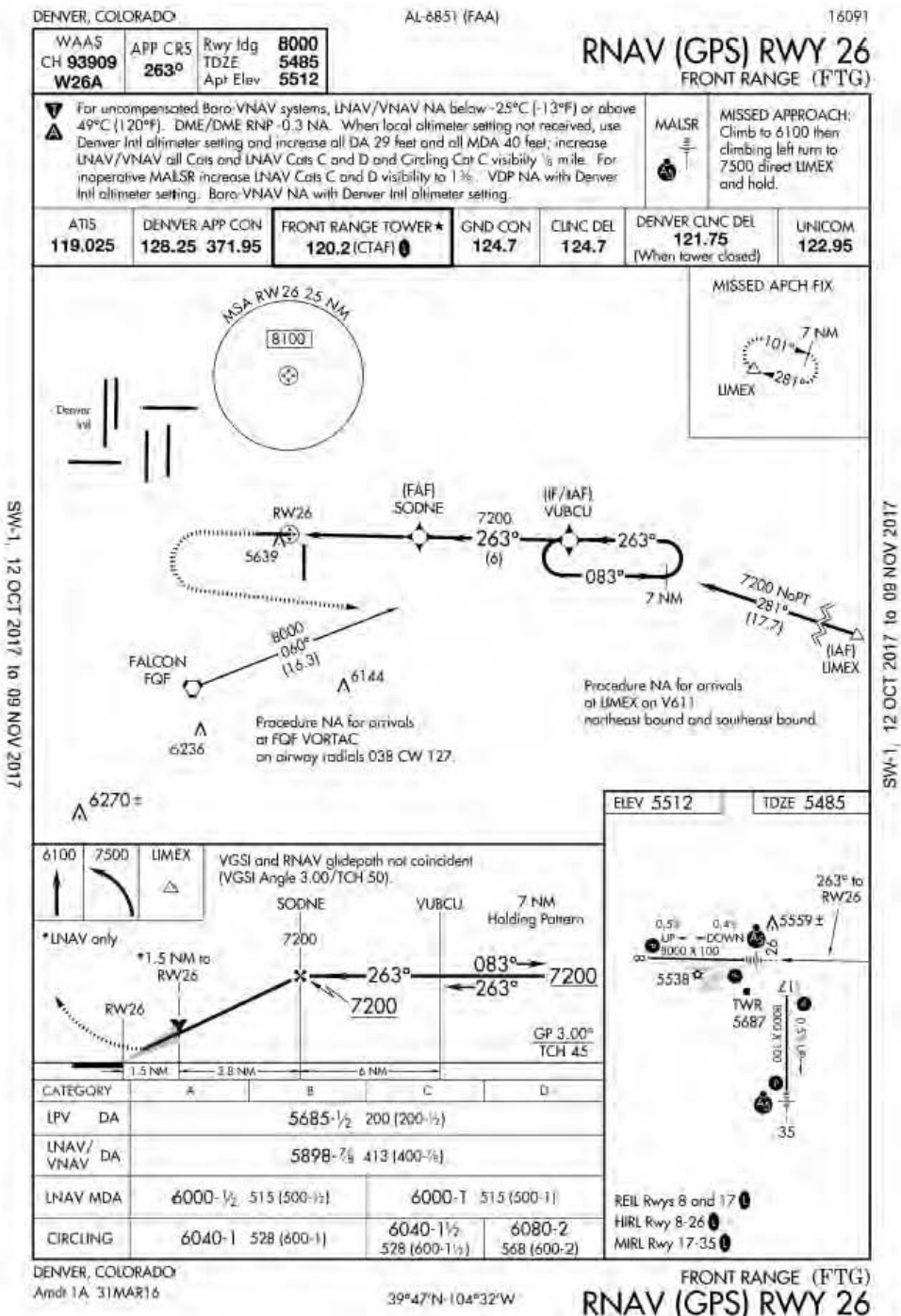
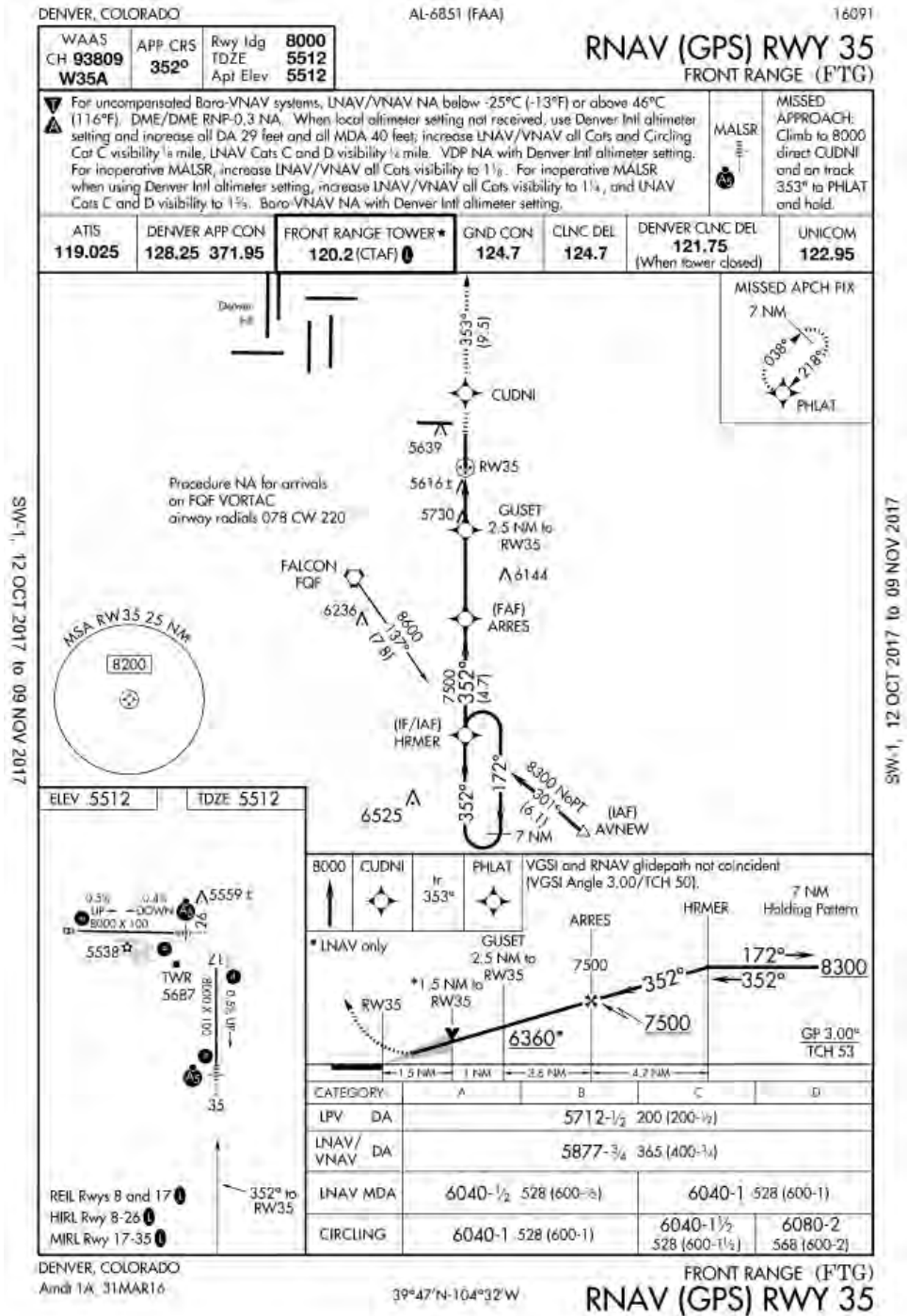


FIGURE 2-12 - RNAV (GPS) RWY 35

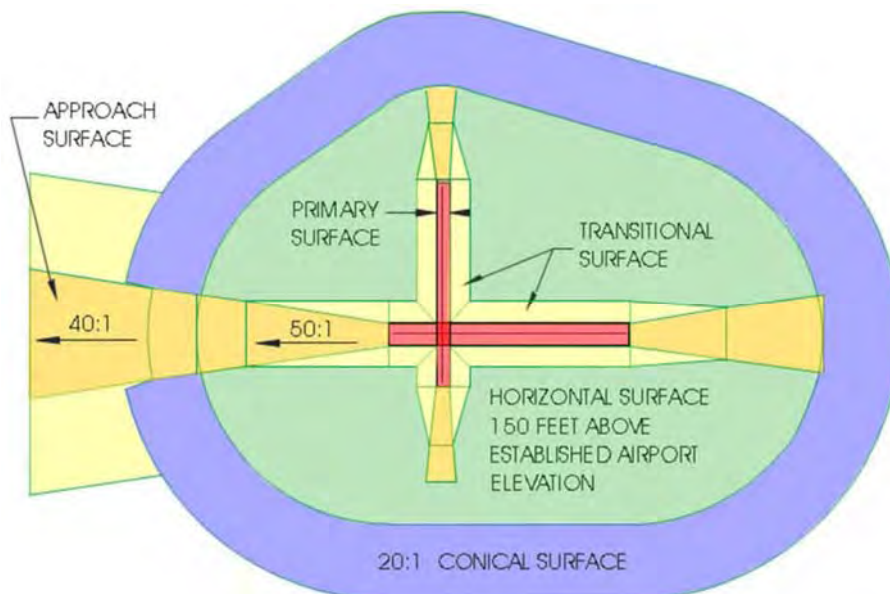


2.9.4 Part 77 Airspace Surfaces

FAR Part 77, Objects Affecting Navigable Airspace, is a tool used to protect the airspace over/around a given airport and each of its runway approaches from potential obstructions to air navigation. It is a federal regulation that all airports in the national airspace system are subject to the requirements of Part 77. To determine whether an object is an obstruction to air navigation, Part 77 establishes several imaginary airspace surfaces in relation to an airport and to each runway end. The dimensions and slopes of these surfaces depend on the configuration and approach categories of each airport's runway system. The size of the imaginary surfaces depends largely upon the type of approach to the runway in question. The principal imaginary surfaces are described below and illustrated in **Figure 2-13**.

- **Primary Surface:** Longitudinally centered on the runway at the same elevation as the nearest point on the runway centerline.
- **Horizontal Surface:** Located 150 feet above the established airport elevation, the perimeter of which is established by swinging arcs of specified radii from the center of each the primary surface end, connected via tangent lines.
- **Conical Surface:** Extends outward and upward from the periphery of the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet.
- **Approach Surface:** Longitudinally centered on the extended centerline, and extending outward and upward from each runway end at a designated slope (e.g. 20:1, 34:1, 40:1, and 50:1) based on the runway approach.
- **Transitional Surface:** Extends outward and upward at a right angle to the runway centerline at a slope of 7:1 up to the horizontal surface.

FIGURE 2-13 - PART 77 PLAN VIEW



Source: FAA

A full representation and analysis of all current and future Part 77 surfaces as they relate to FTG are depicted on the ALP set completed as part of this study. The

appropriate sheets of the ALP include the degree to which obstructions penetrate the surfaces and how best to resolve them. As part of this planning effort, an aerial survey of the Airport was undertaken that included an obstructions survey.

2.10 Other Airports

FTG lies within the eastern side of the Denver metropolitan area. Competition for based aircraft, tenants, and services at FTG can be compared with airports in the area that accommodate general aviation activities. **Table 2-12** represents some of the general aviation airports near FTG.

TABLE 2-12 - GENERAL AVIATION AIRPORTS NEAR FTG

Airport Name (ID)	Distance from FTG	Runway(s) & Dimensions (ft.)	Operations per Year	Based Aircraft	Services Offered
Centennial (APA)	19 nm SW	10/28: 4,800 x 75 17L/35R: 10,000 x 100 17R/35L: 7,001 x 75	321,569	984	100LL, Jet A, tie-downs, hangars, major airframe and power plant service, high/low oxygen, avionics, charter, rental, sales, instruction
Platte Valley Airpark (18V)	21 nm NW	15/33: 4,100 x 40 9/27: 2,500 x 90 (turf)	4,800	76	100LL, tie-downs, hangars, minor airframe and power plant service, instruction
Erie Municipal (EIK)	27 nm NW	15/33: 4,700 x 60	52,000	170	100LL, Jet A, tie-downs, hangars, high/low oxygen, major airframe and power plant service, rental, instruction, sales
Rocky Mountain Metropolitan (BJC)	28 nm W	3/21: 3,600 x 75 12L/30R: 9,000 x 100 12R/30L: 7,002 x 75	142,663	365	100LL, Jet A, tie-downs, hangars, major airframe and power plant service, high/low oxygen, avionics, cargo, charter, rental, sales, instruction

Source: FAA 5010 Airport Master Record

2.11 Airport Environs

The purpose of the following sections is to establish context for FTG within its community and regional setting. This includes demographic and economic considerations in Adams County and a brief discussion of other factors such as land use and environmental considerations

2.11.1 Community Overview



Formed in 1902 out of what had been part of Arapahoe County, Adams County is now the fifth-most populous of Colorado's 64 counties. Located predominantly north and east of the Denver Metropolitan Area, Adams County contains a total of 1,185 square miles (759,000 acres). The County stretches approximately 17 miles in latitude (north to south), and is approximately 72 miles wide (east to west). Land uses range from intensive urban activities in the west, to crop and grazing land in the central and east. Eight incorporated cities and two towns are wholly or partially located in Adams County, including the cities of Arvada, Aurora, Brighton, Commerce City, Federal Heights, Northglenn, Thornton, and Westminster and the towns of Bennett and Lochbuie. Together, they comprise 15% of the County's total land area. Agricultural activities are the single largest land use throughout the County, accounting for more than three quarters of the land area. An extensive network of canals in the northwest part of the County supports most of the irrigated farmland. The central portion of the County primarily produces wheat, while the eastern area is primarily pasture.

Adams County’s economy is heavily tied to the rapidly growing Denver metropolitan area; its relatively central location makes it a natural location as a distribution hub for the American West, while also supporting a number of growing industries in technology and telecommunications. The metro area’s location just east of the mineral-rich Rocky Mountain range encouraged mining and energy companies to spring up in the area, making the energy industry another staple of regional economy. Adams County has experienced significant growth in related industries and in support of rapidly growing residential communities. The County currently has over 481,000 residents, a large share of which (about 90,000 or 20 percent) live within the unincorporated areas of the county.



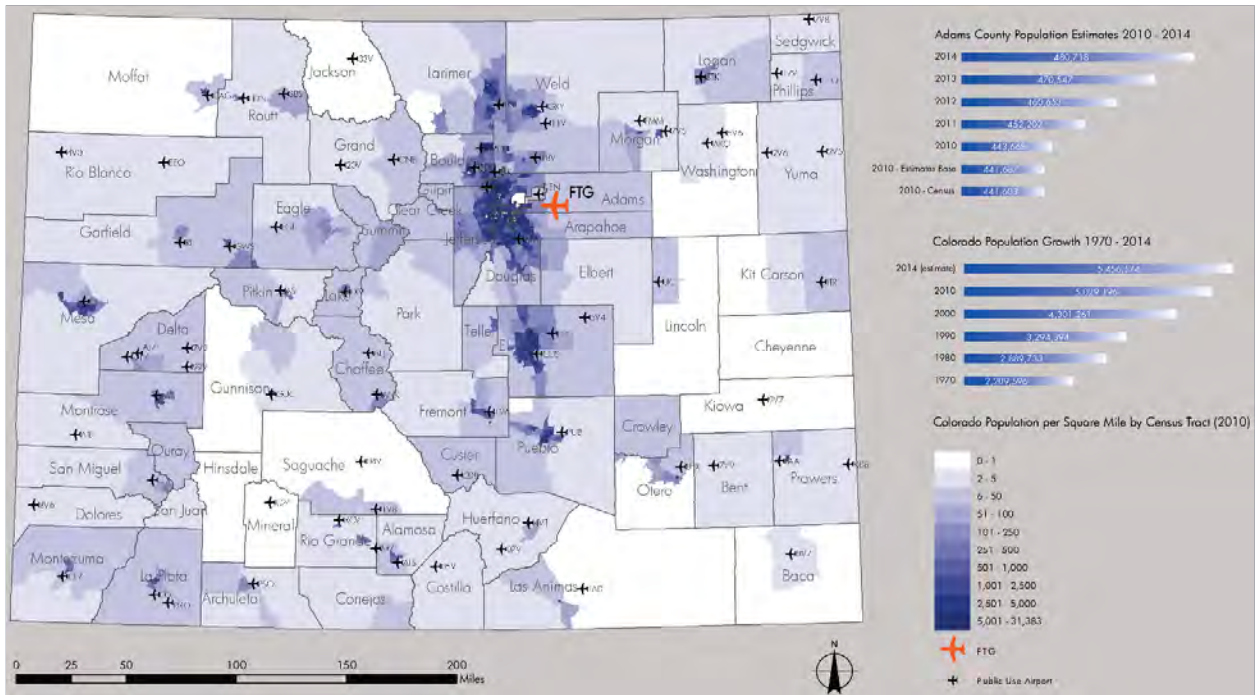
Adams County Government Center

2.11.2 Area Demographics

Between the years of 2010 and 2014, Colorado’s population increased by 8.5 percent, while the population of Adams County increased by 8.4 percent.² **Figure 2-14** provides further detail about population changes over that time period for Colorado and Adams County.

The per capita income for residents of Adams County during 2015 was \$25,039 with median household income of \$58,946, while for the State of Colorado it was \$32,217 and \$60,629 respectively.

FIGURE 2-14 - POPULATION GROWTH RATE BY COUNTY



Source: Jviation, U.S. Census Bureau, Colorado Information Market Place (<https://data.colorado.gov/>)

² U.S. Census Bureau 2010-2014 Data

2.11.3 Area Economy

In 2015, the unemployment rate in Adams County averaged between 3.6 and 5.4 percent³. For the same year, the national unemployment rate averaged between 5.0 and 5.7 percent. The top ten industries for employment in Adams County in 2015 are shown in **Table 2-13**.

TABLE 2-13 - TOP INDUSTRIES IN ADAMS COUNTY - 2015

Industry	Employment
Construction	20,199
Retail trade	19,998
Health care and social assistance	17,864
Local government (including education)	17,296
Wholesale trade	16,188
Accommodation and food services	14,916
Transportation and warehousing	14,427
Manufacturing	13,756
Administrative and waste services	12,416
Professional and technical services	6,073

Source: US Bureau of Labor Statistics

2.11.4 Local Development Initiatives

In order to support and encourage economic growth throughout the County, Adams County considers economic development a strategic priority. Adams County is experiencing significant growth as a key part of the Denver metro area, having an abundance of land development opportunities that are unparalleled within the region. With a population that is projected to double by 2040, the County is ideally located at the crossroads of the metro area's transportation network, providing provides businesses and residents convenient access to I-25, I-70, I-270, and I-76. Adams County also surrounds DEN, connecting it to the global transportation network. Several of the most prominent development initiatives within the County include the following:

- The RTD FasTracks program is under construction within Adams County, and when the new transit lines open in 2017 and 2018, this project will bring 11 new mass transit stations to the county's residents and businesses.
- A wide variety of companies continue to locate facilities within Adams County. According to Adams County Economic Development's 2016 annual report, \$300 million in capital improvements were invested in Adams County in 2016, up 14.5 percent from \$262 million in 2015; 566 new jobs were added in the Adams County Enterprise Zones, a 52.7 percent jump from 2015; and there was a 31.5 percent increase in employer prospects from 2015 to 2016.
- The Colorado Aerotropolis is a 21,000-acre development corridor is an urban form surrounding DEN that is projected to connect workers, suppliers, executives, and goods to the global marketplace. A CDOT vision study

³ <http://data.bls.gov/map/MapToolServlet>



projected 18 to 32 million square feet of new commercial development to occur in areas west and south of DEN in coming years, bringing with it up to \$630 million in tax revenue. By 2040, that study also projects that the aerotropolis could attract 210,000 new residents and create up to 9,000 direct and 3,200 indirect construction jobs over 25 years.

- Spaceport Colorado is an initiative to establish FTG as a future hub for commercial space transportation, research and development. Leveraging Colorado’s aerospace workforce, the second largest in America, Spaceport Colorado will be a premier horizontal launch spaceport, ultimately becoming the foundation for America’s global suborbital transportation network.
- The Gaylord Rockies Resort and Convention Center is an \$800-million development located minutes from DEN in Aurora; it will feature over 1,500 guest rooms and over 485,000 square feet of meeting and convention space.

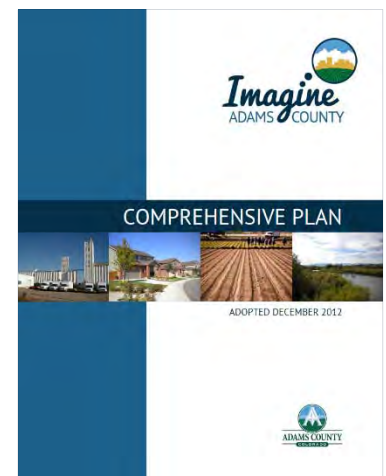


2.11.5 Local Comprehensive Planning

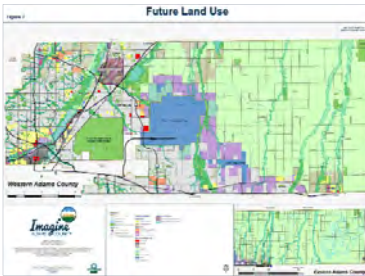
A local comprehensive plan is a strategic long-range document that addresses land use and zoning as it relates to growth and development of a county or municipality. With respect to an airport that lies within a community, it is critical that local comprehensive planning efforts acknowledge and address the issue of land use compatibility near an airport.

Adams County’s latest Comprehensive Plan was completed in 2012 and includes multiple references to FTG, including the following:

- Inclusion of FTG as a major regional economic generator.
- Inclusion of FTG as a resource for the job creation strategy to supply suitable land for commercial and industrial development.
- Inclusion of FTG for the job creation strategy of determining how the County can best leverage its existing assets, as well as the potential development of a spaceport.
- Establishment of Policy 11.4 to alert future residents of residential development of any potential airport-related impacts, including notices and aviation easements.
- Establishment of an overall area-specific policy (Policy 18.0) to harvest the significant future growth potential exists along the I-70 Corridor east of Imboden Road in the FTG environs and adjacent to the Town of Bennett and the unincorporated community of Strasburg.
- Establishment of Policy 18.1 to continue to support and develop the Front Range Airport to accommodate large aircraft, as a general aviation and intermodal cargo hub for the state and region.
- Establishment of Policy 18.2 to support compatible commercial and industrial development around FTG.
- Establishment of Policy 18.3 to ensure that land uses outside the Airport Influence Zone surrounding FTG are compatible with airport operations and impacts.
- Inclusion of FTG in all relevant Comprehensive Plan maps.



2.11.6 Existing Land Use and Zoning



Of critical interest to any airport is the degree to which it is compatible with surrounding land uses. Airport compatible land uses can be defined as “those uses that can co-exist with an airport without constraining the safe and efficient operation of the airport or exposing people living or working nearby to unacceptable levels of noise or hazards.”⁴ This definition is intentionally broad since there are many variables that must be factored when considering whether a given land use is compatible with in an airport operational environment.

Appropriate land-use compatibility promotes the safety, health, and welfare of airport users and surrounding neighbors by protecting airspace and ensuring appropriate uses of lands both within and surrounding airport property boundaries. Typically, development actions that may affect surrounding land uses are changes in airport fleet mix and/or the number of aircraft operations, air traffic changes, and new approaches.

Per the Adams County Development Standards and Regulations, Chapter 3, Zone District Regulations, FTG is zoned by Adams County as AV, and the land immediately surrounding the Airport is zoned as A-1, A-3, and PUD, as depicted in **Figure 2-15**. These zoning designations are defined as follows:

- **AV – Aviation.** Land intended to provide for non-residential land uses associated with aviation operations, while minimizing risks to public safety and hazards to aviation users, including those employed at public aviation facilities.
- **A-1 – Agricultural District.** The purpose of the Agricultural-1 District is to provide a rural, single-family dwelling district where the minimum lot area for a home site is intended to provide for a rural living experience. Limited farming uses are permitted, including the keeping of a limited number of animals for individual homeowner’s use. This district is primarily designed for the utilization and enjoyment of the County’s rural environment.
- **A-3 – Agricultural District.** The purpose of the Agricultural-3 District is to provide land primarily in holdings of at least thirty-five (35) acres for dry land or irrigated farming, pasturage, or other related food production uses.
- **PUD – Planned Unit Development.** In accordance with the Planned Unit Development Act of 1972, the objective of a Planned Unit Development is to establish an area of land, controlled by one or more landowners, to be developed under unified control or unified plan of development for a number of dwelling units, commercial, educational, recreational, or industrial uses, or any combination of the foregoing, the plan for which does not correspond in lot size, bulk, type of use, density, lot coverage, open space, or other restrictions to the existing land use regulations.

A PUD allows greater flexibility in the design of a development, more variety and diversification in the relationships between buildings, open spaces and uses, and conservation and retention of historical and natural topographic features, while meeting the goals, policies, and objectives of the

⁴ Airport Cooperative Research Program, *Enhancing Airport Land Use Compatibility, Volume 1: Land Use Fundamentals and Implementation Resources*. (National Academies Press, 2010), 1-25.

comprehensive plan. This results in a PUD is to encourage the development of land as a single unit.

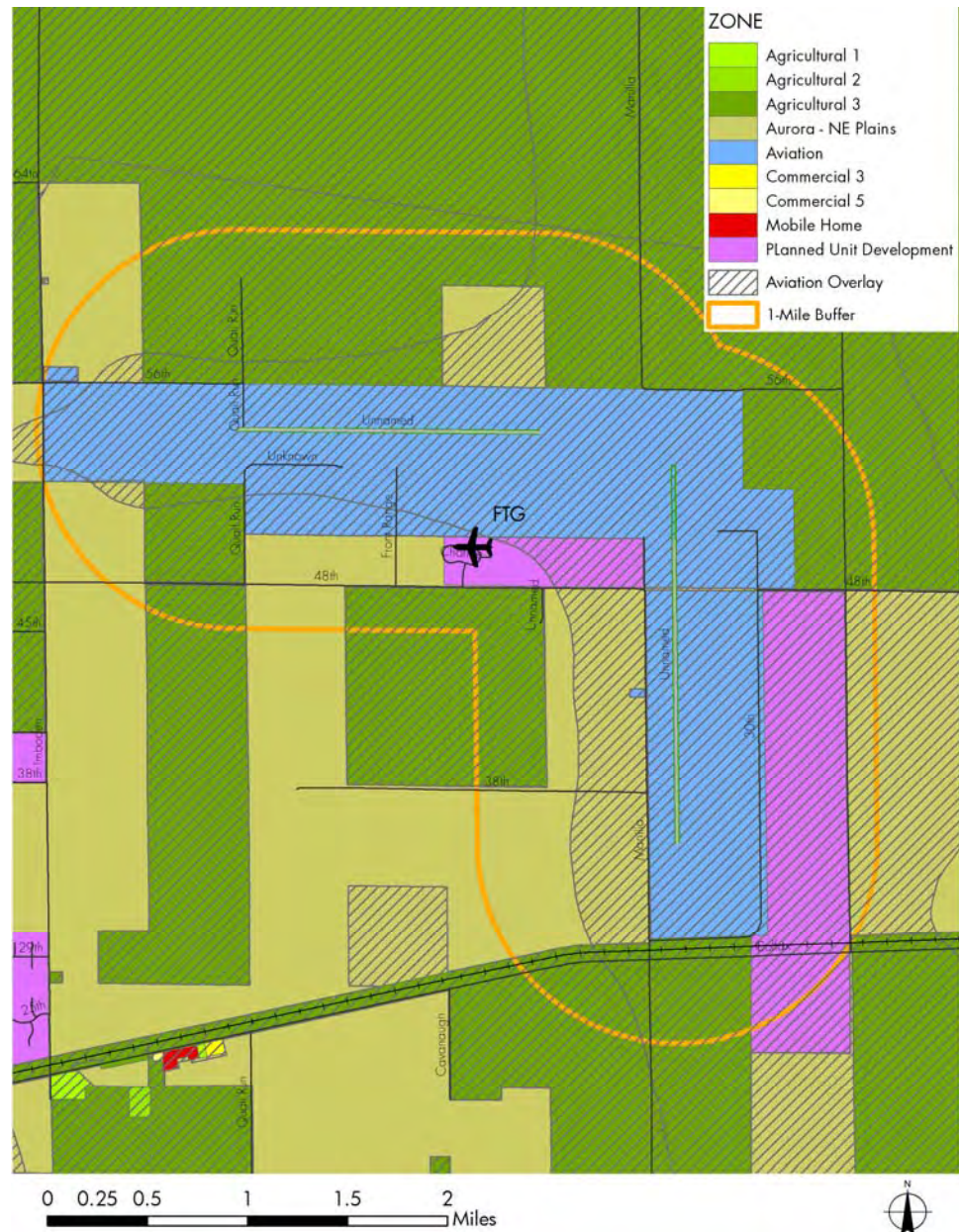
All uses that are in general conformity with the Adams County Comprehensive Plan, including, but not limited to, the contemplated density or intensity of land use, and are compatible with the site's physical and environmental characteristics, may be allowed within the PUD. The proposed land uses shall be compatible or designed to mitigate externalities with the existing, allowed, or conditional land uses adjacent to the proposed development. The PUD document for specific development shall establish permitted uses. The uses shall be specifically defined and approved as part of the PUD.

In addition to the above-mentioned zones, Adams County has implemented an Airport Influence Zone (AIZ) that encompasses the extents of the Airport property. The purpose of the AIZ is “to provide areas within the County suitable for the economic development and safe operation of air carrier and/or general aviation airports for public use without adversely affecting the activities upon surrounding properties. The AIZ is also intended to provide notice and disclosure of the airport location to owners of residential and non-residential properties in areas which may be subjected to aircraft activities, such duration and frequency which may constitute a nuisance to residential and other uses.”⁵

Lands surrounding FTG are zoned for uses that are compatible with activities that occur both at and near the Airport.

⁵ Adams County, *Adams County Development Standards and Regulations, Chapter 3, Zone District Regulations*, 2007

FIGURE 2-15 - FTG ZONING



Source: Jviation, Adams County Business Solutions Group Open Data Catalog

2.11.7 Environmental Overview

This section addresses environmental factors that specifically apply to FTG according to FAA Advisory Circular 150/5070-6B, *Airport Master Plans*. FTG has completed multiple environmental studies since 2010, which have been reviewed and are utilized in this section. Current information from federal, state and local agencies concerning environmental conditions on and near FTG have also been reviewed.

FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act: Implementation Instruction for Airport*

Actions, address specific environmental categories that are evaluated in environmental documents in accordance with the National Environmental Policy Act (NEPA). The sections below provide an inventory of the applicable environmental categories as related to FTG. The following environmental categories have not been included in this overview since they are not relevant to FTG or any potential projects:

- Coastal Resources
- Climate
- Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks

Air Quality

An air quality analysis for federally-funded projects must be prepared in accordance with applicable air quality statutes and regulations that include the Clean Air Act (CAA) of 1970⁶, the 1977 Clean Air Act Amendments⁷, the 1990 Clean Air Act Amendments⁸, and the National Ambient Air Quality Standards⁹ (NAAQS). The air pollutants of concern in the assessment of impacts from airport-related sources include six “criteria pollutants”: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM-10 and PM-2.5), and sulfur dioxide (SO₂).

All areas within the State of Colorado are designated with respect to the NAAQS as being in attainment, nonattainment, maintenance, or unclassifiable. An area with air quality better than the NAAQS is designated attainment, while an area with air quality worse than the NAAQS is designated nonattainment. An area may also be designated unclassifiable when there is a lack of data to form a basis of attainment status.

FTG is located in Adams County, which is a nonattainment area for 8-hour O₃ and maintenance for the CO and annual PM₁₀.¹⁰ As such, an air quality analyses should be completed for future construction projects that may impact air quality.

Biological Resources

Requirements are set forth by The Endangered Species Act¹¹, The Sikes Act¹², The Fish and Wildlife Coordination Act¹³, The Fish and Wildlife Conservation Act¹⁴, and the Migratory Bird Treaty Act¹⁵, for the protection of fish, wildlife, and plants of local and



⁶ U.S. Code. The Clean Air Act of 1970. U.S. Congress, Public Law 91-604, 42 U.S.C. §7401

⁷ U.S. Code. The 1977 Clean Air Act Amendments, U.S. Congress, Public Law 95-95, 42 U.S.C. §7401

⁸ U.S. Code. The 1990 Clean Air Act Amendments, U.S. Congress, Public Law 101-549, 42 U.S.C. §7401

⁹ 40 CFR Part 50, Section 121, National Ambient Air Quality Standard

¹⁰ U.S. Environmental Protection Agency, Green Book – Nonattainment Status for Each County by Year, http://www3.epa.gov/airquality/greenbook/anayo_co.html, accessed January 2016

¹¹ Endangered Species Act of 1973, U.S. Congress, Public Law 93-205, 16 U.S.C §1531-1544

¹² Sikes Act, Amendments of 1974, U.S. Congress, Public Law 93-452

¹³ Fish and Wildlife Coordination Act of 1958, U.S. Congress, Public Law 85-624, 16 U.S.C §661-666c

¹⁴ Fish and Wildlife Conservation Act of 1980, U.S. Congress, Public Law 96-366, 16 U.S.C §2901-2912

¹⁵ Migratory Bird Treaty Act of 1981, 16 U.S.C §703-712

national significance. The U.S. Fish and Wildlife Service's (USFWS) Information, Planning, and Conservation (IPaC) System is used to identify species of concern. It has been recognized that various species listed by the USFWS as being threatened, endangered, or candidates may be found in Adams County. Identified species are depicted in **Table 2-14**.

TABLE 2-14 - THREATENED AND ENDANGERED SPECIES IN ADAMS COUNTY

Group	Species	Scientific Name	Status
Birds	Least Tern	<i>Sterna antillarum</i>	Endangered
	Mexican Spotted Owl	<i>Strix occidentalis lucida</i>	Threatened
	Piping Plover	<i>Charadrius melodus</i>	Threatened
	Whooping Crane	<i>Grus Americana</i>	Endangered
Fish			
	Pallid Sturgeon	<i>Scaphirhynchus albus</i>	Endangered
Flowering Plants			
	Colorado Butterfly Plan	<i>Gaura neomexicana var. coloradensis</i>	Threatened
	Ute ladies' tresses	<i>Spiranthes diluvialis</i>	Threatened
	Western Prairie Fringed Orchid	<i>Platanthera praeclara</i>	Threatened
Mammals			
	Preble's Meadow Jumping Mouse	<i>Zapus hudsonius preblei</i>	Threatened

Source: USFWS, Information, Planning, and Conservation System, Species Report, <https://ecos.fws.gov>, accessed January 2016

In addition to the information provided by the USFWS's IPaC System, FTG completed a Wildlife Hazard Assessment in 2013 and a Wildlife Hazard Management Plan in 2015.

Prior to development at FTG, a survey should be conducted to determine if any listed species are present within airport property.

Department of Transportation Act, Section 4(f)

The Department of Transportation (DOT) Act, Section 4(f) provides that the:

Secretary of Transportation will not approve any program or project that requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or land from an historic site of national, state, or local significance unless there is no feasible or prudent alternative

and the use of such land includes all possible planning to minimize harm resulting from the use.¹⁶

The FAA has adopted the regulations the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued in March 2008 (23 CFR Part 774)¹⁷ to address project-related effects on Section 4(f) resources.

For Section 4(f) purposes, a proposed action would eliminate a resource's use in one of two ways, physical use or constructive use.

Physical Use: Action physically occupies and directly uses the Section 4(f) resource. An action's occupancy or direct control (via purchase) causes a change in the use of the Section 4(f) resources. For example, building a runway safety area across a fairway of a publicly-owned golf course is a physical taking because the transportation facility physically used the course by eliminating the fairway.

Constructive Use: Action indirectly uses a Section 4(f) resource by substantially impairing the resource's intended use, features, or attributes. For example, a constructive use of an overnight camping area would occur when project-related aircraft noise eliminates the camping area's solitude. Although not physically occupying the area, the project indirectly uses the area by substantially impairing the features and attributes (i.e., solitude) that are necessary for the area to be used as an overnight camping area.¹⁸

FTG is located in a rural area, primarily surrounded by open agriculture and ranch land. The nearest Section 4(f) properties are in the Town of Bennett, CO; approximately five miles southeast of FTG (see **Table 2-15**). None of the properties are located adjacent to, or near, the Airport.

TABLE 2-15 - SECTION 4(F) PROPERTIES

Section 4(f) Property Name	Type	Location
Bennett High School	School	610 7th St, Bennett, CO
Corridor Community Academy	School	420 7th St, Bennett, CO
Bennett Middle School	School	455 8th St, Bennett, CO
Bennett Park and Recreation District	Park	455 S 1st St, Bennett, CO

Source: Google Earth 2010, and Town of Bennett website (<http://www.townofbennett.org>), Accessed January 2016



¹⁶ U.S. Department of Transportation Act, section 4(f), recodified and renumbered as § 303(c) of 49 U.S.C.

¹⁷ Vol. 73 Federal Register, page 13395, Mar. 2008.

¹⁸ A de minimis use cannot occur if a project constructively uses a Section 4(f) property. This is because the substantial impairment associated with a constructive use is more severe than the minor effects to which de minimis provisions apply.

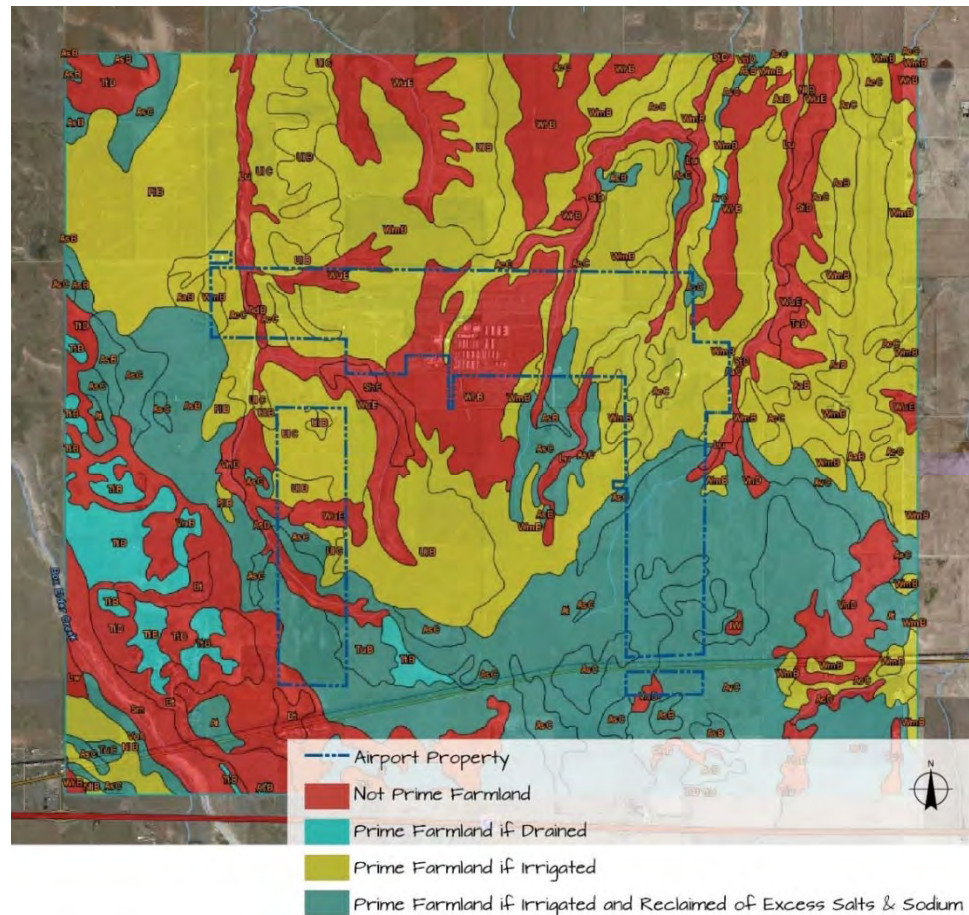
Farmlands



The Farmland Protection Policy Act (FPPA) requires coordination with the local office of the U.S. Department of Agriculture, Natural Resources Conservation Service if a proposed project includes irreversible conversion of prime farmland to nonagricultural uses. The FPPA defines farmland as “prime or unique land as determined by the participating state or unit of local government and considered to be of statewide or local importance”. Farmland subject to this requirement does not have to be currently used for cropland; it may be forested or pasture, but not urban or built-up land.

The Natural Resources Conservation Service (NRCS) Web Soil Survey was used to review soils on and around FTG. **Figure 2-16** details the soil types on Airport property. FTG resides on land classified as “Prime Farmland if Irrigated” and “Not Prime Farmland.”

FIGURE 2-16 - FTG FARMLAND CLASSIFICATIONS



Source: Natural Resource Conservation Service, Web Soil Survey, <https://websoilsurvey.nrcs.usda.gov/>, Accessed January 2016

Hazardous Materials, Solid Waste, and Pollution Prevention

The Resource Conservation and Recovery Act (RCRA)¹⁹, Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)²⁰, Superfund Amendments and Reauthorization Act (Superfund)²¹, and the Community Environmental Response Facilitation Act (CERFA)²² are the four primary laws regulating actions related to the use, storage, transportation, or disposal of hazardous materials, chemicals, substances, and wastes. For airports, hazardous materials used for operation and maintenance of aircraft, runways, and taxiways include fuels, degreasers, and aviation lubricants and oils.

Federal actions that pertain to the funding or approval of airport projects require the analysis of the potential for environmental impacts per the regulating laws, including a review of the National Priority List (NPL) in relation to an airport's location. Following a review and evaluation of the NPL, it was determined that there are currently no relevant sites located on or near FTG.

Historical, Architectural, Archeological, and Cultural Resources

The National Historic Preservation Act²³, and the Archaeological and Historical Preservation Act²⁴ regulate the preservation of historical, architectural, archaeological and cultural resources. Through these acts, it is required that the potential impacts by all Federal actions and undertakings on these resources be evaluated. Specifically, Section 106 of the National Historic Preservation Act (36 CFR 800 [Section 106]) requires federal agencies to account for the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation (Council) reasonable opportunity to comment on such undertakings. Projects subject to Section 106 must consult with the State Historic Preservation Officer, Tribal Historic Preservation Officer(s), and Council to determine if the project has the potential to affect historic properties listed on or eligible for listing on the National Register of Historic Places (NRHP) and what, if any, alternatives exist to avoid, minimize or mitigate the adverse effect(s) to National Register and National Register-eligible properties.

For this Master Plan, historic, archaeological and cultural resources are defined as districts, sites, buildings, structures, objects, landscapes, and Native American Traditional Cultural Properties (TCPs) that are on or eligible for listing on the NRHP. Currently, the NRHP includes 17 properties located in Adams County, listed in **Table 2-16**. Nevertheless, a survey is required prior to development to determine if any historic, archaeological, and cultural resources occur on airport property.

¹⁹ U.S. Code, 1976, Resource Conservation and Recovery Act, 42 USC, §6901

²⁰ U.S. Code 1980, Comprehensive Environmental Response, Compensation and Liability Act, 42 USC, §9601-9628

²¹ U.S. Code 1986, Superfund Amendments and Reauthorization Act, 42 USC

²² U.S. Code 1992, Community Environmental Response Facilitation Act, Public Law 102-426

²³ U.S. Code, 1966, National Historic Preservation Act of 1966, Public Law 89-665

²⁴ U.S. Code, 1974, Archaeological and Historical Preservation Act of 1974, 16 USC 469

TABLE 2-16 - NATIONAL REGISTER OF HISTORIC PLACES - ADAMS COUNTY

Property Name	Location	Date Added to Registry	Distance to Airport
Engelbrecht Farm	2024 Strasburg Rd., Strasburg	2014	14 miles
Fuller, Granville, House	2027 Galena St., Aurora	2012	16 miles
Robidoux, M.J. Lavina, House	1615 Galena St., Aurora	2011	16 miles
Bromley Farm--Koizuma Hishinuma Farm	15820 E. 152nd Ave., Brighton	2007	17 miles
Wilson, Blanche A., House	1671 Galena St., Aurora	1996	17 miles
Brighton High School	830 E. Bridge St., Brighton	1998	19 miles
Adams County Courthouse	22 S 4th Ave., Brighton	2006	20 miles
Riverside Cemetery	5201 Brighton Blvd., Denver	1994	20 miles
Thede Farmhouse	3190 W. 112th Ave., Northglenn	1998	22 miles
Eastlake Farmers Co-Operative Elevator Company	126th Ave and Claude Ct, Thornton	2010	23 miles
Union High School	3455 W. 72nd Ave., Westminster	2000	24 miles
Bowles House	3924 W. 72nd Ave., Westminster	1988	25 miles
Brannan Sand and Gravel Pit #8--Lake Sangraco Boathouse Complex	Address Restricted	2011	25 miles
Gregory, William J., House	8140 Lowell Blvd., Westminster	1996	25 miles
Harris Park School	7200 Lowell Blvd., Westminster	1990	25 miles
Metzger Farm	12080 Lowell Blvd., Westminster	2013	25 miles
Westminster University	3455 W. 83rd Ave., Westminster	1979	25 miles

Source: National Register of Historic Places, www.nationalregisterofhistoricplaces.com, Accessed January 2016

Noise and Noise Compatible Land Use

Aircraft noise and other airport-related noise, in particular aircraft noise, is often an area of primary concern as related to the airport environment. Within the context of an Airport Master Plan, actions and development that may be considered that change runway configurations, airport operational patterns, aircraft fleet mix, flight patterns, among others that have the potential to alter noise impacts on communities located in the vicinity of an airport. Laws governing airport noise include the following:

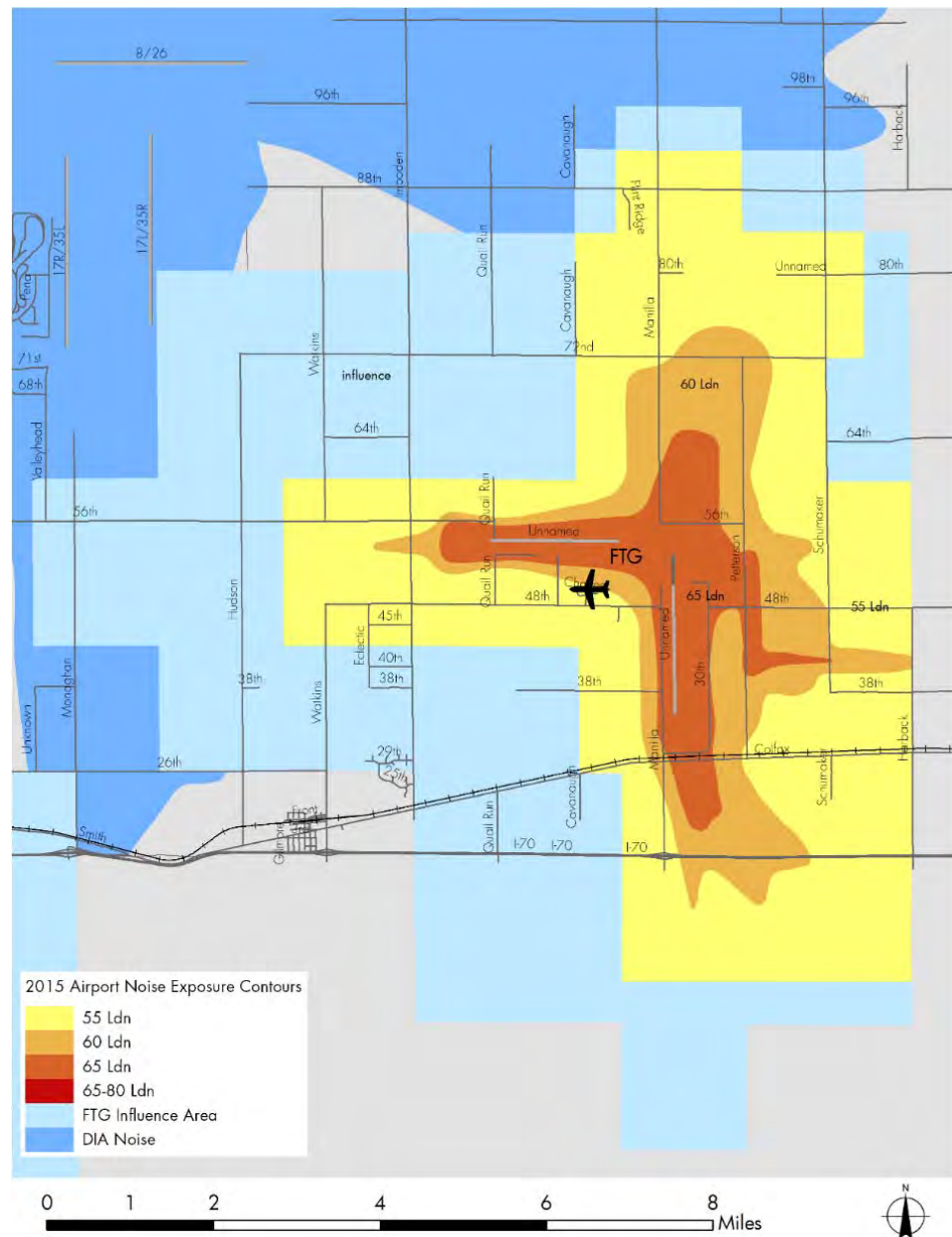
- 49 U.S.C. 47501-47507 (Aviation Safety and Noise Abatement Act of 1979, as amended); 14 CFR part 150, Noise Control and Compatibility Planning for Airports Advisory Circular, 150/5020.
- 49 U.S.C. 40101 et seq., as amended by PL 103-305 (Aug. 23, 1994) (The Federal Aviation Act of 1958).
- The Control and Abatement of Aircraft Noise and Sonic Boom Act of 1968; 14 CFR part 161 Notice and Approval of Airport Noise and Access Restrictions.

- 49 U.S.C. 47101 et seq., as amended by PL 103-305 (Aug. 23, 1994) (The Airport and Airway Improvement Act).
- 49 U.S.C. 2101 et seq. (Airport Noise and Capacity Act of 1990).
- 49 U.S.C. 44715 (The Noise Control Act of 1972).

Adams County Development Standards and Regulations include an Airport Noise Overlay (ANO) that includes the entire FTG property as well as adjacent lands. The ANO provides protection for residential and non-residential land uses near the Airport that may be subjected to noise levels of duration and frequency that could be considered a nuisance for residential and other like uses.

Existing noise conditions near the Airport are typical of areas containing the surrounding land uses. Aircraft operating on FTG must meet requirements of 14 CFR, section 36.103, which outlines aircraft noise limits. **Figure 2-17** shows areas on and near FTG that may be exposed to increased airport-related noise. These contours were generated in association with the 2004 Airport Master Plan and reflect potential future operations that have yet to occur at FTG (i.e., large aircraft air cargo operations).

FIGURE 2-17 - FTG NOISE CONTOURS



Source: Jviation, 2004 FTG Master Plan Update

Water Resources

Water resources include wetlands, floodplains, surface waters, ground waters, and Wild and Scenic Rivers. Vital to society, water resources provide drinking water and support recreation, transportation and commerce, industry, agriculture, and aquatic ecosystems. These resources act together as one integrated natural system. Impacts to one resource can disrupt the entire system. Water resources near FTG are summarized in the following sections.

Wetlands

Federal agencies are required to minimize the destruction, loss, or degradation of wetlands. Principle federal laws governing Wetlands include the following:

- Clean Water Act, section 401 and 404 [33 U.S.C. 1344] [PL 92-500, as amended by PL 95-217 and PL 100-4]; 33 CFR parts 320-330.
- Rivers and Harbors Act of 1899, section 10; Order DOT 5660.1A, Preservation of the Nation's Wetlands.
- Executive Order 11990, Protection of Wetlands (May 24, 1977) (42 FR 26961).

According to the National Wetlands Inventory (NWI) wetlands have not been identified or delineated on FTG property (**Figure 2-18**).

FIGURE 2-18 - FTG WETLANDS



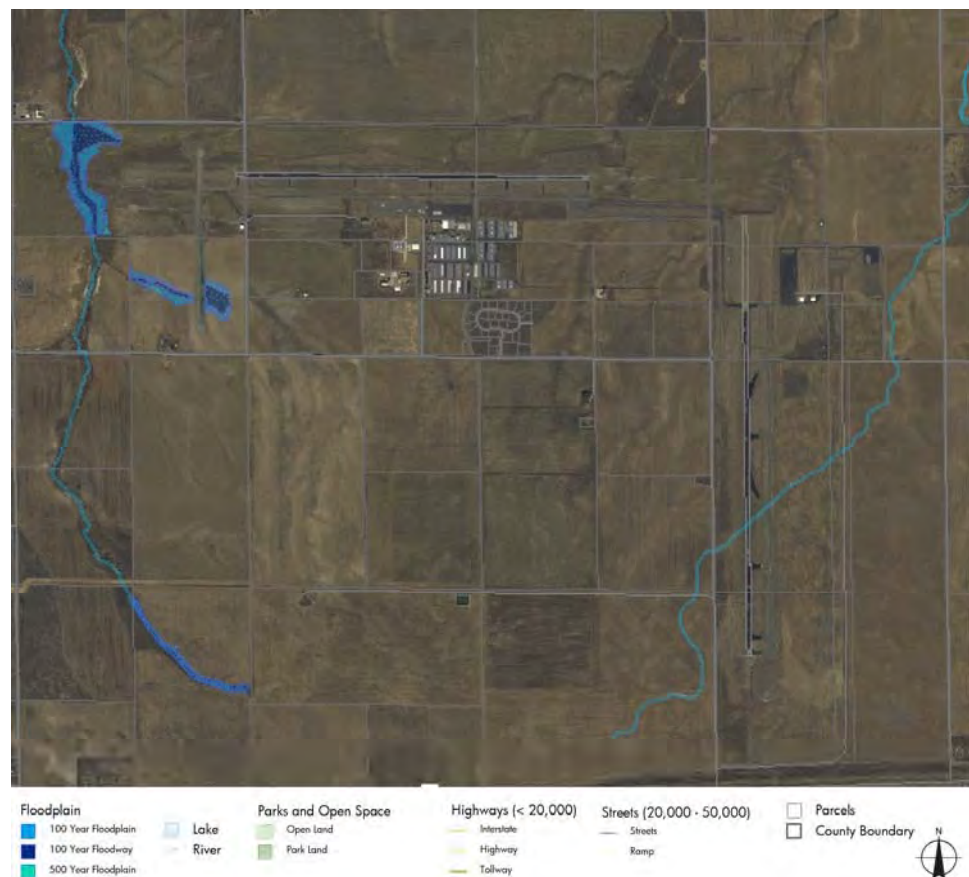
Source: Jviation, U.S. Fish and Wildlife Service

Floodplains

Construction in floodplains is regulated to reduce the risk of flood loss, minimize the impact of floods on human safety, health and welfare, and restore and preserve the natural and beneficial values provided by floodplains. Executive Order 11988, Floodplain Management,²⁵ directs federal agencies to avoid adverse impacts associated with the occupancy and modification of floodplains.

According to flood maps provided by Adams County GIS, shown in **Figure 2-19**, no floodplains exist within existing FTG property bounds. The figure does reflect a “river” located on the southeast corner of the Airport that runs under Runway 17/35; however, this river does not contribute to any 100- or 200-year floodplains.

FIGURE 2-19 - FTG FLOODPLAINS



Source: Jviation, FEMA

²⁵ Executive Order 11988, Floodplain Management, 1977

Surface and Ground Waters

The Federal Water Pollution Control Act, as amended by the Clean Water Act (CWA)²⁶ and the Safe Drinking Water Act, as amended, protect and regulate Federal actions that have the potential to impact surface and ground waters²⁷.

According to Colorado Division of Water Resources, FTG is located in the Denver Basin Aquifer system, which itself includes four aquifers: the Dawson aquifer, the Denver aquifer, the Arapahoe aquifer, and the Laramie-Fox Hills aquifer.²⁸ There are no surface waters within the vicinity of the Airport.

Hazardous materials used for operation and maintenance of aircraft, runways, and taxiways include fuels, degreasers, and aviation lubricants and oils. The Airport has a current Spill Prevention Control and Countermeasures (SPCC) Plan that establishes procedures for handling these substances. This plan is designed to provide preventative measures to ensure that any oil spills are contained and avoid oil spills reaching navigable waters. With its last plan completed in 2003 and required to be updated every five years, FTG is in the process of updating its SPCC Plan. Note that the 2003 FTG SPCC Plan included information such as:

- Basic overview of the airport storage facilities and their location
- Transfer and storage operations of oil
- Spill history - none reported
- Potential failure and oil migration identification and concerns
- Identification of spill control measures
- Implementation of SPCC Plan
- Conformance to guidelines
- Security of fuel storage and handling facilities
- Training recommendations and requirements
- Recommendations for oil storage
- Other general forms/logs and supporting documentation

Additionally, under the CWA, National Pollutant Discharge Elimination System (NPDES) permits are required for any discharge of storm water from municipalities and industrial sites. The Colorado Department of Health permit administers the Colorado Discharge Permit System. Through this, the FTG is required to submit a permit and develop a site-specific Storm Water Management Plan (SWMP). Last completed in 2002, the SWMP provides information such as:

- Basic overview of types of industrial waste
- List of FBO and tenant services as well as contact information
- Description of the site (FTG)
- Potential pollution sources and materials



²⁶ 33 U.S.C. Chapter 26.

²⁷ 42 U.S.C. 300.f.

²⁸ Colorado Division of Water Resources, <http://water.state.co.us/groundwater/>, Accessed January 2016

- Risk identification and assessment
- Preventative maintenance techniques
- Spill prevention and countermeasures and best management practices
- Erosion control
- Employee training
- Comprehensive inspections
- Record keeping and internal reporting procedures

Wild and Scenic Rivers

The Wild and Scenic Rivers Act, as amended, designates rivers and those eligible to be designated in the Wild and Scenic Rivers System. Wild and Scenic Rivers are designated as “rivers having remarkable scenic, recreational, geological, fish, wildlife, historic, or cultural values.” The Department of the Interior (National Park Service, U.S. Fish and Wildlife Service, and Bureau of Land Management) and the Department of Agriculture (U.S. Forest Service) are the oversight agencies for the Wild and Scenic Rivers System. Federal agencies with jurisdiction over lands the border upon, or are adjacent to any designated rivers, are required to take the necessary actions to protect the rivers, as stated in Section 12 of the Wild and Scenic Rivers Act.

Colorado only has one river listed in the National Wild and Scenic Rivers System, the Cache la Poudre River. The nearest designated portion of this river is located approximately 40 miles northwest of FTG.²⁹

²⁹ U.S. Forest Service, Cache la Poudre River, 2010



3.0 AVIATION ACTIVITY FORECAST

Forecasting aviation activity is a critical element in the Airport Master Plan (AMP) process since many development projects ultimately proposed within a master plan are based on aviation activity demand forecasts. For Front Range Airport (the Airport or FTG), the forecasts presented below are utilized in subsequent chapters to analyze Front Range Airport's ability to accommodate future activity and to determine the type, size, and timing of future airside and landside developments. In many cases, the decision to incorporate projects into an airport's long-term development plan is based on the anticipated levels of demand, including numbers as well as types of aircraft activity.

This chapter discusses the findings and methodologies used to project aviation demand at FTG for the 20-year planning window of 2017 through 2036. Per FAA Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*, aviation forecasts should be realistic, based upon the latest available data, reflect current airport conditions, and provide adequate justification for airport planning and development. The forecasts developed in this master plan are designed to provide a sound, defensible, and defined rationale to guide the analysis of future airport development needs and alternatives. However, while sound forecasting is essential for a successful master plan, it should be noted that it can only serve as an approximation of future activity based on historical data and present circumstances. There are many unforeseen factors can and do influence forecasts, both positively and negatively. For this reason, the operational forecasts included in this chapter, and the projects that they justify, should be periodically revisited to ensure that they remain appropriate.

The amount and type of aviation activity occurring at an airport is dependent upon many factors, and usually reflect the services available to aircraft operators, the businesses located on the airport or within the host community, and the prevailing economic conditions within the surrounding area. The FTG forecast analysis includes methodologies that consider historical aviation trends at the Airport, the surrounding region, and throughout the nation. Projections of aviation activity for FTG were prepared for the short- (0-5 year), medium- (6-10 year), and long-term (11-20 year) periods, and to specify the existing and future Critical Design Aircraft. Aviation demand forecasts developed for FTG in this chapter are documented in the following sections:

- Data Sources

Forecasts must be both reasonable and defensible, since they can serve as the basis of future facility development requirements.

2017 serves as the base year of the FTG AMP since it was the last completed calendar year prior to this effort. Forecasts are generated for the near-term (2022), mid-term (2027), and long-term (2037) time frames.

- Demographic and Economic Factors
- National and Regional Aviation Outlooks and Trends
- Forecasting Methodologies
- Forecasting Aviation Activity Measures and Metrics
- Review of Historical and Existing Forecasts
- Aircraft Operations Forecast
- Based Aircraft Forecast
- Critical Design Aircraft
- Summary of Preferred Forecasts

3.1 Data Sources

The following sources of data and guidance were used in the development of the aviation activity forecasts.

- **FTG Data Sources and Interviews:** Data was collected directly from Front Range Airport administration, as well as through interviews with key stakeholders including Air Traffic Control Tower (ATCT) staff, airport personnel, tenants and others. This information provided documented data not only with respect to actual operational numbers, but also regarding how and why those totals accrue at FTG. As part of this data collection effort, the Airport conducted an independent hangar inspection during the Summer of 2016 to establish an accurate total of based aircraft.
- **FAA Terminal Area Forecast (TAF)¹:** Updated annually by the FAA, the TAF is used to determine federal budget and staffing needs, as well as a resource for airport operators, the general public, and other interested parties. Due to staff resource limitations, the FAA is not able to forecast in as great of detail at smaller airports as they typically do at larger airports. Nevertheless, the TAF does provide a guideline for developing forecasts, and is utilized as a basis for comparison with other scenario-driven forecasts. Generally, for the FAA to approve of an airport's master plan forecasts, those forecasts must be supported by an acceptable forecast analysis that is consistent with the FAA TAF.²
- **FAA AC 150/5070-6B, Airport Master Plans:** This AC contains key guidance that explains the steps required for the development of a master plan, including the preparation of aviation activity forecasts, the forecast methodologies to be employed, and what elements should be forecasted. This chapter conforms to the requirements of FAA AC 150/5070-6B.
- **FAA Form 5010-1, Airport Master Record:** The Airport Master Record contains aeronautical data describing the physical and operational characteristics of civil public-use airports, joint-use military airports, and private-use military airports that are active and included in the NAS. It contains airport data derived from both physical inspections of the airport,

¹ FAA Terminal Area Forecast, <http://aspm.faa.gov/main/taf.asp>

² FAA AC 150/5070-6B, Airport Master Plans, http://www.faa.gov/documentLibrary/media/advisory_circular/150-5070-6B/150_5070_6b_chg1.pdf

and the National Airspace System Resources (NASR) database. The most recent FAA airport inspection at FTG occurred on April 24, 2014.

- **ACRP Report: Airport Aviation Activity Forecasting³:** This 2007 report was also prepared by the ACRP and discusses methods and various potential forecast models, and practices for aviation activity forecasting. This report identifies ways to evaluate forecasts, uncertainties and accuracy in forecasts. The ACRP report also identifies common aviation metrics, issues in data collection and preparation, and data sources.
- **Forecasting Aviation Activity by Airport⁴:** Written by GRA, Inc. under contract to the FAA, this 2001 document provides guidance to individuals, and the FAA, when preparing airport activity forecasts. The FAA utilizes this guidance when developing the TAF.
- **FAA Aerospace Forecasts, Fiscal Years 2017-2037⁵:** The FAA annually prepares this document to explain the current economic and aviation outlook, as well as macro level forecasts of aviation activity and the U.S. aircraft fleet.
- **Colorado Department of Local Affairs⁶:** The Colorado Department of Local Affairs (DOLA) is the principal department of the Colorado state government responsible for: local government assistance, property taxation, property assessment appeals, affordable housing, and housing construction regulation. DOLA maintains a significant number of socioeconomic databases on a county level, including demographic forecasts through the year 2040.
- **Federal and State Data Sources:** Information was obtained from the State of Colorado and the U.S. Department of Commerce, Bureau of Economic Analysis, the U.S. Census Bureau, and the Bureau of Labor Statistics to support data needs as necessary, and described, throughout this section.

3.2 Demographic and Economic Factors

Demand for aviation is largely a function of demographic and economic activity, provided there is a causal relationship. When preparing forecasts, planners should consider socioeconomic data, demographics, disposable income, and geographic attributes. As mentioned in the previous section, socioeconomic data was collected from a variety of sources.

Potential correlation between local socioeconomic data with an airport's forecast for future aviation demand is considered through this forecasting effort. FTG socioeconomic data focused on Adams County, as collected and maintained by the Colorado Department of Local Affairs, the Bureau of Economic Analysis, the U.S. Census Bureau and the Bureau of Labor Statistics.

³ Airport Cooperative Research Program Synthesis 2, Airport Aviation Activity Forecasting, http://onlinepubs.trb.org/onlinepubs/acrp/acrp_syn_002.pdf

⁴ FAA Aviation Data & Statistics, http://www.faa.gov/data_research/aviation_data_statistics/index.cfm?print=go

⁵ FAA Aerospace Forecasts FY 2017-2037, www.faa.gov/data_research/aviation/aerospace_forecasts/

⁶ Colorado Department of Local Affairs, January 2016, www.colorado.gov/pacific/dola



3.2.1 Population

The Colorado Department of Local Affairs reports that Adams County population grew from 395,384 people in 2005 to 480,317 in 2014, a 2.2 percent compound annual growth rate (CAGR), over that ten-year period. Over that same time frame, the State of Colorado's population grew from 4,662,534 (2005) to 5,343,471 (2014), a 1.4 percent CAGR, while the overall population of the U.S. grew at a 0.8 percent CAGR from 2005-2014.

3.2.2 Income

Adams County estimated per capita income increased from \$33,607 in 2012 to \$35,385 in 2014, a 2.6 percent average annual increase, with an average of \$34,242 per the Bureau of Economic Analysis. Over that same period, the State of Colorado had an estimated per capita income increase from \$44,266 in 2012 to \$46,049 in 2014, a 2.0 percent average annual increase, with an average income of \$44,918.

3.2.3 Employment

The ten-year (2005-2014) estimate for number of civilians employed in Adams County, as reported by the Colorado Department of Local Affairs, grew from 180,713 in 2005 to 225,545 in 2014, a 2.7 percent CAGR. This total represents approximately 47.0 percent of the 2014 county population, with the top industries including the following.

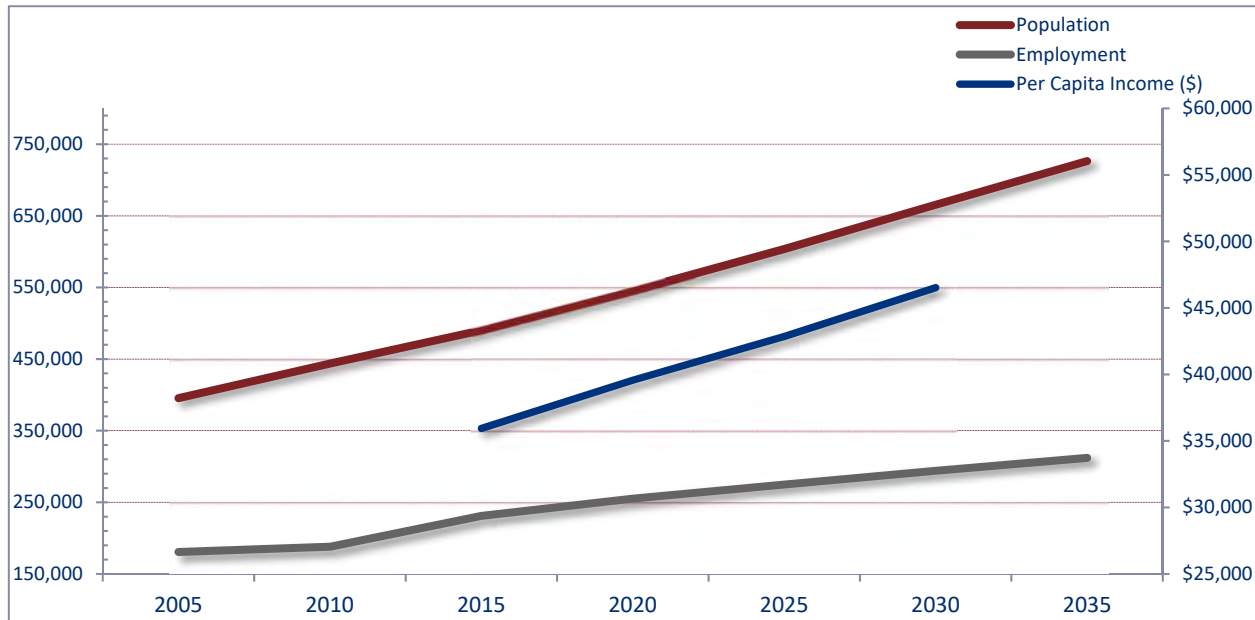
- Government (17.8 percent)
- Construction (11.0 percent)
- Retail Trade Construction (9.7 percent)
- Health Services (8.4 percent)
- Transportation and Warehousing (7.3 percent)

Within Colorado, over that same period, employment grew from 2,767,785 (2005) to 3,068,539 (2014), a 1.3 percent CAGR. Additionally, the Bureau of Labor Statistics reports that Adams County's 2014 unemployment rate of 5.7 percent exceeded Colorado's unemployment rate of 5.0 percent.

3.2.4 Adams County Socioeconomic Data Summary

Figure 3-1 provides a summary of the socioeconomic trends forecasted within Adams County through 2035.

FIGURE 3-1 - ADAMS COUNTY SOCIOECONOMIC TRENDS



Source: Colorado Department of Local Affairs; the Bureau of Economic Analysis

3.2.5 Regional Socioeconomic Conditions

Per Woods & Poole, the western region (consisting of the southwest, the Rocky Mountains, and the broad west regions) will experience the most growth of any region in the nation for the next 30 years. The population in the western region is forecast to increase by 43.9 million people between 2011 and 2040. By the year 2040, 36 percent of all Americans are expected to reside in the west; this is up from 24 percent in 1970 and 33 percent in 2011. Population growth also expected to generate 32.5 million jobs from 2010 to 2040, with a projected total U.S. job gain of 39 percent.

3.3 National and Regional Aviation Outlooks

3.3.1 FAA Aerospace Forecasts⁷ FY 2017-2037

FAA prepares a national aerospace forecast every year to project commercial and general aviation (GA) activity levels so that the FAA can establish funding needs for various sections within the FAA, such as the Airport Traffic Organization (ATO). The forecast utilized in this chapter encompasses Fiscal Years 2017-2037, and looks at future economic conditions and assumptions, GA activity, commercial aviation activity, and air traffic control (ATC) workload. Some relevant highlights from the FAA's 2017-2037 forecast are presented in the excerpts from the report below.

- The long-term outlook for general aviation is stable to optimistic, as growth at the high-end offsets continuing retirements at the traditional low end of



⁷ FAA Aerospace Forecast Fiscal Years 2017-2037.

https://www.faa.gov/data_research/aviation/aerospace_forecasts/media/FY2017-37_FAA_Aerospace_Forecast.pdf



Pilatus PC12 Turboprop



Remos GX Light Sport Aircraft



Cessna Citation Jet

the segment. While steady growth in both national gross domestic product (GDP) and corporate profits results in continued growth of the turbine and rotorcraft fleets, the largest segment of the fleet (fixed wing piston aircraft) continues to shrink over the forecast.

- The active general aviation fleet is forecast to increase 0.1 percent a year between 2016 and 2037, resulting in an increase in the fleet of about 3,500 units as increases in the turbine, experimental, and light sport fleets offset declines in the fixed wing piston fleet. The total active general aviation fleet increases from an estimated 209,905 in 2016 to 213,420 aircraft by 2037
- The largest segment of the fleet, fixed wing piston aircraft is predicted to shrink over the forecast period by 22,500 aircraft (at an average annual rate of -0.8 percent). Unfavorable pilot demographics, overall increasing cost of aircraft ownership, coupled with new aircraft deliveries not keeping pace with retirements of the aging fleet are the drivers of the decline.
- The smallest segment of the fleet, light-sport-aircraft (created in 2005), is forecast to grow by 4.1 percent annually, adding about 3,355 new aircraft by 2037, more than doubling its 2015 fleet size.
- The more expensive and sophisticated turbine-powered fleet (including rotorcraft) is projected to grow by 14,700 aircraft - an average rate of 1.9 percent a year over the forecast period, with the turbojet fleet increasing 2.3 percent a year. The growth in U.S. GDP and corporate profits are catalysts for the growth in the turbine fleet.
- Although fleet growth is minimal, the number of general aviation hours flown is projected to increase an average of 0.9 percent per year through 2037, as growth in turbine, rotorcraft, and experimental hours more than offset a decline in fixed wing piston hours.
- Fixed wing piston hours are forecast to decrease by 0.8 percent, the same rate as the fleet declines. Conversely, hours flown by turbine aircraft (including rotorcraft) are forecast to increase 2.4 percent yearly over the forecast period. Jet aircraft are expected to account for most of the increase, with hours flown increasing at an average annual rate of 3.0 percent over the forecast period. The large increases in jet hours result mainly from the increasing size of the business jet fleet, along with estimated increases in utilization rates.

3.3.2 National Trends Impacting Future GA Activity

Aviation is a dynamic industry that is constantly adjusting to a variety of internal and external pressures. GA has experienced many significant challenges over the last twenty years that have dramatically impacted its future growth – and industry analysts anticipate more even more challenges to come. Several of those factors that could have the greatest impact on FTG are presented in the following sections.

National Economic Trends

There is a clear connection between GA activity on national and local levels and the general state of the national economy. The 2007 economic recession that significantly depressed corporate aviation activity, throughout the U.S. and global environment, also dramatically impacted piston-engine activity. The decline in

corporate aviation over that period clearly illustrates the close correlation between corporate aircraft activity and the performance of the stock market and corporate profits. With respect to the overall economy, the Congressional Budget Office (CBO) estimates that, in real terms, “GDP will expand at an average annual pace of 2.1 percent from the fourth quarter of 2016 to the fourth quarter of 2018, after having risen at an annual rate of 1.8 percent last year.” In the longer term, the CBO projects actual and potential GDP alike will “expand at an average annual rate of 1.9 percent during the second half of the 10-year period. CBO estimates that the growth of potential output over that period will be faster than it has been since the 2007–2009 recession, mainly because the productivity of the labor force is projected to rise, returning closer to its average of the preceding two decades.”⁸ The FAA, and private companies, are optimistic about the long-term growth potential for corporate aviation. The Honeywell Business Aviation Forecast recently noted that it “sees 4.0 to 5.0 percent average annual industry growth over next decade with up to 9,250 deliveries of new business jets valued at over \$250 billion expected through 2023. Although corporate activity has generally rebounded from the 2007 recession, corporate activity has not returned to the levels experienced prior to the economic downturn. Continued growth of the stock market and corporate profits are key factors to the long-term growth of corporate aviation activity.

Rising Cost of GA Aircraft Ownership

The cost of GA aircraft ownership has been rising faster than the overall rate of inflation for many years. A new Cessna 172, a mainline four seat single-engine piston aircraft, currently retails for almost \$400,000, while other high performance single-engine piston airplanes retail from \$700,000 to \$1 million. Because of the high price point for entering the new aircraft market, many airplane owners have elected to continue to fly older, more affordable aircraft. With the average age of a GA aircraft in the U.S. now over 40 years old, costs for maintenance and replacement parts for those aircraft are increasing. Since much of GA activity is based on recreational and personal uses, the continued rising aircraft ownership costs are expected to have a dampening impact on overall activity levels.

Avgas Availability and Price

The amount of fuel used by most piston engine aircraft (100LL) sold in the U.S. has declined by more than 60 percent over the past 30 years. Market and environmental pressures have combined to make 100LL’s availability occasionally limited and, at times, unavailable. It is projected that these pressures will ultimately result in the removal of 100LL from the marketplace. At present, there is no “drop-in” replacement for 100LL avgas that will work in all piston engines, although a coalition of industry groups, including the FAA, have recently tested four replacement fuels. Analysts are optimistic that more rigorous testing of two of those potential fuels will be completed by the end of 2018, at which point one or both fuels are expected to receive fleetwide authorization from the FAA to use in all piston-powered GA aircraft. Of course, if the replacement fuel is priced significantly higher than the current retail price for avgas, then overall GA activity will likely experience some decline even if replacement fuel is readily available.

⁸ The Budget and Economic Outlook: 2017 to 2027. Congressional Budget Office. January 2017.

Security Regulations

The Department of Homeland Security's Transportation Security Administration (TSA) is charged with establishing protocols and maintaining security at airports within the U.S. While most new airport security regulations applied to airports with airline service (i.e. 14 CFR Part 139 airports), TSA has baseline airport and airspace security recommendations for all airports. Since one of GA's primary benefits for its users is the avoidance of security "hassles" at commercial service airports, the potential future imposition of new security requirements on GA airports would likely have a detrimental impact on operations.

Temporary Flight Restrictions (TFR) Impacts

TFRs are a combination of no-fly areas and designated areas for transient flights with strict conditions established to protect the transportation of the President of the United States. The imposition of TFRs reduces GA activity within a 50+ mile radius, adversely impacting many FBOs and other GA businesses. Airport managers and state aeronautic agencies have no discretion or input about when TFRs are imposed or how long they remain in effect. The National Business Aircraft Association (NBAA) noted: "TFRs do have a significant restrictive impact on general and business aviation."

Aging Pilot Population

According to FAA records, the number of total active licensed pilots in the US declined by 1.0 percent from 2007 to 2016, with licensed private pilots declining by 23.1 percent and commercial pilots decreasing by 16.5 percent over that same period⁹. This is the result of various factors including the pilot population aging faster than the general population, new, rigorous, FAA experience requirements for airline new hires, and an overall reduction of military flight training.

3.3.3 Regional Trends Impacting Future GA Activity

The Colorado Department of Transportation (CDOT) published the Colorado Aviation System Plan Update in 2011 to help assess, monitor, and plan for a system of airports that meet the State's long-term air transportation needs and support its overall economic goals. The System Plan notes that FTG is the ninth busiest GA airport in the state of Colorado in terms of aircraft operations (2010) (see **Table 3-1**) and ranked third in terms of the number of based aircraft with a total of 347 airplanes, as shown in **Table 3-2**. CDOT also classifies FTG as a Major General Aviation airport, the highest level in the system classification. Other airports in the Denver metropolitan area in the Major General Aviation airport category include Centennial Airport (APA) and Rocky Mountain Metropolitan Airport (BJC). Combined, FTG, APA, and BJC account for approximately 28.1 percent of all GA operations in the state of Colorado, and accommodate approximately 29.6 percent of all aircraft based in the state.

⁹ 2016 Active Civil Airmen Statistics;
https://www.faa.gov/data_research/aviation_data_statistics/civil_airmen_statistics/

TABLE 3-1 - TOP 20 COLORADO AIRPORTS BY GA OPERATIONS

Rank	City	Airport	2010 GA Operations	% Share
1	Englewood	Centennial Airport (APA)	275,030	17.1%
2	Pueblo	Pueblo Memorial Airport (PUB)	175,180	10.9%
3	Broomfield/Denver	Rocky Mountain Metropolitan Airport (BJC)	118,640	7.4%
4	Loveland	Ft. Collins/Loveland Municipal Airport (FNL)	106,570	6.6%
5	Greeley	Greeley/Weld County Airport (GXY)	106,250	6.6%
6	Erie	Erie Municipal Airport (EIK)	67,500	4.2%
7	Longmont	Vance Brand Municipal Airport (LMO)	61,210	3.8%
8	Colorado Springs	Colorado Springs Municipal Airport (COS)	59,120	3.7%
9	Watkins	Front Range Airport (FTG)	58,220	3.6%
10	Boulder	Boulder Municipal Airport (BDU)	50,280	3.1%
11	Colorado Springs	Meadow Lake Airport (FLY)	41,100	2.6%
12	Grand Junction	Grand Junction Regional Airport (GJT)	38,110	2.4%
13	Alamosa	San Luis Valley Regional Airport (ALS)	27,850	1.7%
14	Aspen	Aspen-Pitkin County Airport (ASE)	27,350	1.7%
15	Eagle	Eagle County Regional Airport (EGE)	24,560	1.5%
16	Durango	Durango La Plata County Airport (DRO)	20,110	1.2%
17	Montrose	Montrose Regional Airport (MTJ)	17,600	1.1%
18	Akron	Colorado Plains Regional Airport (AKO)	16,700	1.0%
19	Pagosa Springs	Stevens Field (PSO)	16,100	1.0%
20	Glenwood Springs	Glenwood Springs Municipal Airport (GWS)	14,930	0.9%
Subtotal			1,322,410	82.1%
Other Airports			288,710	17.9%
All Colorado Airports			1,611,120	100.0%

Source: 2011 CDOT Aviation System Plan, Technical Report, Table 2-10

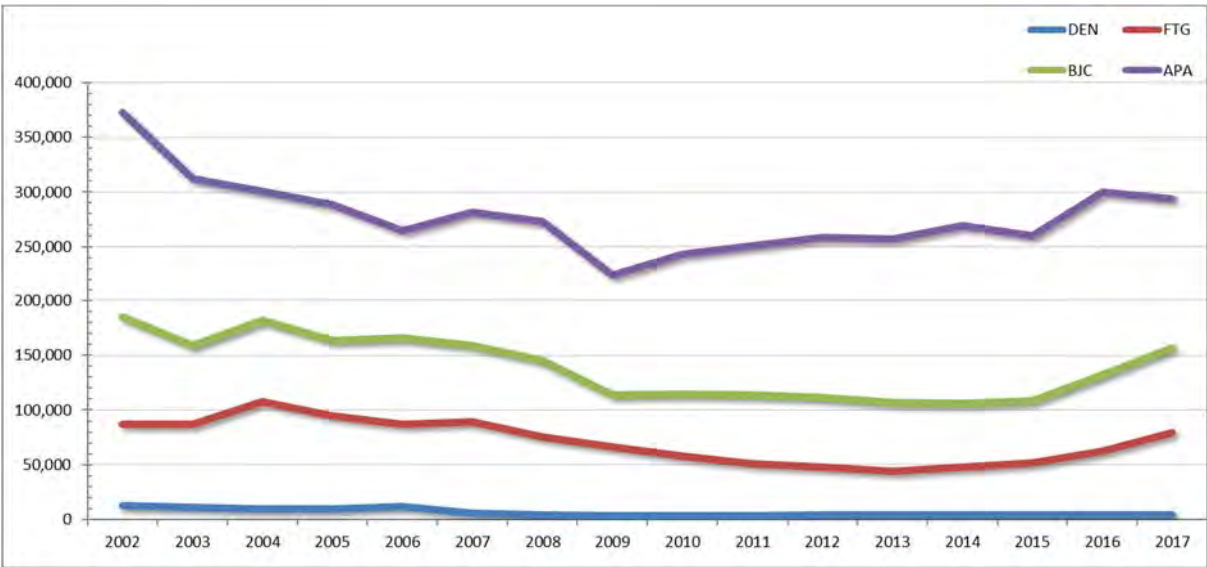
TABLE 3-2 - TOP 20 COLORADO AIRPORTS BY BASED AIRCRAFT

Rank	City	Airport	Based Aircraft	% Share
1	Englewood	Centennial Airport (APA)	822	15.7%
2	Broomfield/Denver	Rocky Mountain Metropolitan Airport (BJC)	384	7.3%
3	Watkins	Front Range Airport (FTG)	347	6.6%
4	Longmont	Vance Brand Municipal Airport (LMO)	340	6.5%
5	Colorado Springs	Meadow Lake Airport (FLY)	325	6.2%
6	Colorado Springs	Colorado Springs Municipal Airport (COS)	292	5.6%
7	Greeley	Greeley/Weld County Airport (GXY)	223	4.3%
8	Loveland	Ft. Collins/Loveland Municipal Airport (FNL)	216	4.1%
9	Erie	Erie Municipal Airport (EIK)	179	3.4%
10	Boulder	Boulder Municipal Airport (BDU)	159	3.0%
11	Pueblo	Pueblo Memorial Airport (PUB)	120	2.3%
12	Grand Junction	Grand Junction Regional Airport (GJT)	105	2.0%
13	Eagle	Eagle County Regional Airport (EGE)	100	1.9%
4	Canon City	Fremont County Airport (1V6)	88	1.7%
15	Montrose	Montrose Regional Airport (MTJ)	86	1.6%
16	Aspen	Aspen-Pitkin County Airport (ASE)	84	1.6%
147	Steamboat Springs	Steamboat Springs/Bob Adams Field	83	1.6%
18	Glenwood Springs	Glenwood Springs Municipal Airport (GWS)	73	1.4%
19	Hudson	Platte Valley Airpark (18V)	72	1.4%
20	Durango	Durango La Plata County Airport	70	1.3%
Subtotal			4,168	79.5%
Other Airports			1,077	20.5%
All Colorado Airports			5,245	100.0%

Source: 2011 CDOT Aviation System Plan, Technical report, Table 2-11

Based on that, it is reasonable to examine historical general aviation operational trends that have been experienced at these other airports (like BJC and APA) in comparison to FTG (see **Figure 3-2**). (Note the figure also includes Denver International Airport [DEN], a large hub commercial service airport that also accommodates a portion of the area's general aircraft operations.) All four have experienced net declines in overall GA activity over the past 15 years (2002-2017) with some recovery being experienced over the past three years. Overall since 2002, APA has lost 21.3 percent of its GA operations over that period, with BJC losing 15.4 percent, FTG losing 9.2 percent, and DEN losing 66.6 percent of their totals.

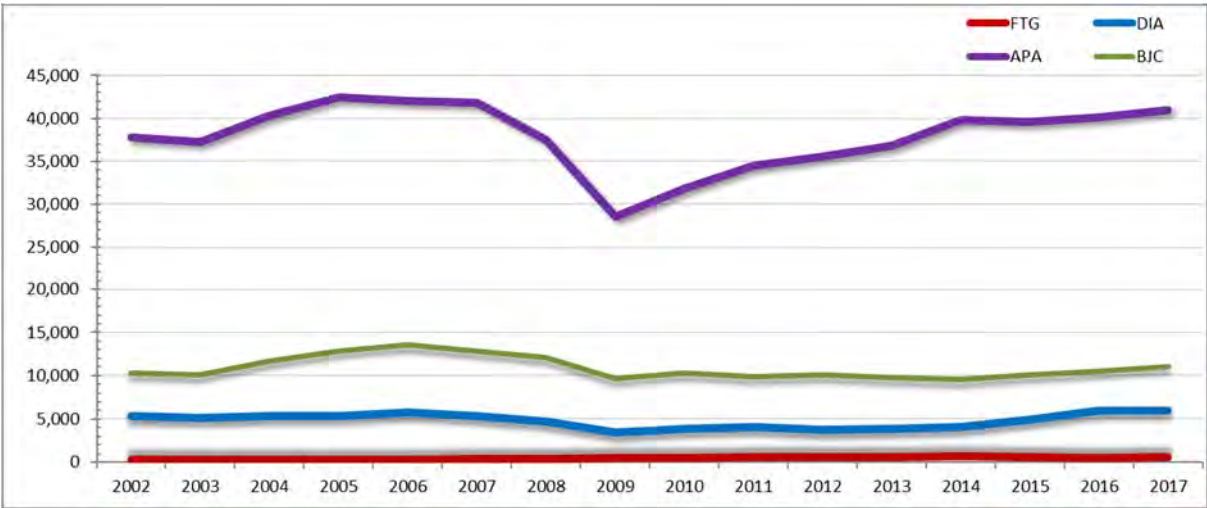
FIGURE 3-2 - GA AIRCRAFT OPERATIONS WITHIN THE REGION



Source: FAA Traffic Flow Management System Counts (TFMSC)

With respect to the business jet component of the GA market, these airports experienced operational levels consistent with the overall GA operational decline and the volatility experienced within the economy since 2002. **Figure 3-3** shows business jet activities experienced within the region between 2002 and 2017. FTG increased its business jet operations by 6.1 percent over that period, APA increased by 8.4 percent, BJC increased by 7.2 percent, and DEN increased by 11.1 percent.

FIGURE 3-3 - BUSINESS JET OPERATIONS WITHIN THE REGION



Source: FAA Traffic Flow Management System Counts (TFMSC)

Individual airports have little control over most factors that influence GA operational totals - they typically represent a mixture of national, and regional trends, some of which affect local GA activity. Local positive trends may counterbalance some of the impact from national challenges.

3.4 Forecasting Methodologies

There are several types of methodologies that can be used when developing aviation forecasts. Each forecast methodology must show short- (5 years), medium- (10 years), and long-term (beyond 10 years) periods, while keeping in mind that a forecast prepared using mathematical relationships must ultimately withstand the test of rational judgment. Each of these methodologies are used to develop forecasts for FTG GA aircraft operations and based aircraft. The different methodologies are briefly described below.

3.4.1 Time Series Analysis

A Time Series Analysis, also known as a trend or linear analysis, uses historic patterns of activity and projects the resultant trend into the future. The time series analysis is a regression analysis with time as the independent variable. The linear extrapolation uses the least squares method to fit a straight line between the historical points and continues to project that line into the future. This type of forecasting is widely used and highly valuable because it is relatively simple to apply. Its limitation is that it simply uses past historical data and variables that are not present in past data (such as change in fuel prices and any economic downturns) are not considered in the result.

3.4.2 Regression Analysis

Regression Analysis is a statistical technique that ties aviation demand (dependent variable), such as operations, to economic measures (independent variables), such as population, employment and per capita income. The independent variable is considered the explanatory variable because it “explains” the projected estimated value. The explanatory power of this approach is measured by the “ R^2 ” statistic (called the correlation coefficient or the coefficient of determination). An R^2 helps determine if there is a correlation between the dependent and the independent variables. An R^2 of 0.0 represents that there is no statistical relationship between changes of the variable, an R^2 of 1.0 means that there is a perfect positive correlation, and an R^2 of -1.0 meaning that there is a perfect negative correlation. Regression analyses should be restricted to comparatively simple models with independent variables for which reliable forecasts are available. Most regression models for aviation use gross economic measures like income, population, and employment to forecast activity levels.

The Regression analysis models used in this forecast study include population, employment, and per capita income in Adams County. The compound annual growth rate (CAGR) in Adams County, between the years 2015 to 2040 is 1.9 percent for population and 1.5 percent for employment; per capita income is projected to climb at a rate of 1.7 percent through 2030.

3.4.3 Market Share Analysis

Market Share Analysis assumes a top-down model, and uses a relationship between national, regional, and local forecasts to predict trends at the Airport. This approach uses the forecast of large aggregates, such as the entire nation, to derive forecasts for a smaller area (i.e. airport). One example is to determine an airport’s percentage

(market share) of the national enplanements and then forecast the airport's growth rate based on the national forecast growth rate. The market share analysis approach to forecasting is not without weaknesses. The national forecasts are composed of airports that are growing fast, growing slowly, those with no growth, and those that are declining. Since this analysis is based on the regional or larger aggregate, the planner must account for historical trends, as well as an understanding of the local airport market to better estimate the forecast.

The market share analysis used FTG's market share within both the FAA Northwest Mountain Region (ANM) (Colorado, Utah, Wyoming, Idaho, Montana, Washington, and Oregon), and the Airport's market share within the entire state of Colorado as reported by the TAF. FTG's historical market share of aircraft operations within Colorado and the ANM are utilized as a means of forecasting future growth.

3.5 Forecasting Aviation Activity Measures and Metrics

The forecasting parameters are determined by the level and type of aviation activity expected at FTG. As a commercial service airport, the forecast for FTG focuses on commercial passenger enplanements, as well as GA aircraft operations and based aircraft activity levels. The forecasts must also consider demographic and economic activity, because these are a primary forecast for aviation demand. As fully identified in **Section 3.4**, data sources for these metrics are from the FAA, Woods & Poole socioeconomic data, local socioeconomic data, and airport records.

3.5.1 Commercial Aviation

Commercial aviation consists of operating aircraft for hire to transport passengers or cargo on a scheduled and unscheduled basis. This can consist of scheduled air carrier service and unscheduled air service flights, such as air taxi/charter that operate on an on-demand basis. FTG is not currently served by a commercial air carrier nor is it projected to do so within the 20-year planning period. Therefore, the only commercial aviation operations projected for FTG will consist of air taxi/charter services.

3.5.2 General Aviation (GA)

GA is comprised of all civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire. Forecasting metrics of GA activity normally consist of aircraft operations and the number of based aircraft.

Aircraft Operations

Generally, the most important activity forecast for airfield planning is the level and type of aviation demand generated at the airport, which is measured by aircraft operations. An aircraft operation is either a take-off or a landing of an aircraft. This activity identifies the critical aircraft and how adequate the airfield serves this, and similar, aircraft. It is by this demand that runway and taxiway requirements are defined.

Since FTG is serviced by an ATCT, operational data for the Airport is generally considered to be reliable. For 2017, the FTG ATCT reported a total of 82,315 operations. However, as described below in **Section 3.7**, this baseline operational figure required adjustment due to a unique operational condition at FTG.

Based Aircraft

Based aircraft forecasts identify the number of aircraft that are projected to be stored at FTG. This data is used to calculate the need for specific types of hangars and aircraft parking aprons. An Airport hangar inspection conducted in July 2016 serves as the baseline for this forecasting element. Based on the inspection, FTG documented 323 single-engine aircraft, 36 multi-engine aircraft, five business jets, and five helicopters, for a total of 369 aircraft (2016) based at FTG.

3.6 Review of Historical and Existing Forecasts

3.6.1 2004 FTG Master Plan Forecast

The purpose of presenting the 2004 Airport Master Plan forecast is to provide an overview of the projections and underlying assumptions that were applied in the previous master planning effort. This is done to review, assess, and adjust any of those assumptions based upon what FTG has experienced since those forecasts were established. **Table 3-3** below identifies passenger enplanements, air cargo operations, air cargo tonnage, GA operations, and based aircraft, as reflected in the 2004 Airport Master Plan.

TABLE 3-3 - 2004 FTG AIRPORT MASTER PLAN FORECAST

	2002	2011	2016	2021	CAGR (2002-2021)
PAX Enplanements	0	0	0	0	0%
Air Cargo Operations	0	5,762	7,311	21,057	13.84%
Air Cargo Tonnage (million lbs.)	0	40.3	51.2	147.4	13.85%
GA Operations	91,806	155,082	193,384	252,932	5.48%
Based Aircraft	273	481		558	3.64%

Source: 2004 FTG AMP, Aviation

As shown in the previous table, the 2004 Airport Master Plan anticipated air cargo playing a prominent role in the future of FTG. This was based on an assumption that Front Range and neighboring DEN would enter into a Joint Operating Agreement (JOA) to create a non-competitive and synergistic air cargo environment that would enable the two airports to open new markets and maximize operational efficiencies. This JOA did not ultimately materialize and no air cargo operators are currently based at FTG, with all primary cargo operators electing to operate at DEN.

Additionally, GA operations were forecasted to increase at a robust 5.5 percent CAGR based on continued strong growth in population, employment and personal income, as well as national and local trends. The projected view of GA has shifted significantly with several economic downturns, increased security considerations, increased insurance and maintenance requirements, declining pilot starts, an aging GA fleet,

alternative communication means, and other considerations impacting operational patterns since 2004. Upon review of these historical GA forecasts, the 2004 Airport Master Plan forecasted significantly more general aviation operations (231,849) and based aircraft (351) in 2015 than are currently being realized at FTG.

3.6.2 CDOT Aviation Forecast

In 2011, the CDOT Aeronautics Division completed the CDOT Aviation System Plan. This study was conducted to provide CDOT Aeronautics with a performance-based airport system plan forecasts for the 76 public-use airports in Colorado. **Table 3-4** shows the forecasts for FTG as part of this study.

TABLE 3-4 - CDOT STATEWIDE AVIATION FORECAST UPDATE FOR FTG

Type	2015	2020	2030	CAGR (2015-2030)
Enplanements	0	0	0	0.0%
Commercial Operations	0	0	0	0.0%
GA Operations	59,040	60,014	62,516	0.38%
Military Operations	684	684	684	0.0%
Total Operations	59,724	60,698	63,200	0.38%
Based Aircraft	352	358	373	0.38%

Source: Colorado 2011 Aviation System Plan

3.6.3 FAA Terminal Area Forecast

The FAA annually prepares a TAF for each airport in the NPIAS. It identifies all airports in the U.S. that are considered significant to the national aviation infrastructure network. The latest TAF for FTG was published in January 2018, and is presented in **Table 3-5**. The TAF currently forecasts that airports the size of FTG will have little or no growth. The TAF for FTG shows a marginal decline in operations over the 20-year planning period, in addition to limited growth in based aircraft. These forecasts are not always site specific, and traditionally the FAA uses a conservative approach when site specific data cannot be obtained.

TABLE 3-5 - FAA TAF FORECAST FOR FTG

	2017	2022	2027	2032	2037	CAGR
Total Enplanements	0	0	0	0	0	0.0%
Itinerant Operations						
Air Carrier	0	0	0	0	0	0.0%
Air Taxi and Commuter	467	467	467	467	500	0.34%
GA	30,810	31,818	31,818	31,818	31,818	0.16%
Military	611	611	611	611	611	0.0%
Total Itinerant	31,888	32,896	32,896	32,896	32,929	0.16%
Local Operations						
GA	48,945	48,984	49,724	50,474	51,238	0.23%
Military	1,729	1,729	1,729	1,729	1,729	0.0%

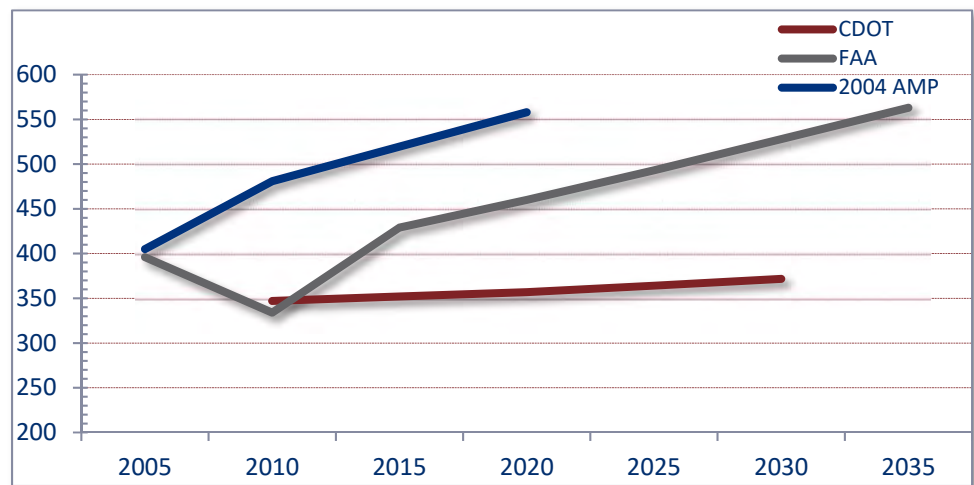
	2017	2022	2027	2032	2037	CAGR
Total Local	50,674	50,713	51,453	52,203	52,967	0.22%
Total Operations	82,562	83,609	83,349	85,099	85,896	0.20%
Based Aircraft	429	460	493	528	563	1.37%

Source: FAA TAF, Issued January 2018.

3.6.4 Previous and Existing Forecasts Comparison

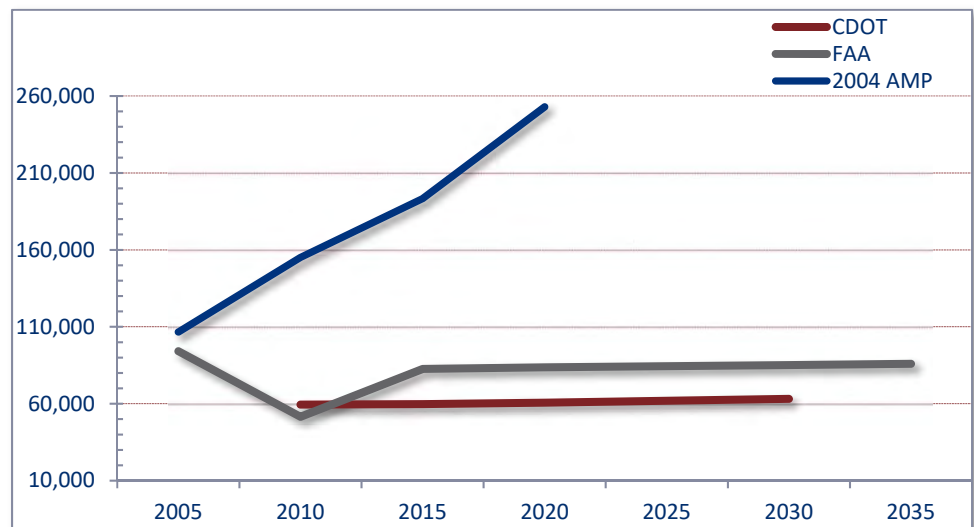
The following figures illustrate the differences among the FAA 2017 TAF, the CDOT System Plan forecasts, and the 2004 Airport Master Plan projections.

FIGURE 3-4 - PREVIOUS AND EXISTING FORECASTS OF BASED AIRCRAFT- FTG



Source: FAA 2017 TAF, 2004 FTG AMP, CDOT

FIGURE 3-5 - PREVIOUS AND EXISTING FORECASTS OF AIRCRAFT OPERATIONS



Source: FAA 2017 TAF, CDOT, 2004 FTG AMP

3.7 Aircraft Operations Forecast

As reported through the FAA’s Air Traffic Activity System (ATADS), FTG had a total of 81,905 aircraft operations in 2017, which includes 439 conducted by air taxi/commuter aircraft, 2,198 by military aircraft, and the remaining 79,268 conducted by civil GA aircraft. While ATADS data (produced directly by the ATCT) is typically the most accurate traffic counts available on any airport, in the case of FTG, they do not reflect all of the operations currently being experienced at the Airport. Two primary factors contribute to this: the FTG ATCT is only open daily (and recording data) from 7 AM to 9 PM, and FTG currently has an air ambulance training company (Air Methods) that conducts the majority of its operations after dark, often when the ATCT is closed. In order to refine the ATADS data to properly reflect this operational condition, both the FTG ATCT and Air Methods were interviewed to identify where potential deficiencies in operational recording lay, as well as how to account for those deficiencies in a manner that was reasonable and minimized the potential for overestimating totals. Through that coordination, a methodology was developed to adjust the ATADS data to more accurately reflect current operations at FTG. Key assumptions made in that methodology include the following:

- Operational totals reported by airport administration (that include reporting by individual operators of their totals that occur both during and outside of ATCT hours) were averaged based on the totals reported the previous five years. This was done to ensure that the operational totals utilized were not an anomaly, but reflected a reasonable and normalized approximation.
- Based on the interviews, 30 percent of Air Methods' total reported operations were excluded from consideration since they were assumed to have occurred in non-movement areas, and therefore ineligible to be included in official airport operational totals.
- Since operational totals being missed by ATADS would be limited to only those that occur when both the ATCT is closed and it is dark, a comparative analysis of Denver area sunset and sunrise hours was conducted on a monthly basis with that of ATCT hours. Note that additional consideration was provided for dusk and dawn factors, as well as for daylight savings time.
- Additional corrective factors based on the interviews were also assumed to minimize the possibility for an overestimation of airport operational totals.
- Since this has the potential to impact FAA TAF operational baseline totals, the FAA was consulted about the approach and assumptions of this analysis - the FAA subsequently approved this methodology.

This methodology was discussed and approved by the FAA early in the master planning process to help account for those helicopter operations not being included in the ATADS data. The result of this methodology was to establish an adjusted baseline operational total for the forecast. (As an example, this methodology would result in the FTG operational total for 2017 being adjusted upward from 81,905 annual aircraft operations to 98,144 aircraft operations.) However, the Airport has also recently acknowledged that Air Methods operations are in the process of changing, with increased usage of flight simulators and fewer helicopters that will result in fewer of these uncaptured nighttime operations. Based on this, the Airport sponsor has elected to have the “official” annual operational total be consistent with

the ATADS data. However, it would also like to reserve the ability to re-establish the above methodology to adjust its official baseline annual aircraft operational totals as nighttime operations again become more prevalent.

The following sections describe the aircraft operational forecasts established for the various segments of aircraft activities at FTG.

3.7.1 Commercial Aviation Operations

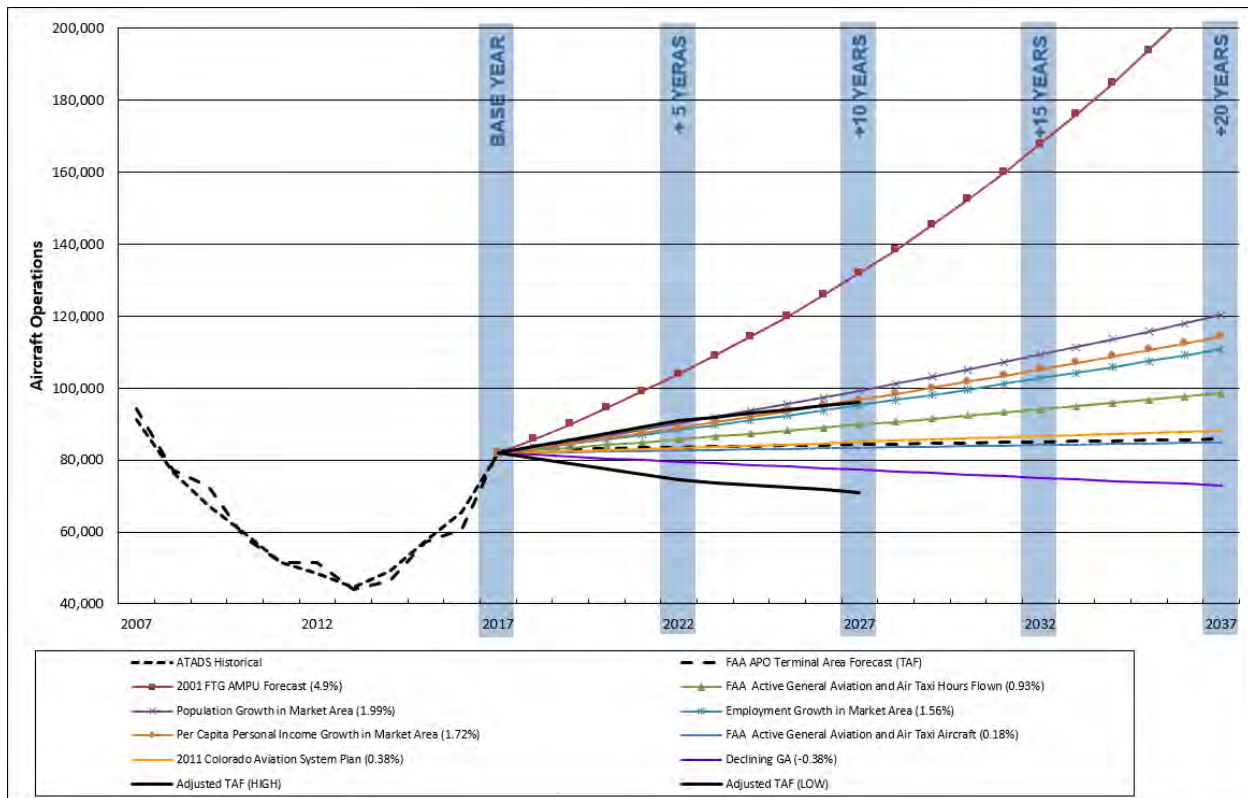
FTG does not currently have scheduled commercial air service, nor is it reasonably expected to accommodate such service within the planning period; a limited amount of air taxi/charter service is accommodated. Since these services largely mirror forecasting factors reflected in typical GA operations, the same methodologies are used for forecasting air taxi/charter operations.

3.7.2 General Aviation Operations

GA operations at FTG include all operations not classified as air carrier or military, and generally include those operations conducted by privately-owned aircraft used for business, recreation, flight training, and personal use. The methodologies used for forecasting GA aircraft operations included socioeconomic regression analyses, time series analyses, and market share analyses. Specifically, regression analyses were used for population, employment, and per capita income, while market share methodologies were based upon FTG's historical market share of aircraft operations within the ANM region (0.4 percent) and in Colorado (1.9 percent). Additionally, forecasts associated with the 2004 Master Plan, the 2011 Colorado Aviation System Plan, and the FAA Aerospace Forecast 2017-2037 were considered. Note that the times series analysis was not used for the operations forecast because continuing historical trends result in a projected continual decline in operations through the 20-year forecast period. The results produced through the application of these various methodologies and resources, as well as the historical FAA ATADS data and forecasted FAA TAF, are reflected in **Figure 3-6**.

As part of this effort, the FAA requires that study-related forecasts be consistent with the TAF or include sufficient documentation to explain the difference. Consistency with the FAA TAF is accepted if a forecast differs by less than 10 percent in the five-year forecast and 15 percent in the 10-year forecast. As a reference, this criterion is also included in **Figure 3-6**.

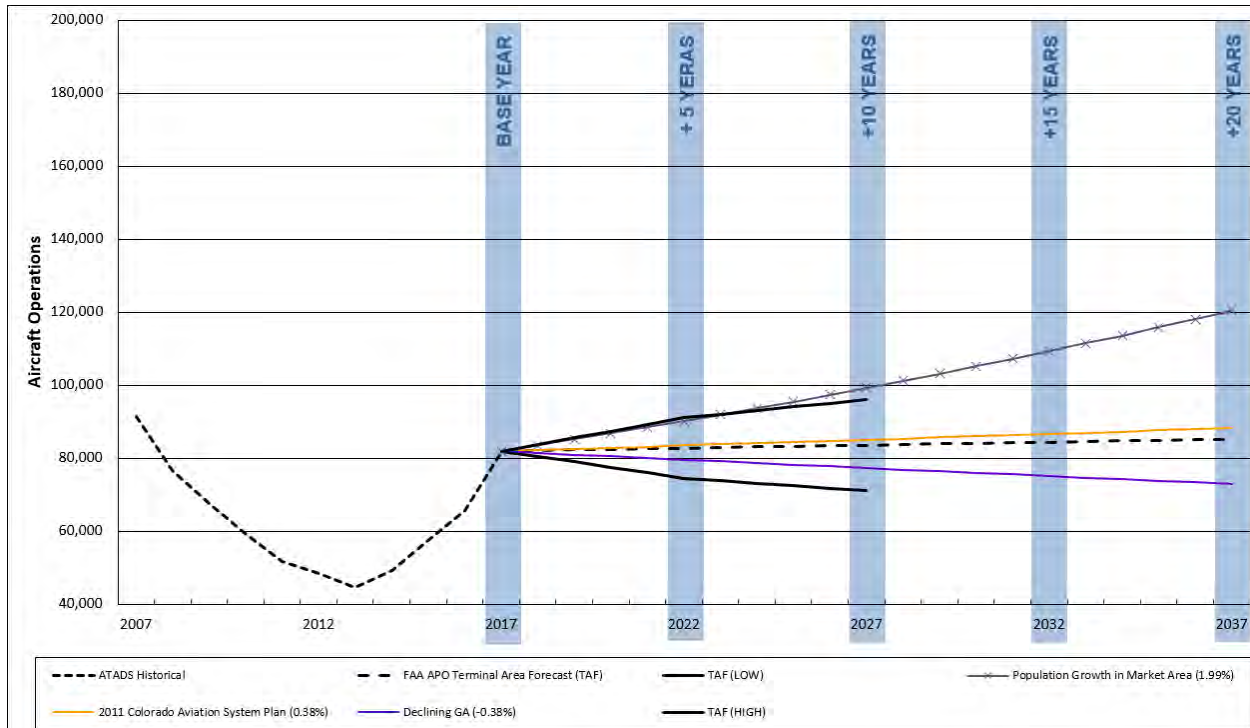
FIGURE 3-6 - FTG GENERAL AVIATION AIRCRAFT OPERATIONS FORECASTS



Source: Aviation

Three growth scenarios were used to forecast GA operations at FTG. The high growth scenario incorporates the Adams County population growth rate of 1.9 percent; the 2011 Colorado Aviation System Plan forecast for FTG (0.38 percent) reflects moderate growth, and a declining GA activity forecast (-0.38 percent) is the low growth scenario. These are reflected in **Figure 3-7** and **Table 3-6**. Note that these forecast scenarios provide a range of 120,333 (high) to 72,918 (low) GA operations by 2037, while the FAA TAF adjusted to the current operational level, projects 85,211 operations by the end of the 20-year planning period. With respect to the FAA TAF consistency criteria of forecasts differing by less than 10 percent in the five-year forecast and 15 percent in the 10-year forecast, only the high growth forecast does not comply, exceeding the criteria between years seven and ten.

FIGURE 3-7 - FTG AIRCRAFT OPERATIONS FORECAST SCENARIOS



Source: Jviation

TABLE 3-6 - FTG AIRCRAFT OPERATIONS RANGE OF FORECASTS

Year	High (1.99%) Adams County Population	Medium (0.38%) CO Aviation System Plan	Low (-0.38%) Declining GA	FAA TAF (2017)	FAA TAF High / Low Range ²
2017 ¹	81,905	81,905	81,905	81,905	81,905
2022	90,144	83,442	79,553	82,718	90,990 – 74,446
2027	99,235	85,006	77,275	83,541	96,072 – 71,010
2032	109,265	86,602	75,064	84,372	-
2037	120,333	88,228	72,918	85,211	-

Source: Jviation

¹ Current (actual) data

² FAA requires recommended forecast scenario to differ by less than 10 percent from the existing TAF in the five-year forecast and 15 percent in the 10-year forecast, unless appropriate justification is provided. It does not apply beyond the ten-year forecast.

Additional Local Considerations

Adams County Economic Development

Beyond the primary socioeconomic trends for Adams County discussed previously, there are other economic initiatives that are important to recognize. The intergovernmental agreement between Adams County and City of Denver & Denver International Airport passed by voters in November 2015 (Denver Intergovernmental Agreements and Revenue Sharing with Adams County, Measure 1A) allows for the development of 1,500 acres of DEN property in exchange for tax revenues to be shared by the County and the City. This initiative is positioned as a pilot program for the potential long-term development of an "Airport City" or "aerotropolis" of businesses that would benefit from immediate proximity to DEN and have positive ancillary development impacts in surrounding communities. Because of the agreement, commercial non-aeronautical development will rapidly expand east, from the Denver metro area, into Adams County and towards FTG. The RTD rail line from Union Station to DEN and the new light rail line along the east side of Aurora, will also spur commercial and residential development. It is reasonable to assume that the confluence of the various anticipated economic development initiatives and infrastructure investments will ultimately result in a significant boost to the socioeconomic underpinnings of Adams County – which in turn will positively impact FTG aircraft operational totals over the planning period.



Flight Training

FTG is experiencing an increasing amount of flight training activities, now currently having two flight schools based at the Airport after several years without any. These flight schools have opened at FTG within the past two years and have generated increased flight operational traffic at the Airport including touch-and-go operations, instrument approach training operations, etc. Note that having an active air traffic control tower in addition to multiple types of instrument approaches (including precision approaches) on both runways makes FTG a very attractive site for flight training. It should also be recognized that the presence and success of flight schools is largely driven by local area socio economics (i.e. population, employment, per capita income). With Adams County displaying significant growth in all socioeconomic areas today and projected to continue to do so into the future, the continued presence and growth of flight training operations is likely to continue.



Corporate Flight Departments

Like flight training, the presence of corporate flight departments based at an airport are largely a function of area socioeconomics. Corporate flight departments are typically based at airports that provide them with the facilities they need, the financial flexibility to assist in maintaining their operations, and the immediate accessibility required by their users (with respect to where they work and where they live). FTG meets the expectations of the first two requirements, yet the distance between FTG and the current metropolitan area population locus remains significant, albeit declining. As the Denver metro area development continues to progress east to Adams County, it is reasonable to anticipate an increase in the number of



corporate flight departments based at FTG, therefore positively impacting aircraft operational totals.

DEN and FTG Operational Dynamics

According to the FAA, DEN accommodates approximately ten times the number of corporate flight operations than FTG. This is attributed to a variety of factors, including the requirement of some corporate passengers to connect with commercial airline flights, corporate aircraft fueling and service agreements with established FBOs (i.e. Signature Flight Support), a closer physical proximity to the City of Denver, and the supporting highway network to facilitate efficient surface transportation to and around the City. As economic growth and transportation infrastructure improvements progress in and around Adams County, surface transportation efficiencies should improve dramatically, encouraging utilization of FTG over DEN. It is highly unlikely that corporate aircraft utilization of the two airports will balance within the planning period, however, they may conform which would positively impact FTG's aircraft operational totals.

Spaceport Colorado



Building upon Colorado's extensive technology cluster of aerospace expertise, FTG and Adams County have embarked on an ambitious program to develop the first commercial spaceport in the State. Colorado has the nation's third-largest aerospace economy, and eight of the nation's top aerospace contractors maintain significant operations in Colorado. More than 400 space-related companies call Colorado home, developing products ranging from launch vehicles and satellites to command and control software, to sensors and navigation equipment. Specifically, the State has 160 businesses classified as being an "aerospace company," with more than 400 additional companies and suppliers providing space-related products and services. Direct employment in the Colorado aerospace market totals 25,110 private sector workers and approximately 27,890 military personnel. In turn these jobs support an additional 109,680 workers in other industries throughout Colorado through both direct and indirect impacts. In total, aerospace activities support an estimated 162,680 employees throughout Colorado.

Spaceport Colorado at FTG is envisioned as a horizontal launch facility, utilizing FAA-licensed Reusable Launch Vehicles or "space planes" that take-off and land from existing airport runways. These space planes would provide access to space for scientific research, education, and space tourism in the short-term; and point-to-point, high-speed, sub-orbital transportation to other international spaceports over the long term. FTG is in the process of filing an application to the FAA's Office of Commercial Space Transportation to be licensed as a commercial spaceport.

It is anticipated that the license and development of commercial space launch activities will also attract research and development (R&D) aerospace companies based at or near the Front Range to support commercial space ventures. Based on previous analyses, FTG appears to have adequate space and infrastructure available to accommodate a significant amount of aerospace-related development on airport property. If based at FTG, it is reasonable to assume that R&D aerospace firms and companies that fly the "space planes" will spur conventional corporate aircraft operations at FTG. It is anticipated that space-related development at FTG may occur

by 2021, and increase thereafter. While it is difficult to speculate how much additional aircraft activity will be generated by aerospace companies based at FTG, currently licensed commercial spaceports (i.e. Cecil Spaceport Field, FL; Mojave Air & Space Port, CA; Space Florida, FL; and Ellington Field, TX) anticipate conventional aviation activity growth in support of their spaceport activities.

FIGURE 3-8 - SPACEPORT COLORADO - DESIGN CONCEPT



Source: Spaceport Colorado

3.7.3 Local/Itinerant Operations

Local operations are those performed by aircraft that are based at FTG and operate in the local traffic pattern and/or within sight of the Airport. These operations also include simulated instrument approaches, and departures to or arrivals from practice areas within a prescribed distance from the Airport. Itinerant or transient operations are operations by aircraft that leave the local airspace.

The current FAA TAF indicates that total itinerant operations (air taxi/commuter, military and GA) were 39.9 percent and local GA operations were approximately 60.1 percent. For the purposes of this study, the majority of operations at FTG are expected to remain local; however, it is anticipated that FTG will experience a modestly increased rate of itinerant traffic over time to reflect increased regional economic development and associated business aircraft activities. Thus, the average itinerant/local split for total forecast operations from 2017-2037 is projected to be 45.0 percent itinerant and 55.0 percent local. Note that these percentages may be impacted by factors like the establishment of a flight school, the further development of corporate business hangars, and enhanced FBO services.

3.7.4 Design Hour Operations

Another measure of airport activity is design hour operations. The design hour is an estimate of an airports peak hour of the average day in the busiest month. Based on data obtained from the FTG ATCT, design hour calculations include the following.

- Peak Month Operations is the month that has the most operations. The Peak Month for FTG is typically June, July, or August at approximately 11.0 percent of the annual operations. FTG's peak month in 2017 was June, with approximately 9,993 peak month operations or 12.2 percent of the annual total.
- Design Day is the Peak Month Operations divided by 30 days. The Design Day for FTG in 2017 was 333.1 operations.
- Design Hour is an average of the highest number of operations within the most active hour of the day. Typically, these operations will range between 12.0 percent and 17.0 percent of the design day operations; for planning purposes, 15.0 percent was used to determine the Design Hour. The Design Hour Operations at FTG in 2017 is 50.0.

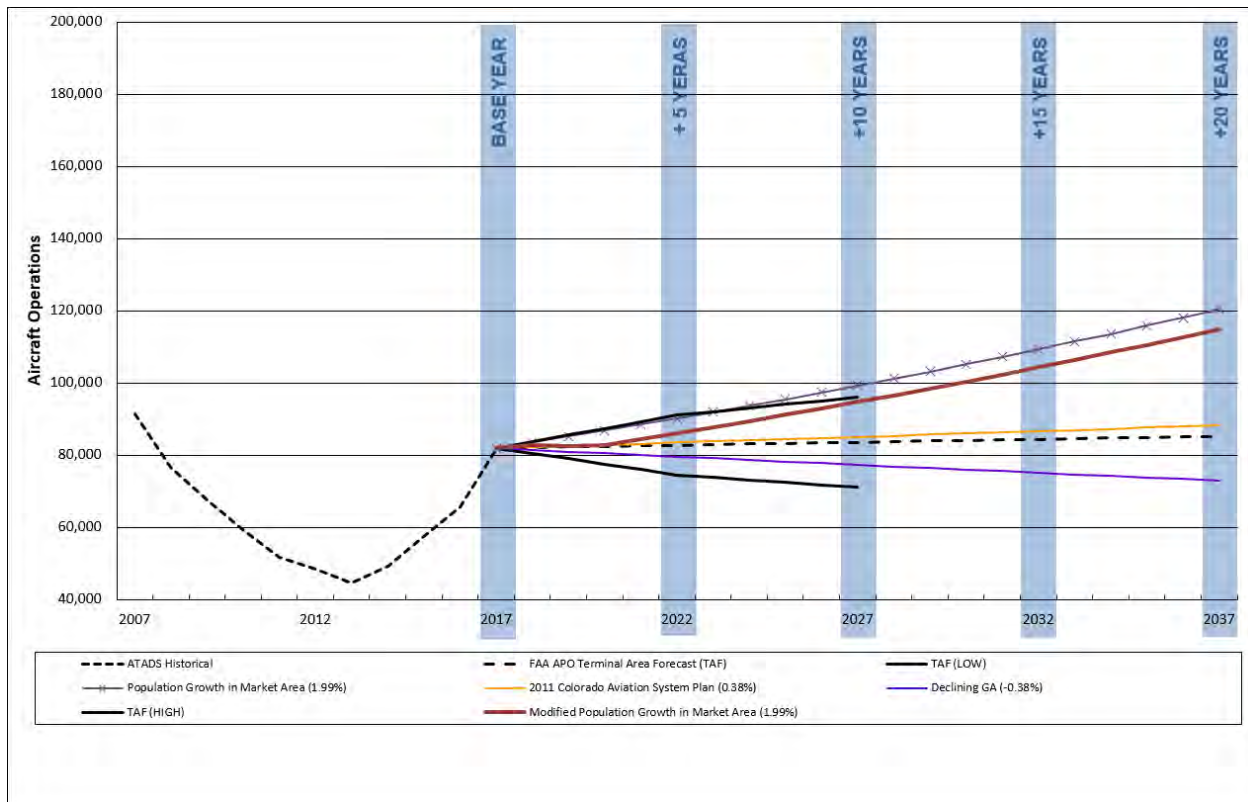
3.7.5 Military Operations

Military operations, historically, have not significantly contributed to the number of operations at FTG. Military operations are not dependent on the same stimuli as GA or commercial activity. Airport management records report that military operations at FTG are unpredictable and have fluctuated from year to year. The TAF indicates that military operations remain constant with 2,198 annual operations occurring throughout the 20-year planning period. This accounts for approximately 2.5 percent of FTG's total operations as projected in the TAF. Due to the fluctuation and unpredictability of military operations, this study projects, it is projected that military operations will remain constant throughout the forecast period.

3.7.6 Aircraft Operations Forecast Summary

The previous forecast scenarios were presented to the FAA and the FTG AMP Project Advisory Committee (PAC) in February 2016. Following comments received from the PAC and through additional interviews with stakeholders that included several PAC members, an additional forecast was developed that combined the high growth scenario (Adams County population growth) with the medium growth scenario (Colorado Aviation System Plan). This scenario assumes that FTG operational growth will lag slightly behind Adams County population growth, but that this growth will start to be realized by 2021. Specifically, this modified high growth scenario projects continued moderate (0.38 percent) growth through 2020 at which time growth would reasonably be expected to progressively increase to 1.9 percent. The modified high growth forecast scenario is shown below in **Figure 3-9** and **Table 3-7**. (Note that this forecast also lies within the FAA 10 percent and 15 percent range of the updated TAF.)

FIGURE 3-9 - FINAL FTG AIRCRAFT OPERATIONS FORECAST SCENARIOS



Source: Jviation

TABLE 3-7 - FINAL FTG AIRCRAFT OPERATIONS RANGE OF FORECASTS

Year	High (1.99%) Adams County Population	Modified High (0.38% / 1.99%) Adams County Population	Medium (0.38%) CO Aviation System Plan	Low (-0.38%) Declining GA	FAA TAF (2017)	FAA TAF High / Low Range ²
2017 ¹	81,905	81,905	81,905	81,905	81,905	81,905
2022	90,144	86,045	83,442	79,553	82,718	90,990 – 74,446
2027	99,235	94,712	85,006	77,275	83,541	96,072 – 71,010
2032	109,265	104,273	86,602	75,064	84,372	-
2037	120,333	114,823	88,228	72,918	85,211	-

Source: Jviation

¹ Current (actual) data² FAA requires recommended forecast scenario to differ by less than 10 percent from the existing TAF in the five-year forecast and 15 percent in the 10-year forecast, unless appropriate justification is provided. It does not apply beyond the ten-year forecast.

Of the four forecast scenarios presented in the previous table, the modified high forecast was identified as being the preferred projection of aircraft operations for this master plan. That forecast generally reflects the extensive growth currently being realized and projected to continue to occur within the region. However, to project a realistic timing of when such regional development will ultimately impact FTG operations, it conservatively projects typically modest operational growth until 2020.

By that time, it is reasonable to assume that development associated with "Airport City," Spaceport Colorado, as well as general eastward development of the Denver metropolitan area should begin to more significantly impact FTG operations. **Table 3-8** presents a detailed description of the preferred forecast that includes the projected split of itinerant and local operations for the planning period.

TABLE 3-8 - FTG AIRCRAFT OPERATIONS PREFERRED FORECAST

Year	Itinerant Operations	Local Operations	Total Operations
2017 ¹	32,672	49,233	81,905
2022	35,278	50,767	86,045
2027	40,726	53,986	94,712
2032	44,837	59,436	104,273
2037	51,670	63,153	114,823
Percent Split (2037)	45%	55%	100%

Source: Jviation

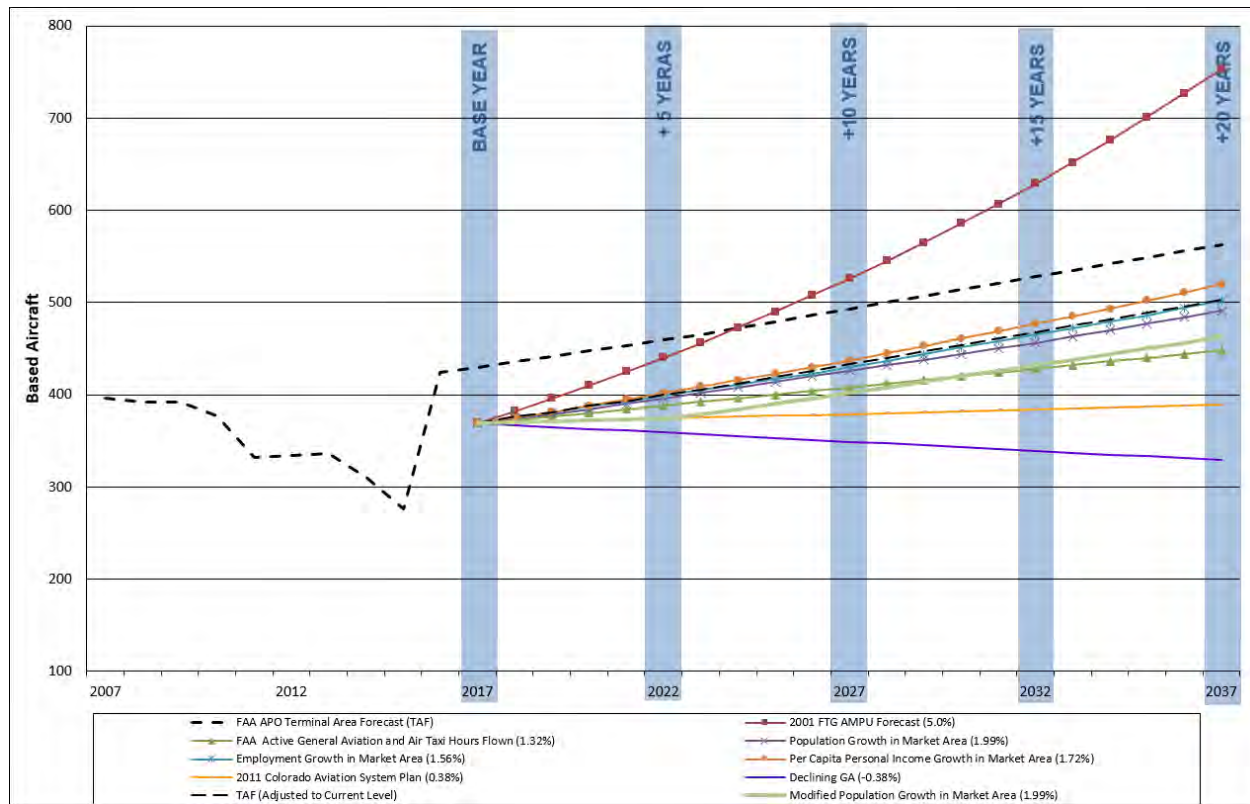
¹ Current (actual) data

The preferred aircraft operations projection for FTG represents an unconstrained projection based on existing market conditions and presumes that airport development needed to accommodate growth will be undertaken in a timely manner. This is especially relevant for infrastructure needed to support large scale hangar development for accommodating additional aircraft service companies at the Airport. Facilities needed for this type of growth are speculation and would require further study as to the exact time frame, tenants and uses of the proposed expansion. Impacts from this possible development would result in a growth of operations, which could set a new benchmark level of operations at FTG in the later years. Direct potential impacts to facilities will be discussed in following chapters.

3.8 Based Aircraft Forecast

The based aircraft forecast helps determine the future activity levels and the potential requirement for expanded or improved airport facilities. Following an airport-wide hangar inspection completed during July 2016, airport management provided documentation that indicated a lower number of current based aircraft (369) than the FAA 2017 TAF (429) and higher than FTG's last 5010 inspection (dated 12/31/2013) which reported 285. For this forecast, the 2016 hangar inspection totals have been used as the basis of the forecast. (Note that FTG has updated the FAA online aircraft database to reflect its surveyed totals.) The same methodologies used for operations forecasting have been utilized for forecasting based aircraft: socioeconomic analyses (including population, employment, and per capita income), time series analysis, and market share analysis. Additionally, forecasts associated with the 2004 Master Plan, the 2011 Colorado Aviation System Plan, and the FAA Aerospace Forecast 2017-2037 were considered. The results produced through the application of these various methodologies and resources are reflected below in **Figure 3-10**. Note that the FAA TAF forecast in this figure has been adjusted to reflect current based aircraft totals as reported by FTG.

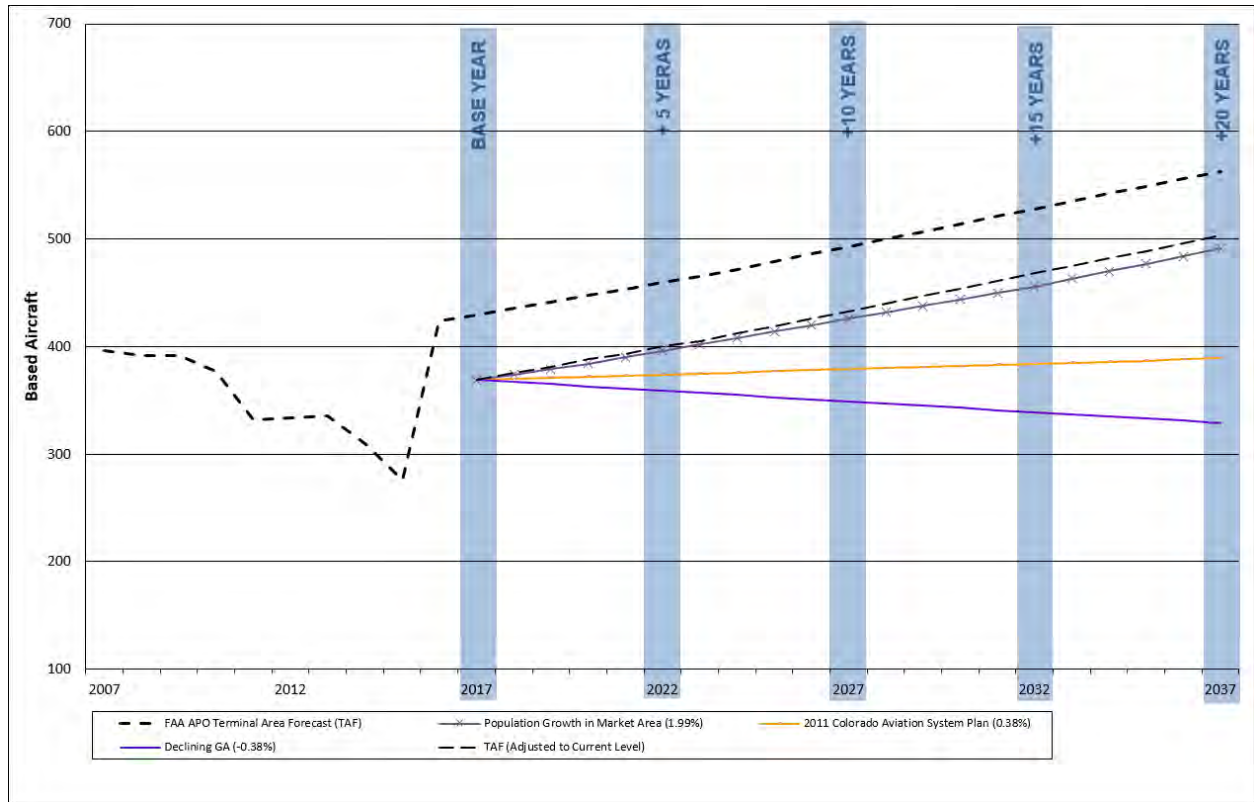
FIGURE 3-10 - FTG BASED AIRCRAFT RANGE OF FORECASTS



Source: Aviation

Three growth scenarios were used to forecast based aircraft at FTG, as well as consideration provided to the current TAF. The high growth scenario incorporates the Adams County population growth rate of 1.9 percent, the 2011 Colorado Aviation System Plan forecast for FTG (0.38 percent) reflects moderate growth, and a declining GA activity forecast (-0.38 percent) is the low growth scenario. These are reflected in **Figure 3-11** and **Table 3-9**. These forecast scenarios provide a range of 491 (high) to 329 (low) based aircraft by 2037, while the current TAF projects 563 based aircraft by the end of the 20-year planning period. Note that if the TAF were adjusted to reflect the actual number of aircraft currently based at FTG, that projection changes to 503 based aircraft by 2037, as shown in the following figure.

FIGURE 3-11 - FTG BASED AIRCRAFT FORECAST SCENARIOS



Source: Jviation

TABLE 3-9 - FTG BASED AIRCRAFT RANGE OF FORECASTS

Year	High (1.99%) Adams County Population	Medium (0.38%) CO Aviation System Plan	Low (-0.38%) Declining GA	FAA TAF (2017)	FAA TAF (adjusted to actual level)
2017 ¹	369	369	369	429	369
2022	396	374	359	460	400
2027	426	379	349	493	433
2032	456	384	339	528	468
2037	491	389	329	563	503

Source: Jviation

¹ Current (actual) data

Preferred General Aviation Operations Forecast

Like the aircraft operations forecasts, the based aircraft forecast scenarios were presented to the FAA and the FTG AMP PAC in February 2016. Comments were received from the PAC and additional interviews with stakeholders were conducted. The Airport also provided updated based aircraft demand data that indicated a continued robust demand for basing aircraft in FTG hangars, as well as the potential establishment of a new flight school. Based on this data and coordination, the high growth forecast was identified as the recommended forecast scenario for FTG based aircraft.

3.9 Critical Design Aircraft

The Critical Aircraft is used to identify the design criteria for an airport. It is determined by the most demanding airplane, or family of airplanes, that accounts for at least 500 annual operations within the planning period. Formerly designated as the Airport Reference Code (ARC), the Runway Design Code (RDC) is a classification given to aircraft based on its maximum approach speed and wingspan. The FAA then uses this classification to apply specific airport design criteria appropriate to operational and physical characteristics of the aircraft types operating at that Airport. The RDC is applied to each separate airfield facility, and may be different if different Critical Aircraft are identified for each runway or airfield element.

The 2004 FTG Master Plan established the ARC (now defined as RDC) as a D-IV based on the need to accommodate the most demanding traits of a combination of the Airbus 300F (ARC/RDC C-IV) and the Grumman Gulfstream IV (ARC/RDC D-II). This classification was also based on the 2004 Master Plan's projection that FTG would realize significant air cargo operations (starting in 2005) that operate the A300F. When those air cargo operations did not materialize, the ARC/RDC was updated to a C-II based on the Bombardier CL 604 Challenger, a corporate business jet.

Specifically, FTG's current Airport Layout Plan indicates this RDC for both runways, with an existing Airport Approach Category (AAC) of C, and an Airplane Design Group (ADG) of II. This design category accommodates business jets up to the Gulfstream G-280, G-350, G-450; Falcon 2000 and 900; Bombardier Challenger 300/604/600; Cessna Citation X; and the Embraer Legacy 500/600, among others. An RDC of C-II also allows operations by smaller aircraft such as the Cessna Citation 1, 2, and CJ-series; Learjet 31, 35, 36, 45; Beech King Air 90, 200, and 350; Pilatus PC-12; TBM-850; as well as almost all piston engine aircraft. While FTG will occasionally accommodate operations by larger corporate jets such as the Gulfstream G-550 and Bombardier 700/Global 6000/Global Express (RDC C-III), these have not historically approached the FAA's 500 annual operation threshold for critical design aircraft status.

In 2017, the FAA's Traffic Flow Management System Counts (TFMSC) database indicated that the most demanding single aircraft that operated at FTG was the Beechcraft King Air twin-turboprop aircraft with 527 operations. Depending on its individual model and configuration, the King Air can have an RDC of B-I or B-II. However, this is anticipated to change in the future as FTG continues to accommodate a wide range of corporate jet aircraft ranging in size from the Cessna Citation Mustang (RDC B-I) to the Bombardier Challenger (RDC C-II) to the Gulfstream V/G500 (RDC C-III) at an increasing rate. As suggested earlier in this chapter, economic and industrial growth is steadily migrating eastward from Denver into Adams County. It is reasonable to conclude that FTG will continue to experience increasing rates of corporate jet activity in association with increasing industrial development within the area.

Table 3-10 provides a listing of the operational totals by corporate jet aircraft type currently being experienced at FTG. Note that the individual totals reflect an average of 2016 and 2017 to help account for potential anomalies. It should also be recognized that there are limitations to the TFMS database in that it typically captures a relatively small percentage of the actual aircraft operations experienced,

meaning that the data included in the table is likely underestimated, potentially significantly.

TABLE 3-10 - CORPORATE JET AIRCRAFT OPERATIONS AT FTG

Aircraft Type	Average Annual Operations*
C25 - Cessna Citation (all C25 variants)	117
C500 - Cessna 500/Citation I	14
C510 - Cessna Citation Mustang	39
C525 - Cessna CitationJet/CJ1	140
C550 - Cessna Citation II/Bravo	47
C560 - Cessna Citation V/Ultra/Encore	60
C56X - Cessna Excel/XLS	62
C650 - Cessna III/VI/VII	6
C680 - Cessna Citation Sovereign	2
C750 - Cessna Citation X	15
CL60 - Bombardier Challenger 300/600/604	28
E135 - Embraer ERJ 135/140/Legacy	7
E50P - Embraer Phenom 100	10
E55P - Embraer Phenom 300	27
EA50 - Eclipse 500/550	41
F2TH - Dassault Falcon 2000	8
F900 - Dassault Falcon 900	13
FA50 - Dassault Falcon/Mystère 50	28
GLF5 - Gulfstream V/G500	15
H25B - BAe HS 125/700-800/Hawker 800	28
LJ35 - Bombardier Learjet 35/36	10
LJ45 - Bombardier Learjet 45	11
LJ60 - Bombardier Learjet 60	18
PRM1 - Raytheon Premier 1/390 Premier 1	11
Other Misc Aircraft	48
TOTAL:	805

Source: FAA Traffic Flow Management System Counts (TFMSC) database.

* Average of years 2016 and 2017.

Since FTG's current cumulative corporate jet aircraft operational totals exceed the 500-annual operational total, that this total is underestimated and that this total is reasonably anticipated to continue to increase into the foreseeable future, it is recommended that FTG continue to base its design aircraft on a corporate jet aircraft. Given that FTG's existing design aircraft (the Bombardier CL 604 Challenger) represents a reasonable balance of the widely varying operational requirements and specifications of these corporate jets, it is also recommended that the Challenger remain the design aircraft for FTG.

3.10 Summary of Preferred Forecasts

It is anticipated that FTG will experience moderate growth during the 20-year planning period that generally reflects the socioeconomic development trends of the area. Market demographic trends indicate that the Airport will slightly outpace prevailing national and state growth trends in general aviation. Based aircraft are expected to increase from approximately 369 aircraft to 491 aircraft by 2037. The Airport will also see an increase in the number of operations. By the end of the planning period, over 90,000 operations should be expected. Additional operations could be realized in future years should additional aviation businesses locate on or around the Airport. **Table 3-11** summarizes the projections contained in this chapter.

TABLE 3-11 - SUMMARY OF FTG PROJECTIONS

	2017 ¹	2022	2027	2032	2037	CAGR ²
Passenger Enplanements						
Air Carrier	0	0	0	0	0	0.0%
Commuter	0	0	0	0	0	0.0%
TOTAL ENPLANEMENTS	0	0	0	0	0	0.0%
Operations						
<u>Itinerant</u>						
Air Carrier	0	0	0	0	0	0.0%
Commuter/Air Taxi	439	468	532	587	678	2.31%
Total Commercial Operations	439	423	458	546	678	2.31%
General Aviation	31,685	34,236	39,592	43,649	50,363	2.47%
Military	548	574	602	601	629	0.73%
<u>Local</u>						
General Aviation	47,583	49,116	52,390	57,839	61,611	1.37%
Military	1,650	1,651	1,596	1,597	1,542	-0.36%
TOTAL OPERATIONS	81,905	86,045	94,712	104,273	114,823	1.79%
Instrument Operations	6,552	6,884	7,577	8,342	9,186	1.79%
Peak Hour Operations	50.0	52.5	57.8	63.6	70.0	1.79%
Cargo (enplaned+deplaned tons)	0	0	0	0	0	0.0%
Based Aircraft						
Single Engine (nonturbine)	323	337	362	369	398	1.05%
Multi Engine (nonturbine)	36	36	38	41	44	1.01%
Jet Engine (turbine)	5	12	13	23	25	8.38%
Helicopter	5	12	13	23	25	8.38%
Other	0	0	0	0	0	0.0%
TOTAL BASED AIRCRAFT	369	396	426	456	491	1.44%

Source: Jviation

¹ Current (actual) data² CAGR 2017-2037

Additionally, and as described previously, to secure FAA approval for the Master Plan activity projections, FAA requires a comparison of the forecasts to the annually-produced TAF, preferring that airport planning forecasts not vary significantly from the TAF. Specifically, the FAA looks at the airport's recommended passenger enplanements, commercial operations, and total operations forecasts to be within 10 percent of their five-year TAF and within 15 percent of their 10-year TAF. If they are not within these tolerances, an explanation must be provided. A comparison between the forecasts shows that the preferred projections are within FAA tolerances in **Table 3-12**.

TABLE 3-12 – COMPARISON OF FTG PROJECTIONS WITH FAA TAF

	Year	FTG Forecast	TAF ¹	Forecast / TAF (% diff)
Passenger Enplanements²				
Base year	2017	0	0	0.0%
Base year + 5 years	2022	0	0	0.0%
Base year + 10 years	2027	0	0	0.0%
Base year + 15 years	2032	0	0	0.0%
Commercial Operations³				
Base year	2017	467	467	0.0%
Base year + 5 years	2022	467	467	4.2%
Base year + 10 years	2027	467	467	13.9%
Base year + 15 years	2032	467	467	29.4%
Total Operations				
Base year	2017	81,905	82,562	0.8%
Base year + 5 years	2022	86,045	83,609	2.9%
Base year + 10 years	2027	94,712	84,349	11.6%
Base year + 15 years	2032	104,273	85,099	20.3%

Source: Jviation

¹ FAA TAF Issued January 2018.

² Includes only reported Air Carrier and Commuter enplanements (not air taxi, general aviation, etc.).

³ Includes Air Carrier, Commuter and Air Taxi operations.

It is important to note that the recommended forecast for FTG is an unconstrained projection which has an inherent implication that all facilities necessary to accommodate the forecasted growth will be constructed, regardless of potential constraints to development. The following chapters of this Master Plan will explore the facility implications of accommodating the projected demand and design requirements.



4.0 AIRFIELD CAPACITY & FACILITY REQUIREMENTS

A key step in the Airport Master Plan (AMP) process is determining future requirements for airport facilities that will allow for airside and landside development over the term of the 20-year planning period. By comparing the existing conditions of an airport to its predicted growth, an AMP process can define requirements for runways, taxiways, aprons, hangars, terminals, and other related airport facilities to accommodate growth over the short-, intermediate-, and long-term planning periods.

An essential step in the process of estimating future airport needs is the determination of an airport's current capability to accommodate anticipated demand. Such "demand-capacity" analyses aid in the identification of airport deficiencies, surpluses, and opportunities for future development. Ultimately, they yield information that is used to design the Airport Layout Plan (ALP) and set the stage for future facility development.

The Facility Requirements analysis establishes what airside and landside development should be planned for over the next 20 years.

This chapter of the Front Range Airport (the Airport or FTG) AMP identifies facility requirements for the Airport through the year 2037. Existing and future facility requirements and development standards are identified based on current Airport strategic development initiatives, and by comparing the Airport's existing facilities to future facility needs rooted in the forecasts of aviation demand presented in the previous chapter. The results of this **Airfield Capacity & Facility Requirements** chapter will serve as input into the next chapter, **Alternatives Analysis & Development Concepts**, that will present an examination of development alternatives to meet any current and projected deficiencies for the Airport. That analysis will ultimately result in identifying the best strategy to meet the needs of the Airport, its users, and the community.

Note that the Federal Aviation Administration (FAA) provides guidance for planning and design of airport facilities through Advisory Circulars (AC) that promote airport safety, economy, efficiency, and sustainability. Many of the facility requirements identified for FTG incorporate FAA planning and design standards presented in FAA AC 150/5300-13A, *Airport Design*, and FAA AC 150/5060-5, *Airport Capacity and Delay*. Other FAA ACs were used to develop sections of this chapter and are cited throughout the document.

4.1 Airfield Demand Capacity

"Airfield Demand Capacity" refers to the number of aircraft operations that a given facility can accommodate on either an hourly or yearly basis. (Note that capacity does not relate to the size or weight of aircraft.) The capacity of an airfield is primarily a function of the major aircraft operating infrastructure elements that comprise an airfield (i.e., runways and taxiways), as well as their alignment and configuration. It is also related to and considered in conjunction with wind coverage, airspace utilization, and the availability and type of navigational aids. Each of these components has been examined as part of the airfield demand capacity analysis.

Delays that result from a deficiency in airfield capacity produce real losses with respect to time, money, and productivity.

Airfield capacity is generally defined as the number of aircraft operations that can be safely accommodated on the runway-taxiway system at a given point in time before an unacceptable level of delay is experienced. The ability of Front Range Airport's current airside facilities to accommodate aviation operational demand is described below and is expressed in terms of potential excesses and deficiencies in capacity. The methodology used for the measurement of airfield capacity in this study is described in FAA AC 150/5060-5, *Airport Capacity and Delay*. This guidance is used in planning to determine the demand for an additional runway. Key terms relative to the discussion of capacity are:

- Demand – the magnitude of aircraft operations to be accommodated in a specified period of time, provided by the forecasts.
- Capacity – a measure of the maximum number of aircraft operations that can be accommodated on an airport in one hour.
- Annual Service Volume (ASV) – a reasonable estimate of an airport's annual capacity (i.e., level of annual aircraft operations that will result in an average annual aircraft delay of approximately one to four minutes).
- Delay – the difference between the actual time it takes an aircraft to operate on the airfield and the time it would take the aircraft if it were operating without interference from other aircraft or other influences, usually expressed in minutes.

Airfield capacity is defined as the theoretical number of aircraft operations that an airport can accommodate within a given period of time.

There are several factors known to influence airport capacity. Visual Flight Rule (VFR) and Instrument Flight Rule (IFR) hourly capacities are based on the following assumptions:

- Runway-use Configuration. The appropriate runway use configuration (No. 14) was taken from Figure 2-1 in the Advisory Circular.
- Percent Arrivals. Arrivals equal departures.
- Percent of Touch and Go's. Approximately 55%-65% of the total operations are typically considered to be "touch and go" local operations. Based on data from the FTG Air Traffic Control Tower (ATCT), 65% of all operations are currently touch and go's, although that percentage is expected to decrease to 60% over time.
- Taxiways. The Airport has dedicated full-length parallel taxiways serving both the primary runway and crosswind runway. They each provide ample runway entrance/exit taxiways.

- **Airspace limitations.** Even with its close proximity to Denver International Airport (DEN), FTG has very few airspace procedural conflicts, all of which are addressed by the Airport’s dedicated ATCT.
- **Runway Instrumentation.** The Airport has three published precision approach procedures that allow access during inclement weather conditions.
- **Mix Index.** This index is a mathematical expression used to represent the percentage of operations conducted by various classes of aircraft using the Airport. While FTG regularly serves mid to large corporate aircraft, the majority of operations are projected to remain with smaller aircraft. Therefore, the Mix Index is estimated to fall between 0%-20% (the weighed share of larger aircraft) based on existing fleet usage and will continue to be in this range in future years. This index range is used as a reference for determining the ASV.

Considering these factors under optimum conditions, FTG would have a VFR hourly capacity of 150 operations, and an IFR capacity of 59 operations. Based on annual forecast figures presented in **Chapter 3**, the Airport will likely not experience peak hour activity near this level throughout the forecast period.

Further, by applying methodologies found in the Advisory Circular on capacity and demand, the ASV for FTG has been calculated to be a maximum of 270,000 annual operations. (It should also be noted that the capacity of the Airport is enhanced by the presence of the ATCT.)

The forecast for annual operations is expected to increase from 81,905 (2017) to 114,823 operations by the end of the forecast period (2037). **Table 4-1** compares FTG’s expected forecasted demand to its estimated capacity.

TABLE 4-1 - AVIATION DEMAND CAPACITY ANALYSIS

	2017	2022	2027	2037
Capacity - ASV	270,000	270,000	270,000	270,000
Demand - Aircraft Operations	81,905	86,045*	94,712*	114,823*
Percent of Capacity	30.3%	31.9%	35.1%	42.5%

*Forecasted, per Chapter 3.

According to the FAA, the following guidelines should be used to determine when airport capacity improvements should be enacted as demand reaches designated airfield capacity levels.

- **60% of ASV:** Threshold at which planning for capacity improvements should begin.
- **80% of ASV:** Threshold at which planning for improvements should be complete and construction should begin.
- **100% of ASV:** The airport has reached the total number of annual operations (demand) it can accommodate, and capacity-enhancing improvements should be made to avoid extensive delays.

According to FAA's standards, FTG should start planning for capacity improvements when airport operational levels reach 162,000 operations (60% of ASV), and should initiate construction of those improvements at 216,000 operations (80% of ASV).

Based on the range of forecasts presented in **Chapter 3 - Forecast**, it is not anticipated that FTG will exceed any of the hourly or annual capacities in any given year during the 20-year planning period.

Conclusion: Since the operations forecasted in the 20-year planning period will not exceed 60% of the ASV, planning for additional airfield capacity will not be required during this planning period.

4.2 Airfield Facility Requirements

Airfield facilities generally include those that support the transition of aircraft from flight to the ground or the movement of aircraft from parking or storage areas to departure and flight. This section describes the airside requirements needed to accommodate the current and projected general aviation activity at Front Range Airport throughout the planning period.

Areas of particular focus include FAA airport design classifications and dimensional standards, runway and taxiway design standards and requirements, airfield pavement, visual and navigational aids, and obstructions and airspace requirements.

4.2.1 Airport Design Requirements

The FAA defines a wide variety of airport dimensional design requirements in order to promote safety, efficiency and consistency at airports across the country. In that these standards can change over time due to updates to the regulatory documents, changes to local airport operational patterns, or due to some other priority, it is important that a Master Plan review all of the critical design criteria to ensure compliance or to identify areas of improvement. This section reviews those standards contained in FAA AC 150/5300-13A, which presents the FAA design criteria for FTG based on its current and projected operational patterns throughout the planning period.

Improvements recommended in this section to maintain safety clearances on the airfield will be shown on the ALP prepared for this Airport Master Plan.

Design Aircraft Classification

The basis for the FAA airport design standards is the “design” or “critical design aircraft,” defined as the largest aircraft or family of aircraft anticipated to utilize a given airport on a regular basis. The FAA defines “regular basis” as conducting at least 500 annual itinerant operations (defined as a takeoff or a landing). As described in **Chapter 3**, the existing and future design aircraft for FTG was identified as a mid- to large-sized corporate jet, such as a Bombardier Challenger CL 604, a Challenger 300, a Cessna C750 Citation X, the Embraer ERJ145, and the Gulfstream G350.

Based on that selection of a design aircraft, an appropriate Airport Reference Code (ARC) can be identified. The ARC is a coding system used to relate airport design








criteria to the operational and physical characteristics of the types of aircraft intended to operate at that airport. Specifically, the ARC is an airport designation that signifies the airport's highest Runway Design Code (RDC), which itself consists of the following components:

- The Aircraft Approach Category (AAC) (depicted by a letter and based on aircraft approach speed).
- The Airplane Design Group (ADG) (depicted by a Roman numeral and based on aircraft wing span and tail height).
- Runway Visual Range (RVR) (based on runway visibility minimums).

Table 4-2 shows the Aircraft Approach Categories, Airplane Design Groups and Visibility Minimums that comprise the Runway Design Code system, as well as representative aircraft.

TABLE 4-2 - RUNWAY DESIGN CODE SYSTEM (RDC)

Contributing Elements		
Aircraft Approach Category (AAC)		
Approach Category	Approach Speed	
A	< 91 knots	
B	91 knots ≤ 121 knots	
C	121 knots ≤ 141 knots	
D	141 knots ≤ 166 knots	
E	166 knots or more	
Airplane Design Group (ADG)		
Design Group	Wingspan	Tail Height
I	< 49 feet	< 20 feet
II	49 feet ≤ 79 feet	20 feet ≤ 30 feet
III	79 feet ≤ 118 feet	30 feet ≤ 45 feet
IV	118 feet ≤ 171 feet	45 feet ≤ 60 feet
V	171 feet ≤ 214 feet	60 feet ≤ 66 feet
VI	214 feet ≤ 262 feet	66 feet ≤ 80 feet
Runway Visual Range (RVR) - Visibility Minimums		
RVR (ft)	Instrument Flight Visibility Category (statute mile)	
5000	Not lower than 1 mile	
4000	Lower than 1 mile but not lower than ¾ mile	
2400	Lower than ¾ mile but not lower than ½ mile	
1600	Lower than ½ mile but not lower than ¼ mile	
1200	Lower than 1/4 mile	

A-I (Small Aircraft Only)	 Cessna 150	 Beech Baron	A-I
B-I	 King Air 200	 Citation III	B-II
B-III	 Fokker F28	 CL 604 Challenger	C-II FTG
D-II	 Gulfstream IV	 Airbus 319	C-III
D-IV	 Boeing 757	 Boeing 787	D-V

B-III



Fokker F28



CJ 604 Challenger

**C-II
FTG**

D-II



Gulfstream IV



Airbus 319

C-III

D-IV



Boeing 757



Boeing 787

D-V

Source: Aviation, FAA AC 150/5300-13A.

Both of FTG's existing runways meet FAA's design criteria for RDC of C-II-2400 based on existing conditions and aircraft operations. Additionally, as detailed in **Chapter Three**, the future critical design aircraft is projected to be consistent with current operational patterns; hence, the RDC will remain as a C-II. Specifically, this designation represents a wide variety of mid-sized to larger business aircraft (see

Figure 4-1). Given that the RDC for both of the Airport's runways will remain a C-II, the ARC for FTG will also remain a C-II.

FIGURE 4-1 - RDC C-II AIRCRAFT



Source: Jviation

Like runway design, taxiway design standards are based on a combination of the ADG and the Taxiway Design Group (TDG) criteria, also defined in FAA AC 150/5300-13A. The TDG is centered on the ratio of the overall Main Gear Width (MGW) to the Cockpit to Main Gear (CMG) distance of the critical or design aircraft. As described in previous sections, the current design aircraft for FTG is the Bombardier Challenger CL 604, which translates to a TDG 2 classification. See **Table 4-3** for a summary of all existing, future and ultimate Airport Design Standard classifications for FTG.

TABLE 4-3 - FTG DESIGN STANDARD CLASSIFICATIONS

	Existing	Future	Ultimate*
Aircraft Approach Category (AAC)	C	C	C
Airplane Design Group (ADG)	II	II	IV
Runway Visual Range (RVR)	2400	2400	2400
Runway Design Code (RDC)	C-II 2400	C-II 2400	C-IV 2400
Airport Reference Code (ARC)	C-II	C-II	C-IV
Taxiway Design Code (TDC)	2	2	3

Source: FAA AC 150/5300-13A.

*The "ultimate" classifications are recommended for long-term considerations. These are not endorsed by the FAA which cannot issue approvals beyond the "future" planning range.

It should be noted that the future ARC and RDC recommendations provided above are consistent with the existing ALP and will not substantively change any proposed safety or design related projects shown on the current ALP. The ultimate ARC, RDC and TDG have been established to preserve for potential development that could occur beyond the 20-year planning period and reflect accommodating the largest existing aircraft currently being utilized for general aviation.

FAA Airport Design Standards

FAA airport design standards include requirements for physical runway and taxiway characteristics as well as safety-related areas and setbacks. As described in FAA AC 150/5300-13A, *Airport Design*, these standards are established for individual airport facilities (e.g., runways, taxiways, etc.) based on several variables that can include

RDCs, TDGs, instrument approach minimums, etc. FAA require airports to meet these standards to help ensure safe and efficient operations.

It should be noted that any condition on an airport that does not meet FAA design criteria is considered to be "non-standard" and subject to correction. When local airport conditions are such that a non-standard condition cannot be corrected, it is at the discretion of the FAA to issue a Modification to Design Standards (MOD). On a case-by-case basis, the FAA may issue a MOD if it is necessary to accommodate unique local conditions for a specific project, while maintaining an acceptable level of safety. MODs are applicable to attaining equipment, design, or a construction project on an airport. Once the nonstandard condition is approved as a MOD, the standard at that location is no longer considered to be a non-standard condition. Note that there are currently no MODs in place at FTG.



Table 4-4 and **Table 4-5** provide summaries for FTG's compliance with these critical airport design standards with respect to its existing runways and its primary taxiways. Following the tables are brief overviews of the relevant airport design standards as well as descriptions of any current deficiencies at FTG.

TABLE 4-4 - FAA RUNWAY DESIGN STANDARDS FOR FTG

Runway Design Standards	FAA Standard (RDC = C-II ≥ ½-Mile Vis)	Runway 08/26 (existing conditions)	Runway 17/35 (existing conditions)
Runway Width	100'	100'	100'
Runway Shoulder			
– Width	10'	10'	10'
– Surface	Turf/Stabilized Soil	5' Asphalt + 5' Turf	Turf
Runway Safety Area (RSA)			
– Width	500'	500'	500'
– Length	1,000'	1,000'	1,000'
Runway Object Free Area (ROFA)			
– Width	800'	800'	800'
– Length	1,000'	1,000'	1,000'
Runway Object Free Zone (ROFZ)			
– Width	400'	400'	400'
– Length beyond RW end	200'	200'	200'
Precision Object Free Zone (POFZ)			
– Width	200'	200'	200'
– Length	800'	800'	800'
Blast Pad*			
– Width	120'	0'	0'
– Length	150'	0'	0'
Runway Centerline to:			
– Parallel Taxiway Centerline	400'	400'	500'
– Aircraft Parking Area	500'	>500'	>500'
– Holding Position Markings	250'	275'	305'

Source: Jviation, FAA AC 150/5300-13A, *Airport Design*

* FAA only requires blast pads for runways accommodating ADG IV and higher aircraft, and only recommends blast pads for runways accommodating ADG III aircraft

TABLE 4-5 - TAXIWAY DESIGN STANDARDS FOR FTG

Taxiway Design Standards	FAA Standard (TDG 2 / ADG II)	Taxiway A (existing conditions)	Taxiway D (existing conditions)
Taxiway Type	-	Full Length Parallel	Full Length Parallel
Associated Runway	-	RWY 08/26	RWY 17/35
Taxiway Width	35'	50'	50'
Taxiway Shoulder			
– Width	20'	20'	20'
– Surface	Turf/Stabilized Soil	Turf/Stabilized Soil	Turf/Stabilized Soil
Taxiway Safety Area Width	79'	79'	79'
Taxiway Object Free Area Width	131'	131'	131'
Taxiway Centerline to:			
– Parallel Taxiway/Taxilane	105'	197'	N/A
– Fixed or Movable object	65.5'	261'	170'
Taxiway Wing Tip clearance	26'	26'	26'

Source: Aviation, FAA AC 150/5300-13A.

Runway Safety Area

The Runway Safety Area (RSA) is a defined surface surrounding the runway that is specifically prepared and suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the paved surface. RSAs are also required to be free of non-frangible objects except when fixed by function. As shown in **Table 4-4**, FTG's RSAs are currently compliant with FAA design standards.

FTG meets all RSA requirements for RDC C-II; no action is required.

Runway Object Free Area

The Runway Object Free Area (ROFA) is a two-dimensional FAA-defined runway safety standard that requires the clearing of objects within a specific area around a given runway. This standard requires the clearing of all above-ground objects protruding above the nearest point of the RSA. Exceptions to this requirement include objects that need to be located in the ROFA for air navigation or aircraft ground maneuvering purposes. In those cases, objects must meet FAA frangibility requirements. As shown in **Table 4-4**, FTG's ROFAs meet current design standards.

FTG meets all ROFA requirements for RDC C-II; no action is required.

Runway Obstacle Free Zone (ROFZ)

The Obstacle Free Zone (OFZ) is a volume of airspace intended to protect aircraft in the early and final stages of flight. It must remain clear of object penetrations, except for frangible Navigational Aids (NAVAIDs) located in the OFZ because of their function. For runways serving aircraft with Maximum Takeoff Weight (MTOWs) greater than 12,500 pounds, the OFZ is 400 feet wide and extends 200 feet beyond the end of the runway. As shown in **Table 4-4**, FTG's ROFZs meet current design standards.

FTG meets all ROFZ requirements for RDC C-II; no action is required.

Precision Obstacle Free Zone

The Precision Obstacle Free Zone (POFZ) is defined as a volume of airspace above an area beginning at the threshold at the threshold elevation and centered on the extended runway centerline that is 200 long by 800 feet wide. It exists on runway ends that have a vertically guided approach, and is only in effect when the reported ceiling is below 250 feet or visibility is less than $\frac{3}{4}$ statute mile, and an aircraft is on final approach within two miles of the runway threshold. Only a wing of an aircraft holding on a taxiway waiting for runway clearance may penetrate the POFZ as can airport vehicles up to 10 feet in height that are necessary for maintenance. FTG has POFZs on the approach ends to Runway 26 and Runway 35; all currently meet those POFZ requirements.

FTG meets all POFZ requirements for RDC C-II; no action is required.

Runway Protection Zone

A Runway Protection Zone (RPZ) is an area beyond each runway end designed to enhance the protection of people and property on the ground. To ensure that the RPZs are kept clear of incompatible uses, the land included in the RPZ should be owned by the Airport or protected via an avigation easement. This gives the Airport the right to control the presence and height of objects as well as the use of the land within the RPZ. The FAA Memorandum, *Interim Guidance on Land Uses Within a Runway Protection Zone*, indicates that existing incompatible land uses within the RPZ should be removed when those land uses would enter the limits of the RPZ as the result of:

- An airfield project (e.g., runway extension, runway shift)
- A change in the critical design aircraft that increases the RPZ dimensions
- A new or revised instrument approach procedure that increases the RPZ dimensions
- A local development proposal in the RPZ (either new or reconfigured)

The size of an RPZ for a particular runway end is a function of the critical aircraft and the visibility minimums established for that end. Visual runways have smaller RPZs because the landing minimums are higher and the runway is not used during periods of reduced visibility. Essentially, the greater precision of the approach (and the lower the visibility minimums for landing), the larger the resulting RPZ. **Table 4-6** presents FTG's RPZ design criteria. All the Airport's RPZs currently meet FAA design standards.

TABLE 4-6 - RUNWAY PROTECTION ZONE DIMENSIONS

RPZ Criteria	RWY 08	RWY 26	RWY 17	RWY 35
Visibility Minimums	Visual	$\frac{1}{2}$ -mile	$\frac{3}{4}$ -mile	$\frac{1}{2}$ -mile
Approach RPZ				
– Length	1,700 ft	2,500 ft	1,700 ft	2,500 ft
– Inner Width	500 ft	1,000 ft	1,000 ft	1,000 ft
– Outer Width	1,010 ft	1,750 ft	1,510 ft	1,750 ft

Source: Aviation, FAA AC 150/5300-13A

FTG meets all RPZ requirements; no action is required.

Building Restriction Line (BRL)

A Building Restriction Line (BRL) is the line indicating the limit of where airport buildings can be located in order to limit their proximity to aircraft movement areas. The BRL is an amalgamation of airport design standards including RPZs, OFAs, OFZs, the runway visibility zone, NAVAID critical areas, and various other critical airspace-related areas (typically associated with a 35-foot building height limitation). The BRL at FTG considers all of these factors. Note that structures taller than 35 feet require additional analysis to ensure compliance with the 14 CFR Part 77 surfaces.

FTG meets all BRL requirements, all existing buildings are located outside of the BRL; no action is required.

Runway Line-of-Sight Requirements

For a single runway or a system of non-intersecting runways, the runway line-of-sight standard requires that two points located five feet above the runway centerline must be mutually visible for the entire runway length. However, if there is a full-length parallel taxiway (like Taxiway A and Taxiway D at FTG), that visibility requirement is reduced to one half of the runway length.

FTG meets all Line-of-Sight standards; no action is required.

Runway Blast Pads

A runway blast pad is a paved surface adjacent to the ends of runways designed to reduce the erosive effect of jet blast and propeller wash during takeoff operations. FTG currently lacks blast pads on all its runway ends. FAA requires blast pads for runways accommodating ADG IV and higher aircraft, and recommends blast pads for runways accommodating ADG III aircraft. Since FTG's ADG is planned to be II throughout the planning period, no action is required. However, if either runway's ADG were to ultimately be increased to III or above, blast pads would have to be constructed.

FTG meets blast pad design standards; no action is required.

Runway & Taxiway Shoulders

Shoulders are areas adjacent to the defined edge of paved runways or taxiways that provide a transition between the pavement and the adjacent surface. They are designed to enhance drainage, provide for blast protections, and support aircraft and emergency vehicles that deviate from the full-strength pavement. Like runway blast pads, FAA requires paved shoulders for runways and taxiways accommodating ADG IV and higher aircraft, and recommends paved shoulders for runways and taxiways accommodating ADG-III aircraft. Based on its current ADG C-II classification, the Airport meets the current shoulder standards for all its runways and taxiways.

FTG meets all runway and taxiway shoulder design standards; no action is required.

Taxiway Design Standards

Similar runway design requirements, all taxiways have FAA-mandated Taxiway Safety Area (TSA) and Taxiway Object Free Area (TOFA) design requirements to help ensure safe operational conditions on an airport. These standards promote the safe movement of aircraft without the threat of aircraft wingspan striking any objects or other aircraft. As shown in **Table 4-5**, FTG's taxiways meet current design standards.

FTG meets all taxiway design standards; no action is required.

4.2.2 Runways

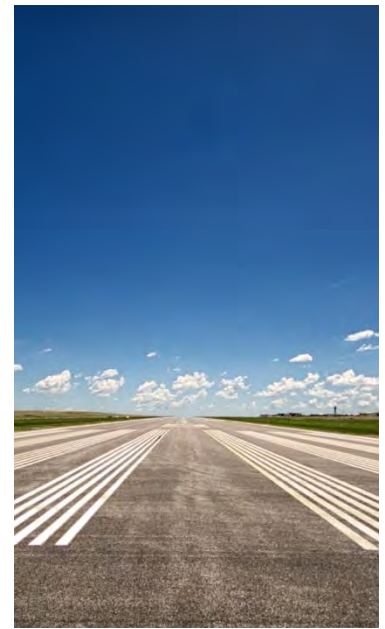
Runway Orientation

The runway configuration is the physical layout of the airfield system, including the number of runways, their orientation, and their locations relative to each other, as well as to the landside facilities. Each runway configuration has a different capacity due to operational limitations and restrictions. For example, runways that converge or intersect have lower capacities than parallel runways since an aircraft on a converging runway must wait to land or takeoff until the aircraft on the second converging runway has either completed its landing or has cleared the path for aircraft arriving or departing from the other runway.

As described in *Chapter Two*, FTG has two runways: Runway 08/26 is positioned in an East/West orientation, while Runway 17/35 is positioned in a North/South alignment. These runways effectively converge on each other since they do not allow for independent simultaneous operations (meaning that only one runway can be operational as a time, even during ATCT operations). However, even though the Airport's runways and approach paths converge, reducing their overall operational potential, the overall capacity of the airfield remains substantially above the demand projected over for the planning period.

Additionally, climatological conditions specific to the location of an airport not only influence the layout of the airfield, but also affect the use of the runway system. Surface wind conditions have a direct impact on airport operations in that runways not oriented to take the maximum advantage of prevailing winds will restrict the capacity of an airport to varying degrees. When landing and taking off, aircraft are able to operate properly on a runway if the wind component perpendicular to the direction of travel (defined as a crosswind) is not excessive (generally, this is specific to the operational requirements and capabilities of individual aircraft).

Surface wind conditions (i.e., direction and speed) generally determine the desired alignment and configuration of the runway system. Wind conditions affect all airplanes in varying degrees; however, the ability to land and takeoff in crosswind conditions varies according to pilot proficiency and aircraft type. It can be generally stated that the smaller the aircraft, the more susceptible it is to the effects of crosswinds. To determine wind velocity and direction at Front Range Airport, wind data from observations taken at the Airport from 2005 to 2015 was obtained from the National Climatic Data Center and was utilized to construct new VFR, IFR and all-weather wind roses.



Runway 8 at FTG

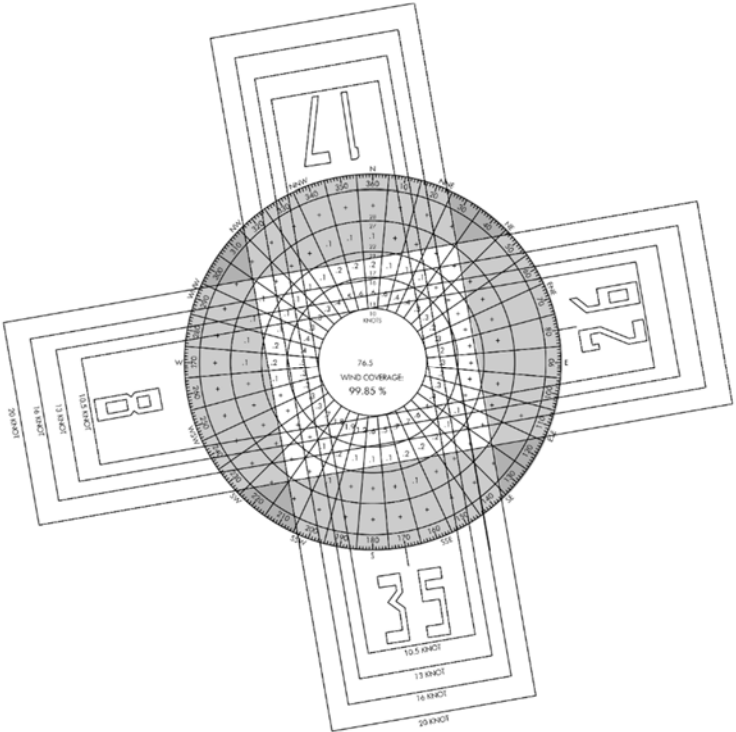
The allowable crosswind component is dependent upon the types of aircraft that utilize the Airport on a regular basis. As described earlier, the future RDC for both FTG runways is C-II. Based on FAA AC 150/5300-13A, this RDC requires that a 16-knot crosswind component be utilized for this analysis. The crosswind components of 10.5, 13, and 16 knots were used for this analysis to look at the allowable crosswind component for various sizes of aircraft. The following illustrations (**Figure 4-2** and **Figure 4-3**) illustrate the all-weather wind coverage wind rose generated for the Front Range Airport. According to the FAA, the desirable wind coverage for an airport is 95% during all weather conditions. This means that the runway orientation and configuration should be developed so that the maximum crosswind component is not exceeded more than 5% of the time annually. (Note that this is a recommendation, not a requirement.) As shown in **Table 4-7**, FTG's crosswind coverage in all weather conditions is 98.52% (at 10.5 knots), exceeding FAA's minimum recommended coverage of 95%. Therefore, the wind coverage at FTG by its current runway orientation is considered to be adequate for the planning period.

TABLE 4-7 - FTG WIND COVERAGE

	10.5 knots	13 knots	16 knots
All Weather			
Runway 8/26	85.52%	91.42%	97.08%
Runway 17/35	92.76%	95.91%	98.47%
Combined	98.52%	99.54%	99.87%
IFR			
Runway 8/26	79.16%	86.49%	93.97%
Runway 17/35	93.37%	96.86%	99.29%
Combined	98.59%	99.64%	99.86%
VFR			
Runway 8/26	85.86%	91.69%	97.24%
Runway 17/35	92.73%	95.87%	98.44%
Combined	98.50%	99.52%	99.87%

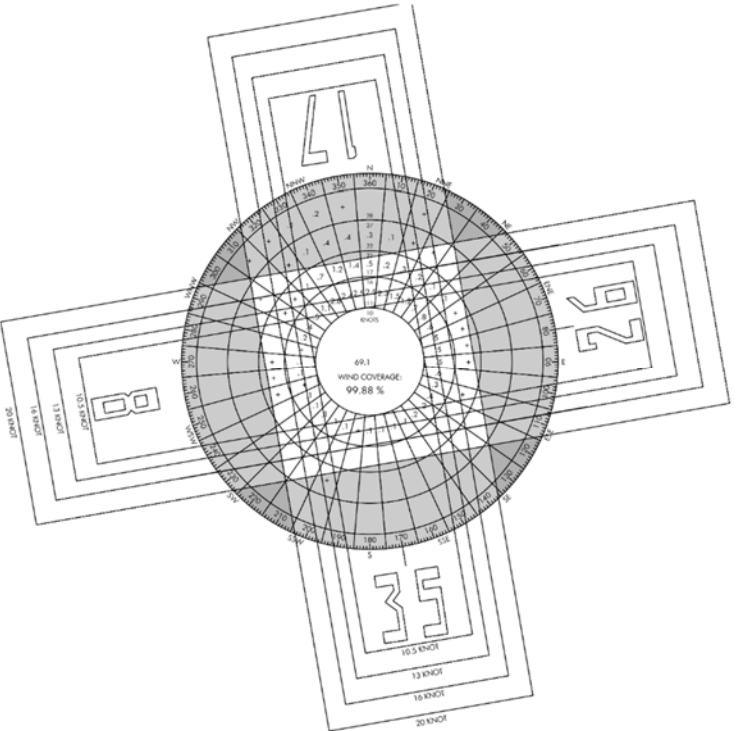
Source: NCDC, Station 724694, FAA AGIS Wind Rose Form, FTG Annual Period of Record: 2005-2015

FIGURE 4-2 - ALL-WEATHER WIND ROSE



Source: FAA Wind Rose Analysis, Jviation

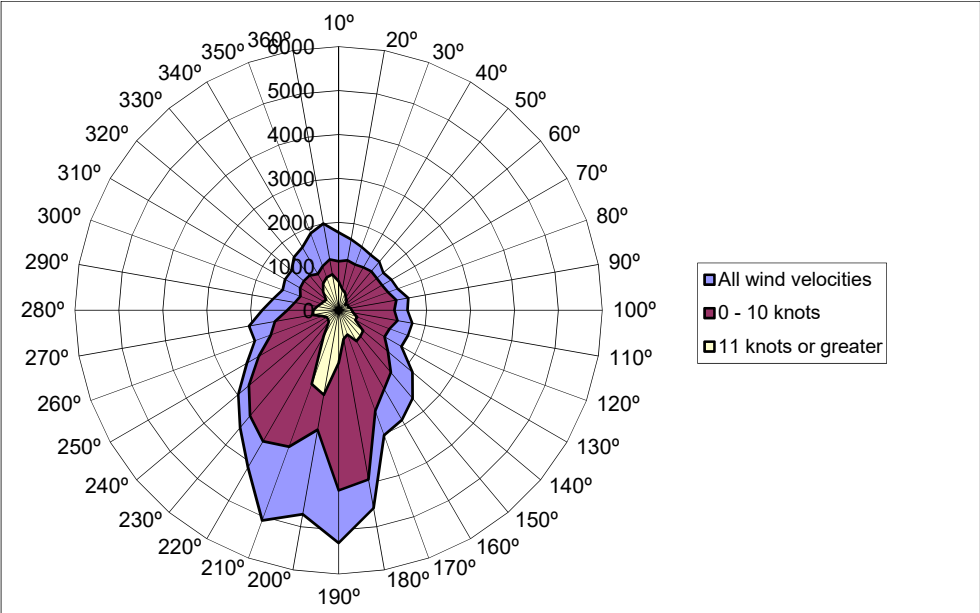
FIGURE 4-3 - IFR WIND ROSE



Source: FAA Wind Rose Analysis, Jviation

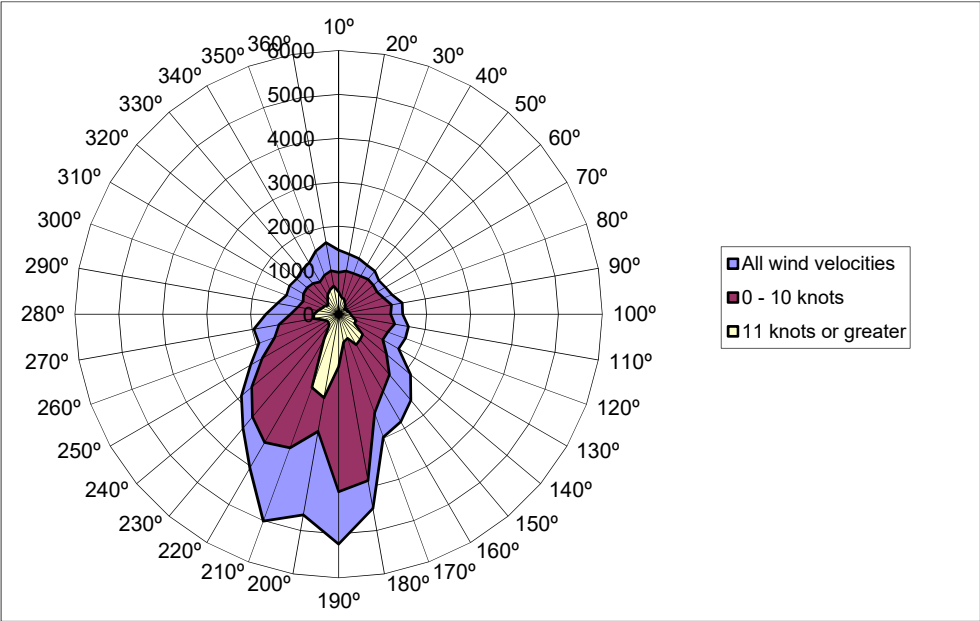
Beyond these wind rose percentage calculations, it is often useful to examine annual wind persistency trends near the Airport to identify any potential anomalies that should be considered. **Figure 4-4, Figure 4-5, and Figure 4-6** reflect annualized wind patterns at FTG based on all weather, VFR, and IFR weather conditions, respectively.

FIGURE 4-4 - ALL-WEATHER WIND PERSISTENCY



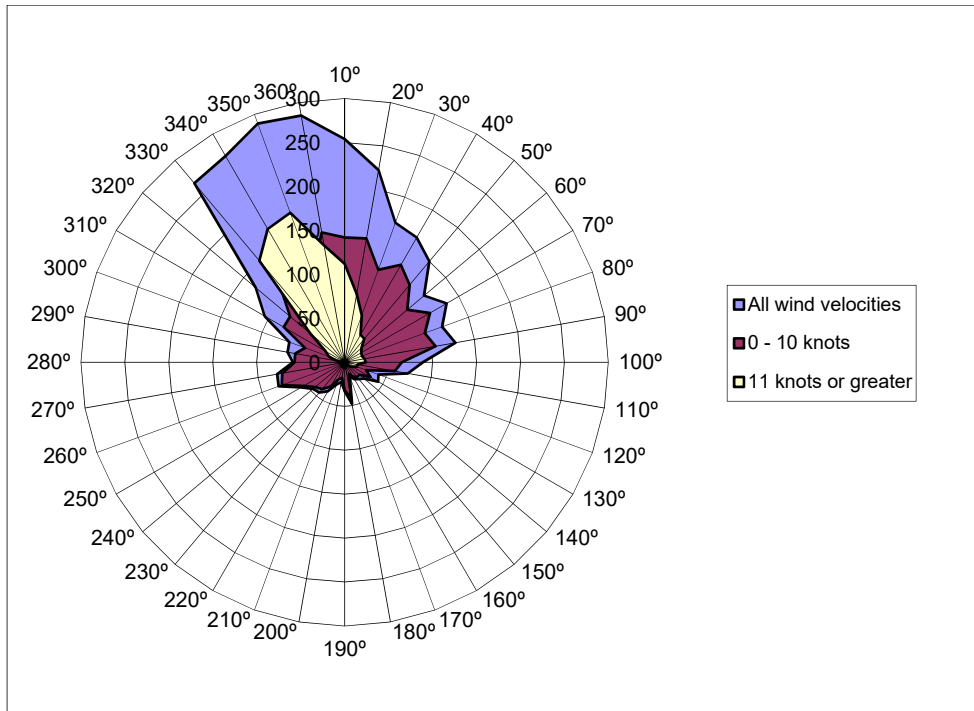
Source: Jviation, FAA GIS wind rose generator; station 724694 2005-2014 annualized data

FIGURE 4-5 - VFR WIND PERSISTENCY



Source: Jviation, FAA GIS wind rose generator; station 724694 2005-2014 annualized data

FIGURE 4-6 - IFR WIND PERSISTENCY



Source: Aviation, FAA GIS wind rose generator; station 724694 2005-2014 annualized data.

Demonstrated in the wind coverage analysis, and reinforced by the persistency tables shown above, winds are typically blowing in the northerly or southerly direction, calling for greater usage of Runway 17/35. The current runway configuration at FTG adequately accommodates the requirements of the area weather patterns.

The existing configuration for FTG's runway layout provide adequate wind coverage and capacity per FAA guidance, no further alternatives will be recommended during the 20-year planning period.

Runway Length

The purpose of this section is to determine if the lengths of the existing runways are adequate to accommodate the aircraft fleet currently operating and projected to operate at FTG. It should be noted that in practical application, specific runway length requirements must be generated for each individual flight that originates at any airport. At FTG along with all other airports, these requirements are dependent on a wide range of variables (see **Figure 4-7**), many of which can vary dramatically daily or even hourly. For planning purposes, to normalize those variables, this runway length analysis was conducted in accordance with FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*, to ensure that the existing and future runway lengths are suitable for the forecasted range of critical design aircraft. The FAA methodology establishes minimum runway length requirements based primarily upon several factors including airport elevation, average temperature, and type aircraft expected to use the runway on a regular basis.

FIGURE 4-7 - FACTORS AFFECTING RUNWAY LENGTH



Source: Jviation

Both runways at FTG are 8,000 feet long, and the Airport's published altitude is 5,512 feet Mean Sea Level (MSL) with a mean daily maximum temperature in the hottest month of 88.1° Fahrenheit. Additionally, as discussed previously, the future critical design aircraft is projected to maintain an RDC of C-II, which is representative of a wide variety of mid-sized to larger business aircraft (e.g., Cessna Citation X, Embraer ERJ145, Gulfstream G350, etc.). Through application of these criteria within the FAA methodology, runway length requirements were calculated and are presented below in **Table 4-8**.

TABLE 4-8 - RECOMMENDED RUNWAY LENGTHS FOR FTG

Category	Runway Data
Airport Elevation	5,512 feet
Mean Daily Maximum Temperature of the Hottest Month	88.1°F
Maximum Difference in Runway Centerline Elevation	35.6 feet
Small Airplanes with Approach Speeds <30 Knots	465 feet
Small Airplanes with Approach Speeds <50 Knots	1240 feet
Small Airplanes with <10 Passenger Seats	
– 95% of these Small Airplanes	6,800 feet
– 100% of these Small Airplanes	7,000 feet
Large airplanes weighing less than or equal to 60,000 pounds:	
– 75% of these Large Airplanes at 60% Useful Load	6,800 feet
– 75% of these Large Airplanes at 90% Useful Load	8,600 feet*
– 100% of these Large Airplanes at 60% Useful Load	10,600 feet
– 100% of these Large Airplanes at 90% Useful Load	>11,000 feet
Airplanes of more than 60,000 pounds	See Manufacturer Data

 Source: FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*.

*Climb limitation is shown. Actual recommended runway length exceeds climb limitations.

Table 4-8 indicates that 75 percent of aircraft greater than 12,500 pounds and less than 60,000 pounds (a category which includes most corporate jets) can be accommodated by FTG's existing 8,000-foot runways with limited to no operational penalties. The Airport currently has sufficient runway length to accommodate all of the small aircraft with less than 10 passenger seats. For aircraft weighing more than 60,000 pounds, runway length requirements are more appropriately calculated

through specific aircraft manufacturer technical data. It should be noted that depending upon the stage length, aircraft can operate on shorter runways by modifying the aircraft loading (i.e. passengers, fuel, or cargo). Reduction of useful load and payload by the business jet fleet is typical when operating on runways of less than optimal length.

To date, neither current users of FTG, nor the airport administration, have identified an immediate need for additional runway length. Documentation from users demonstrating the need for a longer runway length, or overriding needs for future aeronautical activities reasonably expected to occur would be necessary to justify a runway extension. Currently, no such demand or need for an exist, and therefore not warranted within the 20-year planning period.

However, it should also be acknowledged that the previous master plan, completed in 2004, proposed extensions for both runways at the Airport. A 2,000-foot extension for Runway 8/26 (for a total runway length of 10,000 feet) and a phased 4,000-foot extension for Runway 17/35 (for a total length of 12,000 feet) were recommended to accommodate future significant air cargo operations. Unfortunately, since the completion of that master plan, the economic and logistical conditions anticipated to occur that would support such cargo operations did not materialize. In fact, regional air cargo operations are now largely being accommodated at nearby Denver International Airport. However, as noted in the previous chapter, significant economic growth and development are steadily migrating eastward from Denver and towards Front Range Airport that would likely generate future demand for aeronautical activities at the Airport. This trend is likely to be enhanced by the Denver Intergovernmental Agreements and Revenue Sharing with Adams County that was approved in November 2015. It is expected that this agreement will result in an increasing rate of area development, which in turn, would realistically produce increased demand for general aviation activity. While the actual nature of this future demand is currently largely undefined, through discussions with airport management and the FAA, it was determined that it would be reasonable to preserve the potential for the runway extensions by continuing to show them on the Ultimate Airport Layout Plan sheet. This would enable the Airport and the FAA to continue to preserve the abutting land use and airspace for such enhancements in the future. Additionally, this action is supported by the 2011 Colorado Department of Transportation (CDOT) Aviation System Plan which identified FTG as not meeting its state system benchmark of 8,950 feet for runway length, indicating that the Airport should consider the potential for a longer runway in order for the state to meet its overall system goals.

The existing lengths for Runway 8/26 and Runway 17/35 are sufficient to accommodate most aircraft currently operating or projected to operate at FTG with minimal weight penalties; therefore, no runway extension is recommended within the 20-year planning period.

Runway Width

The required width of a runway is defined in FAA AC 150/5300-13A, *Airport Design*, and is a function of the RDC and the instrument approaches available for that runway. The minimum width for a C-II runway that is equipped with precision instrument approaches is 100 feet. Since both Runway 8/26 and Runway 17/35 are currently 100

feet wide, they are consistent with current airport design standards, and no changes are recommended in the planning period.

Additionally, as discussed in the previous section, the 2004 FTG Master Plan recommended not only extensions for both of Front Range Airport's runways, but also increases in their widths to 150 feet (to accommodate potential air cargo aircraft). Like the desire to protect for the long-term potential of the runway extensions, the Ultimate Airport Layout Plan will reflect the potential widening of both runways to protect for that potential development over the long term.

The existing width of Runway 8/26 and Runway 17/35 are sufficient to accommodate the current and projected design aircraft; therefore, runway widening is not recommended within the 20-year planning period.

4.2.3 Taxiways



Taxiway A9 at FTG

A taxiway system should be designed to facilitate safe and efficient aircraft movement to and from the runways and the aprons that serve passenger terminals, hangars, and general aviation facilities. It is generally recommended that an airport's primary runway be served by a full-length parallel taxiway to allow aircraft to enter or exit the runway environment as expeditiously as possible. At Front Range Airport, the taxiway system is based on two full-length parallel taxiways that each service one of its runways (Taxiway A, located south of Runway 8/26, and Taxiway D, located east of Runway 17/35). Taxiway A has seven access taxiways designed to allow aircraft to exit or enter Runway 8/26 at various distances, as does Taxiway D which has seven access taxiway connectors to Runway 17/35. Taxiway A also has four access taxiways linking it to the Terminal Area Apron, while Taxiway D has one access taxiway to the East Apron. Additionally, there are three taxiways (Taxiway B, Taxiway C, and Taxiway E) that connect the Airport's two runways and their associated support facilities. All taxiways are equipped with full signage and taxiway centerlines, but lack any lighting. It should also be noted that all taxiways (except for Taxiway C) are all in excellent condition with each having been rehabilitated or reconstructed within the past five years.

Taxiway Width

All taxiways at Front Range Airport have a current width of 50 feet. Based on the FAA design requirements as described in FAA AC 150/5300-13A, an airport with taxiways based on TDG 2 (like FTG) have a minimum width requirement of 35 feet. Therefore, the Airport's current taxiway widths meet the minimum requirements for width throughout the planning period.

The existing widths of the Airport taxiways will meet the FAA's minimum width requirements throughout the planning period. No action is required.

Taxiway Lighting

Taxiways at Front Range Airport do not currently have any type of taxiway lighting or reflectors. This is considered to be a potential safety issue by the FAA since clearly defining pavement boundaries, particularly during inclement weather, is an important goal in preventing potential deviations by vehicles from the taxiway

environment. Therefore, the Airport should consider the installation of FAA-standard medium intensity taxiway lighting (MITL) systems for all of its taxiways.

The Airport should install MITLs on all of its taxiways to promote safe operations, particularly during inclement weather.

Taxiway Capacity

As discussed above, Front Range Airport does not have a need to enhance its current overall airfield capacity through the addition of new taxiways within the 20-year planning period. However, there are two considerations that should be recognized. First, it was noted by representatives of the FTG Air Traffic Control Tower (ATCT) that FTG does experience occasional taxiway conflicts centered on Taxiway E. Specifically, during active periods of Runway 17/35 operations, aircraft flowing from the terminal area to the runway (and vice versa) must all utilize Taxiway E, which can only accommodate unidirectional travel. On the occasions when there are conflicting operations (i.e., an aircraft leaving the terminal area to depart on the runway, and another aircraft transitioning to the terminal area having landed on Runway 17/35), there can be a significant delay in that the ATCT would must either hold departing aircraft on Taxiway C or hold arriving aircraft on the East Apron. Additionally, during hours when the ATCT is closed, a situation could arise where two aircraft, heading in opposite directions, occupy Taxiway E at one time in conflict with one another. While it is understood that these conflicts are generally infrequent, they are likely to become more pronounced as activity at the Airport builds over time. Therefore, it is recommended that the Airport consider alternatives to eliminate these potential conflicts. Discussed in greater detail in the following chapter, the potential construction of an aircraft hold apron on the west side of Taxiway E large enough to allow an airplane to pull off the taxiway to allow for another aircraft to pass through would halve any delay time and provide a safe alternative for aircraft that find themselves facing opposite directions on Taxiway E. Alternatively, the potential construction of an end around taxiway (EAT) would accomplish similar results.

Second, as detailed in the 2004 FTG Airport Master Plan, there is a potential long-term need to construct a new, full-length parallel taxiway on the west side of Runway 17/35. Locating a taxiway on that side of the runway would significantly enhance the efficiency and safety of operations between the existing terminal area and Runway 17/35 by eliminating unnecessary crossings of the Runway 17 threshold to access the existing full-length parallel taxiway (Taxiway D). Additionally, this proposed configuration provides for an additional taxiway to alleviate the potential Taxiway E bottleneck described above. Therefore, the Airport should continue to show the existing taxiway system in its Future ALP, while also reflecting the enhanced system on its Ultimate ALP.

It is recommended that FTG resolve potential Taxiway E conflicts within the 20-year planning period. Additionally, the Airport should show an enhanced taxiway system on the Ultimate ALP to preserve for that potential development over the long term.

Other Taxiway Considerations

There are a variety of additional taxiway design requirements identified in FAA AC 150/5300-13A intended to enhance the overall safety of taxiway operations and



MITLs at FTG

minimize opportunities for runway incursions. Note that many of these requirements are relatively new (circa 2012) and were not in effect when most of FTG's pavements were constructed or during the previous master planning effort in 2004. These newer design principles for taxiway system layouts are listed in **Table 4-9**.

TABLE 4-9 - FAA TAXIWAY DESIGN PRINCIPLES

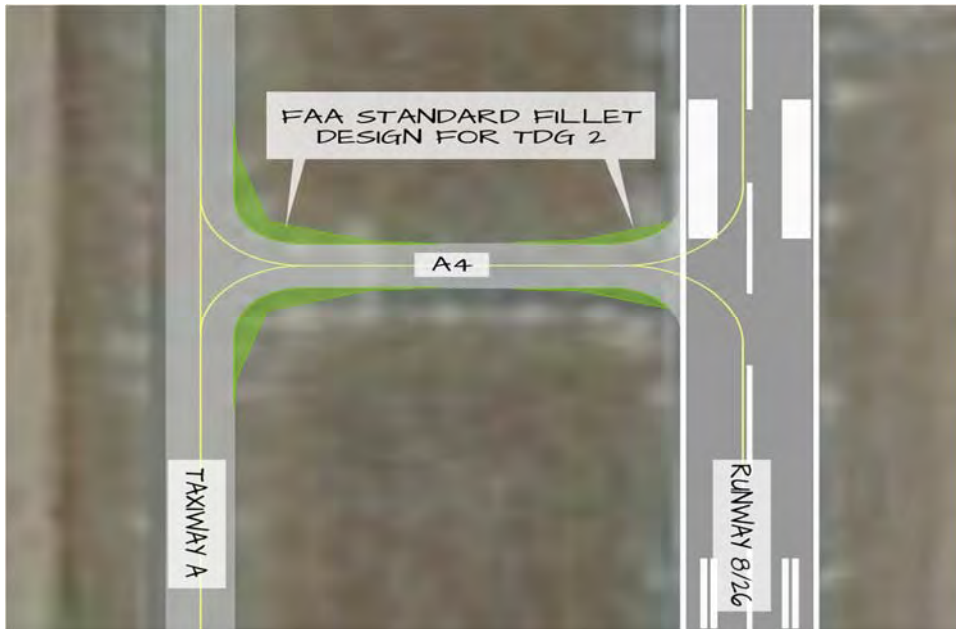
Design Principle	Summarized Definition
Steering Angle	– Design taxiways such that the nose gear steering angles is < 50 degrees
Fillet Design	– Traditional fillet design standards have been replaced – New fillet design more effectively reflects aircraft wheel tracks.
Standardize Intersection Angles	– 90 degree turns – 30, 45, 60, 90, 120, 135, and 150 degree preferred intersection standard angles
Concepts to Minimize Runway Incursions	
Increase Pilot Situational Awareness	– Utilize the “three-node concept” – Pilot should have three or fewer choices at an intersection (left, right, straight ahead)
Avoid Wide Expanses of Pavement	– Wide pavement requires placing signs far from a pilot's eye
Limit Runway Crossings	– Reduces the opportunity for human error
Avoid “High Energy” Intersections	– Located in the middle third of the runways – Limit the runway crossings to the outer thirds of the runway
Increase Visibility	– Provide right angle intersections for best pilot visibility – Acute angle runway exits should not be used as runway entrance or runway crossing
Avoid “Dual Purpose” Pavements	– Runways used as taxiways and taxiways used as runways can lead to confusion
Indirect Access	– Eliminate taxiways leading directly from an apron to a runway
Hot Spots	– Limit the number of taxiways intersecting in one spot

Source: Aviation, FAA AC 150/5300-13A, *Airport Design*

Based on these newer taxiway design standards, the following recommendations are made for FTG's existing taxiway system:

- The updated taxiway fillet design should be incorporated into the future and ultimate ALP drawing set. The new fillet design should be instituted at the time of each taxiway's next major rehabilitation or reconstruction. (See example in **Figure 4-8**)
- Figure 4-8 To prevent direct access from the Terminal Apron to Runway 8/26 via Taxiway A6 or Taxiway A7, the inner sections of those taxiways should be shifted. This would require a pilot leaving the apron area to make at least two intentional turns before accessing the runway, minimizing the potential for a runway incursion.
- To prevent direct access from the East Apron to Runway 17/35 via Taxiway D7, Taxiway D should be extended to the north to allow for a new access point to the apron. This would require a pilot leaving the apron area to make at least two intentional turns before accessing the runway, minimizing the potential for a runway incursion.

FIGURE 4-8 - TAXIWAY FILLET DESIGN STANDARDS



Source: Aviation

It is recommended that FTG eliminate the direct access from the Terminal Apron to Runway 8/26 by way of Taxiway A6, A7 as well as direct access from the East Apron to Runway 17/35 utilizing Taxiway D7. Additionally, it is recommended that the new taxiway fillet design standards be implemented on individual taxiways at the time of their next major rehabilitation or reconstruction.

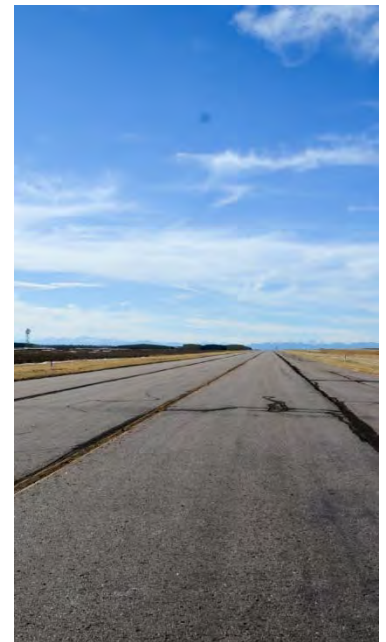
4.2.4 Airfield Pavement

Runway & Taxiway Pavement Strength

Airfields are constructed to provide adequate pavement strength for aircraft loads, as well as resisting the abrasive action of traffic and deterioration from adverse weather conditions and other influences. They are designed not only to withstand the loads of the heaviest aircraft expected to use the airport, but they must also be able to withstand the repetitive loadings of the entire range of aircraft expected to use the pavement over many years. Proper pavement strength design represents the most economical solution for long-term aviation needs.

There are several factors that must be considered when determining appropriate pavement strength for airfield structures. These factors include, but are not limited to, aircraft loads, frequency and concentration of operations, and the condition of subgrade soils. Runway pavement strength at airports is typically expressed by common aircraft landing gear configurations. Example aircraft for each type of gear configuration are as follows:

- Single-wheel: each landing gear unit has a single tire, example aircraft include light aircraft and some business jet aircraft.



Taxiway C at FTG

- Dual-wheel: each landing gear unit has two tires, example aircraft are the Boeing 737, Boeing 727, MD-80, CRJ 200, and the Dash 8.
- Dual-tandem: main landing gear unit has four tires arranged in the shape of a square, example aircraft are the Boeing 707 and KC135.

The aircraft gear type and configuration dictates how aircraft weight is distributed to the pavement and determines pavement response to loading. It should be noted that aircraft operating on a runway generally can exceed the defined pavement strength, but such operations will ultimately degrade the pavement prematurely and create wear issues that require more aggressive pavement maintenance. The published pavement strengths of the runways at FTG are presented in **Table 4-10**.

TABLE 4-10 - RUNWAY PAVEMENT STRENGTH

Runways	Published Pavement Strength	Surface & Condition	Representative Aircraft
Runway 8/26 – Single Wheel Gear (S) – Dual Wheel Gear (D)	28,000 lbs 40,000 lbs	Asphalt Good	– Dassault Falcon 20 – Bombardier Challenger 604
Runway 17/35 – Single Wheel Gear (S) – Dual Wheel Gear (D)	34,000 lbs 75,000 lbs	Asphalt Good	– Cessna Citation Excel – Gulfstream G-IV

Source: Aviation; FAA 5010 Data; FAA Airport Facility Directory.

The dual-wheel configuration is appropriate for application on both runways. At present, both runways' pavement is in good condition and their current strength is sufficient to accommodate the critical aircraft (Bombardier Challenger CL604). Therefore, no modification to pavement strength is currently required to meet the projected fleet mix. However, it should be noted that anecdotal evidence related to Runway 17/35 has indicated that its current pavement strength rating is understated. Specifically, it is believed that at the time of its last rehabilitation (2004), Runway 17/35 was in fact constructed to sustain a heavier aircraft than presently indicated. While there is not a need for greater pavement strength based on the current and projected demand levels presented in **Chapter 3**, this is a potential asset for the Airport that should be investigated further. On multiple occasions in the past, Front Range Airport has been approached regarding the potential of accommodating a limited number of larger general aviation aircraft (e.g., Bombardier Global Express, Gulfstream G650, Boeing Business Jet, etc.). (Note that the number of potential operations of large general aviation aircraft is very limited and would not impact the critical design aircraft determination for FTG.) These inquiries have been turned away since FTG could not meet the published pavement strength requirements for these aircraft. Given that in its role as a general aviation reliever airport FTG ideally would be able to accommodate the full range of general aviation aircraft (including large aircraft), and that the primary physical barrier to meeting the requirements of larger general aviation aircraft has historically been insufficient runway pavement strength, and that it is possible that barrier does not actually exist at Front Range Airport, it is recommended that the actual pavement strength of Runway 17/35 be determined.

Taxiway pavement strength is also expressed in terms of aircraft weights associated with common aircraft landing gear configurations. Based on the findings of the *Front Range Airport Pavement Evaluation Study* (2009) as well as the fact that all taxiway

pavements on FTG (apart from Taxiway C) have been either reconstructed or rehabilitated since 2009, the taxiway pavement strengths at the Airport are considered to be sufficient to meet the needs of its existing and projected fleet mix. Additionally, it should also be acknowledged that if it were to be established that Runway 17/35 can accommodate heavier aircraft, in order to fully realize that capability for the Airport, strengthening of selected taxiway elements associated with the runway would likely be required. At a minimum, Taxiway D7, Taxiway D1, Taxiway D2, and that section of Taxiway D connecting D1 and D2 would all require an upgraded weight bearing capacity to avoid back-taxi operations on the runway.

The existing pavement strength of Runway 8/26, Runway 17/35 and the overall taxiway system is sufficient to accommodate the current and projected design aircraft; therefore, no pavement strengthening is required. However, it is recommended that the existing pavement strength for Runway 17/35 be determined.

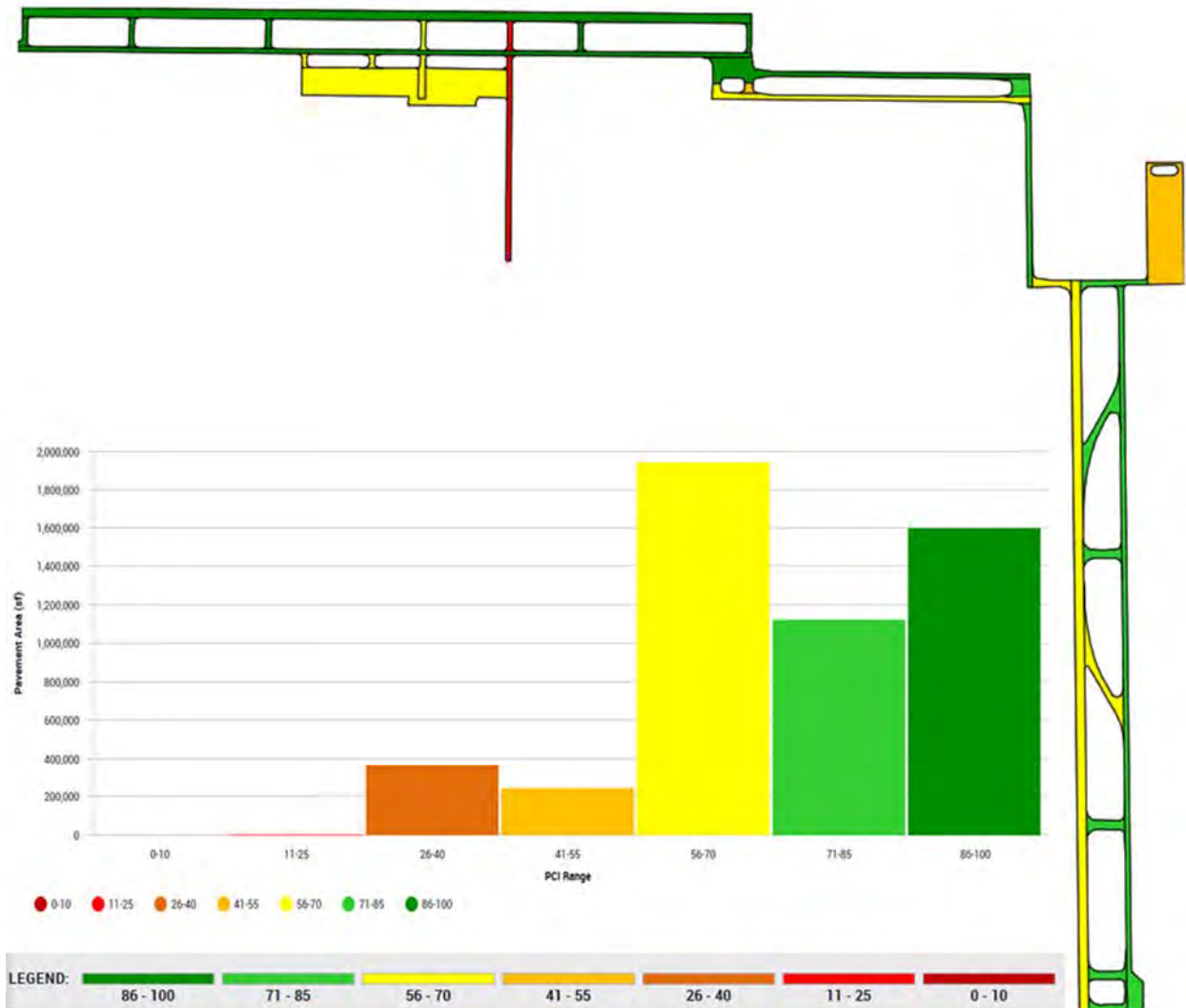
Runway & Taxiway Surface Condition

FAA AC 150/5380-6b, *Guidelines and Procedures for Maintenance of Airport Pavements*, recommends that detailed pavement inspections be conducted regularly to monitor conditions and establish an appropriate Pavement Condition Index (PCI) for each section. The 2014 CDOT Pavement Evaluation and Pavement Maintenance System Update, shown in ***Routine maintenance, such as joint and crack sealing, should be performed on a scheduled basis to extend the pavement life. Taxiway C should be programmed for rehabilitation no later than 2019. Rehabilitation of other airfield pavements should be identified in appropriate timeframes within the 20-year planning period.***

Figure 4-9 identifies the majority of taxiway and apron pavement on the airfield to be in “Good” to “Excellent” condition, based on CDOT’s PCI ratings. This is consistent with expectations since both runways and nearly all taxiways have been reconstructed or rehabilitated since 2009. The exception to this is Taxiway C, which was last rehabilitated in 1999 and is considered to be in “Fair” to “Poor” condition. Assuming the FAA 20-year life expectancy for pavement, this taxiway would be eligible for rehabilitation in 2019.

Routine maintenance, such as joint and crack sealing, should be performed on a scheduled basis to extend the pavement life. Taxiway C should be programmed for rehabilitation no later than 2019. Rehabilitation of other airfield pavements should be identified in appropriate timeframes within the 20-year planning period.

FIGURE 4-9 - EXISTING PAVEMENT CONDITION INDEX AND RANGE



Source: Colorado Department of Transportation Pavement Evaluations and Management 2017

4.2.5 Airfield Visual Aids

Airfield visual aids provide a variety of functions on an airport, including assisting aircraft in locating the airport, affording aircraft guidance to and alignment with a specific runway end, offering visual cues on surface weather conditions, providing direction for aircraft and vehicles operating on the ground, among other services. Generally, visual aids can be broken down into airfield markings, airfield signage, and airfield lighting.

Airfield Markings

According to FAA AC 150/5340-1L, *Standards for Airport Markings*, precision markings are required for runways with precision instrument approaches with vertical guidance lower than $\frac{3}{4}$ -mile visibility minimums. As discussed in *Chapter Two*, FTG's Runway 17, Runway 35, and Runway 26 are currently all equipped with

instrument landing systems (ILS) and appropriately marked for precision approaches. While Runway 8 currently only has a visual approach, it too has the more extensive precision approach markings that include the runway designator, centerline, threshold markings, aiming point, touchdown zone, and edge markings.

All taxiways are marked with yellow centerline striping; and runway hold positions are appropriately marked with an enhanced yellow centerline to meet the new airport marking standards as required. However, the new TDG 2 taxiway pavement design standards in FAA AC 150/5300-13A should be evaluated against the existing taxiway connectors to ensure compliance prior to the next pavement maintenance projects for individual taxiways.

FTG's airfield markings are currently in compliance with FAA design standards; no action is required. During upcoming taxiway rehabilitation projects, it is recommended that the standards for TDG 2 be reviewed.

Airfield Signage

Airfield signage provides essential guidance information that is used to identify items and locations on an airport. FTG is currently equipped with standard FAA required signage including instruction, location, direction, destination, and information signs, and meet the standards given in FAA AC 150/5340-18F, *Standards for Airport Sign Systems*.

FTG's existing airfield signage meets FAA standards and is in excellent condition; no action is required.

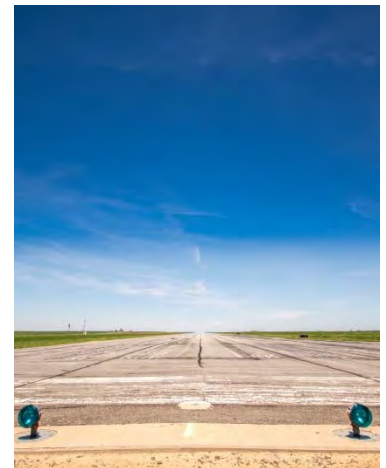
Airfield Lighting

Airfield lighting provides enhanced situational awareness to those operating on or around an airport, particularly during times of reduced visibility (i.e., nighttime, inclement weather, etc.). For example, to land during periods of limited visibility, pilots must be able to see the runway or associated lighting at a certain distance from and height above the runway. If the runway environment cannot be identified at the minimum visibility point on the approach, FAA regulations do not authorize pilots to land.

Table 4-11 shows the current airfield lighting available at FTG. In addition to this lighting equipment, the Airport is also equipped with a rotating beacon and two lighted windsocks. It is recommended that FTG continue to maintain its current light infrastructure. Additionally, it is recommended that the Airport pursue the installation of medium intensity taxiway lighting (MITLs) on Taxiway A, Taxiway B, Taxiway C, and Taxiway E, as well as on their associated connector taxiways. Note that this would be consistent with FAA AC 150/5340-30D, *Design and Installation Details for Airport Visual Aids*, which recommends the installation of MITLs on taxiways and aprons at airports where runway lighting systems are installed.



Taxiway Sign at FTG



Runway Edge Lights at FTG

TABLE 4-11 - AIRFIELD LIGHTING

Facility	Type of Approach	Edge Marking	Runway Approach Lighting	Visual Glide Slope Indicator (VGSI)	Lighting Owner
Runway 8	Visual	HIRL	REILs	PAPI	FTG (all)
Runway 26	Precision	HIRL	MALSR	PAPI	FTG (all)
Runway 17	Precision	MIRL	REILs	PAPI	FTG (all)
Runway 35	Precision	MIRL	MALSR	PAPI	FTG (all)
Taxiways A, B, C, E	-	None*	-	-	-
Taxiway D		MITL			

Source: Aviation; FAA 5010 Data; FAA Airport Facility Directory.

Notes:

HIRL: High Intensity Runway Lighting; MIRL: Medium Intensity Runway Lighting; REIL: Runway End Identifier Lights; MALSR: Medium Intensity Approach Lighting System w/ Runway Alignment Indicator Lights; PAPI: Precision Approach Path Indicator; MITL: Medium Intensity Taxiway Lighting

* Taxiways are equipped with blue and white reflectors

It is recommended that FTG install taxiway lighting systems on Taxiway A (including Taxiways A3-A9), Taxiway B, Taxiway C (including Taxiways C1-C2), and Taxiway E (including Taxiway E7).

4.2.6 Navigational Aids (NAVAIDs)

Navigational aids (NAVAIDs) consist of equipment to aid pilots in locating an airport (particularly for those airports without Air Traffic Control assistance during approach), provide horizontal guidance information for a non-precision approach, and provide horizontal and vertical guidance information for a precision instrument approach. Approach minimums for such procedures are based upon several factors, including aircraft characteristics, obstacles, navigation equipment, approach lighting, and weather reporting equipment. A summary of the existing visual and navigational aids and their conditions are shown in **Table 4-12**.

TABLE 4-12 - NAVAIDS AND VISUAL AID CONDITION

NAVAIDs and Visual Aids	Condition
Area Navigation (RNAV)/Global Positioning System (GPS) – Runways 17, 26, and 35	Good*
Instrument Landing System (ILS)/Distance Measuring Equipment (DME) and Localizer (LOC) – Runway 17, 26 and 35	Good*
Non-Directional Beacon (NDB) – Runway 26	Good*
High Intensity Runway Lights (HIRL) – Runway 8/26	Good
Medium Intensity Runway Lights (MIRL) – Runway 17/35	New
Runway End Identifier Lights (REIL) – Runway 8, Runway 17	New
Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) – Runway 26, Runway 35	Good
Precision Approach Path Indicators (PAPI) – Runway 8/26, Runway 17/35	New
Precision Runway Markings – Runway 8/26, Runway 17/35	Painted Bi-Annually
Medium Intensity Taxiway Lights (MITLs) - Taxiway B	Good
Airport Rotating Beacon	Good



Glideslope Antenna at FTG

NAVAIDs and Visual Aids	Condition
Runway & Taxiway Guidance Signs	Good
Automated Weather Observation System (AWOS)-3 & Automatic Terminal Information Service (ATIS) Frequency 119.025	Fair

*Owned, installed and maintained by the FAA

As discussed in **Chapter 2, Inventory**, FTG has seven published instrument approach procedures that are designed to provide pilots with varying degrees of navigational guidance at the Airport during inclement weather (i.e., when operating under instrument flight rules [IFR]). These procedures and their respective minimums are shown in **Table 4-13**. Note that of those seven, the Airport has three Category I ILS Precision Approaches installed on Runway 17, Runway 35, and Runway 26, all of which are owned and maintained by the FAA. Since Runway 8 has no instrument approaches, it is considered to be a visual runway. It should be acknowledged the lack of instrument approaches on Runway 8 is not because of any physical constraint or limitation, it is to minimize potential conflicts between aircraft landing on Runway 8 at FTG and aircraft operating on the north/south runways at Denver International Airport, located to the northwest of FTG.

TABLE 4-13 - INSTRUMENT PROCEDURE MINIMA

Instrument Approaches	Lowest Minimums (AGL and visibility)	Visual Aids
Runway 17 ILS	200 ft 3/4 sm	MIRL; REILs; PAPI
Runway 17 LPV (GPS)	200 ft 3/4 sm	MIRL; REILs; PAPI
Runway 26 ILS	200 ft 1/2 sm	HIRL; MALSR; PAPI
Runway 26 LPV (GPS)	200 ft 1/2 sm	HIRL; MALSR; PAPI
Runway 26 NDB MDA	555 ft 3/4 sm	HIRL; MALSR; PAPI
Runway 35 ILS	200 ft 1/2 sm	MIRL; MALSR; PAPI
Runway 35 LPV (GPS)	200 ft 1/2 sm	MIRL; MALSR; PAPI
Runway 8 Visual	3 miles	HIRL; REILs; PAPI

Source: Aviation, Airnav.com, FAA Instrument Approach Charts.

Notes:

HIRL: High Intensity Runway Lighting; MIRL: Medium Intensity Runway Lighting; REIL: Runway End Identifier Lights; MALSR: Medium Intensity Approach Lighting System w/ Runway Alignment Indicator Lights; PAPI: Precision Approach Path Indicator

FTG's existing NAVAIDs are adequate to meet the needs of the Airport throughout the planning period; no action is required.

4.2.7 Obstructions and Airspace Requirements

In addition to the primary airport infrastructure on the ground, the FAA also requires airports to consider airspace infrastructure that surrounds the airport. Specifically, through various federal regulatory resources such as Title 14, Code of Federal Regulations (CFR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, FAA AC 150/5300-13A, *Airport Design*, and FAA Order 8260.3B, *U.S. Standard for Terminal Instrument procedures (TERPS)*, the FAA defines and establishes the standards for determining obstructions that affect airspace near an airport. These standards apply to the use of navigable airspace by aircraft and to

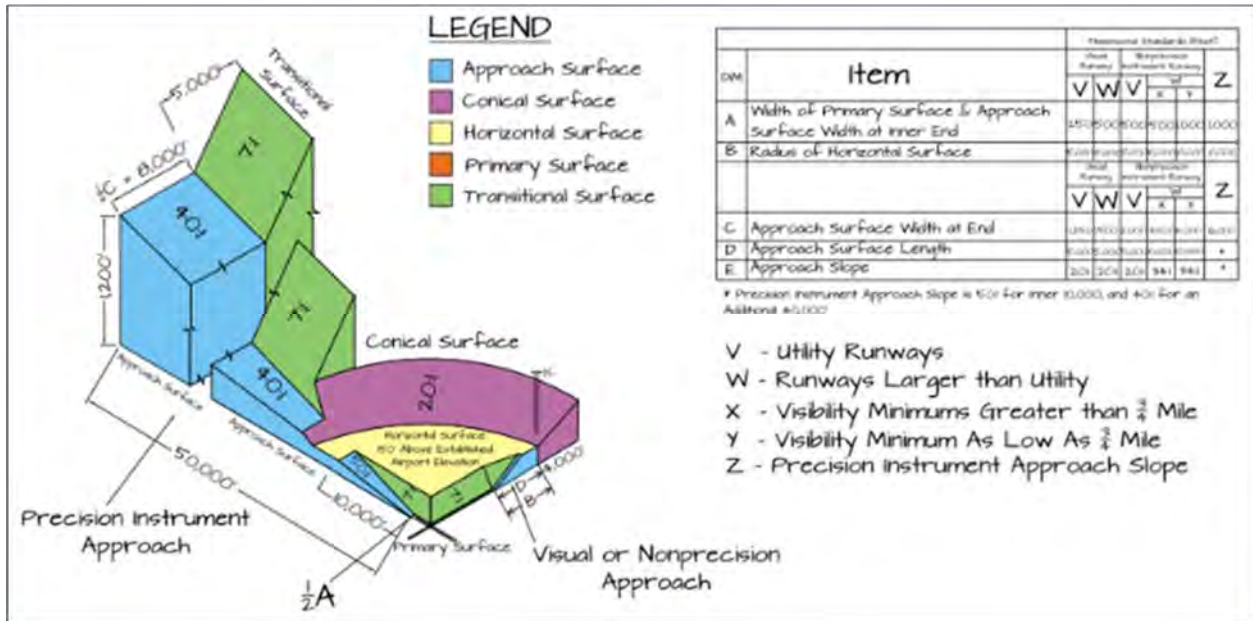
existing or planned air navigation facilities (airports). This is enforced primarily through the definition of imaginary airspace surfaces that are sized based on the criteria they are designed to protect. Specifically, imaginary airspace surfaces are geometric shapes the size and dimensions of which are based on the category of each runway for existing and planned airport operations, the types of instrument approaches, and their enabling regulatory document. A penetration to these surfaces is considered to be an "obstruction," which can be an existing or proposed manmade object, object of natural growth, or terrain. Note that the FAA grant assurances signed by FTG require that the imaginary surfaces be cleared of all obstructions, to the extent feasible.

Any changes to the airfield must be reviewed by the FAA to ensure the appropriate obstacle clearance necessary to maintain safe airport operations. Prior to any airport development, the Airport or the development sponsor must request the FAA to conduct an airspace evaluation to determine the potential impact that a project may have on airport safety, regardless of scale. Part of the airspace evaluation involves the determination of the impact of proposed development on an airport's imaginary airspace surfaces. For the purposes of the Master Plan, there are three primary regulatory documents (and their associated airspace surfaces) to be considered:

- 14 CFR Part 77 defines five imaginary surfaces as shown in **Figure 4-10**, including the Primary, Approach, Horizontal, Conical, and Transitional surfaces. Any object which penetrates these surfaces is considered to be an obstruction and may affect navigable airspace. Unless these obstructions undergo additional aeronautical study to conclude they are not a hazard, obstructions are presumed to be a hazard to air navigation.¹ Hazards to air navigation may include terrain, trees, permanent or temporary construction equipment, or permanent or temporary manmade structures (such as power lines) penetrating one of the 14 CFR Part 77 imaginary surfaces.
- FAA AC 150/5300-13A defines approach airspace surfaces that are separate from 14 CFR Part 77, and are designed to protect the use of the runway in both visual and instrument meteorological conditions near the airport. These approach surfaces are defined by each runway's current approach type (i.e., visual, non-precision instrument, etc.), and typically are trapezoidal in shape, extending away from the runway along the centerline and at a specific slope. To establish the location of a runway threshold, the associated approach surface must be clear of all obstructions. If it is not clear, either the obstructions must be removed, or the runway threshold must be relocated until its associated approach surface is clear.
- TERPS generally defines a wide variety of airspace surfaces that are designed to establish and maintain safe operational conditions around an airport for aircraft that are utilizing a defined instrument approach. Obstructions to a TERPS surface can result in operational impacts to the instrument approach that could include a raising of minimums, making the approach unavailable in certain conditions, or decommissioning the instrument approach altogether.

¹ Title 14, Code of Federal Regulations Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*

FIGURE 4-10 - 14 CFR PART 77 IMAGINARY SURFACES



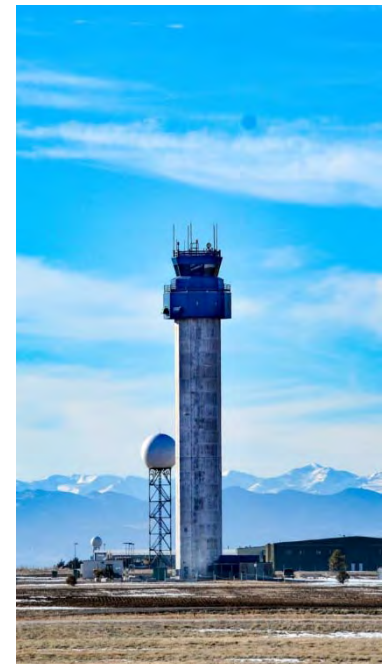
Source: FAA 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace.

An obstruction survey will be completed as part of this Master Plan. Results of the obstruction survey will be submitted to the National Geodetic Survey (NGS) for review. Obstructions will be identified and included in the ALP set once finalized.

4.2.8 Airspace Class and Air Traffic Control

The airspace that surrounds an airport is classified per the activity level of the facility and the presence of an air traffic control tower. FTG is currently in Class D airspace, which is airspace that surrounds an airport with an operating air traffic control tower. Because of its proximity to Denver International Airport (DEN), when Front Range Airport's ATCT is closed, it is subject to the requirements of DEN's Class B airspace.

FTG's current airspace classification is consistent with existing and future activity levels; no action is required.



ATCT at FTG

4.3 Landside Facility Requirements

This section describes the landside facility requirements needed to accommodate FTG's general aviation activity throughout the planning period. Areas of particular focus include the terminal building, hangars, aprons and tie-down areas, automobile parking, access, as well as the various associated support facilities

4.3.1 Terminal Building

The Front Range Airport Terminal Building is a 9,500-square-foot facility with two levels that accommodates a variety of functions for the Airport. Current activities in the terminal include airport administrative offices, a restaurant, and the Airport's only Fixed Base Operator (FBO), which itself includes operational areas, a customer service counter, conference rooms, a pilot lounge, a flight planning room, bathrooms, etc. In 2011, the terminal building underwent a major renovation and is in excellent condition. Based on discussions with airport management as well as an analysis utilizing standard terminal building programming criteria, the terminal building has been deemed to be adequate in size to meet existing and future demand throughout the planning period. The only recommendation is for the Airport to continue to maintain the facility appropriately.

FTG's current terminal building is adequate to meet existing and future activity levels; no action is required other than regular maintenance.

4.3.2 Aircraft Hangar Requirements

Utilization of hangar space at airports varies as a function of local climate, security, and owner preferences. The trend in general aviation aircraft (single or multi-engine) is toward newer, more sophisticated and consequently, more expensive aircraft. Therefore, most aircraft owners reasonably prefer an enclosed hangar space to locating their aircraft outside on tie-downs. This is particularly true in states like Colorado, where harsh, cold-weather climates can degrade or damage aircraft stored outside. This trend has led to a general increase in demand for hangars and a reduction in demand for apron tie-down space.

Based aircraft are routinely stored at airports in a variety of hangar types. The type of hangars needed is usually determined by aircraft size, the type of aircraft owner (business or leisure), and the region of the country. Following are the types of hangars currently at or anticipated to be constructed at FTG:

- **T-hangars:** T-hangars are a series of interconnected (forming a single large structure) aircraft hangars with footprints in the shape of a "T" that can store one single- or multi-aircraft in each individual unit. At FTG, there are 12 T-hangar buildings (approximately 191,600 square feet) that have a total of 148 individual hangar units. According to Airport administration, there is currently a waiting list for T-hangars comprised of many aircraft owners currently based on an Airport and using tie-downs.
- **Box Hangars:** This hangar type generally includes individual, unattached, clear-span hangar units that are typically designed to accommodate one or two smaller aircraft. These can be attached as part of single building, or as standalone units. There are currently 21 structures of box hangars on the



Terminal Building at FTG (interior)



Hangar Buildings at FTG

Airport with 156 individual units for a total of approximately 439,300 square feet.

- **Corporate Hangars:** This classification typically includes larger, clear-span hangars used solely for storing aircraft and/or housing a variety of businesses that are located on the airport. These typically have an attached office and are used by one tenant only. These hangars can house just one or more corporate aircraft (i.e. turboprops and jets), depending on the owner's needs. FTG currently has nine such hangars ranging in size from 8,000 square feet to 34,000 square feet, for a total of approximately 160,000 square feet.

The demand for aircraft storage hangars is largely dependent upon the number and type of aircraft expected to be based at the airport in the future. For planning purposes, it is necessary to estimate hangar requirements based upon forecasted operational activity. Note that it is assumed that larger, higher value based aircraft are more likely to be stored in a hangar, as well as 100% of the based multi-engine aircraft fleet. Additionally, it is assumed that 100% of larger, higher value itinerant aircraft would prefer to be in a hangar. Based on those assumptions, the hangar space requirements by aircraft type can be found below in **Table 4-14**. (Refer to **Figure 2-11** and **Table 2-11** for hangar inventory and building layout.)

Based on the analysis below, FTG's current hangar infrastructure requires a mixture of additional T-hangars and corporate itinerant hangars throughout the planning period. It is important to note, however, that hangar development is subject to the specific requirements of the users, meaning that even if an airport has capacity in its hangar inventory, it may not meet the particular needs of a given user. This is especially true for large box hangar and corporate tenants and it is for this reason that FTG should continue to preserve its hangar development concepts to maintain the potential for future customized development.

It is recommended that FTG plan for future T-hangar and corporate hangar development to accommodate immediate needs in addition to preserving potential hangar development modules for long-term development.



Hangar Buildings at FTG

TABLE 4-14 - AIRCRAFT HANGAR REQUIREMENTS

	2017	2022	2027	2032	2037
Based Aircraft Demand					
– Single Engine	323	336	362	369	397
– Multi-Engine	36	36	38	41	44
– Jet/Turbine	5	12	13	23	25
– Helicopter	5	12	13	23	25
– Other (military / ultralight)	0	0	0	0	0
Total	369	396	426	456	491
T-Hangars / Small Box Hangars					
– Single Engine / Other (90%) (1,400 sf)	452,000	470,000	506,000	516,000	556,000
– Multi-Engine (90%) (1,600 sf)	75,000	75,000	81,000	87,000	93,000
– Jet / Turbine (0%)	0	0	0	0	0
– Helicopter (0%)	0	0	0	0	0
– Total T-Hangar Demand (aircraft)	235	243	262	269	289
– Total T-Hangar Demand (SF)	527,000	545,000	587,000	603,000	649,000
– Total Existing T-Hangar (SF)	324,864	324,864	324,864	324,864	324,864
Surplus/(Deficiency) (SF)	(202,136)	(220,136)	(262,136)	(278,136)	(324,136)
Large Box / Corporate Hangars					
– Single Engine / Other (5%) (1,400 sf)	194,000	202,000	218,000	222,000	238,000
– Multi-Engine (5%) (1,600 sf)	33,000	33,000	33,000	36,000	39,000
– Jet /Turbine (100%) (6,400 sf)	60,000	144,000	156,000	276,000	300,000
– Helicopter (100%) (2,000 sf)	10,000	24,000	26,000	46,000	50,000
– Total Demand (aircraft)	134	153	164	187	202
– Total Demand Aircraft (SF)	297,000	403,000	433,000	580,000	627,000
– Existing Hangars (SF)	465,974	465,974	465,974	465,974	465,974
Surplus/(Deficiency) (SF)	168,974	62,974	32,974	(114,026)	(161,026)
Itinerant Aircraft Demand					
– Total Demand (aircraft)	2	3	4	5	6
– Total Demand (SF)	24,000	36,000	48,000	60,000	72,000
– Existing Hangars (SF)	0	0	0	0	0
Surplus/(Deficiency) (SF)	(24,000)	(36,000)	(48,000)	(60,000)	(72,000)
Total Demand (SF)	848,000	984,000	1,068,000	1,243,000	1,348,000
Total Existing Hangars (SF)	790,838	790,838	790,838	790,838	790,838
SURPLUS/(DEFICIENCY) (SF)	(57,162)	(193,162)	(277,162)	(452,162)	(557,162)

Source: Jviation

4.3.3 Aircraft Parking Aprons

Aprons are considered premium airport space and should be strategically utilized to maximize their operational efficiency and benefit for the airport. Apron layout design should account for the location of airport terminal building, FBO facilities, and other aviation-related access facilities, as well as to provide parking for based and transient airplanes, access to the terminal facilities, fueling, and surface transportation. Apron spatial requirements for FTG were based on criteria provided in FAA AC 150/5300-13A, *Airport Design*. For planning purposes, apron area requirements focused exclusively on the Terminal Apron, where nearly all aircraft apron operations currently occur (note that the East Apron has an additional 505,000 square feet of pavement). Additionally, the apron area requirements were separated for based versus transient aircraft, and general aircraft size assumptions were made. The aircraft apron parking requirements for based and transient aircraft are presented in **Table 4-15**. (It should be noted that the apron area located west of the extended Taxiway A6 is considered to be the based aircraft apron, while the area east is designated as apron for transient aircraft operations.)

TABLE 4-15 - APRON PARKING REQUIREMENTS

	2017	2022	2027	2032	2037
Based Aircraft					
– Projected Apron Demand (SF)	50,056	52,647	55,310	61,000	63,773
– Current Apron Availability (SF)	382,500	382,500	382,500	382,500	382,500
Surplus/(Deficiency) (SF)	332,444	329,853	327,190	321,500	318,727
Transient Aircraft					
– Projected Apron Demand (SF)	113,960	117,782	126,195	147,662	156,348
– Current Apron Availability (SF)	391,250	391,250	391,250	391,250	391,250
Surplus/(Deficiency) (SF)	277,290	273,468	265,055	243,588	234,902

Source: Jviation

As shown in **Table 4-15**, FTG has a surplus of apron space for both based and transient aircraft. For based aircraft, this is consistent with the general industry trend to move aircraft off apron tie-downs and into hangars, protecting them from inclement weather. For transient aircraft, the results reflect an increasing amount of larger aircraft activity at FTG over the planning period. While that activity will not result in the need for additional apron space, it is recommended that the current transient apron layout and configuration (which was originally designed for based aircraft) be reassessed for transient aircraft use to maximize efficiency and convenience for transient users. Additionally, it should be noted that there are paved areas within the Airport's aprons and in particular those areas associated with the existing hangar development areas in need of maintenance and repair (**Routine maintenance, such as joint and crack sealing, should be performed on a scheduled basis to extend the pavement life. Taxiway C should be programmed for rehabilitation no later than 2019. Rehabilitation of other airfield pavements should be identified in appropriate timeframes within the 20-year planning period.**

Figure 4-9).



Terminal Apron at FTG

FTG's current apron area is sufficient to meet for current and forecasted demand for based and transient aircraft. It is recommended that the transient apron layout be reassessed to ensure that it is configured in an appropriate manner for efficient transient use over the long term. It is also recommended that existing pavement conditions be assessed, repaired and maintained as required.

4.3.4 Landside Access and Parking Requirements

Regional Transportation Network

Regional roadway access to FTG provided by Interstate 70, E-470, East Colfax Avenue, Imboden Road, Manilla Road, and East 48th Avenue is adequate to accommodate the existing and projected need within the 20-year planning period.

FTG's existing regional roadway network is sufficient to meet the Airport's access needs throughout the planning period; no action is required.

On-Airport Circulation Roadways

Ground access to the terminal building is provided by Front Range Parkway, leading to the parking areas and hangar access, and provides curb front access and general circulation. Front Range Parkway is in good condition. There are multiple on-airport vehicle service roadways that provide access to the existing hangar facilities, as well as to the East Apron and ARFF/SRE areas on the east side of the airfield. They generally range in condition from good to fair, and appear to be adequate to meet Airport demand over the planning period.

FTG's existing on-airport roadways should be subject to regular maintenance to prolong their life expectancy; no other action is required.

Auto Parking

FTG currently has five paved auto parking lots, totaling approximately 280 public parking spots. The largest parking lot abuts the terminal building, which itself is capable of accommodating over 60 vehicles in paved, marked spots, in addition to a turf area estimated to be able to accommodate an additional 35 vehicles. For planning purposes, forecasted enplanements are utilized to determine auto parking space requirements for passengers, rental cars, and airport employee parking. (Note that restaurant parking requirements are a function of local business conditions and are not factored into this analysis.)

TABLE 4-16 - AUTO PARKING DEMAND

	2017	2022	2027	2032	2037
Forecasted GA Enplanements	24,831	26,120	28,432	30,983	34,141
Parking Spaces Requirement	61	66	72	78	86
Existing Terminal Area Parking	95	95	95	95	95
Surplus/(Deficiency)	34	29	23	17	9

Source: Aviation, FAA ATADS 2017

Based on this analysis, aviation-related auto parking at FTG is currently considered to be adequate for meeting existing and future demand levels.

FTG's existing on-auto parking areas are adequate to meet demand levels throughout the planning period. Other than regular maintenance, no additional action is required.

4.4 Airport Support Facilities

4.4.1 Airport Security

Airport security is essential to the safe operation of any airport. FTG should maintain a level of security that is commensurate with federal requirements and the industry's current best practices for a general aviation reliever airport. Regarding federal requirements, since FTG does not have an air carrier or a commercial operator with a security program, the Airport does not fall under 49 CFR 1544 or 1546, meaning that it is not under the direct regulatory authority of the Transportation Security Administration (TSA). However, the TSA has previously released guidance documents designed to establish non-regulatory best practices for general aviation airport security. This guidance from TSA, combined with direction from other aviation-related organizations (i.e., state aeronautics agencies, AOPA, NBAA, AAAE, ACRP, etc.), loosely comprise the general aviation industry's best management practices for security. (It should be noted that General Aviation Subgroup of the TSA Aviation Security Advisory Committee (ASAC) is currently in the process of providing updated recommendations to the TSA guidance.) In general, appropriate security measures should include the following:

- Controlling movement on the Airport: including the movement of persons, aircraft and ground vehicles on airport property by installing airport user signs, aircraft guidance signs, airfield lights and markers, and pavement markings, as appropriate.
- Preventing theft and illegal operation of aircraft: including airport lighting and promotion of aircraft owner anti-theft measures.
- Preventing unauthorized access: including unauthorized access of persons and ground vehicles into unauthorized areas on airport property. This entails, among other things, preventing unauthorized access into the Airport/Air Operations Area (AOA), moving between areas within the AOA, and separating / segregating persons and ground vehicles from aircraft, fueling facilities and other areas of concern within the AOA.

Additionally, the Transportation Security Administration's (TSA) Security Guidelines for General Aviation Airports publication states that an appropriate security boundary design is a function not only of its effectiveness in preventing unauthorized access, but also of the cost of equipment, installation, and maintenance. A scoring system developed by TSA and included in the document rates FTG in the "high" security category, which suggests security recommendations that include security fencing, closed circuit television (CCTV), intrusion detection system, access controls, lighting system, personnel ID systems, vehicle ID systems, challenge procedures, LEO support, the establishment of a security committee, transient plot sign-in/out

procedures, signs, documented security procedures, all aircraft secured, positive passenger/cargo/baggage ID, community watch program, and a contact list.

Based on these considerations, the following recommendations are made for FTG to deter unauthorized access to restricted airport areas and improve safety.

- Perimeter security fencing and access control: FTG does not currently have any perimeter security fencing. Fencing is an important airport attribute designed to increase not only airport security, but also airport safety in that it aids in the prevention of wildlife intrusions. The 2011 Colorado Aviation System Plan recognized FTG for its lack of security fencing, considering the Airport to be a "medium" risk. Additionally, the plan recommended an access control system, as well as a personnel and vehicle identification system. (Note that a service/perimeter road should be constructed in association with a new security fence to help maintain/inspect the fence and enhance security.
- Enhanced surveillance: Selected areas of the Airport should be monitored by video or camera surveillance. Cameras or systems with improved capabilities are recommended in sensitive areas and can be connected to airport administration/operations as well as local law enforcement.
- Area lighting: Improved lighting in the terminal area such as terminal vehicle parking lot and transient aircraft parking apron area to enhance safety and security should be considered.
- Security Checks: Regular airport staff patrols along the Airport perimeter are recommended to conduct maintenance operations and security inspections.

It is recommended that FTG consider airport security enhancements that include the installation of fencing and access controls, as well as that potential installation enhanced surveillance equipment, area lighting, etc.

4.4.2 Fuel Storage Requirements

As a major revenue source for the maintenance and operation of the Airport, aviation fuel sales have significant financial impact for the Airport in addition to benefiting its users. FTG has one 10,000-gallon Avgas aboveground storage tank (AST) located west of the terminal building, and three underground fuel storage tanks (UST) located at the fuel farm: one 20,000-gallon Avgas fuel tank, and two 15,000-gallon Jet-A storage tanks. There is also a 1,000-gallon Mogas AST located at the fuel farm. Additionally, the Airport has mobile fueling trucks including a 1,000-gallon Avgas truck, a 500-gallon Avgas truck, and a 2,000-gallon Jet-A truck. All storage tanks and fuel trucks are owned Adams County and operated by airport personnel through the Airport FBO.

As with similar airports, fuel storage requirements are typically based upon maintaining a two- or three-week supply of fuel during an average month. The availability for more frequent deliveries can reduce the fuel storage capacity requirement. Storage beyond a four-week period is not recommended as it could degrade the quality of fuel. Because an increasing percentage of future aircraft utilizing the Airport will require Jet-A fuel, future fuel storage requirements may consider increasing Jet-A fuel requirements.



Self-Serve Avgas at FTG

As shown in **Table 4-17**, FTG’s existing fuel storage provides an adequate level of service for existing and future operations for the 20-year planning period. Existing storage capacity also is adequate to account for any potential limited disruption in fuel delivery services. It should also be noted that underground storage tanks are generally being replaced by aboveground tanks for a variety of reasons including cost, environmental considerations, risk management, etc. As it continues to monitor the condition of its fuel tanks, FTG should consider aboveground tanks as a potential ultimate condition.

TABLE 4-17 - FUEL TANK STORAGE REQUIREMENTS

	2017	2022	2027	2032	2037
Average day peak month departures	167	175	193	212	233
Avgas					
– Storage Requirement (gal)	17,215	17,652	19,031	20,436	22,548
– Existing Storage Capacity (gal)	30,000	30,000	30,000	30,000	30,000
Surplus/(Deficiency)	12,785	12,348	10,969	9,564	7,452
Jet-A					
– Storage Requirement (gal)	18,321	20,274	23,273	26,843	29,430
– Existing Storage Capacity (gal)	30,000	30,000	30,000	30,000	30,000
Surplus/(Deficiency)	11,679	9,726	6,727	3,157	570

Source: Aviation.

FTG's fuel tanks provide adequate capacity to accommodate both existing and projected demand. It is recommended that the Airport appropriately maintain its existing fuel tanks and prepare for a potential expansion of its Jet-A capacity over the long term.

4.4.3 Deicing Facilities

All FTG deicing fluids are stored securely in the FBO hangar, and according to Airport Administration, the FBO uses less than 20 gallons of deicing fluid annually. At this level, the Airport is not required to control the deicing fluid discharge through a glycol recovery and containment system. However, FTG should continue to monitor its deicing activities to ensure compliance with US EPA standards. Based on the demand forecast over the 20-year planning period, glycol containment or collection is not required for FTG.

FTG's current deicing operations comply with US EPA requirements; no action is required.

4.4.4 Aircraft Rescue and Firefighting (ARFF) Station/Snow Removal Equipment (SRE)/Maintenance Facilities

FTG has two buildings located on the East Ramp that accommodate the Airport's ARFF and SRE operational needs. The larger of the two buildings was constructed in 1993 and is approximately 11,000 square feet. This facility contains storage for ARFF and SRE vehicles and associated equipment, as well as offices, general storage, a kitchen, and a training area. Located immediately to the east, the second building is

approximately 6,400 square feet and was constructed in 2012. It also houses SRE and maintenance equipment.



SRE Storage Facilities at FTG

Airport Administration has reported that the combined space of the two buildings is insufficient to keep all its equipment under cover. FAA AC 150/5220-18A, *Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials*, requires that SRE storage space be allocated to accommodate storage areas, support areas, and special equipment areas. To minimize the deterioration of that equipment that must still be stored outside, the Airport wants to consider the construction of an additional storage structure to protect the equipment from the elements. Airport staff has indicated, an additional storage space of 80-feet by 80-feet (6,400 square feet) would be adequate to accommodate the Airport's long-term SRE storage needs.

It is also important to note that the existing buildings are not optimally located to provide the most immediate and efficient response to relevant events. Ideally, emergency vehicles stored in the buildings would have immediate taxiway (if not runway) access and would not have to cross a runway unless it they were operating on it. In terms of very long-term planning, the Airport should consider an ultimate location to accommodate these operations that maximize their efficiency and safety. Any recommendations associated with this should be reflected on the Ultimate Airport Layout Plan.

It is recommended that an additional 6,400 square feet of storage be constructed to accommodate existing and future SRE vehicles and equipment within the 20-year planning period. Additionally, the Airport should consider an ultimate location for its ARFF and SRE operational areas.

4.4.5 Airport Equipment

Aircraft Rescue and Firefighting Equipment

FTG's existing ARFF vehicles meet ARFF Index B² requirements and are considered to be in fair to good condition. These vehicles are stored under cover in a maintenance bay with most of the SRE and other maintenance vehicles. Additionally, FTG ARFF requirements are supported by a mutual governmental agreement with the Bennet Fire Department (BFD) which has donated previously used firefighting equipment to the Airport.

No additional or replacement ARFF equipment is recommended for this planning period.

Snow Removal Equipment and Maintenance Equipment

FTG's current SRE and airfield maintenance equipment (listed previously in *Chapter Two*) is currently adequate to meet the requirements of FAA AC 150/5200-30C, *Airport Winter Safety and Operations*. However, it should be noted that FAA Order



Snow Blower at FTG

² Although not certificated under 14 CFR Part 139, *Certification of Airports*, FTG voluntarily provides ARFF equipment and extinguishing agent equivalent to Part 139 Index B requirements (see Part 139.317, *Aircraft rescue and firefighting: Equipment and agents*).

5100.38D, *Airport Improvement Program Handbook (AIP)*, specifies that the useful life for equipment to be 10 years. In considering the eligibility for replacing equipment, it must be designed and justified based on both FAA AC 150/5200-30, and AC 150/5220-20, *Airport Snow and Ice Control Equipment*.³ Maintenance vehicles for safety area mowing and wildlife management consist of the 2014 John Deere 5085E tractor (condition new), the 2009 New Holland TV 6070 tractor (condition good), the 1992 Bush Hog mower deck (condition poor), the 1991 Rhino mower deck (poor), and the 2009 Schulte mower deck (poor). It is recommended that the airport maintenance vehicles be replaced during the 20-year planning period.

The two 1993 Oshkosh P-Series trucks, two 1996 Stewart Stevenson Brooms, and 2001 Case 821 C Loader are recommended to be replaced within the 20-year planning period and are currently in the Airport's Capital Improvement Program. The vehicles that will need to be replaced, based on the replacement schedule include the; 1993 and 1994 International Paystar brooms, the 1993 International plow trucks, the 1983 and 1987 Oshkosh blowers and the 2003 Oshkosh broom during the 20-year planning period.

Ground Support Equipment (GSE)

Ground support equipment at FTG is provided by the Airport's FBO, which is owned by Adams County. GSE can include aircraft tugs, deicers, ground power units, lavatory carts, potable water carts, baggage carts, belt loaders, air stairs, and other service vehicles. The Airport's existing GSE is stored in a storage bay on the east side of the terminal building. Note that the amount of GSE required at an airport is generally determined by the demand of individual operators. GSE at the Airport is projected to be adequate to meet the demand of existing and future operations. Existing parking for GSE is also adequate for existing operations. FTG will need to continue to maintain or replace its equipment as required.

GSE equipment storage is adequate for current and future demand during the 20-year planning period.

4.4.6 Utilities

All utility lines serving the Airport are buried underground and provide service to the terminal building, hangar area, airfield facilities, lighting, and navigation aids. Utilities at FTG include water, sanitary sewer, phone, electric, storm water, and natural gas. Wastewater is treated on-site via a wastewater treatment facility that was built in 2008 and located west of the airfield. The current utilities at the Airport are adequate for the existing structure as well as for potential taxiway lighting system installment. For future hangar and/or landside development, the water lines and wells would need to be analyzed for capacity and/or limitations to the current system.

It should also be noted that the east development area on the airport lacks natural gas lines and sewer, with the existing facilities being on septic systems. In order for development to continue on the east side of the Airport, additional utility

³ For airports that are not 14 CFR part 139 certificated airports, per FAA policy, only one snow removal carrier vehicle is eligible unless the ADO concurs that the airport is large enough, busy enough, and/or has significant snowfall to warrant an additional vehicle.

infrastructure will be required that is dependent on the nature of future development.

It is recommended that FTG maintain the utility infrastructure to meet current demand within the 20-year planning period. As future landside and hangar development occurs, utility locations and capacity would have to be analyzed for limitations to the current infrastructure.

4.5 Other Airport Considerations

4.5.1 Airports Geographic Information Systems (AGIS)

To better support FAA NextGen, GIS standards have been introduced and are gradually being phased in over time. The goal with NextGen is to create a system-wide standard for collection and input of aviation data. The FAA introduced three new advisory circulars to provide guidance for these new standards, which became mandatory for all federally obligated airports on September 2009. FAA AC 150/5300-16A, *General Guidance and Specifications for Aeronautical Surveys*, FAA AC 150/5300-17C, *General Guidance and Specifications for Aeronautical Surveys: Airport Imagery Acquisition and Submission to the appropriate government agencies*, and AC 150/5300-18B, *General Guidance and Specification for Aeronautical Surveys: Airport Survey Data Collection and Geographic Information System Standards*, describe how the data is collected and processed. As part of the Master Plan, GIS data will be collected in accordance with these criteria and aeronautical information included on the ALP.

FTG will be compliant with the AGIS requirement at the completion of this Master Plan.

4.5.2 Spaceport Colorado



Front Range Airport has recently submitted an application to the FAA's Office of Commercial Space Transportation for a Commercial Launch Site Operator License to conduct spaceport launch activities based on a horizontal takeoff, horizontal landing, manned, reusable launch vehicle (RLV) based at FTG. The Office of Commercial Space Transportation is charged with ensuring the protection of the public, property, and the national security and foreign policy interests of the United States during commercial launch or reentry activities, and to encourage, facilitate, and promote U.S. commercial space transportation. Federal law requires commercial launch operators to hold licenses, either as permission for a single launch of a specific vehicle or a broader license to allow a certain type of vehicle to be launched by that operator from a specific facility. These licensing certificates are active for five years from date of approval.

The operational and development requirements of a spaceport are directly related to the specific launch vehicles that utilize the facility. Each RLV and operator has specific requirements that must be satisfied before a spaceport can support their needs. Facility requirements, dictated by launch vehicle type, include the specific requirements of propellant storage and loading, the housing of the RLV prior to and after flight, as well as processing, maintenance, and integration of vehicle components. Airfield facilities, such as runways and taxiways, also must meet the

specific needs of each RLV. In addition, planned facilities should include a terminal that will serve as a departure/arrival point for spaceflight participants and guests, mission control, a training/education center, and media access. However, it must also be recognized that any commercial space facilities would have to be incorporated into existing airfield facility infrastructure in accordance with current FAA safety requirements and Federal grant assurances.

The existing airfield infrastructure at FTG, including existing runways and taxiways, is fully capable of supporting operations by any RLV operator currently being considered in the existing application. The primary focus of facility requirements associated with spaceport development is the need to isolate a space vehicle that is fully loaded with fuel and oxidizer, due to the potential for explosion. These setback requirements must be observed while keeping spaceport operations compatible with all other existing and planned activities and development at the Airport.

Through previous spaceport planning efforts that include the *2014 Spaceport Colorado* Business Plan and the 2015 Environmental Assessment (EA) for Front Range Airport Launch Site Operator License, facility requirements for the current spaceport proposal have been identified that include two mission prep areas, a fuel storage area, an oxidizer storage area, and a static hot fire test stand area. These are pursuant to the provisions set forth in 14 CFR 400-460 that regulate requirements such as launch safety, launch and reentry of an RLV, experimental permits, financial responsibility and human space flight requirements.

The commercial space launch business is rapidly changing and developing—in fact, it should be considered an industry in its infancy; therefore, particularly when it comes to horizontal-launch vehicles, infrastructure improvements at FTG must be carefully planned and justified to ensure they are both necessary and affordable. To that end, any potential infrastructure improvements will need to meet the criteria of being suitable for aviation use should commercial space operations prove not viable.

For the purposes of the FTG Airport Master Plan, only the airport land area needed to meet the potential facility requirements for Spaceport Colorado will be considered. The following chapter will only reserve appropriate areas for the potential development of these facilities.

4.6 Airport User Survey

FTG users were surveyed in 2015 about the condition of airport facilities, operations, safety and services (see **Figure 4-11** and **Figure 4-12**). In general, the Airport received primarily positive responses (average to excellent) and other comments generally supported the recommendations included in this chapter.

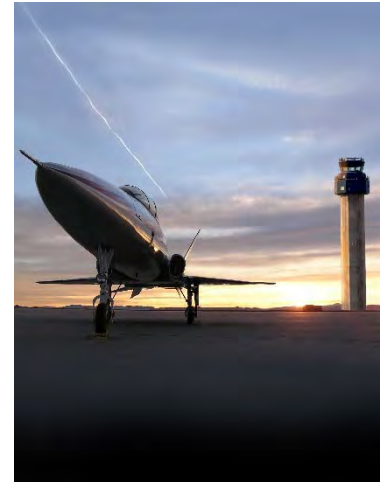
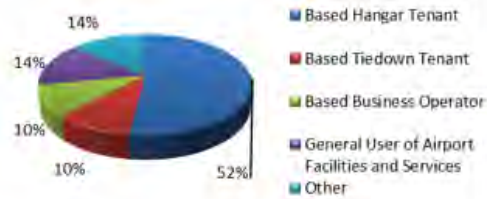


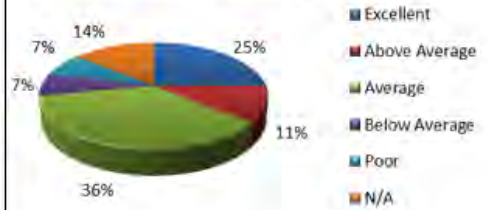
FIGURE 4-11 - FTG USER SURVEY RESPONSES

Overall Operations, Safety, and Appearance

Respondent relationship to FTG



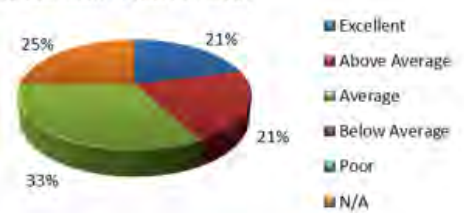
The availability of aircraft services (e.g. maintenance, avionics, aircraft parts, etc.)?



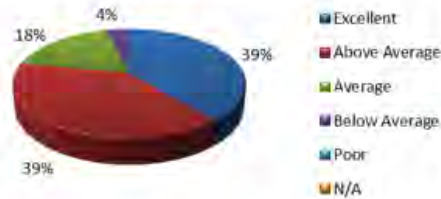
The overall service(s) you received?



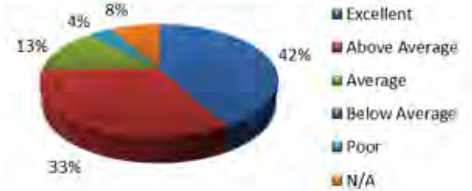
The condition of fuel facilities?



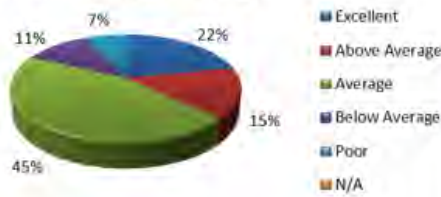
The overall safety of the Airport?



The condition of runways/taxiways?



The overall security at the Airport?



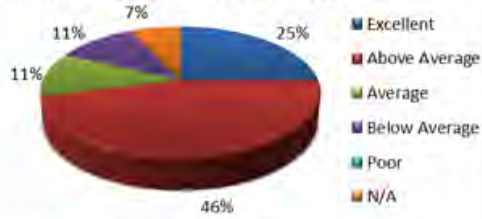
The marking/airfield guidance systems?



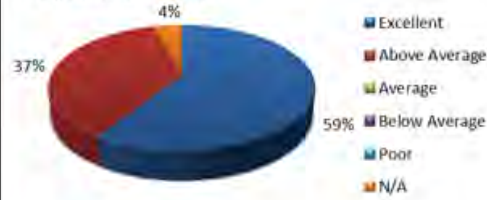
FIGURE 4-12 - FTG USER SURVEY RESPONSES

Overall Operations, Safety, and Appearance

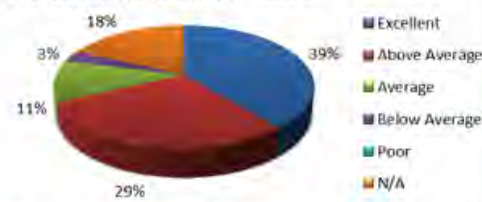
The overall appearance of the Airport?



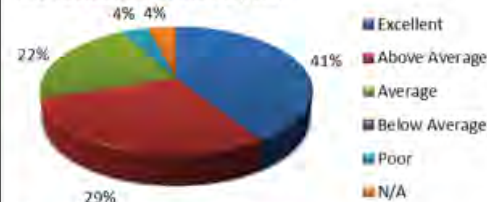
The public restrooms?



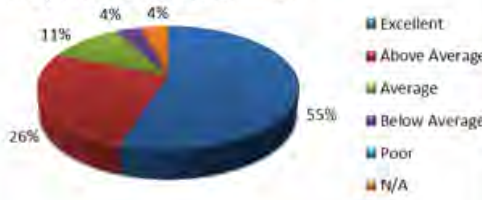
The pilots/flight planning facilities?



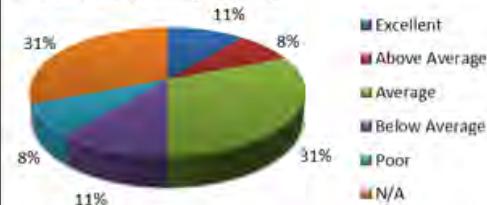
The restaurant at the Airport?



The public area of the terminal?

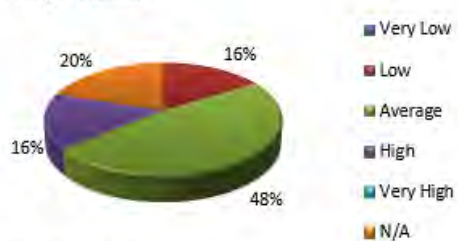


The aircraft washing facilities?

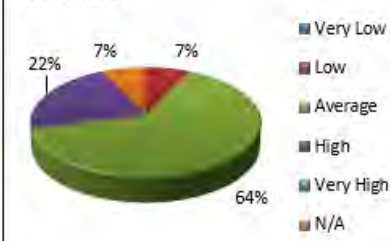


Section B: Costs

Hangar Rental?



Fuel prices?



Tie-down Rental?



4.7 Previous Master Plan Deficiencies & Recommendations

In addition to meeting long-term operational demands and complying with FAA design standards, the 2005 Front Range Airport Master Plan Update had two primary focal points:

- Promote and Enhance General Aviation Activities: identify requirements to meet the long-term operational demands of the general aviation community and to fully accommodate general aviation design aircraft and allow for appropriate growth and development.
- Provide Opportunity and Environment for Air Cargo Operations: identify requirements within developed air cargo forecast scenarios to establish viable air cargo facilities, as well as the airfield infrastructure required for them to operate.

Specific facility requirements were generated for each of these focal points and they are summarized **Table 4-18**. Note that the 2005 Master Plan assumes that the general aviation requirements would be needed since that was the primary role of FTG. Additionally, based on the assumption that air cargo operations could be established at the Airport, an additional layer of facility requirements were identified to meet the needs of that potential activity.

Since the completion of the 2005 Master Plan, air cargo operations have not materialized as had been speculated. However, the facility requirements identified for general aviation activities remain valid and are in fact consistent with many of the facility requirements listed previously in this chapter.

TABLE 4-18 - 2005 FTG MASTER PLAN UPDATE FACILITY REQUIREMENTS

	Existing Conditions	Proposed Development General Aviation	Proposed Development Air Cargo
Access	Imboden Road to 48 th Ave	Improve Imboden Road to 48 th Ave	Improve and extend Manilla Road
Auto Parking	1,666 Parking Spaces	125 Parking Spaces	22 Parking Spaces
Air Traffic Control Tower	None	190-foot ATCT	190-foot ATCT
Critical Aircraft Design Group	Challenger CL 604 C-II	Gulfstream IV D-II	Airbus A300F C-IV
Runway 8/26			
– Length	8,000'	8,000'	10,000'
– Width	100'	100'	150'
– Strength	40,000 lbs. DWG	90,000 lbs. DWG	380,000 lbs. DTWG
Runway 17/35			
– Length	8,000'	10,000'	12,000'
– Width	100'	100'	150'
– Strength	37,000 lbs. DWG	90,000 lbs. DWG	380,000 lbs. DTWG
Taxiway A			
– Width	50'	50'	75' High Speed
– Separation	400'	400'	600'
– Strength	40,000 lbs. DWG	90,000 lbs. DWG	380,000 lbs. DTWG
Taxiway B & C			
– Width	50'	50'	75'
– Separation	N/A	N/A	N/A
– Strength	40,000 lbs. DWG	90,000 lbs. DWG	380,000 lbs. DTWG
Taxiway D			
– Width	50'	50'	75' High Speed
– Separation	500'	500'	500'
– Strength	40,000 lbs. DWG	90,000 lbs. DWG	380,000 lbs. DTWG
Taxiway E			
– Width	N/A	50' High Speed	75' High Speed
– Separation	N/A	600'	600'
– Strength	N/A	90,000 lbs. DWG	380,000 lbs. DWG
Navigational Aids	CAT I ILS (8/26) CAT I ILS (17/35)	None None	CAT III ILS (8/26) CAT III ILS (17/35)
Lighting & Marking			
– Taxiway System	Reflectors	MITLS	MITLS
– Runway Centerline	None	Not Required	Required
– Touchdown Zone	None	Not Required	Required
– Runway Visual Range	None	Not Required	Required
Air Cargo Facility	None	Not Required	21,500 SF Building
De-Icing Apron	100' x 50' Concrete Pad	100' x 50' Concrete Pad	150' x 200' Deicing Apron
– ARFF Index	Index "A"	Index "B"	Index "D"
– ARFF Vehicle	1 Vehicle	2 Vehicles	3 Vehicles
Snow Removal Equipment	See Inventory	1 - High Speed Snow Plow	2 - High Speed Snow Plow
Fuel Storage	(2) 15,000-gal Jet A (1) 20,000-gal Avgas	(4) 15,000-gal Jet A (1) 20,000-gal Avgas	(6) 30,000-gal Jet A (1) 20,000-gal Avgas

Source: 2005 Front Range Airport Master Plan Update.

4.8 Regional Airport System Role

In 2011, CDOT Aeronautics Division published the Colorado Aviation System Plan. The Plan evaluated and measured the performance of the Colorado system of publicly-owned airports and assigned each airport to one of three functional categories:

Major, Intermediate, or Minor. The Plan currently has FTG classified as a Major General Aviation Reliever airport and is included in the National Plan of Integrated Airport System (NPIAS). CDOT evaluated the Airport's current facilities against the Plan's objectives and identified facilities and services that required improvement. **Table 4-19** provides a summary of that evaluation.

TABLE 4-19 - CDOT 2011 IDENTIFIED BENCHMARKS FOR FTG

CDOT Benchmark	CDOT Standard	FTG Existing Condition	Meets Standard?
Federal Aviation Regulations (FAR) Part 77 Compliance	– FAR Part 77 Airspace Drawings – Part 77 local height Zoning	– FAR Part 77 Drawings – Part 77 Zoning	Yes
Master Plan update every five years for Major Category Airports	Master Plan completion for: FTG YR 2013	Last Master Plan: 2004	No*
King Air B200 Airport Accessibility (emergency aircraft operating on minimum runway) (single pilot, up to 7 passengers)	RW length requirement, weather reporting, rotating beacon, published approach, MIRL or HIRL	Has all facilities	Yes
Learjet 35 Airport Accessibility (emergency aircraft) (2 crew, up to 9 passengers)	RW length requirement, weather reporting, rotating beacon, published approach, MIRL or HIRL	Has all facilities	Yes
Existing runway length	Major General Aviation Reliever Airport accounting for 75% of large aircraft at 90% useful load	8,000 feet	No
Primary Runway Pavement Condition Index (PCI) rating	Primary Runway PCI of 75 or greater	PCI of 90	Yes
Primary Taxiway Pavement Condition Index (PCI) rating	Primary Taxiway PCI of 75 or greater	PCI of 58	No*
Primary Apron Area PCI Rating	Primary Apron PCI of 75 or greater	PCI of 86	Yes
Security Level Classification based on TSA Guidelines by System Plan Role	Minimum, Low, Medium, High Risk	Medium Risk	No/NA
Recent and Pending LPV/APV Approaches for System Airports	If a Major category airport cannot accommodate an ILS, the airport should at least have an approach with vertical guidance	Published since 2005	Yes
GPS Approach Status for Major and Intermediate Airports	Included in 2005	Publish Date: 9/25/2005	Yes
Major Airport Performance Snow Removal Equipment Objective	Snow Removal Equipment Plan by year 2011		Yes
Major Airport Facility and Service Objectives De-Icing Equipment	De-Icing Equipment Objective in YR 2011		No
Airport Safety/Security Fencing	NPIAS Airport Security/Safety Fence		No
Facility and Service Objectives:			
– Runway Width	RW Width Objective 75 feet in YR 2000, 2005, 2011	RW width of 100 feet	Yes
– Runway Strength	Runway Strength Objective of 34,000 pounds in YR 2000, 2005, 2011	30,000 pounds	Yes
– Taxiway Type	Major Airports: Full or partial parallel Taxiway	Full Parallel Taxiway	Yes
– Published Approach	Published Approach Objective: Precision in YR 2000, 2005, 2011		Yes
– Visual Aids	Rotating beacon, lighted wind cone, REILs, PAPIs, VASIs in YR 2000, 2005, 2011		Yes
– Runway Lighting	Runway Lighting HIRL or MIRL in YR 2000, 2005, 2011	HIRL	Yes
– Weather Reporting Facilities	On-site ASOS or AWOS	AWOS	Yes

CDOT Benchmark	CDOT Standard	FTG Existing Condition	Meets Standard?
– Telephone, Restroom, FBO, Aircraft Maintenance, Fuel: Jet A & 100LL, Courtesy Car, Taxi/Shuttle, Rental Car, Terminal, Apron, Hangars, Auto Parking	Met Objectives in YR 2000, 2005, 2011		Yes

*Has since been corrected since 2011

It was determined that FTG does not meet some airport-specific objectives identified in the 2011 System Plan⁴ (several of the deficiencies either have been or are in the process of being addressed). Of greatest significance is the recognition that FTG does not have safety/security fencing, an important improvement to increase airport safety and security in that it helps protect airport assets, and aids in prevention of wildlife intrusions⁵. The Plan also recommends the integration of an access control system and suggests that FTG convene a security committee to address long-term security enhancements. Finally, it should be recognized that the Plan recommends a runway length benchmark of 8,950 feet, 950 longer than the Airport's existing runways. The study also acknowledges that "aircraft can operate on runway lengths that are less than optimum if they shorten their trips lengths and/or depart with less than full loads."

4.9 Summary

A summary of the facility improvements that currently need to be addressed during the 20-year planning period is provided below in **Table 4-20**. Certain improvements will be further examined in **Chapter Five - Alternatives Analysis** to evaluate options to accommodate the facility requirements.

TABLE 4-20 - FACILITY REQUIREMENTS SUMMARY

Facility	Identified Requirement
Airfield Facility Requirements	
Airfield Demand Capacity	– No action required
Airport Design Standards	– No action required
Runways	– Preserve potential runway extensions and widening in Ultimate ALP – Add blast pads to Ultimate ALP per FAA AC 150/5300-13A
Taxiways	– Update fillet standards per FAA AC 150/5300-13A – Eliminate direct access from apron to runway via Taxiways A5, A6 and D7 per FAA AC 150/5300-13A – Resolve potential operational conflicts on Taxiway E – Preserve potential taxiway system expansion in Ultimate ALP
Airfield Pavement	– Investigate existing pavement strength of Runway 17/35 – Investigate potential selected strengthening of taxiways to support Runway 17/35
Airfield Visual Aids	– Install MITLs on Taxiway A, Taxiways A3-A9, Taxiway B, Taxiway C, Taxiways C1-C2, and Taxiway E and E7

⁴ 2011 Colorado Aviation System Plan Technical Report, Colorado Department of Transportation, Division of Aeronautics. http://www.coloradodot.info/programs/aeronautics/colorado-airport-system/2011SP_TechReport/view

⁵ 2011 Colorado Aviation System Plan Technical Report, CDOT; "the system plan has not established a specific objective related to which system airports should have fencing, not has an objective been established as to how much fencing is appropriate, since conditions at each airport vary."

Facility	Identified Requirement
Navigation Aids (NAVAIDs)	– No action required
Obstruction Removal	– Recommendations to be incorporated into the ALP set
Landside Facility Requirements	
Terminal Building	– No action required
Aircraft Hangar Requirements	– Prepare for short-term T-hangar development – Preserve / refine hangar development modules
Aircraft Parking Aprons	– Redesign transient apron
Landside Access and Parking Requirements	– No action required
Airport Support Facility Requirements	
Airport Security	– Construct security fence and perimeter road – Install access control – Establish Airport Security Committee
Fuel Storage Requirements	– No action required
Deicing Facilities	– No action required
ARFF / SRE Facilities	– Construct an SRE/maintenance building of 6,400 square feet
Airport Equipment	– Replace SRE and maintenance vehicles as they reach their useful life, as reflected on CIP.
Utilities	– No action required
Spaceport Facilities Requirements	
Spatial Requirements	– Reserve appropriate airport land area required to meet projected facility needs for potential spaceport operations – Ensure that prospective spaceport development areas do not adversely impact traditional airport operational activities.



5.0 DEVELOPMENT ALTERNATIVES & RECOMMENDED PLAN

The purpose of this chapter is to identify, present, and evaluate various development alternatives for the Front Range Airport (FTG or the Airport) that are designed to meet projected levels of aviation demand and their associated facility and design requirements over the next 20 years. The result of that evaluation is a preferred development plan for the Airport that will support its evolution and growth in a manner that enables it to meet its future aviation needs in a safe, efficient, and sustainable way over the 20-year planning period. The preferred development plan is the culmination of the planning process detailed in the previous four chapters and will serve as the basis of the remaining two chapters of the Airport Master Plan (AMP), including the Airport Layout Plan (ALP) drawing set.

This alternatives analysis solicited input from a variety of sources including previous chapters of this master plan, the Planning Advisory Committee (PAC), Airport staff, the general public, the FAA, the State of Colorado, and other interested parties. It examines various development concept alternatives designed to meet the previously identified facility requirements by employing evaluation criteria to select a preferred development plan. Following their identification, each alternative is evaluated on their ability meet demand and provide for future flexibility, while maintaining a safe aviation environment. Additionally, this chapter provides a description of the various factors and influences, which will form the basis for the Airport's long-term development program.

It should be noted that the FAA encourages airports to consider the no-build option as a comparison against the development alternatives that is based on the existing infrastructure. In a no-build alternative, facilities, structures and layout would remain unchanged and the Airport would maintain its current physical conditions and operational patterns.

5.1 Development Goals

To assist in conducting the alternatives analysis, several development goals have been formed for purposes of directing the planning effort and establishing continuity in the future development of the Airport. These goals take into account several considerations relating to the needs of the Airport, both in the short-term and the

"The alternatives chapter brings together many different elements of the planning process to identify and evaluate alternatives for meeting the needs of airport users as well as the strategic vision of the airport sponsor. Airports have a wide variety of development options, so an organized approach to identifying and evaluating alternative development options is essential for effective planning."

- FAA AC 150/5070-6B, Airport Master Plans

long-term, including safety, noise, capital improvements, land use compatibility, financial and economic conditions, public interest and investment, and community recognition and awareness. While all are project-oriented, some goals represent more tangible activities than others; however, all are deemed important and appropriate to the future of the Airport. (These goals are designed to augment the AMP study objectives defined in **Chapter 1, Study Introduction and Goals.**) These development goals include the following:

- Accommodate FTG's forecasted demand for aviation activity in a safe and efficient manner by providing necessary airport facilities and services.
- Provide effective guidance for the future development of FTG through the preparation of a logical development program that presents a realistic vision to meet future aviation-related demand.
- Prepare a plan that enables the Airport to fulfill the mission of facilitating and enhancing local, regional, and national general aviation services by “right-sizing” facilities.
- Conduct an analysis that identifies financially feasible projects that maximize use of available Airport areas while meeting needs of the community.
- Develop future development alternatives based upon the most efficient and cost-effective methods.
- Continue to develop and operate the Airport in a manner that is consistent with local ordinances and codes, federal and state statutes, federal grant assurances, federal agency regulations, and FAA design standards.
- Ensure that Airport development remains compatible with the surrounding community and the environment on and near airport property.
- Preserve the development potential of the Airport beyond the forecasted aviation demand to account for possible future aviation services and facility demand increases resulting from unforeseen economic development initiatives and associated aviation uses.
- Encourage and protect public and private investment in land and facility development near the Airport.

5.2 Evaluation Criteria

To facilitate the selection of a preferred development plan, a set of evaluation criteria have been identified for use in this analysis. Through an assessment that incorporates these criteria, the potential benefits and impacts of the various alternative development scenarios can be compared and contrasted, to aid in the selection process. The criteria used to assist in evaluating development alternatives include, but are not limited to the following:

- **Safety/Operational Factors:** Alternatives were evaluated to determine their ability to safely accommodate future demand for aircraft, vehicles, and other relevant factors based on the specific facility being assessed. This criterion evaluates alternative development concepts based on anticipated improvements to operational safety, capacity, and delay, as well as tenant convenience, and other relevant planning considerations such as their ability to meet or enhance FAA design standards.

The Alternatives Analysis is a regimented process by which development options are identified and the final Recommended Plan is established. The Recommended Plan is what is ultimately included on the resulting Airport Layout Plan (ALP).

- **Environmental Factors:** A broad evaluation of environmental factors associated with development was part of the review and comparison of alternatives. Relevant environmental factors include those stipulated in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*. Additional considerations include potential physical impacts to the surrounding community.
- **Economic Considerations:** Economic factors include historic infrastructure investment, the remaining useful life of existing airport facilities, anticipated alternative project costs, and property acquisition requirements. These factors provide a basis for comparing the cost-effectiveness and economic ramifications of various development scenarios.
- **Implementation Feasibility:** There are often factors, both tangible and intangible, that can impact an airport's ability to implement certain development alternatives. The practicability of constructing a new development is an example of a tangible factor. Community and political acceptance are examples of less tangible implementation feasibility dynamics that were considered.

Where appropriate, development alternatives were quantitatively and qualitatively evaluated based on these factors. In addition to these criteria, selected improvements were presented to the Airport in order to receive feedback and input on the demand for and preferred location of each facility. The results of this analysis are used to select preferred development alternatives for specific facility recommendations identified in **Chapter 4, Airfield Capacity & Facility Requirements**.

5.3 Airside Development Concepts & Alternatives

Because all other airport functions relate to and revolve around the basic runway/taxiway geometry, airside development alternatives should be first to be examined and evaluated. While it is essential that the initial development recommendations for the Airport be commensurate with the near-term needs and requirements of the Airport users, the long-term improvement (beyond the 20-year planning period) of the facility should also be considered and planned for to ensure the Airport's capability to accommodate future potential activity levels. Consequently, the main objective of the planning recommendations presented in this section is to identify future development that will result in a runway/taxiway system capable of accommodating forecasted aviation activity levels while preserving potential for unforeseen future development opportunities.

Chapter 4 examines the ability of the Airport's existing runway/taxiway system to accommodate projected levels of activity at FTG through the 20-year planning period. The findings of that analysis indicated that the existing airfield provides sufficient operational capacity to efficiently accommodate aircraft operational demand over the long term. However, to preserve the Airport's capability to accommodate future potential activity levels beyond the 20-year planning period, runway/taxiway improvements are recommended on the Ultimate ALP. Within the planning period, certain airside elements require modification to ensure that the Airport continues to comply with FAA airport design, airspace and safety criteria. Some recommended airfield improvements are intended to enhance the efficiency of aircraft movement on the taxiway system.

Inclusion of a project on the Airport Layout Plan (ALP) is not a guarantee of federal funding support. It simply protects airport land and airspace for a project's potential construction.

The following sections provide overviews of the alternatives analyses for several of the airfield infrastructure requirements as reflected in **Table 5-1**. Although these individual analyses are presented separately, it must be understood that they can and do impact each other. Such potential interactions are acknowledged and addressed as appropriate.

TABLE 5-1 - AIRSIDE FACILITY REQUIREMENTS SUMMARY

Facility	Identified Requirement
Runway	<ul style="list-style-type: none"> – Preserve potential runway extensions and widening in Ultimate ALP – Add blast pads to Ultimate ALP
Taxiway System	<ul style="list-style-type: none"> – Eliminate direct access from apron to runway via Taxiways A5, A6 and D7 – Update fillet standards – Resolve potential operational conflicts on Taxiway E – Preserve potential taxiways in Ultimate ALP
Airfield Pavement	<ul style="list-style-type: none"> – Investigate existing pavement strength of Runway 17/35 – Investigate potential selected strengthening of taxiways to support Runway 17/35
Airfield Visual Aids	<ul style="list-style-type: none"> – Install MITLs on Taxiway A, Taxiways A3-A9, Taxiway B, Taxiway C, Taxiways C1-C2, and Taxiway E and E7
Navigation Aids (NAVAIDs)	<ul style="list-style-type: none"> – No action required
Obstruction Removal	<ul style="list-style-type: none"> – Data to be incorporated into the ALP set

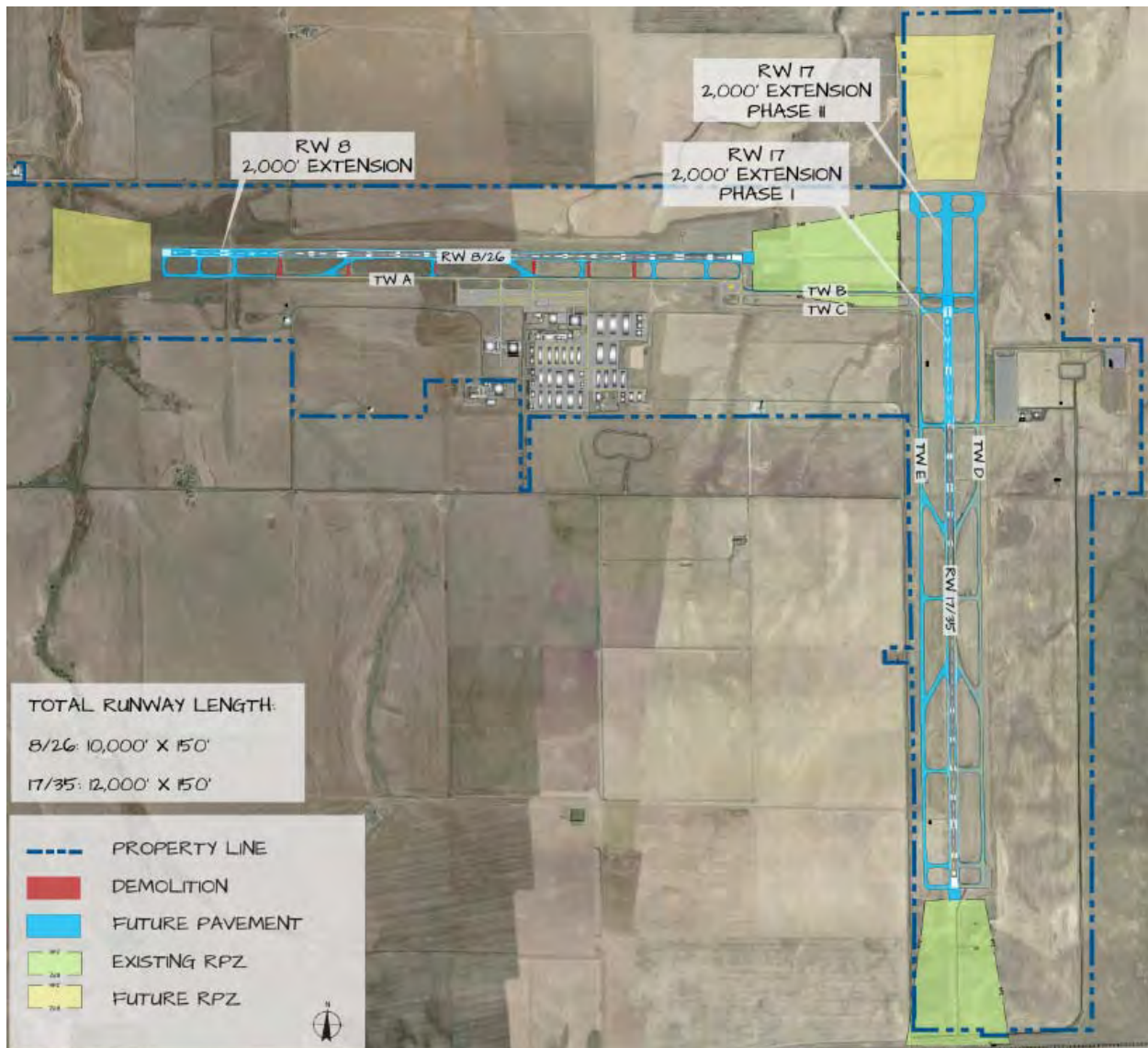
Source: Jviation

5.3.1 Runways

Chapter 4 provides a comprehensive review of FTG's runway system, including orientation, runway lengths and runway widths. The conclusion of that analysis is that the current characteristics of the Airport's two runways (Runway 8/26 and Runway 17/35) are adequate to meet FTG's projected operational requirements for the 20-year planning period. Subsequently, no modifications are required for those characteristics (note that pavement strength is discussed below in **Section 5.3.3**).

However, it was also acknowledged that very long-term development trends within the region and the aviation industry indicate that FTG, in its capacity as a Reliever Airport for Denver International Airport, may require additional runway length at some point in the future. It is assumed that this would likely be needed to accommodate an increased regional demand for aviation services by newer and larger general aviation aircraft, capable of flying greater distances than today. Considering that FTG, the FAA, and the Colorado Department of Transportation (CDOT) Aeronautics Division all want to protect for that future potential development beyond the 20-year planning period, this Master Plan will include an Ultimate Airport Layout Plan sheet within the resultant ALP set that reflects longer lengths for both of FTG's runways (see **Figure 5-1**). It should be noted that these extensions are currently included on a similar Ultimate ALP sheet within the Airport's existing ALP from FTG's 2004 Master Plan; inclusion of these extensions in the current Master Plan's ALP will be a continuation of the existing plan.

FIGURE 5-1 - RUNWAY / TAXIWAY EXTENSIONS INCLUDED IN THE FTG ULTIMATE ALP



Source: Jviation

5.3.2 Taxiways

The Airport's taxiway system should provide for smooth aircraft taxiing requiring minimal changes in aircraft speed and direct routing to and from the runways, terminal area, and aircraft parking areas. Taxiway design principles include:

- Provide each runway with a parallel taxiway or the capability of a parallel taxiway.
- Build taxiways to provide as direct a route as possible.
- Provide bypass capability or multiple access points to runway ends.
- Ensure that taxiways ascribe to the new design criteria detailed in FAA AC 150/5300-13A, *Airport Design*; including updated taxiway fillet design.

- Avoid crossing runways whenever possible.
- Avoid constructing taxiways off the ends of runways.

FTG's present taxiway configuration is generally adequate to serve the present and forecasted levels of operational activity at the Airport. However, there are several additional design considerations that must be addressed, which are reviewed in the following sections.

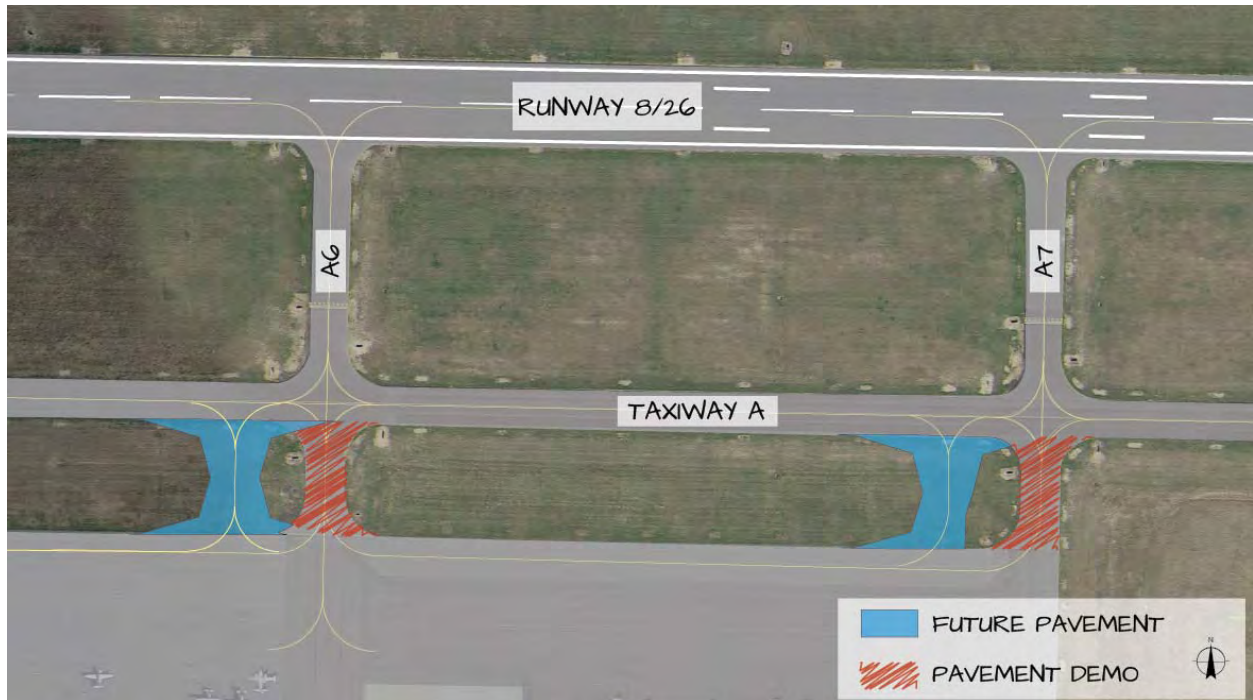
Taxiways A6, A7 and D7 Indirect Access Alternatives

As discussed in the previous chapter, Taxiways A6, A7, and D7 currently do not meet FAA AC 150/5300-13A design standards for taxiways. In an effort to reduce the potential for runway incursions, the design standards do not permit taxiways/taxilanes that lead directly from an apron to a runway without requiring an operating pilot to make a turn. Taxiways A6, A7, and D7 all currently allow for such direct access from an apron to a runway. The following alternatives have been identified to eliminate this noncompliant condition.

Alternative 1 - No Action. This alternative would leave Taxiways A6, A7, and D7 in their current locations and in a non-compliant condition. Since compliance with these design standards is now mandatory, adoption of this alternative would require the FAA to issue a Modification of Standard (MOS) for this condition. It should be noted that issuances of an MOS by the FAA has become increasingly rare and only in situations where there are not reasonable means of meeting design standards. This particular circumstance is not viewed as one which may qualify for an MOS.

Alternative 2 - Relocate Taxilane connectors for Taxiways A6, A7, and Taxiway D7. This alternative would effectively relocate the apron taxilane connectors associated with Taxiways A6 and A7 by closing/removing the existing taxiways and replacing them approximately 150 feet west of their current location (see **Figure 5-2**). It is anticipated that this would occur at the time of their next reconstruction, currently estimated to be in 2034. Similarly, Taxiway D7 would be relocated to the north at the time of its next reconstruction (see **Figure 5-3**). Note that this would also require the partial extension of Taxiway D, which is also consistent with FTG's long-term taxiway plan.

FIGURE 5-2 - TAXIWAYS A6 AND A7: ALTERNATIVE 2



Source: Jviation

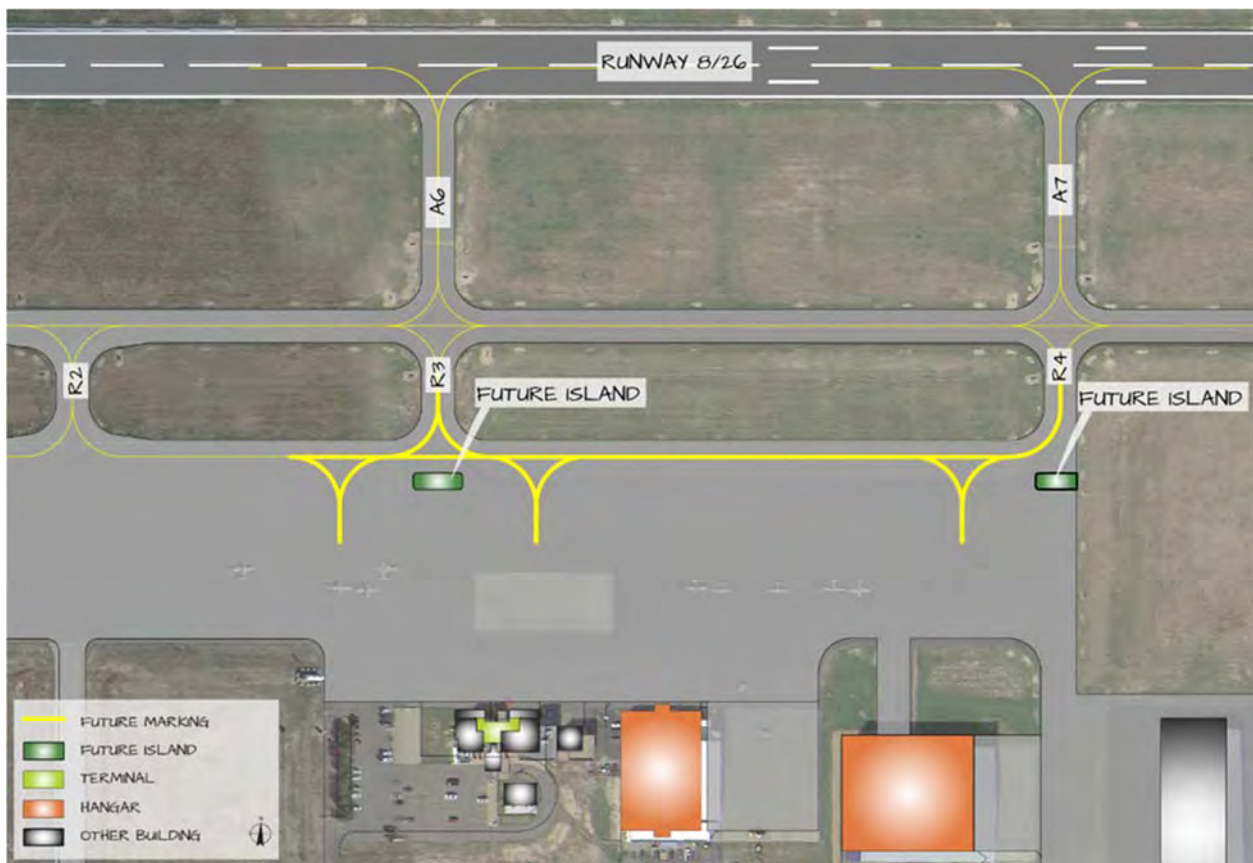
FIGURE 5-3 - TAXIWAY D7: ALTERNATIVE 2



Source: Jviation

Alternative 3 - Construct No-Taxi Apron Island. This is considered a “low cost” alternative to eliminate direct access between FTG’s aprons and its runways. The existing location of the taxilane connectors (R3 and R4) to Taxiways A6 and A7 would be maintained, and two no-taxi apron islands would be established in the Terminal Apron (see **Figure 5-4**). These islands would require pilots exiting the apron to make at least one turn to access the Airport taxiway system, in compliance with FAA design criteria. The islands themselves could be painted as a non-movement area in the short term, while over the long term the pavement could be removed. Note that this alternative could also be introduced on the East Apron (see **Figure 5-5**) with respect to Taxiway D7.

FIGURE 5-4 - TAXIWAYS A6 AND A7: ALTERNATIVE 3



Source: Jviation

FIGURE 5-5 - TAXIWAY D7: ALTERNATIVE 3



Source: Jviation

Alternative 4 - Remove Existing Taxilane Connectors. This alternative rectifies the direct apron to runway access issue by simply by closing and ultimately removing the connectors associated with Taxiways A6 and A7. However, not only would this alternative halve the points of access to the Terminal Apron, but it would also force aircraft operations accessing the airfield to taxi to the far west end of the apron. This is an inherently inefficient operation that would require significantly more taxi time. Note that this alternative is not an option for the East Apron as Taxiway D7 is the apron's only point of access and egress.

To evaluate the alternatives described above, the matrix in **Table 5-2** presents general advantages and disadvantages of each alternative, and considers them with respect to the evaluation criterion defined previously in this chapter.

TABLE 5-2 - TAXIWAYS A6, A7, AND D7 INDIRECT ACCESS COMPARISON MATRIX

	Alternative 1	Alternative 2	Alternative 3	Alternative 4
	No Action	Relocate Access	Install Apron Islands	Remove Access
Advantages	No airport construction actions area required	<ul style="list-style-type: none"> Meets new FAA design standards Maintains apron square footage Maintains existing aircraft taxi time from Taxiway to Apron 	<ul style="list-style-type: none"> Meets new FAA design standards Lowest cost action Maintains existing aircraft taxi time from Taxiway to Apron 	<ul style="list-style-type: none"> Meets new FAA design standard Reduce costs for maintenance, snow removal, etc.
Disadvantages	Requires an FAA MOS	<ul style="list-style-type: none"> Highest cost action Increased drive time for ARFF vehicles for access routes (most noticeable with D7) 	<ul style="list-style-type: none"> Slightly reduced apron square footage Increased drive time for ARFF vehicles for access routes (most noticeable with D7) 	<ul style="list-style-type: none"> Increased aircraft taxi times from apron Reduces terminal apron flexibility Increased drive time for ARFF vehicles accessing terminal apron
Safety / Operational	FTG will not comply with current FAA safety regulations	Will not alter current airport operations	Will have minimal impact on current airport operations	Will have significant negative impacts on airport operations
Environmental	No impacts	No significant environmental impacts anticipated	No significant environmental impacts anticipated (may be beneficial regarding impervious areas)	No significant environmental impacts anticipated
Economic*	\$0	\$796,000	\$5,000	\$627,000
Feasibility	Obtaining an MOS from the FAA is unlikely	Relocation of access points would likely have to coincide with a major pavement rehabilitation project (est. 2034)	<ul style="list-style-type: none"> Short term implementation would be paint Long term pavement removal would be associated with larger construction project 	<ul style="list-style-type: none"> Short term would be closures Airport sponsor & users would vigorously resist this alternative.

Source: Jviation

* Cost estimates are in 2017 dollars.

Through coordination and consultation with the FTG AMP PAC regarding the four alternatives, Alternative 1 was eliminated because it does not adequately address this safety design issue, while Alternative 4 was eliminated since it would create an inefficient operating condition for the Airport where one does not currently exist. Of the remaining two, the PAC determined that Alternative 3 presented the most viable short-term means of addressing the immediate access issue as it is based on remarking the existing aprons. It was also recognized that over the long term, the Airport would have to weigh the costs of relocating the taxiway connectors (which could occur no sooner than 2034) against the costs of removing pavement in the existing aprons in the future. However, at this point, removal of the apron pavement to establish permanent islands should be reflected in the Ultimate ALP.

Taxiway E Operational Conflicts

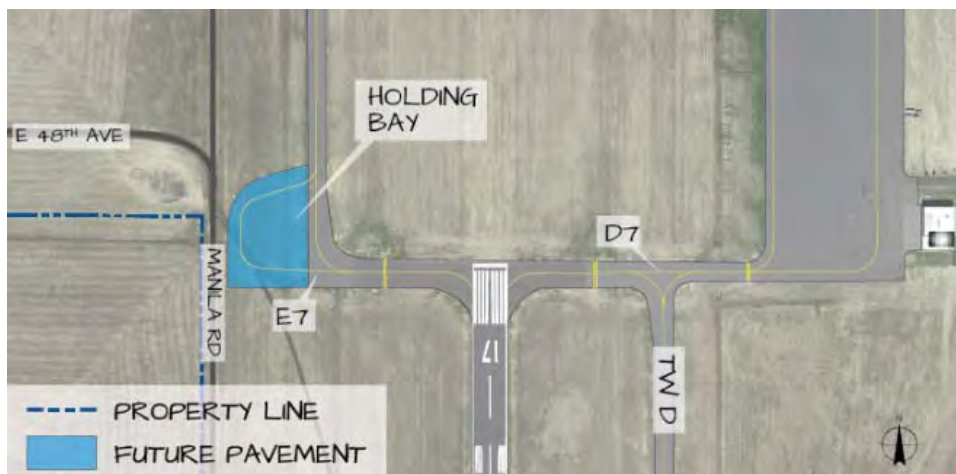
Representatives of the FTG Air Traffic Control Tower (ATCT) have indicated that FTG experiences occasional taxiway conflicts centered on Taxiway E, which can be a bottleneck for multiple aircraft simultaneously transitioning between the Terminal Apron to Runway 17/35. This is both a safety and an efficiency issue. Specifically, aircraft can be forced to hold at the east end of Taxiway C to permit arriving aircraft to taxi to the apron, or aircraft can be held near Taxiway D7 or further back on Taxiway D to allow aircraft to depart on Runway 17/35. In either case, significant

delays can be experienced. From a safety perspective, during hours when the ATCT is closed two aircraft could end up on Taxiway E facing each other, which would force at least one to conduct a 180-degree turn on the taxiway so they could back-taxi and yield to the other aircraft. This is not an ideal condition and aircraft could accidentally exit the taxiway when maneuvering such a turn. The following alternatives have been identified to eliminate this condition:

Alternative 1 - No-Action. This would retain the existing configuration of the north/south Taxiway E with no additional pavement changes. It does not address the operational constraints occasionally experienced by the Airport for aircraft taxiing to/from Runway 17/35, via Taxiway E. With the current pavement layout, only one aircraft can utilize Taxiway E to taxi to/from Runway 17/35. The potential operational conflicts remain.

Alternative 2 - Holding Pad. This alternative would establish a paved holding pad on the southwest corner of Taxiway E large enough to temporarily hold an aircraft so that another aircraft could by-pass it on the taxiway (see **Figure 5-6**). While not providing for independent operations, this pad would provide the ATCT additional flexibility in managing traffic flow. Additionally, during times when the ATCT is closed and there are conflicting Taxiway E operations, a pad would provide pilots with an appropriate means of safely avoiding potential issues.

FIGURE 5-6 - TAXIWAY E OPERATIONAL CONFLICT: ALTERNATIVE 2



Source: Jviation

Alternative 3 - End-Around Taxiway (EAT). An end-around taxiway could be constructed by extending Taxiway D approximately 2,000 feet to the north and then extending Taxiway C approximately 1,000 feet to the east (see **Figure 5-7**). This alternative would provide the safest and most operationally efficient condition by allowing independent taxiing operations for aircraft operating on or transiting to and from Runway 17/35. Facilitating independent operations would also reduce the number of Runway 17/35 crossings, enhancing operational safety. It should be noted that the extension of these taxiways is consistent with FTG's ultimate development

plan, and an appropriate subbase has already been established for these extensions during a previous construction effort.

FIGURE 5-7 - TAXIWAY E OPERATIONAL CONFLICT: ALTERNATIVE 3



Source: Jviation

The matrix shown below in **Table 5-3** presents general advantages and disadvantages of each alternative, and considers them with respect to the evaluation criteria defined previously in this chapter.

TABLE 5-3 - TAXIWAY E OPERATIONAL CONFLICTS ALTERNATIVES COMPARISON

	Alternative 1	Alternative 2	Alternative 3
	No Action	Holding Bay	End-Around Taxiway
Advantages	No cost	<ul style="list-style-type: none"> Provides relief for safety and efficiency issues at minimal cost Could be used as a run-up pad for aircraft departing Runway 17 	<ul style="list-style-type: none"> Maximizes safety and efficiency of taxiway system Advances Airport's ultimate buildout plan Assists in Taxiway D7 relocation
Disadvantages	Safety and efficiency issues related to Taxiway E remain	Cost of construction	Cost of more extensive construction project
Safety / Operational	Safety and efficiency issues related to Taxiway E would remain and should be expected to become more pronounced as traffic levels increase.	Would improve safety and efficiency of airfield operations by providing a means to lessen the potential impact of problem through a limited project.	Would improve safety and efficiency of airfield operations by providing a means to eliminate the issue.
Environmental	None	No significant environmental impacts anticipated	No significant environmental impacts anticipated
Economic*	\$0	\$895,000	\$5,959,000
Feasibility	None	If approved by the FAA, funding may be available in conjunction with a major pavement rehabilitation project	If approved by the FAA, funding may be available in conjunction with a major pavement rehabilitation or ultimate runway extension project

Source: Jviation

* Cost estimates are in 2017 dollars.

Through coordination and consultation with the FTG AMP PAC regarding these three alternatives, Alternative 1 was eliminated since it did not address the safety and efficiency issue that is likely to become more pronounced over time. Of the remaining two, the PAC recognized that Alternative 3 provided the most effective long-term resolution to the issue, assisted in resolving the Taxiway D7 relocation issue (discussed above in **Section 5.3.2.1**) and advanced FTG's ultimate runway development plan; however, construction costs made it prohibitive in the near term. Therefore, the PAC recommended Alternative 2 since it presented the most viable short-term means of addressing this safety issue by providing an area to relieve potential operational conflicts at the least cost. Additionally, it was noted that the holding apron could be used as a run-up area and/or bypass to sequence aircraft departing on Runway 17/35.

Ultimate Taxiway Configuration

Based on the same rationale discussed in Section 5.3.1, FTG should also preserve the potential for long-term taxiway expansion by including future taxiway upgrades on the Ultimate ALP sheet. This would include possible development that lies beyond the needs of the 20-year planning period, but should be maintained as a potential to preserve appropriate Airport areas that could be needed for its ultimate development (see **Figure 5-1**). As was the case with the runways, the taxiway upgrades were originally introduced in the 2004 FTG Master Plan Update; inclusion of these in the current ALP set will be a continuation of the existing plan.

5.3.3 Airfield Pavement Strength

Addressed in the previous chapter, runway and taxiway pavement strengths are designed not only to withstand the loads of the heaviest aircraft expected to use the Airport, but also to be able to withstand the repetitive loadings of the entire range of aircraft expected to use the pavement over the planning period. FTG's pavement strengths for critical airfield infrastructure include the following:

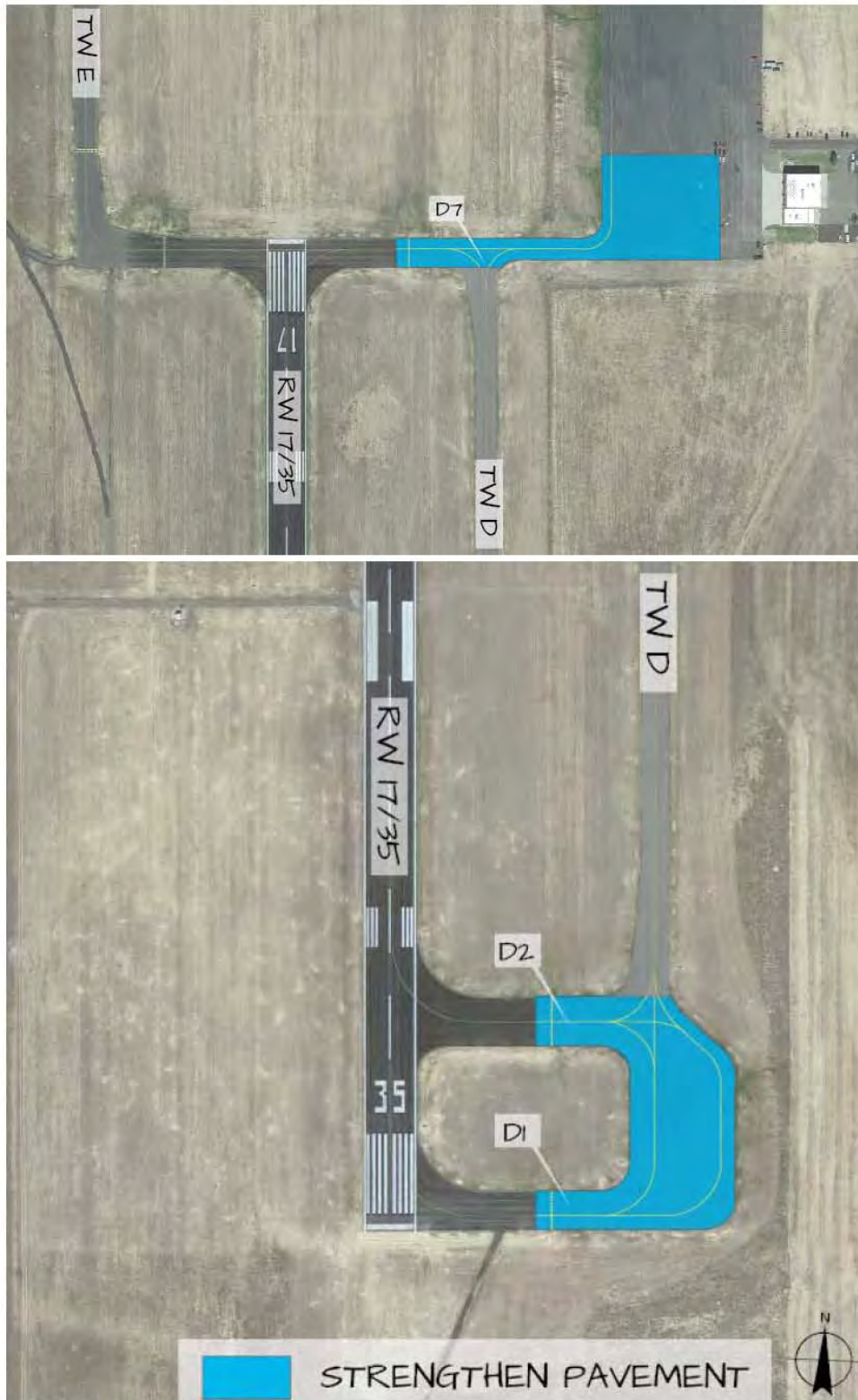
- Runway 8/26: 28,000 pounds (Single Wheel or SW), 40,000 pounds (Dual Wheel or DW)
- Runway 17/35: 34,000 pounds (SW), 75,000 pounds (DW)
- Taxiways: 28,000 pounds (SW), 40,000 pounds (DW)

Whereas the current design aircraft for FTG has been identified as a Bombardier Challenger 300 (a dual-wheel aircraft with a maximum takeoff weight of 38,850 pounds), the current pavement strengths have been deemed to be sufficient for the 20-year planning period.

However, as also recognized in **Chapter 4**, it is understood that Runway 17/35 likely has a pavement strength that significantly exceeds its reported capabilities. Additionally, the Airport has stated that it has had to turn away a limited number of larger general aviation aircraft (e.g., Bombardier Global Express, Gulfstream G650, Boeing Business Jet, etc.) that have maximum takeoff weights that exceed 95,000 pounds (DW). This runs contrary to the Airport's defined role as a Reliever Airport for general aviation aircraft and deprives FTG of potential revenue from those operations. Given those factors, it was recommended that the actual pavement strength of Runway 17/35 be established and that the updated strength be ultimately published.

Assuming that a larger weight-bearing capacity is documented for Runway 17/35, the Airport should also review the strength of associated taxiways, as their current weight bearing capabilities would likely be less than that of the runway. Since aircraft require appropriate pavement strength on taxiways as well as runways to operate at an airport, FTG may have to consider strengthening selected segments of Taxiway D and its connectors to permit such operations. Based on discussions with Airport management, for the limited number of additional aircraft operations that FTG would realize if the weight limit were to be raised, **Figure 5-8** shows those areas of pavement that would have to be strengthened.

FIGURE 5-8 - TAXIWAY STRENGTHENING AT FTG



Source: Aviation

In this scenario, larger general aviation aircraft are assumed to be operating on the East Apron (and not the Terminal Apron), requiring Taxiway D7 to be strengthened. Since some back-taxi operations would be required on Runway 17/35, Taxiways D1, D2, and the segment of Taxiway D connecting the two would have to be strengthened to form a "jug handle" to permit aircraft operating on the runway to turn around. This would eliminate the need for those aircraft to pivot on the runway itself, which could ultimately result in damage to the pavement under certain weather conditions (e.g., high pavement temperatures). The FTG AMP PAC supported this development recommendation.

Beyond the planning period or at the time of the next runway reconstructions, FTG should review its pavement requirements and consider potential strengthening options. Greater weight-bearing capacities would be consistent with its status as a general aviation reliever airport in combination with industry trends towards larger aircraft. Although not justified within this planning effort, it would be reasonable for FTG to ultimately consider the potential of strengthening Runway 8/26 to 60,000 pounds (DW) to accommodate most Group C aircraft. While a separate pavement strength analysis would be required for Runway 17/35 if it were to be extended in the future, it would be realistic to expect that its pavement strength would require a minimum of 100,000 pounds (DW) to accommodate the full range of general aviation aircraft into the future.

5.3.4 Airfield Visual Aids

Chapter 4 recommended that the Airport pursue the installation of medium-intensity taxiway lighting (MITLs) on Taxiways A, B, C, and E, as well as on their associated connector taxiways. Such lighting provides enhanced situational awareness to those operating on or around an airport, particularly during times of reduced visibility (i.e., nighttime, inclement weather, etc.). It is a safety-related enhancement and appropriate for a designated reliever airport like FTG. Installation of these lights would also be consistent with FAA AC 150/5340-30D, *Design and Installation Details for Airport Visual Aids*, which recommends MITLs on taxiways and aprons at airports where runway lighting systems are installed. FTG has runway lighting systems on both of its runways.

For the purposes of this analysis, there are only two alternatives: no-build and build. Based on the reasons explained above and supported by the FTG AMP PAC, it is recommended that MITLs be installed on the identified taxiways and selected aprons. Note that installation of this lighting system may be phased and/or coordinated with another future construction project.

5.3.5 Airspace Obstructions

As part of this AMP, an aerial survey was completed for FTG that complied with the requirements associated with FAA AC 150/5300-16A; FAA AC 150/5300-17C, ch 1; and FAA AC 150/5300-18B. In association with this effort and the creation of an ALP set, an obstructions analysis was conducted to establish an inventory of objects identified as obstructions to 14 CFR Part 77 airspace surfaces. In accordance with FAA criteria, any obstructions have been listed in the ALP set, as well as any proposed actions to eliminate or remediate these obstructions.

Clearance of critical airspace surfaces is essential for the safe operation of a runway. Known penetrations to these surfaces must be addressed within a reasonable time frame to ensure that runways continue to maintain a safe operating condition.

5.4 Landside & Airport Support Facilities Development Concepts & Alternatives

This section identifies development concepts and alternatives to address FTG’s existing and future needs for landside and airport support facilities within the 20-year planning period. The following sections provide overviews of the alternative analyses for several of the landside infrastructure requirements as reflected in **Table 5-4**.

TABLE 5-4 - LANDSIDE FACILITY REQUIREMENTS SUMMARY

Facility	Identified Requirement
Aircraft Hangar Requirements	<ul style="list-style-type: none"> – Prepare for short-term T-hangar development – Preserve / refine hangar development modules
Aircraft Parking Aprons	<ul style="list-style-type: none"> – Redesign transient apron
Airport Security	<ul style="list-style-type: none"> – Construct security fence and perimeter road – Install access control – Establish Airport Security Committee
ARFF / SRE Facilities	<ul style="list-style-type: none"> – Construct an SRE/maintenance building of 6,400 square feet

Source: Aviation

5.4.1 Aircraft Hangar Development

Airport management has indicated that there is currently a demand for additional hangar storage specifically related to smaller and mid-sized T-hangars. As demonstrated in **Chapter 4**, there is a current deficiency in T-hangars and small box hangars that is projected to continue throughout the planning period. (Note that a surplus of larger box/corporate hangars was also identified over the same time period, meaning that some of the demand could conceivably be accommodated by larger hangars. For aircraft owners, this would likely be a function of the financial practicability of leasing a larger hangar than what they may require.) The current ALP shows a series of hangar development modules throughout the Airport designed to promote uniform and sequential growth. Within the existing Hangar Module 3, there is sufficient space available for future T-hangar and small box hangar development to accommodate demand throughout the planning period (see **Figure 5-9**).

FIGURE 5-9 - HANGAR DEVELOPMENT WITHIN MODULE 3 AND VICINITY



Source: Jviation

Additionally, through discussions with Airport management, some adjustments will be made to the terminal area hangar design configuration reflected in the current ALP. Specifically, the number of hangar development modules will be reduced and renumbered, and the suggested hangar development configurations of those yet-to-be constructed modules will be eliminated from the ALP. This is to provide the Airport with the maximum flexibility to market and develop those sites in the future (see **Figure 5-10**).

FIGURE 5-10 - UPDATED HANGAR DEVELOPMENT MODULES FOR THE ULTIMATE FTG ALP



Source: Jvation

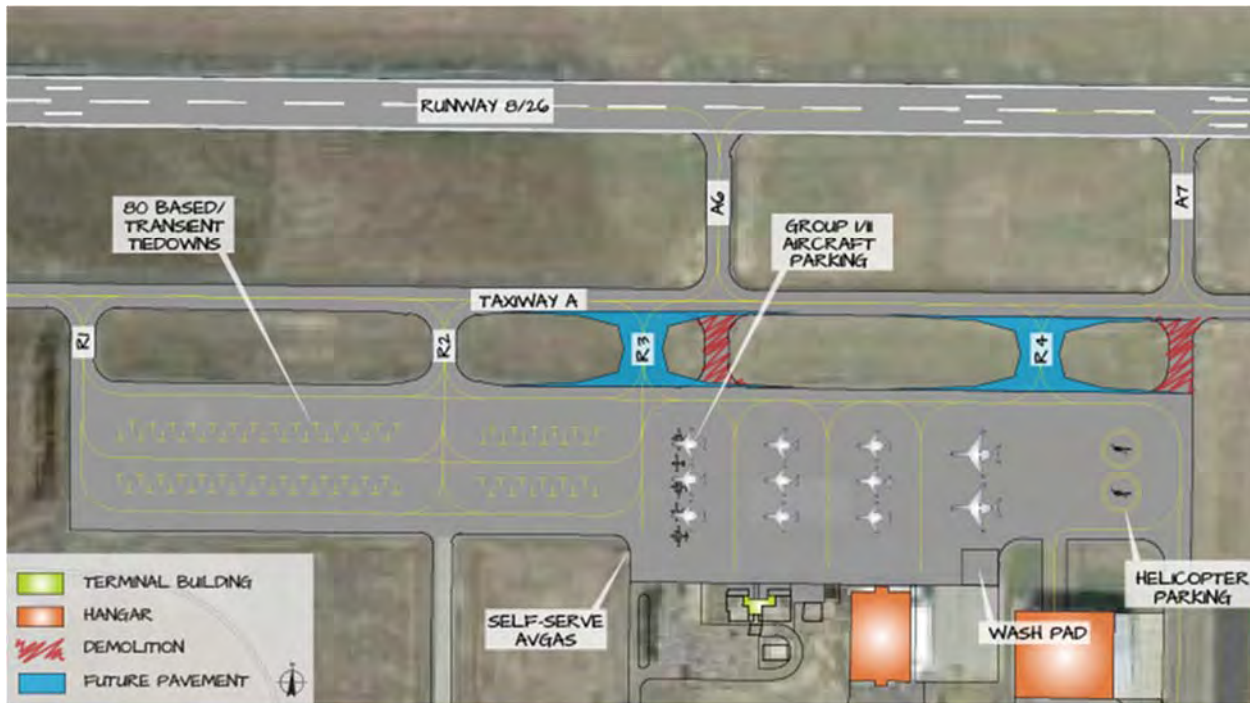
5.4.2 Terminal Apron Layout

The existing FTG Terminal Apron has nearly 775,000 square feet of pavement designed primarily to accommodate small general aviation aircraft. As discussed in **Chapter 4**, based on operational projections, the Airport is projected to have a surplus of apron space for both based and transient aircraft throughout the planning period. Accordingly, additional apron areas are not required.

However, it was also noted that two important aviation industry trends will likely have an impact on FTG's future apron operational requirements. First, as aircraft become more expensive to own, operate, and maintain, it is reasonable that a growing number of aircraft owners will want to house their investment inside a hangar and not keep them on tie-downs where aircraft are exposed to inclement and damaging weather. This trend is generating pressure for FTG to construct more T-hangars and creating an increasing surplus of tie-downs. Second, the most significant growth experienced in general aviation has been, and will continue to be, in larger, corporate turbine aircraft. These aircraft have different operational patterns than that of small general aviation aircraft (e.g., power-in/power-out transient parking, towing operations, a wide range of apron occupancy times, etc.) and require the apron to be designed and operated in different ways. This has compelled the Airport to consider new and more efficient ways to manage its Terminal Apron to

accommodate these aircraft and their operational requirements. Based on discussions with Airport administration, **Figure 5-11** presents an updated configuration for the Terminal Apron recommended for inclusion in the ALP.

FIGURE 5-11 - TERMINAL APRON RECOMMENDED REDESIGN



Source: Jviation

This apron development concept has several key features:

- The layout changes the primary focus of the eastern half of the Terminal Apron from accommodating based tie-down aircraft to accommodating transient aircraft. In doing so, this fundamentally alters the designing principles of the apron from one of rigidity to flexibility. Since transient operations are inherently uncertain in terms of aircraft types, aircraft numbers, operational missions, length of stay, etc., FTG's apron operations must become more flexible.
- The design preserves current operational patterns associated with accessing the existing hangar infrastructure, the self-serve fueling system, and the western apron tie-downs.
- The layout removes tie-downs from that eastern half of the Terminal Apron, as well as the area light poles located within the apron. (Note that based on the findings in **Chapter 4**, these tie-downs are not required to meet current or future demand.) It also preserves 80 tie-down locations, which exceeds the facility requirements for the planning period.
- On the eastern half of the apron, the aircraft traffic flow is reoriented from being primarily east-west to north-south. This change facilitates power-in/power-out aircraft operations that would follow lead-in lines scaled to accommodate up to Group II aircraft. This design feature would provide a more efficient flow and would minimize the need for the Airport to marshal

aircraft and/or conduct towing operations. The configuration would also improve passenger walking lines from the terminal to aircraft, and vice versa.

- The design effectively incorporates potential upgrades to the apron including two helicopter parking positions and an aircraft wash pad. Additionally, it reserves a relatively large area of apron for undefined use. This again provides the Airport with flexibility to respond to unforeseen demands.

While this development concept is subject to refinement and/or significant changes, it does demonstrate the effective potential of the Terminal Apron.

5.4.3 Airport Security & Perimeter Fencing

Chapter 4 recommends that FTG consider airport security enhancements that include the installation of fencing and access controls, as well as the potential installation of enhanced surveillance equipment. This was in response to FTG's need to:

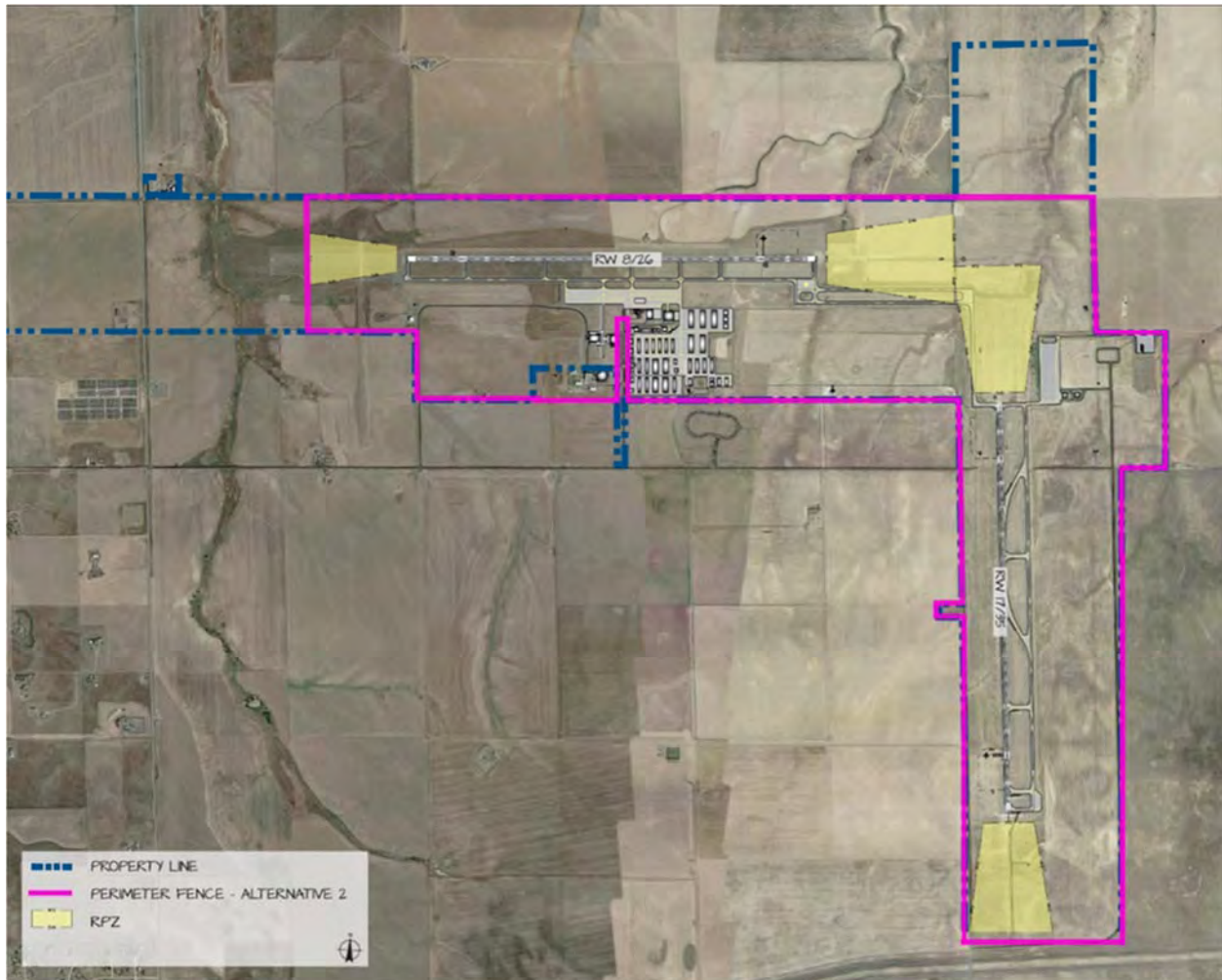
- Limit the ability of unauthorized persons and ground vehicles to access sensitive areas of airport property (i.e. Air Operations Area).
- Limit the ability to move between areas within the Air Operations Area.
- Separate/segregate persons and ground vehicles from aircraft, fueling facilities and other areas of concern.
- Potentially address future wildlife management concerns.

It should be noted that these recommendations are also supported by the 2011 Colorado Aviation System Plan, and the 2015 airport tenant survey that classified FTG's overall security primarily as being "average" to "poor." Alternatives for security upgrades at FTG are described in the following descriptions:

Alternative 1 - No-Action. This would maintain FTG in its current state, which includes a lack of security fencing, security cameras, access controls to the Air Operations Area for individuals and vehicles, etc.

Alternative 2 - Full Perimeter Fencing. This alternative includes the installation of a perimeter fence around the Airport boundary. (It should be noted that the fencing would be designed to comply with TSA guidelines, but could also serve a secondary role in managing wildlife access to the Airport.) It is estimated that FTG will require approximately 90,600 linear feet of perimeter fencing to encompass the Airport (see **Figure 5-12**), in addition to a limited number of access control points (vehicle gates, personnel gates, electronically controlled or monitored points, etc.). The number of access points should be minimized in order to allow for their use and condition to be regularly monitored.

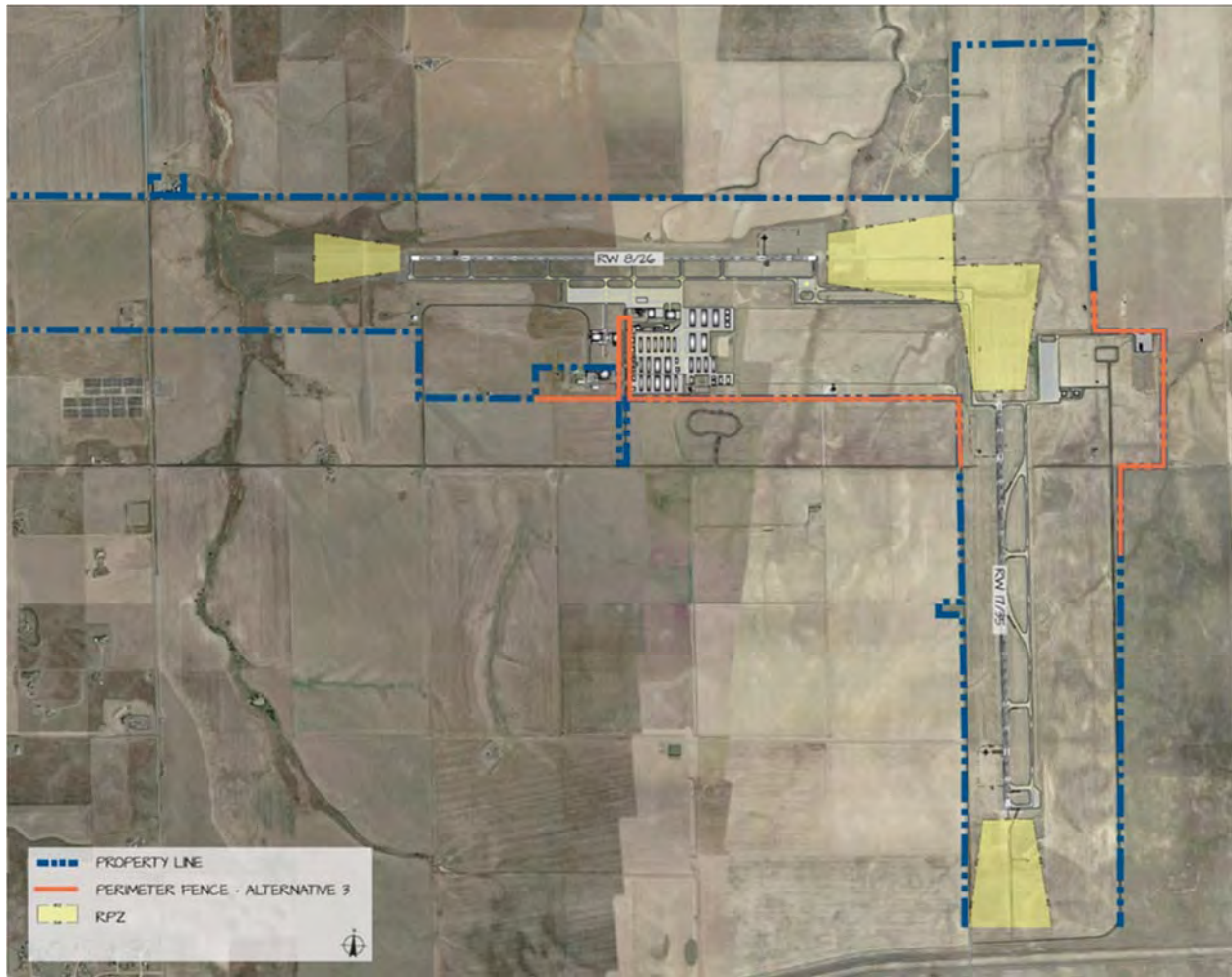
FIGURE 5-12 - PERIMETER SECURITY FENCING: ALTERNATIVE 2



Source: Jviation

Alternative 3 - Partial Perimeter Security Fencing. This alternative is based on the installation of perimeter fencing and access control points in areas with the most direct public interface, such as the terminal area, hangar areas, east apron, and areas abutting active public roadways (see **Figure 5-13**). This could also be viewed as a more cost-effective first phase in the ultimate construction of Alternative 2. While this partial fencing option does not protect all potential entry points, it would serve as a deterrent to unauthorized pedestrian and/or vehicle access by protecting the most critical areas on the Airport.

FIGURE 5-13 - PERIMETER SECURITY FENCING: ALTERNATIVE 3



Source: Jviation

Alternative 4 - Perimeter Surveillance. While not providing a physical barrier to unauthorized entry to the airfield, security or surveillance closed circuit television (CCTV) cameras can provide multiple views of the Airport and serve in either an active security role (through continual manned surveillance), or a passive role (by recording activities for potential review at a later time). If employing active security surveillance, use of security cameras could mitigate the need for a full perimeter security fence. Note that CCTV cameras could be installed in conjunction with, or as an alternative to Alternatives 2 and 3.

As a mechanism to evaluate these alternatives, the matrix in **Table 5-5** presents general advantages and disadvantages of each alternative, and considers them with respect to the evaluation criterion defined previously in this chapter.

TABLE 5-5 - AIRPORT SECURITY & PERIMETER FENCING COMPARISON MATRIX

	Alternative 1	Alternative 2	Alternative 3	Alternative 4
	No Action	Full Perimeter Security Fencing	Partial Perimeter Security Fencing	Perimeter Surveillance
Advantages	No cost	<ul style="list-style-type: none"> Creates physical barrier to unauthorized entry Protection of airfield, equipment, hangars, aircraft and NAVAIDs Acts as wildlife deterrent 	<ul style="list-style-type: none"> Creates limited physical barriers to unauthorized entry Limited protection of airfield, equipment, hangars, aircraft and NAVAIDs 	<ul style="list-style-type: none"> Scalable and flexible Real time surveillance Video record Can be combined with other alternatives
Disadvantages	AOA remains open to unauthorized access by persons and/or vehicles	<ul style="list-style-type: none"> Requires maintenance and some degree of monitoring Highest cost 	<ul style="list-style-type: none"> Limited Airport perimeter protection Requires limited maintenance and monitoring 	<ul style="list-style-type: none"> Could require a continuous manned personnel position Utility infrastructure for installation.
Safety / Operational	<ul style="list-style-type: none"> Does not secure airport or aircraft from unauthorized persons or vehicles Wildlife remains undeterred 	<ul style="list-style-type: none"> Secures airport & operations Deters wildlife incursions 	<ul style="list-style-type: none"> Deters unauthorized persons or vehicles Wildlife remains undeterred 	<ul style="list-style-type: none"> Does not secure airport or aircraft from unauthorized persons or vehicles Wildlife remains undeterred
Environmental	No impacts	Some environmental impacts anticipated	Limited environmental impacts anticipated	No significant environmental impacts anticipated
Economic*	\$0	\$2,400,000	\$570,000	\$60,000 **
Feasibility	Maintaining existing limited security measures is inadvisable over the long term	<ul style="list-style-type: none"> Eligible for federal & state funding Supports FAA wildlife management initiatives 	<ul style="list-style-type: none"> Eligible for federal & state funding Provides significant short-term impact for reduced cost 	Eligible for federal & state funding

Source: Jviation

* Cost estimates are in 2017 dollars.

** Cost does not include security staff positions for active monitoring

Through coordination and consultation with the FTG AMP PAC regarding these four alternatives, Alternative 1 was eliminated since it did not adequately address the safety and security issue that is likely to become more important over time. The PAC noted that the remaining three alternatives could be viewed as a phased approach to providing an appropriate level of security at FTG over the long term. Specifically, all or parts of Alternative 3 could be implemented in the short term to provide immediate physical solutions to discourage unauthorized entrance to the Air Operations Area by vehicles and/or pedestrians in areas most accessible to the general public. Depending on funding availability, any remaining sections of that alternative and/or Alternative 2 could be progressively constructed. Additionally, dependent on Airport priorities, Alternative 4 could be instituted separately or in conjunction with the other alternatives. Supported by the PAC, this was the final recommendation.

5.4.4 Airport Support Facilities

Chapter 4 discusses the Airport's reported need for additional Snow Removal Equipment (SRE) and Airfield Maintenance storage capacity, since it currently keeps some SRE vehicles located outside and exposed to the weather. However, it is important to note these particular pieces of equipment are in excess of that required under FAA AC 150/5220-20, *Airport Snow and Ice Control Equipment*, FAA AC 150/5200-30C, *Airport Winter Safety Operations*, and FAA AC 150/5220-10E, *Guide Specification for Aircraft Rescue and Fire Fighting (ARFF)*. Per FAA standards, FTG not only currently has the required amount of SRE and ARFF equipment based on its

current and projected operations and airfield paved area, but it also has the appropriate amount of storage to accommodate that equipment. Beyond those prescribed FAA minimum requirements, FTG has accumulated additional pieces of equipment which it currently utilizes for airfield maintenance and snow removal operations. While it is understood that the FAA will not fund further storage space for these additional pieces of equipment, the Airport still considers this equipment to be critical to its operation and wishes to protect it from the elements. The supplementary storage space requirements are assumed to be approximately 80 feet by 80 feet (6,400 square feet) and will be required within the planning period.

The following alternatives have been identified for consideration:

Alternative 1 - No-Action. This would maintain FTG in its current state with SRE and airfield maintenance equipment remaining outside in the weather.

Alternative 2 - Existing Facility Expansion. This alternative would construct a new 6,400-square-foot structure of covered storage space near the existing SRE and ARFF facilities. It would also include the construction of a reasonable amount of associated apron (see **Figure 5-14**).

Alternative 3 - New Facility Location. This alternative would site a new 15,000-square-foot storage structure in a location separate from the existing facilities. The new location would be more centralized to the Airport, providing more efficient airfield access and effective response times. The Airport has said that while acceptance of this alternative would be beneficial for its long-term operational efficiency, there would be short-term challenges in managing their operations, which would be located in two locations. Note that this alternative would also require greater site work, extension of utilities, new associated apron areas, and the construction of two new access roads to support the facility (see **Figure 5-14**).

Table 5-6 presents the general advantages and disadvantages of each alternative, and considers them with respect to the evaluation criterion defined previously in this chapter.

FIGURE 5-14 - AIRPORT SUPPORT FACILITIES ALTERNATIVES



Source: Jviation

TABLE 5-6 - AIRPORT SUPPORT FACILITIES COMPARISON MATRIX

	Alternative 1	Alternative 2	Alternative 3
	No Action	Existing Location Expansion	New Facility Location
Advantages	No cost	<ul style="list-style-type: none"> – Maintenance/SRE storage facilities will be in same location to promote operational efficiency and personnel will be in close proximity to ARFF vehicles – Will use existing pavement footprint – Existing utilities available 	<ul style="list-style-type: none"> – Initiates eventual relocation of SRE and ARFF facilities – Preserves long-term development area – Site would eliminate operational requirements to cross runways and provide more immediate management by airport administration
Disadvantages	Additional equipment will continue to deteriorate due to weather exposure.	Federal funding likely not available	<ul style="list-style-type: none"> – Requires new vehicle access route and site development, including utilities – No fueling facilities in close proximity at this proposed location – SRE operations would will be separated – Federal funding likely not available
Safety / Operational	If equipment degrades such that it is unusable, level of airport service could decline.	Maintains current level of operations	Maintains current level of operations
Environmental	No impacts	No significant environmental impacts anticipated	Some environmental impacts anticipated due to new site development
Economic*	\$0	\$673,000	\$4,289,000
Feasibility	No impacts	May be eligible for CDOT funding, though likely not FAA funding	May be eligible for CDOT funding, though likely not FAA funding

Source: Jvation

* Cost estimates are in 2017 dollars.

With respect to planning beyond 20 years and related to Alternative 3, the Airport should also identify and preserve a location for future SRE and ARFF facilities for the very long term. The current facilities are not ideally located to maximize the efficiency of its SRE and airfield maintenance operations, nor does the siting for ARFF structure meet the response requirements for enhanced levels of service (which could potentially be required in the future). Therefore, the Ultimate ALP should also include potential building sites for relocated SRE and ARFF facilities in order to maintain their possible use in the future. Through discussions with the Airport, a site located west of Taxiway E was identified to be reserved for potential future SRE, ARFF, and airfield maintenance facilities. This site is ideally located in a centralized area to maximize operational efficiency.

5.5 Miscellaneous Planning Recommendations

In addition to the alternative presented above, there are several planning recommendations that require description prior to their inclusion in the following two chapters.

5.5.1 Spaceport Colorado

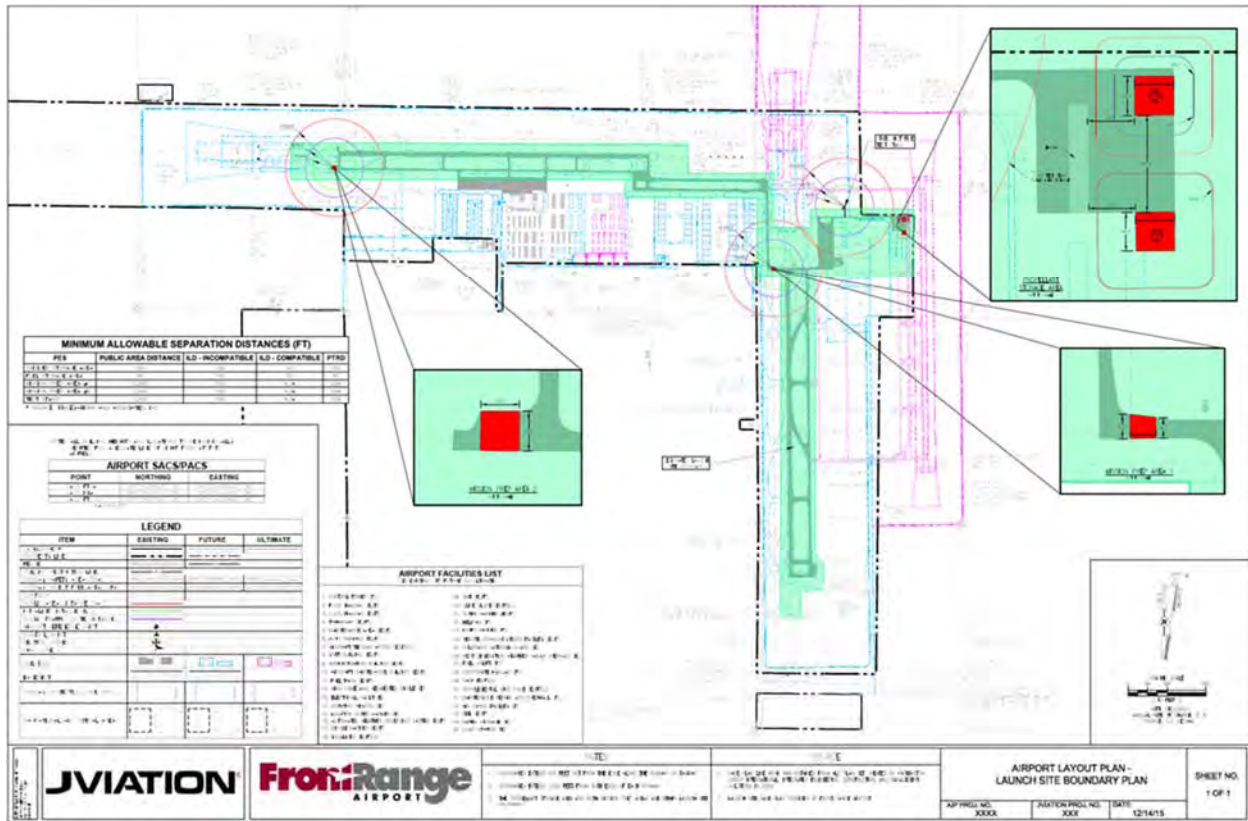
Front Range Airport is actively engaged with the FAA's Office of Commercial Space Transportation for a Commercial Launch Site Operator License to conduct spaceport launch activities based on a horizontal takeoff, horizontal landing, manned, reusable launch vehicle (RLV) based at FTG. In that the commercial space launch business is still in its embryonic stage, the process for securing that license is not firmly established and can be subject to a wide range of operational variables and federal

concerns. This is particularly true for an airport like FTG that is working to combine traditional public use aviation activities with RLVs. (Note that Cecil Field in Florida and Clinton-Sherman Industrial Airpark in Oklahoma are the only two public use airports in the United States that have licensed spaceport facilities.) The challenge facing FTG is how to integrate these vastly different types of operations in a safe and effective manner while still preserving and promoting the Airport's fundamental role within the National Aviation System.

For FTG, through discussions with the FAA Airports Division, it was determined that areas required for potential spaceport use (as detailed in the Airport's spaceport application) should simply be reserved for their potential future use (see **Figure 5-15**). Note that the only permanent facilities required under current planning assumptions include fuel and oxidizer storage areas located on the northeast corner of the east apron. It is estimated that this site will be approximately 4.5 acres in size (650 feet by 300 feet). The remaining two sites are operational in nature (i.e., mission prep areas) and will not require any physical support facilities.

Inclusion of these areas on the ALP should not be interpreted as an official endorsement of the plans detailed in the application by FAA Airports Division, only that these areas should be held apart from development to preserve them for potential future use in spaceport operations. Also, potential airfield infrastructure improvements required solely for spaceport operations are not eligible to be funded through the FAA Airport Improvement Program (AIP). Also note that if these areas were to ultimately be utilized for spaceport operations, they could be subject to an official FAA release of airport property process as detailed in FAA Order 5190.6B, *Airport Compliance Manual*.

FIGURE 5-15 - FTG LAUNCH SITE BOUNDARY PLAN



Source: Jviation

5.5.2 Pavement Management Recommendations

Appropriate pavement maintenance is critical to ensure the operational and financial sustainability of any airport. Because of the significant financial commitment required to maintain pavement, it is critical that an airport establish a long-term preservation and maintenance plan. This plan will consist of annual inspections, regular crack sealing, fog sealing every four years, and ultimate pavement rehabilitation or reconstruction no sooner than 20 years after the pavement's last rehabilitation or reconstruction (the 20-year requirement is current FAA policy). FTG's current pavement age and the anticipated year of its next reconstruction is included in **Table 5-7**. Specific recommendations will be incorporated into the FTG CIP in **Chapter 7**.

TABLE 5-7 - MAJOR PAVEMENT REHABILITATION SCHEDULE

Pavement Area	Year of Last Construction and/or Rehabilitation	Year of Earliest Scheduled Construction and/or Rehabilitation
Runway 08/26	2012	2032
Runway 17/35	2004	2024
Taxiway A	2014	2034
Taxiways A3-A9	2014	2034
Taxilanes		
– R1	2014	2034
– R2	2012	2022

Pavement Area	Year of Last Construction and/or Rehabilitation	Year of Earliest Scheduled Construction and/or Rehabilitation
Terminal Apron		
– West	2009	2029
– East	1999	2019
– Concrete Pad	1999	2019
Taxiway C	1999	2019
Taxiways C1 & C2	1999	2019
Taxiway B	2012	2032
Taxiway E	2012	2032
Taxiway E7	2012	2032
Taxiway D	2009	2029
Taxiways D1-D7 (East half / West half)	2009 (East half) 2004 (West half)	2029
East Apron	1992	2012*
Auto parking paved lots	1992	2012*
Airport access roads		
– Front Range Parkway	1992	2012*
– Manila Road	1992	2012*

Source: Jviation, Airport Administration

*These areas are over-due on pavement maintenance

5.6 Non-Aeronautical Development

In addition to the development alternatives presented above, there are other potential development options requiring consideration prior to their inclusion in the plan. In the sponsor grant assurances, the FAA has stated that airports should be as financially self-sufficient as possible. One way of meeting that goal is for airports to develop property that has been designated as surplus for aeronautical purposes. Property designated as surplus for aeronautical purposes must be shown on the ALP as such and approved by the FAA. Any non-aeronautical development must be fully compatible with airport operations and could be subject to an official FAA release of airport property process as detailed in FAA Order 5190.6B, *Airport Compliance Manual*. Additionally, the FAA requires that any airport property used for non-aeronautical purposes must be leased at fair market value, and as a result could potentially generate significant amounts of revenue for FTG. Such development could include commercial, light industrial, storage, etc.

It is critical to note that through this master planning process, it has been established that FTG has property in excess of what has been projected to be needed within the 20-year planning window and beyond. Therefore, the Airport could consider the integration of non-aeronautical related development into its overall development and financial plans. However, it must also be recognized that once an airport and the FAA releases airport property for non-aeronautical development, it is often very difficult to return that property to aeronautical use. Thus, the Airport must be extremely thoughtful in identifying areas for non-aeronautical uses, focusing largely on properties that lie outside of any airport critical operational areas and away from prime aviation-related development areas (e.g., terminal area, flight line, etc.). Such non-aeronautical development areas will be identified on the ALP.

5.6.1 Equipment Replacement Schedule

Like pavement maintenance, it is important that an airport establish a long-term maintenance and replacement plan for its critical airfield equipment. As described in previous chapters, FTG has a wide variety of Aircraft Rescue and Firefighting Equipment (ARFF), Snow Removal Equipment (SRE), airfield maintenance equipment, Ground Support Equipment (GSE), and other airport support vehicles. This section focuses exclusively on vehicles eligible for FAA AIP funding for replacement, which is limited to SRE. **Table 5-8** lists FTG's current SRE, its age and the anticipated year of its replacement. Specific recommendations have been incorporated into the FTG CIP in **Chapter 7**.

TABLE 5-8 - AIRFIELD EQUIPMENT REPLACEMENT SCHEDULE

Vehicle	Year	Eligible for Replacement	Notes
Oshkosh P-Series Truck 1	1993	2003*	Scheduled for replacement in 2020 per FTG CIP
Oshkosh P-Series Truck 2	1993	2003*	Eligible for replacement & federal funding per FAA Order 5100.38D
Stewart Stevenson Broom 1	1996	2006*	Eligible for replacement & federal funding per FAA Order 5100.38D
Stewart Stevenson Broom 2	1996	2006*	Eligible for replacement & federal funding per FAA Order 5100.38D
Case 821 C Loader	2001	2011*	Scheduled for replacement in 2017 per FTG CIP
International Paystar Broom 1	1993	2003*	Scheduled for replacement in 2023 per FTG CIP
International Paystar Broom 2	1994	2004*	Eligible for replacement & federal funding per FAA Order 5100.38D
International Plow Truck	1993	2003*	Scheduled for replacement in 2020 per FTG CIP
Oshkosh Blower 1	1983	1993*	Eligible for replacement & federal funding per FAA Order 5100.38D
Oshkosh Blower 2	1987	1997*	Eligible for replacement & federal funding per FAA Order 5100.38D
Oshkosh Broom	2003	2013*	Eligible for replacement & federal funding per FAA Order 5100.38D

Source: Aviation, Airport Administration

*These vehicles are potentially over-due for replacement

5.7 Recommended Development Plan

Recommended airside and landside alternatives are aligned with forecasted operations and based aircraft and to allow the Airport space to accommodate additional hangars and other landside development. Utilizing the evaluation of alternatives described in the previous sections, feedback from Airport staff, and the PAC (made up of key tenants and stakeholders), future improvements have been summarized in **Table 5-9**.

Table 5-9 also includes key inputs for the ALP that will directly result from this Master Plan, and for an Ultimate ALP that will be included in the set. Again, the purpose of an Ultimate ALP is to protect for future potential development beyond the 20-year

planning period, and any projects included on that sheet should not be interpreted as being endorsed or funded by the FAA.

TABLE 5-9 - RECOMMENDED DEVELOPMENT PLAN

Development	Master Plan Recommendations	Ultimate ALP Recommendations
Airside Development		
Runway 8/26	No change	Show runway extension and widening
Runway 17/35	No change	Show runway extension and widening
Taxiway System	No change	Show taxiway system expansion
Taxiways A6 & A7	Alternative 3	Create islands by removing apron pavement
Taxiway D7	Alternative 3	Create island by removing apron pavement
Taxiway E	Alternative 2	Alternative 3 (in association with Runway 17/35 extension)
Airfield Pavement Strength	Selected strengthening to accommodate large business jets	N/A
Visual Aids	Install MITLs	N/A
Airspace Obstructions	Remove / mitigate obstructions as required	N/A
Landside / Other Development		
Hangar Development	Construct hangars as required/planned	Consolidate modules
Terminal Apron	Reconfigure apron	N/A
Airport Security	Alternative 3	Alternative 2
Airport Support Facilities	Alternative 2	Alternative 3
Spaceport	Preserve required areas as "nonaeronautical development"	N/A
Airfield Equipment	Replace as required	N/A

Source: Jviation

These projects will be carried through the rest of the Master Plan study for further evaluation and depiction on the Airport Layout Plan, presented in the next chapter. The final chapter will estimate costs and financial resources available to fund recommended projects.

5.8 Environmental Review

The analysis of potential environmental impacts as a result of airport development projects is a crucial part of the master planning process. Early consideration of potential impacts can allow for more accurate project budgets and schedules. This Master Plan integrated the evaluation of environmental impacts throughout each chapter, specifically looking at the potential impacts future development projects may have on existing environmental resources. Through the environmental analysis completed as part of this Master Plan, potential environmental impacts were recognized and taken into consideration when determining preferred alternatives.

Per the National Environmental Policy Act (NEPA) and FAA Orders 1050.1F Environmental Impacts: Policies and Procedures and 5050.4B National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, airport development

projects must be evaluated for environmental impacts. FAA Order 1050.1F specifically defines what level of environmental review is required. Typically, there are four levels of NEPA review depending on the scope and potential environmental impacts of the proposed action. These include FAA internal memo, documented categorical exclusions (CATEX), environmental assessments (EA), and environmental impact statements (EIS):

- **FAA Internal Memo.** Projects that can be categorically excluded per FAA Order 1050.1F and per FAA knowledge of the airport and project do not require documented analysis of each environmental category. The FAA issues a list of projects internally reviewed each year; these projects will likely be included on that list.
- **Documented CATEX.** Projects that can be categorically excluded per FAA Order 1050.1F; however, the FAA requires documented analysis of potential impacts to environmental resources.
- **EA.** Projects that can normally be categorically excluded but involve extraordinary circumstances; cannot be categorical excluded; do not require an EIS; that do not create significant environmental impacts; or may create significant impacts, but the impacts can be mitigated.
- **EIS.** Projects that were evaluated in an EA and it was found that the project would result in impacts greater than the allowable significance threshold and that mitigation would not reduce the impacts below the threshold. It is not anticipated that any projects at FTG will require an EIS.

FTG is located in an area with minimal environmental resources as discussed previously; as such it is not anticipated that any of the proposed development projects would result in significant environmental impacts. Based on a review of projects in the recommended plan and the environmental resources inventoried in **Chapter 2**, some environmental documentation may be required for each project. The likely environmental documentation required for each project has been included in **Chapter 7** which includes detailed descriptions of the projects included in the 20-year planning window. It should be noted that this is a high-level evaluation of environmental documentation requirements; all projects should be coordinated with the FAA who will make the final decision on the level of environmental documentation needed.

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6.0 AIRPORT LAYOUT PLAN

The future development plan for the Front Range Airport (FTG or the Airport) has evolved through a progressive analysis in the Airport Master Plan (AMP) that started with establishing a baseline of current data for the airport, to the development of aviation demand forecasts that were translated into long-term airport facility requirements, which then resulted in an alternatives analysis to establish an appropriate path for airport development into the long-term future. That future development plan then must be translated to the Airport Layout Plan (ALP) drawing set, which is a graphical depiction of the Airport's existing conditions including building facilities, pavements, airspace and obstructions as well as proposed future development for the 20-year planning period. The ALP is intended to provide guidance for the Airport, federal and state agencies and consultants for short-term and long-term capital improvement projects at the Airport. The ALP drawings were prepared in compliance with Federal Aviation Administration (FAA) Standard Operating Procedure (SOP) 2.00, *Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs)*.

The following pages, although not to scale, are an 11" x 17" version of the ALP sheet set. The actual 24" x 36" scaled version of the ALP sheet set has been provided to the FAA, the CDOT Division of Aeronautics, and Adams County for official approval and signature. The FTG ALP set is comprised of the following plan sheets:

- Sheet 1 - Title Sheet
- Sheet 2 - Data Sheet
- Sheet 3 - Airport Layout Plan – Existing and Future
- Sheet 4 - Airport Layout Plan - Ultimate
- Sheet 5 - Terminal Area Plan
- Sheet 6 - Airport Airspace Drawing
- Sheet 7 - Airport Airspace Profile
- Sheet 8 - Obstruction Data Table
- Sheet 9 - Runway 8 Inner Approach
- Sheet 10 - Runway 26 Inner Approach
- Sheet 11 - Runway 17 Inner Approach

- Sheet 12 - Runway 35 Inner Approach
- Sheet 13 - Runway 8 Departure
- Sheet 14 - Runway 26 Departure
- Sheet 15 - Runway 17 Departure
- Sheet 16 - Runway 35 Departure
- Sheet 17 – Land Use Plan
- Sheet 18 – Exhibit A Property Map

FRONT RANGE AIRPORT

WATKINS, CO

AIRPORT LAYOUT PLAN DRAWING SET
SEPTEMBER 2019



LOCATION MAP
NOT TO SCALE



VICINITY MAP
NOT TO SCALE



NOT TO SCALE

INDEX OF DRAWINGS		
SHEET NO.	TITLE	REVISION DATE
01	TITLE SHEET	
02	AIRPORT DATA SHEET	
03	AIRPORT LAYOUT PLAN	
04	AIRPORT LAYOUT PLAN - ULTIMATE	
05	TERMINAL AREA DRAWING	
06	AIRPORT AIRSPACE DRAWING - 1	
07	AIRPORT AIRSPACE DRAWING - 2	
08	AIRPORT AIRSPACE PROFILES	
09	RUNWAY 8 INNER APPROACH SURFACE DRAWING	
10	RUNWAY 26 INNER APPROACH SURFACE DRAWING	
11	RUNWAY 17 INNER APPROACH SURFACE DRAWING	
12	RUNWAY 35 INNER APPROACH SURFACE DRAWING	
13	RUNWAY 8/26 DEPARTURE SURFACE DRAWING	
14	RUNWAY 17/35 DEPARTURE SURFACE DRAWING	
15	LAND USE PLAN	
16	EXHIBIT A - PROPERTY MAP	
17	EXHIBIT A - PROPERTY MAP TABLES	
18	LAUNCH SITE BOUNDARY PLAN	

SPONSOR APPROVAL
ADAMS COUNTY
TITLE
DATE

15-FTG-MAP-PLAN

01-FTG-ALP-COVER.dwg
Sep 18, 2019 11:42am
Joni Davis

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Front Range
AIRPORT

DES: S.G.J.
DR: S.G.J.
CH: J.B.M.
APP: J.B.M.

ISSUE RECORD			
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AIRPORT
LAYOUT PLAN

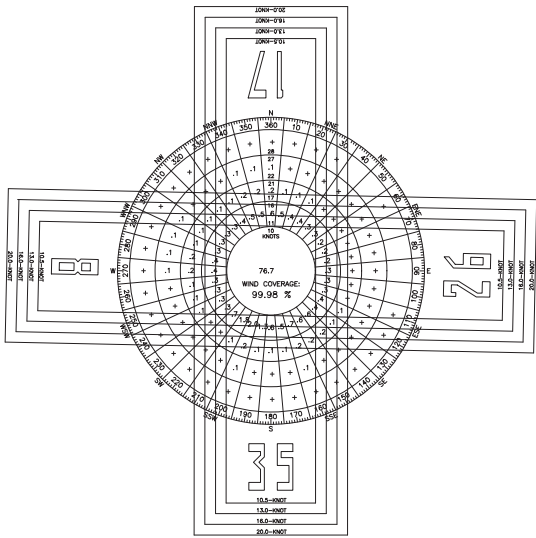
TITLE SHEET

AIP PROJ. NO. 3-08-0016-040-2015	JVIATION PROJ. NO. 2015.FTG.03	DATE: SEPTEMBER 2019
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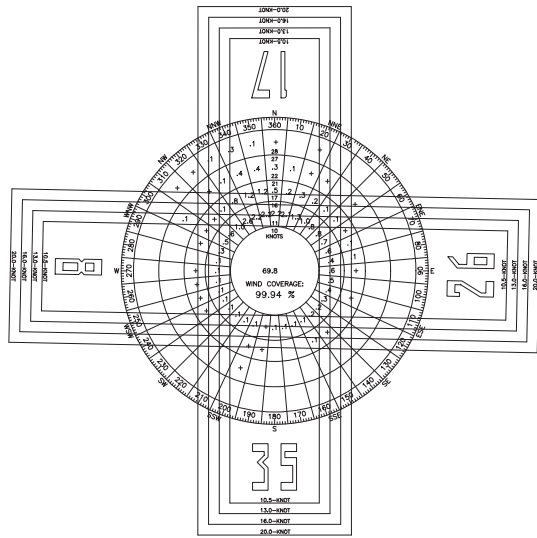
SHEET NO.
01 of 18

RUNWAY DATA TABLE													
	RUNWAY 8/26						RUNWAY 17/35						
	EXISTING		FUTURE		ULTIMATE		EXISTING		FUTURE		ULTIMATE		
RUNWAY DESIGN CODE (RDC)	C-II-2400		SAME		C-II-2400		C-II-2400		SAME		C-II-2400		
RUNWAY LENGTH AND WIDTH	8,000' X 100'		SAME		10,000' X 150'		8,000' X 100'		SAME		12,000' X 150'		
RUNWAY SURFACE COMPOSITION	ASPHALT		SAME		SAME		ASPHALT		SAME		SAME		
PAVEMENT DESIGN STRENGTH (LBS)													
SINGLE WHEEL GEAR (SWG)	28,000		SAME		90,000		34,000		SAME		90,000		
DUAL TANDDEM WHEEL GEAR (DTWG)	40,000		SAME		250,000		75,000		SAME		250,000		
PERCENT EFFECTIVE GRADIENT	0.4%		SAME		SAME		0.5%		SAME		SAME		
PCN	12/F/B/Y/U		SAME		SAME		12/F/B/Y/U		SAME		SAME		
SURFACE TREATMENT	NONE		SAME		SAME		NONE		SAME		SAME		
PERCENT WIND COVERAGE													
10.5 KNOT ALL WEATHER	85.55%		SAME		SAME		92.74%		SAME		SAME		
13 KNOT ALL WEATHER	91.15%		SAME		SAME		95.85%		SAME		SAME		
16 KNOT ALL WEATHER	97.11%		SAME		SAME		98.40%		SAME		SAME		
20 KNOT ALL WEATHER	98.97%		SAME		SAME		99.41%		SAME		SAME		
RUNWAY SAFETY AREA (RSA)													
WIDTH	500'		SAME		SAME		500'		SAME		SAME		
LENGTH BEYOND RUNWAY END	1,000'		SAME		SAME		1,000'		SAME		SAME		
RUNWAY OBJECT FREE AREA (ROFA)													
WIDTH	800'		SAME		SAME		800'		SAME		SAME		
LENGTH BEYOND RUNWAY END	1,000'		SAME		SAME		1,000'		SAME		SAME		
RUNWAY OBSTACLE FREE ZONE (ROFZ)													
WIDTH	400'		SAME		SAME		400'		SAME		SAME		
LENGTH BEYOND RUNWAY END	200'		SAME		SAME		200'		SAME		SAME		
RUNWAY END DATA	8		26		8		26		17		35		
RUNWAY END ELEVATION (MSL)	5,453.42'		5,489.12'		5,438.12'		5,476.49'		5,515.19'		5,455.21'		
RUNWAY END COORDINATES	LAT: N39°47'38.42" LONG: W104°33'54.88"		LAT: N39°47'36.82" LONG: W104°32'12.44"		LAT: N39°47'38.82" LONG: W104°34'20.50"		LAT: N39°47'08.14" LONG: W104°31'27.25"		LAT: N39°45'49.10" LONG: W104°31'27.23"		LAT: N39°47'47.68" LONG: W104°31'27.27"		
TOUCHDOWN ZONE ELEVATION (MSL)	5,469.96'		5,489.12'		5,458.16'		5,491.15'		5,515.19'		5,470.01'		
DISPLACED THRESHOLD ELEVATION (MSL)	N/A		N/A		SAME		N/A		N/A		SAME		
DISPLACED THRESHOLD DISTANCE	N/A		N/A		SAME		N/A		N/A		SAME		
DISPLACED THRESHOLD COORDINATES	N/A		N/A		SAME		N/A		N/A		SAME		
APPROACH RUNWAY PROTECTION ZONE													
INNER WIDTH	500'		1,000'		1,000'		1,000'		1,000'		SAME		
LENGTH	1,700'		2,500'		1,700'		2,500'		2,500'		SAME		
OUTER WIDTH	1,010'		1,750'		1,510'		1,750'		1,750'		SAME		
DEPARTURE RUNWAY PROTECTION ZONE													
INNER WIDTH	500'		1,000'		SAME		1,000'		1,000'		SAME		
LENGTH	1,700'		2,500'		SAME		2,500'		2,500'		SAME		
OUTER WIDTH	1,010'		1,750'		SAME		1,750'		1,750'		SAME		
RUNWAY MARKING	PRECISION		PRECISION		SAME		PRECISION		PRECISION		SAME		
APPROACH CATEGORY (14 CFR PART 77)	20:1		50:1		34:1		50:1		50:1		SAME		
APPROACH TYPE (14 CFR PART 77)	VISUAL		PRECISION		SAME		PRECISION		PRECISION		SAME		
VISIBILITY MINIMUMS	VISUAL		1/2 MILE		SAME		3/4 MILE		1/2 MILE		SAME		
TYPE OF AERONAUTICAL SURVEY FOR APPROACH	NOT VERTICALLY GUIDED		VERTICALLY GUIDED		SAME		VERTICALLY GUIDED		VERTICALLY GUIDED		SAME		
APPROACH THRESHOLD SITING CRITERIA (TSC) (FAA AC 150/5300-13A, TABLE 3-2)	400' x 1,000' x 1,500' 20:1		800' x 3,400' x 10,000' 34:1 AND 300' x 1,520' x 10,000' 30:1		SAME		400' x 3,400' x 10,000' 20:1 AND 300' x 1,520' x 10,000' 30:1		SAME		800' x 3,400' x 10,000' 34:1 AND 300' x 1,520' x 10,000' 30:1		
RUNWAY DEPARTURE SURFACE (FAA AC 150/5300-13A, TABLE 3-2)	YES		YES		SAME		YES		YES		SAME		
RUNWAY LIGHTING	HIRL		HIRL		SAME		MIRL		MIRL		SAME		
VISUAL AND INSTRUMENT NAVAIDS	HIRL, REIL, PAPI		RNAV, ILS, NDB, HIRL, PAPI, MALSR		SAME		RNAV, ILS, MIRL, PAPI		RNAV, ILS, MIRL, PAPI, MALSR		RNAV, ILS, MIRL, PAPI, MALSR		

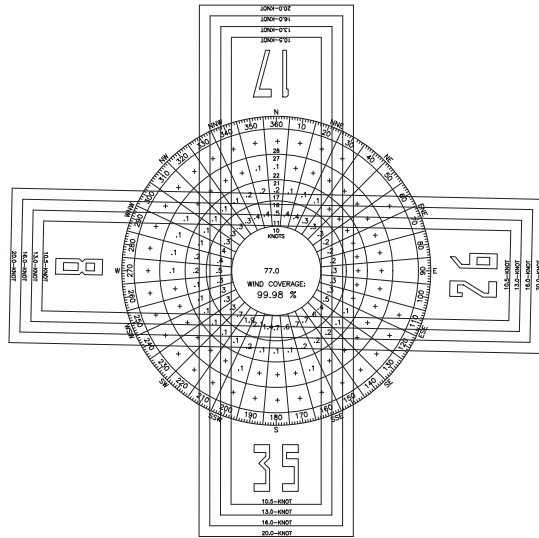
AIRPORT DATA TABLE			
	EXISTING	FUTURE	ULTIMATE
AIRPORT REFERENCE CODE (ARC)	C-II	SAME	C-III
MEAN MAX. TEMP. - HOTTEST MONTH	88.1°F	SAME	SAME
AIRPORT ELEVATION (MSL)	5,515.9'	SAME	SAME
AIRPORT & TERMINAL NAVAIDS	RNAV, ILS, LOCALIZER, LOM, ROTATING BEACON	SAME	SAME
MISCELLANEOUS FACILITIES	MIRL, REIL, MALSR, PAPI-2L, MITL, SEGMENTED CIRCLE/WIND CONE (LIGHTED), AWOS, ATIS	SAME	SAME
AIRPORT REFERENCE POINT (ARP)	LAT: N39°47'03.12" LONG: W104°32'15.45"	SAME	LAT: N39°47'10.86" LONG: W104°32'16.90"
CRITICAL AIRCRAFT	BOMBARDIER CHALLENGER 604	SAME	BOEING BBJ (B737-700)
WINGSPAN	64.4'	SAME	117.5'
TAIL HEIGHT	20.8'	SAME	41.6'
MAX. T.O. WEIGHT	48,200 LBS	SAME	175,000 LBS
APPROACH SPEED	125 KNOTS	SAME	135 KNOTS
MAGNETIC VARIATION	7° 57' E ± 0° 21' CHANGING BY 0° 6' W PER YEAR	SAME	SAME
NPIAS SERVICE LEVEL	REGIONAL AIRPORT	SAME	SAME
NPIAS STATE EQUIVALENT SERVICE ROLE	MAJOR GENERAL AVIATION	SAME	SAME



ALL WEATHER WIND COVERAGE ANALYSIS				
RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
8/26	85.55%	91.15%	97.11%	98.97%
17/35	92.74%	95.85%	98.40%	99.41%
COMBINED	98.52%	99.53%	99.87%	99.98%



IFR WEATHER WIND COVERAGE ANALYSIS				
RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
8/26	79.00%	86.20%	93.54%	97.47%
17/35	93.08%	96.80%	99.27%	99.80%
COMBINED	98.53%	99.62%	99.86%	99.94%

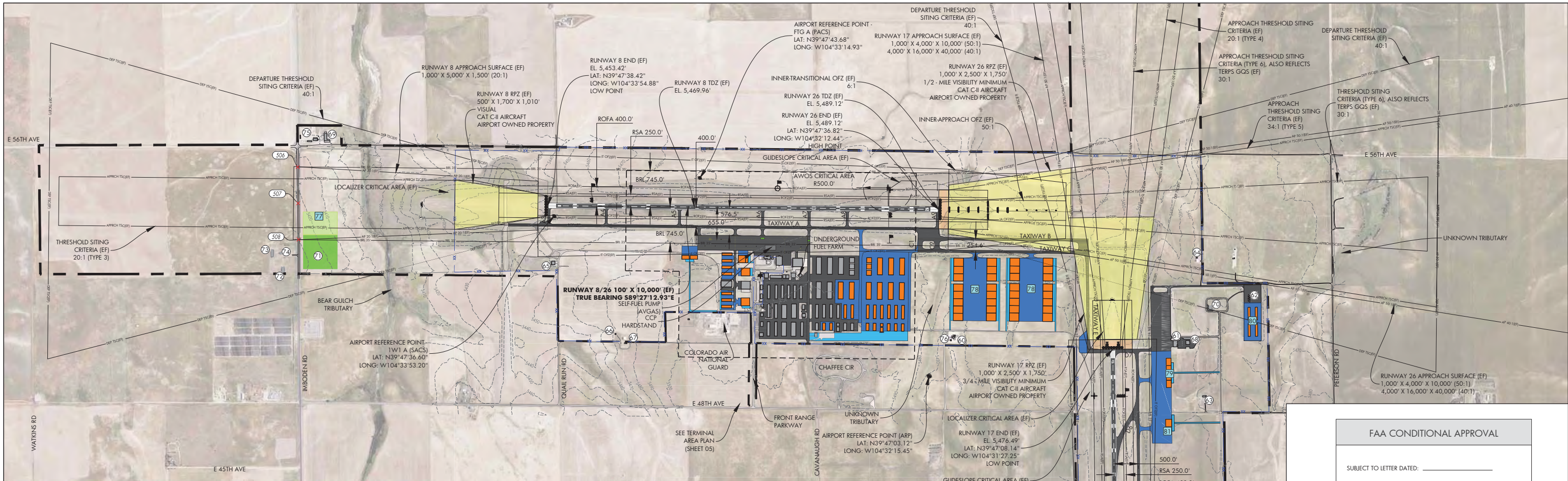


VFR WEATHER WIND COVERAGE ANALYSIS				
RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
8/26	85.85%	91.7%	97.28%	99.05%
17/35	92.68%	95.78%	98.36%	99.40%
COMBINED	98.49%	99.51%	99.86%	99.98%

DECLARED DISTANCES								
RUNWAY	TAKEOFF RUN AVAILABLE (TORA)		TAKEOFF DIST. AVAILABLE (TODA)		ACCELERATE STOP DIST. AVAILABLE (ASDA)		LANDING DIST. AVAILABLE (LDA)	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
8	8,000'	SAME	8,000'	SAME	8,000'	SAME	8,000'	SAME
26	8,000'	SAME	8,000'	SAME	8,000'	SAME	8,000'	SAME
17	8,000'	SAME	8,000'	SAME	8,000'	SAME	8,000'	SAME
35	8,000'	SAME	8,000'	SAME	8,000'	SAME	8,000'	SAME

TAXIWAY DATA TABLE			
	TAXIWAYS A,B,C,D, AND E		
	EXISTING	FUTURE	ULTIMATE
TAXIWAY DESIGN GROUP (TDG)	II	SAME	3
AIRPLANE DESIGN GROUP (ADG)	18	SAME	III
WIDTH	50'	SAME	SAME
SAFETY AREA WIDTH (TSA)	79'	SAME	SAME
OBJECT FREE AREA WIDTH (TOFA)	131'	SAME	SAME
SEPARATION DISTANCE (CENTERLINE TO FIXED OR MOVEABLE OBJECT)	65.5'	SAME	SAME
OBJECTS WITHIN TAXIWAY OBJECT FREE AREA	NONE	SAME	SAME
LIGHTING	MTL, BLUE REFLECTORS	SAME	MTL
TAXIWAY OBJECT FREE AREA	115'	SAME	SAME

NAVIGATIONAL & COMMUNICATION AIDS OWNERSHIP TABLE						
	EXISTING		FUTURE		ULTIMATE	
	AIRPORT	FAA	AIRPORT	FAA	AIRPORT	FAA
RNAV	X		X		X	
ILS	X		X		X	
LOCALIZER	X		X		X	
LOM	X		X		X	
BEACON	X		X		X	
AWOS		X		X		X
PAPI	X		X		X	
MIRL	X		X		X	
REIL	X		X		X	
WINDCONE	X		X		X	

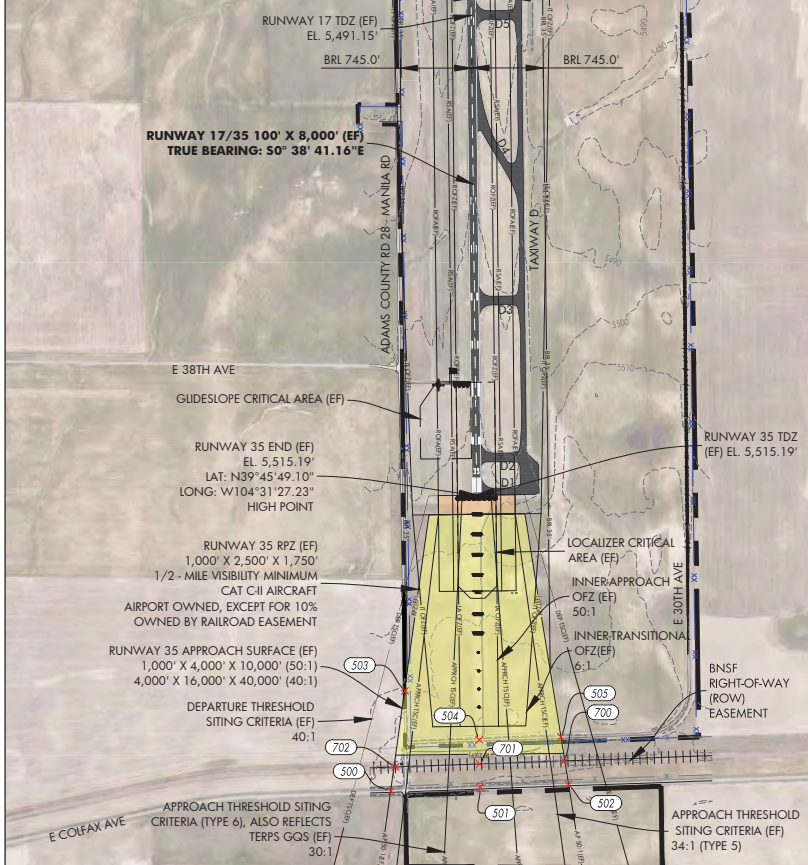
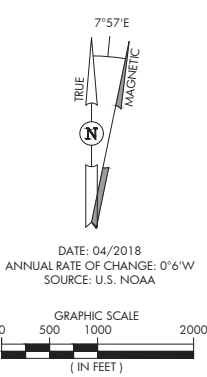


DRAWING LEGEND		
ITEM	EXISTING	FUTURE
AIRPORT PROPERTY BOUNDARY		SAME
AIRFIELD PAVEMENT		
TAXI/APRON MARKINGS		
AUTO PAVEMENT		
BUILDING/HANGAR		
RUNWAY PROTECTION ZONE (RPZ)		
PRECISION OBSTACLE FREE ZONE		SAME
BUILDING RESTRICTION LINE		SAME
RUNWAY OBJECT FREE AREA (ROFA)		SAME
RUNWAY SAFETY AREA (RSA)		SAME
OBJECT FREE ZONE - RUNWAY (ROFZ)		SAME
OBJECT FREE ZONE - INNER APPROACH (IA OFZ)		SAME
OBJECT FREE ZONE - INNER TRANSITIONAL (IT OFZ)		SAME
THRESHOLD SITING CRITERIA - APPROACH (APPRCH TSC)		SAME
THRESHOLD SITING CRITERIA - DEPARTURE (DEP TSC)		SAME
14 CRF PART 77 APPROACH SURFACE (20:1)		SAME
14 CRF PART 77 APPROACH SURFACE (50:1)		SAME
FENCE - SECURITY (8' HEIGHT)		N/A
FENCE - GENERAL (4' HEIGHT)		N/A
RAILROAD		SAME
RUNWAY END IDENTIFIER LIGHTS (REIL)		SAME
ROTATING BEACON		SAME
RUNWAY END LIGHT		SAME
PAR		SAME
WIND CONE		SAME
SEGMENTED CIRCLE		SAME
LOCALIZER		SAME
MAISR		SAME
AIRPORT REFERENCE POINT (ARP)		SAME
GLIDESLOPE		SAME
AWOS		SAME
PRIMARY/SECONDARY AIRPORT CONTROL STATION		SAME

AIRPORT FACILITY LIST				
EXISTING ID	ITEM	TOP ELEVATION	FUTURE ID	DISPOSITION
60	AIR TRAFFIC CONTROL TOWER	5,704.7'	N/A	N/A
61	ARFF/SRE BUILDING	5,510.8'	N/A	N/A
62	THANGARS	5,476.9'	N/A	N/A
63	AIRFIELD EQUIPMENT STORAGE	5,493.5'	N/A	N/A
64	AIRPORT WATER STORAGE TANK	5,488.8'	N/A	N/A
65	AIRPORT WASTE WATER TREATMENT PLANT	5,485.3'	N/A	N/A
66	WEATHER RADAR ANTENNA	5,481.0'	N/A	N/A
67	AIRPORT WATER WELL/STORAGE TANK	5,515.2'	N/A	N/A
68	AIRFIELD MAINTENANCE BUILDING	5,508.0'	N/A	N/A
69	ASTRE AIR	5,427.3'	N/A	N/A
70	REACTION ENGINE BUILDING	5,489.9'	N/A	N/A
71	MICRO GRID ENERGY SOLAR ARRAY EXPANSION	5,437.7'	N/A	N/A
72	STORAGE BUILDING (NON-AERONAUTICAL)	5,468.0'	N/A	N/A
73	QUONSET HUT (NON-AERONAUTICAL)	5,478.0'	N/A	N/A
74	WELL PUMP HOUSE (NON-AERONAUTICAL)	5,478.0'	N/A	N/A
75	FAA FMP OPERATION	5,423.0'	N/A	N/A
76	AIRPORT ELECTRICAL VAULT	5,490.1'	N/A	N/A
N/A	MICRO GRID ENERGY SOLAR ARRAY EXPANSION	5,437.0'	77	N/A
N/A	BOX HANGARS	5,500.5'	78	N/A
N/A	BOX HANGARS	5,511.0'	79	N/A
N/A	THANGARS	5,491.0'	80	N/A
N/A	BOX HANGAR	5,515.0'	81	N/A

*EXISTING AND FUTURE FACILITIES 1-59 LOCATED ON TERMINAL AREA DRAWING (SHEET 3)

ROAD INTERSECTION TABLE							
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
506	ROAD +15'	5,414.30'	15.00'	5,429.30'	RUNWAY 8 APPROACH	-270.13'	N/A
507	ROAD +15'	5,422.90'	15.00'	5,437.90'	RUNWAY 8 APPROACH	-260.64'	N/A
508	ROAD +15'	5,430.55'	15.00'	5,445.55'	RUNWAY 8 APPROACH	-252.27'	N/A
702	RAILROAD +23'	5,540.01'	23.00'	5,563.01'	RUNWAY 35 APPROACH	-4.63'	N/A
503	ROAD +15'	5,532.22'	15.00'	5,547.22'	RUNWAY 35 APPROACH	-4.61'	N/A
701	RAILROAD +23'	5,538.00'	23.00'	5,561.00'	RUNWAY 35 APPROACH	-6.21'	N/A
700	RAILROAD +23'	5,542.00'	23.00'	5,565.00'	RUNWAY 35 APPROACH	-1.82'	N/A
500	ROAD +15'	5,542.00'	15.00'	5,557.00'	RUNWAY 35 APPROACH	-15.68'	N/A
501	ROAD +15'	5,542.87'	15.00'	5,558.87'	RUNWAY 35 APPROACH	-13.27'	N/A
502	ROAD +15'	5,544.16'	15.00'	5,559.16'	RUNWAY 35 APPROACH	-12.55'	N/A
504	ROAD +15'	5,527.00'	15.00'	5,542.00'	RUNWAY 35 APPROACH	-20.18'	N/A
505	ROAD +15'	5,525.02'	15.00'	5,540.02'	RUNWAY 35 APPROACH	-21.77'	N/A



FAA CONDITIONAL APPROVAL

SUBJECT TO LETTER DATED: _____

FEDERAL AVIATION ADMINISTRATION

DATED: _____

CASE NO: _____

- NOTES
1. EXISTING AND FUTURE CONDITIONS SHOWN AS (EF)

2. TERMINAL AREA AND TAXIWAY DETAILS SHOWN ON TERMINAL AREA SHEET (05)

3. THE PREPARATION OF THIS DOCUMENT HAS BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-08-0016-040-2015) AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEFICIT THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

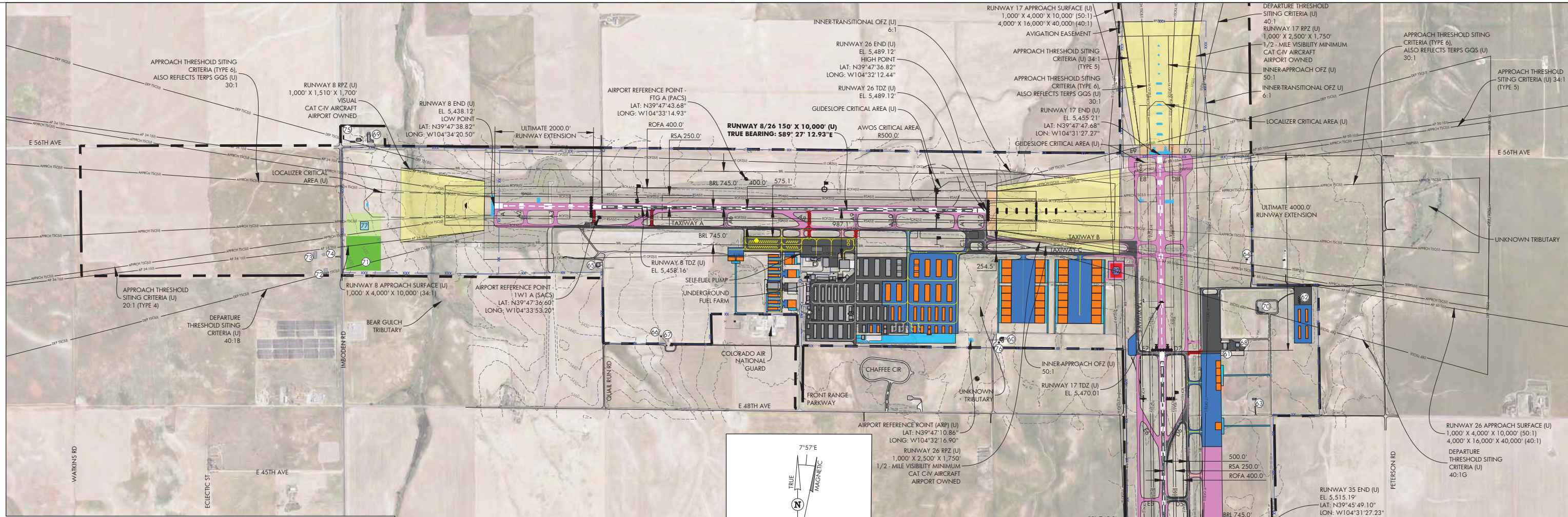
4. TRAVERSEWAYS ELEVATIONS, INCLUDING ROADS AND RAILWAYS, HAVE BEEN ADJUSTED FOR THE HEIGHT OF VEHICLES AND RAIL CARS (15' FOR PUBLIC ROADS AND 23' FOR RAILWAYS).

5. THE AIRPORT PROPERTY LINE REFLECTED HERE IS BASED ON A COMPILATION OF HISTORICAL SOURCES AND MAY NOT ACCURATELY REFLECT ITS TRUE CONDITION. THE AIRPORT WILL UNDERTAKE A FULL PROPERTY SURVEY TO UPDATE ITS PROPERTY LINE.

- SOURCE
1. SURVEY DATA IS BASED ON THE PLANIMETRIC MAPPING AND ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2017.

2. ALL HORIZONTAL COORDINATES - NAD83/2011
ALL VERTICAL COORDINATES - NAD88

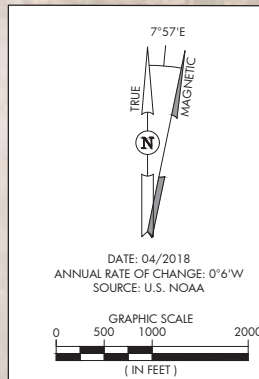
3. PACS + SACS, NOAA'S NATIONAL GEODETIC SURVEY (NGS)



DRAWING LEGEND			
ITEM	EXISTING	FUTURE	ULTIMATE
AIRPORT PROPERTY BOUNDARY		SAME	SAME
AIRFIELD PAVEMENT			
TAXI/APRON MARKINGS			N/A
AUTO PAVEMENT			
BUILDING/HANGAR			
RUNWAY PROTECTION ZONE (RPZ)			
PRECISION OBSTACLE FREE ZONE		SAME	SAME
RUNWAY PROTECTION ZONE (RPZ) ACQUISITION	N/A	N/A	
REMOVAL	N/A	N/A	
BUILDING RESTRICTION LINE		SAME	SAME
RUNWAY OBJECT FREE AREA (ROFA)	N/A	N/A	
RUNWAY SAFETY AREA (RSA)	N/A	N/A	
TAXIWAY OBJECT FREE AREA (TOFA)	N/A	N/A	
TAXIWAY SAFETY AREA (TSA)	N/A	N/A	
OBJECT FREE ZONE - RUNWAY (OFZ)	N/A	N/A	
OBJECT FREE ZONE - INNER APPROACH (IA OFZ)	N/A	N/A	
OBJECT FREE ZONE - INNER TRANSITIONAL (IT OFZ)	N/A	N/A	
THRESHOLD SITING CRITERIA - APPROACH (APPRCH TSC)	N/A	N/A	
THRESHOLD SITING CRITERIA - DEPARTURE (DEP TSC)	N/A	N/A	
APPROACH SURFACE (34:1)	N/A	N/A	
APPROACH SURFACE (50:1)	N/A	N/A	
FENCE - SECURITY (8' HEIGHT)	N/A	N/A	
FENCE - GENERAL (4' HEIGHT)	N/A	N/A	N/A
RAILROAD		SAME	SAME
RUNWAY END IDENTIFIER LIGHTS (REIL)		SAME	SAME
ROTATING BEACON		SAME	SAME
RUNWAY END LIGHT		SAME	SAME
PAPI		SAME	SAME
WINDCONE		SAME	SAME
SEGMENTED CIRCLE		SAME	SAME
LOCALIZER		SAME	SAME
MAISR		SAME	SAME
AIRPORT REFERENCE POINT (ARP)		SAME	SAME
GUIDESLOPE		SAME	SAME
AWOS		SAME	SAME
PRIMARY/SECONDARY AIRPORT CONTROL STATION		SAME	SAME

AIRPORT FACILITY LIST					
EXISTING ID	ITEM	TOP ELEVATION	FUTURE ID	ULTIMATE ID	DISPOSITION
60	AIR TRAFFIC CONTROL TOWER	5,704.7'	N/A	N/A	N/A
61	ARFF/SRE BUILDING	5,510.8'	N/A	N/A	N/A
62	T-HANGARS	5,476.9'	N/A	N/A	N/A
63	AIRFIELD EQUIPMENT STORAGE	5,493.5'	N/A	N/A	N/A
64	AIRPORT WATER STORAGE TANK	5,488.8'	N/A	N/A	N/A
65	AIRPORT WASTE WATER TREATMENT PLANT	5,485.3'	N/A	N/A	N/A
66	WEATHER RADAR ANTENNA	5,481.0'	N/A	N/A	N/A
67	AIRPORT WATER WELL/ STORAGE TANK	5,515.2'	N/A	N/A	N/A
68	AIRFIELD MAINTENANCE BUILDING	5,508.0'	N/A	N/A	N/A
69	ASTRE AIR	5,427.3'	N/A	N/A	N/A
70	REACTION ENGINE BUILDING	5,489.9'	N/A	N/A	N/A
71	MICRO GRID ENERGY SOLAR ARRAY EXPANSION	5,437.7'	N/A	N/A	N/A
72	STORAGE BUILDING (NON-AERONAUTICAL)	5,468.0'	N/A	N/A	N/A
73	QUONSET HUT (NON-AERONAUTICAL)	5,478.0'	N/A	N/A	N/A
74	WELL PUMP HOUSE (NON-AERONAUTICAL)	5,478.0'	N/A	N/A	N/A
75	FAA FMP OPERATION	5,423.0'	N/A	N/A	N/A
76	AIRPORT ELECTRICAL VAULT	5,490.1'	N/A	N/A	N/A
N/A	MICRO GRID ENERGY SOLAR ARRAY EXPANSION	5,437.0'	77	N/A	N/A
N/A	BOX HANGARS	5,500.5'	78	N/A	N/A
N/A	BOX HANGARS	5,511.0'	79	N/A	N/A
N/A	T-HANGARS	5,491.0'	80	N/A	N/A
N/A	BOX HANGAR	5,515.0'	81	N/A	N/A
N/A	AIRFIELD MAINTENANCE/SRE FACILITY	5,491.0'	N/A	82	N/A

*EXISTING AND FUTURE FACILITIES 1-59 LOCATED ON TERMINAL AREA DRAWING (SHEET 3)



NOTES	
1.	ULTIMATE CONDITIONS SHOWN AS (U)
2.	TERMINAL AREA AND TAXIWAY DETAILS SHOWN ON TERMINAL AREA SHEET (05)
3.	DATA ACQUIRED FROM A THIRD PARTY PROGRAM THAT USES GOOGLE EARTH TERRAIN INFORMATION
4.	DEVELOPMENT SHOWN ON THE ULTIMATE AIRPORT LAYOUT PLAN (ALP) WILL BE USED BY ADAMS COUNTY FOR PLANNING PURPOSES ONLY. THE FEDERAL AVIATION ADMINISTRATION (FAA) DOES NOT APPROVE ULTIMATE ALPs AS FAA POLICY LIMITS FUNDING AND DEVELOPMENT PLANNING TO THE 20-YEAR PLANNING RANGE
5.	FAA'S CONDITIONAL APPROVAL OF FTG'S ALP AND COMMERCIAL SPACEPORT BOUNDARY PLAN DOES NOT INCLUDE ANY DEVELOPMENT SHOWN ON THIS DRAWING THAT IS ASSOCIATED WITH COMMERCIAL SPACEPORT LAUNCH OPERATORS. AT TIME OF PRINTING, THE FAA AIRPORTS HAD NOT ESTABLISHED AIRPORT SAFETY STANDARDS AND FEDERAL GRANT ASSURANCES FOR EVALUATING COMMERCIAL SPACE OPERATIONS, INCLUDING THE DETERMINATION IF SUCH OPERATIONS ARE AN AERONAUTICAL USE. WHEN THESE STANDARDS ARE ESTABLISHED, FAA AIRPORTS WILL EVALUATE PROPOSED COMMERCIAL SPACE FACILITIES SHOWN ON THIS DRAWING.
6.	THE AIRPORT PROPERTY LINE REFLECTED HERE IS BASED ON A COMPILATION OF HISTORICAL SOURCES AND MAY NOT ACCURATELY REFLECT ITS TRUE CONDITION. THE AIRPORT WILL UNDERTAKE A FULL PROPERTY SURVEY TO UPDATE ITS PROPERTY LINE.
SOURCE	
1.	SURVEY DATA IS BASED ON THE PLANIMETRIC MAPPING AND ORTHOIMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2017.
2.	ALL HORIZONTAL COORDINATES - NAD83/2011
3.	ALL VERTICAL COORDINATES - NAD88
3.	PACS + SACS, NOAA'S NATIONAL GEODETIC SURVEY (NGS)

NO.	BY	DATE	DESCRIPTION

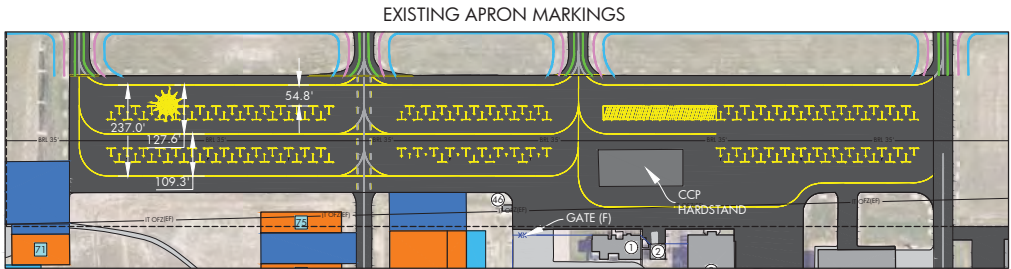
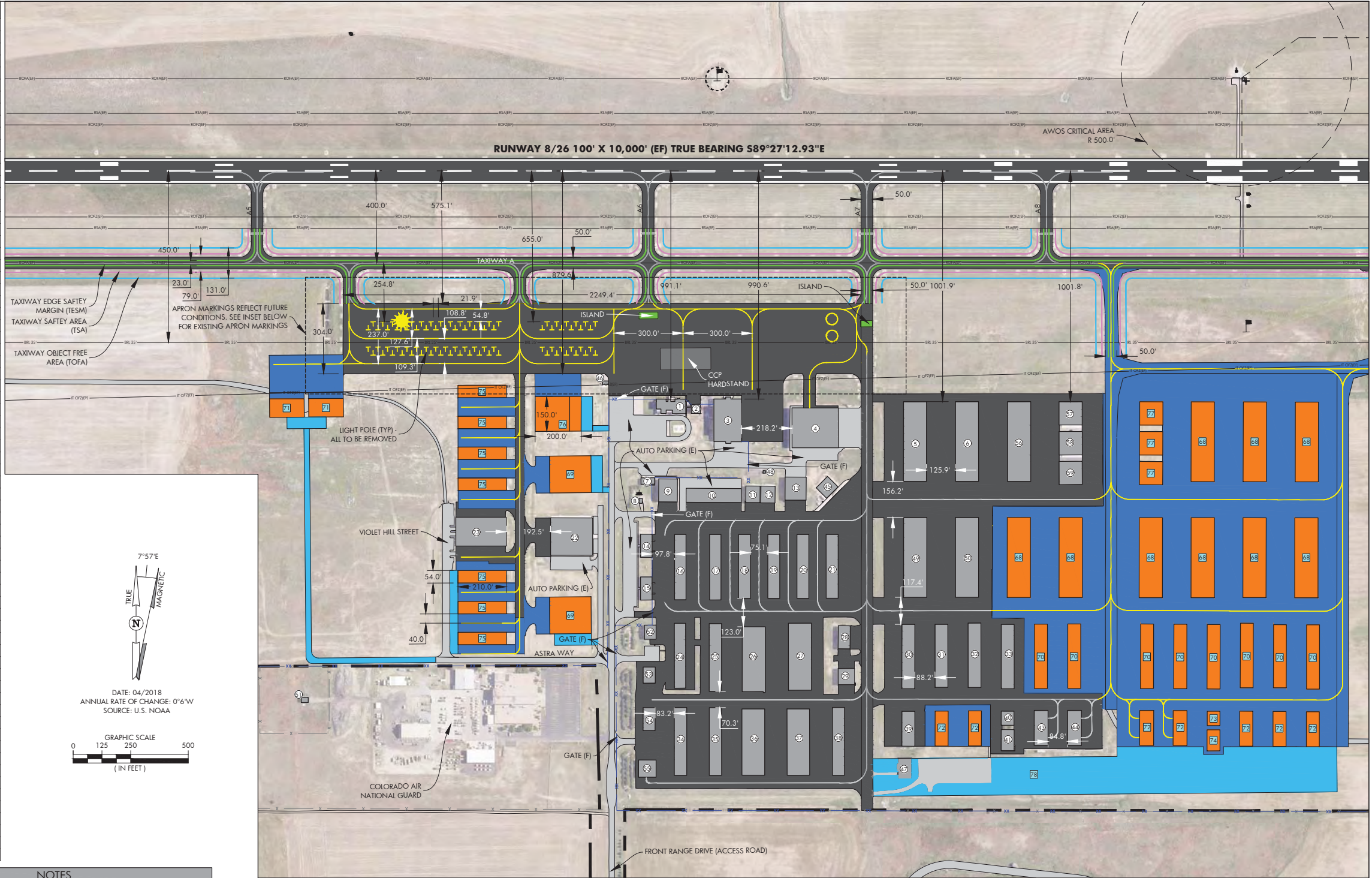
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AIRPORT FACILITY LIST				
EXISTING ID	ITEM	TOP ELEVATION	FUTURE ID	DISPOSITION
1	TERMINAL BUILDING	5,519.8'	N/A	N/A
2	AIRPORT STORAGE BUILDING	5,504.7'	N/A	N/A
3	EXECUTIVE HANGAR (FIXED BASE OPERATOR)	5,520.7'	N/A	N/A
4	EXECUTIVE HANGAR	5,528.3'	N/A	N/A
5	BOX HANGAR (12 UNITS) (CESSNA WAY)	5,516.5'	N/A	N/A
6	BOX HANGAR (12 UNITS) (CESSNA WAY)	5,517.3'	N/A	N/A
7	MODULAR BUILDING (AVIATION-RELATED)	5,500.1'	N/A	N/A
8	STORAGE BUILDING (AVIATION-RELATED)	5,494.8'	N/A	N/A
9	EXECUTIVE HANGAR (BEECHCRAFT WAY)	5,515.3'	N/A	N/A
10	BOX HANGAR (4 UNITS) (BEECHCRAFT WAY)	5,514.5'	N/A	N/A
11	EXECUTIVE HANGAR (BEECHCRAFT WAY)	5,518.0'	N/A	N/A
12	EXECUTIVE HANGAR (BEECHCRAFT WAY)	5,519.4'	N/A	N/A
13	EXECUTIVE HANGAR (BEECHCRAFT WAY)	5,517.5'	N/A	N/A
14	OFFICE BUILDING (AIR METHODS CORPORATION)	5,507.6'	N/A	N/A
15	OFFICE BUILDING (COLORADO DIVISION OF AERONAUTICS)	5,509.3'	N/A	N/A
16	THANGAR (7 UNITS)	5,512.1'	N/A	N/A
17	THANGAR (7 UNITS)	5,513.1'	N/A	N/A
18	THANGAR (13 UNITS)	5,509.4'	N/A	N/A
19	THANGAR (13 UNITS)	5,508.4'	N/A	N/A
20	THANGAR (13 UNITS)	5,509.1'	N/A	N/A
21	THANGAR (13 UNITS)	5,509.6'	N/A	N/A
22	EXECUTIVE BOX HANGAR	5,524.5'	N/A	N/A
23	BOX HANGAR (6 UNITS)	5,515.6'	N/A	N/A
24	THANGAR (15 UNITS)	5,508.6'	N/A	N/A
25	THANGAR (15 UNITS)	5,513.1'	N/A	N/A
26	BOX HANGAR (12 UNITS)	5,520.0'	N/A	N/A
27	BOX HANGAR (10 UNITS)	5,524.0'	N/A	N/A
28	EXECUTIVE HANGAR	5,518.9'	N/A	N/A
29	EXECUTIVE HANGAR	5,519.9'	N/A	N/A
30	BOX HANGAR (5 UNITS)	5,519.2'	N/A	N/A
31	THANGAR (13 UNITS)	5,516.7'	N/A	N/A
32	THANGAR (13 UNITS)	5,514.7'	N/A	N/A
33	BOX HANGAR (5 UNITS)	5,518.2'	N/A	N/A
34	THANGAR (13 UNITS)	5,512.6'	N/A	N/A
35	THANGAR (13 UNITS)	5,513.5'	N/A	N/A
36	THANGAR (12 UNITS)	5,521.0'	N/A	N/A
37	THANGAR (12 UNITS)	5,521.8'	N/A	N/A
38	THANGAR (13 UNITS)	5,516.0'	N/A	N/A
39	BOX HANGAR (3 UNITS)	5,518.9'	N/A	N/A
40	EXECUTIVE BOX HANGAR	5,520.6'	N/A	N/A
41	EXECUTIVE BOX HANGAR	5,519.2'	N/A	N/A
43	THANGAR (7 UNITS)	5,529.0'	N/A	N/A
44	THANGAR (7 UNITS)	5,525.2'	N/A	N/A
45	UNDERGROUND FUEL FARM	5,495.5'	N/A	N/A
46	FUEL TANKS & SELF-FUELING PUMP	5,493.0'	N/A	N/A
47	NATIONAL WEATHER SERVICE	5,518.0'	N/A	N/A
48	SHED	5,496.0'	N/A	N/A
49	BOX HANGAR (12 UNITS)	5,528.2'	N/A	N/A
50	BOX HANGAR (12 UNITS)	5,528.5'	N/A	N/A
51	AIRPORT WATER STORAGE (500K GALLONS)	5,514.5'	N/A	N/A
52	BOX HANGAR	5,511.9'	N/A	N/A
53	BOX HANGAR	5,516.9'	N/A	N/A
54	BOX HANGAR	5,515.2'	N/A	N/A
55	BOX HANGAR	5,524.3'	N/A	N/A
56	BOX HANGAR (12 UNITS) (CESSNA WAY)	5,523.2'	N/A	N/A
57	BOX HANGAR (CESSNA WAY)	5,522.3'	N/A	N/A
58	BOX HANGAR (CESSNA WAY)	5,523.1'	N/A	N/A
59	BOX HANGAR (CESSNA WAY)	5,523.6'	N/A	N/A
N/A	BOX HANGAR (12 UNITS)	5,503.0' - 5,518.0'	68	N/A
N/A	BOX HANGAR (12 UNITS)	5,513.0' - 5,519.0'	69	N/A
N/A	BOX HANGAR (5 UNITS)	5,505.0' - 5,515.0'	70	N/A
N/A	BOX HANGAR (5 UNITS)	5,509.0'	71	N/A
N/A	BOX HANGAR (3 UNITS)	5,505.0' - 5,519.0'	72	N/A
N/A	EXECUTIVE BOX HANGAR	5,514.0'	73	N/A
N/A	EXECUTIVE BOX HANGAR	5,509.0'	74	N/A
N/A	BOX HANGAR	5,408.0' - 5,521.0'	75	N/A
N/A	FBO HANGAR	5,510.0'	76	N/A
N/A	BOX HANGAR	5,520.0' - 5,522.0'	77	N/A
N/A	AUTO PARKING	5,492.0'	78	N/A

DRAWING LEGEND		
ITEM	EXISTING	FUTURE
AIRPORT PROPERTY BOUNDARY		SAME
AIRFIELD PAVEMENT		
TAXI/APRON MARKINGS		
AUTO PAVEMENT		
BUILDING/HANGAR		
BUILDING RESTRICTION LINE		SAME
RUNWAY OBJECT FREE AREA (ROFA)		SAME
RUNWAY SAFETY AREA (RSA)		SAME
TAXIWAY OBJECT FREE AREA (TOFA)		SAME
TAXIWAY SAFETY AREA (TSA)		SAME
TAXIWAY EDGE SAFETY MARGIN (TESM)		SAME
OBJECT FREE ZONE - RUNWAY (OFZ)		SAME
OBJECT FREE ZONE (OFZ)		SAME
FENCE - SECURITY (8' HEIGHT)		
FENCE - GENERAL (4' HEIGHT)		
ROTATING BEACON		SAME

- NOTES
- EXISTING AND FUTURE CONDITIONS SHOWN AS (EF)
 - THE PREPARATION OF THIS DOCUMENT HAS BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-08-0016-0040-2015) AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.
 - TRAVERSEWAYS ELEVATIONS, INCLUDING ROADS AND RAILWAYS, HAVE BEEN ADJUSTED FOR THE HEIGHT OF VEHICLES AND RAIL CARS (15' FOR PUBLIC ROADS AND 23' FOR RAILWAYS).
 - THE AIRPORT PROPERTY LINE REFLECTED HERE IS BASED ON A COMPILATION OF HISTORICAL SOURCES AND MAY NOT ACCURATELY REFLECT ITS TRUE CONDITION. THE AIRPORT WILL UNDERTAKE A FULL PROPERTY SURVEY TO UPDATE ITS PROPERTY LINE.

- SOURCE
- SURVEY DATA IS BASED ON THE PLANIMETRIC MAPPING AND ORTHOIMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2017.
 - ALL HORIZONTAL COORDINATES - NAD83/2011 ALL VERTICAL COORDINATES - NAD88



LAST PLAN REVISED

04-FTG-UP-TERV.dwg
Sep 18, 2019 - 11:05am
Sena Jones

AVIATION

Front Range
AIRPORT

DES: S.G.J.	ISSUE RECORD			
	NO.	BY	DATE	DESCRIPTION
DR: S.G.J.				
CH: J.B.M.				
APP: J.B.M.				

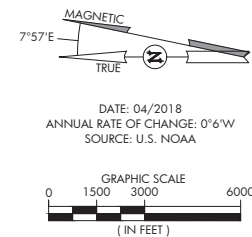
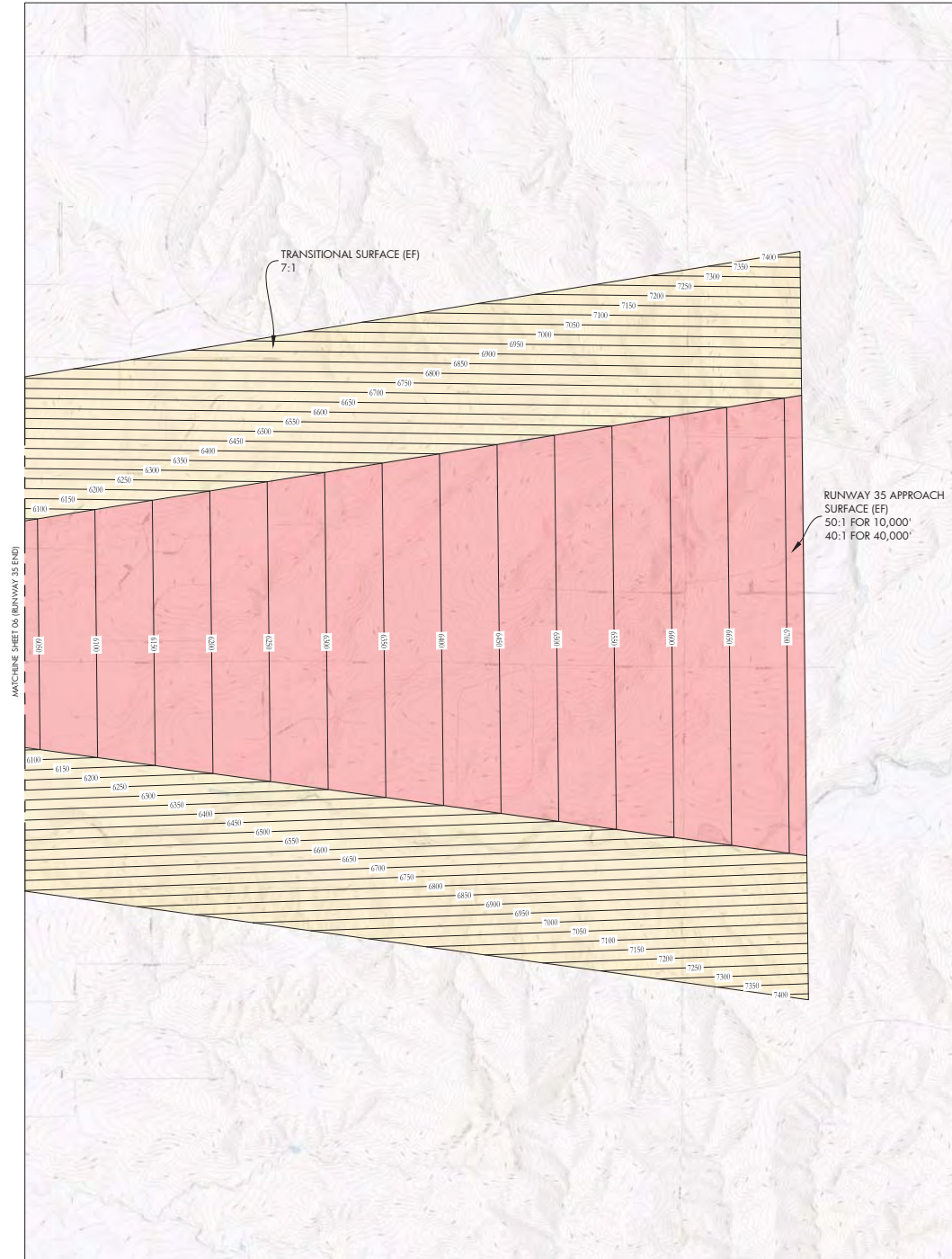
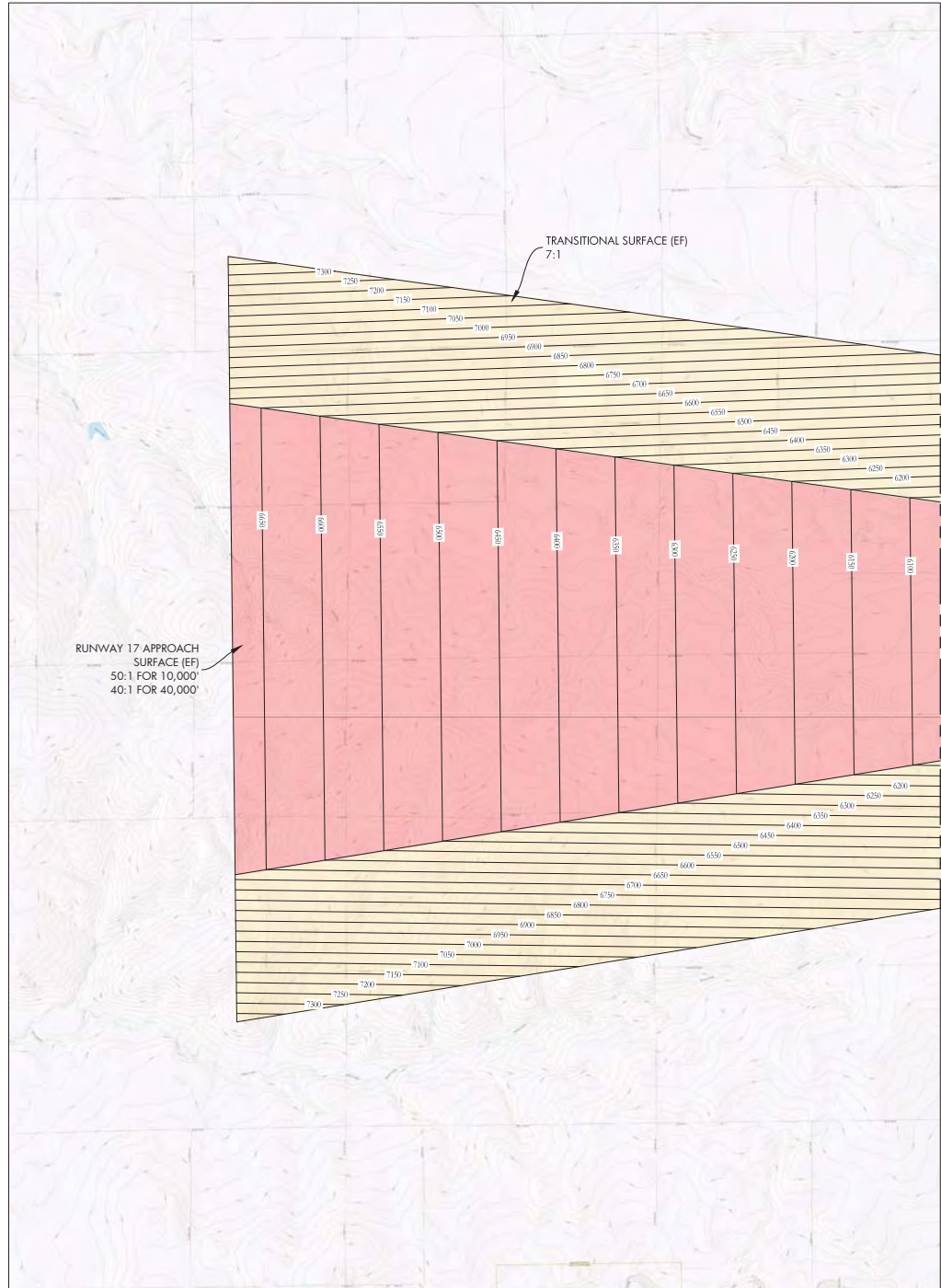
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AIRPORT
LAYOUT PLAN

TERMINAL AREA DRAWING

AIP PROJ. NO. 3-08-0016-040-2015	AVIATION PROJ. NO. 2015.FTG-03	DATE: SEPTEMBER 2019
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SHEET NO.
05 of 18

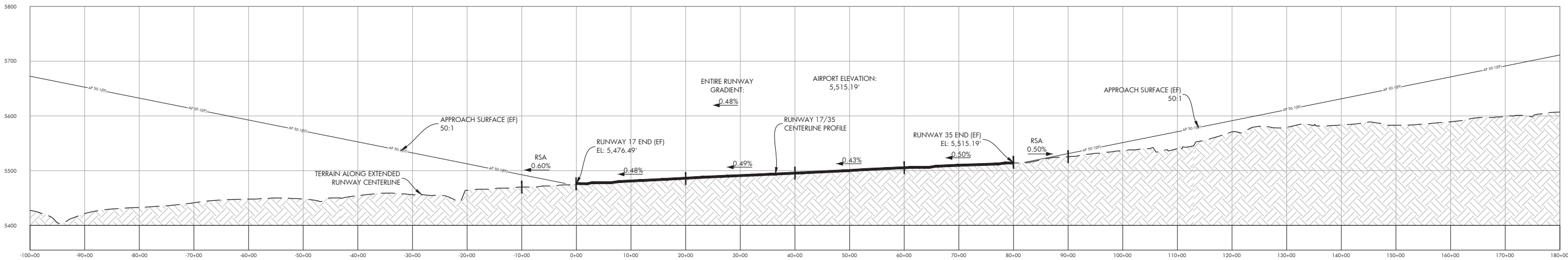


DRAWING LEGEND		
ITEM	EXISTING	FUTURE
APPROACH SURFACE		SAME
TRANSITIONAL SURFACE		SAME

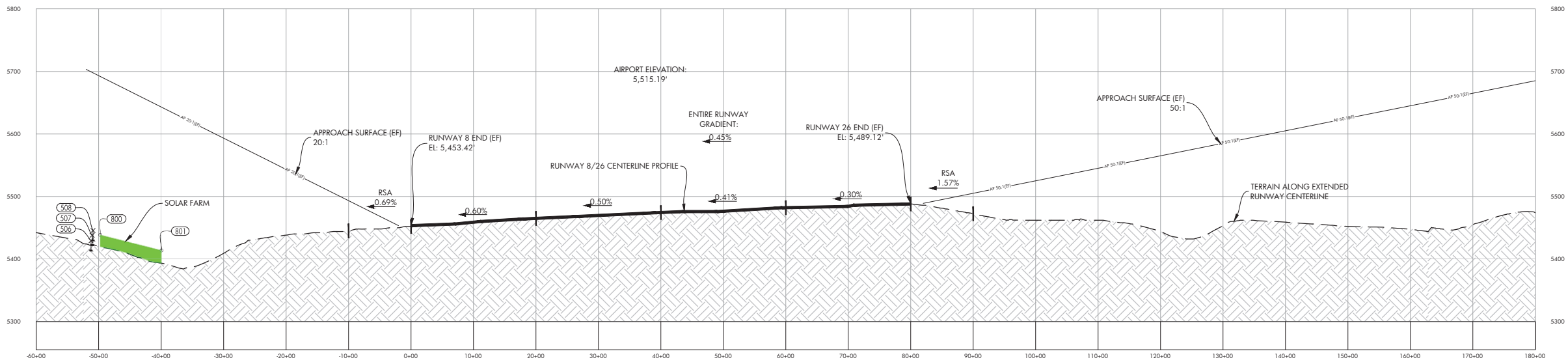
NOTES

1. EXISTING, FUTURE CONDITIONS SHOWN AS (E)(F)
2. OBSTRUCTIONS DETAIL TO INNER APPROACH SURFACES SHOWN ON SHEETS 09-12
3. SURFACES BASED ON EXISTING/ FUTURE RUNWAY DIMENSIONS
4. PER 14 CFR PART 77, SURFACE TRANSPORTATION ENTITIES' ELEVATION INCLUDE AN ADJUSTMENT FOR OBSTRUCTION ANALYSES PURPOSES (23 FEET FOR RAILWAYS, 17 FEET FOR INTERSTATE HIGHWAYS, AND 15 FEET FOR ALL OTHER PUBLIC ROADS)
5. THE AIRPORT PROPERTY LINE REFLECTED HERE IS BASED ON A COMPILATION OF HISTORICAL SOURCES AND MAY NOT ACCURATELY REFLECT ITS TRUE CONDITION. THE AIRPORT WILL UNDERTAKE A FULL PROPERTY SURVEY TO UPDATE ITS PROPERTY LINE.
6. ADAMS COUNTY HAS ESTABLISHED AN AIRPORT INFLUENCE AREA OVERLAY DISTRICT (OR AIRPORT INFLUENCE ZONE (AIZ)) AND ASSOCIATED REGULATIONS THAT GOVERN THE TYPES OF DEVELOPMENT WITHIN THE AREA SURROUNDING THE AIRPORT TO ENDURE COMPATIBLE LAND USES IN CLOSE PROXIMITY TO THE AIRPORT. (SEE ADAMS COUNTY DEVELOPMENT STANDARDS & REGULATIONS DOCUMENT, CHAPTER 3.)
7. ADDITIONAL LAND USE GUIDANCE IS PROVIDED BY THE STATE OF COLORADO (SEE COLORADO REVISED STATUTE 43-10-113, SAFE OPERATING AREAS AROUND AIRPORTS, AND COLORADO REVISED STATUTE 24-65.1-202, CRITERIA FOR ADMINISTRATION OF AREAS OF STATE INTERESTS)

SOURCE	
1.	SURVEY DATA IS BASED ON THE PLANIMETRIC MAPPING AND ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2017.
2.	ALL HORIZONTAL COORDINATES - NAD83/2011 ALL VERTICAL COORDINATES - NAD88
3.	USGS TOPO MAP OBTAINED FROM USGS DATABASE IN 2017



PROFILE
HORIZ: 1" = 1000'
VERT: 1" = 100'



PROFILE
HORIZ: 1" = 1000'
VERT: 1" = 100'

OBSTRUCTION TABLE						
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	EXISTING/FUTURE APPROACH SURFACE PENETRATION	DISPOSITION
506	ROAD +15'	5,414.30'	15.00'	5,429.30'	270.13'	N/A
507	ROAD +15'	5,422.90'	15.00'	5,437.90'	260.64'	N/A
508	ROAD +15'	5,430.55'	15.00'	5,445.55'	252.27'	N/A
800	SOLAR FARM	5,426.60'	12.00'	5,438.60'	253.45'	N/A
801	SOLAR FARM	5,401.81'	12.00'	5,413.81'	229.20'	N/A

NOTES

- EXISTING AND FUTURE CONDITIONS SHOWN AS (E)(F)
- OBSTRUCTIONS OF THE INNER APPROACH SURFACES ARE SHOWN ON SHEETS 09-12
- PER 14 CFR PART 77, SURFACE TRANSPORTATION ENTITIES' ELEVATION INCLUDE AN ADJUSTMENT FOR OBSTRUCTION ANALYSES PURPOSES (23 FEET FOR RAILWAYS, 17 FEET FOR INTERSTATE HIGHWAYS, AND 15 FEET FOR ALL OTHER PUBLIC ROADS)

SOURCE

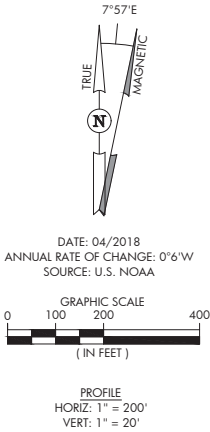
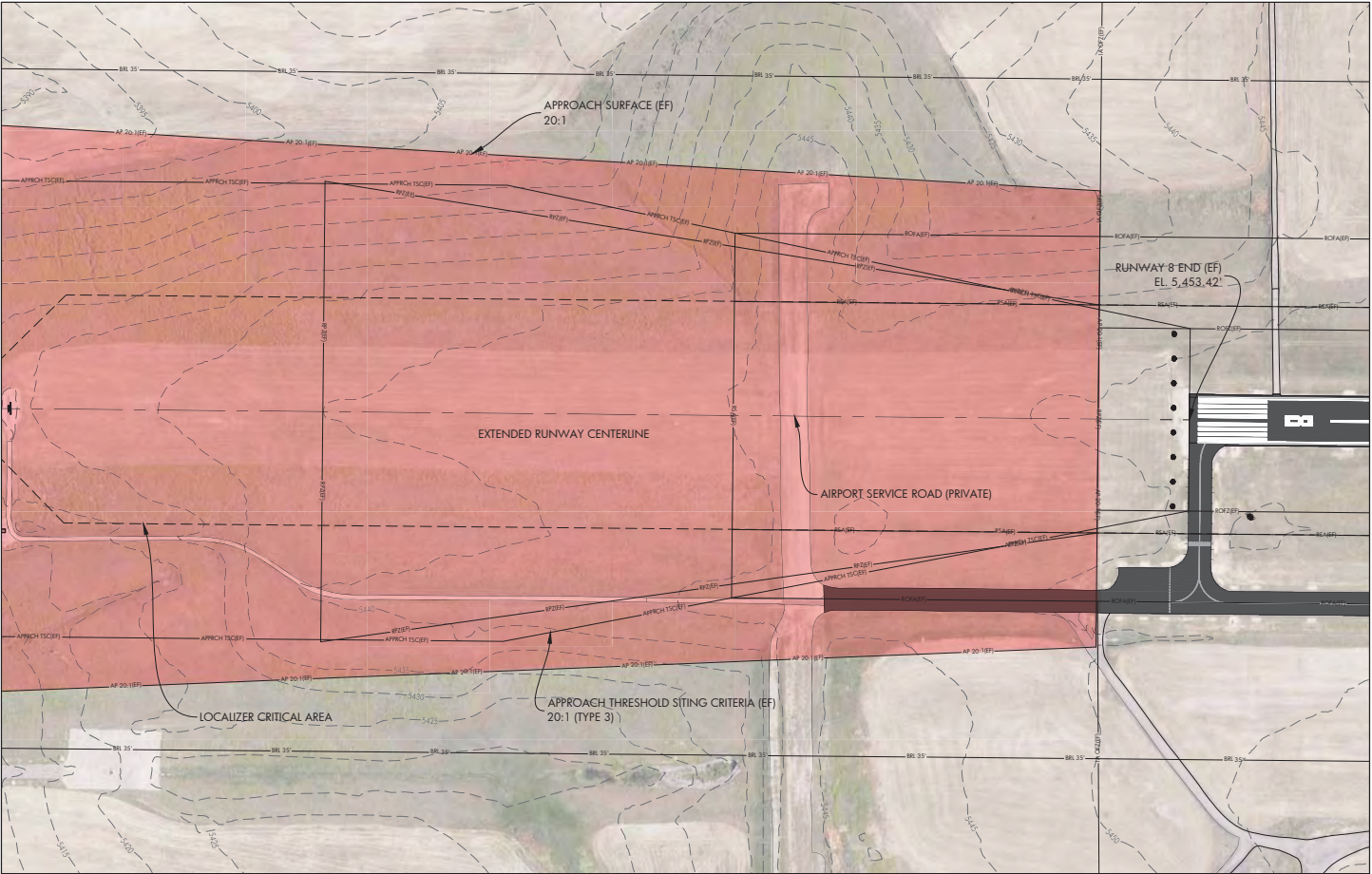
- SURVEY DATA, INCLUDING OBSTRUCTION DATA, IS BASED ON THE PLANIMETRIC MAPPING AND ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2017.
- ALL HORIZONTAL COORDINATES - NAD83/2011
ALL VERTICAL COORDINATES - NAD88

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DERIVED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

RUNWAY 26 INNER APPROACH OBSTACLE TABLE						
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING/FUTURE SURFACE PENETRATION
-	-	-	-	-	-	-



- NOTES
1.

EXISTING AND FUTURE CONDITIONS SHOWN AS (E)(F)
2.

THE SURVEY WAS COMPLETED TO THE STANDARDS OUTLINED IN AC 150/5300-18B
3.

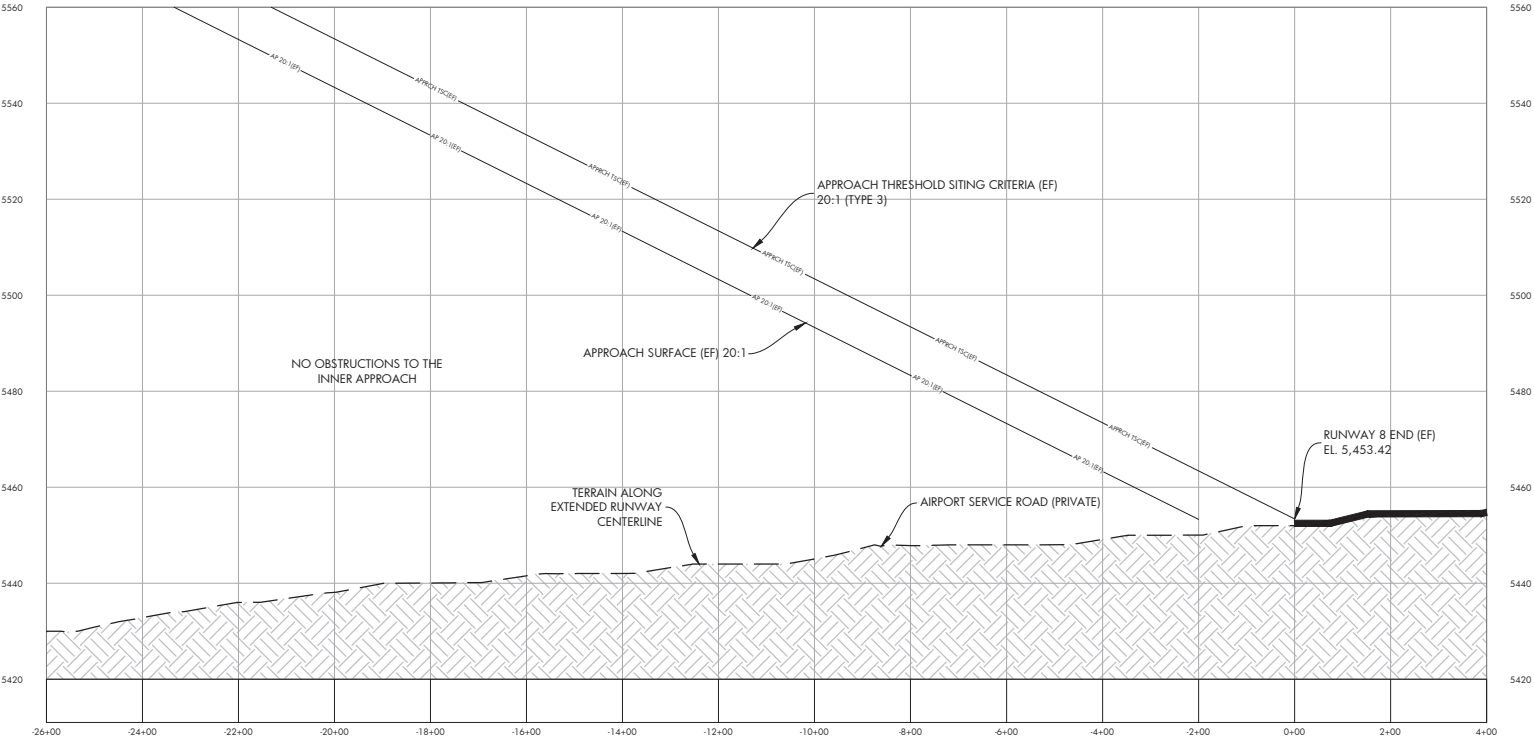
PER 14 CFR PART 77, SURFACE TRANSPORTATION ENTITIES' ELEVATION INCLUDE AN ADJUSTMENT FOR OBSTRUCTION ANALYSES PURPOSES (23 FEET FOR RAILWAYS, 17 FEET FOR INTERSTATE HIGHWAYS, AND 15 FEET FOR ALL OTHER PUBLIC ROADS)

- SOURCE
1.

SURVEY DATA IS BASED ON THE PLANIMETRIC, MAPPING, AND ORTHOIMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2017.
2.

ALL HORIZONTAL COORDINATES - NAD83/2011
ALL VERTICAL COORDINATES - NAD88

DRAWING LEGEND		
ITEM	EXISTING	FUTURE
AIRFIELD PAVEMENT		N/A
TAXI/APRON MARKINGS		N/A
RUNWAY PROTECTION ZONE (RPZ)		
BUILDING RESTRICTION LINE	BR 35	SAME
RUNWAY OBJECT FREE AREA (ROFA)	ROFA(E)	ROFA(F)
RUNWAY SAFETY AREA (RSA)	RS(A)	RS(F)
OBJECT FREE ZONE - RUNWAY (OFZ)	OFZ(E)	OFZ(F)
OBJECT FREE ZONE - INNER APPROACH (IA OFZ)	IA OFZ(E)	IA OFZ(F)
THRESHOLD SITING CRITERIA - APPROACH (APPRCH TSC)	APPRCH TSC(E)	APPRCH TSC(F)
APPROACH SURFACE (20:1)	AP 20:1(E)	AP 20:1(F)
RUNWAY END LIGHT		SAME
LOCALIZER		SAME
PRIMARY/SECONDARY AIRPORT CONTROL STATION		SAME



LS:FTG(MP)P:RANS
09-10-1453-RW 8-26.dwg
Sep 16, 2019 - 11:45am
Sean Jarvis

JVIATION®

FrontRange
AIRPORT

DES: S.G.J.
DR: S.G.J.
CH: J.B.M.
APP: J.B.M.

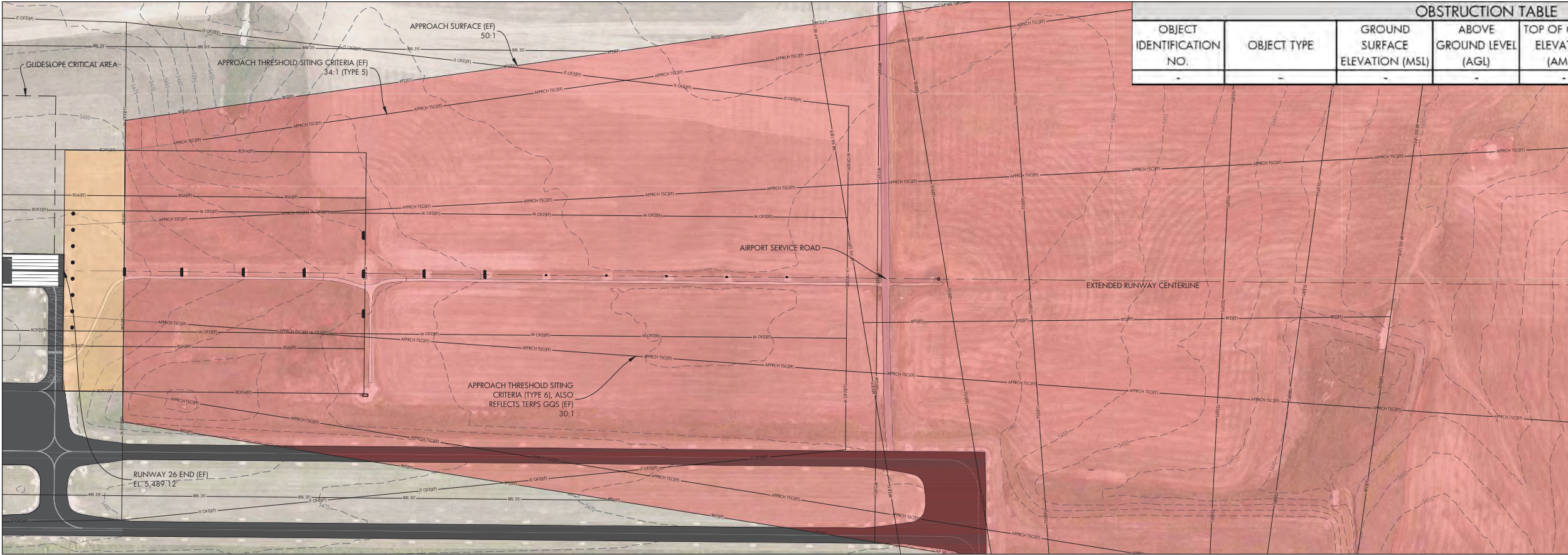
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NO.	BY	DATE	DESCRIPTION
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AIRPORT
LAYOUT PLAN

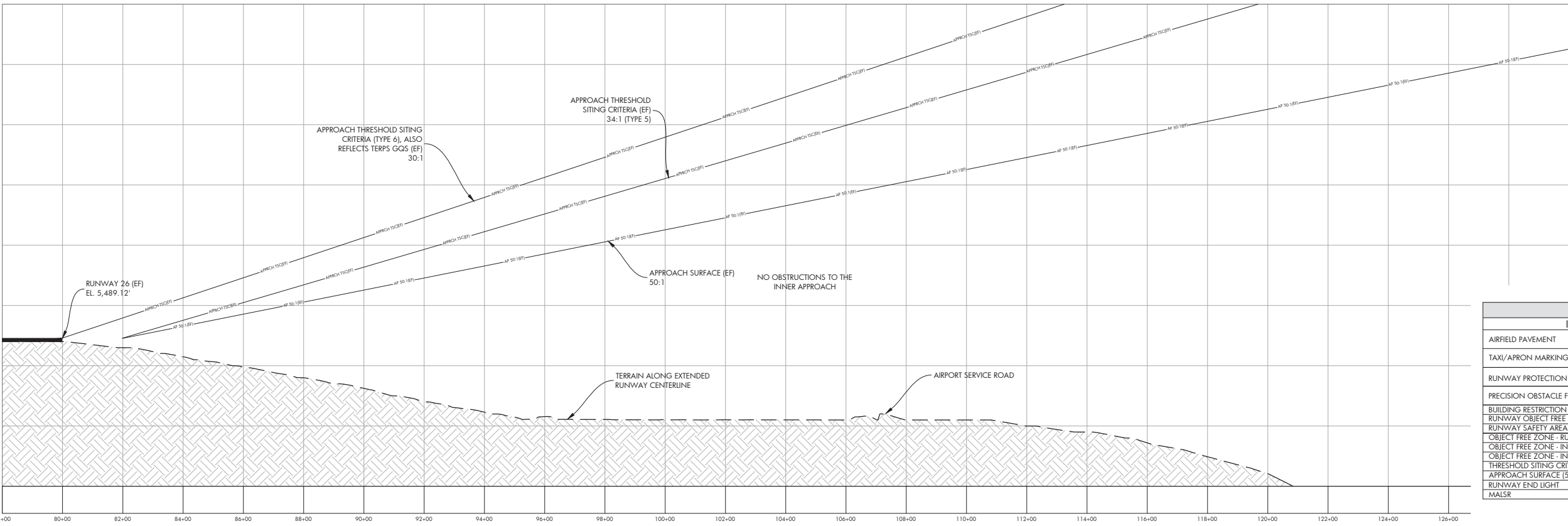
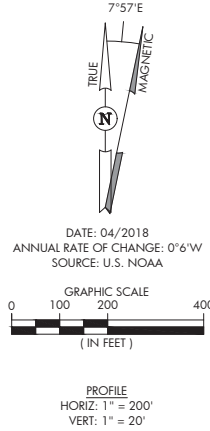
RUNWAY 8 INNER APPROACH
SURFACE DRAWING

AIP PROJ. NO. 3-08-0016-040-2015	JVIATION PROJ. NO. 2015.FTG.03	DATE: SEPTEMBER 2019
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SHEET NO.
09 of 18



OBSTRUCTION TABLE						
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	EXISTING APPROACH SURFACE PENETRATION	DISPOSITION
-	-	-	-	-	-	-



- NOTES**
 - EXISTING AND FUTURE CONDITIONS SHOWN AS (E)(F)
 - THE SURVEY WAS COMPLETED TO THE STANDARDS OUTLINED IN AC 150/5300-18B
 - PER 14 CFR PART 77, SURFACE TRANSPORTATION ENTITIES' ELEVATION INCLUDE AN ADJUSTMENT FOR OBSTRUCTION ANALYSES PURPOSES (23 FEET FOR RAILWAYS, 17 FEET FOR INTERSTATE HIGHWAYS, AND 15 FEET FOR ALL OTHER PUBLIC ROADS)
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 - ALL HORIZONTAL COORDINATES - NAD83/2011
ALL VERTICAL COORDINATES - NAD88

DRAWING LEGEND		
ITEM	EXISTING	FUTURE
AIRFIELD PAVEMENT		N/A
TAXI/APRON MARKINGS		N/A
RUNWAY PROTECTION ZONE (RPZ)		
PRECISION OBSTACLE FREE ZONE		SAME
BUILDING RESTRICTION LINE		SAME
RUNWAY OBJECT FREE AREA (ROFA)		
RUNWAY SAFETY AREA (RSA)		
OBJECT FREE ZONE - RUNWAY (ROFZ)		
OBJECT FREE ZONE - INNER APPROACH (IA OFZ)		
OBJECT FREE ZONE - INNER TRANSITIONAL (IT OFZ)		
THRESHOLD SITING CRITERIA - APPROACH (APPRCH TSC)		
APPROACH SURFACE (50:1)		
RUNWAY END LIGHT		SAME
MALSR		SAME

LAYOUT PLAN

08-10-ASD-RW-8-26.dwg
Sep 18, 2019 - 11:45am
Sensuans

JVIATION

FrontRange
AIRPORT

DES: S.G.J.	ISSUE RECORD			
DR: S.G.J.	NO.	BY	DATE	DESCRIPTION
CH: J.B.M.				
APP: J.B.M.				
THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 4704. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DERIVED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.				

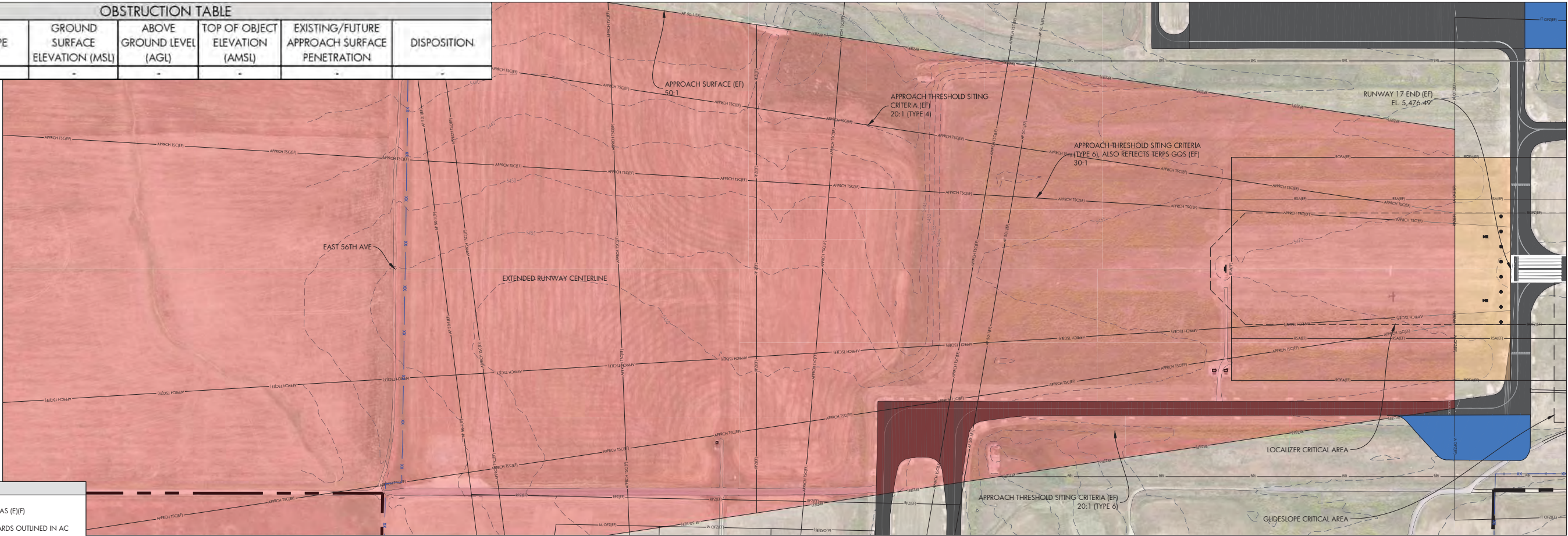
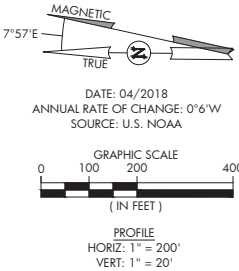
AIRPORT
LAYOUT PLAN

RUNWAY 26 INNER APPROACH
SURFACE DRAWING

AIP PROJ. NO. 3-08-0016-040-2015	JVIATION PROJ. NO. 2015.FTG.03	DATE: SEPTEMBER 2019
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SHEET NO.
10 of 18

OBSTRUCTION TABLE						
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	EXISTING/FUTURE APPROACH SURFACE PENETRATION	DISPOSITION
-	-	-	-	-	-	-



NOTES

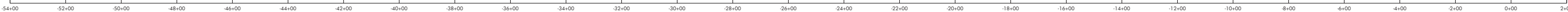
- EXISTING AND FUTURE CONDITIONS SHOWN AS (E)(F)
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SOURCE

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- ALL HORIZONTAL COORDINATES - NAD83/2011
ALL VERTICAL COORDINATES - NAD88

DRAWING LEGEND

ITEM	EXISTING	FUTURE
AIRPORT PROPERTY BOUNDARY		SAME
AIRFIELD PAVEMENT		
TAXI/APRON MARKINGS		N/A
AUTO PAVEMENT		N/A
RUNWAY PROTECTION ZONE (RPZ)		
PRECISION OBSTACLE FREE ZONE		SAME
BUILDING RESTRICTION LINE		SAME
RUNWAY OBJECT FREE AREA (ROFA)		
RUNWAY SAFETY AREA (RSA)		
OBJECT FREE ZONE - RUNWAY (OFZ)		
OBJECT FREE ZONE - INNER APPROACH (IA OFZ)		
OBJECT FREE ZONE - INNER TRANSITIONAL (IT OFZ)		
THRESHOLD SITING CRITERIA - APPROACH (APPRCH TSC)		
APPROACH SURFACE (50:1)		
FENCE - SECURITY (8' HEIGHT)		
FENCE - GENERAL (4' HEIGHT)		
RUNWAY END IDENTIFIER LIGHTS (REIL)		SAME
RUNWAY END LIGHT		SAME
LOCALIZER		SAME



11-12-MSL-RW 17-35.dwg
Sep 18, 2018 - 11:45am
Sara Jones

JVIATION®

FrontRange
AIRPORT

DES: S.G.J.
DR: S.G.J.
CH: J.B.M.
APP: J.B.M.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DERIVED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT
LAYOUT PLAN

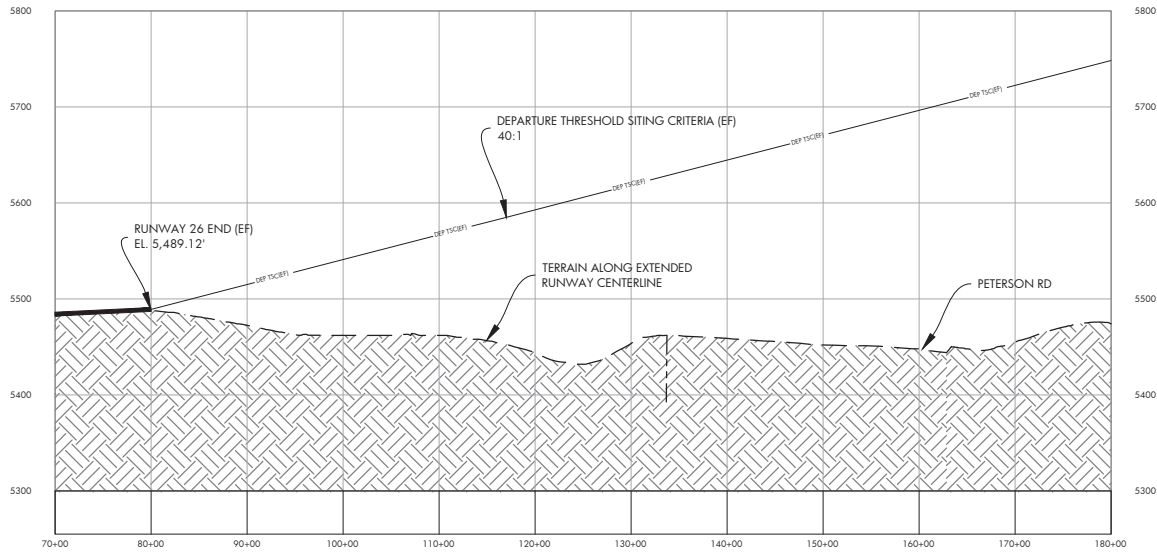
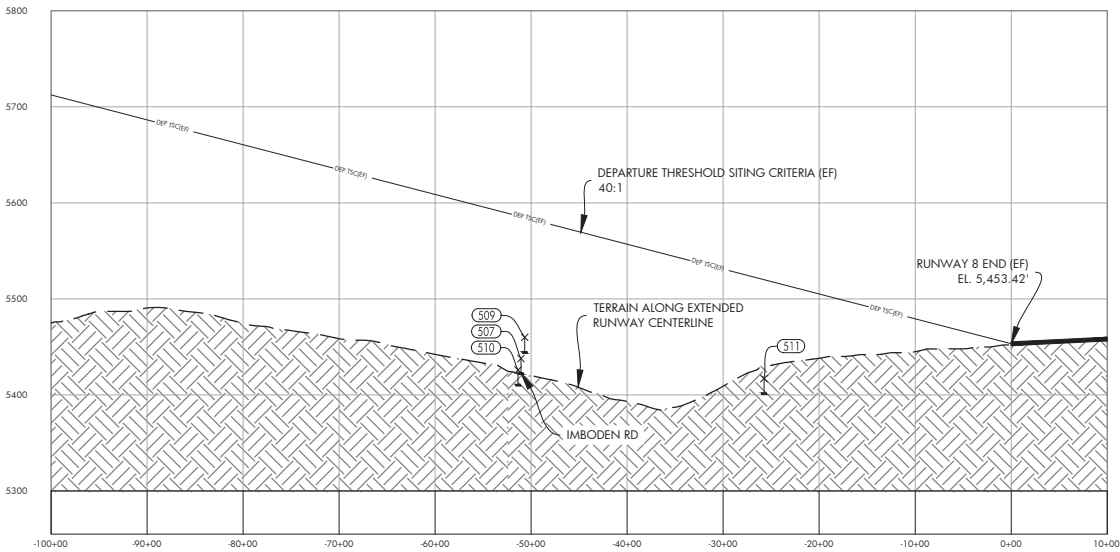
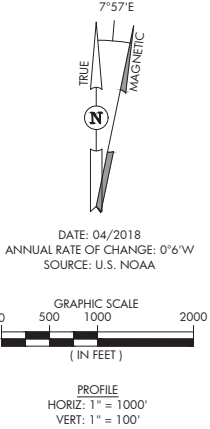
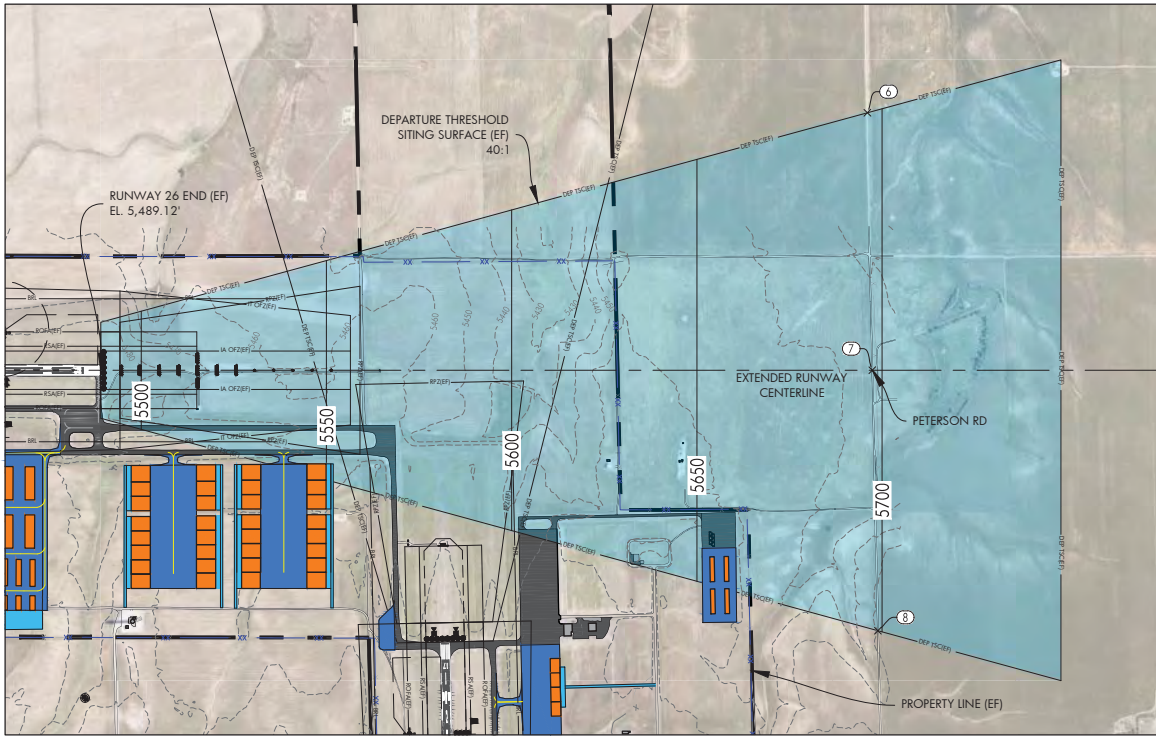
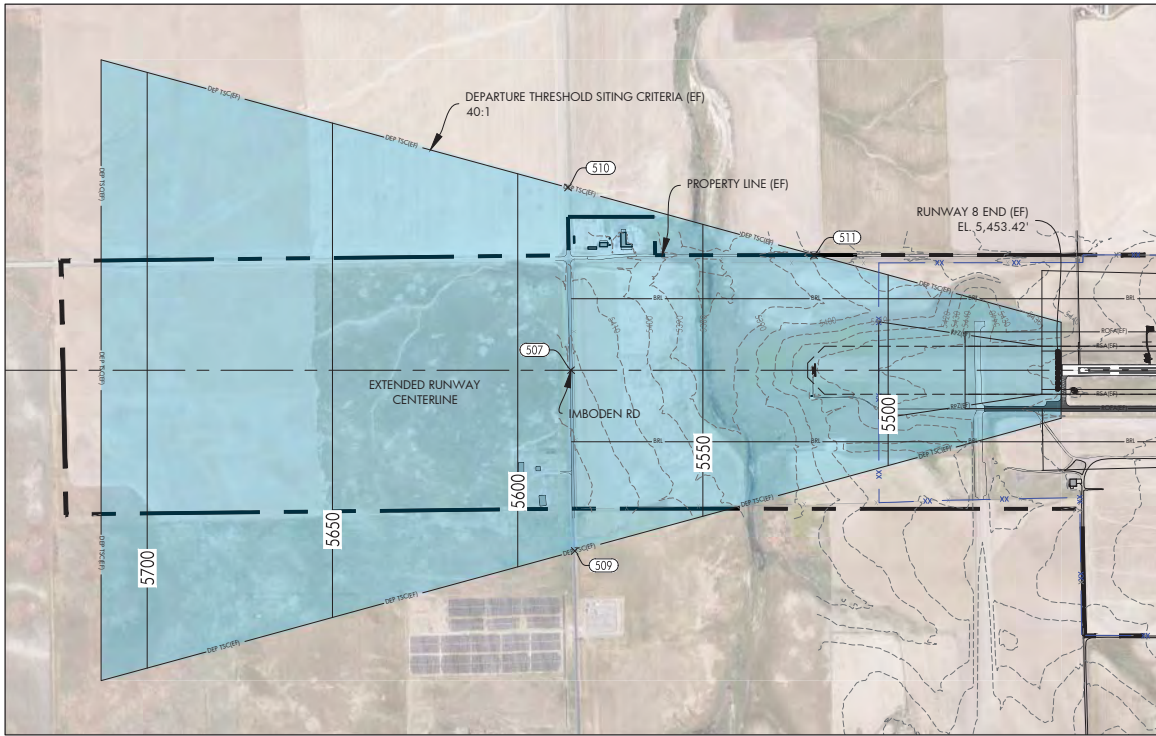
RUNWAY 17 INNER APPROACH
SURFACE DRAWING

AIP PROJ. NO.
3-08-0016-040-2015

JVIATION PROJ. NO.
2015.FTG.03

DATE:
SEPTEMBER 2019

SHEET NO.
11 of 18



- NOTES**
- EXISTING AND FUTURE CONDITIONS SHOWN AS (E)(F)
 - THE SURVEY WAS COMPLETED TO THE STANDARDS OUTLINED IN AC 150/5300-188
 - PER 14 CFR PART 77, SURFACE TRANSPORTATION ENTITIES' ELEVATION INCLUDE AN ADJUSTMENT FOR OBSTRUCTION ANALYSES PURPOSES (23 FEET FOR RAILWAYS, 17 FEET FOR INTERSTATE HIGHWAYS, AND 15 FEET FOR ALL OTHER PUBLIC ROADS)
 - THE AIRPORT PROPERTY LINE REFLECTED HERE IS BASED ON A COMPILATION OF HISTORICAL SOURCES AND MAY NOT ACCURATELY REFLECT ITS TRUE CONDITION. THE AIRPORT WILL UNDERTAKE A FULL PROPERTY SURVEY TO UPDATE ITS PROPERTY LINE.

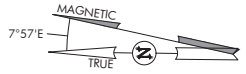
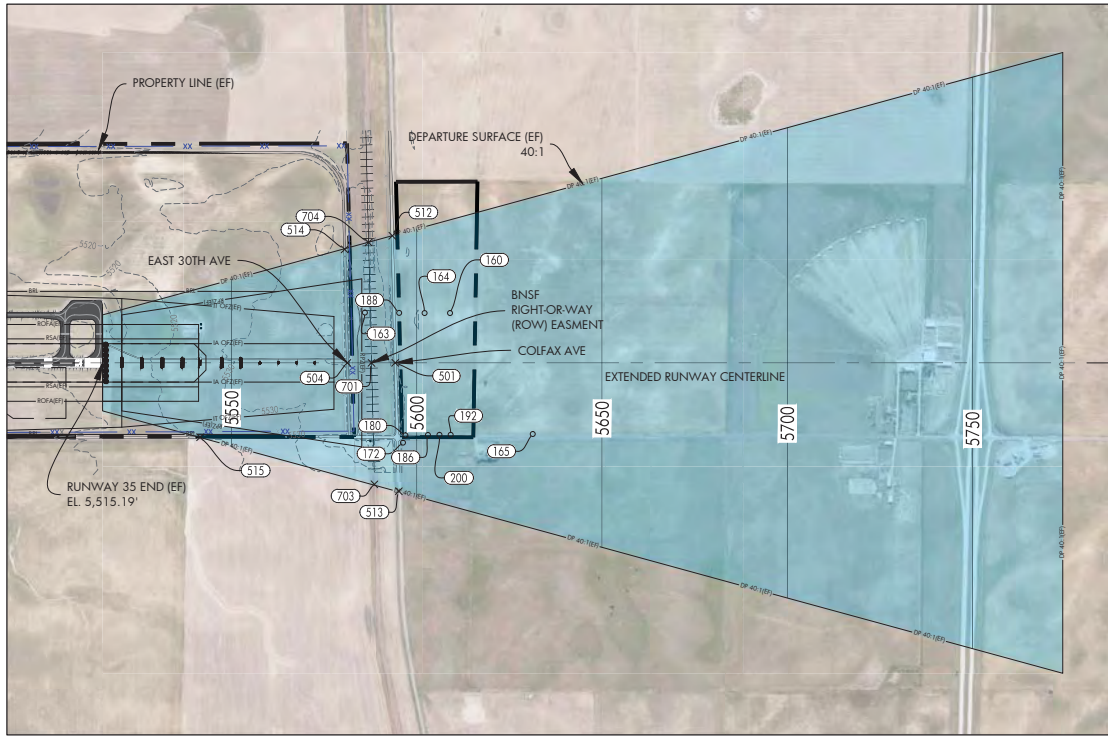
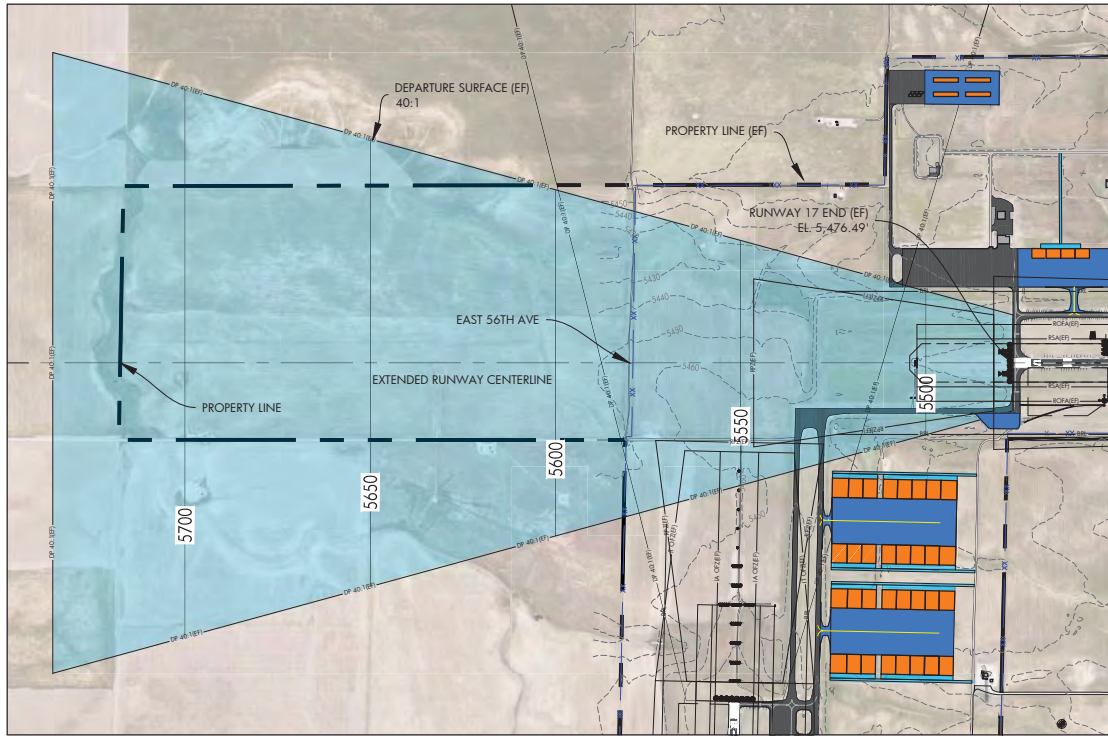
- SOURCE**
- SURVEY DATA IS BASED ON THE PLANIMETRIC MAPPING AND ORTHOIMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2017.
 - ALL HORIZONTAL COORDINATES - NAD83/2011
ALL VERTICAL COORDINATES - NAD88

OBSTRUCTION TABLE						
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	EXISTING DEPARTURE SURFACE PENETRATION	DISPOSITION
510	ROAD +15'	5,411.00'	15.00'	5,426.00'	-160.41'	N/A
507	ROAD +15'	5,422.90'	15.00'	5,437.90'	-147.70'	N/A
509	ROAD +15'	5,445.00'	15.00'	5,460.00'	-124.61'	N/A
511	ROAD +15'	5,402.02'	15.00'	5,417.02'	-103.01'	N/A

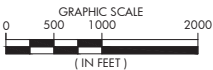
DRAWING LEGEND		
ITEM	EXISTING	FUTURE
AIRPORT PROPERTY BOUNDARY		SAME
AIRFIELD PAVEMENT		
TAXI/APRON MARKINGS		
AUTO PAVEMENT		
BUILDING/HANGAR		
RUNWAY PROTECTION ZONE (RPZ)		
BUILDING RESTRICTION LINE		SAME
RUNWAY OBJECT FREE AREA (ROFA)		
RUNWAY SAFETY AREA (RSA)		
OBJECT FREE ZONE - RUNWAY (ROFZ)		
OBJECT FREE ZONE - INNER APPROACH (IA OFZ)		
OBJECT FREE ZONE - INNER TRANSITIONAL (IT OFZ)		
THRESHOLD SITING CRITERIA - APPROACH (APPRCH TSC)		
THRESHOLD SITING CRITERIA - DEPARTURE (DEP TSC)		
FENCE - SECURITY (8' HEIGHT)		
FENCE - GENERAL (4' HEIGHT)		
RUNWAY END IDENTIFIER LIGHTS (REIL)		SAME
RUNWAY END LIGHT		SAME
PAPI		SAME
LOCALIZER		SAME
MALSR		SAME
AIRPORT REFERENCE POINT (ARP)		SAME
PRIMARY/SECONDARY AIRPORT CONTROL STATION		SAME

ISSUE RECORD			
NO.	BY	DATE	DESCRIPTION

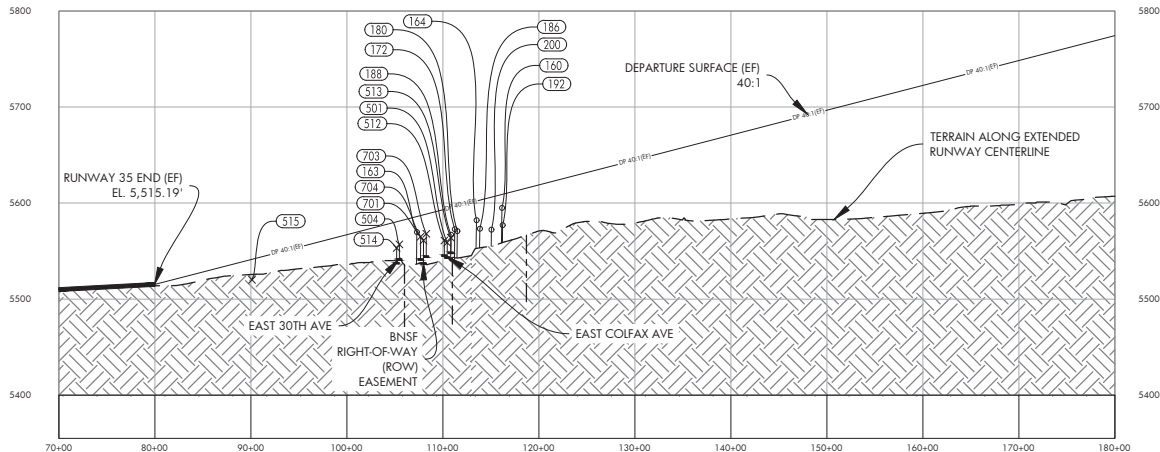
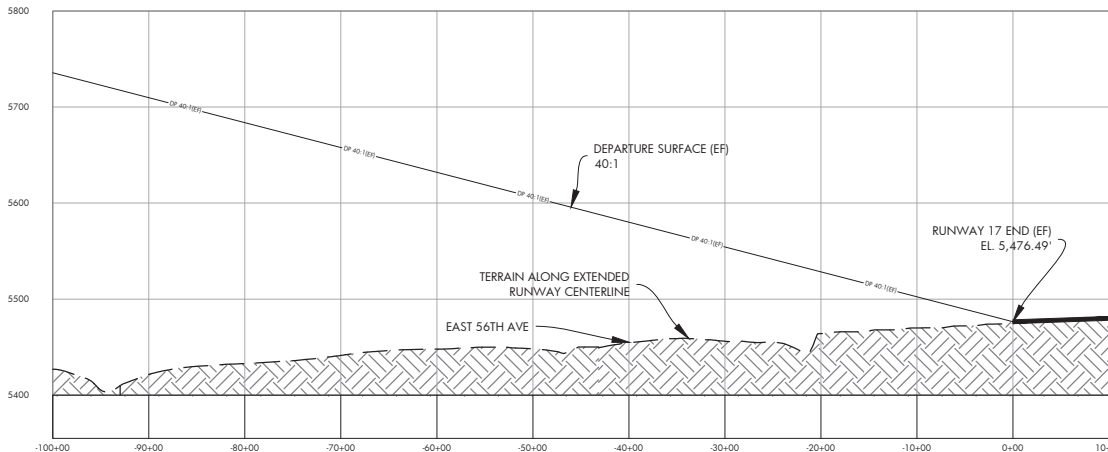
THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C. SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DERIVED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.



DATE: 04/2018
ANNUAL RATE OF CHANGE: 0°6'W
SOURCE: U.S. NOAA



PROFILE
HORIZ: 1" = 1000'
VERT: 1" = 100'



NOTES

- EXISTING AND FUTURE CONDITIONS SHOWN AS (E)(F)
- THE SURVEY WAS COMPLETED TO THE STANDARDS OUTLINED IN AC 150/5300-18B
- PER 14 CFR PART 77, SURFACE TRANSPORTATION ENTITIES' ELEVATION INCLUDE AN ADJUSTMENT FOR OBSTRUCTION ANALYSES PURPOSES (23 FEET FOR RAILWAYS, 17 FEET FOR INTERSTATE HIGHWAYS, AND 15 FEET FOR ALL OTHER PUBLIC ROADS)
- THE AIRPORT PROPERTY LINE REFLECTED HERE IS BASED ON A COMPILATION OF HISTORICAL SOURCES AND MAY NOT ACCURATELY REFLECT ITS TRUE CONDITION. THE AIRPORT WILL UNDERTAKE A FULL PROPERTY SURVEY TO UPDATE ITS PROPERTY LINE.

SOURCE

- SURVEY DATA IS BASED ON THE PLANIMETRIC, MAPPING, AND ORTHOIMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2017.
- ALL HORIZONTAL COORDINATES - NAD83/2011
ALL VERTICAL COORDINATES - NAD88

OBSTRUCTION TABLE

OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	EXISTING DEPARTURE SURFACE PENETRATION	DISPOSITION
703	RAILROAD +23'	5,571.90'	23.00'	5,594.90'	-20.55'	N/A
515	ROAD +15'	5,554.70'	15.00'	5,569.70'	-6.47'	N/A
701	RAILROAD +23'	5,559.10'	23.00'	5,582.10'	-26.78'	N/A
704	RAILROAD +23'	5,578.30'	23.00'	5,601.30'	-22.00'	N/A
514	ROAD +15'	5,557.80'	15.00'	5,572.80'	-27.35'	N/A
513	ROAD +15'	5,555.70'	15.00'	5,570.70'	-31.16'	N/A
501	ROAD +15'	5,558.20'	15.00'	5,573.20'	-35.29'	N/A
512	ROAD +15'	5,551.90'	15.00'	5,566.90'	-32.40'	N/A
160	UTILITY POLE	5,564.90'	30.00'	5,594.90'	-14.04'	N/A
163	UTILITY POLE	5,539.70'	30.00'	5,569.70'	-16.29'	N/A
164	UTILITY POLE	5,552.10'	30.00'	5,582.10'	-19.97'	N/A
165	UTILITY POLE	5,571.30'	30.00'	5,601.30'	-29.98'	N/A
172	UTILITY POLE	5,542.80'	30.00'	5,572.80'	-23.43'	N/A
180	UTILITY POLE	5,540.70'	30.00'	5,570.70'	-26.20'	N/A
186	UTILITY POLE	5,543.20'	30.00'	5,573.20'	-29.78'	N/A
188	UTILITY POLE	5,536.90'	30.00'	5,566.90'	-28.30'	N/A
192	UTILITY POLE	5,546.90'	30.00'	5,576.90'	-32.24'	N/A
200	UTILITY POLE	5,542.20'	30.00'	5,572.20'	-33.92'	N/A
504	ROAD +15'	5,527.00'	15.00'	5,542.00'	-39.26'	N/A

DRAWING LEGEND

ITEM	EXISTING	FUTURE
AIRPORT PROPERTY BOUNDARY		SAME
AIRFIELD PAVEMENT		
TAXI/APRON MARKINGS		
AUTO PAVEMENT		
BUILDING/HANGAR		
RUNWAY PROTECTION ZONE (RPZ)		
BUILDING RESTRICTION LINE		SAME
RUNWAY OBJECT FREE AREA (ROFA)		
RUNWAY SAFETY AREA (RSA)		
OBJECT FREE ZONE - RUNWAY (OFZ)		
OBJECT FREE ZONE - INNER APPROACH (IA OFZ)		
OBJECT FREE ZONE - INNER TRANSITIONAL (IT OFZ)		
THRESHOLD SITING CRITERIA - APPROACH (APPRCH TSC)		
THRESHOLD SITING CRITERIA - DEPARTURE (DEP TSC)		
FENCE - SECURITY (8' HEIGHT)		
FENCE - GENERAL (4' HEIGHT)		N/A
RUNWAY END IDENTIFIER LIGHTS (REIL)		SAME
RUNWAY END LIGHT		SAME
PAPI		SAME
LOCALIZER		SAME
MALSR		SAME
AIRPORT REFERENCE POINT (ARP)		SAME
PRIMARY/SECONDARY AIRPORT CONTROL STATION		SAME

15-FTG-AP-DEP-17-35.dwg
Sep 18, 2018 11:47am
Sean Jarvis

AVIATION

FrontRange
AIRPORT

DES: S.G.J.

DR: S.G.J.

CH: J.B.M.

APP: J.B.M.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DERIVED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT
LAYOUT PLAN

DEPARTURE SURFACE DRAWING
RUNWAY 17/35

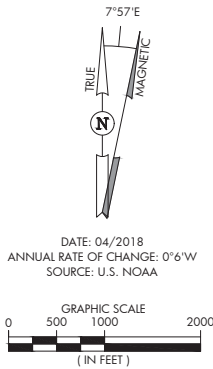
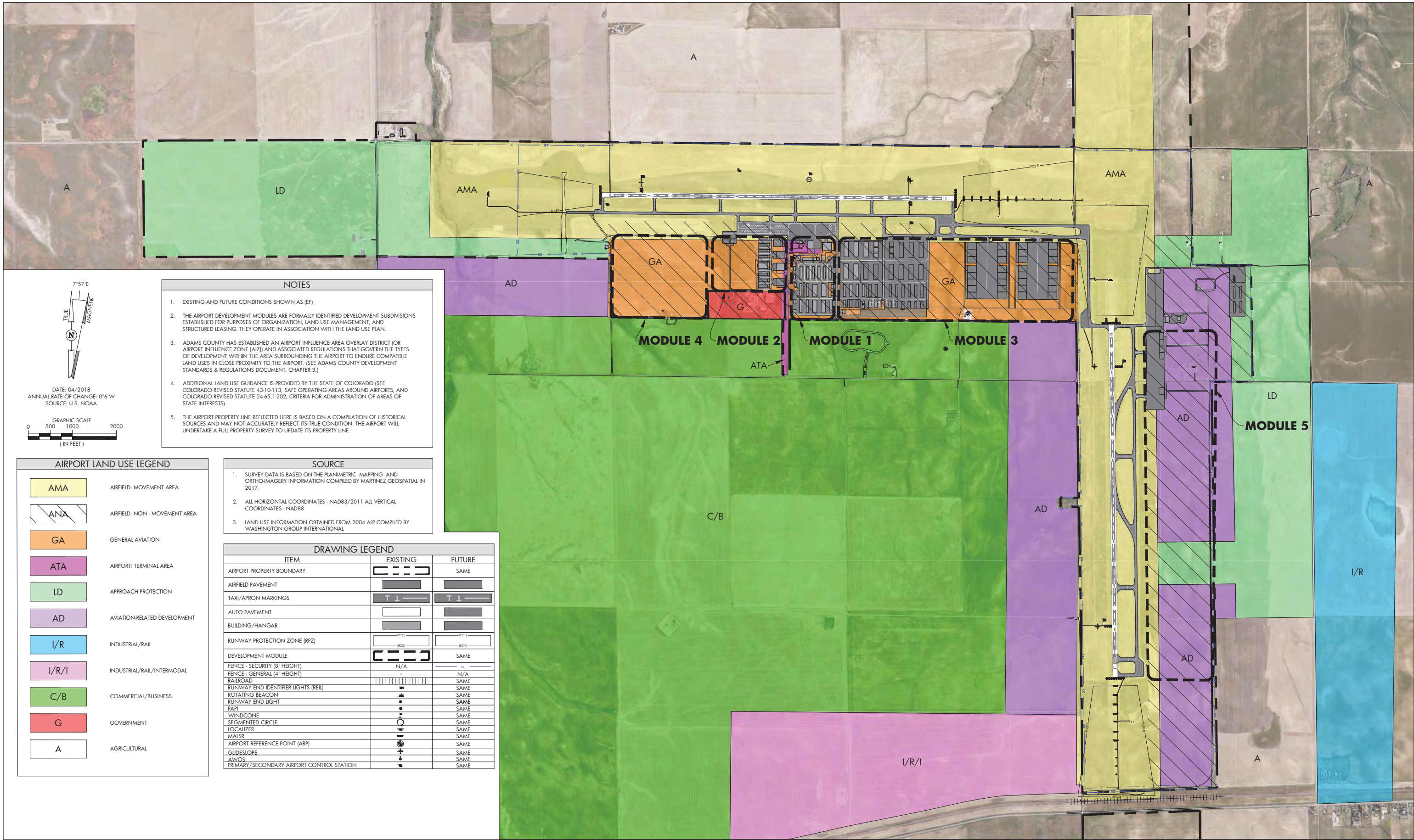
AIP PROJ. NO.
3-08-0016-040-2015

AVIATION PROJ. NO.
2015.FTG.03

DATE:
SEPTEMBER 2019

SHEET NO.

14 of 18



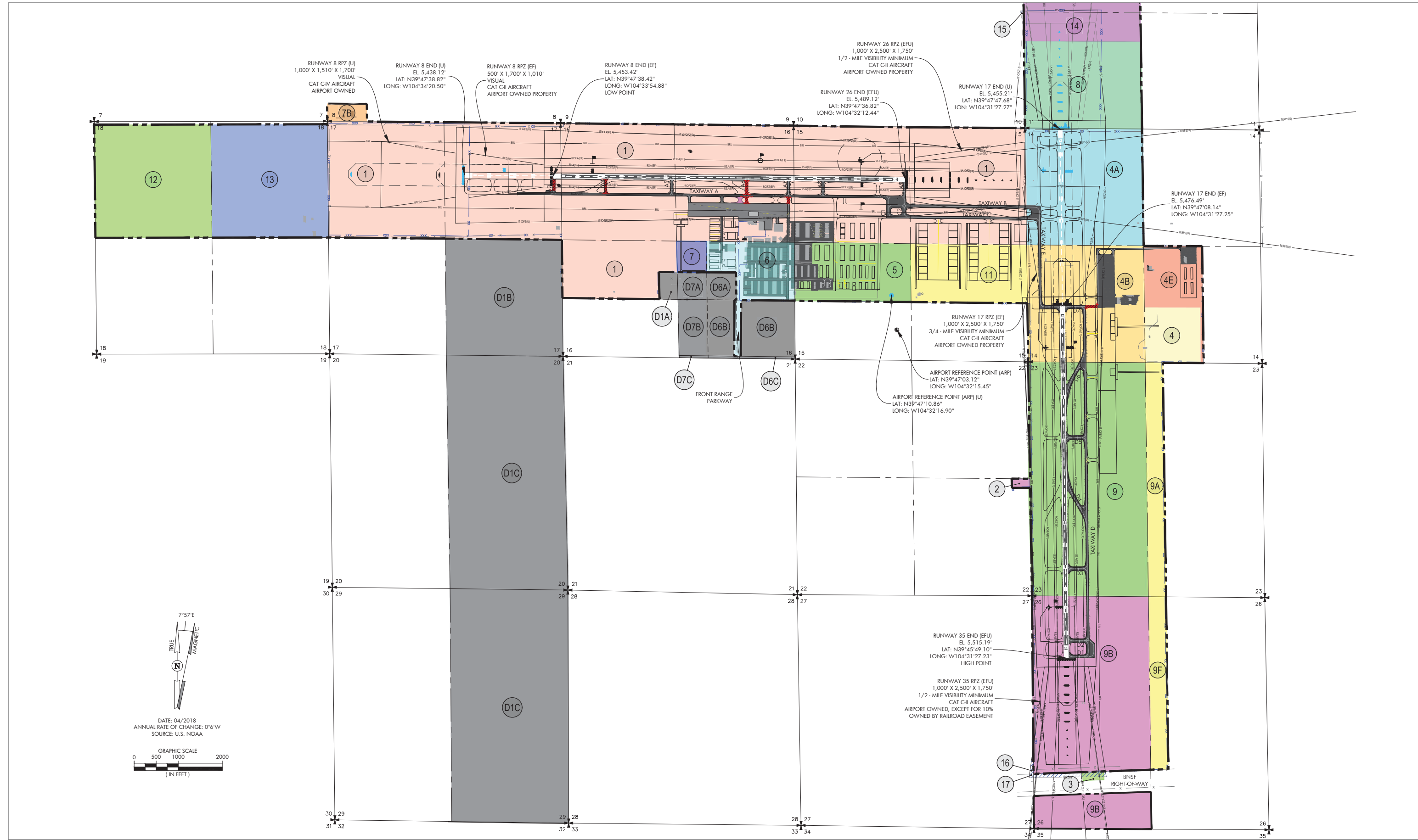
- NOTES**
1. EXISTING AND FUTURE CONDITIONS SHOWN AS (EF)
 2. THE AIRPORT DEVELOPMENT MODULES ARE FORMALLY IDENTIFIED DEVELOPMENT SUBDIVISIONS ESTABLISHED FOR PURPOSES OF ORGANIZATION, LAND USE MANAGEMENT, AND STRUCTURED LEASING. THEY OPERATE IN ASSOCIATION WITH THE LAND USE PLAN.
 3. ADAMS COUNTY HAS ESTABLISHED AN AIRPORT INFLUENCE AREA OVERLAY DISTRICT (OR AIRPORT INFLUENCE ZONE (AIZ)) AND ASSOCIATED REGULATIONS THAT GOVERN THE TYPES OF DEVELOPMENT WITHIN THE AREA SURROUNDING THE AIRPORT TO ENDURE COMPATIBLE LAND USES IN CLOSE PROXIMITY TO THE AIRPORT. (SEE ADAMS COUNTY DEVELOPMENT STANDARDS & REGULATIONS DOCUMENT, CHAPTER 3.)
 4. ADDITIONAL LAND USE GUIDANCE IS PROVIDED BY THE STATE OF COLORADO (SEE COLORADO REVISED STATUTE 43-10-113, SAFE OPERATING AREAS AROUND AIRPORTS, AND COLORADO REVISED STATUTE 24-65.1-202, CRITERIA FOR ADMINISTRATION OF AREAS OF STATE INTERESTS)
 5. THE AIRPORT PROPERTY LINE REFLECTED HERE IS BASED ON A COMPILATION OF HISTORICAL SOURCES AND MAY NOT ACCURATELY REFLECT ITS TRUE CONDITION. THE AIRPORT WILL UNDERTAKE A FULL PROPERTY SURVEY TO UPDATE ITS PROPERTY LINE.

AIRPORT LAND USE LEGEND	
AMA	AIRFIELD: MOVEMENT AREA
ANA	AIRFIELD: NON - MOVEMENT AREA
GA	GENERAL AVIATION
ATA	AIRPORT: TERMINAL AREA
LD	APPROACH PROTECTION
AD	AVIATION-RELATED DEVELOPMENT
I/R	INDUSTRIAL/RAIL
I/R/I	INDUSTRIAL/RAIL/INTERMODAL
C/B	COMMERCIAL/BUSINESS
G	GOVERNMENT
A	AGRICULTURAL

- SOURCE**
1. SURVEY DATA IS BASED ON THE PLANIMETRIC MAPPING AND ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2017.
 2. ALL HORIZONTAL COORDINATES - NAD83/2011 ALL VERTICAL COORDINATES - NAD88
 3. LAND USE INFORMATION OBTAINED FROM 2004 ALP COMPILED BY WASHINGTON GROUP INTERNATIONAL

DRAWING LEGEND		
ITEM	EXISTING	FUTURE
AIRPORT PROPERTY BOUNDARY		SAME
AIRFIELD PAVEMENT		
TAXI/APRON MARKINGS		
AUTO PAVEMENT		
BUILDING/HANGAR		
RUNWAY PROTECTION ZONE (RPZ)		
DEVELOPMENT MODULE		SAME
FENCE - SECURITY (8' HEIGHT)	N/A	N/A
FENCE - GENERAL (4' HEIGHT)	N/A	N/A
RAILROAD		SAME
RUNWAY END IDENTIFIER LIGHTS (REIL)		SAME
ROTATING BEACON		SAME
RUNWAY END LIGHT		SAME
PAPI		SAME
WINDCONE		SAME
SEGMENTED CIRCLE		SAME
LOCALIZER		SAME
MALS/R		SAME
AIRPORT REFERENCE POINT (ARP)		SAME
GUIDESLOPE		SAME
AVOS		SAME
PRIMARY/SECONDARY AIRPORT CONTROL STATION		SAME

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16-FTC-AP-EXHIBIT A.dwg
Sep 18, 2019 11:47am
Soni.Janis

JVIATION®

Front Range
AIRPORT

DES: S.G.J.
DR: S.G.J.
CH: J.B.M.
APP: J.B.M.

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AIRPORT
LAYOUT PLAN

EXHIBIT A - PROPERTY MAP

AIP PROJ. NO. 3-08-0016-040-2015	JVIATION PROJ. NO. 2015.FTG.03	DATE: SEPTEMBER 2019
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SHEET NO.
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AIRPORT PARCEL DATA										
PARCEL ID	DESCRIPTION	GRANTOR	GRANTEE	DATE	RECORDING DATA	INTEREST	CURRENT ACRES	HISTORIC PARCEL ID	FAA PROJECT NO.	NOTES
1	A PORTION OF SECTIONS 15, 16, & 17, T.3S., R.64W., 6TH P.M.	DANFORD-CHAMPLIN FARMS, LTD.	FRONT RANGE AIRPORT AUTHORITY	2/21/1983	BOOK 2725 PAGE 838	FEE BY WARRANTY DEED	160 ±	1A	AIP 308-0016-07	RUNWAY, TAXIWAY
	A PORTION OF SECTIONS 15, 16, & 17, T.3S., R.64W., 6TH P.M.	DANFORD-CHAMPLIN FARMS, LTD.	FRONT RANGE AIRPORT AUTHORITY	2/21/1983	BOOK 2725 PAGE 838	FEE BY WARRANTY DEED	236 ±	1B	AIP 308-0016-10	RUNWAY, TAXIWAY
	A PORTION OF SECTIONS 15, 16, & 17, T.3S., R.64W., 6TH P.M.	DANFORD-CHAMPLIN FARMS, LTD.	FRONT RANGE AIRPORT AUTHORITY	2/21/1983	BOOK 2725 PAGE 838	FEE BY WARRANTY DEED	564 ±	1C	AIP 308-0016-11	RUNWAY, TAXIWAY
	A PORTION OF SECTIONS 15, 16, & 17, T.3S., R.64W., 6TH P.M.	DANFORD-CHAMPLIN FARMS, LTD.	FRONT RANGE AIRPORT AUTHORITY	2/21/1983	BOOK 2725 PAGE 838	FEE BY WARRANTY DEED	75 ±	1D	AIP 308-0016-11	RUNWAY, TAXIWAY
2	A PORTION OF THE SE4, SECTION 22, T.3S., R.64W., 6TH P.M.	WILLARD E. GEICK	FRONT RANGE AIRPORT AUTHORITY	3/16/1990	BOOK 3658 PAGE 104	FEE BY WARRANTY DEED	2 ±	2	AIP 308-0016-12	AIRPORT IMPROVEMENT
3	A PORTION OF THE SW4, SECTION 26, T.3S., R.64W., 6TH P.M.	UNION PACIFIC RAIL ROAD	FRONT RANGE AIRPORT AUTHORITY	2/20/1996	FILE COPY FOLDER 180-70	LEASE	2 ±	3	SPONSOR PAYMENTS	RUNWAY APPROACH PROTECTION
4	A PORTION OF THE SW5E4, SECTION 14, T.3S., R.64W., 6TH P.M.	CARROLL J. AND EVELYN JEAN USCO	FRONT RANGE AIRPORT AUTHORITY	12/26/1989	BOOK 3634 PAGE 146	FEE BY WARRANTY DEED	36 ±	4	AIP 308-0016-15	AIRPORT IMPROVEMENT
4A	THE NW4, SECTION 14, T.3S., R.64W., 6TH P.M.	CARROLL J. AND EVELYN JEAN USCO	FRONT RANGE AIRPORT AUTHORITY	6/12/1986	BOOK 3156 PAGE 961	FEE BY WARRANTY DEED	160 ±	4A	AIP 308-0016-05	AIRPORT IMPROVEMENT
4B	THE SW4, SECTION 14, T.3S., R.64W., 6TH P.M.	CARROLL J. AND EVELYN JEAN USCO	FRONT RANGE AIRPORT AUTHORITY	1/31/1986	BOOK 3106 PAGE 558	FEE BY WARRANTY DEED	120 ±	4B	AIP 308-0016-12	AIRPORT IMPROVEMENT
	THE SW4, SECTION 14, T.3S., R.64W., 6TH P.M.	CARROLL J. AND EVELYN JEAN USCO	FRONT RANGE AIRPORT AUTHORITY	1/31/1986	BOOK 3106 PAGE 558	FEE BY WARRANTY DEED	40 ±	4D	AIP 308-0016-15	AIRPORT IMPROVEMENT
4C	PARCEL ID NOT USED ON THIS EXHIBIT 'A'									
4D	PARCEL ID NOT USED ON THIS EXHIBIT 'A' INCORPORATED INTO PARCEL ID 4B									
4E	A PORTION OF THE SE4, SECTION 14, T.3S., R.64W., 6TH P.M.	CARROLL J. AND EVELYN JEAN USCO	FRONT RANGE AIRPORT AUTHORITY	8/28/1991	BOOK 3812 PAGE 329	FEE BY WARRANTY DEED	44±	4E	AIP 308-0016-18	AIRPORT IMPROVEMENT
5	THE N2SW4, SECTION 15, T.3S., R.64W., 6TH P.M.	PLAND-CRONK COMPANY	FRONT RANGE AIRPORT AUTHORITY	3/14/1984	BOOK 2851 PAGE 164	FEE BY WARRANTY DEED	11.5 ±	5	AIP 308-0016-12	AIRPORT IMPROVEMENT
	THE N2SW4, SECTION 15, T.3S., R.64W., 6TH P.M.	PLAND-CRONK COMPANY	FRONT RANGE AIRPORT AUTHORITY	3/14/1984	BOOK 2851 PAGE 164	FEE BY WARRANTY DEED	68.5 ±	5A	AIP 308-0016-11	AIRPORT IMPROVEMENT
6	A PORTION OF THE SE4, SECTION 16, T.3S., R.64W., 6TH P.M.	DISTRICT COURT OF ADAMS COUNTY	FRONT RANGE AIRPORT AUTHORITY	9/22/1983	BOOK 2793 PAGE 754	FEE BY COURT ACTION	47.6±	6	AIP 308-0016-12	AIRPORT IMPROVEMENT
	A PORTION OF THE SE4, SECTION 16, T.3S., R.64W., 6TH P.M.	DISTRICT COURT OF ADAMS COUNTY	FRONT RANGE AIRPORT AUTHORITY	9/22/1983	BOOK 2793 PAGE 754	FEE BY COURT ACTION	16.4 ±	6A & 7A	SPONSOR ACQUISITION	SEE NOTE 2
7	PORTION OF THE W2SE4, SECTION 16, T.3S., R.64W., 6TH P.M.	MARGARET V. DAVIDSON	FRONT RANGE AIRPORT AUTHORITY	5/20/1983	BOOK 2755 PAGE 623	FEE BY WARRANTY DEED	12 ±	7	AIP 308-0016-12	AIRPORT IMPROVEMENT
7A	PARCEL ID NOT USED ON THIS EXHIBIT 'A' INCORPORATED INTO PARCEL ID 6							7A		SEE NOTE 2
7B	PORTION OF THE SW4, SECTION 8, T.3S., R.64W., 6TH P.M.	DANFORD-CHAMPLIN FARMS, LTD.	FRONT RANGE AIRPORT AUTHORITY	12/17/1983	BOOK 2849 PAGE 370	FEE BY WARRANTY DEED	8.3 ±	7B	AIP 308-0016-12	AIRPORT IMPROVEMENT
8	PORTION OF THE SW4, SECTION 11, T.3S., R.64W., 6TH P.M.	SHERYL HENSON (1/4 INTEREST) NATAJI SOUTH (1/4 INTEREST) ROBERT D. CLUP (1/2 INTEREST)	FRONT RANGE AIRPORT AUTHORITY	10/25/2006 10/25/2006 11/3/2006	RECEPTION NO. 2006001011430 RECEPTION NO. 2006001011451 RECEPTION NO. 2006001011452	FEE BY WARRANTY DEED	120 ±	8		AIRPORT PROTECTION
9	THE W2, SECTION 23, T.3S., R.64W., 6TH P.M.	LULA MAY BANCHOR	FRONT RANGE AIRPORT AUTHORITY	4/21/1986	BOOK 3134 PAGE 914	FEE BY WARRANTY DEED	240 ±	9	AIP 308-0016-12	AIRPORT IMPROVEMENT
	THE W2, SECTION 23, T.3S., R.64W., 6TH P.M.	LULA MAY BANCHOR	FRONT RANGE AIRPORT AUTHORITY	4/21/1986	BOOK 3134 PAGE 914	FEE BY WARRANTY DEED	80 ±	9C	AIP 308-0016-15	AIRPORT IMPROVEMENT
9A	A PORTION OF SECTION 23, T.3S., R.64W., 6TH P.M.	LULA MAY BANCHOR	FRONT RANGE AIRPORT AUTHORITY	3/5/1993	BOOK 4038 PAGE 253	FEE BY SPECIAL WARRANTY DEED	50 ±	9A	AIP 308-0016-18	AIRPORT IMPROVEMENT AND PROTECTION PARCEL 2 OF DEED
9B	PORTION OF THE W2, SECTION 26, T.3S., R.64W., 6TH P.M.	LULA MAY BANCHOR	FRONT RANGE AIRPORT AUTHORITY	2/15/1990	BOOK 3649 PAGE 144	FEE BY SPECIAL WARRANTY DEED	178 ±	9B	AIP 308-0016-12	AIRPORT IMPROVEMENT AND PROTECTION
	PORTION OF THE W2, SECTION 26, T.3S., R.64W., 6TH P.M.	LULA MAY BANCHOR	FRONT RANGE AIRPORT AUTHORITY	2/15/1990	BOOK 3649 PAGE 144	FEE BY SPECIAL WARRANTY DEED	73 ±	9D	AIP 308-0016-17	AIRPORT IMPROVEMENT AND PROTECTION
	PORTION OF THE W2, SECTION 26, T.3S., R.64W., 6TH P.M.	LULA MAY BANCHOR	FRONT RANGE AIRPORT AUTHORITY	2/15/1990	BOOK 3649 PAGE 144	FEE BY SPECIAL WARRANTY DEED	54 ±	9E	AIP 308-0016-17	AIRPORT IMPROVEMENT AND PROTECTION
9C	PARCEL ID NOT USED ON THIS EXHIBIT 'A' INCORPORATED INTO PARCEL ID 9									
9D	PARCEL ID NOT USED ON THIS EXHIBIT 'A' INCORPORATED INTO PARCEL ID 9B									
9E	PARCEL ID NOT USED ON THIS EXHIBIT 'A' INCORPORATED INTO PARCEL ID 9B									
9F	PORTION OF SECTION 26, T.3S., R.64W., 6TH P.M.	LULA MAY BANCHOR	FRONT RANGE AIRPORT AUTHORITY	3/5/1993	BOOK 4038 PAGE 253	FEE BY SPECIAL WARRANTY DEED	35 ±	9F	AIP 308-0016-18	AIRPORT IMPROVEMENT AND PROTECTION PARCEL 1 OF DEED
10	PORTION OF THE NE4, SECTION 16, T.3S., R.63W., 6TH P.M.	ROBERT WAYNE TAYLOR	FRONT RANGE AIRPORT AUTHORITY	7/11/1988	BOOK 3476 PAGE 532	FEE BY WARRANTY DEED	2 ±	10	SPONSOR ACQUISITION	OUTER MARKER PARCEL IS FOR THE OUTER MARKER NOT SHOWN GRAPHICALLY HEREOF
11	N2SE4, SECTION 15, T.3S., R.64W., 6TH P.M.	CFA ACQUISITION CORP.	FRONT RANGE AIRPORT AUTHORITY	4/13/1990	BOOK 3665 PAGE 612	FEE BY WARRANTY DEED	80 ±	11	AIP 308-0016-12	AIRPORT IMPROVEMENT
12	A PORTION OF THE NW4, SECTION 18, T.3S., R.64W., 6TH P.M.	SHUCK TRANSPORT LIMITED, LLP	FRONT RANGE AIRPORT AUTHORITY	5/31/2000	BOOK 6144 PAGE 416	FEE BY SPECIAL WARRANTY DEED	160 ±	PARCEL C(WEST)	SPONSOR ACQUISITION	SPECIFICALLY EXCLUDES NORTH 70 FEET OF PARCEL
13	A PORTION OF THE NE4, SECTION 18, T.3S., R.64W., 6TH P.M.	SHUCK TRANSPORT LIMITED, LLP	FRONT RANGE AIRPORT AUTHORITY	5/31/2000	BOOK 6144 PAGE 428	FEE BY SPECIAL WARRANTY DEED	36.49 ±	CE(1)	AIP 308-0016-24	AIRPORT IMPROVEMENT AND PROTECTION SPECIFICALLY EXCLUDES NORTH 70 FEET OF PARCEL
	A PORTION OF THE NE4, SECTION 18, T.3S., R.64W., 6TH P.M.	SHUCK TRANSPORT LIMITED, LLP	FRONT RANGE AIRPORT AUTHORITY	5/31/2000	BOOK 6144 PAGE 428	FEE BY SPECIAL WARRANTY DEED	36.49 ±	CE(2)	AIP 308-0016-24	AIRPORT IMPROVEMENT AND PROTECTION SPECIFICALLY EXCLUDES NORTH 70 FEET OF PARCEL
	A PORTION OF THE NE4, SECTION 18, T.3S., R.64W., 6TH P.M.	SHUCK TRANSPORT LIMITED, LLP	FRONT RANGE AIRPORT AUTHORITY	5/31/2000	BOOK 6144 PAGE 428	FEE BY SPECIAL WARRANTY DEED	24.16 ±	CE(3)	AIP 308-0016-25	AIRPORT IMPROVEMENT AND PROTECTION SPECIFICALLY EXCLUDES NORTH 70 FEET OF PARCEL
	A PORTION OF THE NE4, SECTION 18, T.3S., R.64W., 6TH P.M.	SHUCK TRANSPORT LIMITED, LLP	FRONT RANGE AIRPORT AUTHORITY	5/31/2000	BOOK 6144 PAGE 428	FEE BY SPECIAL WARRANTY DEED	7.47 ±	CE(4)	AIP 308-0016-27	AIRPORT IMPROVEMENT AND PROTECTION SPECIFICALLY EXCLUDES NORTH 70 FEET OF PARCEL
	A PORTION OF THE NE4, SECTION 18, T.3S., R.64W., 6TH P.M.	SHUCK TRANSPORT LIMITED, LLP	FRONT RANGE AIRPORT AUTHORITY	5/31/2000	BOOK 6144 PAGE 428	FEE BY SPECIAL WARRANTY DEED	55.39 ±	C(W2)	SPONSOR ACQUISITION	SPECIFICALLY EXCLUDES NORTH 70 FEET OF PARCEL
	A PORTION OF THE NE4, SECTION 18, T.3S., R.64W., 6TH P.M.	SHUCK TRANSPORT LIMITED, LLP	FRONT RANGE AIRPORT AUTHORITY	5/31/2000	BOOK 6144 PAGE 428	FEE BY SPECIAL WARRANTY DEED	55.39 ±			
14	THE NW4 AND A PORTION OF THE SW4, SECTION 11, T.3.S., R.64W., 6TH P.M.	ROBERT D. CLUP, SHERYL HENSON AND NATAJI SOUTH	FRONT RANGE AIRPORT AUTHORITY	11/23/2005	RECEPTION NO. 20051205001332940 RECEPTION NO. 20051205001332950	FEE BY WARRANTY DEED	200 ±			AIRPORT IMPROVEMENT AND PROTECTION

NOTE 1: PREVIOUS EXHIBIT A SHOWED FUTURE ACQUISITION PARCELS LABELED AS PARCELS 15, 17, 18, 19, 20, 21, 22. THESE PARCELS ARE NO LONGER PLANNED FOR PURCHASE.

NOTE 2: PARCEL 7A SHOWN ON THE PREVIOUS EXHIBIT 'A' WAS ACQUIRED AS A PART OF PARCEL 6, BOOK 2793 PG 754 . PARCEL 7A WAS INCORRECTLY IDENTIFIED AS A PARCEL ACQUIRED BY SPONSOR ACQUISITION BY DOCUMENT BK 2849 PG 457. THIS DOCUMENT IS FOR THE RELEASE AND TRANSFER OF PARCELS D6B TO DANFORD-CHAMPLAIN FARMS, LTD. AS SHOWN ON THIS EXHIBIT A. PARCEL 7A SHOWN ON PREVIOUS EXHIBIT 'A' WAS ACQUIRED UNDER PARCEL 6.

**** THE FRONT RANGE AIRPORT AUTHORITY WAS DISSOLVED AND ALL PROPERTIES TRANSFERRED TO ADAMS COUNTY FOR AIRPORT PURPOSES BY RESOLUTION DATED DECEMBER 11, 2013 AND RECORDED AS RECEPTION NO. 2016000089167.

PARCEL DISPOSAL BY THE AIRPORT								
ID	GRANTEE	DATE	RECORDING DATA	INTEREST	ACRES	HISTORIC PARCEL ID	FAA PROJECT NO.	NOTES
D1A	STATE OF COLORADO DEPT. OF MILITARY AFFAIRS	6/28/2001	RECEPTION NO. C0834580	FEE	5 ±	D	AIP 308-0016-11	PART OF PARENT PARCEL 1
D1B	SHUCK TRANSPORT LIMITED, LLP	5/31/2000	BOOK 6144 PAGE 412	FEE	160 ±	B	RELEASED	PART OF PARENT PARCEL 1
D1C	TRANSPORTATION INDUSTRIAL DEVELOPMENT, LTD	3/2/2009	RECEPTION NO. 2009000015464	FEE	640 ±	1	SPONSOR ACQUISITION	PART OF PARENT PARCEL 1
D6A	STATE OF COLORADO DEPT. OF MILITARY AFFAIRS	6/28/2001	RECEPTION NO. C0834580	FEE	9 ±	D	AIP 308-0016-12	PART OF PARENT PARCEL 6
D6B	DANFORD-CHAMPLIN FARMS, LTD	1/27/1984	BOOK 2849 PAGE 457	FEE	52 ±	6	SPONSOR ACQUISITION	PART OF PARENT PARCEL 6
D6C	ADAMS COUNTY PLANNING COMMISSION	1/30/1984	BOOK 2835 PAGE 819	FEE	0.6 ±	6	SPONSOR ACQUISITION	PART OF PARENT PARCEL 6 ROAD ROW DEDICATION
D7A	STATE OF COLORADO DEPT. OF MILITARY AFFAIRS	6/28/2001	RECEPTION NO. C0834580	FEE	9.5 ±	D	AIP 308-0016-12	PART OF PARENT PARCEL 7
D7B	DANFORD-CHAMPLIN FARMS, LTD	1/27/1984	BOOK 2849 PAGE 457	FEE	19 ±	7	AIP 308-0016-12	PART OF PARENT PARCEL 7
D7C	ADAMS COUNTY PLANNING COMMISSION	1/30/1984	BOOK 2835 PAGE 817	FEE	0.6 ±	7	AIP 308-0016-12	PART OF PARENT PARCEL 7 ROAD ROW DEDICATION

PARCEL NAMING DESIGNATION AS FOLLOWS D#A. WHERE (D) SIGNIFIES PARCEL OF LAND DISPOSED BY AIRPORT, (#) IS THE PARENT PARCEL NUMBER THAT THE LAND IS TAKEN FROM, (A) IS AN ALPHA CHARACTER DESIGNATING COMMON PARCELS DISPOSED BY DEED BUT TAKEN FROM DIFFERENT PARENT PARCELS.

FUTURE ACQUISITION TABLE					
ID	CURRENT OWNER	DOCUMENT NO.	ACQUISITION TYPE	ACRES	NOTES
15	RICARDO AND HORACIO BEJARANO	BOOK 2006 PAGE 517	AVIGATION EASEMENT	1.4 ±	IT IS POSSIBLE THE PARCEL EXTENDS TO A SECOND LANDOWNER
16	WESTERN TRANSPORT LLC	BOOK 2017 PAGE 62653	AVIGATION EASEMENT	0.6 ±	
17	BNSF RAILROAD		AVIGATION EASEMENT	9.4 ±	



7.0 FINANCIAL IMPLEMENTATION PLAN

This chapter of the Airport Master Plan (AMP) presents the financial implementation analysis for Front Range Airport (FTG or the Airport), and examines various facets of the financial operating condition of the Airport. In addition, this chapter reviews the Airport's historic operating revenues and expenses, and provides estimates for future financial results. The goal of this chapter is to help the Airport meet the requirements of FAA sponsor assurance number 24, Fee and Rental Structure, which states: "It (i.e. the airport sponsor) will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection."

The projections of airport revenues and expenses focus on the three planning periods of this AMP's Capital Improvement Program (CIP): Phase I (Short-term, 2017-2021), Phase II (Intermediate-term, 2022-2026), and Phase III (Long-term, 2027-2036). These planning periods are utilized to assist the Airport in financially supporting future capital projects either by contributing the local share of costs in coordination with FAA and CDOT grants, or by wholly funding them. The CIP and associated financial plan included in this chapter should be viewed as a guideline that is based on the circumstances and conditions that were current at the time of the completion of this Master Plan. Ultimately, capital projects should be undertaken when demand warrants and appropriate funding becomes available.

The overall approach for the development of the financial implementation analysis included the following elements:

- Gathered and reviewed key Airport documents related to historical financial results, capital improvement plans, operating budgets, regulatory requirements, and Airport policies.
- Interviewed key Airport management personnel to gain an understanding of the existing operating and financial environment, as well as the overall financial management philosophy.
- Reviewed the AMP Capital Improvement Plan (CIP), project cost estimates, and development schedule anticipated for the three planning periods, to project the overall financial requirements to implement the CIP.

- Identified and analyzed the sources and timing of capital funding available to meet the financial requirements for funding the CIP.
- Analyzed historical and budgeted operating expenses, developed operations and maintenance expense assumptions, and projected future operating costs for the planning periods.
- Analyzed historical and budgeted operating revenues, developed operating revenue assumptions, and projected future operating revenues for the planning periods.
- Completed results of the analysis and evaluation in a Financial Plan Summary that provides conclusions regarding the financial feasibility of the CIP.

Airport budgets can be broadly categorized as capital improvements and operating and maintenance (O&M). Grants issued by the FAA and CDOT are generally restricted to capital improvement projects, and with few exceptions cannot be used for airport operating and maintenance expenses. Operating revenues generated by aircraft landing and parking fees, fuel flowage fees, land and building leases, etc., can be applied to both capital improvements as well as O&M expenses.

7.1 Capital Funding Sources

The implementation of FTG's Master Plan CIP is anticipated to be funded primarily through the following sources:

- Federal Aviation Administration (FAA) grants from its Airport Improvement Program (AIP)
- State of Colorado funding sources
- Local funding sources
- Other capital project funding sources, such as private parties

Each of these funding sources is described in the following sections.

7.1.1 Federal Aviation Administration Grants

Airports included in FAA's National Plan of Integrated Airport Systems (NPIAS) are eligible to receive FAA grants. For general aviation airports, the FAA provides the most significant percentage of the funding required for the construction of eligible capital projects. Following World War II, the federal government recognized the need to develop airports to meet the nation's long-term aviation needs, and thereafter initiated a Grants-In-Aid Program for eligible airport sponsors. Following a series of federal airport funding programs, the Airport Improvement Program (AIP) was established by Congress on behalf of the FAA through the Airport and Airway Improvement Act of 1982.

AIP grants are generally available for planning, development, or noise compatibility projects at public-use airports included in the NPIAS. Eligible projects include improvements related to enhancing airport safety, capacity, security, and environmental concerns. Funds obligated for the AIP are drawn from the Airport and Airway Trust Fund, which itself is designed to support the improvement of the country's air transportation system by funding airport improvements, airport repair

projects, and modernizing the Air Traffic Control system. The Trust Fund receives revenue through taxes on aviation fuels, airline ticket sales, and air freight shipments.

The initial AIP legislation provided funding through FY 1992, but since then, the AIP has been reauthorized and amended multiple times, most recently through the FAA Extension, Safety, and Security Act of 2016¹. That legislation has since expired, although Congress extended it for one year (i.e., through FY 2017 or September 30, 2017). In order for FAA to continue issuing grants after that date, Congress will ultimately need to authorize a new AIP program or else pass continuing resolutions as it has frequently done in the past. (Each time Congress reauthorizes AIP, it typically changes parts of the program including funding disbursements, project eligibility requirements, appropriation levels, etc. These changes and the debate they can generate often delay the AIP reauthorization, and also make it difficult for airports to know how much FAA funding will be available in the future, and what requirements may be in place to secure that funding.)

Under current legislation, the AIP will typically provide 90 percent of the total cost of an FAA-eligible capital project (with the balance often being covered through a combination of state and local funding), although this percentage can be reduced based on the size, complexity, and requirements of a specific project. FAA Order 5100.38D, *Airport Improvement Handbook* specifies the eligibility requirements for capital projects to receive FAA grants. In general, sponsors can apply AIP funds to most airfield capital improvements and preservation efforts, and in limited situations, for terminals, hangars, aprons, and other non-aviation development. Professional services that are necessary for eligible projects, such as planning, surveying, and engineering design, may also be eligible. In most cases, an airport's demand for capital improvements must be appropriately quantified and documented (such as through an airport master plan process), and each project must be shown on an approved Airport Layout Plan (ALP). Additionally, all proposed capital improvements must meet appropriate Federal environmental and procurement requirements. Projects related to revenue-generating improvements (such as privately owned or leased hangars and aprons, or those portions of a terminal building leased by airlines or concessions, etc.) are typically not eligible for AIP funding, nor are standard airport operations and maintenance costs (e.g., salaries, equipment, supplies, etc.).

AIP grants are generally divided into two categories: entitlements and discretionary. Entitlement Grants are allocated among NPIAS airports through a formula largely driven by passenger enplanements, landed cargo weights, and types of operations. Currently, "primary" airports, defined in the NPIAS as having a particular level of commercial air service (i.e. enplane more than 10,000 passengers annually), receive \$1 million annually in entitlement funding. "Non-primary" airports, which include small commercial service airports and general aviation airports like FTG, are currently eligible for \$150,000 of annual FAA entitlement funding. AIP grants must be expended within four years of being issued or be returned to the FAA. This means airports can accrue a maximum of three years' worth of annual entitlements to be applied towards eligible projects in the fourth year. There are also options potentially available to airports whereby they may "borrow" entitlements from future years to apply to a project in the near-term.

¹ <https://www.congress.gov/114/bills/hr636/BILLS-114hr636enr.pdf>

Similar to entitlements to individual airports, each state receives an annual apportionment from the FAA based on an area-population formula. These federal funds are utilized at the discretion of the individual states.

In addition to entitlement grants, the AIP also distributes discretionary grants, since the capital requirements of airports often will exceed the limits of their annual entitlement funding. National discretionary funding levels are established annually by the FAA, and result from federal funds that remain available after the distribution of entitlements. Congress sets the requirements for how discretionary funds are allocated by the FAA, with certain amounts set-asides for projects of special interest (e.g., airport safety, noise mitigation, the military airport program, etc.).

Each NPIAS airport development project is subject to eligibility and justification requirements as part of the normal AIP funding process. Generally, airports within similar categories (general aviation, reliever, primary, etc.) compete for these discretionary grants, which are typically awarded based on priority ratings given by the FAA to each potential project. Given the lack of adequate discretionary funding available, this prioritization process tries to ensure that the most important and beneficial projects (as viewed by the FAA) are given priority.

7.1.2 State of Colorado Funding Sources

Colorado Aviation Grant Program

In support of the Colorado Department of Transportation's (CDOT) stated goal to develop a forward-looking multi-modal transportation system for the 21st century, the Colorado Division of Aeronautics is charged with promoting partnerships with its public and private constituents to enhance aviation safety, aviation education, and the development of an effective air transportation system through the efficient administration of the Colorado Aviation Fund. Specifically, through the Colorado Aviation Grant program and at the discretion of the Colorado Aeronautical Board (CAB), the Division annually awards discretionary aviation grants to the state's public-use, publicly-owned airports from the Aviation Fund.

The chief priority for distributing these state grants is to leverage Federal AIP grants by providing a five percent match to state airports. The State awards half of the local match requirement up to a limit, recommended annually by the Division and approved by the CAB. Currently the grant cap is \$150,000 through the year 2020, after which that cap may be raised to \$250,000. Although the State is currently limiting grants to matches on AIP projects, it does have the statutory authority to give grants for overmatch on an AIP project that may be short of funds, as well as to award grants for State and Local projects without federal participation. In general, State funding is focused on non-revenue generating projects that are prioritized from the "runway out" – meaning that preference is given to projects related to runways, then taxiways, and then others.

The Colorado Aviation Fund is directly supported by revenues generated through a state sales tax on aviation fuel. This tax is indexed to a percentage of the cost of a gallon of commercial jet fuel. Therefore, as the cost of jet fuel increases, the size of the Colorado Aviation Fund increases, allowing for more state grant availability.

Conversely, when fuel prices decline, the fund will decrease in size, reducing state grant availability.

At the time of this document, the Colorado Aviation Fund was in process of recovering from a significant deficit that was precluding the State from actively funding programs other than matching funds for individual AIP projects. This recovery is anticipated to be complete in FY 2018 at which time the State will then be able to progressively start to reinstitute some of its former funding programs.

State Infrastructure Bank

The State Infrastructure Bank (SIB) Loan Program was enacted by the Colorado Legislature in 1998 and adopted by CDOT in 1999. This unique funding source is administered by the Colorado Transportation Commission and helps provide funding for all types of transportation facilities (including aviation) through a low-interest revolving loan program. For aviation needs, a separate fund has been established within the SIB so that airports only compete with other airports for funding.

Loans awarded to Colorado public-use airports from the SIB have been used to support funding for projects such as capital airport improvements, air traffic control towers, snow removal equipment, and airport pavement reconstruction. Additionally, these low-interest loans have been utilized for land acquisitions that have protected Colorado airports from incompatible land-use surrounding airports. These loans are awarded for a maximum of 10 years with an interest rate that is set every six months by the Transportation Commission. In November 2016, the interest rate was set at 2¼ percent and the aviation fund had an available balance of approximately \$11,000,000.

State Aviation Fuel Tax Disbursements

Pursuant to Colorado statutes, the State currently collects multiple sales taxes on aviation fuels at publicly owned, public-use airports at the following rates:

- Commercial jet fuel = 2.9 percent of the cost of a gallon.
- Non-commercial jet fuel = \$0.04 per gallon
- Aviation gasoline = \$0.06 per gallon

Of the commercial jet fuel sales taxes collected annually, 65 percent are distributed back to the airport where the fuel was sold, with the remaining 35 percent being used to fund the Colorado Division of Aeronautics Program. Of the non-commercial jet fuel taxes collected, 100 percent is provided to the airport of origin. With respect to aviation gasoline tax revenues, 66 percent is sent to the airport, and the remaining 33 percent is applied to the State Aviation Program. **Table 7-1** shows the amount CDOT passed through to FTG from the aviation fuel taxes that were collected:

TABLE 7-1 - CDOT AVIATION FUEL TAX DISTRIBUTION TO FTG

Fiscal Year	Amount
2016	\$27,284.77
2015	\$25,985.73
2014	\$18,289.45
2013	\$21,693.45
2012	\$25,332.11
2011	\$27,927.91
2010	\$20,660.54
2009	\$23,997.65

Source: CDOT Division of Aeronautics <https://www.codot.gov/programs/aeronautics/FuelTax>

7.1.3 Local Funding Sources

Local funding is typically generated from operating revenues accrued on a given airport and generally consist of user fees associated with leases, fuel sales, services, etc. The user fees are typically established by the airport based on market conditions in the area and vary from airport to airport. FTG has several sources for generating revenue including:

- Aircraft fuel sales
- Hangar leases
- Land leases
- Tie-down fees
- Other operating revenues, such as the restaurant in the terminal building
- Non-operating revenues, such as return on investments, interest payments, etc.

Landside facility development and levels of aviation activity are typically the primary factors affecting airport operating revenues. These revenues will normally increase as a function of usual inflationary growth as well as average annual increases associated with existing leases. Additionally, as additional airport development occurs, growth in the numbers of based aircraft and itinerant aircraft operational levels will often be realized. In general, land and building leases provide the most stable long-term sources of revenue at an airport. Fuel sales, tie-downs and other operational fees will fluctuate with traffic levels. Unlike commercial service airports, GA airports typically generate little to no revenue from auto parking, concessions (e.g. restaurants and shops), and terminal building tenants (airlines, rental car agencies).

7.1.4 Other Capital Project Funding Sources

The traditional funding sources described in previous sections (FAA and CDOT grants and airport revenue) are often insufficient to finance the full range of capital projects programmed for development during a CIP. In addition, some projects are not eligible for FAA or state grants. When the availability of traditional funding is lacking, other non-traditional sources need to be investigated and possibly utilized for the ultimate implementation of projects. (In this chapter, these sources have collectively been referenced as “Other Funding Sources.”) If funding sources cannot be ultimately

identified and obtained in the time frames planned, the associated projects should be delayed until appropriate funding can be identified and secured.

Non-traditional funding sources for an airport typically include general fund revenues, bond issues, and private funding. Of these, general fund revenues and general obligation bonds are by far the most common funding sources, particularly at commercial service airports. The ability of municipalities and counties to issue general obligation bonds for airport capital projects is directly affected by their debt level and ability to finance their existing and future debt load. As the debt burden increases, rating agencies often lower their credit ratings, which increases their interest payments. Revenue bonds supported by airport-generated revenues are seldom used by general aviation airports because most such airports do not generate enough income to pay operating expenses and the debt service of capital funding requirements.

Private funding sources such as FBOs, aircraft owners, investors, etc., often assume the responsibility of paying for hangars, fuel storage tanks, and sometimes for parking aprons, taxiways, and utility hookups. However, when private parties make capital investments in airports, they often try to negotiate reduced land and/or building lease rates to balance their capital investment. Additionally, they can seek to avoid property reversion clauses whereby ownership facilities constructed on an airport ultimately revert to the airport after a set period (often a minimum of 20).

General Fund Revenues

General fund revenues are those provided by the airport sponsor (county, municipality, or state) from their general tax revenues. Airport capital development expenditures from general fund sources have been somewhat difficult to obtain in recent years. One reason for this difficulty is the seemingly universal shortfall in local general fund revenues. Budgetary problems have created an environment where local funding is uncertain. The amount of general fund support for airport improvement projects varies by airport and is generally based upon the local tax base, the credit rating of the county, municipality, and state, priority of the development project, historical funding trends, and, of course, local attitudes concerning the importance of aviation.

Bond Funds

The period since the mid-1990s has seen the unprecedented development of various types of municipal bonds and securities used for airport projects. Municipal and County securities (bonds) refer generically to interest-bearing obligations issued by state and local governmental entities to finance capital costs. These funding instruments are generally broken down into the following categories: (1) general obligation bonds, (2) revenue and special facility bonds, (3) hybrid source bonds, and (4) industrial development and exempt facility bonds.

For an airport owned by a county, like FTG, bond issues funding the local share of airport development projects will often compete for the same attention and leadership consideration as other departments or divisions within the county government (i.e., schools, highways, sewer, etc.). As with the general fund

apportionment, bond issues supporting airport development depend greatly on the priority assigned to such projects by the local community.

Private Funds

Items such as hangars, fuel systems, and pay parking lots are not typically eligible for federal or state grant funding at public airports because they generate income for the airport. Communities sometimes work with FBOs or other local businesses to fund these types of improvements.

Each of these options would need to be weighed independently to determine the appropriateness of their potential application for eligible projects.

7.2 Financial Analysis and Implementation Plan

This section, along with the tables presented at the end of the section, provide the analysis and results of evaluating the financial reasonableness of implementing the master plan CIP during the planning period (2016 through 2035).

7.2.1 Capital Improvement Program (CIP)

The following is a listing and brief description of the projects identified within this AMP for inclusion in FTG's CIP. The individual projects are listed in order of their CIP identifying letter and all projects are assumed to require some level of federal, state, and/or local funding, unless otherwise indicated. (Each project's associated "CIP ID" is not an indication of prioritization, importance, or funding participation, but simply a mechanism for tracking the individual projects.) Note that this listing is the best estimate of anticipated projects at the time of this AMP; however, it should be understood that many of these projects may change in scope or in timing based on future requirements. Therefore, the CIP must be reviewed, assessed and updated on a regular basis (typically annually). Additionally, as noted in **Chapter 5**, each description contains the environmental documentation that is anticipated to be required prior to the project being executed.

- A. Rehabilitate Taxiway A7 into the Hangar Area:** This project rehabilitates Taxiway A7 from the East Terminal ramp into the hangar areas. The pavement is currently failing. Anticipated environmental documentation = documented Categorical Exclusion (CatEx).
- B. Fog Seal² Terminal Ramp (East):** Pavements should have fog sealing applied and cracks repaired every five to seven years to extend pavement life. This project will help preserve the existing pavement until it is ultimately rehabilitated (see Projects M and KK). Anticipated environmental documentation = FAA Internal Memorandum.

² Fog seal is an application of a specially formulated asphalt emulsion (a thin liquid oil) to an existing asphalt pavement surface. As asphalt is subjected to traffic loads and weathering, it oxidizes and becomes more brittle, leading to cracks developing in the surface (oxidation is one of the reasons asphalt concrete pavement fades in color). Fog seal applications serve to seal narrow cracks and slightly restore lost flexibility to the pavement surface, helping to preserve the underlying pavement structure and extend pavement life. Fog seal can typically last five years before it should be reapplied.

- C. **Acquire Airport Maintenance Equipment – Replace Loader:** As defined by the FAA, the useful life of airport maintenance and snow removal equipment (SRE) is 10 years, and therefore should be replaced on a regular schedule. All of FTG's current equipment is more than 10 years old, and the Airport should progressively replace those with newer equipment. There are options potentially available for FTG to acquire used equipment at significantly reduced costs. Anticipated environmental documentation = FAA Internal Memorandum.
- D. **Construct Solar Farm:** FTG plans to lease 20 acres of airport property (located on Imboden Road) for the construction and operation of a solar farm by a third-party vendor. Costs associated with the project will be provided by the venture developer and FTG will realize land lease revenue. The property has already been released from aeronautical use by FAA. Anticipated environmental documentation = documented CatEx or a potential Environmental Assessment (EA).
- E. **Construct Deicing Manufacturer:** FTG plans to lease airport property (located west of the Colorado National Guard facility) for the construction and operation of a deicing manufacturer. Costs associated with the project will be provided by the developer and FTG will realize land-lease revenue. The property has already been released from aeronautical use by FAA. Anticipated environmental documentation = documented CatEx or a potential EA.
- F. **Construct Hangar Building:** FTG has long-term plans to accommodate the construction of future hangar facilities in accordance with its ALP. Costs associated with such development would be the responsibility of the developer with FTG realizing land lease revenue. Anticipated environmental documentation = documented CatEx.
- G. **Fog Seal Terminal Ramp (West):** Pavement surfaces ideally should have fog sealing applied and cracks repaired every five to seven years to extend pavement life. CDOT has historically provided assistance to airports conducting fog sealing operations in the form of materials. Anticipated environmental documentation = FAA Internal Memorandum.
- H. **Fog Seal Runway 8/26:** Pavements should have fog sealing applied and cracks repaired every five to seven years to extend pavement life. CDOT has historically provided assistance to airports conducting fog sealing operations in the form of materials. Anticipated environmental documentation = FAA Internal Memorandum.
- I. **Acquire Airport Maintenance Equipment - Replace Loader and Snow Blower Attachment:** Airport maintenance and snow removal equipment should be replaced on a regular schedule. FTG's current equipment is older and should be progressively replaced with newer equipment. There are options potentially available for FTG to acquire used equipment at significantly reduced costs. Anticipated environmental documentation = FAA Internal Memorandum.
- J. **Construct Hangar Building:** FTG has long-term plans to accommodate the construction of future hangar facilities in accordance with its ALP. Costs associated with such development would be the responsibility of the developer with FTG realizing land-lease revenue. Anticipated environmental documentation = documented CatEx.
- K. **Fog Seal Taxiways A, B, and E:** Pavement surfaces ideally should have fog sealing applied and cracks repaired every five to seven years to extend pavement life.

CDOT has historically provided assistance to airports conducting fog sealing operations in the form of materials. Anticipated environmental documentation = FAA Internal Memorandum.

- L. Acquire Airport Maintenance Equipment – Replace SRE Truck:** Airport maintenance and snow removal equipment should be replaced on a regular schedule. FTG’s current equipment is older and should be progressively replaced with newer equipment. There are options potentially available for FTG to acquire used equipment at significantly reduced costs. Anticipated environmental documentation = FAA Internal Memorandum.
- M. Rehabilitate Terminal Apron (East) (Phase 1):** The entire terminal apron is in need of rehabilitation. Because of the size of the apron and the associated costs, this rehabilitation has been broken down into three separate projects in this CIP (Projects I, BB, and JJ). Project I consists of the design and construction costs associated with the eastern half of the Terminal Apron (East) (defined as being the apron area that lies east of Taxiway A6). This project also includes painting islands on the apron to eliminate the direct runway access from the apron currently afforded by Taxiways A6 and A7. This is in conformance with FAA taxiway design criteria, as discussed in **Chapter 5**. This project also includes removal of the light stanchions currently located within the apron, installation of new lighting located off-pavement, and the start of implementing the aircraft parking redesign. Anticipated environmental documentation = FAA Internal Memorandum.
- N. Rehabilitate Taxiway C and Install Lighting on Taxiways A & C:** The useful pavement life of Taxiway C is rapidly nearing its end and is in very poor condition, having last been rehabilitated in 1999. This project consists of the design and construction costs associated with the rehabilitation of the entire taxiway. Additionally, as discussed in **Chapter 5**, the installation of Medium Intensity Taxiway Lights (MITL) was recommended for all taxiways to enhance overall airport safety by increasing a pilot’s directional awareness. As a first step in that process, this project includes the installation of MITLs on the entire length of Taxiway C as well as all of Taxiway A, including connecting stubs. Anticipated environmental documentation = FAA Internal Memorandum.
- O. Acquire Airport Maintenance Equipment – Replace High-speed Runway Blower:** Airport maintenance and snow removal equipment should be replaced on a regular schedule. FTG’s current equipment is older and should be progressively replaced with newer equipment. There are options potentially available for FTG to acquire used equipment at significantly reduced costs. Anticipated environmental documentation = FAA Internal Memorandum.
- P. Fog Seal Runway 17/35:** Pavement surfaces ideally should have fog sealing applied and cracks repaired every five to seven years to extend pavement life. CDOT has historically provided assistance to airports conducting fog sealing operations in the form of materials. Anticipated environmental documentation = FAA Internal Memorandum.
- Q. Acquire Airport Maintenance Equipment – Replace Runway Broom:** Airport maintenance and snow removal equipment should be replaced on a regular schedule. FTG’s current equipment is older and should be progressively replaced with newer equipment. There are options potentially available for FTG

- to acquire used equipment at significantly reduced costs. Anticipated environmental documentation = FAA Internal Memorandum.
- R. **Construct Hangar Building:** FTG has long-term plans to accommodate the construction of future hangar facilities in accordance with its ALP. Costs associated with such development would be the responsibility of the developer with FTG realizing land-lease revenue. Anticipated environmental documentation = documented CatEx.
 - S. **Fog Seal Taxiway A7:** Pavement surfaces ideally should have fog sealing applied and cracks repaired every five to seven years to extend pavement life. CDOT has historically provided assistance to airports conducting fog sealing operations in the form of materials. Anticipated environmental documentation = FAA Internal Memorandum.
 - T. **Acquire Airport Maintenance Equipment – Replace SRE Truck:** Airport maintenance and snow removal equipment should be replaced on a regular schedule. FTG's current equipment is older and should be progressively replaced with newer equipment. There are options potentially available for FTG to acquire used equipment at significantly reduced costs. Anticipated environmental documentation = FAA Internal Memorandum.
 - U. **Fog Seal Taxiway D:** Pavement surfaces ideally should have fog sealing applied and cracks repaired every five to seven years to extend pavement life. CDOT has historically provided assistance to airports conducting fog sealing operations in the form of materials. Anticipated environmental documentation = FAA Internal Memorandum.
 - V. **Rehabilitate Runway 17-35 (Design):** Runway 17/35 was last rehabilitated in 2004 and will be eligible for federal funding in 2025. This project consists of the engineering design phase required for the pavement's ultimate rehabilitation, projected to occur the following year. Anticipated environmental documentation = FAA Internal Memorandum.
 - W. **Construct Hangar Building:** FTG has long-term plans to accommodate the construction of future hangar facilities in accordance with its ALP. Costs associated with such development would be the responsibility of the developer with FTG realizing land-lease revenue. Anticipated environmental documentation = documented CatEx.
 - X. **Rehabilitate Runway 17-35 (Construct):** Associated with Project V, this project encompasses the construction phase of the rehabilitation of Runway 17/35. This project will also include the updating of the Medium Intensity Runway Lighting (MIRL) and Runway End Identifier Lights (REILs). Anticipated environmental documentation = FAA Internal Memorandum.
 - Y. **Fog Seal Taxiway A, B, E:** Pavement surfaces ideally should have fog sealing applied and cracks repaired every five to seven years to extend pavement life. CDOT has historically provided assistance to airports conducting fog sealing operations in the form of materials. Anticipated environmental documentation = FAA Internal Memorandum.
 - Z. **Fog Seal Runway 8/26:** Pavement surfaces ideally should have fog sealing applied and cracks repaired every five to seven years to extend pavement life. CDOT has historically provided assistance to airports conducting fog sealing operations in the form of materials. Anticipated environmental documentation = FAA Internal Memorandum.

- AA. Acquire Airport Maintenance Equipment – Replace ARFF Truck (Index B):** Airport maintenance and snow removal equipment should be replaced on a regular schedule. FTG’s current equipment is older and should be progressively replaced with newer equipment. There are options potentially available for FTG to acquire used equipment at significantly reduced costs. Anticipated environmental documentation = FAA Internal Memorandum.
- BB. Install Airfield Perimeter Fencing:** As discussed in **Chapter 5**, it is recommended that FTG install perimeter fencing to enhance general airport security, airport safety and limit wildlife activity on the Airport. While this fencing effort could be broken down into multiple phases, this project assumes encompassing the entire airfield with access control points in areas with the most direct public interface. Anticipated environmental documentation = documented CatEx.
- CC. Construct Hangar Building:** FTG has long-term plans to accommodate the construction of future hangar facilities in accordance with its ALP. Costs associated with such development would be the responsibility of the developer with FTG realizing land-lease revenue. Anticipated environmental documentation = documented CatEx.
- DD. Fog Seal Taxiway A:** Pavement surfaces ideally should have fog sealing applied and cracks repaired every five to seven years to extend pavement life. CDOT has historically provided assistance to airports conducting fog sealing operations in the form of materials. Anticipated environmental documentation = FAA Internal Memorandum.
- EE. Construct Hangar Building:** FTG has long-term plans to accommodate the construction of future hangar facilities in accordance with its ALP. Costs associated with such development would be the responsibility of the developer with FTG realizing land-lease revenue. Anticipated environmental documentation = documented CatEx.
- FF. Rehabilitate Runway 8/26:** Runway 8/26 was last rehabilitated in 2012 and will be eligible for federal funding in 2033. This project consists of the engineering design phase and construction phase required to rehabilitate the runway. This project will also include the updating of the MIRL and REILs. Anticipated environmental documentation = FAA Internal Memorandum.
- GG. Construct Hangar Building:** FTG has long-term plans to accommodate the construction of future hangar facilities in accordance with its ALP. Costs associated with such development would be the responsibility of the developer with FTG realizing land-lease revenue. Anticipated environmental documentation = documented CatEx.
- HH. Fog Seal Runway 17/35:** Pavement surfaces ideally should have fog sealing applied and cracks repaired every five to seven years to extend pavement life. CDOT has historically provided assistance to airports conducting fog sealing operations in the form of materials. Anticipated environmental documentation = FAA Internal Memorandum.
- II. Reconstruct and Strengthen East Ramp (Phase 1) and Taxiway D7:** As described in **Chapter 5**, Runway 17/35’s pavement strength likely could allow larger general aviation aircraft to operate on it on a regular basis. Unfortunately, its associated taxiways and aprons do not have sufficient strength to accommodate such heavier aircraft. This project includes the required reconstruction of a portion of the East Ramp (last rehabilitated in 1992) as well as the strengthening

of that pavement to be consistent with Runway 17/35. This project would also strengthen Taxiway D7, the connecting taxiway between Runway 17/35 and the East Ramp. This pavement strengthening effort is also associated with Project JJ. Anticipated environmental documentation = documented CatEx.

- JJ. Strengthen Taxiways D1 and D2:** Related to Project II, this project will strengthen pavements for Taxiway D1, D2, and the connecting section of Taxiway D such that they are consistent with Runway 17/35. Strengthening these pavements will allow heavier aircraft to turn around on the Runway 35 approach end, facilitating their back-taxi operations on the runway. Anticipated environmental documentation = documented CatEx.
- KK. Rehabilitate Terminal Apron (East) (Phase 2):** Associated with Project II, Project KK consists of the design and construction costs associated with the western half of the Terminal Apron (East) (defined as being the apron area that lies to the east of Taxiway A6). This project also includes removal of any light stanchions currently located within the apron, installation of new lighting located off-pavement, the reconfiguration of the existing hardstand, and the completion of the aircraft parking redesign. Anticipated environmental documentation = FAA Internal Memorandum.
- LL. Expand Existing SRE Facility:** Per FAA criteria, FTG currently has an appropriate amount of covered space to house its airfield maintenance and snow removal equipment. However, in order to effectively maintain the airfield, the Airport has had to acquire additional equipment that it currently stores outside. That is not an ideal operating condition as equipment left outdoors will deteriorate faster than if it is stored inside. Therefore, this project encompasses the construction of a cold storage addition to the existing SRE facility to accommodate FTG's additional equipment. Anticipated environmental documentation = documented CatEx.
- MM. Construct Taxiway E Holding Bay:** At some point, FTG could experience an operational constraint and potential safety issue on Taxiway E. As described in **Chapter 5**, the recommended solution to this potential issue is the construction of a holding bay on the taxiway to allow aircraft to bypass each other. This project encompasses the design and construction of that holding bay. Anticipated environmental documentation = documented CatEx.
- NN. Rehabilitate Taxilane A7D:** This project anticipates the required design and construction of a Taxilane A7D rehabilitation. Anticipated environmental documentation = FAA Internal Memorandum.
- OO. Rehabilitate Taxilane A8A:** This project anticipates the required design and construction of a Taxilane A8A rehabilitation. Anticipated environmental documentation = FAA Internal Memorandum.
- PP. Rehabilitate Taxilane A8B:** This project anticipates the required design and construction of a Taxilane A8B rehabilitation. Anticipated environmental documentation = FAA Internal Memorandum.
- QQ. Rehabilitate Taxilane A8C:** This project anticipates the required design and construction of a Taxilane A8C rehabilitation. Anticipated environmental documentation = FAA Internal Memorandum.
- RR. Construct New Taxiway from Taxiway A to Hangars:** Module 3 is a proposed future hangar development area located to the east of the existing hangar complex. This project includes the design and construction of a new taxiway

from existing Taxiway A to the south into the future Module 3. Anticipated environmental documentation = documented CatEx.

- SS. Rehabilitate Terminal Apron (West):** Associated with Projects II and KK, this project consists of the design and construction costs associated with the entire the Terminal Apron (West) (defined as being the apron area that lies to the west of Taxiway A6). This project also includes removal of any light stanchions currently located within the apron. Anticipated environmental documentation = FAA Internal Memorandum.
- TT. Reconstruct East Apron (Phase 2):** Associated with Project II, this project completes the reconstruction of the East Ramp, last rehabilitated in 1992. Costs associated with this project include design and construction. Anticipated environmental documentation = documented CatEx.
- UU. Construct Large FBO Hangar:** This project encompasses the construction of a new large fixed base operator (FBO) hangar that would be constructed and operated by the Airport. Anticipated environmental documentation = documented CatEx.

7.2.2 Estimated Project Costs and Development Schedule

A list of capital improvement projects has been assembled based on the preferred development alternatives for the Airport established in **Chapter Five** of this Master Plan. This project list has been coordinated with the ALP drawing set and the CIP, both of which should be maintained and updated by Airport management, as required. Generally, the CIP has three primary purposes:

1. Identify projects that will be required to improve an airport over a specific period of time.
2. Estimate the order of implementation of the projects included in the plan.
3. Estimate the total costs and funding sources for each of the projects.

As the CIP progresses from project planning in the current year to projects planned in future years, the plan becomes less detailed and more flexible. Additionally, the CIP is typically modified on an annual basis as new projects are identified, priorities change, funding sources evolve, and financial environments evolve.

Each proposed capital improvement project within the planning horizon has been assigned to one of three specific planning periods: Phase I, Short-term (2017-2021); Phase II, Intermediate-term (2022-2026); and Phase III, Long-term (2027-2036). The assignment of these projects into appropriate periods are depicted in **Table 7-2, Table 7-3, and Table 7-4**, which show all proposed CIP projects (including AIP-funded, State-funded, Airport-funded, and privately-funded) and their estimated costs for each phase within the planning horizon. (As mentioned previously, reauthorization of the FAA AIP by Congress may change the funding formulas used in these tables.) The complete current CIP summary is found in **Table 7-11, Table 7-12**. (While the cost estimates for the individual projects are based on 2017 dollars, the CIP incorporates an assumed 3.0 percent annual escalation to compensate for future inflationary increases.)

TABLE 7-2 - CAPITAL IMPROVEMENT PROGRAM PHASE I (2017-2021)

CIP ID	Project	Primary Funding Source	Estimated Capital Costs*	Funding Sources			
				Federal	State	Local	Other/ Private
A	Rehab Taxilane A7 into Hangar Area	FAA	\$500,000	\$450,000	\$25,000	\$25,000	\$0
B	Fog Seal Terminal Ramp (East)	Local	\$379,225	\$0	\$0	\$379,225	\$0
C	Acquire Airport Maintenance Equipment – Replace Loader	Local	\$200,000	\$0	\$0	\$200,000	\$0
D	Construct 20-acre Solar Farm (land lease)	Other	\$10,000,000	\$0	\$0	\$0	\$10,000,000
E	Construct Deicing Manufacturer (land lease)	Other	\$2,500,000	\$0	\$0	\$0	\$2,500,000
F	Construct Hangar Building (land lease)	Other	\$600,000	\$0	\$0	\$0	\$600,000
G	Fog Seal Terminal Ramp (West)	Local	\$416,764	\$0	\$0	\$416,764	\$0
H	Fog Seal Runway 8/26	Local	\$780,319	\$0	\$0	\$780,319	\$0
I	Acquire Airport Maintenance Equipment - Replace Loader & Snow Blower Attachment	Local	\$530,000	\$0	\$0	\$530,000	\$0
J	Construct Hangar Building (land lease)	Other	\$636,000	\$0	\$0	\$0	\$636,000
K	Fog Seal Taxiways A, B, and E	Local	\$331,420	\$0	\$0	\$331,420	\$0
L	Acquire Airport Maintenance Equipment – Replace SRE Truck	Local	\$654,000	\$0	\$0	\$654,000	\$0
M	Rehabilitate Terminal Apron (East) (Phase 1)	FAA	\$1,210,539	\$1,089,485	\$55,556	\$65,498	\$0
N	Rehabilitate Taxiway C & Install Lighting on Taxiways A & C	FAA	\$2,015,925	\$1,814,333	\$100,796	\$100,796	\$0
O	Acquire Airport Maintenance Equipment – Replace High-speed Runway Blower:	Local	\$672,000	\$0	\$0	\$672,000	\$0
Phase I Program Totals			\$21,426,192	\$3,353,818	\$181,352	\$4,155,022	\$13,736,000

Source: Jviation

* 2017 cost estimate with assumed 3.0 percent annual cost escalation from 2017.

TABLE 7-3 - CAPITAL IMPROVEMENT PROGRAM PHASE II (2022-2026)

CIP ID	Project	Primary Funding Source	Estimated Capital Costs*	Funding Sources			
				Federal	State	Local	Other/ Private
P	Fog Seal Runway 17/35	Local	\$828,782	\$0	\$0	\$828,782	\$0
Q	Acquire Airport Maintenance Equipment – Replace Runway Broom	Local	\$690,000	\$0	\$0	\$690,000	\$0
R	Construct Hangar Building (land lease)	Other	\$690,000	\$0	\$0	\$0	\$690,000
S	Fog Seal Taxilane A7	Local	\$64,900	\$0	\$0	\$64,900	\$0
T	Acquire Airport Maintenance Equipment – Replace SRE Truck	Local	\$708,000	\$0	\$0	\$708,000	\$0
U	Fog Seal Taxiway D	Local	\$313,910	\$0	\$0	\$313,910	\$0
V	Rehabilitate Runway 17/35 (Design)	FAA	\$413,333	\$372,000	\$20,666	\$20,667	\$0
W	Construct Hangar Building (land lease)	Other	\$744,000	\$0	\$0	\$0	\$744,000
X	Rehabilitate Runway 17/35 (Construct)	FAA	\$7,620,000	\$6,858,000	\$381,000	\$381,000	\$0
Y	Fog Seal Taxiway A, B, E	State	\$386,150	\$0	\$347,535	\$38,615	\$0
Phase II Program Totals			\$12,459,075	\$7,230,000	\$749,201	\$3,045,874	\$1,434,000

Source: Jviation

* 2017 cost estimate with assumed 3.0 percent annual cost escalation from 2017.

TABLE 7-4 - CAPITAL IMPROVEMENT PROGRAM PHASE III (2027-2036)

CIP ID	Project	Primary Funding Source	Estimated Capital Costs*	Funding Sources			
				Federal	State	Local	Other/ Private
Z	Fog Seal 8/26	State	\$979,080	\$0	\$881,172	\$97,908	\$0
AA	Acquire Airport Maintenance Equipment – Replace ARFF Truck (Index B)	Local	\$1,064,000	\$0	\$0	\$1,064,000	\$0
BB	Install Airfield Perimeter Fencing	FAA	\$3,950,100	\$3,555,090	\$197,505	\$197,505	\$0
CC	Construct Hangar Building (land lease)	Other	\$798,000	\$0	\$0	\$0	\$798,000
DD	Fog Seal Taxiway A	State	\$245,868	\$0	\$221,281	\$24,587	\$0
EE	Construct Hangar Building (land lease)	Other	\$852,000	\$0	\$0	\$0	\$852,000
FF	Rehabilitate Runway 8/26	FAA	\$6,859,800	\$6,173,820	\$342,990	\$342,990	\$0
GG	Construct Hangar Building (land lease)	Other	\$906,000	\$0	\$0	\$0	\$906,000
HH	Fog Seal Runway 17/35	State	\$1,109,847	\$0	\$998,862	\$110,985	\$0
II	Reconstruct & Strengthen East Ramp (Phase 1) & Taxiway D7	FAA	\$9,180,300	\$8,262,270	\$459,015	\$459,015	\$0
JJ	Strengthen Taxiways D1 & D2	FAA	\$3,140,000	\$2,826,000	\$157,000	\$157,000	\$0
KK	Rehabilitate Terminal Apron (East) (Phase 2)	FAA	\$2,355,000	\$2,119,500	\$117,750	\$117,750	\$0
LL	Expand Existing SRE Facility	Local	\$1,056,610	\$0	\$0	\$1,056,610	\$0
MM	Construct Taxiway E Holding Bay	FAA	\$1,405,150	\$1,264,635	\$70,257	\$70,258	\$0
NN	Rehabilitate Taxilane A7D	FAA	\$523,333	\$471,000	\$26,166	\$26,167	\$0
OO	Rehabilitate Taxilane A8A	FAA	\$523,333	\$471,000	\$26,166	\$26,167	\$0
PP	Rehabilitate Taxilane A8B	FAA	\$523,333	\$471,000	\$26,166	\$26,167	\$0
QQ	Rehabilitate Taxilane A8C	FAA	\$523,333	\$471,000	\$26,166	\$26,167	\$0
RR	Construct New Taxiway from Taxiway A to Hangars	FAA	\$2,355,000	\$2,119,500	\$117,750	\$117,750	\$0
SS	Rehabilitate Terminal Apron (West)	FAA	\$4,710,000	\$4,239,000	\$235,500	\$235,500	\$0
TT	Reconstruct East Apron (Phase 2)	FAA	\$15,700,000	\$14,130,000	\$785,000	\$785,000	\$0
UU	Construct Large FBO Hangar	Local	\$6,280,000	\$0	\$0	\$6,280,000	\$0
	Phase III Program Totals		\$65,040,087	\$46,573,815	\$4,688,746	\$11,221,526	\$2,556,000

Source: Jviation

* 2017 cost estimate with assumed 3.0 percent annual cost escalation from 2017.

TABLE 7-5 - FTG CIP SUMMARY

FRONT RANGE AIRPORT WATKINS, CO CAPITAL IMPROVEMENT PLAN 2017																
JVIATION																
YEAR	DESCRIPTION	TOTAL ESTIMATED PROJECT COST 2017 DOLLARS	TOTAL ESTIMATED PROJECT COST w/ Annual % Escalation 3%	FUNDING SOURCES												
				FEDERAL				STATE			Local				Other	
				Total	Entitlement (% project funding) 90%	Discretionary (% project funding) 90%	State Apportionment 90%	Total	Federal Match (% project funding) 5%	CDAG Grant (% project funding) 90%	Total	Federal Match (% project funding) 5%	CDAG Grant Match (% project funding) 10%	Other Local Funding	Private Investment	Unidentified
2017	Rehab Taxiway A7 into Hangar Area	\$ 500,000	\$ 500,000	\$ 450,000	\$ 450,000	\$ -		\$ 25,000	\$ 25,000		\$ 25,000	\$ 25,000				\$ 500,000
2017	Fog Seal Terminal Ramp (East)	\$ 379,225	\$ 379,225					\$ -			\$ 379,225			\$ 379,225		\$ 379,225
2017	Acquire Airport Maintenance Equipment – Replace Loader	\$ 200,000	\$ 200,000					\$ -			\$ 200,000			\$ 200,000		\$ 200,000
2017	Construct 20-acre Solar Farm (land lease)	\$ 10,000,000	\$ 10,000,000					\$ -			\$ -			\$ -	\$ 10,000,000	\$ 10,000,000
2017	Construct Deicing Manufacturer (land lease)	\$ 2,500,000	\$ 2,500,000					\$ -			\$ -			\$ -	\$ 2,500,000	\$ 2,500,000
2017	Construct Hangar Building (land lease)	\$ 600,000	\$ 600,000					\$ -			\$ -			\$ -	\$ 600,000	\$ 600,000
2017	SUBTOTAL	\$ 14,179,225	\$ 14,179,225	\$ 450,000	\$ 450,000	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ 604,225	\$ 25,000	\$ -	\$ 579,225	\$ 13,100,000	\$ 14,179,225
2018	Fog Seal Terminal Ramp (West)	\$ 404,625	\$ 416,764					\$ -			\$ 416,764			\$ 416,764		\$ 416,764
2018	Payback NPE Funds for 2017	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -		\$ -	\$ -				\$ -
2018	SUBTOTAL	\$ 404,625	\$ 416,764	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 416,764	\$ -	\$ -	\$ 416,764	\$ -	\$ 416,764
2019	Fog Seal Runway 8/26	\$ 736,150	\$ 780,319					\$ -			\$ 780,319			\$ 780,319		\$ 780,319
2019	Acquire Airport Maintenance Equipment - Replace Loader & Snow Blower Attachments	\$ 500,000	\$ 530,000					\$ -			\$ 530,000			\$ 530,000		\$ 530,000
2019	Construct Hangar Building (land lease)	\$ 600,000	\$ 636,000					\$ -			\$ -			\$ -	\$ 636,000	\$ 636,000
2019	Roll NPE Funds to 2021	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -		\$ -	\$ -				\$ -
2019	SUBTOTAL	\$ 1,836,150	\$ 1,946,319	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,310,319	\$ -	\$ -	\$ 1,310,319	\$ 636,000	\$ 1,946,319
2020	Fog Seal Taxiways A, B, and E	\$ 304,055	\$ 331,420					\$ -			\$ 331,420			\$ 331,420		\$ 331,420
2020	Acquire Airport Maintenance Equipment – Replace SRE Truck	\$ 600,000	\$ 654,000					\$ -			\$ 654,000			\$ 654,000		\$ 654,000
2020	Roll NPE Funds to 2021	\$ -	\$ -					\$ -			\$ -					\$ -
2020	SUBTOTAL	\$ 904,055	\$ 985,420	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 985,420	\$ -	\$ -	\$ 985,420	\$ -	\$ 985,420
2021	Rehabilitate Terminal Apron (East) (Phase 1)	\$ 1,080,838	\$ 1,210,539	\$ 1,089,485	\$ -	\$ 589,485	\$ 500,000	\$ 55,556	\$ 55,556		\$ 65,498	\$ 65,498				\$ 1,210,539
2021	Rehabilitate Taxiway C & Install Lighting on Taxiways A & C	\$ 1,799,933	\$ 2,015,925	\$ 1,814,333	\$ 600,000	\$ 1,214,333		\$ 100,796	\$ 100,796		\$ 100,796	\$ 100,796				\$ 2,015,925
2021	Acquire Airport Maintenance Equipment – Replace High-speed Runway Blower	\$ 600,000	\$ 672,000					\$ -			\$ 672,000			\$ 672,000		\$ 672,000
2021	SUBTOTAL	\$ 3,480,771	\$ 3,898,464	\$ 2,903,818	\$ 600,000	\$ 1,803,818	\$ 500,000	\$ 156,352	\$ 156,352	\$ -	\$ 838,294	\$ 166,294	\$ -	\$ 672,000	\$ -	\$ 3,898,464
2022	Fog Seal Runway 17/35	\$ 720,680	\$ 828,782					\$ -			\$ 828,782			\$ 828,782		\$ 828,782
2022	Acquire Airport Maintenance Equipment – Replace Runway Broom	\$ 600,000	\$ 690,000					\$ -			\$ 690,000			\$ 690,000		\$ 690,000
2022	Construct Hangar Building (land lease)	\$ 600,000	\$ 690,000					\$ -			\$ -			\$ -	\$ 690,000	\$ 690,000
2022	Payback NPE Funds for 2021	\$ -	\$ -					\$ -			\$ -					\$ -
2022	SUBTOTAL	\$ 1,920,680	\$ 2,208,782	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,518,782	\$ -	\$ -	\$ 1,518,782	\$ 690,000	\$ 2,208,782
2023	Fog Seal Taxiway A7	\$ 55,000	\$ 64,900					\$ -			\$ 64,900			\$ 64,900		\$ 64,900
2023	Acquire Airport Maintenance Equipment – Replace SRE Truck	\$ 600,000	\$ 708,000					\$ -			\$ 708,000			\$ 708,000		\$ 708,000
2023	Roll NPE Funds to 2025	\$ -	\$ -					\$ -			\$ -					\$ -
2023	SUBTOTAL	\$ 655,000	\$ 772,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 772,900	\$ -	\$ -	\$ 772,900	\$ -	\$ 772,900
2024	Fog Seal Taxiway D	\$ 259,430	\$ 313,910					\$ -			\$ 313,910			\$ 313,910		\$ 313,910
2024	Roll NPE Funds to 2025	\$ -	\$ -					\$ -			\$ -					\$ -
2024	SUBTOTAL	\$ 259,430	\$ 313,910	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 313,910	\$ -	\$ -	\$ 313,910	\$ -	\$ 313,910
2025	Rehabilitate Runway 17/35 (Design)	\$ 333,333	\$ 413,333	\$ 372,000	\$ 300,000	\$ 72,000		\$ 20,666	\$ 20,666		\$ 20,667	\$ 20,667				\$ 413,333
2025	Construct Hangar Building (land lease)	\$ 600,000	\$ 744,000					\$ -			\$ -			\$ -	\$ 744,000	\$ 744,000
2025	Roll NPE Funds to 2026	\$ -	\$ -					\$ -			\$ -					\$ -
2025	SUBTOTAL	\$ 933,333	\$ 1,157,333	\$ 372,000	\$ 300,000	\$ 72,000	\$ -	\$ 20,666	\$ 20,666	\$ -	\$ 20,667	\$ 20,667	\$ -	\$ -	\$ 744,000	\$ 1,157,333

Source: Jviation, 2017

TABLE 7-6 - FTG CIP SUMMARY (CONT.)

FRONT RANGE AIRPORT WATKINS, CO CAPITAL IMPROVEMENT PLAN 2017																	JVATION	
YEAR	DESCRIPTION	TOTAL ESTIMATED PROJECT COST 2017 DOLLARS	TOTAL ESTIMATED PROJECT COST w/ Annual % Escalation 3%	FUNDING SOURCES													TOTAL PROPOSED FUNDING	
				FEDERAL				STATE			Local				Other			
				Total	Entitlement (% project funding) 90%	Discretionary (% project funding) 90%	State Apportionment 90%	Total	Federal Match (% project funding) 5%	CDAG Grant (% project funding) 90%	Total	Federal Match (% project funding) 5%	CDAG Grant Match (% project funding) 10%	Other Local Funding	Private Investment	Unidentified		
2026	Rehabilitate Runway 17/35 (Construct)	\$ 6,000,000	\$ 7,620,000	\$ 6,858,000	\$ 300,000	\$ 6,058,000	\$ 500,000	\$ 381,000	\$ 381,000		\$ 381,000	\$ 381,000					\$ 7,620,000	
2026	Fog Seal Taxiway A, B, E	\$ 304,055	\$ 386,150					\$ 347,535		\$ 347,535	\$ 38,615			\$ 38,615			\$ 386,150	
2026	SUBTOTAL	\$ 6,304,055	\$ 8,006,150	\$ 6,858,000	\$ 300,000	\$ 6,058,000	\$ 500,000	\$ 728,535	\$ 381,000	\$ 347,535	\$ 419,615	\$ 381,000	\$ -	\$ 38,615	\$ -	\$ -	\$ 8,006,150	
2027	Roll NPE Funds to 2028	\$ -	\$ -					\$ -			\$ -						\$ -	
2027	SUBTOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
2028	Fog Seal 8/26	\$ 736,150	\$ 979,080					\$ 881,172		\$ 881,172	\$ 97,908			\$ 97,908			\$ 979,080	
2028	Acquire Airport Maintenance Equipment – Replace ARFF Truck (Index B)	\$ 800,000	\$ 1,064,000					\$ -			\$ 1,064,000			\$ 1,064,000			\$ 1,064,000	
2028	Install Airfield Perimeter Fencing	\$ 2,970,000	\$ 3,950,100	\$ 3,555,090	\$ 600,000	\$ 2,955,090		\$ 197,505	\$ 197,505		\$ 197,505	\$ 197,505					\$ 3,950,100	
2028	Construct Hangar Building (land lease)	\$ 600,000	\$ 798,000					\$ -			\$ -			\$ -	\$ 798,000		\$ 798,000	
2028	SUBTOTAL	\$ 5,106,150	\$ 6,791,180	\$ 3,555,090	\$ 600,000	\$ 2,955,090	\$ -	\$ 1,078,677	\$ 197,505	\$ 881,172	\$ 1,359,413	\$ 197,505	\$ -	\$ 1,161,908	\$ 798,000	\$ -	\$ 6,791,180	
2029	Fog Seal Taxiway A	\$ 180,785	\$ 245,868					\$ 221,281		\$ 221,281	\$ 24,587			\$ 24,587			\$ 245,868	
2029	Payback NPE Funds for 2028	\$ -	\$ -					\$ -			\$ -						\$ -	
2029	SUBTOTAL	\$ 180,785	\$ 245,868	\$ -	\$ -	\$ -	\$ -	\$ 221,281	\$ -	\$ 221,281	\$ 24,587	\$ -	\$ -	\$ 24,587	\$ -	\$ -	\$ 245,868	
2030	Payback NPE Funds for 2028	\$ -	\$ -					\$ -			\$ -						\$ -	
2030	SUBTOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
2031	Construct Hangar Building (land lease)	\$ 600,000	\$ 852,000					\$ -			\$ -			\$ -	\$ 852,000		\$ 852,000	
2031	Roll NPE Funds to 2033	\$ -	\$ -					\$ -			\$ -						\$ -	
2031	SUBTOTAL	\$ 600,000	\$ 852,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 852,000	\$ -	\$ 852,000	
2032	Roll NPE Funds to 2033	\$ -	\$ -					\$ -			\$ -						\$ -	
2032	SUBTOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
2033	Rehabilitate Runway 8/26	\$ 4,635,000	\$ 6,859,800	\$ 6,173,820	\$ 600,000	\$ 5,573,820		\$ 342,990	\$ 342,990		\$ 342,990	\$ 342,990					\$ 6,859,800	
2033	SUBTOTAL	\$ 4,635,000	\$ 6,859,800	\$ 6,173,820	\$ 600,000	\$ 5,573,820	\$ -	\$ 342,990	\$ 342,990	\$ -	\$ 342,990	\$ 342,990	\$ -	\$ -	\$ -	\$ -	\$ 6,859,800	
2034	Construct Hangar Building (land lease)	\$ 600,000	\$ 906,000					\$ -			\$ -			\$ -	\$ 906,000		\$ 906,000	
2034	Payback NPE Funds for 2033	\$ -	\$ -					\$ -			\$ -						\$ -	
2034	SUBTOTAL	\$ 600,000	\$ 906,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 906,000	\$ -	\$ 906,000	
2035	Fog Seal Runway 17/35	\$ 720,680	\$ 1,109,847					\$ 998,862		\$ 998,862	\$ 110,985			\$ 110,985			\$ 1,109,847	
2035	Roll NPE Funds to 2036	\$ -	\$ -					\$ -			\$ -						\$ -	
2035	SUBTOTAL	\$ 720,680	\$ 1,109,847	\$ -	\$ -	\$ -	\$ -	\$ 998,862	\$ -	\$ 998,862	\$ 110,985	\$ -	\$ -	\$ 110,985	\$ -	\$ -	\$ 1,109,847	
2036	Reconstruct & Strengthen East Ramp (Phase 1) & Taxiway D7	\$ 5,847,325	\$ 9,180,300	\$ 8,262,270	\$ -	\$ 8,262,270		\$ 459,015	\$ 459,015		\$ 459,015	\$ 459,015					\$ 9,180,300	
2036	Strengthen Taxiways D1 & D2	\$ 2,000,000	\$ 3,140,000	\$ 2,826,000	\$ -	\$ 2,826,000		\$ 157,000	\$ 157,000		\$ 157,000	\$ 157,000					\$ 3,140,000	
2036	Rehabilitate Terminal Apron (East) (Phase 2)	\$ 1,500,000	\$ 2,355,000	\$ 2,119,500	\$ -	\$ 2,119,500		\$ 117,750	\$ 117,750		\$ 117,750	\$ 117,750					\$ 2,355,000	
2036	Expand Existing SRE Facility	\$ 673,000	\$ 1,056,610	\$ -	\$ -	\$ -		\$ -			\$ 1,056,610	\$ 1,056,610					\$ 1,056,610	
2036	Construct Taxiway E Holding Bay	\$ 895,000	\$ 1,405,150	\$ 1,264,635	\$ -	\$ 1,264,635		\$ 70,257	\$ 70,257		\$ 70,258	\$ 70,258					\$ 1,405,150	
2036	Rehabilitate Taxiway A7D	\$ 333,333	\$ 523,333	\$ 471,000	\$ 300,000	\$ 171,000		\$ 26,166	\$ 26,166		\$ 26,167	\$ 26,167					\$ 523,333	
2036	Rehabilitate Taxiway A8A	\$ 333,333	\$ 523,333	\$ 471,000	\$ -	\$ 471,000		\$ 26,166	\$ 26,166		\$ 26,167	\$ 26,167					\$ 523,333	
2036	Rehabilitate Taxiway A8B	\$ 333,333	\$ 523,333	\$ 471,000	\$ -	\$ 471,000		\$ 26,166	\$ 26,166		\$ 26,167	\$ 26,167					\$ 523,333	
2036	Rehabilitate Taxiway A8C	\$ 333,333	\$ 523,333	\$ 471,000	\$ -	\$ 471,000		\$ 26,166	\$ 26,166		\$ 26,167	\$ 26,167					\$ 523,333	
2036	Construct New Taxiway from Taxiway A to Hangars	\$ 1,500,000	\$ 2,355,000	\$ 2,119,500	\$ -	\$ 2,119,500		\$ 117,750	\$ 117,750		\$ 117,750	\$ 117,750					\$ 2,355,000	
2036	Rehabilitate Terminal Apron (West)	\$ 3,000,000	\$ 4,710,000	\$ 4,239,000	\$ -	\$ 4,239,000		\$ 235,500	\$ 235,500		\$ 235,500	\$ 235,500					\$ 4,710,000	
2036	Reconstruct East Apron (Phase 2)	\$ 10,000,000	\$ 15,700,000	\$ 14,130,000	\$ -	\$ 14,130,000		\$ 785,000	\$ 785,000		\$ 785,000	\$ 785,000					\$ 15,700,000	
2036	Construct Large FBO Hangar	\$ 4,000,000	\$ 6,280,000	\$ -	\$ -	\$ -					\$ 6,280,000			\$ 6,280,000			\$ 6,280,000	
2036	SUBTOTAL	\$ 30,748,657	\$ 48,275,392	\$ 36,844,905	\$ 300,000	\$ 36,544,905	\$ -	\$ 2,046,936	\$ 2,046,936	\$ -	\$ 9,383,551	\$ 3,103,551	\$ -	\$ 6,280,000	\$ -	\$ -	\$ 48,275,392	
TOTALS 2017-2035		\$ 73,468,596	\$ 98,925,354	\$ 57,157,633	\$ 3,150,000	\$ 53,007,633	\$ 1,000,000	\$ 5,619,299	\$ 3,170,449	\$ 2,448,850	\$ 18,422,422	\$ 4,237,007	\$ -	\$ 14,185,415	\$ 17,726,000	\$ -	\$ 98,925,354	

Source: Jviation, 2017

7.2.3 Airport Operating Revenues and Expenses

Airport revenues are typically generated through user fees charged by a given airport for the facilities and services that it provides. These user fees are normally established by that airport based on the market conditions within its service area and can vary dramatically from airport-to-airport. At FTG, operating revenues are realized through several sources including, but not limited to:

- Hangar Leases
- Ground Leases
- Aircraft Fuel Sales
- Tiedown/Ramp Fees
- Meeting Room and Office Rent
- Restaurant Lease
- Rental Car Commissions
- Direct Financial Contributions by Adams County

The amount of land and the number of buildings leased, the lease rates charged, and levels of aviation activity that generate fuel sales, parking and hangar storage, are the primary factors affecting operating revenues at the Airport. At FTG, the Airport also serves as the fixed base operator (FBO). As a result, the Airport receives the full mark-ups on fuel and other product sales, as opposed to receiving just fuel flowage fees from a third-party FBO. However, the higher revenues generated by the Airport acting as the FBO is somewhat offset by higher costs associated with staffing, wholesale fuel purchasing, maintaining fuel tanks and mobile fuelers, and associated insurance.

One industry trend of note affecting airports and FBOs in general is the ability of corporate aircraft to ‘tanker’ fuel due to their increasingly fuel-efficient engines. Because turbine powered aircraft can buy between 500 to 2,000 gallons of fuel at one time, corporate operators often negotiate the retail price per gallon before buying fuel at a given airport. If they do not reach agreement with the FBO on the discount they will not buy fuel, relying on their fuel reserves to fly to another airport that offers lower fuel prices. As a result, a given FBO is competing not just with adjacent airports for fuel sales, but also against airports located hundreds of miles away that may offer lower fuel prices. Some FBOs have noted that although overall corporate aircraft activity has risen, their fuel sales have not increased as quickly due to their inability to compete other FBOs on price.

As additional airport development occurs, the number of based aircraft and itinerant aircraft operations should reasonably be expected to increase, resulting in a commensurate increase in airport operating revenues. (Note that revenues associated with fuel sales, aircraft tiedowns and transient hangar rentals are directly influenced by traffic levels). Additionally, as new leases are enacted and existing leases are updated to reflect prevailing rates and terms, the Airport’s most stable source of revenue will continue to increase over the long term.

In that the Airport accepts AIP grants with the stipulation that it abide by FAA grant assurances, it is important that the Airport continue to consider the following with respect to the future establishment of lease rates and other income generating fees:

- FAA Grant Assurance 22, *Economic Nondiscrimination*, states: “It [the airport sponsor] will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.”
- FAA Grant Assurance 22 also states that the sponsor, as well as airport tenants who enter into an agreement with the sponsor, will “furnish said services on a reasonable, and not unjustly discriminatory, basis to all users” and “charge reasonable, and not unjustly discriminatory prices.”
- FAA Grant Assurance 22 also states that “each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.”
- The FAA considers any lease with a term of greater than 20 years to be “long-term”, and a lease with a term of 50 years or greater to be in violation of FAA policy (per FAA Order 5160.9B, *Airport Compliance Manual*). The FAA considers 50-year lease terms as equivalent to the sale of airport property, which FAA allows only under very specific circumstances. FAA recommends that lease terms extend no longer than the end of the amortization period and/or useful life of the facility.

It should be noted that the potential future operation of the Colorado Spaceport may ultimately have a significant impact on the revenues generated at Front Range Airport. However, this Master Plan did not analyze the potential revenues to be generated by the Spaceport, or the timeframe within which they might be realized.

Ideally, airport operating revenues will at least offset the airport’s operating expenses, typically referred to as Operation and Maintenance (O&M) costs. Airport operating expenses are the day-to-day costs incurred by operating the airport. They do not include non-cash and capital costs associated with depreciation and infrastructure development. Primary components of O&M costs at FTG include, but are not limited to, the following:

- Personnel Services
- Airport Supplies
- Aviation Fuel
- Equipment Maintenance
- Utilities

At FTG, fuel and personnel services typically account for the largest percentage of expenses incurred on an annual basis. In FY 2014, combined they represented just over 75 percent of the Airport’s total operating expenses, decreasing to approximately 61 percent in FY2016. It should be noted that in addition to the operating expenses, FTG does also incur depreciation expenses, but they are not reflected in this analysis.

The historical operating revenues and expenses for FTG between 2014 and 2016 are presented below in **Table 7-7**. With respect to this table, it is important to note the following. First, FTG was owned and operated by the Front Range Airport Authority until January 2014, the Airport and all its employees merged with Adams County, becoming its own department. Totals reflected for FY2014 in the following table are reflective of that transition period. Second, FY2016 actuals reflect unaudited totals. At the time of this writing, those figures had not yet been confirmed.

TABLE 7-7 - AIRPORT OPERATING REVENUES AND EXPENSES (HISTORICAL)

	FY2014 (actual)	FY2015 (actual)	FY2016 (actual*)
Airport Operating Revenues			
Operating Revenues (Aviation Fuel)	\$1,207,747	\$922,943	\$910,731
Operating Revenues (Hangar & Land Rental)	\$1,823,034	\$1,108,224	\$1,090,424
Operating Revenues (Other)	\$170,474	\$187,263	\$330,762
Non-Operating Revenues	-\$136,693	\$24,964	\$3,110
Adams County Contribution	\$698,560	\$560,000	\$500,000
Total Operating Revenues:	\$3,763,122	\$2,803,395	\$2,835,027
Airport Operating Expenses			
Personnel Services	\$895,585	\$1,037,014	\$1,090,711
O&M (less aviation fuel)	\$72,579	\$112,164	\$73,530
O&M (aviation fuel)	\$1,032,350	\$730,545	\$673,824
Charges & Services (Utilities)	\$188,140	\$164,971	\$154,130
Charges & Services (Repairs & Maintenance)	\$143,571	\$165,802	\$324,678
Charges & Services (Other)	\$178,698	\$234,815	\$462,634
Capital Outlay	\$0	\$0	\$89,902
Other Financing Uses	\$44,800	\$0	\$0
Total Operating Expenses:	\$2,555,723	\$2,445,311	\$2,869,409
NET OPERATING INCOME:	\$1,207,399	\$358,084	-\$34,382

Source: Adams County

Note: * 2016 financial data from Adams County is unaudited and therefore could be subject to change.

In addition to the Airport itself, the wastewater treatment plant located on airport property also incurs both operational revenues, expenses, and debt service that are all maintained in an account separate from the Airport. The historical operating revenues and expenses for the water treatment plant between 2014 and 2016 are presented below in **Table 7-8**. Note that there are two important clarification to make with respect to this table. First, direct personnel services were outsourced in 2015, resulting the those costs dropping to \$0 by 2016. This is anticipated to continue into the future. Second, as reported by the Airport, the net operating income identified in the table is applied directly to the outstanding debt balance for the original wastewater facility construction. That debt is scheduled to be retired in 2017.

**TABLE 7-8 - WATER TREATMENT PLANT OPERATING REVENUES AND EXPENSES
(HISTORICAL)**

	FY2014 (actual)	FY2015 (actual)	FY2016 (actual*)
Water Treatment Plant Operating Revenues			
Charges for Services	\$17,881	\$21,263	\$21,024
Adams County Contribution	\$348,925	\$304,125	\$329,752
Total Operating Revenues:	\$366,806	\$325,388	\$350,776
Water Treatment Plant Operating Expenses			
Personnel Services	\$79,321	\$15,688	\$0
O&M and Services	\$56,438	\$89,304	\$111,703
Debt Service	\$21,173	\$15,478	\$12,113
Total Operating Expenses:	\$156,932	\$120,470	\$123,816
NET OPERATING INCOME:	\$209,874	\$204,918	\$226,960

Source: Adams County

Note: * 2016 financial data from Adams County is unaudited and therefore could be subject to change.

7.2.4 Projected Operating Revenues and Expenses

The continued growth of FTG in terms of activity, tenants, new leases and facility development will impact the Airport's operating revenues and expenses over the 20-year planning period. Projections developed in this evaluation depict future airport operating revenues and expenses based on recent financial results, budgeted revenues and expenses, forecasted increases in airport based and itinerant aircraft activities, as well as airport tenant population trends identified in previous chapters of this Master Plan. Projections of future airport operating revenues and expenses at FTG for the periods 2017 through 2036 are presented below in **Table 7-9**.

Specifically, the estimates for future operating revenues were established through close consideration of historical trends, as well as proposed airport development initiatives and how they might impact those future revenues. In most instances, revenue projections resulted from normal, conservative growth factors refined to more closely reflect the circumstances of the Airport. These revenues were projected to increase between 2.0 percent and 3.5 percent annually with an average at the standard 3.0 percent annual growth rate. The exception to these rates may be miscellaneous revenues that could be realized through the one-time sales of airport assets, such as easement rights or other assets. Additionally, since the Airport is projected to continue to hangar construction throughout the planning period, increased revenue growth associated with hangar and land leases was identified in selected years.

On the operating expenses side, increases in salaries and wages, as well as overall operational activities are based on accepted inflationary growth rates (ranging from 2.0 percent to 3.5 percent average annual growth) with the higher growth factors being applied to fuel costs to account for some volatility in the supply market.

TABLE 7-9 - AIRPORT OPERATING REVENUES AND EXPENSES (PROJECTED)

	FY2016 (actual*)	FY2017	FY2021	FY2026	FY2036
Airport Operating Revenues					
Operating Revenues (Aviation Fuel)	\$910,731	\$933,499	\$1,045,560	\$1,241,797	\$1,751,677
Operating Revenues (Hangar & Land Rental)	\$1,090,424	\$1,123,137	\$1,313,669	\$1,552,474	\$2,253,227
Operating Revenues (Other)	\$330,762	\$340,684	\$383,443	\$444,515	\$597,391
Non-Operating Revenues	\$3,110	\$10,000	\$11,038	\$12,489	\$16,785
Adams County Contribution	\$500,000	\$447,127	\$436,439	\$422,162	\$377,515
Total Operating Revenues:	\$2,831,917	\$2,854,447	\$3,190,149	\$3,673,437	\$4,996,595
Airport Operating Expenses					
Personnel Services	\$1,090,711	\$1,123,432	\$1,264,432	\$1,465,823	\$1,969,944
O&M (less aviation fuel)	\$73,530	\$75,369	\$84,417	\$97,863	\$131,521
O&M (aviation fuel)	\$673,824	\$690,669	\$773,580	\$896,791	\$1,265,012
Charges & Services (Utilities)	\$154,130	\$157,983	\$176,949	\$205,133	\$275,683
Charges & Services (Repairs & Maintenance)	\$324,678	\$332,794	\$367,343	\$415,616	\$558,554
Charges & Services (Other)	\$462,634	\$474,200	\$523,428	\$592,211	\$795,881
Capital Outlay	\$89,902	\$0	\$0	\$0	\$0
Other Financing Uses	\$0	\$0	\$0	\$0	\$0
Total Operating Expenses:	\$2,869,409	\$2,854,447	\$3,190,149	\$3,673,437	\$4,996,595
NET OPERATING INCOME:	-\$34,382	\$0	\$0	\$0	\$0

Source: Aviation, 2016

Note: * 2016 financial data from Adams County is unaudited and therefore could be subject to change.

Based on projected activity growth and assumptions regarding future aviation activity and tenant growth, and overall development at Front Range Airport, airport revenues are projected to increase from \$2,831,917 in FY2016 to \$4,996,595 by FY2036. Similarly, operations and maintenance expenses are projected to increase from \$2,869,409 in FY2016 to \$4,996,595 by FY 2036. When combined, these projections reflect a balanced airport operations and maintenance budget throughout the planning period.

It is important to recognize a key assumption to this analysis. FTG has historically operated at a deficit, with its operational expenses outpacing its revenues. Since 2014, this annual deficit has been accounted for through direct financial contributions by Adams County. As noted previously, FAA states in the sponsor grant assurances that airports should be as financially self-sufficient as possible given their particular circumstances. It has been assumed that the County annual contributions will continue throughout the planning period to support Front Range, albeit at reduced levels as airport revenues start to overtake expenses.

Additionally, as described above, the wastewater treatment plant located on airport property also incurs both operational revenues, expenses, and debt service that are all maintained by in an account separate from the Airport. The projected operating revenues and expenses for the water treatment plant between 2017 and 2036 are presented below in **Table 7-10**. Note that revenues and expenses were both

projected to increase at the standard 3.0 percent annual growth rate. In addition, with the facility debt being retired in 2017, the debt service will be eliminated and the Adams County contribution will be reduced to a consistent \$200,000 annually to anticipate continued facility maintenance and updates.

**TABLE 7-10 – WATER TREATMENT PLANT OPERATING REVENUES AND EXPENSES
(PROJECTED)**

	FY2016 (actual*)	FY2017	FY2021	FY2026	FY2036
Water Treatment Plant Operating Revenues					
Charges for Services	\$21,025	\$21,655	\$24,373	\$12,489	\$37,973
Adams County Contribution	\$329,752	\$330,000	\$200,000	\$200,000	\$200,000
Total Operating Revenues:	\$350,777	\$351,655	\$224,373	\$212,489	\$237,973
Water Treatment Plant Operating Expenses					
Personnel Services	\$0	\$0	\$0	\$0	\$0
O&M and Services	\$111,703	\$115,054	\$129,495	\$150,119	\$201,749
Debt Service	\$12,113	\$12,113	\$0	\$0	\$0
Total Operating Expenses:	\$123,816	\$127,167	\$129,495	\$150,119	\$201,749
NET OPERATING INCOME:	\$226,960	\$224,488	\$94,878	\$62,370	\$36,224

Source: Adams County

Note: * 2016 financial data from Adams County is unaudited and therefore could be subject to change.

7.3 Financial Plan Summary

The primary goal is for FTG to evolve into a facility that will best serve the air transportation needs of Adams County, while simultaneously maintaining itself as a self-sustaining economic generator. This Airport Master Plan can best be described as the road map to helping the Airport and the County achieve these goals. In order to realize those goals through the successful implementation of airport development projects, the Airport must make sound and measured decisions. Two of the most important factors influencing the decision to move forward with a specific improvement are airport activity levels (i.e., demand) and funding availability. Both factors must be considered in the implementation of the CIP, because while airport activity levels provide the “what” and the “why” in implementing future airport improvements, the timing of funding provides the “how.” The “what” and the “why” have been discussed in detail in previous chapters.

This chapter has addressed the “how” by providing an overview of the practical financial realities required to implement this overall airport development program. While every effort has been made in this chapter to conservatively estimate when facility development may be required, aviation demand and the availability of financial resources for capital projects will ultimately dictate when facility improvements need to be implemented, accelerated or delayed.

The financial plan presented in this chapter and summarized in **Table 7-11**, **Table 7-12**, and **Table 7-13** includes projection totals for operating revenues, operating expenses, capital expenditures, capital funding, and cash flow that result from the projections presented above. Based on the assumptions identified within the

previous sections, and subject to the availability of FAA and CDOT funding (identification of a potential funding source does not guarantee its availability), and the identification of Unidentified Funding for Capital Expenditures described in the analysis, implementation of FTG's Master Plan CIP is financially feasible.

The most significant concern of implementing this CIP is the identification of the Unidentified Funding for Capital Expenditures. However, it should be noted that this funding gap could be addressed through two primary means. First, much of this unidentified funding is related to locally-funded projects, and while the project cost estimates are based on industry standards, FTG could realize significant project cost savings through use of local and County resources, as it has historically for other projects. Second, several of these projects could be shifted to later phases until funding can be secured or is made available by accumulating airport revenue.

Key assumptions supporting the financial plan relate to the availability and timeliness of the funding sources. Continuation of the AIP entitlement program at authorized funding levels is essential. Additionally, securing federal funding of approximately \$3,353,818 during Phase I, \$7,230,000 during Phase II and \$46,573,815 during Phase III is critical to the financial feasibility of implementing these projects. Without these levels of funding, these projects are not feasible and would need to be delayed or cancelled unless another source of funds could be acquired.

As noted previously, when Congress reauthorizes the FAA's AIP, the funding formulas shown in the FTG CIP may change. If that happens, the CIP should be adjusted accordingly and the feasibility of implementing the projects in the time frame shown should be reconfirmed. After a new AIP program has been authorized, discussions will need to be held between FTG and the Denver Airports District Office (ADO) to determine the ADO's funding availability based on the new formulas and stipulations set by Congress. Similarly, CDOT funding levels and formulas change over time and need to be monitored, and close coordination with CDOT be maintained to ensure that state funding will be available when anticipated.

However, it should be recognized that planning is a continuous process that does not end with the completion of the Master Plan—the fundamental issues that have driven this planning effort will remain valid for many years. Therefore, the ability to continuously monitor actual revenues and expenses, as well as aviation activity levels, will be key to maintaining a sound financial position. Actual future financial outcomes will be determined by a variety of factors, many of which are difficult to identify at this time, such as future FAA and CDOT funding formulas, and potential revenues associated with currently unforeseen sources (e.g., Spaceport Colorado).

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TABLE 7-11 - ACTUAL, BUDGETED, AND PROJECTED OPERATING REVENUES

	Historical Data (2014-2016)			Phase I (2017-2021)					Phase II	Phase III	
	Actual			Projected					Projected	Projected	
Revenues	2014	2015	2016	2017	2018	2019	2020	2021	Total	2022-2026	2027-2036
Airport Annual Revenues											
Non-Airport Contributions											
Adams County Contribution	\$698,560	\$560,000	\$500,000	\$421,127	\$418,333	\$426,799	\$410,796	\$418,830	\$2,095,885	\$2,053,848	\$4,098,173
Annual Growth Rate		-19.8%	-10.7%	-15.8%	-0.7%	2.0%	-3.7%	2.0%	-16.2%	-1.2%	0.5%
Total Non-Airport Contributions	\$698,560	\$560,000	\$500,000	\$421,127	\$418,333	\$426,799	\$410,796	\$418,830	\$2,095,885	\$2,053,848	\$4,098,173
Airport Operating Revenues				-15.8%	-0.7%	2.0%	-3.7%	2.0%	-16.2%	-1.2%	0.5%
Operating Revenues (Aviation Fuel)	\$1,207,747	\$922,943	\$910,731	\$933,499	\$956,836	\$985,541	\$1,015,107	\$1,045,560	\$4,936,543	\$5,803,017	\$15,077,892
Annual Growth Rate		-23.6%	-1.3%	2.5%	2.5%	3.0%	3.0%	3.0%	2.8%	3.5%	3.5%
Operating Revenues (Hangar & Land Rental)	\$1,823,034	\$1,108,224	\$1,090,424	\$1,149,137	\$1,195,102	\$1,230,955	\$1,292,503	\$1,331,278	\$6,198,975	\$7,360,033	\$19,102,625
Annual Growth Rate		-39.2%	-1.6%	3.0%	4.0%	3.0%	5.0%	3.0%	4.1%	3.5%	3.4%
Operating Revenues (Other)	\$170,474	\$187,263	\$330,761.58	\$340,684	\$350,905	\$361,432	\$372,275	\$383,443	\$1,808,739	\$2,096,821	\$5,248,742
Annual Growth Rate		\$0	\$1	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Total Airport Operating Revenues	\$3,201,255	\$2,218,431	\$2,331,917	\$2,423,320	\$2,502,843	\$2,577,928	\$2,679,885	\$2,760,281	\$12,944,257	\$15,259,871	\$39,429,259
Total Annual Revenues	\$3,899,815	\$2,778,431	\$2,831,917	\$2,844,447	\$2,921,176	\$3,004,727	\$3,090,681	\$3,179,111	\$15,040,142	\$17,313,719	\$43,527,432
Annual Growth Rate			1.9%	0.4%	2.7%	2.9%	2.9%	2.9%	2.3%	2.9%	3.1%
Total Non-Operating Revenues											
Non-Operating Revenues	-\$136,693	\$24,964	\$3,110	\$10,000	\$10,250	\$10,506	\$10,769	\$11,038	\$52,563	\$59,471	\$147,473
Annual Growth Rate			-87.5%	2.5%	2.5%	2.5%	2.5%	2.5%	28.8%	2.5%	3.0%
Total Annual Airport Revenues	\$3,763,122	\$2,803,395	\$2,835,027	\$2,854,447	\$2,931,426	\$3,015,233	\$3,101,450	\$3,190,149	\$15,092,705	\$17,373,190	\$43,674,905
Annual Growth Rate			1.1%	0.7%	2.7%	2.9%	2.9%	2.9%	2.4%	2.9%	3.1%
Water & Wastewater Annual Revenues											
Non-Airport Contributions											
Adams County Contribution	\$348,925	\$304,125	\$329,752	\$330,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,130,000	\$1,000,000	\$2,000,000
Annual Growth Rate		-12.8%	8.4%	0.1%	-39.4%	0.0%	0.0%	0.0%	-39.3%	0.0%	0.0%
Total Non-Airport Contributions	\$348,925	\$304,125	\$329,752	\$330,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,130,000	\$1,000,000	\$2,000,000
Water & Wastewater Operating Revenues				0.1%	-39.4%	0.0%	0.0%	0.0%	-39.3%	0.0%	0.0%
Charges for Services	\$17,881	\$21,264	\$21,025	\$21,655	\$22,305	\$22,974	\$23,663	\$24,373	\$114,970	\$133,281	\$333,631
Annual Growth Rate		18.9%	-1.1%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Total Water & Wastewater Operating Revenues	\$17,881	\$21,264	\$21,025	\$21,655	\$22,305	\$22,974	\$23,663	\$24,373	\$114,970	\$133,281	\$333,631
Total Annual Water & Wastewater Revenues	\$366,806	\$325,389	\$350,777	\$351,655	\$222,305	\$222,974	\$223,663	\$224,373	\$1,244,970	\$1,133,281	\$2,333,631
Annual Growth Rate		-11.3%	7.8%	0.3%	-36.8%	0.3%	0.3%	0.3%	-8.5%	0.3%	0.4%

Source: Adams County, Aviation

TABLE 7-12 - ACTUAL, BUDGETED, AND PROJECTED OPERATIONS AND MAINTENANCE EXPENSES

Expenses	Historical Data (2014-2016)			Phase I (2017-2021)						Phase II	Phase III
	Actual			Projected						Projected	Projected
	2014	2015	2016	2017	2018	2019	2020	2021	Total	2022-2026	2027-2036
Airport Operations & Maintenance Expenses											
Personnel Services	\$895,585	\$1,037,014	\$1,090,711	\$1,123,432	\$1,157,135	\$1,191,849	\$1,227,604	\$1,264,432	\$5,964,452	\$6,914,432	\$17,308,143
Annual Growth Rate	15.8%	5.2%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
O&M (less aviation fuel)	\$72,579	\$112,164	\$73,530	\$75,369	\$77,253	\$79,571	\$81,958	\$84,417	\$398,568	\$461,631	\$1,155,552
Annual Growth Rate	54.5%	-34.4%	2.5%	2.5%	3.0%	3.0%	3.0%	3.0%	2.8%	3.0%	3.0%
O&M (aviation fuel)	\$1,032,350	\$730,545	\$673,824	\$690,669	\$707,936	\$729,174	\$751,049	\$773,580	\$3,652,408	\$4,230,252	\$10,888,827
Annual Growth Rate	-29.2%	-7.8%	2.5%	2.5%	3.0%	3.0%	3.0%	3.0%	2.8%	3.0%	3.5%
Charges & Services (Utilities)	\$189,140	\$164,971	\$154,130	\$157,983	\$161,933	\$166,791	\$171,795	\$176,949	\$835,451	\$967,630	\$2,422,175
Annual Growth Rate	-12.3%	-6.6%	2.5%	2.5%	3.0%	3.0%	3.0%	3.0%	2.8%	3.0%	3.0%
Charges & Services (Repairs & Maintenance)	\$143,571	\$165,802	\$324,678	\$332,794	\$341,114	\$349,642	\$358,383	\$367,343	\$1,749,276	\$1,979,151	\$4,907,510
Annual Growth Rate			2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	\$0	\$0
Charges & Services (Other)	\$178,698	\$234,815	\$462,634	\$474,200	\$486,055	\$498,206	\$510,661	\$523,428	\$2,492,550	\$2,820,094	\$6,992,698
Annual Growth Rate			2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	\$0	\$0
Capital Outlay	\$0	\$0	\$89,902	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Annual Growth Rate			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-100.0%		
Other Financing Uses	\$44,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Annual Growth Rate	-100.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Total O&M Expenses/Expenditures	\$2,555,723	\$2,445,311	\$2,869,409	\$2,854,447	\$2,931,426	\$3,015,233	\$3,101,450	\$3,190,149	\$15,092,705	\$17,373,190	\$43,674,905
Annual Growth Rate	-4.3%	17.3%	-0.5%	2.7%	2.9%	2.9%	2.9%	2.9%	2.1%	2.9%	3.1%
Charges & Services (Depreciation)	\$1,619,900	\$1,600,112	\$1,588,881	\$1,588,881	\$1,588,881	\$1,588,881	\$1,588,881	\$1,588,881	\$7,944,405	\$7,944,405	\$15,888,810
Annual Growth Rate	-1.2%	-0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	\$0	\$0
Total Airport Expenses/Expenditures	\$4,175,623	\$4,045,423	\$4,458,290	\$4,443,328	\$4,520,307	\$4,604,114	\$4,690,331	\$4,779,030	\$23,037,110	\$25,317,595	\$59,563,715
Annual Growth Rate	-3.1%	10.2%	-0.3%	1.7%	1.9%	1.9%	1.9%	1.9%	1.4%	1.9%	2.3%
Water & Wastewater Operations & Maintenance Expenses											
Personnel Services	\$79,322	\$15,888	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Annual Growth Rate	-80.2%	-100.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%			
O&M and Services	\$56,438	\$89,304	\$111,703	\$115,054	\$118,506	\$122,061	\$125,723	\$129,495	\$610,839	\$708,129	\$1,772,586
Annual Growth Rate	58.2%	25.1%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Debt Service	\$21,173	\$15,478	\$12,113	\$12,113	\$0	\$0	\$0	\$0	\$12,113	\$0	\$0
Annual Growth Rate	-26.9%	-21.7%	0.0%	-100.0%	0.0%	0.0%	0.0%	0.0%	-100.0%		
Total O&M Expenses/Expenditures	\$156,933	\$120,471	\$123,816	\$127,167	\$118,506	\$122,061	\$125,723	\$129,495	\$622,952	\$708,129	\$1,772,586
Annual Growth Rate	-23.2%	2.8%	2.7%	-6.8%	3.0%	3.0%	3.0%	3.0%	0.9%	3.0%	3.0%
Charges & Services (Depreciation)	\$53,167	\$53,167	\$53,167	\$53,167	\$53,167	\$53,167	\$53,167	\$53,167	\$265,835	\$265,835	\$531,670
Annual Growth Rate	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	\$0	\$0
Total Wastewater Expenses/Expenditures	\$210,100	\$173,637	\$176,983	\$180,334	\$171,673	\$175,228	\$178,890	\$182,662	\$888,787	\$973,964	\$2,304,256
Annual Growth Rate	-17.4%	1.9%	1.9%	-4.8%	2.1%	2.1%	2.1%	2.1%	0.6%	2.2%	2.3%

Source: Adams County, Jviation

TABLE 7-13 - BUDGETED AND PROJECTED NET REVENUES, CAPITAL FUNDING, AND CAPITAL EXPENDITURES

Operating and Capital Cash Flow	Historical Data (2014-2016)			Phase I (2017-2021)						Phase II	Phase III
	Actual			Projected						Projected	Projected
	2014	2015	2016	2017	2018	2019	2020	2021	Total	2022-2026	2027-2036
Airport Operating Cash Flow											
Revenues:											
Total Operating Revenues	\$3,201,255	\$2,218,431	\$2,331,917	\$2,423,320	\$2,502,843	\$2,577,928	\$2,679,885	\$2,760,281	\$12,944,257	\$15,259,871	\$39,429,259
Total Non-Operating Revenues	(\$136,693)	\$24,964	\$3,110	\$10,000	\$10,250	\$10,506	\$10,769	\$11,038	\$52,563	\$59,471	\$147,473
County Contributions (Direct)	\$698,560	\$560,000	\$500,000	\$421,127	\$418,333	\$426,799	\$410,796	\$418,830	\$2,095,885	\$2,053,848	\$4,098,173
Total Revenues	\$3,763,122	\$2,803,395	\$2,835,027	\$2,854,447	\$2,931,426	\$3,015,233	\$3,101,450	\$3,190,149	\$15,092,705	\$17,373,190	\$43,674,905
Expenses:											
Total Operation and Maintenance Expenses	\$2,555,723	\$2,445,311	\$2,869,409	\$2,854,447	\$2,931,426	\$3,015,233	\$3,101,450	\$3,190,149	\$15,092,705	\$17,373,190	\$43,674,905
Net Operating Cash Flow	\$1,207,399	\$358,084	(\$34,382)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Operating Airport Funds Available for Capital Expenditures	\$1,207,399	\$358,084	(\$34,382)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Airport Capital Cash Flow											
Capital Improvement Program (CIP):											
AIP-Eligible Expenditures	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$3,226,464	\$3,726,464	\$8,033,333	\$52,805,292
CDAG-Eligible Expenditures				\$0	\$0	\$0	\$0	\$0	\$0	\$347,535	\$2,101,315
Expenditures Ineligible for Fed/State Grants				\$13,679,225	\$416,764	\$1,946,319	\$985,420	\$672,000	\$17,699,728	\$4,078,207	\$10,133,480
Total Public/Airport Capital Expenditures	\$0	\$0	\$0	\$14,179,225	\$416,764	\$1,946,319	\$985,420	\$3,898,464	\$21,426,192	\$12,459,075	\$65,040,087
Non-CIP Capital Expenditures (airport projects)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Capital Funding Sources:											
AIP Entitlement Grants (Primary + Rollover)				\$450,000	\$0	\$0	\$0	\$600,000	\$1,050,000	\$600,000	\$1,500,000
AIP Discretionary Grants				\$0	\$0	\$0	\$0	\$1,803,818	\$1,803,818	\$6,130,000	\$45,073,815
State Apportionment				\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$0
CDOT Aeronautics Division				\$25,000	\$0	\$0	\$0	\$156,352	\$181,352	\$749,201	\$4,688,746
Private or Unknown Capital Funding Source				\$13,100,000	\$0	\$636,000	\$0	\$0	\$13,736,000	\$1,434,000	\$2,556,000
Total Capital Funding Sources	\$0	\$0	\$0	\$13,575,000	\$0	\$636,000	\$0	\$3,060,170	\$17,271,170	\$9,413,201	\$53,818,561
Total Funds Available for Capital Expenditures	\$1,207,399	\$358,084	-\$34,382	\$13,575,000	\$0	\$636,000	\$0	\$3,060,170	\$17,271,170	\$9,413,201	\$53,818,561
Unidentified Funding Required for Capital Expenditures	\$0	\$0	\$0	\$604,225	\$416,764	\$1,310,319	\$985,420	\$838,294	\$4,155,022	\$3,045,874	\$11,221,526
FAA AIP Entitlement Rollover				\$0	\$150,000	\$300,000	\$450,000	\$0			
Ending Airport Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water & Wastewater Operating Cash Flow											
Revenues:											
Total Operating Revenues	\$17,881	\$21,264	\$21,025	\$21,655	\$22,305	\$22,974	\$23,663	\$24,373	\$114,970	\$133,281	\$333,631
Adams County Contribution	\$348,925	\$304,125	\$329,752	\$330,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,130,000	\$1,000,000	\$2,000,000
Total Revenues	\$366,806	\$325,389	\$350,777	\$351,655	\$222,305	\$222,974	\$223,663	\$224,373	\$1,244,970	\$1,133,281	\$2,333,631
Expenses:											
Total Operation and Maintenance Expenses	\$135,760	\$104,993	\$111,703	\$115,054	\$118,506	\$122,061	\$125,723	\$129,495	\$610,839	\$708,129	\$1,772,586
Debt Service	\$21,173	\$15,478	\$12,113	\$12,113	\$0	\$0	\$0	\$0	\$12,113	\$0	\$0
Total Revenues	\$156,933	\$120,471	\$123,816	\$127,167	\$118,506	\$122,061	\$125,723	\$129,495	\$622,952	\$708,129	\$1,772,586
Net Operating Cash Flow	\$209,873	\$204,918	\$226,960	\$224,488	\$103,799	\$100,913	\$97,940	\$94,878	\$622,018	\$425,152	\$561,045
Total Adams County Contribution (Airport & Water/Wastewater)											
Total Adams County Contribution	\$1,047,485	\$864,125	\$829,752	\$751,127	\$618,333	\$626,799	\$610,796	\$618,830	\$3,225,885	\$3,053,848	\$6,098,173

Source: Adams County, Aviation

APPENDIX A – AVIATION GLOSSARY OF TERMS

ABOVE GROUND LEVEL (AGL). An altitude that is measured with respect to the underlying ground.

ACCELERATED-STOP DISTANCE AVAILABLE (ASDA). See *Declared Distances*.

ADMINISTRATOR. Federal Aviation Administrator or any person to whom he has delegated his authority in the matter concerned.

ADVISORY CIRCULAR (AC). External communications or publications issued by the FAA to provide non-regulatory guidelines for the recommendations relative to a policy, and guidance and information relative to a specific aviation subject matter. An example of this is AC 150/1300-13A, *Airport Design*, which is frequently referenced throughout a typical master plan.

AIR CARRIER. A person or company who undertakes directly by lease, or other arrangement, to engage in air transportation.

AIR ROUTE TRAFFIC CONTROL CENTERS (ATRCC). A facility responsible for en route control of aircraft operating under IFR in a particular volume of airspace (within its area of jurisdiction) at high altitudes between airport approaches and departures. Approximately 26 such centers cover the United States.

AIR TAXI. An aircraft operating under an air taxi operating certificate for the purpose of carrying passengers, mail, cargo for revenue in accordance with FAR 121 or FAR Part 135.

AIR TRAFFIC. Any aircraft operating in the air or on an airport surface, exclusive of loading ramps and parking areas.

AIR TRAFFIC CONTROL (ATC). A service provided by ground-based controllers who direct aircraft on the ground and in the air. The primary purpose of ATC systems is to separate aircraft to prevent collisions, to organize and expedite the flow of traffic, and to provide information and other support for pilots when able.

AIR TRAFFIC CONTROL TOWER (ATCT). A facility in the terminal air traffic control system located at an airport which consists of a tower cab structure and an associated instrument flight rules rooms, if radar equipped, that uses ground-to-air and air-to-ground communications and radar, visual, signaling, and other devices to provide for the safe and expeditious movement of terminal area air traffic in the airspace and airports within its jurisdiction.

AIR TRAFFIC CONTROL (ATC) SERVICE. A service provided for the purpose of promoting the safe, orderly, and expeditious flow of air traffic, including airport, approach, and enroute air traffic control services. ATC is provided by the Federal Aviation Administration, a branch of the federal government under the Department of Transportation or, at Airport Traffic Control Tower (ATCT), through an independent service provider contracted with the Federal Aviation Administration.

AIRCRAFT. A device that is used or intended to be used for flight in the air.

- **Airplane.**
 - **Heavy.** As defined by FAA Aviation System Performance Metrics (ASPM), an airplane capable of takeoff weight of more than 255,000 pounds whether or not they are operating at this weight during a particular phase of flight

- **Large.** As defined by FAA AC 150/5200-13A, an airplane of more than 12,500 pounds maximum certified takeoff weight. As defined by FAA Aviation System Performance Metrics, an airplane weighing more than 41,000 pounds and up to 255,000 pounds.
- **Medium.** As defined by FAA Aviation System Performance Metrics, an airplane weighing more than 12,500 pounds up to 41,000 pounds.
- **Small.** As defined by both FAA AC150/5300-13A and FAA Aviation System Performance Metrics, an airplane of 12,500 pounds or less maximum certified takeoff weight.
- **Balloon.** A lighter-than-air aircraft that is not engine-driven, and that sustains flight through the use of either gas buoyancy or an airborne heater.
- **Glider.** A heavier-than-air aircraft that is supported in flight by the dynamic reaction of the air against its lifting surfaces and whose free flight does not depend principally on an engine.
- **Helicopter.** A rotorcraft that, for horizontal motion, depends principally on its engine-driven rotors.
- **Regional Jet (RJ).** There is no regulatory definition for an RJ; however, for FAA use, an RJ is a commercial jet airplane that carries fewer than 100 passengers.
- **Rocket.** An aircraft propelled by ejected expanding gases generate in engine from self-contained propellants and not dependent on the intake of outside substances.
- **Rotorcraft.** A heavier-than-air aircraft that depends principally for its support in flight on the lift generated by one or more rotors.

AIRCRAFT APPROACH CATEGORY (AAC). A grouping of aircraft based on approach speed, defined as 1.3 times the aircraft stall speed at maximum certificated takeoff weight. The categories are as follows:

- **Category A:** Speed less than 91 knots.
- **Category B:** Speed 91 knots or more but less than 121 knots
- **Category C:** Speed 121 knots or more but less than 141 knots.
- **Category D:** Speed 141 knots or more but less than 166 knots.
- **Category E:** Speed 166 knots or more.

AIRCRAFT DEICING PAD. See *Deicing Pad*.

AIRCRAFT ENGINE. The component of the propulsion system for an aircraft that generates mechanical power. They are almost always either lightweight piston engines or gas turbines, although electric engines are currently in development.

- **Piston Engine.** A heat engine that uses one or more reciprocating pistons to convert pressure generated from aviation gasoline into a rotating motion.
- **Turbine Engine.** A mechanical device or engine that spins in reaction to fluid flow through or over it. This device is used in turbofan, turbojet, and turboprop-powered aircraft and utilizes jet fuel.
 - **Turbofan.** A turbojet engine whose thrust has been increased by the addition of a low-pressure compressor fan.
 - **Turbojet.** An engine that derives power from a fanned wheel spinning in reaction to burning gases escaping from a combustion chamber. The turbine in turn drives a compressor and other accessories.
 - **Turboprop.** A turbine engine in which the rotating turbine turns a propeller.

AIRCRAFT OPERATION. See *Operation*.

AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF). A special category of fire fighting that involves the response, hazard mitigation, evacuation and possible rescue of passengers and crew of an aircraft involved in (typically) an airport ground emergency.

AIRPLANE. An engine-driven fixed-wing aircraft heavier than air that is supported in flight by the dynamic reaction of the air against its wings. See *Aircraft*.

AIRPLANE DESIGN GROUP (ADG). A numerical classification aircraft based on wingspan or tail height. Where an airplane is in two categories, the most demanding category should be used. The groups are as follows:

- **Group I:** Up to but not including 49 feet wingspan or tail height up to but not including 20 feet. (e.g. Cessna 172)
- **Group II:** 49 feet up to but not including 79 feet wingspan or tail height from 20 up to not including 30 feet. (e.g. Cessna Citation Business jet).
- **Group III:** 79 feet up to but not including 118 feet wingspan or tail height from 30 up to but not including 45 feet. (e.g. Boeing 737)
- **Group IV:** 118 feet up to but not including 171 feet wingspan or tail height from 60 up to but not including 66 feet. (e.g. Boeing 767)
- **Group V:** 171 feet up to but not including 214 feet wingspan or tail height from 60 up to but not including 66 feet. (e.g. Boeing 747)
- **Group VI:** 214 feet up to but not including 262 feet wingspan or tail height from 66 up to but not including 80 feet. (e.g. Airbus A380)

AIRPORT. An area of land or water that is used or intended to be used for the landing and takeoff of aircraft, and includes its buildings and facilities, if any. Different types of airports include the following:

- **Cargo Service Airport.** An airport served by aircraft providing air transportation of property only, including mail, with an annual aggregate landed weight of at least 100 million pounds.
- **Certificated Airport.** An airport that has been issued an Airport Operating Certificate by the FAA under the authority of FAR Part 139, Certification and Operation.
- **Commercial Service Airport.** A public airport providing scheduled passenger service that enplanes at least 2,500 annual passengers.
- **General Aviation Airport.** An airport that provides air service to only general aviation.
- **Hub Airport.** An airport that an airline uses as a transfer point to get passengers to their intended destination. It is part of a hub and spoke model, where travelers moving between airports not served by direct flights change planes en route to their destinations.
 - **Large Hub Airport.** An airport that handles over 1% of the country's annual enplanements.
 - **Medium Hub Airport.** An airport that handles 0.25% ≥ 1% of the country's annual enplanements.
 - **Small Hub Airport.** An airport that handles 0.05% ≥ 0.25% of the country's annual enplanements.
 - **Non-Hub Airport.** An airport that handles over 10,000 enplanements, but less than 0.05% of the country's annual enplanements.
- **International Airport.** Relating to international flight, it means:
 - An airport of entry which has been designated by the Secretary of Treasury or Commissioner of Customs as an international airport for customs service.
 - A landing rights airport at which specific permission to land must be obtained from customs authorities in advance of contemplated use.
 - Airports designated under the Convention on ICAO as an airport for use by international commercial air transport and/or international general aviation.

- **Primary Airport.** A commercial service airport that enplanes at least 10,000 annual passengers.
- **Reliever Airport.** General aviation airports in a major metropolitan area that provides pilots with attractive alternatives to using congested hub airports.
- **Uncontrolled Airport.** An airport without an air traffic control tower at which the control of VFR traffic is not exercised. Pilots “see and avoid” other traffic without the aid of air traffic control.

AIRPORT AUTHORITY. A quasi-government public organization responsible for setting the policies governing the management and operation of an airport or system of airports under its jurisdiction.

AIRPORT CAPITAL IMPROVEMENT PLAN (CIP). The planning program used by the FAA to identify, prioritize, and distribute funds for airport development and the needs of National Airspace System (NAS) to meet specified national goals and objectives.

AIRPORT ELEVATION. The highest point of an airport’s usable runway(s) expressed in feet above mean sea level (MSL).

AIRPORT FACILITY DIRECTORY (AFD). Now known as a Chart Supplement, a publication with information on all airports, seaplane bases, and heliports open to the public. This publication is issued in seven volumes according to geographical area, and includes communications data, navigational facilities, and certain special notices and procedures.

AIRPORT HAZARD. Any structure or natural object located on or in the vicinity of a public airport, or any use of land near such airport, that obstructs the airspace required for the flight of aircraft in landing or taking off at the airport or is otherwise hazardous to aircraft landing, taking off, or taxiing at the airport.

AIRPORT IMPROVEMENT PROGRAM (AIP). An FAA program authorized by the Airport and Airway Improvement Act of 1982 that serves as the primary source of funding airport planning and development. This funding is provided at specific levels, with the funding priority based on the airport’s Capital Improvement Program (CIP) and available funds.

AIRPORT INFLUENCE AREA. The area defined by overlaying the FAR Part 77 Imaginary Surfaces, Aircraft Accident Safety Zone data, and Noise Contour data over the top of an existing land use map, critical areas map or other base map.

AIRPORT LAYOUT PLAN (ALP). A scaled drawing (or set of drawings), in either traditional or electronic form, of current and future airport facilities that provides a graphic representation of the existing and long-term development plan for the airport and demonstrates the preservation and continuity of safety, utility, and efficiency of the airport to the satisfaction of the FAA.

AIRPORT LIGHTING. Various lighting aids that may be installed on an airport. Types of airport lighting include:

- **ALS.** See *Approach Light System*.
- **Boundary Lights.** Lights defining the perimeter of an airport or landing area.
- **Runway Centerline Lighting.** Flush centerline lights spaced at 50-foot intervals beginning 75 feet from the landing threshold and extending to within 75 feet of the opposite end of the runway. Only used on Category II/III ILS Runways.
- **Runway Edge Lights.** Lights used to outline the edges of the runways during periods of darkness or restricted visibility conditions. They are usually uniformly spaced at intervals of approximately 200 feet, and intensity may be controlled or preset. These light systems are classified according to the intensity they are capable of producing:
 - High Intensity Runway Lights (HIRLs).
 - Medium Intensity Runway Lights (MIRLs).

- Low Intensity Runway Lights (LIRLs).
- **Runway End Identifier Lights (REIL).** Provides rapid and positive identification of the approach end of particular runway. The system consists of a pair of synchronized flashing lights, one on each side of the runway threshold.
- **Threshold Lights.** Fixed lights arranged symmetrically left and right of the runway centerline, identifying the runway threshold. Lights are green for arriving aircraft and red for departing aircraft.
- **Touchdown Zone Lighting.** Two rows of transverse light bars located symmetrically about the runway centerline normally at 100-foot intervals. Only used on Category II/III ILS Runways.

AIRPORT MARKINGS. Markings used on runway and taxiway surfaces to identify a specific runway, a runway threshold, a centerline, a hold line, etc. A runway should be marked in accordance with its present usage such as: 1) Visual, 2) Nonprecision instrument, 3) Precision Instrument.

AIRPORT MASTER PLAN. A comprehensive study of an airport that focuses on the short-, medium-, and long-term development plan to meet future aviation demand of the airport.

AIRPORT OBSTRUCTION CHART (OC). A scaled drawing depicting the FAR Part 77 imaginary airspace surfaces, a representation of objects that penetrate these surfaces, runway, taxiway, and ramp areas, navigational aids, buildings, roads, and other detail in the vicinity of the airport.

AIRPORT OPERATIONS AREA (AOA). An area of an airport used or intended to be used for landing, takeoff, or surface maneuvering of aircraft. An AOA includes such paved areas or unpaved areas that are used or intended to be used for the unobstructed movement of aircraft in addition to its associated runway, taxiways, or apron.

AIRPORT OPERATOR. The operator (private or public) or sponsor of a public-use airport.

AIRPORT REFERENCE CODE (ARC). A coding system used to relate the airport design criteria to the operational and physical characteristics of the airplanes intended to use the airport or the critical aircraft. It is a two-character code consisting of the Aircraft Approach Category and the Airplane Design Group.

AIRPORT REFERENCE POINT (ARP). The latitude and longitude of the approximate center of the runway(s) at an airport.

AIRPORT SIGNS. Signs used to identify items and locations on the airport. Following are the most common sign types:

- **Boundary Sign.** These signs are used to identify the location of the boundary of the RSA/ROFZ or ILS critical areas for a pilot, or an existing the runway. These signs have a black inscription on a yellow background.
- **Destination Sign.** These signs indicate the general direction to a remote location. They have black inscriptions on a yellow background and ALWAYS contain an arrow.
- **Direction Sign.** These signs indicate directions of taxiways leading out of an intersection. They may also be used to indicate a taxiway exit from a runway. These signs have black inscriptions on a yellow background and ALWAYS contain arrows.
- **Information Sign.** These signs are installed on the airside of an airport and are considered to be signs other than mandatory signs. They have black inscriptions on a yellow background.
- **Location Sign.** These signs identify the taxiway or runway upon which the aircraft is located. The sign has yellow inscriptions on a black background with a yellow border and does NOT use arrows.
- **Mandatory Instruction Sign.** They denote taxiway/runway intersections, runway/runway intersections, ILS critical areas, OFZ boundaries, runway approach areas, CAT II/II operations areas, military landing zones, and no entry areas. These signs have white inscriptions with a black outline on a red background.

- **Roadway Sign.** These signs are located on the airfield and are solely intended for vehicle operators. They should conform to the categorical color codes established by the Manual on Uniform Traffic Control Devices (MUTCD).
- **Runway Distance Remaining Signs.** These signs are used to provide distance remaining information to pilots during takeoff and landing operations. These signs have a white numeral inscription on a black background.

AIRPORT SPONSOR. The entity that is legally responsible for the management and operation of an airport including the fulfillment of the requirements of laws and regulations related thereto.

AIRPORT SURVEILLANCE RADAR (ASR). A radar system used at airports to detect and display the position of aircraft in the terminal area.

AIRSIDE. The portion of an airport that contains the facilities necessary for the operations of aircraft.

ANNUAL SERVICE VOLUME (ASV). The number of annual operations that can reasonably be expected to occur at the airport based on a given level of delay.

APPROACH END OF RUNWAY. The approach end of runway is the near end of the runway as viewed from the cockpit of a landing airplane.

APPROACH LIGHT SYSTEM (ALS). An airport lighting facility aids in runway identification during the transition from instrument flight to visual flight for landing. Typical approach lighting systems used at airports include:

- **Approach Light System with Sequenced Flashing (ALSF).**
- **Lead-in-light System (LDIN).** Consists of one or more series of flashing lights installed at or near ground level that provides positive visual guidance along an approach path, either curving or straight, where special problems exist with hazardous terrain, obstructions, or noise abatement procedures.
- **Medium-Intensity Approach Light System with Runway Alignment Indicator (MALSR).** A lighting system installed on the approach end of a runway and consists of a series of lightbars, strobe lights, or a combination that extends outward from the runway end. It usually serves a runway that has an instrument approach procedure associated with it and allows the pilot to visually identify and align self with the runway environment once the pilot has arrived at a prescribed point on the approach.
- **Omnidirectional Approach Lighting System (ODALS).** Consist of seven omnidirectional flashing lights located in the approach area of a non-precision runway. Five lights are located on the runway centerline extended with the first light located 300 feet from the threshold and extending at equal intervals up to 1,500 feet from the threshold. The other two lights are located on each side of the runway, with a lateral distance of 40 feet from the runway edge, or 75v feet from the runway edge when installed on a runway equipped with VASI.
- **Runway Alignment Indicator Lights (RAILS).** Sequenced Flashing Lights which are installed only in combination with other lighting systems.

APPROACH PROCEDURES WITH VERTICAL GUIDANCE (APV). Instrument approach procedures conducted under IFR that provide both lateral and vertical guidance, but that do not meet all the accuracy requirements and navigation specifications to be classified as precision approach. Examples of APV approaches include Area Navigation (RNAV) (lateral approach procedures with vertical guidance (LPV) or lateral navigation (LNAV)/vertical navigation (VNAV) minimums) and localizer-type directional aid (LDA) with glideslope (GS).

APPROACH SURFACE. See *Imaginary Surfaces*.

APRON. A specific portion of the airfield used for passenger, cargo or freight loading and unloading, aircraft parking, and the refueling, maintenance and servicing of aircraft. Also referred to as ramp or tarmac.

ARFF BUILDING. A facility located at an airport that provides emergency vehicles, extinguishing agents, and personnel responsible for minimizing the impacts of an aircraft accident or incident.

ARRIVAL TIME. The time an aircraft touches down on arrival.

AUTOMATED FLIGHT SERVICE STATION (AFSS). An automated air traffic facility that provides information and services to aircraft pilots before, during, and after flights, but it is not responsible for giving instructions or clearances or providing separation.

AUTOMATED SURFACE OBSERVATION SYSTEM (ASOS). Similar data reporting as an AWOS, but usually owned and maintained by the National Weather Service.

AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS). An automated sensor suite which is voice synthesized to provide a weather report that can be transmitted via VHF radio, NDB, or VOR ensuring that pilots on approach have up-to-date airport weather for safe and efficient aviation operations. Most AWOS observe and record temperature and dew point in degrees Celsius, wind speed and direction in knots, visibility, cloud coverage and ceiling up to 12,000 feet, freezing rain, thunderstorm (lightning), and altimeter setting.

AVGAS. Aviation fuel (gasoline) used for aircraft with internal-combustion engines. The most common Avgas is currently 100LL (Low Lead).

AVIGATION EASEMENT. A contractual right or a property interest in land over which a right of unobstructed flight in the airspace can occur.

BALLOON. See *Aircraft*.

BAGGAGE CLAIM. An area where passengers obtain luggage that was previously checked at an airline ticket counter at the departing airport.

BASED AIRCRAFT. An aircraft permanently stationed at an airport by agreement between the airport owner (management or FBO) and the aircraft owner.

BASE LEG. See *Traffic Pattern*.

BENEFIT-COST ANALYSIS (BCA). An analysis of the cost, benefit, and the uncertainty associated with a project or action. A formal BCA is required for capacity projects of \$5 million or more AIP discretionary funds.

BIRDS BALLS. High-density plastic floating balls that can be used to cover ponds and prevent birds from using the sites.

BLAST FENCE. A barrier used to divert or dissipate jet blast or propeller wash.

BOUNDARY LIGHTS. See *Airport Lighting*.

BOUNDARY SIGN. See *Airport Signs*.

BUILDING RESTRICTION LINE (BRL). A line that identifies suitable building area locations on airports to limit building proximity to aircraft movement areas. Typically based on the FAR Part 77 Airport Imaginary Surfaces.

CAPACITY (THROUGHPUT CAPACITY). A measure of the maximum number of aircraft operations or their airport components which can be accommodated on the airport.

CAPITAL IMPROVEMENT PROGRAM (CIP). Provides a schedule of development for the proposed projects identified by an airport or through the development of an Airport Master Plan.

CARGO SERVICE AIRPORT. See *Airport*.

CEILING. The height above the earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as broken, overcast or obscured.

CERTIFICATED AIRPORT. See *Airport*.

CIRCLING APPROACH. A maneuver initiated by the pilot to align the aircraft with a runway for landing when a straight-in landing from an instrument approach is not possible or is not desirable.

CLEARWAY (CWY). A defined rectangular area beyond the end of the runway cleared or suitable for use in lieu of runway to satisfy take off distance requirements.

COMMERCIAL SERVICE AIRPORT. See *Airport*.

COMMON TRAFFIC ADVISORY FREQUENCY (CTAF). The VHF radio frequency used for air-to-air communication at uncontrolled airports or where no control tower is currently active. Pilots use the common frequency to coordinate their arrivals and departures safely, give position reports, and acknowledge other aircraft in the airfield traffic pattern.

COMPASS ROSE. A circle, graduated in degrees, printed on some charts or marked on the ground at an airport. It is used as a reference to either true or magnetic direction. When marked on the ground it is used to calibrate an aircraft's compass.

CONICAL SURFACE. See *Imaginary Surfaces*.

CONSULTANT. A firm, individual, partnership, corporation, or joint venture that performs architectural, engineering or planning service as defined in FAA AC150/5100-14D, employed to undertake work funded under an FAA airport grant assistance program.

CONTROLLED AIRSPACE. Airspace of defined dimensions within which air traffic control service is provided to IFR flight and to VFR flights in accordance with the airspace classification. Controlled airspace is a generic term that covers Class A, Class B, Class C, Class D, and Class E Airspace.

CRITICAL (DESIGN) AIRCRAFT. The most demanding aircraft with at least 500 annual operations that operates, or is expected to operate, at the airport.

CROSSWIND. A wind that is not parallel to a runway centerline or to the intended flight path of an aircraft.

CROSSWIND COMPONENT. The component of wind that is at a right angle to the runway centerline or the intended flight path of an aircraft.

CROSSWIND LEG. See *Traffic Pattern*.

DECISION HEIGHT (DH). The lowest height or altitude in an approach descent and the point at which a missed approach shall be initiated if the required visual reference has not been established. This term is used only in procedures where an electronic glide slope provides the reference for descent, as in ILS.

DECLARED DISTANCES. The distances the airport owner declares available for an aircraft's takeoff run, takeoff distance, accelerated-stop distance, and landing distance requirements.

- **Takeoff Run Available (TORA).** The runway length declared available and suitable for the ground run of an aircraft taking off.
- **Takeoff Distance Available (TODA).** The runway length equal to the TORA plus the length of any remaining runway or clearway beyond the far end of the TORA; the full length of TODA may need to be reduced because of obstacles in the departure area.
- **Accelerated Stop Distance Available (ASDA).** The runway length equal to the runway plus stopway length declared available and suitable for the acceleration and deceleration of an aircraft aborting a takeoff.
- **Landing Distance Available (LDA).** The runway length equal to the length of runway available and suitable for the landing ground run of airplanes.

DESIGN AIRCRAFT. An aircraft whose dimensions and/or other requirements make it the most demanding aircraft for an airport's facilities (i.e. runways and taxiways). The Design Aircraft is used as the basis for airport planning and design since it is assumed that airport facilities are designed to accommodate the Design Aircraft will also be able to accommodate less demanding aircraft as well. An aircraft can be utilized as the Design Aircraft for an airport if it will (has) conduct(ed) 500 or more annual operations (250 landings) at that airport.

DECISION HEIGHT (DH). This is associated with precision approaches and the aircraft is continually descending on final approach. When the aircraft reaches the DH, the pilot must make a decision to land or execute the missed approach procedure.

DEICING. The removal, though application of a max of heated water and propylene or ethylene glycol, of frost, ice, slush, or snow from the aircraft in order to provide clean surfaces.

DEICING PAD. A facility where an aircraft received deicing or anti-icing.

DELAY. The difference between constrained and unconstrained operating time.

DEMAND. The number of aircraft operations, passengers, or other factors that are required in a specific period of time.

DEPARTMENT OF TRANSPORTATION (DOT). The United States federal department that institutes and coordinates national transportation programs; created in 1966. The FAA is an organization within the DOT.

DEPARTURE AIRSPACE. See *Approach Airspace*.

DESTINATION SIGN. See *Airport Signs*.

DETENTION PONDS. Storm water management ponds that hold storm water for short periods of time, a few hours to a few days.

DIRECTION SIGN. See *Airport Signs*.

DISCRETIONARY GRANT FUNDS. Annual Federal grant funds that may be appropriate to an airport based upon designation by the Secretary of Transportation or Congress to meet a specified national priority such as enhancing capacity, safety, and security or mitigating noise.

DISPLACED THRESHOLD. See *Threshold*.

DISTANCE MEASURING EQUIPMENT (DME). See *Navigation Aid*.

DOWNWIND LEG. See *Traffic Pattern*.

EMERGENCY LOCATOR TRANSMITTER (ELT). A radio transmitter attached to the aircraft structure that aids in locating downed aircraft by radiating an audio tone on 121.5 MHz or 243 MHz.

ENPLANEMENT. The boarding of a passenger, cargo, freight or mail on an aircraft at an airport.

END-AROUND TAXIWAY (EAT). Taxiways constructed to allow an aircraft to cross the extended centerline of the runway without specific clearance from ATC. EAT projects must be pre-approved by the FAA Office of Airport Safety and Standards, Airport Engineering Division.

ENTITLEMENT GRANT FUNDS. Annual federal funds for which all airports in the NPIAS are eligible for.

ENVIRONMENTAL ASSESSMENT (EA). An environmental analysis performed pursuant to the Nation Environmental Policy Act to determine whether an action would significantly affect the environment and thus require a more detailed environmental impact statement.

ENVIRONMENTAL IMPACT STATEMENT (EIS). A document required of federal agencies by the National Environmental Policy Act (NEPA) for major projects or legislative proposals affecting the environment. It is a tool for decision-making describing the positive. If no significant impact is found a Finding of No Significant Impact (FONSI) is issued.

FEDERAL AVIATION ADMINISTRATION (FAA). An agency of the United States Department of Transportation with authority to regulate and oversee all aspects of civil aviation in the United States.

FEDERAL AVIATION REGULATION (FAR). The general and permanent rules established by the executive departments and agencies of the Federal government for aviation which are published in the Federal Register. These are the aviation subset of the U.S. Code of Federal Regulations (CFR).

FEDERAL GRANT AGREEMENT. A Federal agreement that represents an agreement made between the FAA (on the behalf of the United States) and an airport sponsor for the grant of Federal Funding.

FEDERAL GRANT ASSURANCE. A provision within a Federal grant agreement to which the recipient of Federal airport development assistance has agreed to comply in consideration of the assistance provided.

FINAL APPROACH FIX (FAF). The fix from or over which final approach (IFR) to an airport is executed.

FINAL APPROACH. A flight path of a landing aircraft in the direction of landing along the extended runway centerline from the base leg to the runway. For instrument approaches, the final approach typically begins at the final approach fix (FAF).

FINDING OF NO SIGNIFICANT IMPACT (FONSI). A public document prepared by a Federal agency that presents the rationale why a proposed action will not have a significant effect on the environment and for which an environmental impact statement will not be prepared.

FIX. A geographical position determined by visual reference to the surface by reference to one or more radio NAVAIDs, by celestial plotting, or by another navigational device.

FIXED BASE OPERATION or FIXED BASE OPERATOR (FBO). A business enterprise located on the airport property that provides services to pilots including aircraft rental, training, fueling, maintenance, parking, and the sale of pilot supplies.

FLIGHT SERVICE STATION (FSS). An air traffic facility that provides information and services to aircraft pilots before, during, and after flights, but unlike ATC, is not responsible for giving instructions, clearances, or providing separation.

FLIGHT STANDARDS DISTRICT OFFICE (FSDO). An FAA field office serving an assigned geographical area and staffed with Flight Standard personnel who serve the aviation industry and the general public on matters relating to the certification and operation of air carrier and general aviation aircraft. Activities include general surveillance of operation safety, certification of airmen and aircraft, accident prevention, investigation, enforcement, etc.

FOREIGN OBJECT DEBRIS (FOD). Any object found on an airport that does not belong in or near airplanes, and as a result can injure personnel and damage aircraft.

FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION. Federal law requires filing a Notice of Proposed Construction or Alteration (Form 7460) for all structures over 200 feet AGL or lower if closer than 20,000 feet to a public use airport with a runway over 3,200 feet in length.

FORM 7480-1, NOTICE OF LANDING AREA PROPOSAL. Submitted to the FAA Airport Regional Division Office or ADO as formal written notification for project involving the construction of a new airport; the construction, realigning, altering, activating, or abandoning of a runway, landing strip, or associated taxiway; or the deactivation or abandoning of an entire airport.

FUEL FLOWAGE FEE. A tax assessed on the user, which is paid at the pump. Fuel flowage fee revenues are sent to the airport governing body, usually the board or authority and are then used for airport improvements or other expenses.

GAP ANALYSIS. See *Safety Management System*.

GATE. An aircraft parking position used by a single aircraft loading or unloading passengers, mail, or cargo, etc.

GENERAL AVIATION (GA). The segment of aviation that encompasses all aspects of civil aviation except certified air carriers and other commercial operators, such as airfreight carriers.

GENERAL AVIATION AIRPORT. See *Airport*.

GEOGRAPHIC INFORMATION SYSTEM (GIS). A technology that manages, analyzes, and disseminates geographic data.

GLIDER. See *Aircraft*.

GLIDESLOPE. See *Instrument Landing System*.

GLOBAL POSITIONING SYSTEM (GPS). A satellite based navigational system that provides signals in the cockpit of aircraft defining aircraft position in terms of latitude, longitude, and altitude.

GPS RUNWAY. See *Runway*.

GRANT AGREEMENT. See *Federal Grant Agreement*.

GROUND ACCESS. The transportation system on and around the airport that provides access to and from the airport by ground transportation vehicle for passengers, employees, cargo, freight, and airport services.

HAZARD. See *Safety Management System*.

HAZARD TO AIR NAVIGATION. An existing or proposed object that the FAA, as a result of an aeronautical study, determines will have a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft, operation of air navigation facilities, or existing or potential airport capacity.

HAZARDOUS WILDLIFE. Species of wildlife (birds, mammals, reptiles) including feral animals and domesticated animals not under control, that are associated with aircraft strike problems, are capable of causing structural damage to airport facilities, or act as attractants to other wildlife that pose a strike hazard.

HEAVY AIRCRAFT. See *Aircraft*.

HEIGHT ABOVE AIRPORT (HAA). Indicates the height of the MDA above the published airport elevation. This is published in conjunction with circling minimums.

HELICOPTER. See *Aircraft*.

HELIPAD. A small, designated area, usually with prepared surface, on a heliport, airport, landing/takeoff area, apron/ramp, movement area used for takeoff, landing, or parking of helicopters.

HELIPORT. An area of land, water, or structure used or intended to be used for the landing and takeoff of helicopters.

HIGH INTENSITY RUNWAY LIGHTING (HIRL). See *Airport Lighting*.

HOLDING. A predetermined maneuver which keeps an aircraft within a specified airspace while awaiting further clearance.

HOLDING FIX. A specified geographical point or NAVAID used as a reference point in establishing and maintaining the position of an aircraft while holding.

HOLDOVER TIME. The estimated time the application of anti-icing fluid will prevent the formation of frozen contamination on the protected surfaces of an aircraft. With a one-step deicing/anti-icing operation, the holdover begins at the start of the operations; with a two-step operation, the holdover begins at the start of the final anti-icing application.

HOT SPOT. A location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary.

HORIZONTAL SURFACE. See *Imaginary Surfaces*.

HUB AIRPORT. See *Airport*.

IMAGINARY SURFACES. Are surfaces defined in 14 CFR Part 77, and are in relation to the airport and each runway. The size of these imaginary surfaces is based on the category of each runway for current and future airport operations. Any objects which penetrate these surfaces are considered an obstruction and affects navigable airspace.

- **Approach Surface.** An imaginary obstruction limiting surface defined in 14 CFR Part 77 which is longitudinally centered on an extended runway centerline and extends outward and upward from the primary surface at each end of a runway at a designated slope and distance upon the type of available or planned approach by aircraft to a runway.
- **Conical Surface.** An imaginary obstruction-limiting surface defined in 14 CFR Part 77 that extends from the edge of the horizontal surface outward and upward at a slope of 20 to 1 for a horizontal distance of 4,000 feet.
- **Horizontal Surface.** An imagery obstruction-limiting surface defined in 14 CFR Part 77 that is specified as a portion of a horizontal plane surrounding a runway located 150 feet above the established airport elevation. The specific horizontal dimension of this surface is a function of the types of approaches existing or planned for the runway.
- **Primary Surface.** An imaginary obstruction-limiting surface defined in 14 CFR Part 77 that is specified as a rectangular surface longitudinally centered about a runway. The specific dimensions of this surface are function of types of approaches existing or planned for the runway.
- **Transitional Surface.** An imaginary obstruction-limiting surface defined in 14 CFR Part 77 that extends outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the slides of the primary surface.

INCURSION. The unauthorized entry by an aircraft, vehicle, or obstacle into the defined protected area surrounding an active runway, taxiway, or apron.

INFORMATION SIGN. See *Airport Signs*.

INITIAL APPROACH. The segment of a standard instrument approach procedure between the initial approach fix and the intermediate fix, or the point where the aircraft is established on the intermediate segment of the final approach course.

INITIAL APPROACH ALTITUDE. The altitude prescribed for the initial approach segment of an instrument approach.

INNER MARKER (IM). See *Instrument Landing System*.

INSTRUMENT APPROACH PROCEDURE (IAP). A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually.

INSTRUMENT FLIGHT RULES (IFR). Procedures for the conduct of flight in weather conditions below Visual Flight Rules (VFR) weather minimums. The term IFR is often also used to define weather conditions and type of flight plan under which an aircraft is operating. IFR is defined as the weather condition that occurs whenever the cloud ceiling is at least 500 feet above ground level, but less than 1,000 feet and/or visibility is at least one statute mile, but less than 3 statute miles.

INSTRUMENT LANDING SYSTEM (ILS). A precise ground based navigation system for aircraft that provides precision guidance to an aircraft approaching a runway. It uses a combination of radio signals and, in many cases, high-intensity lighting arrays to enable a safe landing during instrument meteorological conditions. Normally consists of the following components and visual aids:

- **Localizer.** The component of an ILS which provides horizontal guidance to the runway.
- **Glideslope.** An independent ILS subsystem that provides vertical guidance to aircraft approaching a runway. It is an antenna array that is usually located on one side of the runway touchdown zone.
- **Outer Marker (OM).** A marker beacon at or near the glideslope intercept altitude of an ILS approach and it keyed to transmit two dashes per second.
- **Middle Marker (MM).** A marker beacon that defines a point along the glideslope of an ILS normally located at or near the point of DH (CAT I). It is keyed to transmit alternate dots and dashes.
- **Inner Marker (IM).** A marker beacon used with an ILS (CAT II & CAT III) precision approach located between the middle marker and the end of the ILS runway, transmitting a radiation pattern keyed at six dots per second, and indicating that the pilot, both aurally and visually, is at the DH
- **Approach Lights.** See *Approach Lighting Systems*.

ILS CATEGORIES. The weather minimums associated with an ILS is defined by the following categories (note that to make landing under these conditions, aircraft must be equipped with special avionics, pilot must be qualified to land under specified conditions for that category, and aircraft must have proper ground equipment for conditions):

- **Category I:** 200-foot ceiling and 2,400-foot RVR;
- **Category II:** 100-foot ceiling and 1,200-foot RVR;
- **Category IIIA:** zero-foot ceiling and 700-foot RVR;
- **Category IIIB:** zero-foot ceiling and 150-foot RVR; and
- **Category IIIC:** zero-foot ceiling and zero-foot RVR.

INSTRUMENT METEOROLOGICAL CONDITIONS (IMC). Meteorological conditions expressed in terms of specific visibility and ceiling conditions that are less than the minimums specified for visual meteorological conditions. IMC are defined as period when cloud ceiling are less than 1,000 feet above ground and/or visibility less than three miles

INSTRUMENT RUNWAY. See *Runway*.

INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO). An agency of the United Nations which codifies the principles and techniques of the international air navigation, and fosters the planning and development of international air transport to ensure safe and orderly growth. The ICAO Council adopts standards and recommended practices concerning air navigation, prevention of unlawful interference, and facilitation of border-crossing procedure for international civil aviation.

ISLAND. An unused paved or grassy area between taxiways, between runways, or between a taxiway and a runway. Paved islands are clearly marked as unusable, either by painting or the use of artificial turf.

ITINERANT OPERATIONS. See *Operation*.

JET-A. Type of aviation fuel designed for use in aircraft powered by gas-turbine engines.

KNOT. A unit of speed equal to one nautical mile per hour, or 1.15 statute mile per hour.

LAND AND HOLD SHORT OPERATIONS (LAHSO). To increase airport capacity, efficiency, and safety, LAHSO clearances usually instruct an aircraft to land, and then hold short of an intersecting runway, taxiway, or predetermined point.

LARGE HUB AIRPORT. See *Airport*.

LANDING DISTANCE AVAILABLE (LDA). See *Declared Distances*.

LANDSIDE. The portion of an airport that provides the facilities necessary for the processing of passengers, cargo, freight, and ground transportation vehicles.

LARGE AIRPLANE. See *Aircraft*.

LEAD-IN-LIGHT SYSTEM (LDIN). See *Approach Light System*.

LOCALIZER. See *Instrument Landing System*.

LOCALIZER PERFORMANCE WITH VERTICAL GUIDANCE (LPV). An instrument approach procedure that uses wide area augmentation system (WAAS) and very precise GPS capabilities to attain an airplane's position. Although it does provide vertical guidance and can provide minimums consistent with an ILS, an LPV is considered to be a non-precision approach.

LOCALIZER TYPE DIRECTIONAL AID (LDA). A facility of comparable utility and accuracy to a localizer but which is not part of a complete ILS and will not be aligned with the runway.

LOCAL OPERATIONS. See *Operation*.

LOCATION SIGN. See *Airport Signs*.

LOW INTENSITY AIRPORT LIGHTING. See *Airport Lighting*.

LOCAL OPERATION. See *Operations*.

MAGNETIC (COMPASS) HEADING. The heading relative to the magnetic poles of the Earth and indicated by a magnetic compass.

MANDATORY INSTRUCTION SIGN. See *Airport Signs*.

MAXIMUM CERTIFIED TAKEOFF WEIGHT (MTOW). The Maximum certificated weight for the airplane at takeoff, i.e. the airplane's weight at the start of the takeoff run.

MEAN SEA LEVEL (MSL). The average or mean height of the sea, with reference to a suitable reference surface.

MEDIUM HUB AIRPORT. See *Airport*.

MEDIUM INTENSITY APPROACH LIGHT SYSTEM WITH RUNWAY ALIGNMENT INDICATOR (MASLR). See *Approach Light System*.

MEDIUM INTENSITY RUNWAY LIGHTS (MIRL). See *Airport Lighting*.

MIDDLE MARKER (MM). See *Instrument Landing System*.

MILITARY OPERATIONS. See *Operation*.

MINIMUM DESCENT ALTITUDE (MDA). This is associated with non-precision approaches and is the lowest altitude an aircraft can fly until the pilot sees the airport environment. If the pilot has not found the airport environment by the Missed Approach Point (MAP) a missed approach is initiated.

MISSED APPROACH POINT (MAP). The point prescribed in an instrument approach at which a missed approach procedure shall be executed if visual reference of the runway environment is not in sight or the pilot decides it is unsafe to continue. The MAP is similar in principle to the Decision Height.

MODIFICATION TO STANDARDS (MOS). Any approved nonconformance to FAA standards, other than dimensional standards for Runway Safety Areas (RSAs), applicable to an airport design, construction, or equipment procurement project that is necessary to accommodate an unusual local condition for a specific project on a case-by-case basis while maintaining an acceptable level of safety.

MOVEMENT AREA. The runway, taxiways, and other area of an airport an airport/heliport which are utilized for taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. At those airports with a tower, specific approval for entry onto the movement area must be obtained from ATC.

NATIONAL AIRSPACE SYSTEM (NAS). The network of air traffic control facilities, air traffic control areas, and navigational facilities throughout the U.S.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA). Federal legislation that established environmental policy for the nation. It requires an interdisciplinary framework for federal agencies to evaluate environmental impacts and contains action-forcing procedures to ensure that federal agency decision makers take environmental factors into account.

NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS (NPIAS). The national airport system plan developed by the Secretary of Transportation on a biannual basis for the development of public use airports to meet national air transportation needs.

NATIONAL TRANSPORTATION SAFETY BOARD (NTSB). A federal investigatory board whose mandate is to ensure safe public transportation. As part of the DOT, the NTSB investigates accidents, conducts studies, and makes recommendations to federal agencies and the transportation industry.

NAUTICAL MILE (NM). The unit measure of distance in both nautical and aeronautical context. A nautical mile equals 1.15 statute miles (6,080 feet). The measure of speed in regards to nautical miles is known as KNOTS (nautical miles per hour).

NAVIGATION AID (NAVAID). Any electronic and visual air navigation aids, lights, signs, and associated supporting equipment used or available for providing point-to-point guidance information or position data to aircraft in flight.

- **Distance Measuring Equipment (DME).** Equipment (airborne and ground) used to measure, in nautical miles, the slant range distance of an aircraft from the DME NAVAID.
- **Non-Directional Beacon (NDB).** A radio beacon transmitting non-directional signals whereby an aircraft equipped with direction finding equipment can determine headings to or from the radio beacon and "home" in on a track to or from it. The signal transmitted does not include inherent directional information.
- **Precision Approach Path Indicator (PAPI).** A path indicator that uses a single row of lights arranged to provide precision descent guidance information during approach to a runway.

- **Rotating Beacon.** A visual NAVAID used to assist pilots in finding an airport, particularly those flying in IMC or VFR at night. The beacon provides information about the type of airport through the use of a particular set of color filter:
 - Green flashed alternated with two quick white flashes: Lighted military land airport.
 - Alternating White and green flashes: Lighted civilian land airport.
 - Alternating white and yellow flashes: lighted water airport
 - Alternating yellow, green, and white: Lighted heliport.
- **Tactical Air Navigation (TACAN).** An ultra-high frequency electronic rho-theta NAVAID which provides suitably equipped aircraft a continuous indication of bearing and distance to the TACAN station.
- **Visual Approach Slope Indicator (VASI).** A system of lights arranged to provide vertical visual approach slope guidance to aircraft during approach to landing by radiating a directional pattern of high intensity red and white focused light beam.
- **VOR (Very High Frequency Omni-directional Radio-range).** A ground-based electronic NAVAID transmitting very high frequency navigation signals, 360-degree azimuth, oriented from magnetic north, used as a basis for navigation in NAS.
- **VORTAC (Very High Frequency Omni-Directional Radio-range/Tactical Aircraft Control).** A NAVAID providing VOR azimuth, TACAN azimuth, and TACAN DME at one site.

NIGHT. The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.

NOISE ABATEMENT PROCEDURES. Procedures developed by the FAA and community to reduce the level of noise generated by aircraft departing over populated areas.

NOISE CONTOUR. A continuous line on a map of the airport vicinity connecting all points of the same noise level. These contours represent noise levels generated from aircraft operations, takeoff and landing of aircraft. They are generated based on mythology developed by the FAA and the data provides information that can be used to identify varying degrees of noise impacts on the surrounding area.

NON-DIRECTIONAL BEACON (NDB). See *Navigation Aid*.

NON-HUB AIRPORT. See *Airport*.

NON-MOVEMENT AREA. Taxilanes and apron areas not in the movement area and therefore not under the control of traffic control.

NONPRECISION APPROACH PROCEDURE. A standard instrument approach procedure in which no electronic glideslope is provided.

NONPRECISION RUNWAY. See *Runway*.

NOTICE TO AIRMEN (NOTAM). A notice containing information concerning the establishment, condition, or change in any component (facility, service, procedure of, or hazard in the NAS) the timely knowledge of which is essential to personnel concerned with flight operations.

OBJECT. Includes, but is not limited to above ground structures, NAVAIDs, people, equipment, vehicles, natural growth, terrain, and parked aircraft.

OBJECT FREE AREA (OFA). An area on the ground centered on a runway (ROFA), taxiway (TOFA), or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

OBSTACLE. An existing object at a fixed geographical location or which may be expected at a fixed location within a prescribed area with reference to which vertical clearance is or must be provided during flight operation.

OBSTACLE FREE ZONE (OFZ). The three-dimensional airspace along the runway and extended runway centerline that is required to be clear of obstacles for protection for aircraft landing or taking off from the runway and for missed approaches. It is the airspace below 150 feet above the established airport elevation and along the runway and extended runway centerline that is required to be clear of all objects, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function, in order to provide clearance protection for aircraft landing or taking off from the runway, and for missed approaches.

OBSTRUCTION. An existing or future object that is of a greater height than any of the heights or surfaces defined in 14 CFR Part 77.23 and 77.25. (Note that obstructions to air navigation are presumed to be hazards to air navigation until an FAA study has determined otherwise.)

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM (ODALS). See *Approach Light System*.

OPERATION. The landing, takeoff, or touch-and-go procedure by an aircraft on a runway at an airport. Operations can be categorized into the following categories:

- **Itinerant Operations.** Operations by aircraft that leaves the local airspace.
- **Local Operations.** Aircraft operations performed by aircraft that are based at the airport and that operate in the local traffic pattern or within sight of the airport, that are known to be departing for or arriving from flights in local practice areas within a prescribed distance from the airport, or that execute simulated instrument approaches at the airport.
- **Military Operations.** Aircraft operations performed in military aircraft. May be itinerant or local operations.
- **Transient Operations.** Operations by aircraft that are not based at a specified airport.

OUTER MARKER (OM). See *Instrument Landing System*.

PARALLEL RUNWAYS. See *Runway*.

PARALLEL TAXIWAYS. See *Taxiway*.

PASSENGER FACILITY CHARGE (PFC). The collection of PFC fees for every enplaned passenger at commercial airports controlled by public agencies to be used to fund FAA-approved projects that enhance safety, security, or Capacity; reduce noise; or increase air carrier competition.

PEAK HOUR (PH). An estimate of the busiest hour in a day. This is also known as the design hour.

PERFORMANCE-BASED NAVIGATION (PBN). It specifies that aircraft RNP and RNAV systems performance requirements be defined in terms of accuracy, integrity, availability, continuity and functionality required for the proposed operations in the context of a particular airspace, when supported by the appropriate navigation infrastructure.

- **Area Navigation (RNAV).** A method of navigation that permits aircraft operations on any desired flight path.
- **Required Navigation Performance (RNP).** A type of Performance-Based Navigation (PBN) that allows an aircraft to fly a specific path between two, 3 dimensionally defined points in space.

PISTON ENGINE. See *Aircraft Engine*.

PLANNING ACTIVITY LEVEL (PAL). Selected activity levels that may trigger the need for additional facilities or improvements.

PRECISION APPROACH CATEGORIES I, II, III (CAT I, CAT II, CAT III). See *Instrument Landing System*.

PRECISION APPROACH PROCEDURE. A standard precision approach procedure in which an electronic glideslope is provided, such as ILS or PAR.

PRIMARY AIRPORT. See *Airport*.

PRIMARY SURFACE. See *Imaginary Surfaces*.

POOR VISIBILITY AND CEILING (PVC). Is a condition that exists whenever the cloud ceiling is less than 500 feet and/or the visibility is less than one statute mile.

PRECISION APPROACH PATH INDICATOR (PAPI). See *Navigational Aid*.

PUBLIC USE AIRPORT. An airport that is open to the general public with or without a prior request to use the airport.

RADAR (RADIO DETECTION AND RANGING). A device which, by measuring the time interval between transmission and reception of radio pulses, provides information on range, azimuth and/or elevation of objects in the path of the transmitted pulses.

RADAR SERVICE. A term which encompasses aircraft separation, navigation guidance, and/or flight track monitoring services based on the use of radar which can be provided by a controller to a pilot of a radar-identified aircraft.

RADAR SURVEILLANCE. The radar observation of a given geographic area for the purpose of performing some radar function.

RADIAL. A magnetic bearing extending from a VOR, a VORTAC, or a TACAN navigational facility.

RAMP. Synonymous with Apron. See *Apron*.

RECORD OF DECISION (ROD). A public document that reflects the FAA's final decision of an EIS, rationale behind that decision, and commitments to enforce and monitor mitigation.

REGIONAL JET. See *Aircraft*.

REGRESSION ANALYSIS. A statistical technique that seeks to identify and quantify the relationships between factors associated with a forecast.

RELIEVER AIRPORT. See *Airport*.

RETENTION PONDS. Storm water management ponds that hold water for several months.

RISK ASSESSMENT. See *Safety Management System*.

RNAV. See *Performance Based Navigation*

RNP. See *Performance Based Navigation*.

ROADWAY SIGN. See *Airport Signs*.

ROCKET. See *Aircraft*.

ROTATING BEACON. See *Navigation Aid*.

ROTORCRAFT. See *Aircraft*.

RUNWAY (RW). Defined as rectangular surface on an airport prepared or suitable for the landing and takeoff of airplanes. Runways can be classified as the following:

- **Instrument Runway.** A runway equipped with electronic and visual navigation aids for which a precision or nonprecision approach procedure having straight-in landing minimums has been approved.
- **GPS Runway.** A runway having a precision or nonprecision approach procedure using GPS navigational guidance with or without vertical guidance.
- **Nonprecision Instrument Runway.** A runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance for which a straight-in or side-step nonprecision approach procedure has been approved.
- **Nonprecision Runway.** A runway with only horizontal guidance available.
- **Parallel Runways.** Two or more runways at the same airport whose centerlines are parallel. In addition to runway number, parallel runways are designated as L (left) and R (right) or, if three parallel runways exist, L (left), C (center), and R (right).
- **Precision Instrument Runway.** A runway having an existing instrument approach procedure utilizing air navigation facilities with both horizontal and vertical guidance for which a precision approach procedure has been approved.
- **Utility Runway.** A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.
- **Visual Runway.** A runway without an existing or planned straight-in instrument approach procedure and no instrument approach procedure/equipment.

RUNWAY ALIGNMENT INDICATOR LIGHTS (RAILS). See *Approach Light System*.

RUNWAY BLAST PAD. A surface adjacent to the ends of the runways provided to reduce the erosive effect of jet blast and propeller wash.

RUNWAY CENTERLINE LIGHTING. See *Airport Lighting*.

RUNWAY DESIGN CODE (RDC). A code signifying the design standards to which a runway is to be built.

RUNWAY DISTANCE REMAINING SIGN. See *Airport Signs*.

RUNWAY EDGE LIGHTS. See *Airport Lighting*.

RUNWAY END IDENTIFIER LIGHTS (REIL). See *Airport Lighting*.

RUNWAY ENVIRONMENT. The physical runway and the areas surrounding the runway out to the hold position marking.

RUNWAY GRADIENT. The ratio of the change in elevation divided by the length of the runway expressed as a percentage.

RUNWAY HEADING. The magnetic direction that corresponds with the runway centerline extended.

RUNWAY INCURSION. Any occurrence at an airport involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff of aircraft.

RUNWAY LIGHTS. See *Airport Lighting*.

RUNWAY PROTECTION ZONE (RPZ). A trapezoidal area off the runway end intended to enhance the protection of people and property on the ground.

RUNWAY SAFETY AREA (RSA). A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.

RUNWAY VISUAL RANGE (RVR). The distance over which a pilot of an aircraft on the centerline of the runway can see the runway surface markings delineating the runway or identifying its centerline. RVR is normally expressed in feet.

SAFETY ASSESSMENT. See *Safety Management System*.

SAFETY ASSURANCE. See *Safety Management System*.

SAFETY MANAGEMENT SYSTEM (SMS). The formal top-down business-like approach to managing safety risk. It includes systematic procedures, practices, and policies for the management of safety (including safety risk management, safety policy, safety assurance, and safety promotion).

- **Gap Analysis.** Identification of existing safety components, compare to SMS program requirements. Gap analysis provides an airport operator an initial SMS development plan and Safety roadmap to compliance.
- **Hazard.** Any existing or potential condition that can lead to injury, illness, or death to people; damage to or loss of a system, equipment, or property, or damage to the environment. A hazard is a condition that is a prerequisite to an accident or incident.
- **Risk Assessment.** Assessment of the system or component to compare the achieved risk level with the tolerable risk level.
- **Safety Assessment.** A systematic, comprehensive evaluation of an implemented system.
- **Safety Assurance.** SMS process management functions that systematically provides confidence that organizational products/services meet or exceed safety requirements.
- **Safety Policy.** Defines the fundamental approach to managing safety that is to be adopted within an organization. Safety policy further defines the organization's commitment to safety and overall safety vision.
- **Safety Promotion.** A combination of safety culture, training, and data sharing activities that supports the implementation and operation of an SMS in an organization.

- **Safety Risk Control.** Anything that mitigates the safety risk of a hazard. Safety risk controls necessary to mitigate an unacceptable risk should be mandatory, measurable, and monitored for effectiveness.
- **Safety Risk Management (SRM).** A formal process within the SMS composed of describing the system, identifying the hazards, assessing the risk, analyzing the risk, and controlling the risk. The SRM process is embedded in the operation system: is not a separate/distinct process.
- **Severity.** The consequence or impact of a hazard in terms of degree of loss or harm.

SAFETY POLICY. See *Safety Management System*.

SAFETY PROMOTION. See *Safety Management System*.

SAFETY RISK. See *Safety Management System*.

SAFETY RISK CONTROL. See *Safety Management System*.

SAFETY RISK MANAGEMENT (SRM). See *Safety Management System*.

SCOPE. The document that identifies and defines the tasks emphasis, and level of effort associated with a project or study.

SELF-FUELING. The fueling of an aircraft by the owner or operator of the aircraft.

SEGMENTED CIRCLE. A circle located on an airport where wind and runway pattern information are located. It performs two functions: it aids the pilot in locating the obscure airports, and it provides a centralized location for wind and traffic pattern indicators as may be required on a particular airport.

SEPARATION. The spacing of aircraft to achieve their safe and orderly movement in flight and while landing and taking off.

SEPARATION MINIMA. The minimum longitudinal, lateral, or vertical distances by which aircraft are spaced through the application of air traffic control procedures.

SEVERITY. See *Safety Management System*.

SHOULDER. An area adjacent to the edge of paved runways, taxiways, or aprons providing a transition between the pavement and the adjacent surface; support for aircraft running off the pavement; enhanced drainage; and blast protection.

SMALL AIRPLANE. See *Aircraft*.

SMALL HUB AIRPORT. See *Airport*.

SNOW REMOVAL EQUIPMENT (SRE). Equipment, such as plow trucks and brooms, to remove snow from the paved surfaces on an airport.

SPONSOR. A public agency or private owner of a public-use airport that submits to the Secretary an application for financial assistance for the airport.

STATUTE MILE. A regular "highway" mile measuring 5,280 feet.

STOP END OF RUNWAY. The far runway end as viewed from the cockpit of a landing airplane.

STOPWAY. An area beyond the stop end of the takeoff runway which is no less wide than the runway and is centered on the extended centerline of the runway. It is able to support an airplane during an aborted takeoff without causing structural damage to the airplane, and designated by airport authorities for use in decelerating the airplane during an aborted takeoff. A blast pad is not a stopway.

SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (SMGCS). Systems providing routing, guidance, surveillance and control to aircraft and affected vehicles in order to maintain movement rates under all local weather condition within the Aerodrome Visibility Operational Level (AVOL) whilst maintaining the required level of safety.

SYSTEM OF AIRPORT REPORTING (SOAR). The FAA Office of Airport integrated database that contains airport planning, development, and financial information.

STRAIGHT-IN APPROACH. Entry into the traffic pattern by interception of the extended runway centerline (final approach) without executing any other portion of the traffic pattern.

TACTICAL AIR NAVIGATION (TACAN). See *Navigation Aid*.

TAILWIND. Any wind more than 90 degrees to the longitudinal axis of the runway.

TAKEOFF DISTANCE AVAILABLE (TODA). See *Declared Distances*.

TAKEOFF RUN AVAILABLE (TORA). See *Declared Distances*.

TAXI. The movement of an airplane under its own power on the surface of an airport.

TAXILANE (TL). The portion of the aircraft parking area used for access between taxiways and aircraft parking positions. A taxilane is outside the movement area, and is normally not controlled by the Air Traffic Control Tower.

TAXIWAY (TW). A defined path established for the taxiing aircraft from one part of an airport to another.

- **Parallel Taxiway.** A taxiway whose centerline is parallel to an adjacent runway.

TAXIWAY/TAXILANE OBJECT FREE AREA (TOFA). Clearing standards which prohibit service vehicle roads, parked aircraft, and other objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes. Vehicles may operate within the OFA provided they give right of way to oncoming aircraft.

TAXIWAY/TAXILANE SAFETY AREA (TSA). A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.

TAXIWAY DESIGN GROUP (TDG). FAA aircraft classification system for taxiway design based on design aircraft undercarriage dimensions. These include the overall Main Gear Width (MGW) and the Cockpit to Main Gear Distance (CMG).

TECHNICAL ADVISORY COMMITTEE (TAC). A group of individuals that provide input on technical issues.

TERMINAL AREA. A general term used to describe airspace in which approach control service or airport traffic control service is provided.

TERMINAL AREA FORECAST (TAF). The official forecast of aviation activity, both aircraft and enplanements, at FAA facilities. This includes FAA-towered airports, federally contracted towered airports, non-federal towered airports, and many non-towered airports.

TERMINAL INSTRUMENT PROCEDURES (TERPS). Published flight procedure standards for conducting instrument approaches to runways under instrument meteorological conditions. Information on TERPS is contained in FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS).

THRESHOLD (TH). The beginning of that portion of the runway available for landing. In some instances, the landing threshold may be displaced.

- **Displaced Threshold.** A threshold that is located at a point on the runway other than the designated beginning of the runway.

THRESHOLD LIGHTING. See *Airport Lighting*.

THROUGH-THE-FENCE (TTF) OPERATIONS. Those activities permitted by the airport sponsor through an agreement that permits access to the public landing area by independent entities or operator offering an aeronautical activity or to owners of aircraft based on land adjacent to, but not a part of, the airport property. The obligation to make an airport available for the use and benefit of the public does not impose any requirement for the airport sponsor to permit ground access by aircraft from adjacent property.

THROUGHPUT CAPACITY. See *Capacity*.

TOUCH AND GO. A training operation in which a landing approach is made, the aircraft touches-down on the runway, but does not fully reduce speed to turn off the runway. Instead, full engine power is applied while still rolling and a takeoff is made, thereby practicing both maneuvers as part of one motion. It counts as two separate aircraft operations.

TOUCHDOWN ZONE LIGHTING. See *Airport Lighting*.

TRACK. The flight path of an aircraft over the surface of the earth.

TRAFFIC PATTERN. The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The following defines components of a standard traffic pattern:

- **Base Leg.** A flight path at right angles to the landing runway off its approach end. The base leg extends from the downwind leg to the intersection of the extended runway centerline.
- **Crosswind Leg.** A flight path at right angles to the landing runway off its upwind end.
- **Downwind Leg.** A flight path parallel to the landing runway in the direction opposite to landing. The downwind leg normally extends between the crosswind leg and the base leg.
- **Upwind Leg.** A flight path parallel to the landing runway in the direction of the landing.

TRANSITIONAL SURFACE. See *Imaginary Surfaces*.

TRANSIENT OPERATIONS. See *Operation*.

TRANSPORTATION SECURITY ADMINISTRATION (TSA). An agency established in 2001 to safeguard United States transportation systems and to insure safe air travel. TSA operates under the Department of Homeland Security.

TRUE HEADING. A heading relative to the actual North and South Poles of the Earth, rather than the magnetic poles.

TURBINE ENGINE. See *Aircraft Engine*.

TURBOFAN. See *Aircraft Engine*.

TURBOJET. See *Aircraft Engine*.

TURBOPROP. See *Aircraft Engine*.

UNCONTROLLED AIRPORT. See *Airport*.

UNCONTROLLED AIRSPACE. Airspace where an ATC service is not deemed necessary or cannot be provided for practical reasons. Uncontrolled airspace is a generic term that covers Class F and Class G Airspace.

UNIVERSAL INTEGRATED COMMUNICATIONS (UNICOM). An air-ground communication facility operated by a private agency to provide advisory service at uncontrolled airport. Aircraft call the ground station to make announcements of their intentions. In some cases, the ground station is not staffed. If no one is staffing the ground station, pilots broadcast their location and intentions over the UNICOM or CTAF channel. When the ground station is closed this is done without an acknowledgement.

UPWIND LEG. See *Traffic Pattern*.

UTILITY RUNWAY. See *Runway*.

VISIBILITY. A measure of the horizontal opacity of the atmosphere at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night; and is expressed in terms of the horizontal distance at which a person should be able to see and identify, is measured in statute miles.

VISUAL APPROACH. An approach conducted on an IFR flight plan which authorizes the pilot to proceed visually and clear of clouds to the airport. The pilot, at all times, must have either the airport or the preceding aircraft in sight. Reported weather at the airport must be ceiling at or above 1,000 feet and visibility of three miles or greater.

VISUAL APPROACH SLOPE INDICATOR (VASI). See *Navigational Aid*.

VISUAL FLIGHT RULES (VFR). Procedures for the conduct of flight in weather conditions above Visual Flight Rules (VFR) weather minimums. The term VFR is often also used to define weather conditions and type of flight plan under which an aircraft is operating. VFR is defined as the weather condition whenever the cloud ceiling is at least 1,000 feet above ground level and visibility is at least three statute miles.

VISUAL METEOROLOGICAL CONDITIONS (VMC). Meteorological conditions expressed in terms of specific visibility and ceiling conditions which are equal to or greater than the threshold values for IMC.

VISUAL RUNWAY. See *Runway*.

VOR. See *Navigation Aid*.

VORTAC. See *Navigation Aid*.

WAKE TURBULENCE. The air turbulence caused by a moving aircraft, originating at the tips of the wings. The turbulence is caused by vortices generated by an aircraft's wingtips as it travels through the air. This turbulence is greatest when the aircraft is taking off and landing.

WIDE AREA AUGMENTATION SYSTEM (WAAS). An enhancement of the GPS that includes integrity broadcasts, differential correction, and additional ranging signals for the purpose of providing the accuracy, integrity, availability, and continuity required to support all phases of flight.

WILDLIFE ATTRACTANTS. Any human-made structure, land-use practice, or human-made or natural geographic feature that can attract or sustain hazardous wildlife within the approach or departure airspace or the airport's AOA. These attractants can include architectural features, landscaping, waste disposal sites, wastewater treatment facilities, agricultural or aquaculture activities, surface mining, or wetlands.

WILDLIFE HAZARD ASSESSMENT (WHA). An FAA assessment to assess the potential of, and mitigate the risk of wildlife strikes at an airport. It includes an analysis of the airport's wildlife strike history; the identification of the wildlife species observed and their numbers, locations, local movements, and daily and seasonal occurrences; the identification and location of features on and near the airport that attract wildlife; a description of wildlife hazards to aircraft operations; and ultimately, if required, a Wildlife Hazard Management Plan (WHMP) to identify measures to be implemented to reduce the risk of wildlife strikes.

WIND COVERAGE. The percent of time for which aeronautical operations are considered safe due to acceptable crosswind components.

WIND DIRECTION. The opposite direction in which the windsock is pointing, and is specified in terms of a magnetic heading.

WINDSOCK (WIND CONE). A conical textile tube designed to indicate wind direction and relative wind speed.

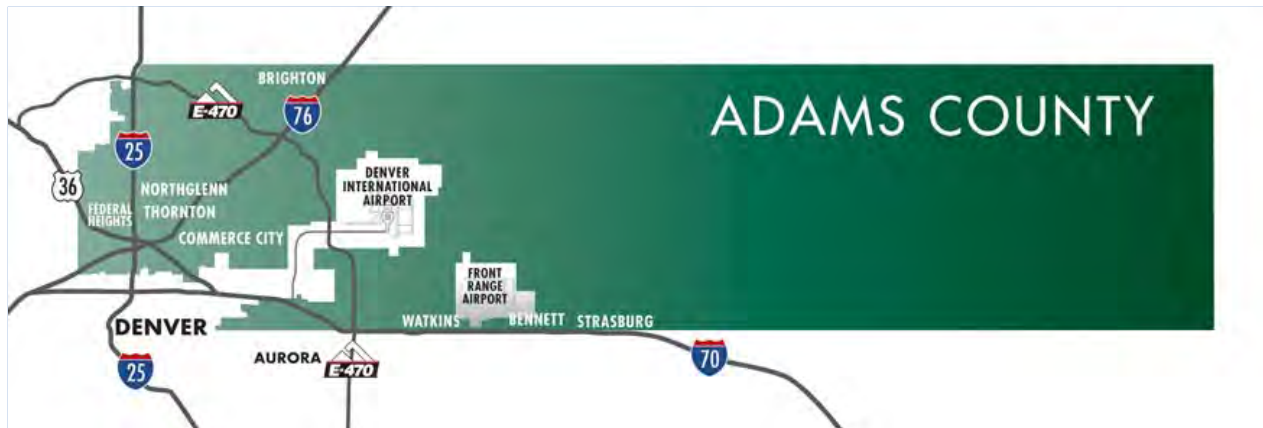
WINGSPAN. The maximum horizontal distance from one wingtip to the other wingtip, including the horizontal component of any extensions such as winglets or raked wingtips.

APPENDIX B – LAND USE PLAN

B.1 Existing Airport Location

Front Range Airport (FTG or the Airport) is situated in the southwestern portion of Adams County (**Figure B-1**), six miles southeast of Denver International Airport and four miles north of State Route 36 - East Colfax Avenue and I-70. Both roads are oriented east-west. Adams County is the airport sponsor, and is also responsible for land use control through the adoption and enforcement of land use plans, zoning ordinances, site plan review, and the issuance of building permits.

FIGURE B-1 – ADAMS COUNTY



Source: Adams County Economic Development (ACED), <https://www.adamscountyed.com/>

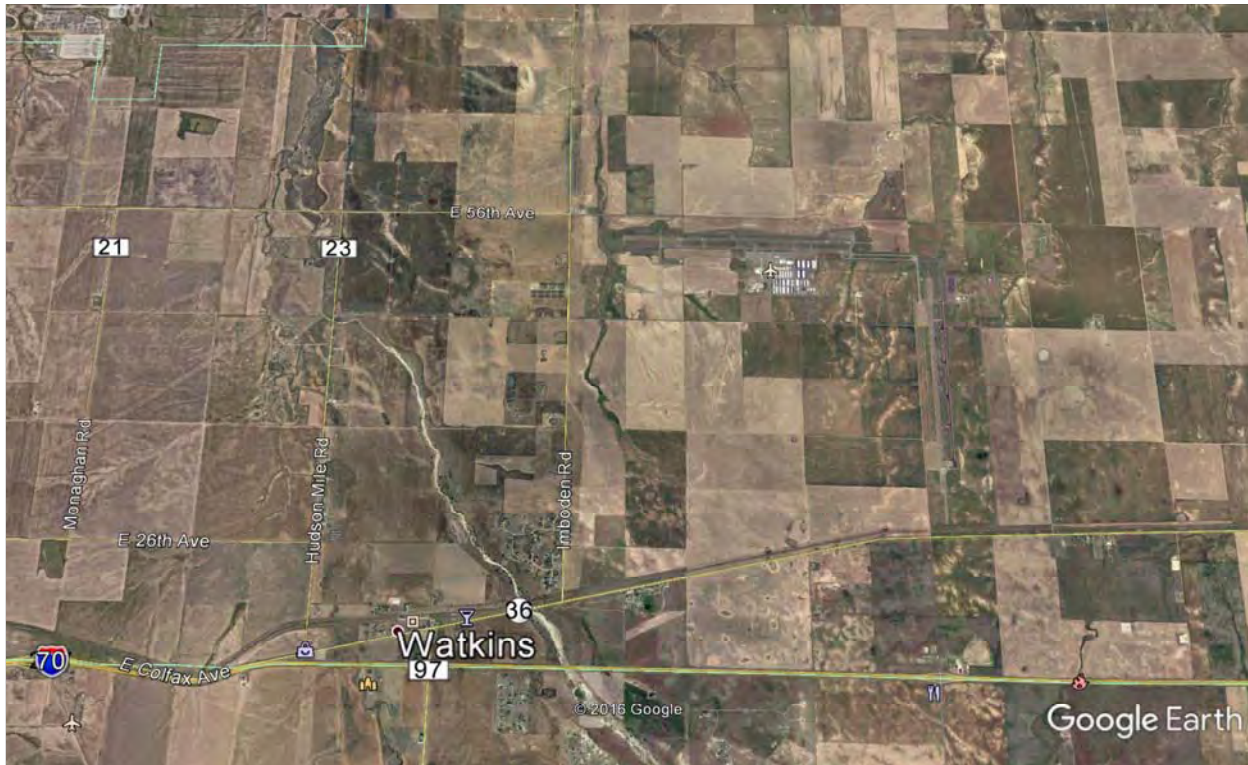
As noted in the Adams County Comprehensive Plan:

“Adams County contains a total of 1,185 square miles (759,000 acres). Land uses range from intensive urban activities in the western portions of the County, to crop and razing land in the central and eastern portions of the County. Eight incorporated cities and two towns are wholly or partially located in Adams County, including the cities of Arvada, Aurora, Brighton, Commerce City, Federal Heights, Northglenn, Thornton, and Westminster and the towns of Bennett and Lochbuie. Together, they comprise 15% of the County’s total land area. Agricultural activities are the single largest land use throughout the County, accounting for more than three quarters of the land area. An extensive network of canals in the northwest part of the County supports most of the irrigated farmland.”¹

The predominant existing land use in the vicinity of Front Range Airport is open space, primarily agricultural (**Figure B-2**).

¹ Source: Adams County Comprehensive Plan, Chapter 4, Economic Development, December 2012

FIGURE B-2 – OPEN SPACE IN THE VICINITY OF FRONT RANGE AIRPORT



Source: Google Earth, 2017

B.2 Adams County Comprehensive Plan

The policy document driving the existing County zoning and land use is the Adams County Comprehensive Plan, last adopted in December 2012. It is the official policy document of the Adams County Planning Commission and Board of County Commissioners, and provides a concise statement of the County's objectives for future development within unincorporated areas of the County and in municipal growth areas. Specifically, it establishes goals, policies, and strategies to:

- Guide day-to-day decision making regarding future growth and public investment in the County over the next ten to twenty years;
- Promote intergovernmental coordination at a local and regional level;
- Guide future growth and promote public and private investment;
- Coordinate activities and investment with other County Plans including the Transportation Plan; Open Space, Parks and Trails Master Plan; Hazard Identification and Risk Assessment, and other neighborhood and subarea plans;
- Protect the health, safety, and welfare of Adams County's inhabitants; and
- Promote a more sustainable and resilient Adams County.

The six goals of the Adams County Comprehensive Plan include the following:

1. Promote Coordinated and Connected Growth;
2. Protect the Health, Safety, and Welfare of Adams County's Inhabitants;
3. Foster Regional Collaboration and Partnerships;

4. Reduce the Fiscal Impact of Growth;
5. Promote Economic Vitality; and
6. Preserve the County’s Natural Resources.

Of the multiple policies presented in the Plan, Front Range Airport is only specifically mentioned with respect to Economic Development. Specifically, the Airport is recognized in the following two strategies:

“Strategy 4.1.a - Supply of Suitable Land – Through zoning and other land use authority, provide an adequate supply of both serviced and raw land suitable for commercial and industrial development and redevelopment, especially at key E-470 interchanges, along the I-70, I-25, I-76, I-270, US 85 corridors and other major highway corridors, at Front Range Airport, and in the vicinity of Denver International Airport.”²

“Strategy 4.1.e - Leverage County Assets – Market and invest in the existing economic assets the County possesses. Determine how the County can best leverage existing assets, such as Front Range Airport, DIA, future transit stations, and major transportation corridors, to attract new employers and strengthen the existing businesses related to these assets. Determine the potential for economic growth in the County from the proposed Aerotropolis/Airport City plans for DIA and from the development of a spaceport at Front Range Airport to ensure land use plans adequately plan for these significant projects.”³

Additionally, the County’s Comprehensive Plan also notes that:

“It (Front Range Airport) is also planned as a mixed use/employment area, particularly for aviation-dependent industries. It is one of the only multi-modal locations in the United States with onsite access to major road, rail, and air facilities. . . The State of Colorado and the County are advocating for a spaceport at Front Range Airport, which could become an important hub of economic development and growth, first for private cargo or research flights and then eventually as launching grounds for space tourism.”⁴

This resulted in the establishment of the following policies and strategies associated with FTG:

“POLICY 11.4: INFORM DEVELOPMENT OF POTENTIAL AIRPORT-RELATED IMPACTS

Alert future residents of Estate Residential development of any potential airport-related impacts.

Strategy 11.4.a. Easements of Notice — Continue to require aviation easements and/or notice to prospective purchasers of residential property located within two miles (or other appropriate distance) of the 60 Ldn noise contour associated with the full build out of Front Range and Denver International Airports.

POLICY 18.1: SUPPORT THE EXPANSION OF THE FRONT RANGE AIRPORT

Continue to support and develop the Front Range Airport to accommodate large aircraft, as a general aviation and intermodal cargo hub for the state and region.

Strategy 18.1.a. Zoning Provisions – Review zoning provisions to ensure that aviation-related and supporting commercial and employment uses are permitted by right within the Airport

² Adams County Comprehensive Plan, Chapter 3, Countywide Policies & Strategies, December 2012

³ Adams County Comprehensive Plan, Chapter 3, Countywide Policies & Strategies, December 2012

⁴ Adams County Comprehensive Plan, Chapter 4, Area-Specific Policies and Strategies, December 2012

Influence Zone. Require all uses within the Front Range Airport Overlay to go through the special use permit process to ensure interim uses do not limit or preclude the long-term expansion of the airport.

Strategy 18.1.b. Airport Master Plan – Review and update the Airport Master Plan at least every 5 years. Require aviation easements and disclosure statements as a condition of development in the Airport Influence Area. Along with Arapahoe County, the Town of Bennett and the City of Aurora adopt a coordinated plan for Front Range Airport and its Influence Zone.

POLICY 18.2: SUPPORT COMPATIBLE COMMERCIAL AND INDUSTRIAL DEVELOPMENT

Support compatible commercial and industrial development around the Front Range Airport.

Strategy 18.2.a. Airport Overlay Zone District – Review and update the underlying A-3 zone's permitted uses and the use restrictions contained in the Airport Overlay Zone District to ensure they adequately encourage the development of a wide range of commercial and industrial uses within the Front Range Airport Influence Zone, while assuring adequate mitigation of any adverse impacts.

Strategy 18.2.b. Incentives – Provide economic incentives that attract new commercial and industrial businesses or that redevelop or expand existing businesses that pay wages higher than the current county average when the economic advantages to the County are greater than the costs of the incentives.

Strategy 18.2.c. Infrastructure Improvements – Invest in infrastructure required to attract and support new industrial and commercial developments when necessary to attract desired new commercial or industrial development including but not limited to roadway improvements, such as paving Manilla Road between I-70 and SH 36; paving remaining unpaved segments of Imboden Road; and the eventual extension of 56th Avenue along the north boundary of the Airport to Peterson Road.

POLICY 18.3: ENSURE COMPATIBLE SURROUNDING USES

Ensure that land uses outside the Airport Influence Zone surrounding the Front Range Airport are compatible with airport operations and impacts.

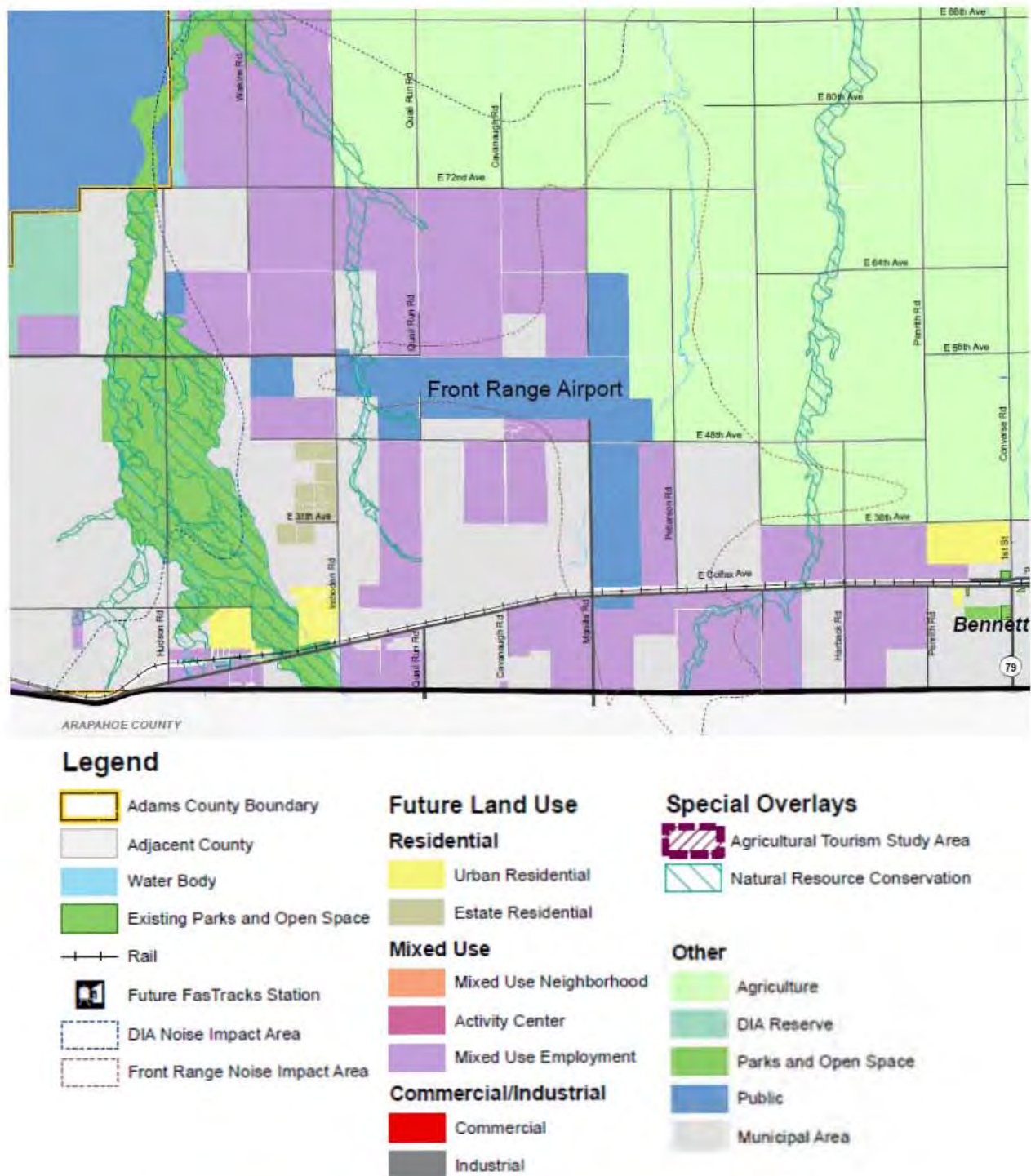
Strategy 18.3.a. Airport Influence Zone – Review the current boundaries of the Airport Influence Zone and amend as appropriate.

Strategy 18.3.b. Referrals — Require proposed development within the Airport Influence Zone to be reviewed by Front Range Airport prior to approval.”⁵

Future land uses as proposed by the Adams County Comprehensive Plan for areas around Front Range Airport are shown below in **Figure B-3**.

⁵ Adams County Comprehensive Plan, Chapter 4, Area-Specific Policies and Strategies, December 2012

FIGURE B-3 – ADAMS COUNTY COMPREHENSIVE PLAN FUTURE LAND USE (EXCERPT)



Source: Adams County, CO (<http://www.adcogov.org/sites/default/files/2012%20Comprehensive%20Plan.pdf>)

From an implementation perspective, these policies and strategies have been codified in the current *Adams County Development Standards and Regulations*.

B.3 Adams County Zoning

Per the current *Adams County Development Standards and Regulations* (last updated August 14, 2017), County zoning (see **Figure B-4**) for the existing Front Range Airport property is classified as Aviation (AV), which is designed to “provide for non-residential land uses associated with aviation operations while minimizing risks to public safety and hazards to aviation users including those employed at public aviation facilities.”⁶ Permitted uses in the AV district include the following (subject to the plans, terms, and conditions of the Airport Layout Plan and subject to building permit review and approval):

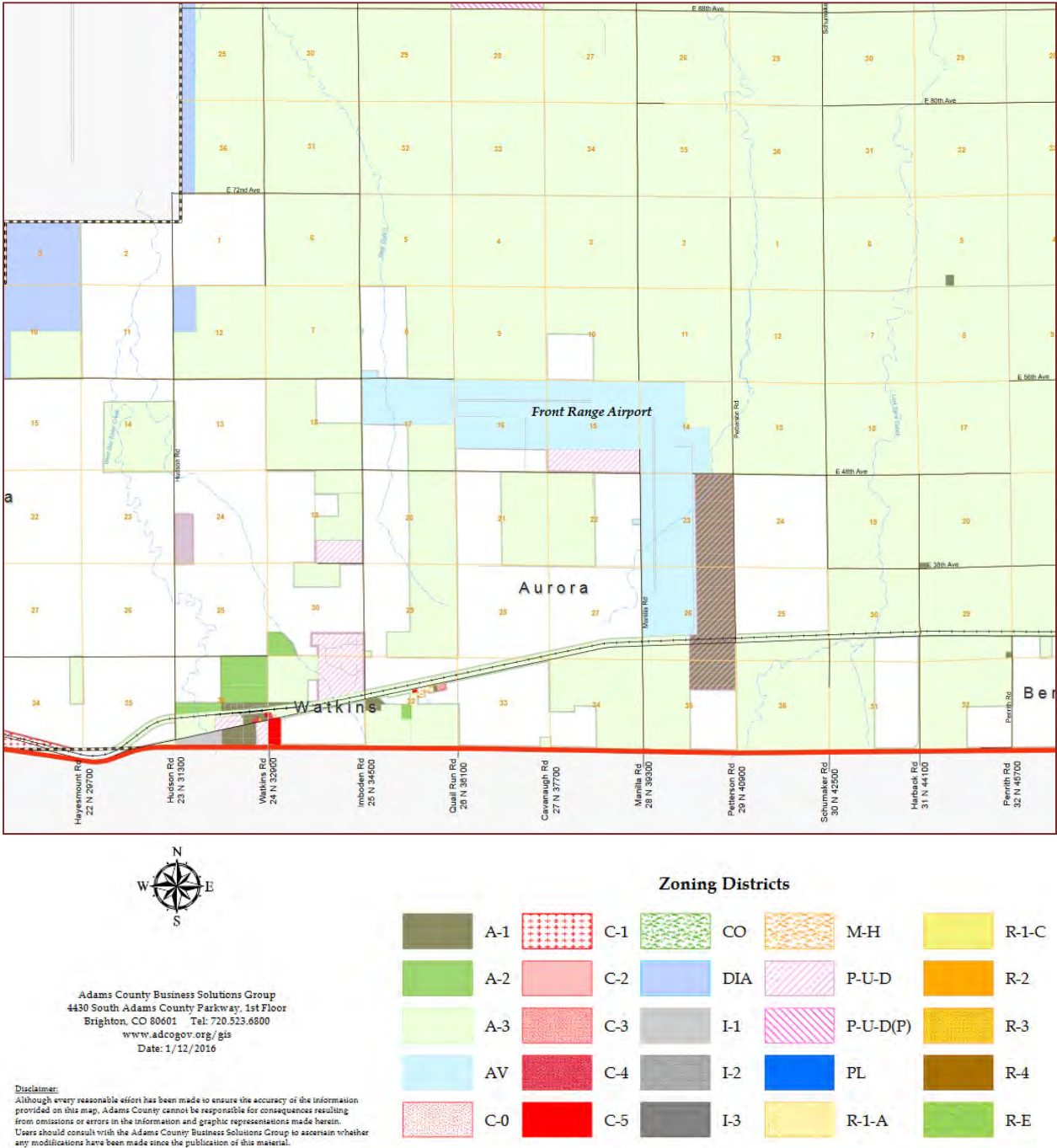
1. Air cargo terminals and freight forwarding facilities
2. Air passenger terminal buildings, hangars, and air traffic control facilities
3. Aircraft sales, repair, service, storage
4. Aviation related manufacturing and distribution uses
5. Farming, no structures
6. Flight kitchens and related facilities
7. Ground transportation facilities such as taxi and bus terminals
8. Noise and weather monitoring devices, navigational aids
9. Outside storage of non-hazardous materials not to exceed 10% of the building area
10. Parking areas for employees and passengers
11. Public and quasi-governmental buildings, structures, and uses essential to the operations including fire stations, pump stations, water tanks, and public utility facilities
12. Ranching, no structures
13. Retail and personal service outlets catering to aviation passengers and employees
14. Runways, taxiways, takeoff and landing areas, aprons, clear zones, and; aircraft tie-down areas
15. Snack shops, restaurants, and lounges for airport clientele
16. Support facilities essential for aviation operations such as fuel storage, hangar use, and associated offices
17. Training schools relating to aircraft operations and service work
18. Underground fuel tanks
19. Traditional Farming, No structures

Prohibited uses in the AV zone include all uses not expressly identified as permitted uses in the previously listed 19 accepted uses; those determined not to be prohibited by the Director of Community and Economic Development pursuant to Section 3-05-01 of the Adams County Zoning Regulations; or those not permitted by the Airport Layout Plan. Additionally, there are a range of additional minimum lot size requirements, setbacks, and general design standards associated with this zoning designation, all of which generally require conformance to the existing Airport Layout Plan, and other County standards.

Much of the property adjacent to Front Range Airport is either nonzoned or zoned as Agricultural District (A-3), as well as several Planned Unit Development (P.U.D.) districts. Generally, with regard to airport compatible land use development, conditional use of agricultural and industrial development is deemed to be consistent with current federal and industry standards, but not that of residential districts.

⁶ Adams County, *Adams County Development Standards and Regulations*, Chapter 3 - Zone District Regulations Public Lands, Parks, Open Space, and Facilities District (PL), August 2017.

FIGURE B-4 – ADAMS COUNTY 2016 ZONING MAP (EXCERPT)



Source: Adams County, CO (http://www.co.adams.co.us/sites/default/files/Zoning_Map_West.pdf)

Additionally, the Adams County Development Standards and Regulations includes use charts that summarize the permitted, conditionally permitted, and prohibited uses in each zone district. With respect to airports, landings strips and heliports, the Adams County use tables are reflected in **Figure B-5**.

FIGURE B-5 – ADAMS COUNTY 2016 ZONING USE CHART (EXCERPT)

USE CATEGORIES	ZONE DISTRICT						
	A-1	A-2	A-3	RE	R-1-C	R-2	
COMMERCIAL USES							
USE CATEGORIES	ZONE DISTRICT						
	A-1	A-2	A-3	RE	R-1-C	R-2	
Airports, Landing Strips and Heliports	C	C	C	-	-	-	
USE CATEGORIES	ZONE DISTRICT						
	R-3	R-4	MH	C-0	C-1	C-2	C-3
COMMERCIAL USES							
Airports, Landing Strips and Heliports	-	-	-	-	-	-	-
USE CATEGORIES	ZONE DISTRICT						
	C-4	C-5	I-1	I-2	I-3	CO	P-L
COMMERCIAL USES							
Airports, Landing Strips and Heliports	-	-	C	C	C	-	C

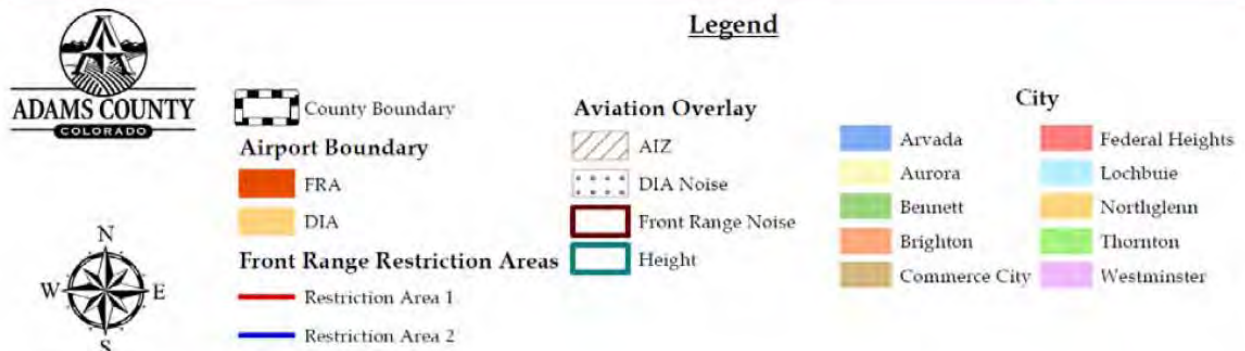
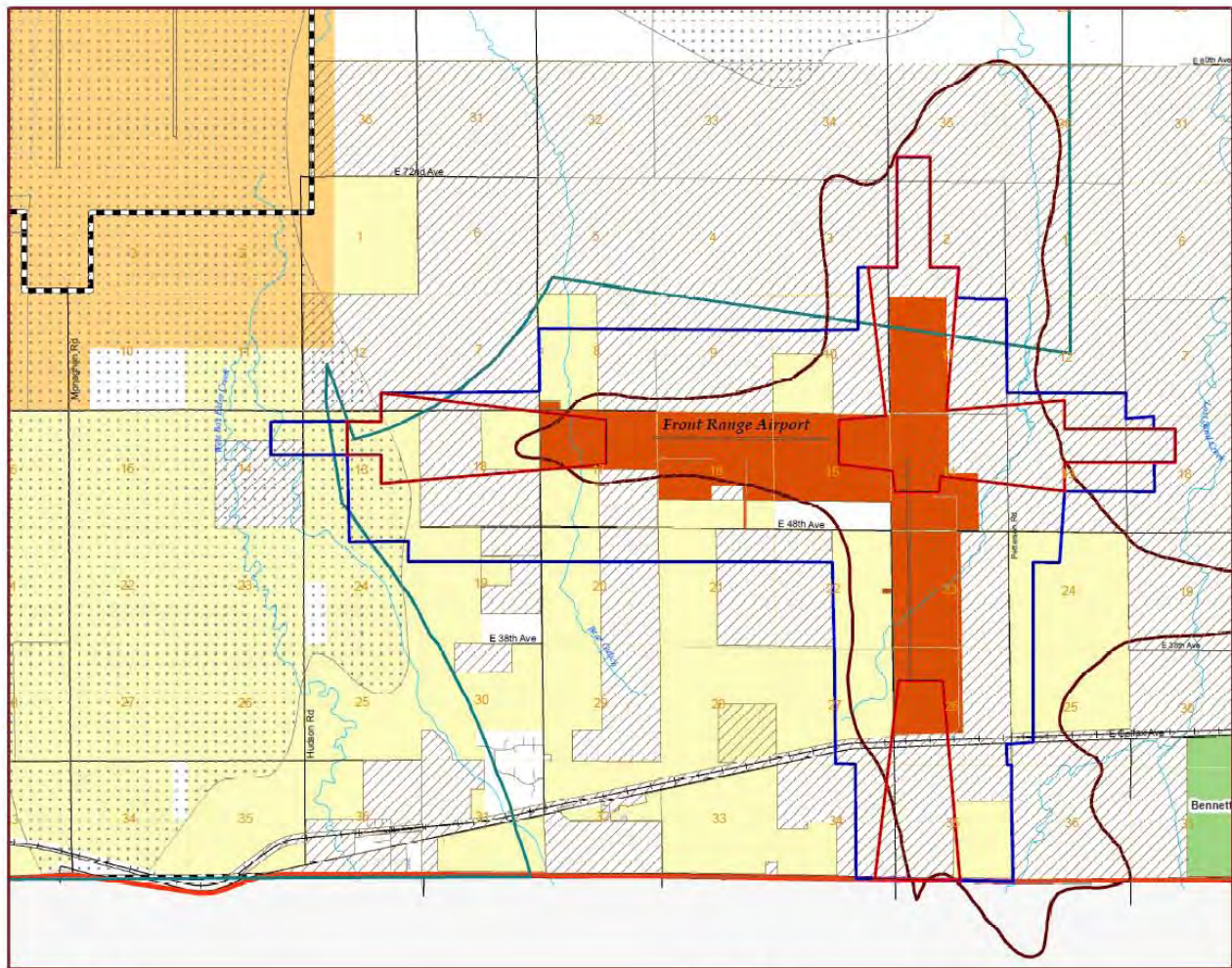
(P) Permitted **(C) Conditional** **(S) Special Use Permit** **(-) Prohibited**

Source: Adams County, CO (http://www.adcogov.org/sites/default/files/Chapter%2003%20-%20Zone%20District%20Regulations_1.pdf)

Beyond zoning, Adams County has adopted three overlay zones pertaining airport activity in the County (see **Figure B-6**). Note that the County requires all land uses within an overlay zone to go through the special use permit process to ensure interim uses do not limit or preclude the long-term expansion of the airports.

- Airport Influence Zone (AIZ)** - Established for all lands impacted by the location of the Front Range Airport and the noise created by low-flying aircraft. The AIZ is a nine-mile by nine-mile area around FTG generally bounded by 80th Avenue on the north, Interstate 70 (County line) on the south, Harback Mile Road on the east, and Hayesmount Mile Road on the west. The AIZ is intended to provide areas within Adams County suitable for the economical development and safe operation of air carrier and/or general aviation airports for public use without adversely affecting the activities upon surrounding properties. It is also intended to provide for notice and disclosure of the airport location to owners of residential and non-residential properties in areas which may be subjected to aircraft activities of such duration and frequency which would constitute a nuisance to residential and other uses. The AIZ also contains two Restriction Areas, which further restrict the land uses within the overlay zone district, particularly with respect to residential development. The geographic extent of the Airport Influence Zone and the Restriction Areas are delineated on the official Adams County Zoning Map (Figure 7-3).

FIGURE B-6 – ADAMS COUNTY AVIATION OVERLAYS (EXCERPT)



Disclaimer:

Although every reasonable effort has been made to ensure the accuracy of the information provided on this map, Adams County cannot be responsible for consequences resulting from omissions or errors in the information and graphic representations made herein. Users should consult with the Adams County Business Solutions Group to ascertain whether any modifications have been made since the publication of this material.

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www.adcogov.org/gis
 Date: 1/31/2017

Source: Adams County, CO (http://www.adcogov.org/sites/default/files/Aviation_Overlay_22x34.pdf)

- **Airport Height Overlay (AHO)** - Intended to provide for protection of residential and non-residential land uses in areas which may be subjected to frequent overflights by aircraft flying low to the ground upon an approach to landing, upon takeoff, or operating in a traffic pattern at an aviation facility. Within this area, the hazards of natural and man-made objects may create severe hazards to aviation and must be regulated accordingly. The Airport Height Overlay area includes all land where the height of structures, or natural features may obstruct or otherwise influence aviation activities. The extent of the AHO is determined by applying the standards and criteria listed in Title 14 of the Code of Federal Regulations, Subchapter E, FAR Part 77, *Objects Affecting Navigable Airspace*. Applicants requesting zone changes, conditional uses, temporary and special uses, certificates of designation, site plans, site specific development plans, and building permits must complete an FAA aeronautical study on obstructions to determine if the proposed development could be a hazard to air navigation. If no hazard is determined, the proposed development may proceed, pending compliance with other County requirements.
- **Airport Noise Overlay (ANO)** - Intended to provide for protection of residential and non-residential land uses in areas which may be subjected to noise levels of such duration and frequency which would constitute a nuisance to residential and other uses. The ANO includes all land heavily impacted by the noise created by low-flying aircraft, and lying within the sixty (60) Ldn or greater noise contour area. These computations are based upon the fleet mix that forms the “worst case scenario” for the type and volume of aircraft activity proposed at full build-out of the facility. The geographic extent of the noise overlay for each aviation facility affecting Adams County is delineated on the official Adams County Zoning Map (Figure 7-3). Prohibited land uses within the ANO include all uses not expressly identified as permitted uses in the underlying zone district; or determined to be permitted by the Director of Planning and Development. In addition, specifically prohibited uses in an Airport Noise Overlay Zone include neighborhood indoor uses, institutional care, and universities.

B.4 Future Land Use Considerations

In the Fall of 2015, voters in Adams County approved amendments to the Intergovernmental Agreement (IGA) between Adams County and the City of Denver to create a 1,500-acre pilot program on Denver International Airport (DIA) to allow a wider spectrum of commercial uses than is currently permitted under the original 1988 IGAs. For example, the pilot program clearly would allow uses such as retail, office parks, warehouses and manufacturing even if they are not directly related to airport operations or aviation.

Denver and Adams County communities will also create a regional entity to jointly market these new commercial business opportunities at DIA and the region – and possibly plan, fund and develop regional infrastructure over time.

Land-use restrictions also will be lifted on property on the edges of DIA. These “clear zones” were initially created as a buffer around DIA but there is now consensus that the restrictions are no longer needed. Adams County and overlapping municipalities would receive 100 percent of the tax revenue from new development in the clear zones, while DIA would retain the lease revenue.

The changes to the IGA will strengthen the on-going expansion of the greater Denver metropolitan region to the east, into Adams County. As noted in Adams County Comprehensive Plan: “Adams County’s location within the Denver Metropolitan Area and proximity to major economic generators such as Denver International Airport, Front Range Airport, and the I-70, E-470, I-25, I-76, US 85, and I-270 corridors and other highway corridors present numerous opportunities from an economic and community development perspective. The County should continue to work with its economic development partners to increase awareness of opportunities for infill and redevelopment in the Southwest Area of the County; to preserve opportunities for

longer-term growth in the central portions of the County; and to increase awareness of the opportunity for businesses to benefit from the County’s lower tax rate.”⁷

B.5 Airport Land Use Compatibility

B.5.1 What is airport compatible land use?

Airport compatible land uses can be defined as “those uses that can co-exist with an airport without constraining the safe and efficient operation of the airport or exposing people living or working nearby to unacceptable levels of noise or hazards.” This definition is intentionally broad since there are many variables that must be factored when considering whether a given land use is compatible with in an airport operational environment. For example, variables that can influence the compatibility of a given land use include how the land is managed; the location of the land use relative to the airport, and specifically, its runways; the attributes of the land use; and the potential ancillary impacts associated with the land uses. Consequently, it is reasonable to infer that airport land use compatibility is highly fluid and very dependent on the individual circumstances present in any given environment. However, regardless of those variabilities, the underlying premise that must be addressed to identify and assess the degree of compatibility of the land use rests in two general questions:

1. What conditions are required for the airport to operate safely and efficiently? (Conversely, what land use characteristics can adversely affect airport operations?)
2. What airport attributes could potentially compromise the safety and setting of people living or working in neighborhoods surrounding the airport?

These two questions form the foundation of any evaluation of land use compatibility near airports. At the local level, answers to these questions should guide the development and implementation of compatible land use planning tools and techniques to promote both the safety of aircraft operations and the well-being of persons on the ground near an airport.

B.5.2 Why is airport land use compatibility important?

Incompatible land use is considered to be an issue of high importance for the FAA in its efforts to maintain the capacity and safety of the nation’s aviation system. As the federal agency charged with the oversight of the nation’s aviation system, the FAA recognizes that airport land use compatibility is not a new subject for airport planners and managers. Over the years the subject has been well-discussed and well-researched – it continues to be a growing and evolving issue for the aviation industry and the airport community.

Historically, many airports were built in undeveloped and unwanted areas located well away from population centers. Those airports that were constructed near or in towns were often done to stimulate local economies by leveraging the burgeoning aviation industry. As economies developed, often related to airport activities, towns expanded and naturally grew around their centers of economic activity, including those same airports. Inevitably, conflicts over airport noise, safety, and airspace protection arose. Oftentimes these conflicts have resulted in operational and developmental limitations being directly or indirectly imposed on the airports as a result of encroaching incompatible land use development. Unfortunately for airports, these limitations can significantly retard their effectiveness as a transportation asset and their value to the community.

The pattern of an airport essentially being suffocated by the very community development that it had initially helped to spur is one that has been repeatedly experienced throughout the country. What has changed on a

⁷ Adams County Comprehensive Plan, Chapter 4, Area-Specific Policies and Strategies, December 2012

national level is that most airports are no longer open fields and turf landing strips – many are now multi-billion-dollar transportation assets that are essentially irreplaceable.

Viable development sites where a new airport could be built are simply becoming much more difficult to find. As the number of federal, state, and local regulations and environmental restrictions continues to increase significantly, the cost of building becomes more prohibitive and the availability of buildable properties continues to decline. Moreover, communities themselves have become increasingly resistant to hosting airports, regardless of their economic value.

Beyond those difficulties, even when a new site is found and a new airport constructed, one of the fundamental qualities of an airport is that it will ultimately become an economic generator – attracting industries, development and people. Without proper land use management to ensure appropriate compatibility, the cycle likely will ultimately repeat itself. Essentially, without proper land use compatibility planning, a new airport is almost guaranteed to experience the same development patterns that may have caused their relocation in the first place. These conflicts play out across the nation daily—within large urban areas as well as the smaller rural towns—as communities and airports struggle to find a balance between airport operations and compatible land use.

In order to help avoid these cycles, federal legislation and regulations related to compatible land use planning were initially developed with the advent of jet aircraft in the 1960s. As air travel continued to evolve into a primary mode of travel, federal interest in appropriate land use management has only increased. Specifically, noise and safety are two of the most important considerations in determining the effect of airport operations on the surrounding land use and vice versa. Since that time, the federal initiative to assure compatibility between airport operations and the surrounding environment has been promoted and advanced by the FAA.

Today, the FAA is an instrumental force in encouraging and promoting compatible land use planning, which it does through direct guidance and multiple support programs. However, the FAA by itself cannot specifically mandate appropriate land use around airports. Several of the most important airport-related regulations and design requirements produced by the FAA and other industry resources that influence airport land use compatibility include the following:

- The FAA Advisory Circular 150-5300-13A, *Airport Design*, defines setback requirements and Runway Protection Zones (RPZ).
- The FAA Advisory Circular 150-5070-6, *Airport Master Plans*, defines guidelines in preparing and airport master plan, including land use planning.
- The Aviation Safety and Noise Abatement Act of 1979 requires establishment of a single noise metric system to measure cumulative aircraft noise exposure and identification of compatible land uses.
- The Federal Aviation Regulation Part 150 Noise Compatibility Program is the primary federal regulation regarding noise related land use compatibility on and around airports.
- The Airport and Airway Improvement Act of 1982 is the funding mechanism utilized by the FAA for improvement projects and which requires grant recipients to meet grant assurances.
- The Airport Noise and Capacity Act of 1990 established the national aviation-related noise policy.
- The National Environmental Policy Act (NEPA) of 1969 has a variety of environmental impacts related to airport land use and noise compatibility.
- Airport Cooperative Research Program (ACRP) Report 27 - *Enhancing Airport Land Use Compatibility* (2010).
- Washington State Department of Transportation (WSDOT) *Airports and Compatible Land Use Guidebook* (2011).

The preservation of airports from the encroachment of incompatible land uses must be a priority for airports and their host communities. But in order to ensure the success of land use compatibility planning, it is critical that airports and local communities take active roles to develop, implement, and maintain land use compatibility programs at their airports. More than ever, it is imperative that a cooperative approach to airport land use compatibility planning be embraced. For that reason, the FAA actively encourages airport owners, state aviation officials, and local jurisdictions to work together to develop compatible land uses around airports to protect these important transportation and economic assets.

B.5.3 What are the most common land use compatibility concerns?

While there are many specific concerns related to airport land use compatibility, they can be grouped into two broad categories: noise-related concerns and safety-related concerns. Each category is generally described below.

Noise-Related Concerns

Aircraft noise is a primary concern when addressing airport compatible land uses and is an important consideration that has the potential to significantly affect airport operations. Aircraft operations can create sound levels that produce annoyance in populated areas near airports, as well as additional effects such as speech interference, sleep disturbance, and affected classroom learning. These quality-of-life impacts are often directly related to the presence and location of population densities near an airport.

It should also be noted that noise-related concerns are most frequently associated with larger, commercial air service airports due to the size of their typical aircraft, the frequency of their operations, and their resultant noise signatures. General aviation airports do not typically experience the same level of noise-related concerns. This is due to the smaller aircraft that typically operate at these types of airports and the lower frequency of their normal operations.

Safety-Related Concerns

Addressing the safety-related aspects of airport land use compatibility can pose a greater challenge than noise issues. Dealing with safety is primarily preventing possible problems, whereas noise is a mitigation of existing conditions. Safety-related concerns are particularly relevant for smaller general aviation airports since many lack the resources and support required to appropriately address these concerns. For land use compatibility planning purposes, safety-related concerns can be divided into two broad classes.

Land use characteristics that constitute hazards to flight and can cause or contribute an aircraft accident

Land use conditions can contribute to aircraft accidents. Protecting against potential conflicts is essential to airport safety. Land use conditions that are hazards to flight impact the viability of airport operations and limit the ability of an airport to operate as designed. Examples of the most prominent adverse land use conditions include tall structures, visual obstructions, electronic interference, and wildlife/bird attractants

Land use characteristics that can add to or limit the severity of aircraft accidents if they were to occur

The ideal circumstance for any airport is to maintain open lands in its immediate vicinity, particularly with respect to its runway ends. Open lands can serve two principle functions with respect to impacting the severity of an aircraft accident:

- Open land uses generally have few occupants, thus limiting the number of people potentially placed in harm's way; and
- Open land areas can potentially reduce the amount of aircraft damage and enhance the survivability for the occupants of an aircraft forced to make an emergency landing away from a runway.

If sufficiently large and clear of obstacles, open land areas can be valuable for aircraft anywhere near an airport. When open lands are not available, the two typical land use characteristics that can most significantly impact the severity of an aircraft incident or accident near an airport include high concentrations of people, and high-risk sensitive uses (e.g., schools, hospitals, etc.).

B.5.4 Implications and Recommendations for Front Range Airport

As noted in the previous section, the three most common airport land use compatibility issues experienced by airports throughout the United States are related to airport-related noise (particularly with respect to residential development areas), height-related issues of off-airport development, and preservation of appropriate land uses around the airport. In all three of these critical areas, Adams County has already established appropriate airport land use compatibility controls for Front Range Airport in the form of the following:

- Recognition, inclusion and integration of FTG into the Adams County Comprehensive Plan
- Establishment of an appropriate zoning district for FTG and the areas surrounding the Airport.
- Inclusion of an airport-related use category in the Adams County Zoning Use charts.
- Establishment of an Airport Influence Zone for FTG.
- Establishment of an Airport Noise Overlay for FTG.
- Establishment of an Airport Height Overlay for FTG.
- Maintaining a current Airport Master Plan.
- Maintaining a current Airport Layout Plan (ALP).

All these controls are consistent with best management practices as currently recognized by the FAA and the airport industry. These land use controls provide Adams County with a wide range of effective tools that will allow the County to ensure that Front Range Airport will not be constrained by non-compatible land uses into the future. Recommendations for Front Range Airport and Adams County would be simply to be diligent in monitoring current industry and federal best management practices for compatible airport land use development. This will be particularly important as the pace and range of development migrating east from the Denver metro area and DIA creates pressures on the Airport and County to adjust those controls based on individual requests and circumstances.

APPENDIX C - AIRPORT RECYCLING, REUSE, AND WASTE REDUCTION PLAN

C.1 Introduction

The Federal Aviation Administration (FAA) Modernization and Reform Act (FMRA) of 2012 was signed into law, which amended Title 49 of the United States Code. The law included several changes to the Airport Improvement Program (AIP), two of which relate to recycling, reuse, and waste reduction at airports. Section 132(b) of the FMRA expanded the definition of airport planning to include, “developing a plan for recycling and minimizing the generation of airport solid waste, consistent with applicable State and local recycling laws, including the cost of a waste audit.” Section 133 of the FMRA added a provision requiring airports that have or plan to prepare a master plan, and that receive AIP funding for an eligible project, ensure that the new or updated master plan addresses issues relating to solid waste recycling at the Airport. This includes:

- The feasibility of solid waste recycling at the airport;
- Minimizing the generation of solid waste at the airport;
- Operation and maintenance requirements;
- Review of waste management contracts; and
- The potential for cost savings or the generation of revenue.

As defined by Congress, “recycling” refers to any program, practice, or opportunity to reduce the amount of waste disposed in a landfill. This includes reuse and waste reduction as well as the recycling of materials.

The FAA issued a memorandum on September 30, 2014, to provide guidance on preparing airport recycling, reuse, and waste reduction plans as an element of airport master plans, as well as within a sustainability document, or as a standalone document. The guidance is mandatory when preparing an airport master plan.

The purpose of this chapter is to review the current recycling, reuse, and waste program at Front Range Airport (FTG or the Airport), and to provide guidance on ways to reduce waste and improve recycling and reuse, in compliance with the FAA’s guidance.

C.2 Airport Description and Background

FTG is a public-use, general aviation airport owned and operated by Adams County. As FTG’s owner, the County is responsible for operating and maintaining the Airport in a safe condition, and leasing properties within the Airport boundary. Additional facility information is presented in **Chapter 2, Inventory**, of this Master Plan.

As noted in **Chapter 3, Aviation Activity and Forecasts**, the number of operations and based aircraft at FTG have fluctuated over the past ten years, with a significant drop followed by a significant recovery. The forecasts anticipate growth in activity in the future as well. FTG accommodates a variety of users, including military, business, recreation, flight training, and private operators.

C.3 Existing Waste Sources

The identification and evaluation of sources of waste at an airport can be complicated. There are numerous groups, agreements, operational styles, and collection/disposal processes that play into the overall generation of waste at a given airport. The three primary sources of waste at FTG are the airfield, the terminal building,

and hangars/tenants. The sources of waste, per the FAA’s September 30, 2014 memo, can be further broken down by how much control the Airport has on the generation and disposal of waste. The three levels of control are:

1. Areas where the Airport has direct control of waste management (public space, office space, terminal building, airfield). These areas are controlled by the Airport and therefore could have recycling, reuse, and waste reduction programs introduced directly.
2. Areas where the Airport has no direct control, but can influence waste management (tenants). These are areas owned by FTG; however, they are leased out to tenants. The Airport can recommend that recycling, reuse, and waste reduction programs be used and can include language in the tenant contracts, but realistically can’t completely control what is done.
3. Areas where the Airport has no control or influence over waste management. These are areas the Airport neither owns or leases (none of which are included in this appendix).

Table C-1 shows the identified areas of waste generation, what waste is generated, how the waste is collected, if any reduction and/or recycling programs are in place, and the Airport's level of control.

TABLE C-1 – WASTE GENERATION

Area	Waste Generated	Control
Area 1: Airfield	General debris found on airfield. Construction material (asphalt, concrete, wood, metal)	Direct Control
Area 2: Terminal Building	Plastic, glass, aluminum, oil, batteries, trash	Direct Control
Area 3: Hangars/Tenants	Plastic, glass, aluminum, oil, batteries, trash	No Direct Control, but can Influence

Source: Jviation, 2018

C.4 Local Recycling and Waste Management Programs

Adams County promotes recycling, reuse, and waste reduction through their Sustainable Adams County 2030 Plan.¹ This Plan outlines specific directions for the County to include the following Waste Management and Reduction and Conservation of Energy and Resources goals:

- Waste Management and Reduction
 - Reduce the amount of waste sent to the landfill through County operations by 30%
 - Ensure that all Adams County residents have access to recycling
- Conservation of Energy and Resources
 - Reduce the amount of energy consumed from non-renewable sources by County buildings per square foot by 25%
 - Support policies and provide incentives to reduce energy consumed from non-renewable resources by residential and commercial building throughout the County
 - Reduce the use of potable water at County buildings and parks by 30%
 - Support policies and provide incentives to reduce water used by residential and commercial building throughout the County

¹ <http://www.adcogov.org/goals-and-targets>

- Reduce fuel consumption from traditional resources in County fleet operations by 30% through increase efficiency and the use of alternative fuels
- Reduce vehicle miles traveled by employees for work purposes by 10%
- Increase number of residents with access to multi-modal transportation options with ¼ mile of their residence by 30%
- Increase number of total online revenue transactions for County services by 200%

To achieve these goals, Adams County offers numerous recycling locations and events throughout the County to give residents and businesses the opportunity to participate. This includes resources for recycling hard-to-recycle materials. Recycling guidelines can be found on the County's website: <http://www.adcogov.org/recycling-guides>.

In addition to recycling centers, five (5) landfills are available throughout Adams County for businesses and residents to dispose of materials that aren't recyclable or reusable.

C.5 Overview of Airport Recycling, Reuse, and Waste Management

Airports throughout the United States are “greening” their operations. Both the FAA and the U.S. Congress have directed airports to develop reuse, recycling, and waste management programs. Airports, other government agencies, and private companies have seen financial as well as environmental benefits from adopting environmentally sustainable practices, including recycling, reuse, and waste management programs. In response, airports have installed solar panels and energy-efficient light fixtures, use low-emission vehicles in their fleets, constructed LEED-certified² buildings, and have changed their waste management programs.

The U.S. Environmental Protection Agency (EPA) published a guide titled Developing and Implementing an Airport Recycling Program to help airport managers who want to create a more environmentally-friendly waste operation. The EPA hierarchy of waste management prioritizes source reduction, then reuse, recycling, and finally disposal in landfills. However, the EPA’s guide focuses on recycling as a positive first step for airports to take as they conquer their waste issues.

Many commercial service and general aviation airports have adopted their own individual reuse, recycling, and waste management programs, in part because of their financial benefits, and because they reduce waste and energy usage. Yet as an entity within a larger governmental entity or agency (e.g., county, municipality, state, etc.), airports most often employ the recycling, reuse, and waste management programs that are in place throughout the larger government entity; this is also the case at FTG.

C.6 Recycling at FTG

The Airport does not currently have an established recycling program in the terminal building. According to Airport Management, the Airport would have to pay to have recyclables picked up due to its relatively remote location and have not yet found a cost-effective program to employ. However, the Airport is interested in pursuing a recyclable program and does participate in the County's Sustainable Adams County 2030 Plan.

Although the Airport is not actively recycling waste in the terminal, the Airport has implemented basic recycling and reuse strategies in construction and maintenance. These include the following:

- Reuse of asphalt millings for service roads and other projects.
- Collects and recycles (through a third party) waste oil.

² LEED = Leadership in Energy and Environmental Design

- Collects and recycles waste metal.

C.7 Plans to Minimize Waste Generation

Reasonable and applicable waste reduction strategies vary by airport size, location, and resource availability. FTG's location creates some limitations; however, the implementation of a few simple practices could significantly decrease the amount of waste generated at the Airport. This may include the following:

- Implement a basic recycling program for terminal/tenant waste.
- Provide adequate signage with recycling bins clearly showing type of materials accepted.
- Provide educational material to tenants and airport employees on what material should be recycled and the appropriate business contacts.
- Add recycling, reuse, and reduce waste objectives to future tenant leases.
- When feasible, purchase products made from recycled material and encourage tenants to do so as well.

The above-mentioned practices are relatively basic; however, the success of implementing a long-term recycling, reuse, and waste reduction program requires management buy-in, staff commitment, planning, and follow-up. **Figure C-1** outlines "10 Steps to Design and Implement an Effective Airport Recycling/Waste Minimization Program" as recommended by the FAA in their Recycling, Reuse and Waste Reduction at Airports – A Synthesis Document³. FTG should follow these steps when implementing their recycling program.

FIGURE C-1 - 10 STEPS TO DESIGN AND IMPLEMENT RECYCLING PROGRAM

10 Steps to Design and Implement an Effective Airport Recycling/Waste Minimization Program
<ol style="list-style-type: none"> 1. Commitment from Management 2. Program Leadership 3. Waste Identification 4. Waste Collection and Hauler 5. Waste Management Plan Development 6. Education and Outreach 7. Monitor and Refine 8. Performance Monitoring 9. Promote Success 10. Continuous Improvements

Source: FAA, Recycling, Reuse and Waste Reduction at Airport – A Synthesis Document, 2013

C.8 Conclusion

With minimal effort and expense, FTG could implement some very basic procedures to create a simple yet effective program and reduce the amount of solid waste they generate. Through coordination with local entities, FTG could play a more active role in recycling, reusing, and reducing solid waste.

³ FAA, Recycling, Reuse and Waste Reduction at Airport – A Synthesis Document, 2013

FRONT RANGE AIRPORT

WATKINS, CO

AIRPORT LAYOUT PLAN DRAWING SET
SEPTEMBER 2019



LOCATION MAP
NOT TO SCALE



VICINITY MAP
NOT TO SCALE



NOT TO SCALE

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SPONSOR APPROVAL
ADAMS COUNTY
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15-10-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-1222-1223-1224-1225-1226-1227-12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PUBLIC HEARING AGENDA ITEM

DATE OF PUBLIC HEARING: October 15, 2019
SUBJECT: South Platte Basin Roundtable Board Appointment
FROM: Raymond H. Gonzales, County Manager
AGENCY/DEPARTMENT: County Manager's Office
HEARD AT STUDY SESSION ON: October 8, 2019 during AIR
AUTHORIZATION TO MOVE FORWARD: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
RECOMMENDED ACTION: That the Board of County Commissioners approves the resolutions.

BACKGROUND:

The county is recommending the following appointment to the South Platte Basin Roundtable.

1. A county representative – Commissioner Mary Hodge

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

None

ATTACHED DOCUMENTS:

Resolution

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:

BOARD OF COUNTY COMMISSIONERS FOR
ADAMS COUNTY, STATE OF COLORADO

RESOLUTION APPOINTING COMMISSIONER MARY HODGE AS THE ADAMS
COUNTY REPRESENTATIVE TO THE SOUTH PLATTE BASIN ROUNDTABLE

WHEREAS, a vacancy currently exists for a member to the South Platte Basin Roundtable; and,

WHEREAS, Commissioner Mary Hodge has expressed an interest in serving on the South Platte Basin Roundtable; and,

WHEREAS, the Board of County Commissioners selected Commissioner Mary Hodge to fill this vacancy.

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners, County of Adams, State of Colorado, that Commissioner Mary Hodge shall be appointed as the Adams County Representative to the South Platte Basin Roundtable.



PUBLIC HEARING AGENDA ITEM

DATE OF PUBLIC HEARING: October 15, 2019
SUBJECT: Metro Roundtable Board Appointment
FROM: Raymond H. Gonzales, County Manager
AGENCY/DEPARTMENT: County Manager's Office
HEARD AT STUDY SESSION ON: October 8, 2019 during AIR
AUTHORIZATION TO MOVE FORWARD: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
RECOMMENDED ACTION: That the Board of County Commissioners approves the resolutions.

BACKGROUND:

The county is recommending the following appointment to the Metro Roundtable.

1. A county representative – Commissioner Steve O'Dorisio

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

None

ATTACHED DOCUMENTS:

Resolution

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:

BOARD OF COUNTY COMMISSIONERS FOR
ADAMS COUNTY, STATE OF COLORADO

RESOLUTION APPOINTING COMMISSIONER STEVE O'DORISIO AS THE ADAMS
COUNTY REPRESENTATIVE TO THE METRO ROUNDTABLE

WHEREAS, a vacancy currently exists for a member to the Metro Roundtable; and,

WHEREAS, Commissioner Steve O'Dorisio has expressed an interest in serving on the Metro Roundtable; and,

WHEREAS, the Board of County Commissioners selected Commissioner Steve O'Dorisio to fill this vacancy.

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners, County of Adams, State of Colorado, that Commissioner Steve O'Dorisio shall be appointed as the Adams County Representative to the Metro Roundtable.



PUBLIC HEARING AGENDA ITEM

DATE OF PUBLIC HEARING: October 15, 2019
SUBJECT: 2020 Proposed Adams County Budget
FROM: Nancy Duncan, Budget & Performance Measurement Director
AGENCY/DEPARTMENT: Budget & Performance Measurement Department
HEARD AT STUDY SESSION ON:
AUTHORIZATION TO MOVE FORWARD: <input type="checkbox"/> YES <input type="checkbox"/> NO
RECOMMENDED ACTION: That the Board of County Commissioners considers the 2019 Proposed Adams County Budget being recommended by the County Manager

BACKGROUND:

As a political subdivision of the State of Colorado, Adams County prepares an annual budget as required by Colorado State Statutes (CRS 29-1-103). As part of the 2020 annual budget development process, the 2020 Proposed Budget is being proposed during Public Hearing on October 15, 2019. In addition to this Public Hearing, the Board of County Commissioners will review the 2020 Proposed Budget at working sessions in October and November 2019, as needed.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

Budget & Performance Measurement Department

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:			

	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:

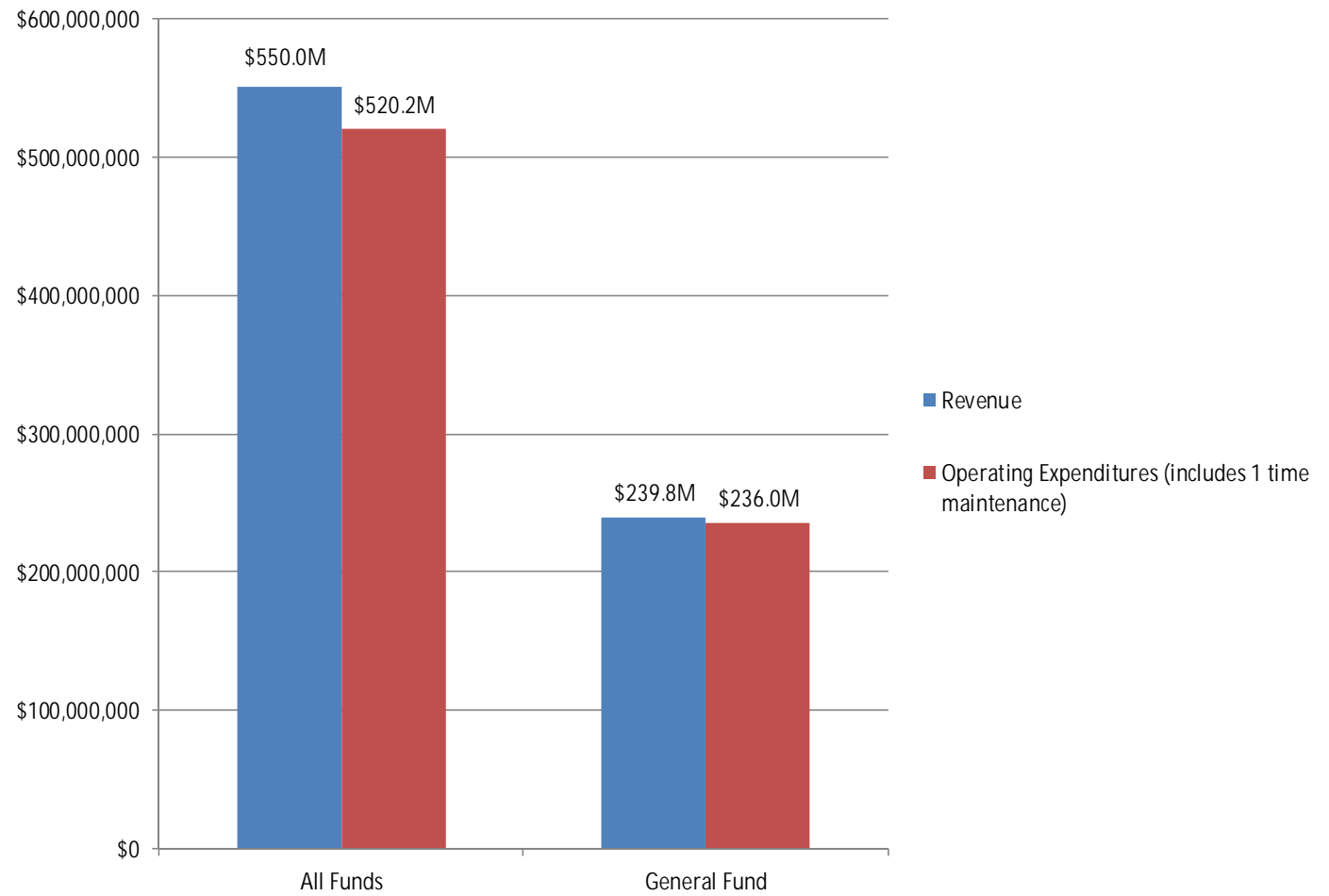
Informational Only



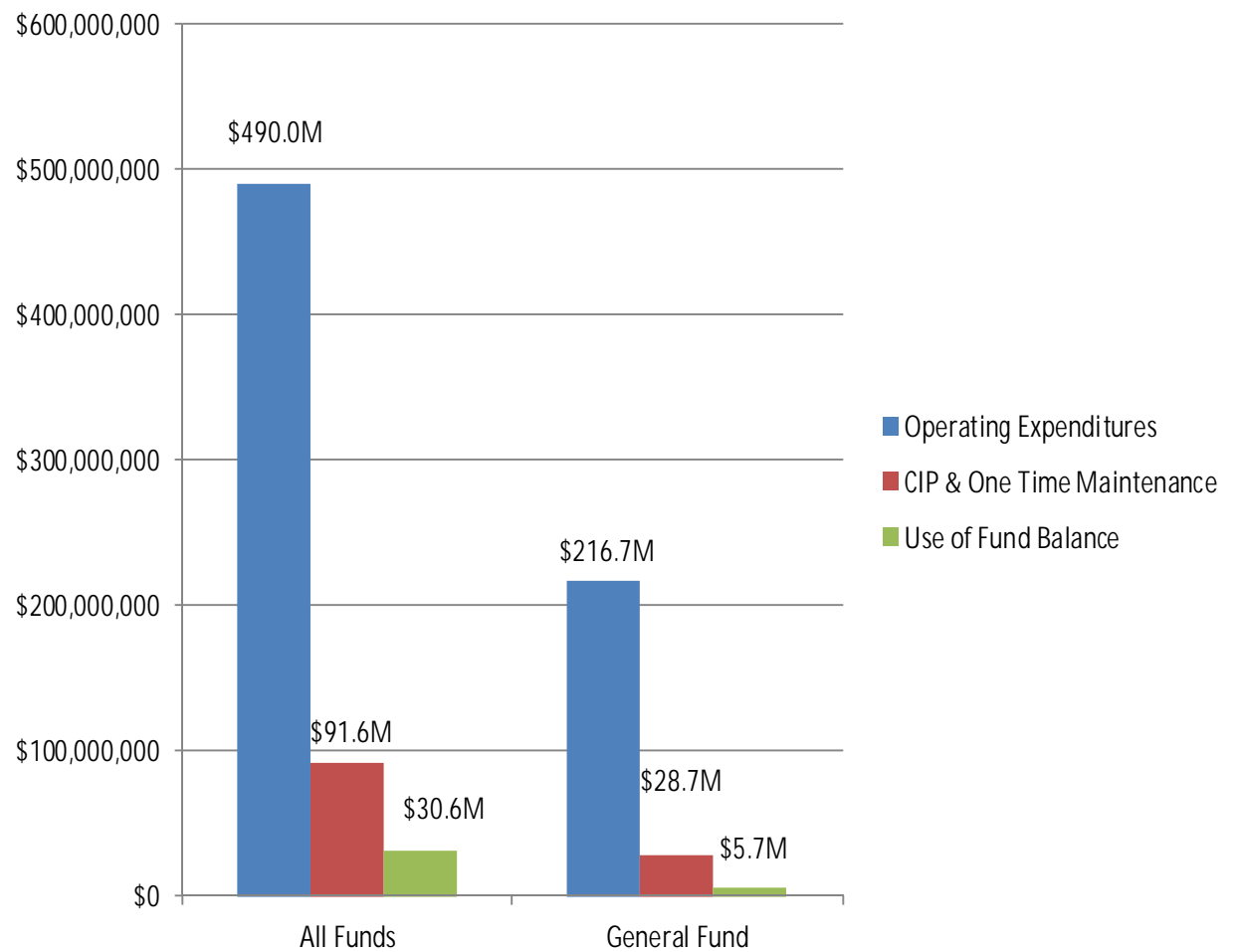
2020

PRELIMINARY BUDGET

2020 Proposed Revenues and Operating Expenditures



2020 Expenditures and Use of Fund Balance





- October 15 – 2020 Adams County Proposed Budget Study Session.
- October 15 – 2020 Adams County Proposed Budget posted on adcogov.org and also OpenGov, the county's transparency site.
- November – Study Sessions as requested.
- December 3 – First Reading of the 2020 Proposed Adams County Budget.
- December 10 – Second Reading and Adoption of the 2020 Adams County Budget.
- December 10 – Certification of Mill Levies.



PUBLIC HEARING AGENDA ITEM

DATE OF PUBLIC HEARING: October 15, 2019
SUBJECT: Sewage Lagoon Decommissioning
FROM: Raymond H. Gonzales, County Manager Alisha Reis, Deputy County Manager Benjamin Dahlman, Finance Director Jennifer Tierney Hammer, Procurement and Contracts Manager
AGENCY/DEPARTMENT: Facilities Operations and Fleet Management Department
HEARD AT STUDY SESSION ON: N/A
AUTHORIZATION TO MOVE FORWARD: <input type="checkbox"/> YES <input type="checkbox"/> NO
RECOMMENDED ACTION: That the Board of County Commissioners approves an agreement with Glacier Construction Company, Inc., for Sewage Lagoon Decommissioning.

BACKGROUND:

Riverdale Regional Park currently pumps its sanitary wastewater from the Golf Course, Park, and Fairgrounds to three wastewater treatment lagoons located at the Dunes Golf Course. The Riverdale Regional Park wastewater will be allowed to connect to the Metro Wastewater Reclamation District's Interceptor line; therefore, the sewage lagoons will no longer be needed and can be decommissioned (emptied and sanitized).

A formal Invitation for Bid (IFB) was solicited through BidNet for Sewage Lagoon Decommissioning. The County received one response on August 30, 2019 from Glacier Construction Company, Inc., in the amount of \$909,843.00

The Facilities Operations and Fleet Management Department recommends that Glacier Construction Company, Inc., be approved to decommission the three (3) sewage lagoons at the Golf Course in the not to exceed amount of \$909,843.00.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

Facilities Operations and Fleet Management Department

ATTACHED DOCUMENTS:

Resolution

FISCAL IMPACT:

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

Fund: 0001**Cost Center:** 5012

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

	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:	7685	50121801	\$950,000
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
Total Expenditures:			<u>\$950,000</u>

New FTEs requested: ☐ YES ☒ NO**Future Amendment
Needed:** ☐ YES ☒ NO**Additional Note:**

BOARD OF COUNTY COMMISSIONERS FOR
ADAMS COUNTY, STATE OF COLORADO

RESOLUTION APPROVING AN AGREEMENT BETWEEN
ADAMS COUNTY AND GLACIER CONSTRUCTION COMPANY, INC.,
FOR THE DECOMMISSIONING OF SEWAGE LAGOONS

WHEREAS, Glacier Construction Company, Inc., submitted a bid on August 30, 2019, to provide the decommissioning of sewage lagoons at the Dunes Golf Course; and,

WHEREAS, Glacier Construction Company, Inc., agrees to provide the decommissioning of sewage lagoons in the not to exceed amount of \$909,843.00.

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners, County of Adams, State of Colorado, that the agreement with Glacier Construction Company, Inc., to decommission sewage lagoons is hereby approved.

BE IT FURTHER RESOLVED, that the Chair is hereby authorized to sign the agreement with Glacier Construction Company, Inc., on behalf of Adams County, after negotiation and approval as to form is completed by the County Attorney's Office.



PUBLIC HEARING AGENDA ITEM

DATE OF PUBLIC HEARING: October 15, 2019
SUBJECT: 2019 Truck Hauling Services
FROM: Raymond H. Gonzales, County Manager Alisha Reis, Deputy County Manager Benjamin Dahlman, Finance Director Jennifer Tierney Hammer, Procurement and Contracts Manager
AGENCY/DEPARTMENT: Public Works Department
HEARD AT STUDY SESSION ON: N/A
AUTHORIZATION TO MOVE FORWARD: <input type="checkbox"/> YES <input type="checkbox"/> NO
RECOMMENDED ACTION: That the Board of County Commissioners approves Change Order One to the agreement with JK Transports Inc., for additional Truck Hauling Services for the Adams County Gravel Road Program.

BACKGROUND:

In February of 2019, JK Transport, Inc was awarded an agreement to provide truck hauling services for the 2019 Gravel Road Program in an amount not to exceed \$972,000.

During the initial approval of this expenditure, the Board of County Commissioners directed the Public Works staff to formally present any and all additional truck hauling service requests for this agreement as deemed necessary.

Public Works currently has projects in-progress through December 2019, and to ensure the scheduled work completion dates are not impacted, additional contract truck hauling services are required. This request for additional truck hauling services does include the gravel resurfacing of approved additional roads to address the significant weather impacts from June of 2019.

Change Order One shall provide an additional 1,422.22 hours of truck hauling services work at the established bid item pricing. The service hours requested shall maintain the anticipated service level needed for 2019 project completion. The contract breakdown is as follows:

Original Contract Amount	\$ 972,000.00
Change Order One	\$ 128,000.00
New Total Contract Value	\$ 1,100,000.00

It is recommended to approve Change Order One to the Agreement with JK Transports Inc., in the amount of \$128,000.00 for a total contract not to exceed amount of \$1,100,000.00.

Public Works has sufficient 2019 budget remaining to support Change Order One and a budget amendment will not be required.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

Public Works Department

ATTACHED DOCUMENTS:

Resolution

FISCAL IMPACT:

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

Fund: 13
Cost Center: 3031

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

	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:	7605		\$1,350,000.00
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
Total Expenditures:			\$1,100,000.00

New FTEs requested: ☐ YES ☒ NO

Future Amendment Needed: ☐ YES ☒ NO

Additional Note:

BOARD OF COUNTY COMMISSIONERS FOR
ADAMS COUNTY, STATE OF COLORADO

RESOLUTION APPROVING CHANGE ORDER ONE TO THE AGREEMENT BETWEEN
ADAMS COUNTY AND JK TRANSPORTS INC., FOR TRUCK HAULING SERVICES

WHEREAS, in February 2019, the Board of County Commissioners approved an agreement with JK Transports, Inc., in the not to exceed amount of \$972,000.00 to provide Truck Hauling Services for the County Gravel Road Program; and,

WHEREAS, additional truck hauling services were deemed to be necessary and important for the project completion of all 2019 gravel road locations throughout the County as identified for service work; and,

WHEREAS, JK Transports, Inc., has agreed to provide additional truck hauling services in the not to exceed amount of \$128,000.00 for a total agreement price of \$1,100,000.00.

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners, County of Adams, State of Colorado, that Change Order One to the agreement with JK Transports, Inc., for additional truck hauling services is hereby approved.

BE IT FURTHER RESOLVED, that the Chair is hereby authorized to sign the Change Order One with JK Transports, Inc., after negotiation and approval as to form is completed by the County Attorney's Office.



**COMMUNITY AND ECONOMIC DEVELOPMENT
DEPARTMENT**

**CASE NO.: PRC2019-00004
CASE NAME: KIOWA-52 SOLAR**

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- 3.2 Applicant Site Plan

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- 4.1 Adams County
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- 6.4 Referral Agency Labels
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
**COMMUNITY AND ECONOMIC DEVELOPMENT
DEPARTMENT STAFF REPORT**

Board of County Commissioners

October 15, 2019

CASE No.: **PRC2019-00004**

CASE NAME: **Kiowa-52 Solar**

Owner's Name:	Dennis Edward & Beth Ann Smialek
Applicant's Name:	Kiowa Solar, LLC
Applicant's Address:	1710 29 th Street, #1068, Boulder, CO 80301
Location of Requests:	Southeast corner of E 56 th Avenue & Converse Road
Nature of Requests:	1) A conditional use permit to allow a solar energy facility in the Agricultural-3 (A-3) zone district; 2) A conditional use permit to allow a utility substation in the Agricultural-3 zone district
Zone Districts:	Agricultural-3 (A-3)
Comprehensive Plan:	Agriculture
Site Size:	Approximately 600 acres
Proposed Uses:	Solar Energy System, Utility Substation
Existing Use:	Vacant
Hearing Date(s):	PC: September 26, 2019 / 6:00 p.m. BOCC: October 15, 2018 / 9:30 a.m.
Report Date:	October 9, 2019
Case Manager:	Greg Barnes 
PC Recommendation:	APPROVAL with 8 Findings-of-Fact, 6 Conditions, and 2 notes

SUMMARY OF APPLICATION

Background

Kiowa Solar LLC, a subsidiary of Juwi Inc., is requesting two conditional use permits to build a 600-acre solar facility and an associated utility substation on private land owned by Dennis & Beth Ann Smialek. The development is proposed to be located southeast of the intersection of East 56th Ave & Converse Road and west of the intersection of Highway 79 (Kiowa-Bennett Road) and East 48th Avenue (See Exhibit 2.1). Electricity generated from the proposed solar system would be connected directly to an existing Intermountain Rural Electrical Association (IREA) substation west of Converse Road and would have the capacity to produce 80 megawatts of power.

If approved, the proposed conditional use permit will cover approximately 600 acres of the overall site. The applicant and the property owner have signed a 35-year agreement to allow the property to be used as a solar project for the duration of the permit. The energy from the project would be sold to IREA. A small storage shed (360-572 square feet) is planned on the property. The storage shed would house replacement parts and spare materials and is proposed to be located at the site entrance on Converse Road.

The Board of County Commissioners approved a similar request for a conditional use permit for a solar facility on October 17, 2017, which expired after one year since it was not acted upon. The applicant has submitted for a new approval of this request. Earlier this year, the applicant filed a land survey plat to combine the four affected parcels into a single parcel.

Site Characteristics:

The property is located on approximately 600 acres of agriculturally utilized land. The site is bordered by Converse Road to the west, East 56th Avenue to the north, Highway 79 (Kiowa-Bennett Road) to the east, and East 38th Avenue to the south. Access to the site will be provided from Converse Road. The subject request is located approximately four miles east of the Colorado Air and Space Port.

Development Standards and Regulations Requirements:

Per Section 3-07-01 of the Adams County Development Standards and Regulations, a conditional use permit is required for solar energy facilities and utility substations in the Agriculture-3 (A-3) zone district.

Solar Energy Facility

Section 4-03-03-02-10 of the County's Development Standards and Regulations outlines performance standards for solar energy facilities. These performance standards regulate height and setbacks for solar panels. The maximum permitted height for solar panels is 15 feet. According to the materials submitted with the application, the proposed solar panels will not exceed six (6) feet in height. In addition, the panels will conform to all setback requirements of the A-3 zone district, which include a 50-foot front setback (along public roadways), a 10-foot side setback, a 20-foot rear setback, and a 120-foot section line setback. The site plan submitted with the application shows the panels conform to all other required setbacks.

Per Section 4-16-17 of the County's Development Standards, visual mitigation, such as fencing and landscaping, may be required; however, as the proposed solar panels are located approximately 50 feet from the closest right-of-way, and water availability for irrigation is limited on the site, the applicant is requesting to develop the solar energy facility with no landscaping. According to the site plan, a six-foot-tall chain-link fence is proposed along the perimeter of the facility.

Utility Substation

Section 4-08-02-07-04 of the County's Development Standards and Regulations outlines performance standards for utility substations. These performance standards regulate screening of utility substations. The applicant has proposed a 15' wide landscape buffer and solid masonry

wall along portions of the utility substation site that have visibility along public roadways and adjoining properties. The proposed screening conforms to the Type-C bufferyard requirement in Section 4-16-16-01 of the County's Development Standards.

Future Land Use Designation/Goals of the Comp-Plan for the Area

The future land use designation on the property is Agriculture. Per Chapter 5 of the Adams County Comprehensive Plan, the Agriculture designation is intended for land holdings of at least 35 acres, and for preservation of agricultural areas for long-term farming. The future land use areas designated for agriculture are also to conserve environmentally sensitive areas.

The request to use the property for a solar energy facility is consistent with the Comprehensive Plan designation of Agriculture. The use of the property supports energy production in an area where low-density development is expected. Additionally, the production of energy from the property may be used to support future development of the surrounding areas.

Surrounding Zoning Designations and Existing Use Activity:

Northwest A-3 Agriculture / Vacant	North A-3 Agriculture /Residential	Northeast A-3 Agriculture / Vacant
West A-3 Agriculture/ Substation	Subject Property A-3 Vacant / Agriculture	East A-3 Residential
Southwest A-3 Agriculture / Vacant	South A-3 Agriculture / Vacant	Southeast A-3, A-2 Agriculture / Vacant/ Residential

Compatibility with the Surrounding Land Uses:

Most of the area surrounding the site is comprised of agricultural and some residential uses. The area surrounding the site is predominately zoned A-3. The property to the west of the site is currently used as a solar facility and an electrical substation. The solar facility was approved by the Board of County Commissioners in 2016 (Case RCU2016-00006). The substation was approved by the Board of County Commissioners in 2008 (Case PRJ2008-00016). Properties to the north and east are primarily used for agriculture and some single-family homes. The closest home is over five-hundred feet away from the solar panels. The proposed use of the property will not generate additional traffic, pollution, noise, or lighting or glare to surrounding properties.

PLANNING COMMISSION UPDATE

The Planning Commission (PC) considered this case on September 26, 2019 and voted (7-0) to recommend approval of the requests. The applicant spoke at the meeting and had no concerns with the staff report or presentation. There was no one from the public to speak in favor or in opposition to the request.

Staff Recommendations:

Based upon the application, the criteria for approval of a conditional use permit, and a recent site visit, staff recommends approval of the request with 8 findings-of-fact, 6 conditions, and 2 notes.

RECOMMENDED FINDINGS-OF-FACT:

1. The conditional use is permitted in the applicable zone district.
2. The conditional use is consistent with the purposes of these standards and regulations.
3. The conditional use will comply with the requirements of these standards and regulations, including but not limited to, all applicable performance standards.
4. The conditional use is compatible with the surrounding area, harmonious with the character of the neighborhood, not detrimental to the immediate area, not detrimental to the future development of the area, and not detrimental to the health, safety, or welfare of the inhabitants of the area and the County.
5. The conditional use permit has addressed all off-site impacts.
6. The site is suitable for the proposed conditional use including adequate usable space, adequate access, and absence of environmental constraints.
7. The site plan for the proposed conditional use will provide the most convenient and functional use of the lot including the parking scheme, traffic circulation, open space, fencing, screening, landscaping, signage, and lighting.
8. Sewer, water, storm water drainage, fire protection, police protection, and roads are to be available and adequate to serve the needs of the conditional use as designed and proposed.

RECOMMENDED CONDITIONS OF APPROVAL:

1. This conditional use permits shall expire on October 15, 2041 (22 years).
2. The applicant shall construct the site in conformance with the approved site and landscape plans illustrated in Exhibit 3.2.
3. A building permit shall be required for any fence associated with the site.
4. The solar panels on-site shall be removed when the conditional use permit expires, unless an extension or renewal is granted.
5. The applicant shall comply with all the requirements specified by the Colorado Department of Natural Resources' Division of Parks & Wildlife provided in their letter dated May 20, 2019, including surveying the site for nesting birds, swift foxes, prairie dogs, and burrowing owls if installation of panels occurs between March 15th and July 31st of the year.
6. The applicant shall comply with all the requirements specified by the Tri-County Health Department provided in their letter dated May 28, 2019, including the use of portable bathroom facilities and trash enclosures during construction.

Recommended Notes to the applicant:

1. This conditional use permit shall expire within one year of approval (October 15, 2020), if a building permit is not obtained for the development.
2. All applicable building, zoning, health, engineering, and fire codes shall be adhered to with this request.

PUBLIC COMMENTS

Notices Sent	Number of Responses
52	4

Property owners within a half-mile of the site were notified of the subject request. As of writing this report, staff has received four comments from the public. One comment was provided by the property owner supporting the request. Three comments provided by nearby property owners cited public safety concerns and loss of wildlife habitat.

REFERRAL AGENCY COMMENTS

Staff sent the request to various referral agencies and there were no objections. Several agencies recommended best management practices, such as installation of temporary facilities for sanitation during panel installation, weed management practices, and surveying for wildlife at times of year. The Colorado Division of Wildlife requested a survey of the property for prairie dogs, burrowing owls, and swift foxes, if installation occurs between March 15th and July 31st. Staff has recommended several conditions of approval to ensure compliance with these comments.

Responding with Concerns:

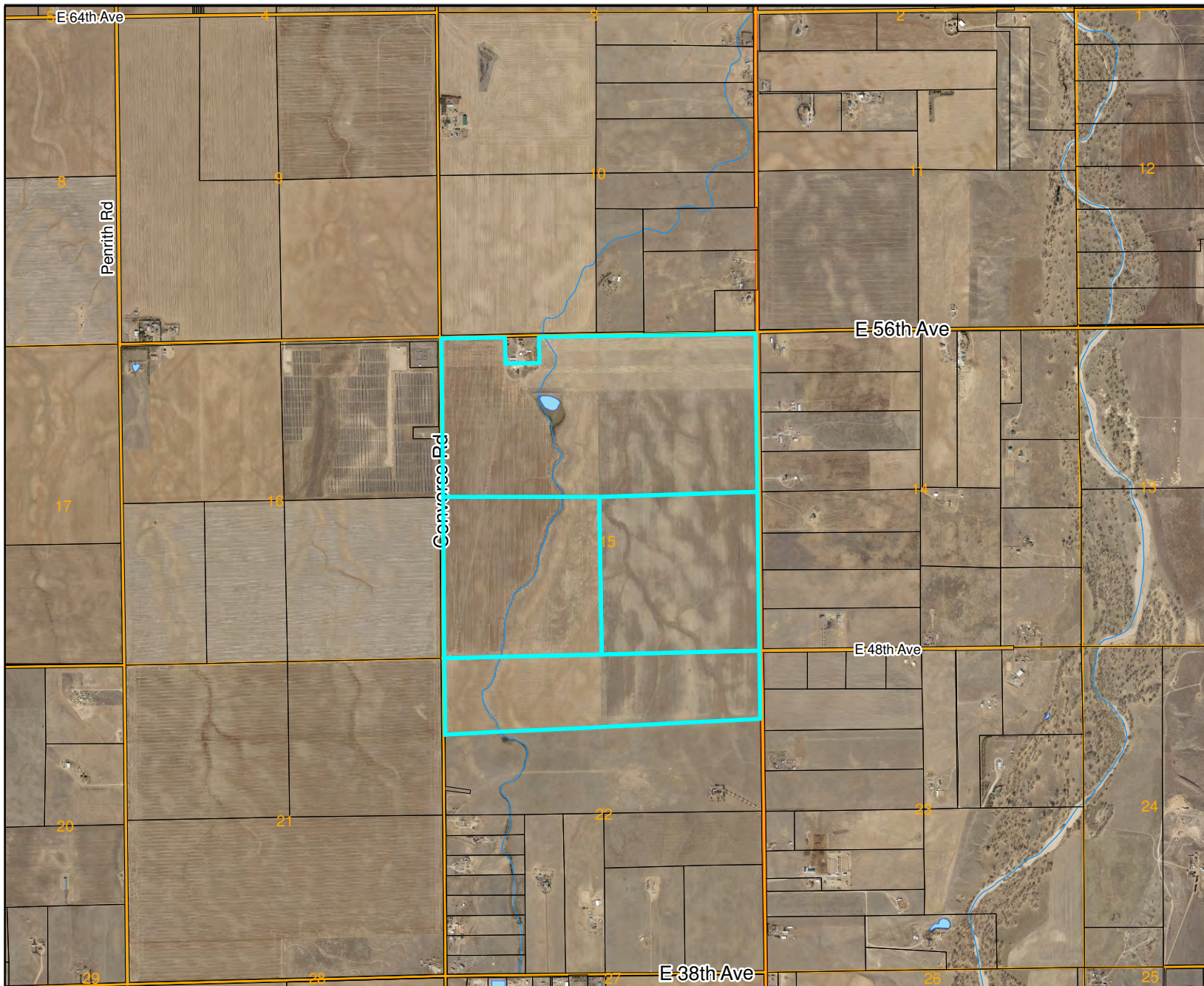
Colorado Department of Natural Resources - Division of Parks & Wildlife
Tri-County Health Department

Responding without Concerns:

Colorado Department of Natural Resources - Division of Water Resources
Colorado Geological Survey
Xcel Energy

Notified but not Responding / Considered a Favorable Response:

Bennett Fire & Rescue
Bennett Parks & Recreation District
Bennett School District 29J
Century Link
Colorado Department of Natural Resources - Division of Mining & Reclamation Safety
Comcast
IREA
US Postal Service
US Environmental Protection Agency



Legend

- +— Railroad
- Major Water
- - - Zoning Line
- ▭ Sections

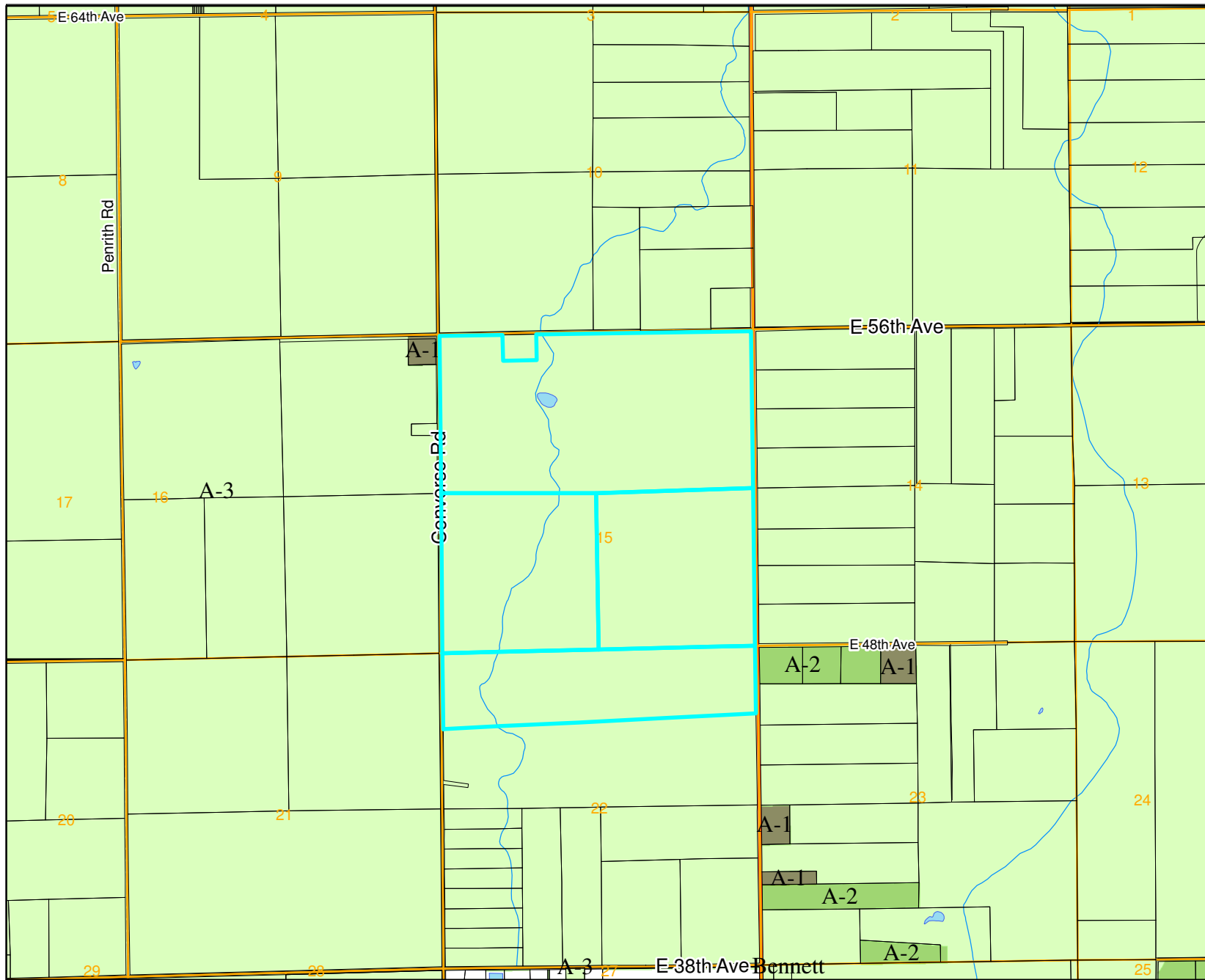
Kiowa-52 Solar
PRC2019-00004

N

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Legend

- Railroad
- Major Water
- Zoning Line
- Sections

Zoning Districts

- A-1
- A-2
- A-3
- R-E
- R-1-A
- R-1-C
- R-2
- R-3
- R-4
- M-H
- C-0
- C-1
- C-2
- C-3
- C-4
- C-5
- I-1
- I-2
- I-3
- CO
- PL
- AV
- DIA
- P-U-D
- P-U-D(P)

Kiowa-52 Solar

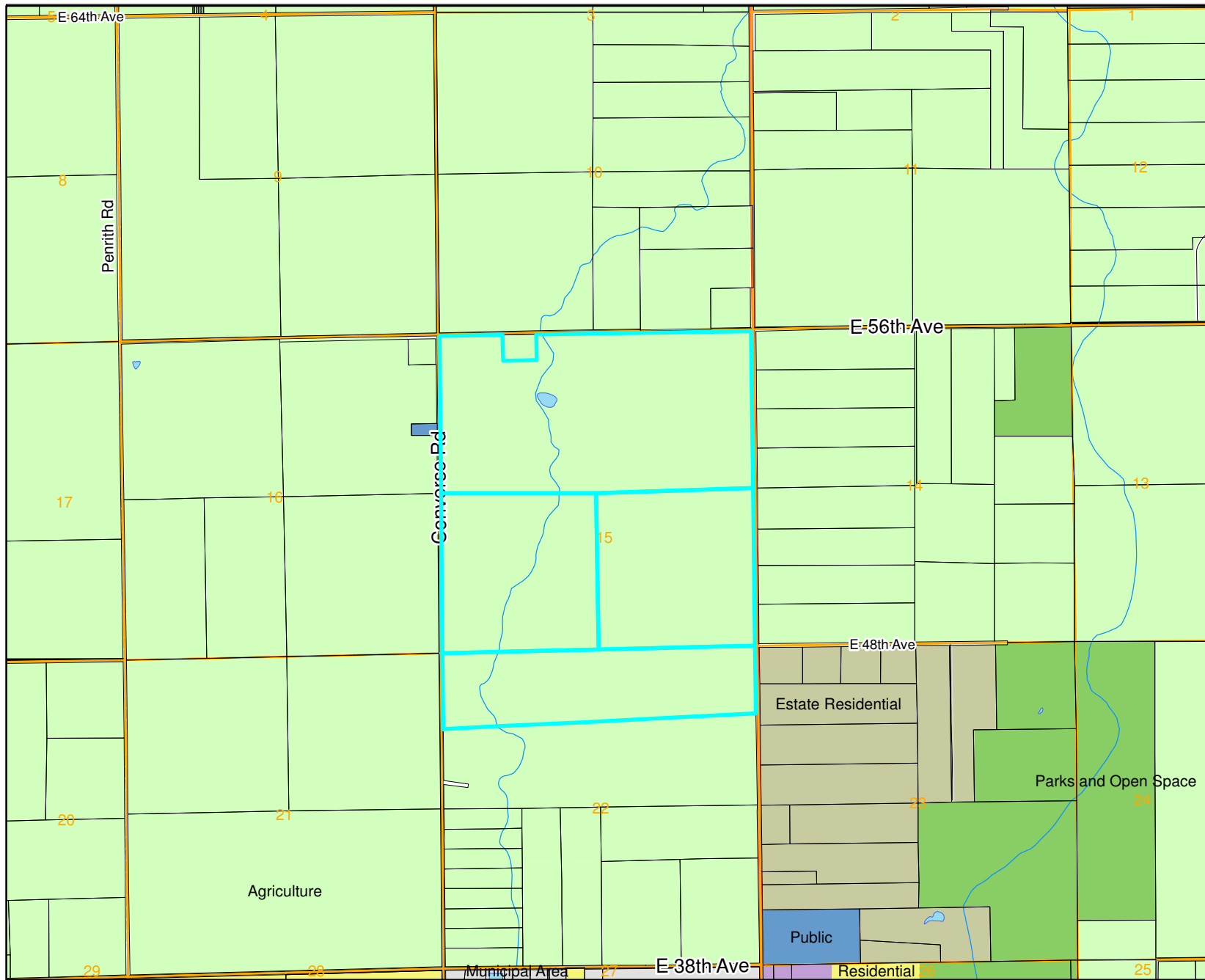
PRC2019-00004



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ADAMS COUNTY
COLORADO
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Legend

- Railroad
- Major Water
- Zoning Line
- Sections

Kiowa-52 Solar
PRC2019-00004



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ADAMS COUNTY
 COLLECTOR

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WRITTEN EXPLANATION OF PROJECT

Project Overview

juwi Inc, a Colorado solar facility development and construction company, is pursuing the design, build, and operation of the Kiowa Solar Project for generating and selling (to an electric utility) solar photovoltaic generated power, coupled potentially with battery storage of energy for optimal use and generation.

Kiowa Solar LLC (the “Company”), a subsidiary of juwi Inc, is seeking a Conditional Use Permit to build the Kiowa Solar Project (the “Project”) on land owned by Dennis and Beth Ann Smialek. The Project would be adjacent to the Intermountain Rural Electric Association (IREA)-owned Victory Substation and the existing Victory Solar Project, and would be located on Parcel Numbers 0181500000246, 0181500000034, 0181500000032, and 0181500000051; they are contiguous parcels of land located south of East 56th Ave, east of North Converse Road, and west of Highway 79 (Kiowa-Bennett Road), in Adams County, CO. Electricity from the project will be interconnected directly to the adjacent electric transmission line along North Converse Road or at the Victory Substation, both owned by IREA.

The economic impact of Kiowa Solar, though not readily quantifiable, will be substantive. Whether in the form of local construction spending, locally-sourced construction labor, or local services contracts, significant monetary expenditures and revenue can be anticipated within Adams County, the Town of Bennett, and surrounding environs.

The Project will utilize approximately 600 acres of land, and will have the capacity to produce approximately 64 Megawatts AC (MWac) of power. The land inside the perimeter fence will be used solely for the purposes of the solar project. An agreement between the electric utility company and the Project will be pursued in the near future, which will provide for a maximum expected facility life of 35 years. A site location map is included with this CUP application as an attachment.

Kiowa Solar was granted a CUP by the Adams County Board of County Commissioners, under Case #RCU2017-00028, on October 17, 2017 with a unanimous vote of approval. Unfortunately, the Company was not able to meet the fourth Condition of Approval, namely the issuance of a building permit from Adams County within one year following the CUP approval date. Construction feasibility, however, is now in sight and as such the Company feels confident in pursuing a CUP for a second time on this exciting opportunity for both the County and the Company.



Vegetation Plan

Kiowa Solar Project

Adams County, Colorado

July 16, 2019



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- B EXAMPLES OF ACCEPTABLE AND NON-ACCEPTABLE VEGETATION
MANAGEMENT

1.0 GENERAL SITE INFORMATION

1.1 *Site Description & Ownership*

The subject site is located between Converse Road, State Highway 79 (Kiowa – Bennett Road), and East 56th Avenue just north of Bennett, Colorado. The site comprises portions of Adams County Parcel #s 181500000246, 181500000034, 181500000032, and 181500000051; all four parcels are owned by Dennis and Beth Ann Smialek and are being aggregated into one single parcel called the Smialek Subdivision as a part of the Kiowa-52 Solar Conditional Use Permit; a licensed professional surveying firm is presently preparing the survey plat, which will be filed with the County shortly. The subject site consists of an approximately 600-acre area of land that is currently under active agriculture.

The Kiowa Solar Project (“Project”) is located in an area that can generally be described as rural agricultural farm land, zoned by Adams County as A-3. The Project site will be bounded on the north by active agricultural land; ~1600’ to the north lies East 56th Avenue. On the west, the site is adjacent to North Converse Road. The site is bounded on the south by agricultural farm land (Parcel #181500000052). Finally, the east side faces – and is separated at a distance of ~250’ – Colorado Highway 79 (aka Kiowa – Bennett Road); this portion will serve as an active agricultural buffer from Highway 79. Additionally, across Converse Road to the northwest lies the Intermountain Rural Electric Association (IREA)-owned Victory Substation and appurtenant high-voltage IREA electric transmission lines.

The area encompassed by the Project slopes generally northerly at a low gradient, transected by two drainages upon which the Project’s arrays will not be built to avoid both slopes and the natural riparian corridors.

1.2 *Historical and Current Site Use*

The site has historically been an undeveloped piece of property utilized exclusively for farming purposes, including during the 2019 agricultural year.

1.3 *Existing Groundcover Conditions*

The existing groundcover at the site consists of a mixture of various crops or bare ground, as well as volunteer grasses and weeds.

2.0 PLANNED VEGETATION MANAGEMENT

2.1 *Site Preparation*

To prepare for civil construction activities and future solar racking installation, the civil subcontractor will cut the existing vegetative cover, if present, at the site within the lease boundary of the Project. This effort will minimize site preparation issues upon start of construction. The subcontractor will then disc the mowed areas and drill seed the site with a custom seed mix for the Project. Any weeds

or involuntary vegetation will get mowed a second or third time, if needed, prior to the solar racking foundation installation to both combat weeds and to ease installation efforts.

Additionally, several areas of the site will require overlot grading to bring the site into the correct tolerances for the solar racking installation. These disturbed areas as well will be drill-seeded and hydromulched after grading activities are complete.

2.2 *Planned Groundcover*

In 2015-2016, our team has worked diligently with both local landowners and seed suppliers in the area to determine the appropriate groundcover for Victory Solar, our neighboring photovoltaic project to the west across Converse Road. Given the positive experience and learning from Victory Solar, Kiowa Solar will utilize a low growth grass seed mix that includes the following species: Blue Grama, Crested Wheatgrass, Sheep Fescue, Perennial Ryegrass, Chewings Fescue, and Canada Bluegrass. Victory Solar chose this mix given its ability to provide fast growth groundcover initially and to ultimately establish a low growth grass cover that will require less frequent maintenance, yet provide the necessary soil stabilization to combat erosion at the site. These qualities, given the same landscape and climatic conditions at Kiowa Solar, will yield a positive end result. The selected seed mix can be found in Appendix A below.

In the northwestern corner of the project surrounding (and including) the Project's Kiowa Substation, an approximately 3.5 acre area will be treated with road base rock to a depth of approximately 10" as a form of both safety and vegetation management.

All planned groundcover planting and management will conform to Section 16 of Chapter 4 of the Adams County Development Standards & Regulations.

2.3 *Enhanced East Side Fencing*

In light of the exposure of the facility to neighboring residences on the east side of Colorado Highway 79, an upgraded fence – as recommended by the Adams County Board of County Commissioners in Kiowa Solar's 2017 Condition Use Permit – on the eastern side will help to provide a visual best practice alternative. Black vinyl-coated chain-link fencing will be employed along the entire east-facing flank as the recommended and selected fence alternative.

2.4 *Maintenance Schedule*

Kiowa Solar LLC ("Company") plans to mow the site approximately 2 to 5 times per year. Given the low and slow growth characteristics of the selected grass species, this maintenance schedule should suffice; depending on weather and moisture conditions, this rate may fluctuate.

Additionally, given the ground-nesting bird season from May through June, the Company will minimize mowing efforts in order to maintain, on average, a grass height of no less than 10 inches to accommodate local environmental considerations. Additionally, the grass will not be mowed unless it interferes with modules during this season or if the Company determines mowing is necessary for other reasons.

Typical maintenance for the area around the perimeter of the site between the solar arrays and the security fence will include mowing at the same rate and minimizing weed growth. Any larger vegetation in this array-free zone will be sprayed and killed or removed as necessary.

2.5 Invasive Plant Species Management

Given the current site conditions, it is assumed that invasive weed species will be an ongoing issue, making it necessary for Kiowa Solar to apply herbicides on an annual basis. Anticipated products to be sprayed at the site, may include, but not limited to, Triplet SF, Vanquish, DuPont™ Throttle® XP herbicide (pre-emergent), arsenal/glyphosate mix (post emergent), and glyphosate/Pin-Dee/2,4-D mix (spot spraying), or equivalent.

2.6 Maintenance Obligations and Future Coordination

The Project's Company shall adhere to the guidelines provided within this Vegetation Plan, and as deemed necessary by the Bennett-Watkins Fire Rescue for the ongoing vegetation management of the Project. Furthermore, and for the duration of the solar arrays' operational lifespan, the Company will work with Bennett-Watkins Fire Rescue to meet current IFC requirements as they relate to site maintenance per Section 605.11.4, as well as evaluate and incorporate any substantive changes put forth by the IFC in future code revisions as they pertain to vegetation management of ground-mounted solar arrays. Refer to Appendix B for photos depicting acceptable and non-acceptable conditions for vegetation maintenance.

Appendix A

Kiowa Solar Anticipated Grass Seed Mix:

25.00% Blue Grama

22.50% Crested Wheatgrass, Ephraim

18.75% Sheep Fescue

15.00% Perennial Ryegrass

11.25% Chewings Fescue

7.50% Canada Bluegrass

Application Rate: Drill seed 15 lbs / acre

Appendix B

Examples of Acceptable and Non-Acceptable Vegetation Management



Photo 1. Acceptable Vegetation



Photo 2. Acceptable Vegetation

Appendix B, cont'd



Photo 3. Non-acceptable vegetation management



Photo 4. Non-acceptable vegetation management



Vegetation Plan

Kiowa Project Substation

Adams County, Colorado

July 16, 2019



1.0	GENERAL SITE INFORMATION	2
1.1	SITE DESCRIPTION & OWNERSHIP	2
1.2	HISTORICAL AND CURRENT SITE USE.....	2
1.3	EXISTING GROUNDCOVER CONDITIONS.....	2
2.0	PLANNED VEGETATION MANAGEMENT	2
2.1	SITE PREPARATION	2
2.2	PLANNED GROUNDCOVER.....	2
2.3	ENHANCED WEST SIDE FENCING	3
2.4	MAINTENANCE SCHEDULE	3
2.5	INVASIVE PLANT SPECIES MANAGEMENT	3
2.6	MAINTENANCE OBLIGATIONS AND FUTURE COORDINATION	3

APPENDIX

A	EXAMPLES OF ACCEPTABLE AND NON-ACCEPTABLE VEGETATION MANAGEMENT
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1.0 GENERAL SITE INFORMATION

1.1 *Site Description & Ownership*

The subject site is located adjacent to Converse Road, ~1500' south of East 56th Avenue, just north of Bennett, Colorado. The site comprises a small portion of the current Adams County Parcel #181500000246, owned by Dennis and Beth Ann Smialek; however this parcel and three contiguous others are being aggregated into one single parcel called the Smialek Subdivision as a part of the Kiowa-52 Solar Conditional Use Permit; a licensed professional surveying firm is presently preparing the survey plat, which will be filed with the County shortly. The subject site consists of an approximately 1/2-acre area of land that is currently under active agriculture.

The Kiowa Substation ("Project Sub") is located in an area that can generally be described as rural agricultural farm land, zoned by Adams County as A-3. The Project Sub site will be bounded on the north by active agricultural land. On the west, the Project Sub will be adjacent to North Converse Road. Last, the Project Sub will be bounded on the south and east sides by road base rock treatment. Additionally, the Project Sub will be subject to Adams County's Type C Bufferyard standards on the north, south, and west sides of the site.

The area encompassed by the Project Sub slopes generally northerly at a low gradient; Kiowa Solar LLC ("Company") will prepare the site to be more or less level.

1.2 *Historical and Current Site Use*

The site has historically been an undeveloped piece of property utilized exclusively for farming purposes, including during the 2019 agricultural year.

1.3 *Existing Groundcover Conditions*

The existing groundcover at the site consists of a mixture of various crops or bare ground, as well as volunteer grasses and weeds.

2.0 PLANNED VEGETATION MANAGEMENT

2.1 *Site Preparation*

To prepare for civil construction activities and future solar racking installation, the civil subcontractor will cut the existing vegetative cover, if necessary, at the site within the lease boundary of the Project Sub. Additionally, the site likely will require overlot grading to bring it into the correct tolerances for solar substation installation and use.

2.2 *Planned Groundcover*

Road base-type rock will be installed to a depth of ~10" for permanent landscape groundcover, for both safety and security of the Project Sub.

Around the north, west, and south sides of the Project Sub, Adams County Community Development Staff has recommended Type C Bufferyard as a landscape treatment as a best practice. The Company will follow the County's Type C Bufferyard regulation, found in Section 16 of Chapter 4 ("Adams County Design Requirements and Performance Standards") of the County's Development Standards & Regulations, in both landscape selection and maintenance. Prior to the Company's building permit application, the Company will provide a professional landscape plan using plantings, coverage, and maintenance recommended and or required by the County in Section 16 of Chapter 4 of said Adams County Development Standards & Regulations.

2.3 *Enhanced West Side Fencing*

To comply with Adams County development standards for substations, the west side fence of the Project Sub – the side facing Converse Road – will be made of a TBD masonry material typical of substation walls in many areas.

2.4 *Maintenance Schedule*

Given the depth of road base, vegetation maintenance on the majority of the Project Sub is anticipated to be minimal. However, the Company will ensure that vegetation mitigation will be addressed on an as-needed basis, likely not needed more frequently than 5 times per year.

The area of the Project Sub to be crafted into a Type C Bufferyard (the north, south, and west sides) will also be maintained as needed, but will be inspected for plant die off each growing season, with replacement of expired plants installed as per County requirements for a Type C Bufferyard as of the approval date of the Kiowa-52 Solar Conditional Use Permit.

2.5 *Invasive Plant Species Management*

Should invasive weed species take root and grow to a level which necessitates mitigation, the Company will apply herbicides on an as-needed basis, not to exceed once per year. Anticipated products to be sprayed at the site, may include, but not limited to, Triplet SF, Vanquish, DuPont™ Throttle® XP herbicide (pre-emergent), arsenal/glyphosate mix (post emergent), and glyphosate/Pin-Dec/2,4-D mix (spot spraying), or equivalent.

2.6 *Maintenance Obligations and Future Coordination*

The Project Sub's Company shall adhere to the guidelines provided within this Vegetation Plan, and as deemed necessary by the Bennett-Watkins Fire Rescue for the ongoing vegetation management of the Project Sub. Furthermore, and for the duration of the solar arrays' operational lifespan, the Company will work with Bennett-Watkins Fire Rescue to meet current IFC requirements as they relate to site maintenance per Section 605.11.4, as well as evaluate and incorporate any substantive changes put forth by the IFC in future code revisions as they pertain to vegetation management of ground-mounted solar arrays. Refer to Appendix A for photos depicting acceptable and non-acceptable conditions for vegetation maintenance.

Appendix A

Examples of Acceptable and Non-Acceptable Vegetation Management



Photo 1. Acceptable Vegetation



Photo 2. Non-acceptable vegetation management

T:\CO427 - IREA OF - KiowaENGINEERING\Drawings\AutoCAD Proposal Drawings\Site Civil\Solar_Civil\01 - CO427_Civil_Plan_Sp1_190715.dwg



PROPERTY INFORMATION

OWNER: DENNIS AND BETH ANN SMIALEK
DESCRIPTION: SECTION 15 AND NORTH ½ OF THE NORTH ½ OF SECTION 22, T3S, R63W, 6TH P.M.
PARCEL NO.: CURRENTLY 0181500000246, 0181500000032, 0181500000034, 0181500000051; TBD UPON FILING OF SMIALEK SUBDIVISION PLAT
PARCEL ACREAGE: 798 ACRES
PROJECT ACREAGE: 600 ACRES

APPLICANT INFORMATION

NAME: KIOWA SOLAR LLC
ADDRESS: 1710 28TH STREET, SUITE 1068 BOULDER, CO 80301
PHONE NO.: (303) 440-7430
CONTACT: DAVE KIMMETT, PROJECT PLANNER

PROJECT PHASING

PERMITTING: AUGUST 2019 – NOVEMBER 2019
APPROXIMATE CONSTRUCTION SCHEDULE:
A. CONSTRUCTION: AUGUST 2020 – DECEMBER 2021
B. START OF CONSTRUCTION: AUGUST 2020
C. GRADING, FENCE, ROADS & STAGING AREAS: AUGUST 2020 – DEC. 2020
D. SOLAR RACKING FOUNDATIONS: JANUARY 2021 – MAY 2021
E. SOLAR RACKING INSTALLATION: FEBRUARY 2021 – JULY 2021
F. ELECTRICAL EQUIPMENT AND CABLE: MARCH 2021 – DECEMBER 2021
G. INTERCONNECTION: MARCH 2021 – DECEMBER 2021
H. SITE RESTORATION: SUMMER 2021 & SPRING 2022

SETBACKS

PROPERTY IS ZONED AGRICULTURE – 3, WITH THE FOLLOWING MINIMUM SETBACKS:
FRONT (SECTION LINE ARTERIAL): 120 FEET FROM SECTION LINE
SIDE: 10 FEET
REAR: 20 FEET

THE PROJECT MEETS ALL MINIMUM SETBACKS, REFER TO DIMENSIONS ON THE SITE PLAN REFERRING IMPROVEMENTS TO ALL ADJACENT PROPERTY LINES AND RIGHTS-OF-WAY.

RIGHT-OF-WAY DEDICATION

KIOWA SOLAR LLC WILL DEDICATE AN ADDITIONAL 10 FEET FOR CONVERSE ROAD, AN ADDITIONAL 40 FEET FOR HIGHWAY 79, AND 30 FEET FROM THE CENTERLINE OF EAST 56TH AVENUE.

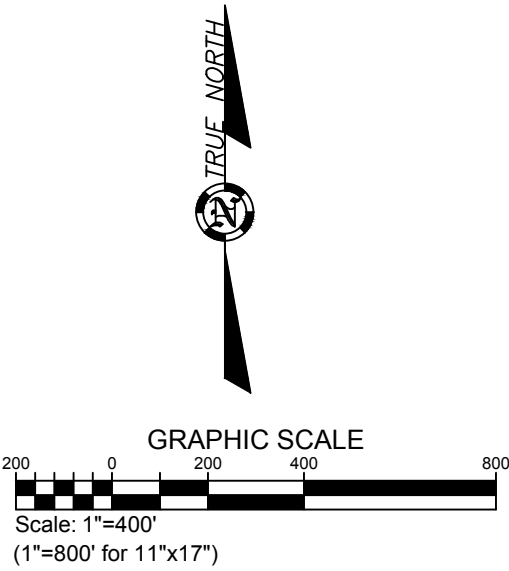
GENERAL NOTES

1. SITE SIGNAGE – A PROJECT SIGN WILL BE INSTALLED AT THE EACH SITE ENTRANCE GATE. ADDITIONALLY, SAFETY SIGNAGE WILL BE INSTALLED ON THE SECURITY FENCE EVERY 200'. REFER TO SHEET SP3 FOR SIGN DETAILS.
2. SECURITY FENCE – THE PROJECT WILL BE SURROUNDED BY A 6' TALL CHAIN LINK FENCE WITH AN ADDITIONAL 1' (TWO STRAND) WILDLIFE FRIENDLY HIGH-VISIBILITY WIRE, AND THE EASTERN SECTION SECURITY FENCE (FACING COLORADO HIGHWAY 79/KIOWA-BENNETT ROAD) WILL BE ENHANCED TO BLACK VINYL COATED CHAIN LINK FENCING. REFER TO SHEET SP3 FOR FENCE DETAIL.
3. TRAFFIC MANAGEMENT/FLOW – CONSTRUCTION TRAFFIC WILL ALL COME FROM INTERSTATE 70. THE PREFERRED ROUTE IS NORTH ON HIGHWAY 79 AND WEST ON E. 56TH AVENUE.
4. LIGHTING – SHIELDED LIGHTING FIXTURES WILL BE INSTALLED AT EACH SITE ENTRANCE GATE, THE O&M SHED AND AT EACH POWER STATION LOCATION. THE LIGHT FIXTURE AT THE SITE ENTRANCES WILL BE A MOTION ACTIVATED FLOODLIGHT COMPOSED OF TWO 150W INCANDESCENT FLOODLIGHT BULBS. THE LIGHT FIXTURES AT THE O&M SHED AND POWER STATIONS WILL BE A SWITCH ACTIVATED FLOODLIGHT COMPOSED OF TWO 100W INCANDESCENT FLOODLIGHT BULBS. THERE WILL NOT BE ANY LIGHTING LEFT ON DURING NORMAL OPERATIONS.
5. FOR ELEVATION PLAN SEE SHEET SP2.1 AND SP2.2.
6. FOR SIGN AND FENCE DETAILS SEE SHEET SP3.

LEGEND

- SECTION LINE
- APPROXIMATE PARCEL LINE
- EXISTING FENCE LINE
- TRACKING ARRAY
- EXISTING 1' CONTOURS (OBTAINED FROM DRCOG GIS DATA)
- PROPOSED GRAVEL SITE ACCESS DRIVE
- PROPOSED CONSTRUCTION STAGING AREA/ TEMPORARY PARKING
- PROPOSED SECURITY FENCE
- PROJECT LIMITS
- APPROXIMATE PARCEL LINE DIMENSION

IMPERVIOUS AREAS		
DESCRIPTION	QUANTITY	AREA
O&M SHED (24' x 40')	1	960 S.F.
POWER STATIONS (12' x 32')	19	7,296 S.F.
TOTAL		8,256 S.F.



Revisions	
Rev	Drawn / Date
1	10/17/19

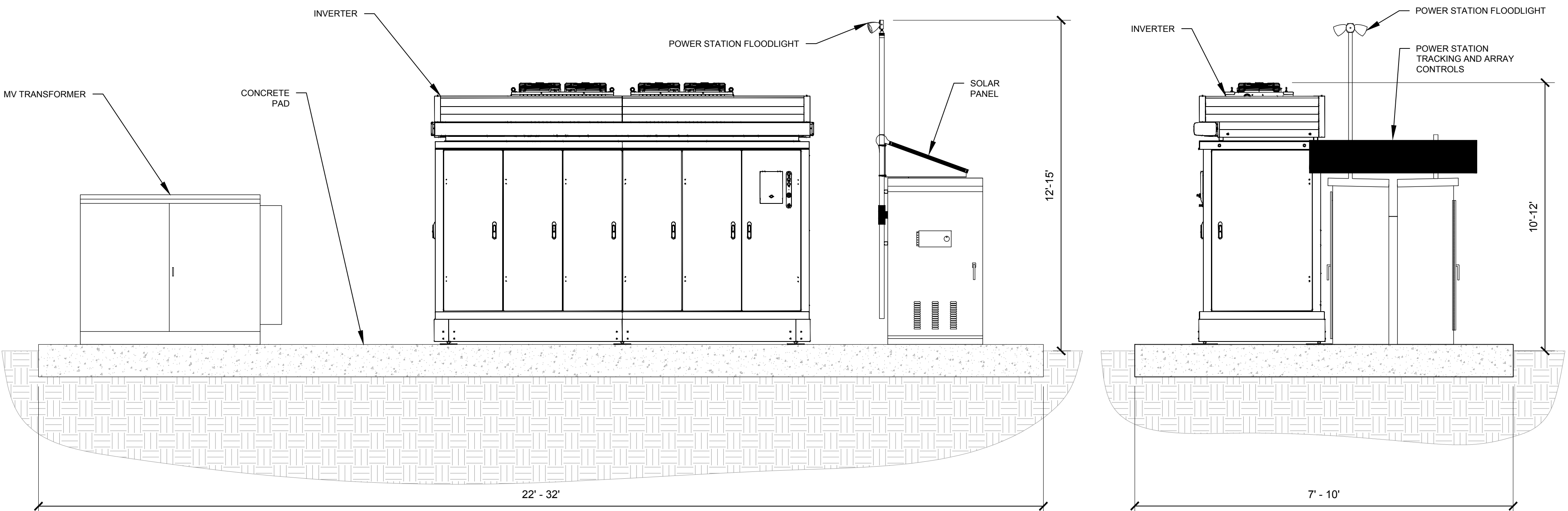
Kiowa - 52 Solar Project
Kiowa Solar Facility, Adams County, Colorado

FOR INFORMATION ONLY

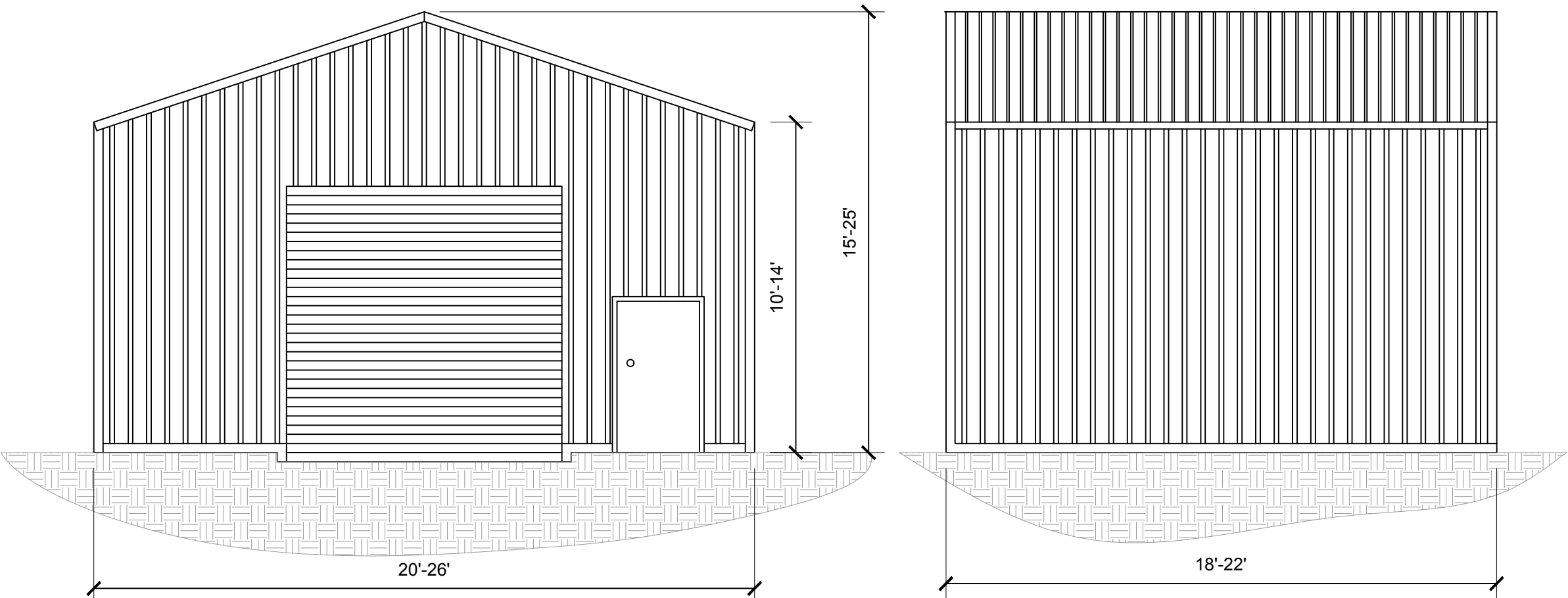
PROPRIETARY AND CONFIDENTIAL
ISSUED BY: KIOWA SOLAR LLC
JOB #: CO427
SCALE: 1:400 (22"x34")
DWG #

SP1

DWG TITLE: Site Plan



1 POWER STATION-FRONT AND SIDE ELEVATIONS
SP2.1 SCALE: NTS



2 O&M/STORAGE SHED-FRONT AND SIDE ELEVATIONS
SP2.1 SCALE: NTS

FOR
INFORMATION
ONLY

PROPRIETARY AND CONFIDENTIAL
ISSUED BY: KIOWA SOLAR, LLC
JOB #: C0427
SCALE: NTS
DWG #:

SP2.1

DWG TITLE:

Site Plan Elevations

Rev	Drawn	Checked	Reviewed	Approved	Revisions
A	10/09/2019				

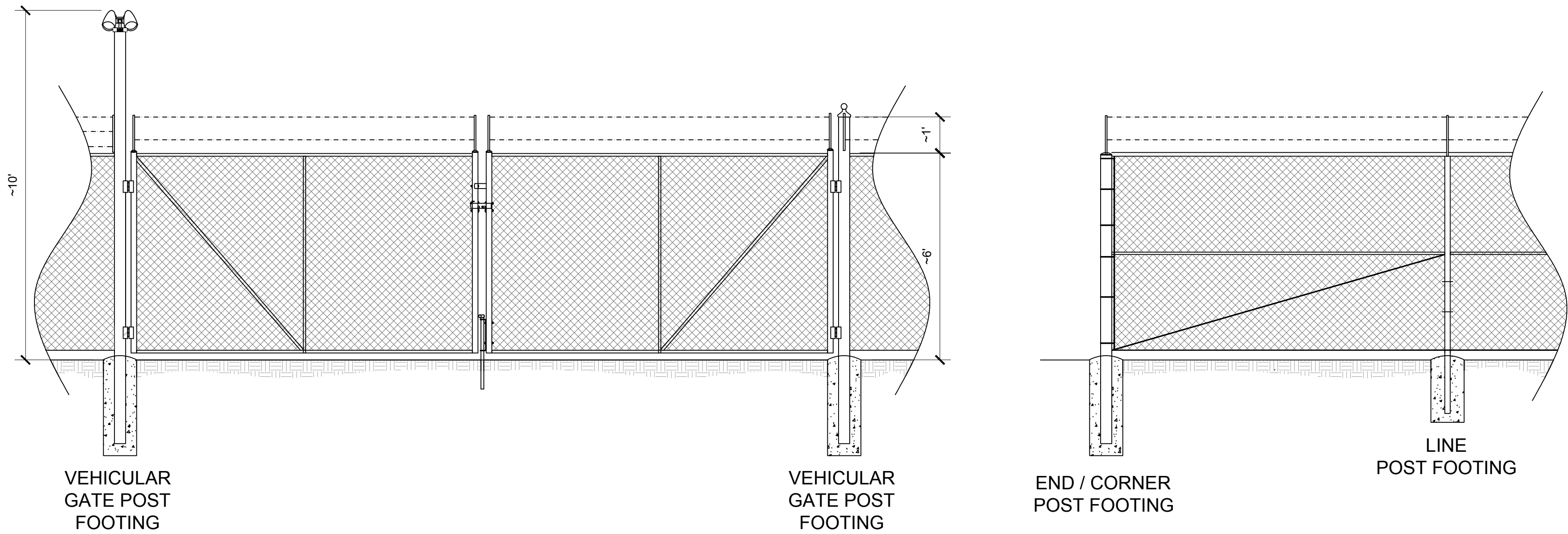
Kiowa- 52 Solar Project
Kiowa Solar Facility, Adams County, Colorado



FOR
INFORMATION
ONLY

SP2.2

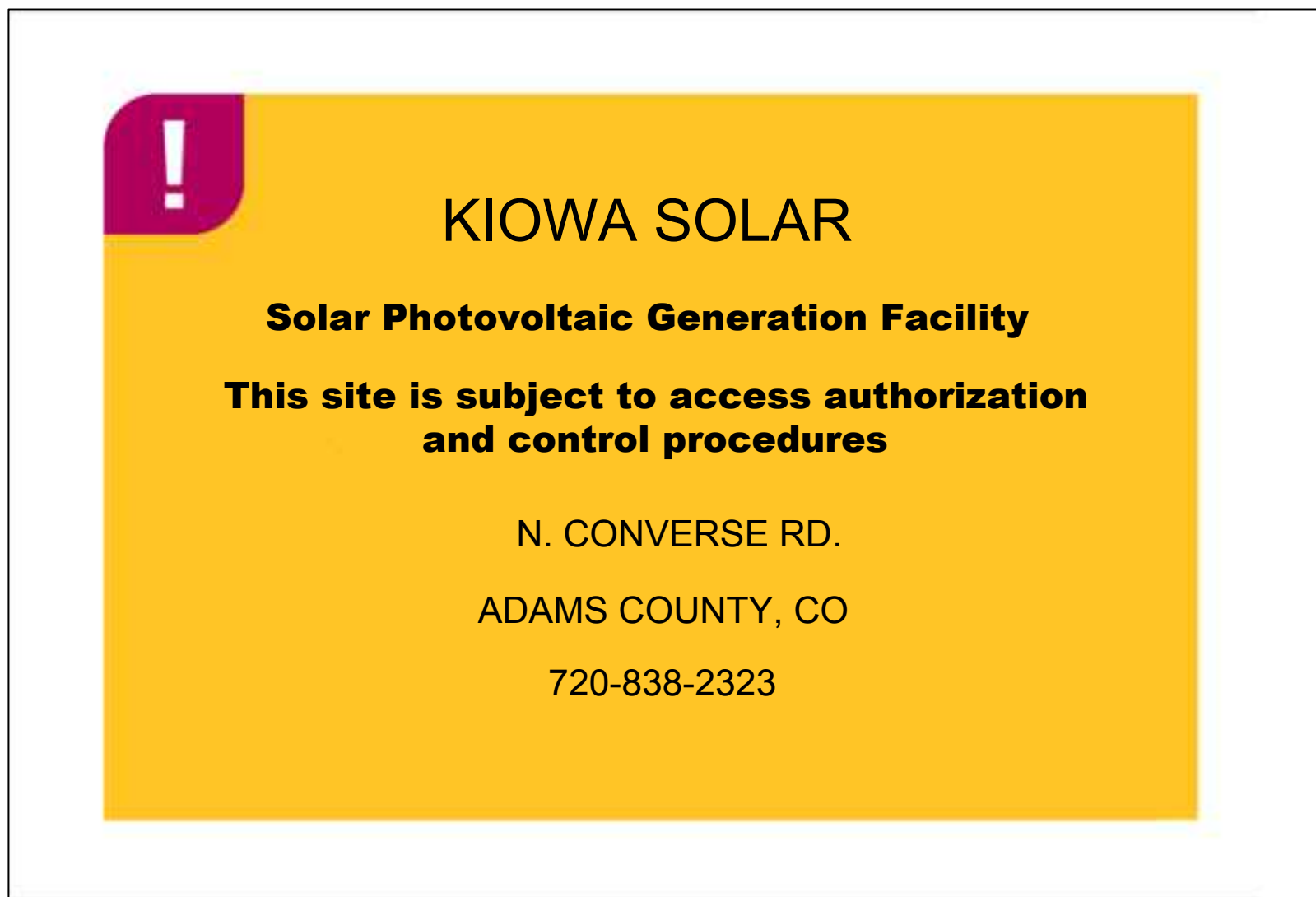
Site Plan Elevations



1 GATE & TYPICAL FENCE DETAILS

SP3 SCALE: NTS

- NOTES:
1. FENCE WILL BE GALVANIZED CHAIN LINK WITH 2" MESH, 9 GAUGE.
 2. TOP TWO WIRES WILL BE HIGH VISIBILITY FOR WILDLIFE CONSIDERATIONS PER RECOMMENDATIONS OF COLORADO PARKS AND WILDLIFE
 3. EAST SIDE FENCE WILL BE BLACK VINYL-COATED CHAIN LINK WITH 2" MESH, 9 GAUGE



SITE ENTRANCE SIGN
(INSTALLED AT EACH ENTRANCE GATE)



FENCE SAFETY SIGNS
(INSTALLED ON FENCE EVERY 200 FEET)

2 SITE SIGNAGE

SP3 SCALE: NTS

Rev	Drawn	Checked	Reviewed	Approved	Revisions
A	10/28/27/15/19				

Kiowa - 52 Solar Project
Kiowa Solar Facility, Adams County, Colorado

FOR
INFORMATION
ONLY

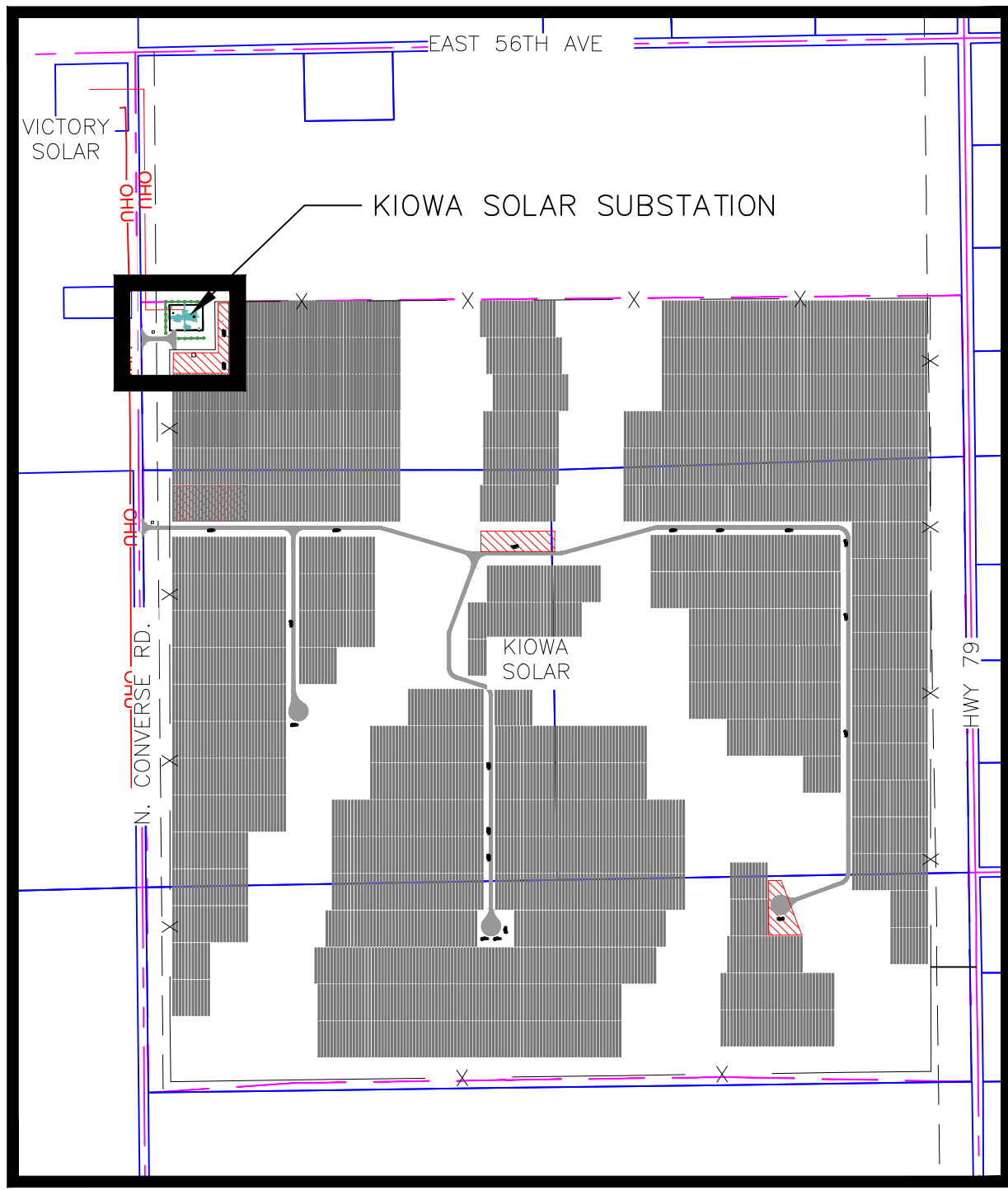
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ISSUED BY: KIOWA SOLAR, LLC
JOB #: C0427
SCALE: NTS
DWG #:

SP3

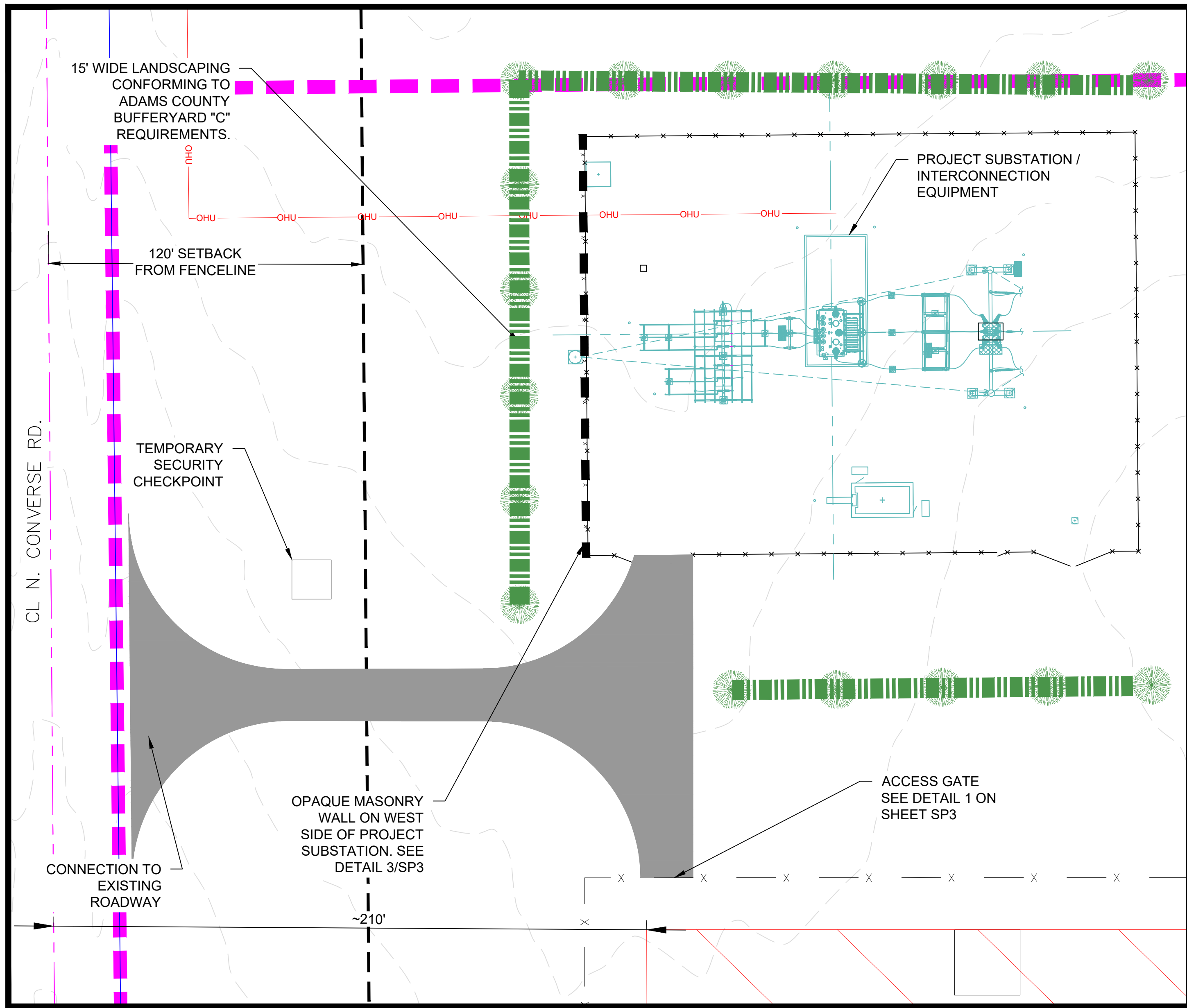
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Site Plan Details

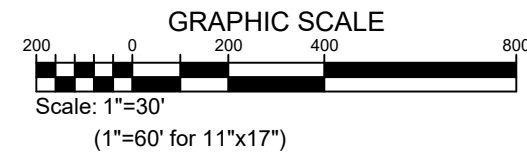
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1
SP1
KEY MAP
SCALE: 1"=1000'



1
SP1
SITE SUBSTATION PLAN
SCALE: 1"=30'



IMPERVIOUS AREAS		
DESCRIPTION	QUANTITY	AREA
CONTROL BUILDING (13' x 24')	1	312 S.F.
MISC CONCRETE FOUNDATIONS	VARIES	1,680 S.F.
TOTAL		1,992 S.F.

PROPERTY INFORMATION

OWNER: DENNIS AND BETH ANN SMIALEK
DESCRIPTION: SECTION 15 AND NORTH 1/2 OF THE NORTH 1/2 OF SECTION 22, T3S, R63W, 6TH P.M.
PARCEL NO.: CURRENTLY 0181500000246, 0181500000032, 0181500000034, 0181500000051, TBD UPON FILING OF SMIALEK SUBDIVISION PLAT
PARCEL ACREAGE: 798 ACRES
PROJECT ACREAGE: 1.25 ACRES
APPLICANT INFORMATION
NAME: KIOWA SOLAR LLC
ADDRESS: 1710 29TH STREET, SUITE 1068
BOULDER, CO 80301
(303) 440-7430
PHONE NO.: DAVE KIMMETT, PROJECT PLANNER
CONTACT:

PROJECT PHASING

PERMITTING: AUGUST 2019 - NOVEMBER 2019
APPROXIMATE CONSTRUCTION SCHEDULE:
A. CONSTRUCTION: AUGUST 2020 - DECEMBER 2021
B. START OF CONSTRUCTION: AUGUST 2020
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E. SOLAR RACKING INSTALLATION: FEBRUARY 2021 - JULY 2021
F. ELECTRICAL EQUIPMENT AND CABLE: MARCH 2021 - DECEMBER 2021
G. INTERCONNECTION: MARCH 2021 - DECEMBER 2021
H. SITE RESTORATION: SUMMER 2021 & SPRING 2022

SETBACKS

PROPERTY IS ZONED AGRICULTURE - 3, WITH THE FOLLOWING MINIMUM SETBACKS:
FRONT (SECTION LINE ARTERIAL): 120 FEET FROM SECTION LINE
SIDE: 10 FEET
REAR: 20 FEET

THE PROJECT MEETS ALL MINIMUM SETBACKS, REFER TO DIMENSIONS ON THE SITE PLAN REFERRING IMPROVEMENTS TO ALL ADJACENT PROPERTY LINES AND RIGHTS-OF-WAY.

RIGHT-OF-WAY DEDICATION

KIOWA SOLAR LLC WILL DEDICATE AN ADDITIONAL 10 FEET FOR CONVERSE ROAD, AN ADDITIONAL 40 FEET FOR HIGHWAY 79, AND 30 FEET FROM THE CENTERLINE OF EAST 56TH AVENUE.

GENERAL NOTES

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- LIGHTING - SHIELDED LIGHTING FIXTURES WILL BE INSTALLED AT EACH SITE ENTRANCE GATE, THE O&M SHED AND AT EACH POWER STATION LOCATION. THE LIGHT FIXTURE AT THE SITE ENTRANCES WILL BE A MOTION ACTIVATED FLOODLIGHT COMPOSED OF TWO 150W INCANDESCENT FLOODLIGHT BULBS. THE LIGHT FIXTURES AT THE O&M SHED AND POWER STATIONS WILL BE A SWITCH ACTIVATED FLOODLIGHT COMPOSED OF TWO 100W INCANDESCENT FLOODLIGHT BULBS. THERE WILL NOT BE ANY LIGHTING LEFT ON DURING NORMAL OPERATIONS.
- FOR ELEVATION PLAN SEE SHEET SP2.1 AND SP2.2.
- FOR SIGN AND FENCE DETAILS SEE SHEET SP3.

LEGEND

- SECTION LINE
- APPROXIMATE PARCEL LINE
- EXISTING FENCE LINE
- TRACKING ARRAY
- EXISTING 1' CONTOURS (OBTAINED FROM DRCOG GIS DATA)
- PROPOSED GRAVEL SITE ACCESS DRIVE
- PROPOSED CONSTRUCTION STAGING AREA/ TEMPORARY PARKING
- PROPOSED SECURITY FENCE
- PROJECT LIMITS
- LANDSCAPE BUFFERYARD TYPE "C"
- MASONRY OPAQUE WALL
- APPROXIMATE PARCEL LINE DIMENSION
- TREE SPACED @ (2) EVERY 80'. TREE TYPE TBD.

FOR
INFORMATION
ONLY

PROPRIETARY AND CONFIDENTIAL
ISSUED BY: KIOWA SOLAR LLC
JOB #: C0427
SCALE: NTS
DWG #:

SP1

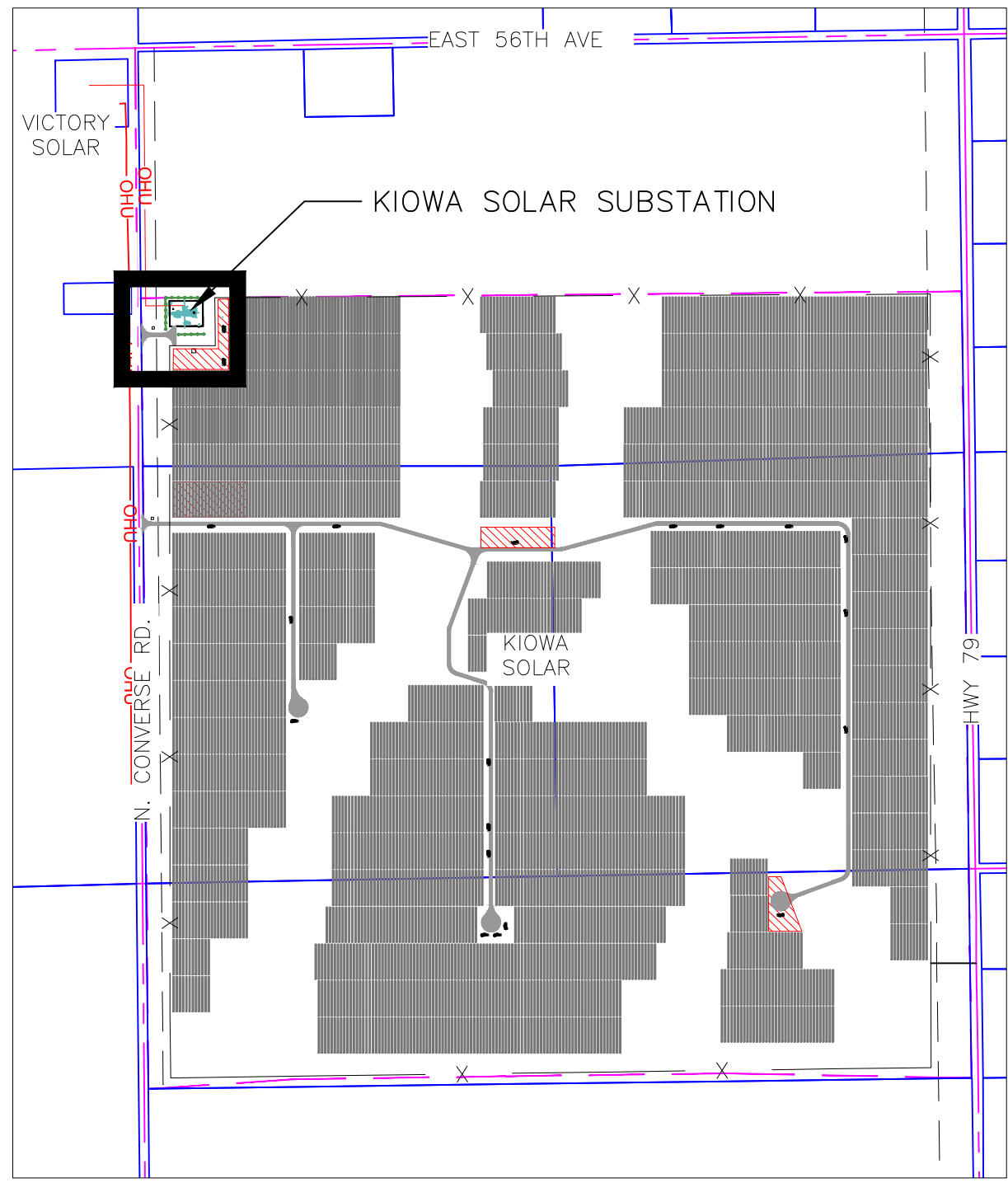
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Site Substation
Plan

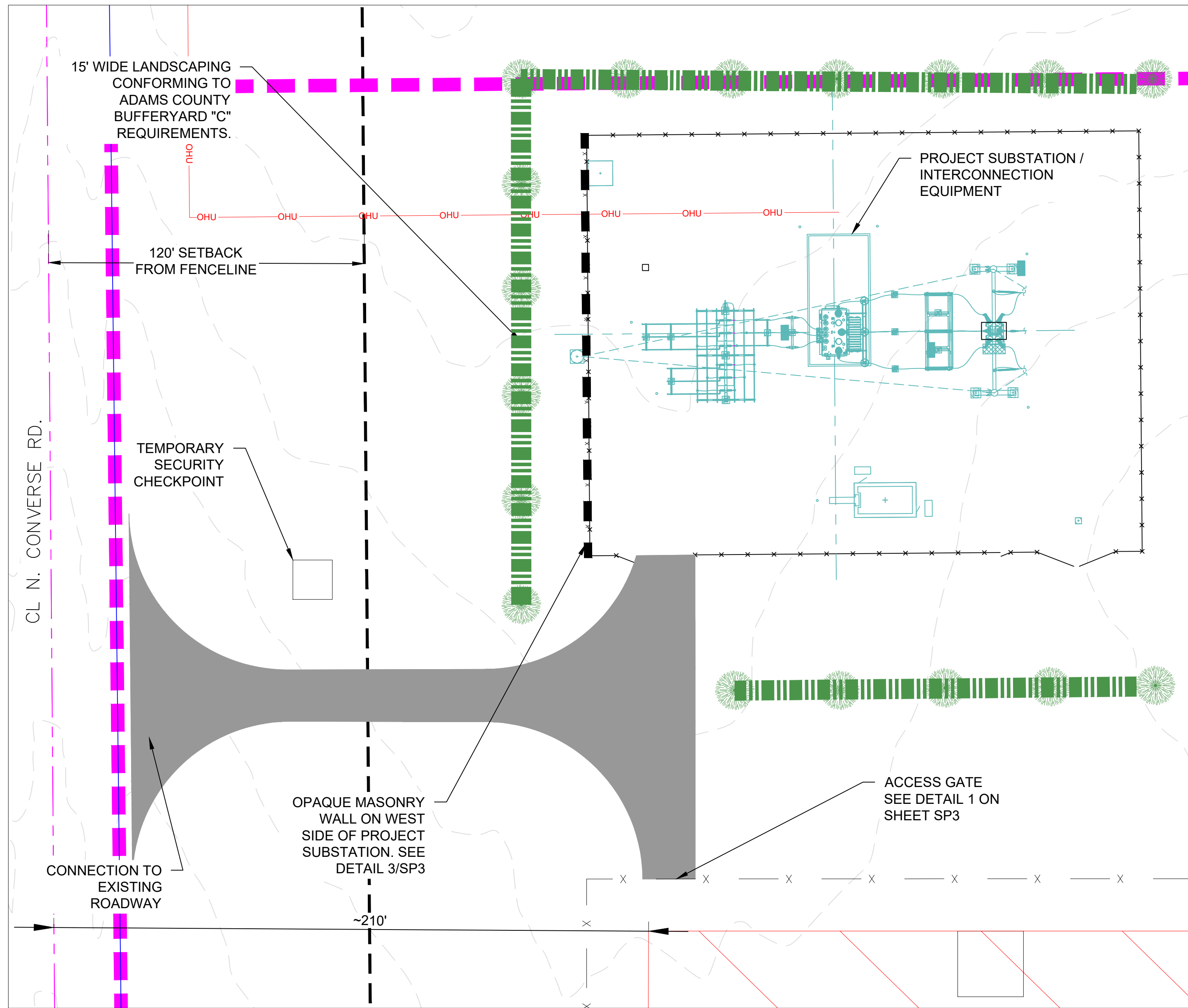
Kiowa - 52 Solar Project
Project Substation
Adams County, Colorado

Rev	Drawn	Checked	Reviewed	Approved	Revisions
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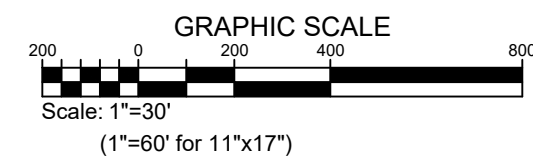
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1
SP1
KEY MAP
SCALE: 1"=1000'



1
SP1
SITE SUBSTATION PLAN
SCALE: 1"=30'



IMPERVIOUS AREAS		
DESCRIPTION	QUANTITY	AREA
CONTROL BUILDING (13' x 24')	1	312 S.F.
MISC CONCRETE FOUNDATIONS	VARIES	1,680 S.F.
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PARCEL ACREAGE: 798 ACRES
PROJECT ACREAGE: 1.25 ACRES
APPLICANT INFORMATION
NAME: KIOWA SOLAR LLC
ADDRESS: 1710 29TH STREET, SUITE 1068
BOULDER, CO 80301
(303) 440-7430
PHONE NO.: DAVE KIMMETT, PROJECT PLANNER
CONTACT:

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G. INTERCONNECTION: MARCH 2021 - DECEMBER 2021
H. SITE RESTORATION: SUMMER 2021 & SPRING 2022

SETBACKS

PROPERTY IS ZONED AGRICULTURE - 3, WITH THE FOLLOWING MINIMUM SETBACKS:
FRONT (SECTION LINE ARTERIAL): 120 FEET FROM SECTION LINE
SIDE: 10 FEET
REAR: 20 FEET

THE PROJECT MEETS ALL MINIMUM SETBACKS, REFER TO DIMENSIONS ON THE SITE PLAN REFERRING IMPROVEMENTS TO ALL ADJACENT PROPERTY LINES AND RIGHTS-OF-WAY.

RIGHT-OF-WAY DEDICATION

KIOWA SOLAR LLC WILL DEDICATE AN ADDITIONAL 10 FEET FOR CONVERSE ROAD, AN ADDITIONAL 40 FEET FOR HIGHWAY 79, AND 30 FEET FROM THE CENTERLINE OF EAST 56TH AVENUE.

GENERAL NOTES

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- SECURITY FENCE - THE PROJECT WILL BE SURROUNDED BY A 6' TALL CHAIN LINK FENCE WITH AN ADDITIONAL 1' (TWO STRAND) WILDLIFE FRIENDLY HIGH-VISIBILITY WIRE, AND THE EASTERN SECTION SECURITY FENCE (FACING COLORADO HIGHWAY 79/KIOWA-BENNETT ROAD) WILL BE ENHANCED TO BLACK VINYL COATED CHAIN LINK FENCING. REFER TO SHEET SP3 FOR FENCE DETAIL.
- TRAFFIC MANAGEMENT/FLOW - CONSTRUCTION TRAFFIC WILL ALL COME FROM INTERSTATE 70. THE PREFERRED ROUTE IS NORTH ON HIGHWAY 79 AND WEST ON E. 56TH AVENUE.
- LIGHTING - SHIELDED LIGHTING FIXTURES WILL BE INSTALLED AT EACH SITE ENTRANCE GATE, THE O&M SHED AND AT EACH POWER STATION LOCATION. THE LIGHT FIXTURE AT THE SITE ENTRANCES WILL BE A MOTION ACTIVATED FLOODLIGHT COMPOSED OF TWO 150W INCANDESCENT FLOODLIGHT BULBS. THE LIGHT FIXTURES AT THE O&M SHED AND POWER STATIONS WILL BE A SWITCH ACTIVATED FLOODLIGHT COMPOSED OF TWO 100W INCANDESCENT FLOODLIGHT BULBS. THERE WILL NOT BE ANY LIGHTING LEFT ON DURING NORMAL OPERATIONS.
- FOR ELEVATION PLAN SEE SHEET SP2.1 AND SP2.2.
- FOR SIGN AND FENCE DETAILS SEE SHEET SP3.

LEGEND

- SECTION LINE
- APPROXIMATE PARCEL LINE
- EXISTING FENCE LINE
- TRACKING ARRAY
- EXISTING 1' CONTOURS (OBTAINED FROM DRCOG GIS DATA)
- PROPOSED GRAVEL SITE ACCESS DRIVE
- PROPOSED CONSTRUCTION STAGING AREA/ TEMPORARY PARKING
- PROPOSED SECURITY FENCE
- PROJECT LIMITS
- LANDSCAPE BUFFERYARD TYPE "C"
- MASONRY OPAQUE WALL
- APPROXIMATE PARCEL LINE DIMENSION (~XX')
- TREE SPACED @ (2) EVERY 80'. TREE TYPE TBD.

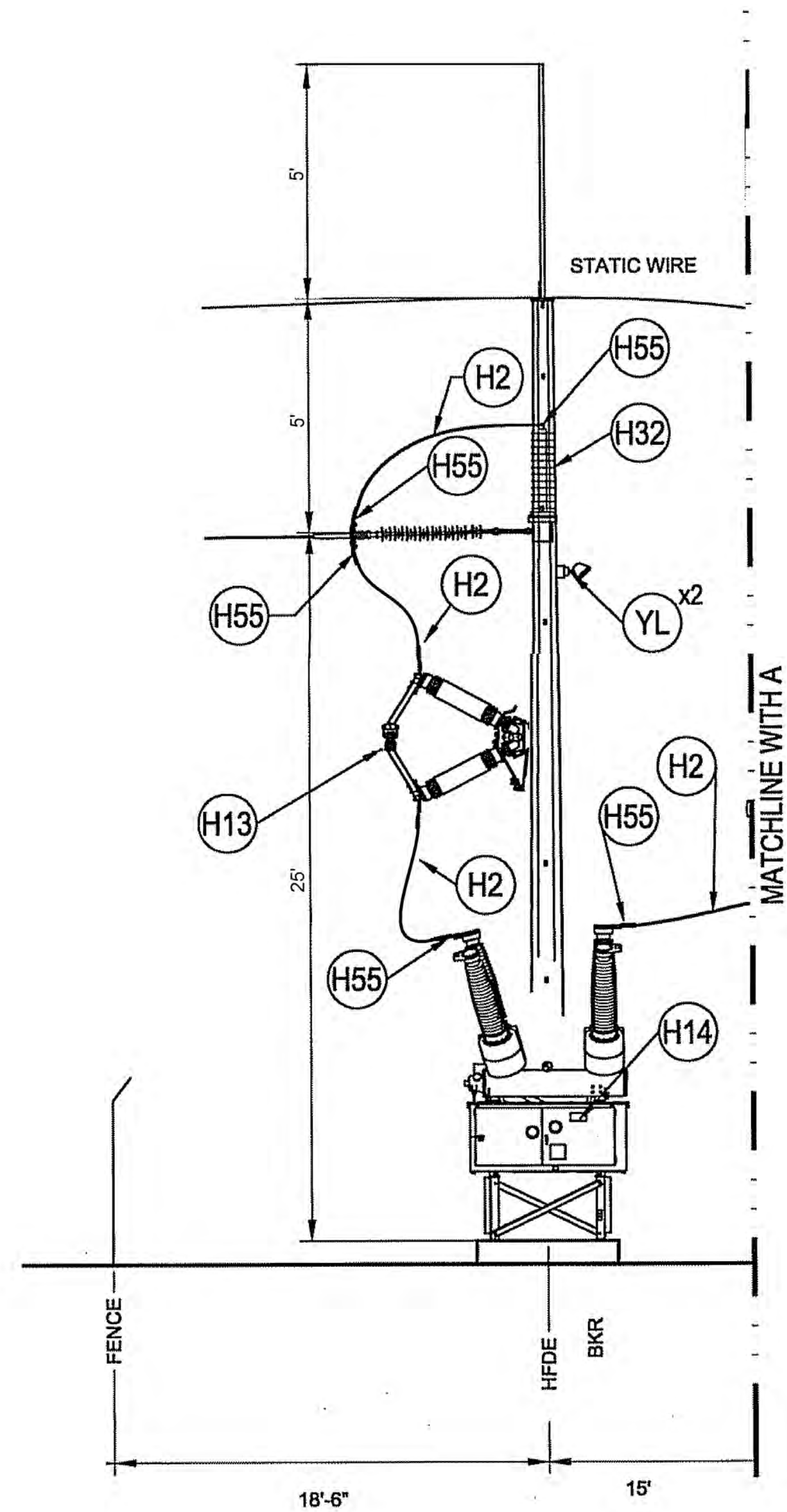
FOR
INFORMATION
ONLY

PROPRIETARY AND CONFIDENTIAL
ISSUED BY: KIOWA SOLAR LLC
JOB #: C0427
SCALE: NTS
DWG #:

SP1

DWG TITLE:
Site Substation
Plan

Revisions
Rev
Drawn
Checked
Reviewed
Approved
Kiowa - 52 Solar Project
Project Substation
Adams County, Colorado



1 115kV SECTION
SP2-1 SCALE: NTS

[illegible]

Kiowa - 52 Solar Project
Project Substation
Adams County, Colorado

FOR
INFORMATION
ONLY

PROPRIETARY AND CONFIDENTIAL	
ISSUED BY: KIOWA SOLAR LLC	
JOB #:	CO427
SCALE:	NTS
DWG #:	

SP2-1

DING TITLE:

115kV SECTION

Floor plan of a control room showing equipment layout and dimensions. The room is 12' - 1 1/2" wide and 10' - 2 3/4" deep. The layout includes:

- Service Disconnect Switch Fused @ 200 AMPS NEMA 3-R**: Located on the right wall, 8' - 4 1/4" from the right wall.
- Manual Transfer Switch 225 AMP NEMA 3-R**: Located in the center of the room, 6" from the service disconnect switch.
- Alternate Service Disconnect Switch Fused @ 200 AMPS NEMA 3-R**: Located on the left wall, 5' - 0" from the manual transfer switch.
- Control Console**: Located on the left wall, 10' - 2 3/4" from the left wall.
- Door**: Located on the right wall, 12' - 1 1/2" from the left wall.

Dimensions:

- Room Width: 12' - 1 1/2"
- Room Depth: 10' - 2 3/4"
- Distance from Left Wall to Manual Transfer Switch: 5' - 0"
- Distance from Manual Transfer Switch to Service Disconnect Switch: 6"
- Distance from Service Disconnect Switch to Right Wall: 8' - 4 1/4"

FOR
INFORMATION
ONLY

SP2-2

CONTROL BUILDING
SECTION

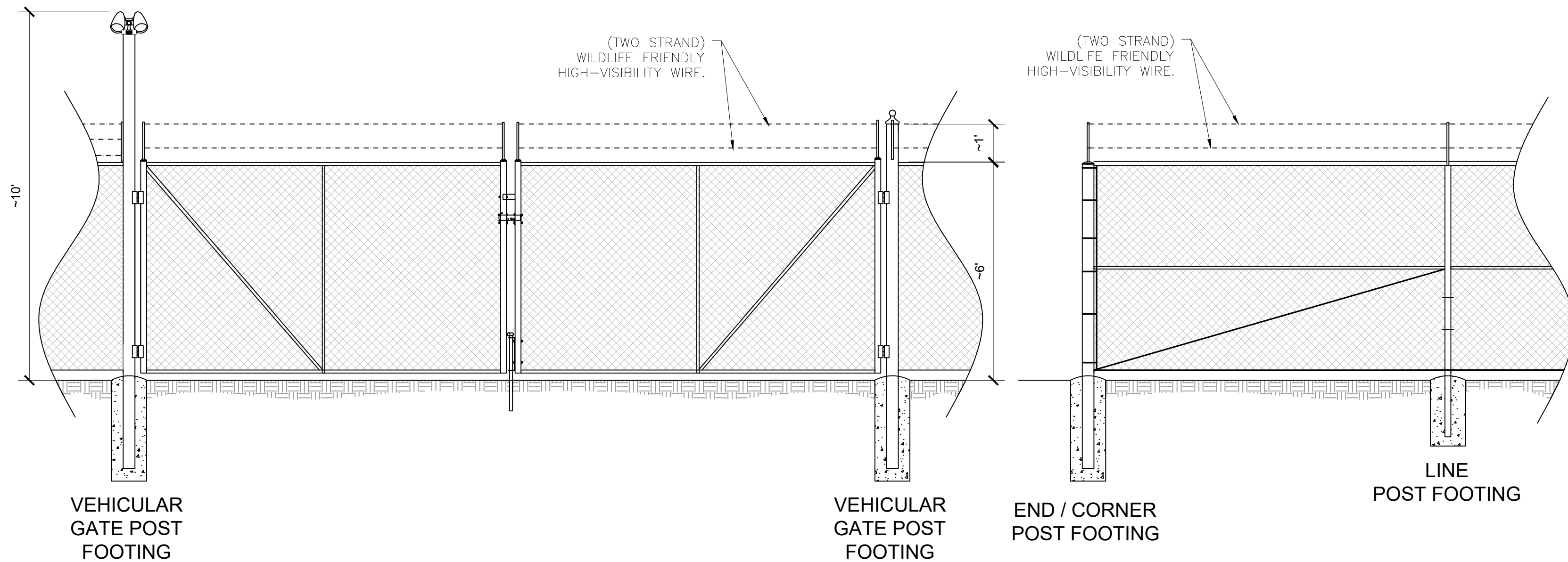
Rev	Drawn	Checked	Reviewed	Approved	Revisions
A	BDA 07/16/19				ISSUE FOR CUP APPROVAL

Kiowa - 52 Solar Project

Project Substation

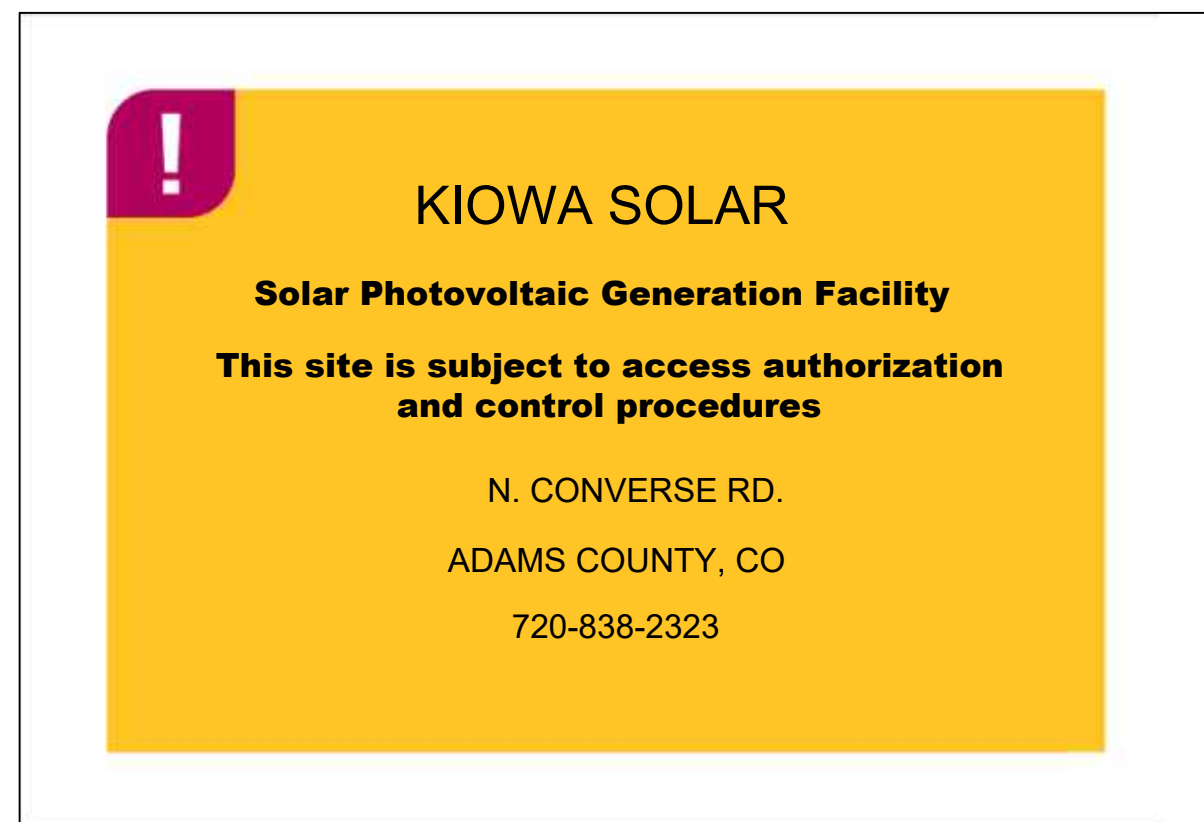
Adams County, Colorado

T:\C0027 - KSWA\ENGINEERING\Drawings\SP3\AutoCAD\Proposed Drawings\02 Civil\Substation Plan Details\SP3 Fence Details\Sp3gate 100116.dwg



1 GATE & TYPICAL FENCE DETAILS FOR NORTH, EAST, AND SOUTH SIDES
SP3 SCALE: NTS

- NOTES:
1. FENCE WILL BE GALVANIZED CHAIN LINK WITH 2" MESH, 9 GAUGE.
 2. TOP TOW WIRES WILL BE HIGH-VISIBILITY FOR WILDLIFE CONSIDERATIONS PER RECOMMENDATION OF COLORADO PARKS AND WILDLIFE.

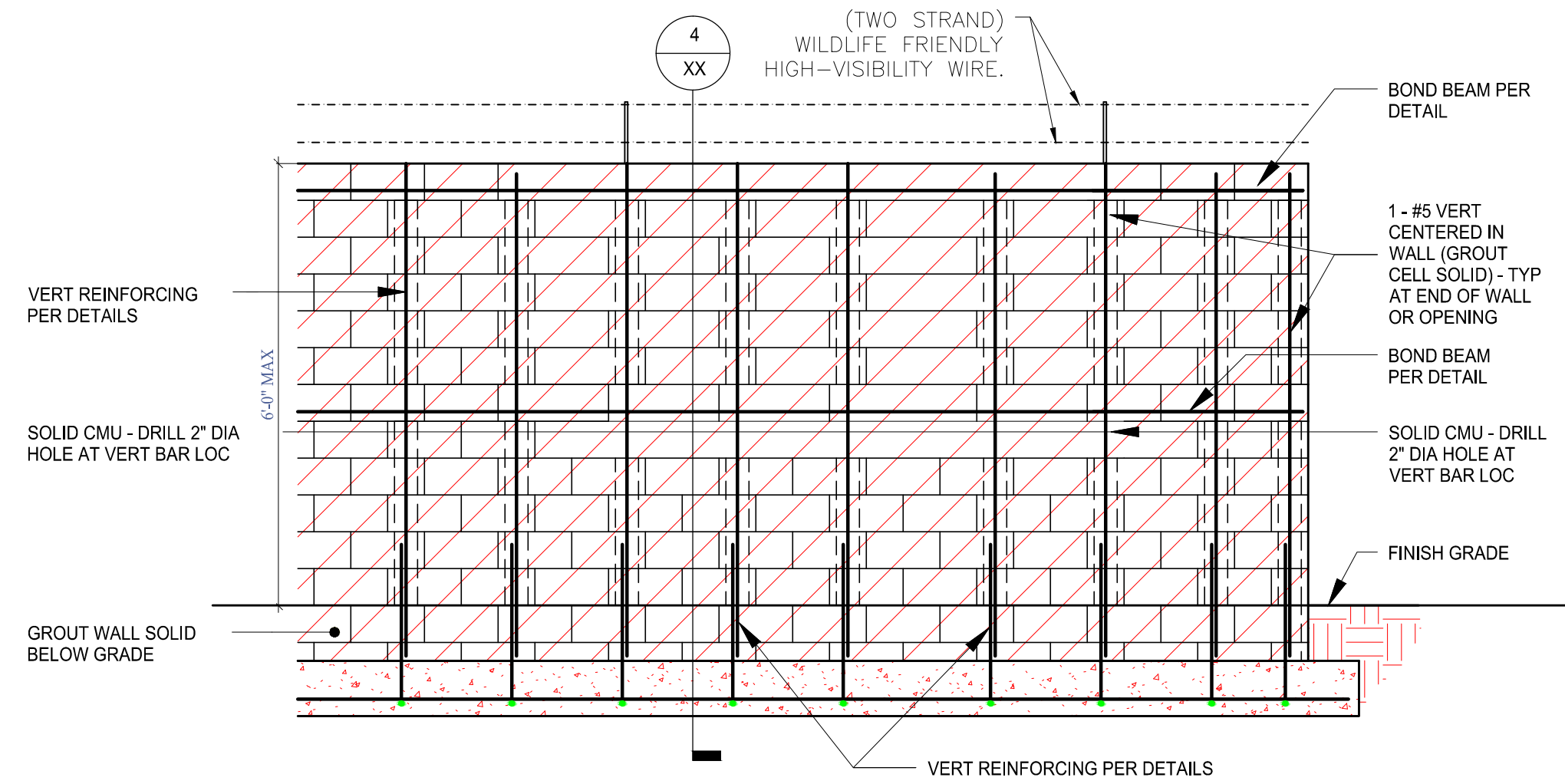


SITE ENTRANCE SIGN
(INSTALLED AT EACH ENTRANCE GATE)

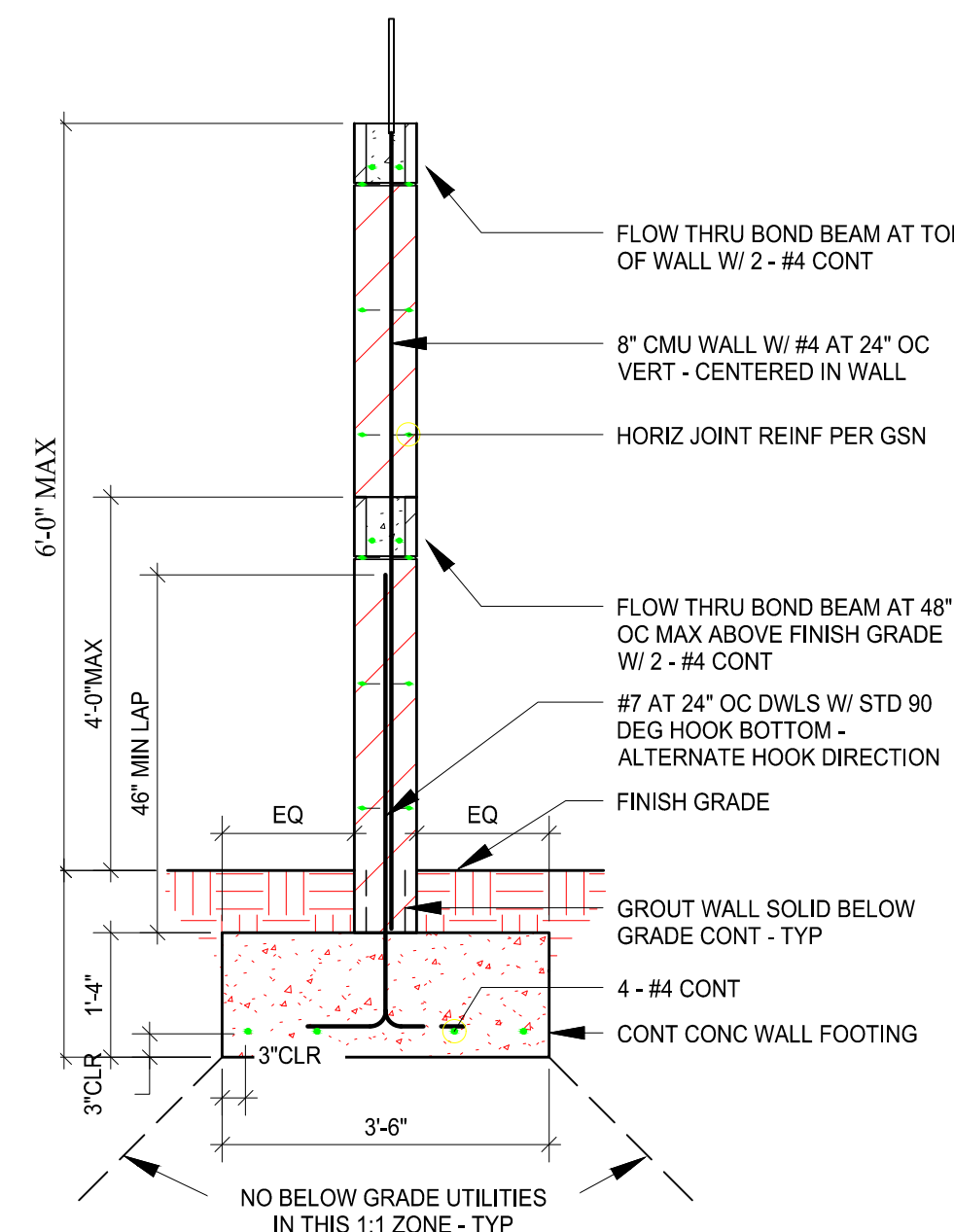


FENCE SAFETY SIGNS
(INSTALLED ON FENCE EVERY 200 FEET)

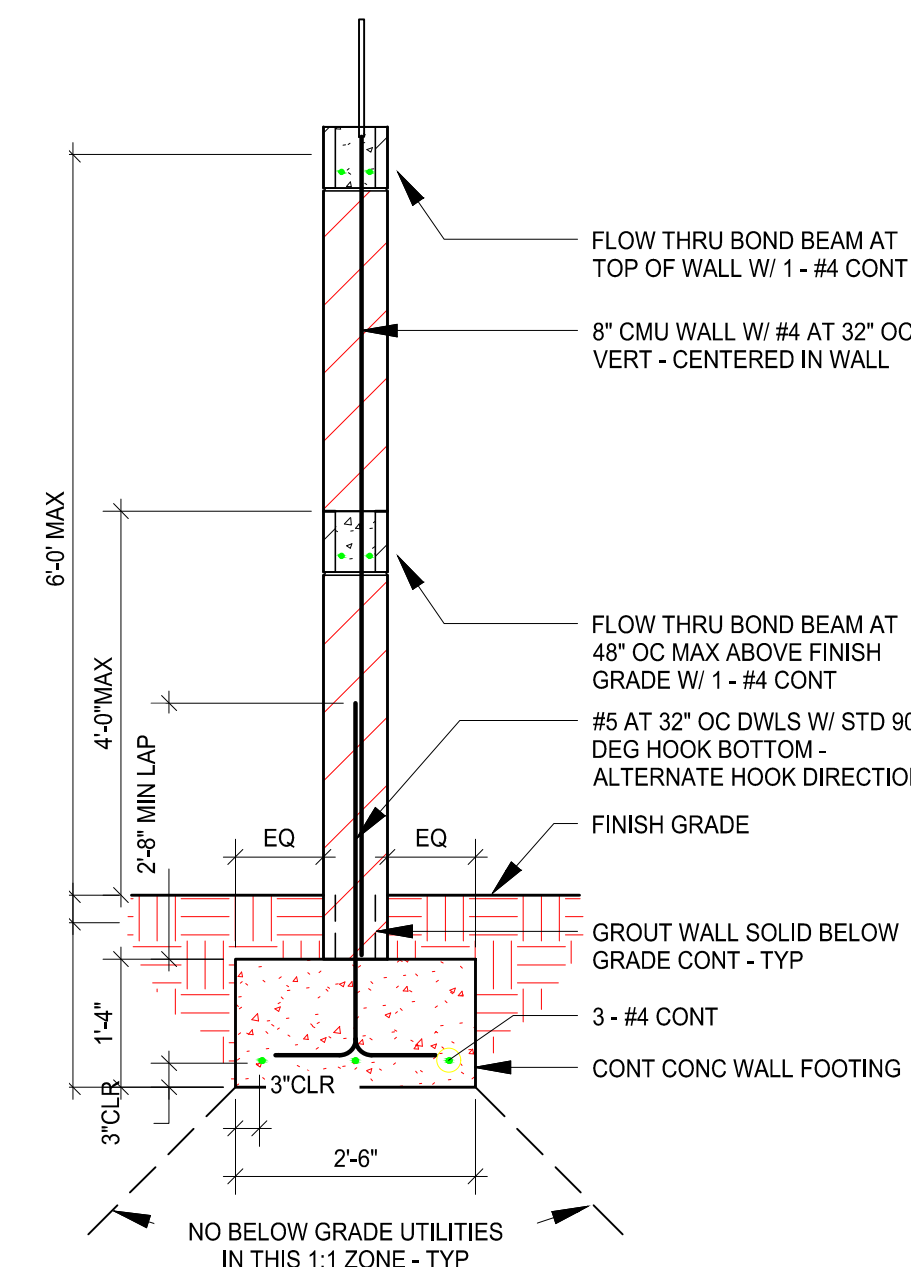
2 SITE SIGNAGE
SP3 SCALE: NTS



3 PARTIAL WEST WALL ELEVATION
SP3 SCALE: 3/8" = 1'-0"



4 END WALL SECTION
SP3 SCALE: 1/2" = 1'-0"



5 TYP WALL SECTION
SP3 SCALE: 1/2" = 1'-0"

Revisions					Kiowa - 52 Solar Project Project Substation Adams County, Colorado
Rev	Drawn	Checked	Reviewed	Approved	
1	A. Nott/7/5/19				

<div>FOR INFORMATION ONLY</div> <div>PROPRIETARY AND CONFIDENTIAL</div> <div>ISSUED BY: KIOWA SOLAR LLC</div> <div>JOB #: C0027</div> <div>SCALE: NTS</div> <div>DWG #:</div> <div>SP3</div>	

DWG TITLE:
Site Plan Details



Development Review Team Comments

Date: 6/17/2019

Project Number: PRC2019-00004

Project Name: Kiowa-52 Solar

Commenting Division: Addressing Review

Name of Reviewer: Marissa Hillje

Date: 05/07/2019

Email: mhillje@adcogov.org

Complete

Commenting Division: ROW Review

Name of Reviewer: Marissa Hillje

Date: 05/07/2019

Email: mhillje@adcogov.org

Resubmittal Required

ROW1: Right of way dedication will be required in relation to this case.

ROW2: The exhibit and legal description for the right of way dedication was submitted in 2017 but never finalized. See the redlines attached for corrections to the exhibit. Send corrected exhibits to mhillje@adcogov.org, who will be the main point of contact to get the dedications processed and recorded.

ROW3: A title commitment should be secured to determine the location of any existing easements especially in area to be covered by solar energy hardware. The title commitment should be sent to the County with the building permit application. Both Designer and County should study it to determine if the proposed site encroaches on any existing easement. If so then the location of the solar panels on the property may need some adjustment.

Commenting Division: Planner Review

Name of Reviewer: Greg Barnes

Date: 06/17/2019

Email: gjbarnes@adcogov.org

Resubmittal Required

PLN01: You must meet the minimum setbacks for the A-3 zone district. It appears that your proposal straddles lines. Setbacks are required from those interior lot lines.

PLN02: Wildlife friendly fencing is preferred by Adams County and the Division of Parks and Wildlife.

PLN03: Please provide an elevation of panels including dimensions.

PLN04: Please provide a landscaping plan and landscape maintenance details. There are required buffers along the street frontage of the utility substation.

PLN05: What is the maximum height of structures within the substation?

Commenting Division: Development Engineering Review

Name of Reviewer: Greg Labrie

Date: 05/31/2019

Email: glabrie@adcogov.org

Complete

ENG1: Flood Insurance Rate Map – FIRM Panel # (08001C0720H), Federal Emergency Management Agency, January 20, 2016. According to the above reference, the project site is NOT located within a delineated 100-year flood hazard zone; A floodplain use permit will not be required.

ENG2: The applicant shall be responsible to ensure compliance with all Federal, State, and Local water quality construction requirements. The project site is not within the County's MS4 Stormwater Permit area. The installation of erosion and sediment control BMPs are expected.

ENG3: Although the solar panels are not considered an increase in impervious area, the drip line of the panels is known to cause erosion below the panels. The construction plans will need to include a BMP to mitigate any erosion at the drip line of the panels.

ENG4: All access to the site will require permitting through Adams County. Converse Road is classified as a Section Line Arterial roadway and Highway 79 is classified as a Principal Arterial. The county will allow access onto Converse Road but, access will be limited to one per parcel, unless additional access is required by emergency services. The applicant must obtain a permit from CDOT to access Highway 79.

ENG5: The applicant will be required to obtain Adams County construction permits (in addition to building permits for the panels) for all site improvements.

ENG6: Prior to the issuance of any building permits for the panel/foundations, the developer is required to submit for review and receive approval of all construction documents (construction plans and reports).

Construction documents shall include, at a minimum, onsite and public improvements construction plans, drainage report, traffic impact study. All construction documents must meet the requirements of the Adams County Development Standards and Regulations. The developer shall submit to the Adams County Development Review Engineering division the following: Engineering Review Application, Engineering Review Fee, two (2) copies of all construction documents. The development review fee for an Engineering Review is dependent on the type of project and/or the size of the project. The Development Review fee can be found in the Development Services Fee Schedule, located on the following web page:

<http://www.adcogov.org/one-stop-customer-center>.

Commenting Division: Addressing Review

Name of Reviewer: Marissa Hillje

Date: 05/07/2019

Email: mhillje@adcogov.org

Comment

The owner should apply for a culvert permit. An address will be assigned during that review. Addresses are based on approved access location.



COLORADO

Parks and Wildlife

Department of Natural Resources

Northeast Regional Office

6060 Broadway

Denver, CO 80216

P 303.291.7227

May 20, 2019

Greg Barnes
Adams County
Community and Economic Development Department
4430 South Adams County Parkway, Suite W2000A
Brighton, CO 80601-8216

RE: Two conditional use permit applications to allow: 1) utility substation in the Agricultural-3 zone district (RCU2019-00023); 2) solar energy facility in the Agricultural-03 zone district (RCU2019-00024).

Dear Mr. Barnes:

Thank you for the opportunity to comment on the Kiowa-52 Solar energy facility and utility substation conditional use permits. The mission of Colorado Parks and Wildlife (CPW) is to perpetuate the wildlife resources of the state, to provide a quality state parks system, and to provide enjoyable and sustainable outdoor recreation opportunities that educate and inspire current and future generations to serve as active stewards of Colorado's natural resources. Our goal in responding to land use proposals such as this is to provide complete, consistent, and timely information to all entities who request comment on matters within our statutory authority.

The proposed Kiowa-52 Solar project will utilize 600-acres of land and will have the capacity to produce approximately 64 Megawatts AC (MWac) of power. The proposed Kiowa-52 Solar energy facility is adjacent to the Intermountain Rural Electrical Association (IREA) and the existing Victory Solar Project. The proposed site is approximately south of East 56th Avenue, east of Converse Road, and west of Highway 79, in Adams County, Colorado (parcel numbers 0181500000032, 0181500000034, 0181500000051, and 0181500000246).

District Wildlife Manager Serena Rocksund recently analyzed this site. The main impacts to wildlife from this development include fragmentation and loss of habitat. Fragmentation of wildlife habitat has been shown to impede the movement of big game species across the landscape. Open space areas are more beneficial to wildlife if they connect to other natural areas. The areas of wildlife habitat that most closely border human development show heavier impact than do areas on the interior of the open space. However, when open space areas are smaller in size, the overall impact of the fragmentation is greater (Odell and Knight, 2001). By keeping open space areas contiguous and of larger size the overall benefit to wildlife increases dramatically.

CPW would expect a variety of wildlife species to utilize this site on a regular basis, most notably, small to mid-sized mammals, songbirds, and raptors. The potential also exists for large mammals such as deer and pronghorn to frequent this site. Raptors and other migratory birds are protected from take, harassment, and nest disruption at both the state and federal

levels. If an active nest is discovered within the development area, CPW recommends that buffer zones around nest sites be implemented during any period of activity that may interfere with nesting season. This will prevent the intentional or unintentional destruction of an active nest.

For further information on this topic, a copy of the document “Recommended Buffer Zones and Seasonal Restrictions for Colorado Raptors,” is available from your local District Wildlife Manager or located at <https://cpw.state.co.us/Documents/WildlifeSpecies/LivingWithWildlife/RaptorBufferGuidelines2008.pdf>.

Following the recommendations outlined in this document will decrease the likelihood of unintentional take through disturbance.

If a prairie dog colony is discovered within the project area, the potential may also exist for the presence of burrowing owls. Burrowing owls live on flat, treeless land with short vegetation, and nest underground in burrows dug by prairie dogs, badgers, and foxes. These raptors are classified as a state threatened species and are protected by both state and federal laws, including the Migratory Bird Treaty Act. These laws prohibit the killing of burrowing owls or disturbance of their nests. Therefore, if any earth-moving will begin between March 15th and October 31st, a burrowing owl survey should be performed. Guidelines for performing a burrowing owl survey can also be obtained from your local District Wildlife Manager or found at <https://cpw.state.co.us/Documents/WildlifeSpecies/LivingWithWildlife/RecommendedSurveyOwls.pdf>.

If prairie dog colonies are present, CPW would recommend they either be captured alive and moved to another location or humanely euthanized before any earth-moving occurs. The possibility of live-trapping and donating to a raptor rehabilitation facility or the black-footed ferret recovery program may also exist. If interested, please contact the local District Wildlife Manager. Be aware that a permit and approval from county commissioners may be required for live relocation.

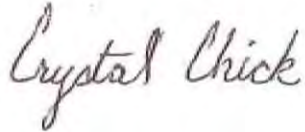
CPW recommends all site lights be motion-activated and downward-directed to minimize light pollution for active nocturnal or resting diurnal wildlife species.

CPW recommends the installation of an exclusionary fence to prevent deer from accessing the solar facility. Exclusionary fence should be at least seven-feet in height, with round-capped posts for wildlife safety, plus the addition of two strands of top wire, at least six-inches apart, for a total fence height of at least eight feet. This design is to prevent wildlife from impaling themselves or entanglement if they attempt to cross into the solar facility. The bottom of the fence shall also be four inches or less from the ground. CPW has developed a document, <https://cpw.state.co.us/Documents/LandWater/PrivateLandPrograms/FencingWithWildlifeInMind.pdf>, to assist with choosing the correct type of fencing to allow or restrict wildlife movement.

Also, CPW requests that the solar garden facility is checked at least every few days, in the unlikely event a deer or other wildlife become trapped in the facility, and can be released. CPW also requests that solar garden facilities monitor birds that may have died within the facility and submit an annual list to the District Wildlife Manager.

Thank you again for opportunity to comment on the Kiowa-52 Solar energy facility conditional use permits in Adams County. Please do not hesitate to contact us again about ways to continue managing the facility in order to maximize wildlife value while minimizing potential conflicts. If you have any further questions, please contact District Wildlife Manager Serena Rocksund at (303) 291-7132 or serena.rocksund@state.co.us.

Sincerely,

A handwritten signature in cursive script that reads "Crystal Chick". The ink is dark and the signature is fluid.

Crystal Chick
Area 5 Wildlife Manager

Cc: M. Leslie, T. Kroening, S. Rocksund



COLORADO
Division of Water Resources
Department of Natural Resources
Colorado Ground Water Commission

May 30, 2019

Greg Barnes
Adams County Community and Economic Development Department
Transmitted via email:
GJBarnes@adcogov.org

RE: PRC2019-00004, Kiowa-52 Solar, Conditional Use Permit
Part of Secs. 15 and 22, T3S, R63W, 6th P.M.,
Lost Creek Designated Ground Water Basin
Lost Creek Ground Water Management District
Water Division 1, Water District 1

Dear Mr. Barnes:

We have received your May 13, 2019 referral concerning the above-referenced application for a conditional use permit to allow a utility station (RCU2019-00023) and solar facility (RCU2019-00024) in the Agricultural-3 zone district.

This referral does not appear to qualify as a "subdivision" as defined in Section 30-28-101(10)(a), C.R.S. Therefore, pursuant to the State Engineer's March 4, 2005 and March 11, 2011 memorandums to county planning directors, this office will only perform a cursory review of the referral information and provide informal comments. The comments do not address the adequacy of the water supply plan for this project or the ability of the water supply plan to satisfy any County regulations or requirements. In addition, the comments provided herein cannot be used to guarantee a viable water supply plan or infrastructure, the issuance of a well permit, or physical availability of water.

There is no water demand for the proposed solar facility and utility substation.

A review of our records found well permit no. 101222 located on the parcel in Section 22. Well permit no. 101222 was issued pursuant to C.R.S. 37-90-105 for domestic and livestock use.

This office has no objection to the proposal, so long as well permit no. 101222 operates according to the permitted terms and conditions. If you, or the applicant, have any questions, please contact Ailis Thyne at 303-866-3581 ext. 8216.

Sincerely,

Keith Vander Horst
Chief of Water Supply, Basins

Cc: Division 1

PRC2019-00004_Kiowa-52 Solar.docx



COLORADO GEOLOGICAL SURVEY

1801 Moly Road
Golden, Colorado 80401



June 3, 2019

Karen Berry
State Geologist

Greg Barnes
Adams County
Community & Economic Development
4430 S. Adams County Parkway, Suite W2000A
Brighton, CO 80601

Location:
Section 15 and N½ N½ Section 22,
T3S, R63W of the 6th P.M.
39.7865, -104.4238

Subject: Kiowa-52 Solar (PRC2019-00004)
Adams County, CO; CGS Unique No. AD-19-0025

Dear Mr. Barnes:

Colorado Geological Survey has reviewed the Kiowa-52 Solar CUP referral for a solar collector facility and a substation on approximately 600 acres located southwest of Kiowa-Bennett Road and E. 56th Avenue, north of Bennett.

The site does not contain steep slopes, is not undermined, is located within an “area of minimal flood hazard,” and is not exposed to or located within any identified geologic hazard areas that would preclude the proposed solar collector and substation uses. **CGS therefore has no objection to approval.**

Mineral resource potential. According to the Atlas of Sand, Gravel, and Quarry Aggregate Resources, Colorado Front Range Counties (Schwochow et al, Colorado Geological Survey Special Publications 5-A and 5-B, 1974, Plate 2, and Bennett Quadrangle, respectively), the subject property is not mapped as containing a sand, gravel, or aggregate resource.

Thank you for the opportunity to review and comment on this project. If you have questions or require additional review, please call me at (303) 384-2643, or e-mail carlson@mines.edu.

Sincerely,

A handwritten signature in black ink, appearing to read "Jill Carlson".

Jill Carlson, C.E.G.
Engineering Geologist



May 28, 2019

Greg Barnes
Adams County Community and Economic Development
4430 South Adams County Parkway, Suite W2000A
Brighton, CO 80601

RE: Kiowa-52 Solar, RCU2019-00004
TCHD Case No. 5618

Dear Mr. Barnes,

Thank you for the opportunity to review and comment on a Conditional Use Permit application for a solar garden and utility substation located at the southeast corner of 56th Avenue and Converse Road. Tri-County Health Department (TCHD) staff has reviewed the application for compliance with applicable environmental and public health regulations and principles of healthy community design. After reviewing the application, TCHD has the following comments.

Renewable Energy

Alternative energy supplies generally do not contribute to air and water pollution and can have a positive impact on the environment. TCHD commends the applicant for bringing forward a proposal that promotes the use of renewable energy.

Wastewater Service during Construction

TCHD has no objection to the use of portable toilets, provided the units are properly cleaned and maintained. While TCHD cannot require the use of hand sinks, we recommend that the applicant provide those for the workers, as it will reduce the potential for the transmission of disease.

Solid Waste

Rodents, such as mice and rats, carry diseases which can be spread to humans through contact with rodents, rodent feces, urine, or saliva, or through rodent bites. As rodents are attracted to trash, TCHD strongly recommends that all trash dumpsters on site during construction are equipped with a closeable lid and with regular collection and disposal at an approved landfill.

Please feel free to contact me at 720-200-1575 or kboyer@tchd.org if you have any questions on TCHD's comments.

Sincerely,

A handwritten signature in black ink, appearing to read "K Boyer", with a long horizontal line extending to the right.

Kathy Boyer, REHS
Land Use and Built Environment Specialist III

cc: Sheila Lynch, Dylan Garrison, TCHD



Right of Way & Permits
1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: **303.571.3306**
Facsimile: 303. 571.3284
donna.l.george@xcelenergy.com

May 31, 2019

Adams County Community and Economic Development Department
4430 South Adams County Parkway, 3rd Floor, Suite W3000
Brighton, CO 80601

Attn: Greg Barnes

Re: Kiowa-52 Solar, Case # PRC2019-00004

Public Service Company of Colorado's Right of Way & Permits Referral Desk has reviewed the conditional use permit plans for **Kiowa-52 Solar** and has **no conflict**.

Donna George
Right of Way and Permits
Public Service Company of Colorado / Xcel Energy
Office: 303-571-3306 – Email: donna.l.george@xcelenergy.com

Greg Barnes

From: Karen [jkkuchenbrod@esrta.com]
Sent: Monday, June 03, 2019 9:07 AM
To: Greg Barnes
Subject: Kiowa-52 Solar Prj# PRC2019-00004

Comments on :

Case Name: Kiowa-52 Solar

Project Number: PRC2019-00004

To whom it may concern,

I have lived here since 1994, I have loved living here and know that change is bound to happen, but in this case I beg you to vote this down and move on to a location that has less houses surrounding it.

I have several concerns:

Health. Do we know what the long term effects of that many solar panels will have on the health of the people residing in the surrounding homes. Can it cause cancer at a faster rate then not being there? Has there been enough time for studies to this affect?

Noise. With that many panels moving will there be noise all day? Will all of the inverters make a lot of noise?

Birds and Animals. What effect will it have on all of the Birds we see in the area?

Housing Market. I feel that our property values will go down because nobody will want to buy our homes when there are all of these problems.

It seems that there is a lot of empty land away from as many homes as surround this project. Why would you want to put us all at risk when you can move this project out into the open plains?

Do you not care about us that are tax paying citizens in your county?

Thank you for letting us say our options and ask these important questions.

Sincerely,

John and Karen Kuchenbrod

5450 N Kiowa-Bennett Rd

Bennett, CO 80102



This email has been checked for viruses by Avast antivirus software.

www.avast.com

Greg Barnes

From: Cindy Ray [scray3@netecin.net]
Sent: Tuesday, May 21, 2019 11:15 AM
To: Greg Barnes
Subject: Kiowa-52 Solar Project PRC2019-0004

Importance: High

We are very disappointed this issue of solar panels right across from our home (on Dennis and Beth Smilek's property) has come up again!!!

Our number one issue is that we plan on selling in the next few years and these solar panels will depreciate the value of our property. No one wants to purchase a home straight across the highway from solar panels.

We are also concerned about accidents. Highway 79 is a very heavily traveled highway. If when a semi or a passenger car crashes into the solar panels will it be safe for first responders to get to them or us if we happen to see the accident?

There have already been two accidents, in the past few years, right in front of our property on that (proposed solar panel) side of the road! We feel that the proposed sight is just TOO close to a very busy highway.

Another concern would be regarding high winds and tornados in the area. No one wants the panels blowing toward their home in pieces or in full sheets!

Once Kiowa Solar Construction finishes their project there will be no one to take care of the fencing, trees, plants or whatever they plan to install to make it more presentable. For example, there are a few solar panel sights on Imbodine Road and the fences are falling down. The trees are dead or dying. You have to admit that if anyone, including yourselves, had a home near solar panels and had to look at fallen down fences, dead trees or SOLAR PANELS it would not be pleasant!!!

We are deeply and sincerely against this solar energy facility being built so close to our home.

There are acres of open land that don't have homes near it. Please, Try and move these solar panels to that area!

*Stan and Cindy Ray
5250 Highway 79
Bennett CO 80102*

June 3, 2019

Adams County Planning Commission
Brighton, Colorado 80601-8218

Dennis Smialek
47770 E 56th Ave
Bennett, Colorado 80102

RE: Kiowa Solar LLC/JSI Construction Group LLC
David Kimmett
1710 29th Street
Boulder, CO 80301

Dear Adams County Planning Commission;

I am sending this letter in response to the application for the conditional use permits for a solar project on ground north of Bennett, RCU2019-00023 and RCU2019-00024. My name is Dennis Smialek and my wife Beth Smialek and I own the property that the solar project is to be erected on. We have our entire adult life on this property and the property in question has been in Beth's family since the early 1930's.

With our area experiencing constant growth and development from residential projects, the aspect of a farming community continually decreases. Therefore in an attempt to develop our farm, we chose the route of developing our ground into a renewable energy source. We know that the direct impact to our neighbors on the east side of the project along Highway 79 is minimal. Only directly affecting approximately five homes that have been built on the ridge that will be higher than the land the solar project will be built on. This project will not interfere with the direct line of vision for these residents of the mountains to the west of them. There are not any residents to the north, west and south of the project.

The project has many direct positive aspects for the community. These include significant tax revenue for both the Bennett School District 29J and the Bennett Fire Department without any significant financial burdens such that development of a residential project would have on the area. The school district would not have to expend one dime to facilitate students since this project doesn't generate one student for the district. The same argument goes for the Bennett Fire District as the project will not generate any significant structures that would require any significant upgrades to their equipment needs.

Therefore we feel that this solar project is a sound and positive project for the community. We hope that you will concur and approve this project. Thank you for your time and attention.

Greg Barnes

From: Mary Ward [mw1dw2@aol.com]
Sent: Thursday, May 16, 2019 3:03 PM
To: Greg Barnes
Cc: mw1dw2@aol.com
Subject: Kiowa-52 Solar / PRC2019-00004

GJ Barnes,

My name is Mary Ward, I reside at 5350 Highway 79 property owners where Kiowa Solar is proposing this Solar project.

The main reason we bought our home in this area 22 year ago was for the view of the Rocky Mountains

That stretches for miles across a landscape dominated by hayfields and farmlands, we share this scenery with a dozen or so other homeowners and it will be lost if a proposed project of solar panels come to fruition. This will also impact wildlife in the area.

The new plans that have been submitted are not the same one that they proposed a year and a half ago, the plan that was submitted had trees and bushes along the fence line, plus was 150 feet back from the road. The plan that was sent this time by the Adams County shows none of this. The Vegetation mitigation proposed in the last plan was problematic because it only addresses one fence line and it is unclear how the long-term perimeter fencing grounds maintenance will be performed.

I have nothing against Solar Farms I just do not understand why it has to be built in front of our homes when there is plenty of properties in the area that have no housing. most of these properties are up for sales at this time, and not very far from this proposed plan.

I also sent pictures of the wildlife in the area that will also be impacted. if they need to be sent to you again I can do that.

We have Whooping Cranes and Sand Hill Cranes that land on that property twice a year, along with the Bullfrogs that are on the land. with many other types of wildlife.

We requested last time that the planning commission direct Juwi to engage a qualified biologist to study the Cranes migration behavior for at least 2 years (4 migration seasons) and a baseline for a Crane mitigation plan. and it also identifies that it was an on-site key food source, the Cranes eat the Bullfrogs, we never did get a memo

Our Retirement & Property Value, Kiowa Solar will negatively affect our retirement and retirement assets.

Thank you, commissioner, for your time and consideration.

Sincerely,
Mary Ward
mw1dw2@aol.com



Request for Comments

Case Name: Kiowa-52 Solar
Project Number: PRC2019-00004

May 13, 2019

The Adams County Planning Commission is requesting comments on the following applications: **Two conditional use permit applications at allow: 1) utility substation in the Agricultural-3 zone district (RCU2019-00023); 2) solar energy facility in the Agricultural-03 zone district RCU2019-00024).** The Assessor's Parcel Numbers are: 0181500000032, 0181500000034, 0181500000051, 0181500000246.

Applicant Information: KIWOW SOLAR LLC/JSI CONSTRUCTION GROUP LLC
DAVID KIMMETT
1710 29TH ST
#1068
BOULDER, CO 80301

Please forward any written comments on this application to the Community and Economic Development Department at 4430 South Adams County Parkway, Suite W2000A Brighton, CO 80601-8216, or call (720) 523-6800 by 06/03/2019 in order that your comments may be taken into consideration in the review of this case. If you would like your comments included verbatim please send your response by way of e-mail to GJBarnes@adcogov.org.

Once comments have been received and the staff report written, the staff report and notice of public hearing dates may be forwarded to you for your information. The full text of the proposed request and additional colored maps can be obtained by contacting this office or by accessing the Adams County web site at www.adcogov.org/planning/currentcases.

Thank you for your review of this case.

Greg Barnes
Planner II

BOARD OF COUNTY COMMISSIONERS

Eva J. Henry
DISTRICT 1

Charles "Chaz" Tedesco
DISTRICT 2

Emma Pinter
DISTRICT 3

Steve O'Dorisio
DISTRICT 4

Mary Hodge
DISTRICT 5



Public Hearing Notification

Case Name:	Kiowa-52 Solar
Case Number:	PRC2019-00004
Planning Commission Hearing Date:	9/26/2019 at 6:00 p.m.
Board of County Commissioners Hearing Date:	10/15/2019 at 9:30 a.m.

September 11, 2019

A public hearing has been set by the Adams County Planning Commission and the Board of County Commissioners to consider the following requests:

Two conditional use permit applications at allow: 1) utility substation in the Agricultural-3 zone district (RCU2019-00023); 2) solar energy facility in the Agricultural-03 zone district RCU2019-00024).

This request is located on Assessor's Parcel Numbers: 0181500000032, 0181500000034, 0181500000051, and 0181500000246.

Applicant Information: KIOWA SOLAR LLC/JSI CONSTRUCTION GROUP, LLC
DAVID KIMMETT
1710 29TH ST, #1068
BOULDER, CO 80301

The hearing will be held in the Adams County Hearing Room located at 4430 South Adams County Parkway, Brighton CO 80601-8216. This will be a public hearing and any interested parties may attend and be heard. The Applicant and Representative's presence at these hearings is requested. If you require any special accommodations (e.g., wheelchair accessibility, an interpreter for the hearing impaired, etc.) please contact the Adams County Community and Economic Development Department at (720) 523-6800 (or if this is a long distance call, please use the County's toll free telephone number at 1-800-824-7842) prior to the meeting date.

For further information regarding this case, please contact the Department of Community and Economic Development, 4430 S Adams County Parkway, Brighton, CO 80601, 720-523-6800. This is also the location where maps and/or text certified by the Planning Commission may be viewed.

BOARD OF COUNTY COMMISSIONERS

Eva J. Henry
DISTRICT 1

Charles "Chaz" Tedesco
DISTRICT 2

Emma Pinter
DISTRICT 3

Steve O'Dorisio
DISTRICT 4

Mary Hodge
DISTRICT 5

The full text of the proposed request and additional colored maps can be obtained by contacting this office or by accessing the Adams County web site at www.adcogov.org/planning/currentcases.

Thank you for your review of this case.



Greg Barnes

Planner III

PUBLICATION REQUEST

Kiowa-52 Solar

Case Number:

PRC2019-00004

Planning Commission Hearing Date:

9/26/2019 at 6:00 p.m.

Board of County Commissioners Hearing Date:

10/15/2019 at 9:30 a.m.

Location of Hearings:

**4430 S. Adams County Pkwy.
Brighton, CO 80601**

Requests: Conditional use permit applications at allow: 1) utility substation in the Agricultural-3 zone district (RCU2019-00023); 2) solar energy facility in the Agricultural-3 zone district RCU2019-00024).

Location of Request: Southeast of the intersection of East 56th and Converse Road

Parcel Number(s): 0181500000032, 0181500000034, 0181500000051, 0181500000246

Case Manager: Greg Barnes

**Applicant: KIOWA SOLAR, LLC/JSI CONSTRUCTION GROUP, LLC
DAVID KIMMETT
1710 29TH ST., #1068
BOULDER, CO 80301**

**Owner: SMIALEK, DENNIS EDWARD & BETH ANN
47770 E 56TH AVE
BENNETT, CO 801029106**

Legal Description:

N ½ Section 15 (Excepting Parcel No 01815000000245 2 Acres +/-), Township 3S, Range 63W



Referral Listing
Case Number PRC2019-00004
Kiowa-52 Solar

Agency	Contact Information
Adams County Attorney's Office	Christine Fitch CFitch@adcogov.org 4430 S Adams County Pkwy Brighton CO 80601 720-523-6352
Adams County CEDD Addressing	Marissa Hillje PLN 720.523.6837 mhillje@adcogov.org
Adams County CEDD Development Services Engineer	Devt. Services Engineering 4430 S. Adams County Pkwy. Brighton CO 80601 720-523-6800
Adams County CEDD Right-of-Way	Marissa Hillje 4430 S. Adams County Pkwy. Brighton CO 80601 720-523-6837 mhillje@adcogov.org
Adams County Construction Inspection	Gordon .Stevens 4430 S. Adams County Pkwy Brighton CO 80601 720-523-6965 gstevens@adcogov.org
Adams County Development Services - Building	Justin Blair 4430 S Adams County Pkwy Brighton CO 80601 720-523-6825 JBlair@adcogov.org
Adams County Parks and Open Space Department	Aaron Clark mpedrucci@adcogov.org (303) 637-8005 aclark@adcogov.org
Adams County Sheriff's Office: SO-HQ	Rick Reigenborn (303) 654-1850 rreigenborn@adcogov.org
Adams County Sheriff's Office: SO-SUB	SCOTT MILLER 720-322-1115 smiller@adcogov.org

Agency	Contact Information
Adams County Treasurer	Lisa Culpepper 4430 S Adams County Pkwy Brighton CO 80601 720.523.6166 lculpepper@adcogov.org
BENNETT FIRE DISTRICT #7	Captain Caleb J Connor 825 SHARIS CT BENNETT CO 80102 303-532-7733 303-644-3572 CalebConnor@BennettFireRescue.org
BENNETT FIRE DISTRICT #7	CHIEF EARL CUMELY 825 SHARIS CT BENNETT CO 80102 303-644-3434 ecumley941@aol.com
BENNETT PARK AND RECREATION	Chris Raines PO BOX 379 455 S. 1ST ST. BENNETT CO 80102-0379 303-644-5041 Director@bennettrec.org
BENNETT SCHOOL DISTRICT 29J	Robin Purdy 615 7TH ST. BENNETT CO 80102 303-644-3234 Ext: 8203 robinp@bsd29j.com
Century Link, Inc	Brandyn Wiedreich 5325 Zuni St, Rm 728 Denver CO 80221 720-578-3724 720-245-0029 brandyn.wiedrich@centurylink.com
Code Compliance Supervisor	Eric Guenther eguenther@adcogov.org 720-523-6856 eguenther@adcogov.org
COLO DIV OF MINING RECLAMATION AND SAFETY	ANTHONY J. WALDRON - SENIOR ENV DEPT. OF NATURAL RESOURCES 1313 SHERMAN ST, #215 DENVER CO 80203 303-866-4926 tony.waldron@state.co.us
COLO DIV OF WATER RESOURCES	Joanna Williams OFFICE OF STATE ENGINEER 1313 SHERMAN ST., ROOM 818 DENVER CO 80203 303-866-3581 joanna.williams@state.co.us

Agency	Contact Information
COLO DIV OF WATER RESOURCES	Joanna Williams OFFICE OF STATE ENGINEER 1313 SHERMAN ST., ROOM 818 DENVER CO 80203 303-866-3581 joanna.williams@state.co.us
COLORADO DIVISION OF WILDLIFE	Eliza Hunholz Northeast Regional Engineer 6060 BROADWAY DENVER CO 80216-1000 303-291-7454 eliza.hunholz@state.co.us
COLORADO DIVISION OF WILDLIFE	Serena Rocksund 6060 BROADWAY DENVER CO 80216 3039471798 serena.rocksund@state.co.us
COLORADO GEOLOGICAL SURVEY	Jill Carlson 1500 Illinois Street Golden CO 80401 303-384-2643 303-384-2655 CGS_LUR@mines.edu
Colorado Geological Survey: CGS_LUR@mines.edu	Jill Carlson Mail CHECK to Jill Carlson 303-384-2643 303-384-2655 CGS_LUR@mines.edu
COMCAST	JOE LOWE 8490 N UMITILLA ST FEDERAL HEIGHTS CO 80260 303-603-5039 thomas_lowe@cable.comcast.com
IREA	Brooks Kaufman PO Box Drawer A 5496 North US Hwy 85 Sedalia CO 80135 303-688-3100 x105 bkaufman@intermountain-rea.com
NS - Code Compliance	Gail Moon gmoon@adcogov.org 720.523.6833 gmoon@adcogov.org
TRI-COUNTY HEALTH DEPARTMENT	Sheila Lynch 6162 S WILLOW DR, SUITE 100 GREENWOOD VILLAGE CO 80111 720-200-1571 landuse@tchd.org
TRI-COUNTY HEALTH DEPARTMENT	MONTE DEATRICH 4201 E. 72ND AVENUE SUITE D COMMERCE CITY CO 80022 (303) 288-6816 mdeatrich@tchd.org

Agency

Contact Information

Tri-County Health: Mail CHECK to Sheila Lynch

Tri-County Health
landuse@tchd.org
.

UNITED STATES POST OFFICE

MARY C. DOBYNS
56691 E COLFAX AVENUE
STRASBURG CO 80136-8115
303-622-9867
mary.c.dobyns@usps.gov

US EPA

Stan Christensen
1595 Wynkoop Street
DENVER CO 80202
1-800-227-8917
christensen.stanley@epa.gov

Xcel Energy

Donna George
1123 W 3rd Ave
DENVER CO 80223
303-571-3306
Donna.L.George@xcelenergy.com

ADAMS COUNTY
4430 S ADAMS COUNTY PKWY 5TH FLOOR
BRIGHTON CO 80601-8222

GREENWALD MONTE P SR
825 HANOVER ST
AURORA CO 80010-3948

ATTEBERRY MERLYN C AND
ATTEBERRY CORINNE A
4320 HIWAY 79
BENNETT CO 80102

HEAD REBECCA ANN
3300 MEADOW VISTA ST
BAKERSFIELD CA 93306

CARDENAS LINO
CARDENAS ANDREA
50000 E 56TH AVE
BENNETT CO 80102-9024

HUNKER DO RENE JOAN UND 1/2 INT AND
SUTTON TINA & SNETZSINGER TRENDIA UND 1/2 INT
48353 E 38TH AVE
BENNETT CO 80102-8150

CARDENAS LINO AND
CARDENAS ANDREA
56380 E 41ST AVE
STRASBURG CO 80136-8095

INTERMOUNTAIN RURAL ELECTRIC ASSOCIATION
PO BOX A
SEDALIA CO 80135-0220

CARDENAS LINO AND
CARDENAS ANDREA
50000 E 56TH AVE
BENNETT CO 80102-9024

INTERMOUNTAIN RURAL ELECTRIC ASSOCIATION
5496 N US HIWAY 86
SEDALIA CO 80135

CLAIR JOHN W
47289 E 38TH
BENNETT CO 80102-8148

KUCHENBROD KAREN L AND
KUCHENBROD JOHN M
PO BOX 449
BENNETT CO 80102-0449

CLAIR JOHN W
47289 E 38TH AVE
BENNETT CO 80102-8148

LANCASTER LEE E AND
LANCASTER THERESA
4000 HIWAY 79
BENNETT CO 80102-8919

CLAIR SHARON A
1213 N TENAYA WAY
LAS VEGAS NV 89128-3250

LANCASTER LEE E AND
LANCASTER THERESA L
4000 HIWAY 79
BENNETT CO 80102

COX TRUDY WYNNE
7665 SAINT MARLO COUNTRY CLUB PKWY
DULUTH GA 30097-1632

LOSTAK MARY SUSAN
7665 ST MARLO CC PKWY
DULUTH GA 30097

ERIC AND BERNO LLC
12420 MCGREGOR PALMS DR
FORT MYERS FL 33908-3052

MEYER RICHARD W FAMILY TRUST THE
C/O TIM MEYER
PO BOX 303
KIOWA CO 80117-0303

RAY STANLEY A
5250 HIWAY 79
BENNETT CO 80102

WARD DALE R AND WARD MARY L
5350 HWY 79
BENNETT CO 80102

ROOT JAMES C TRUST AND
ROOT KATHY L TRUST
49191 E 48TH AVE
BENNETT CO 80102

WILLIAMS DAVID R AND
WILLIAMS CAROL C
5670 U S HIWAY 79
BENNETT CO 80102

SMIALEK DENNIS EDWARD AND
SMIALEK BETH ANN
47770 E 56TH AVE
BENNETT CO 80102-9106

ALEN DEBORAH A
OR CURRENT RESIDENT
4160 CONVERSE RD
BENNETT CO 80102-8145

SMIALEK DOUGLAS J AND
SMIALEK DARETH
3535 N HARBACK RD
BENNETT CO 80102-8856

CASH JAMES A AND CASH ALICE R
OR CURRENT RESIDENT
4100 CONVERSE RD
BENNETT CO 80102-8145

SMITH RONALD F AND
SMITH MARJORIE A
2304 COMBURG CASTLE WAY
AUSTIN TX 78748

EBSEN HEIDI
OR CURRENT RESIDENT
5755 HIGHWAY 79
BENNETT CO 80102-9020

SMITH RONALD FRANK
2304 COMBURG CASTLE WAY
AUSTIN TX 78748-5214

FLOYD DEBORAH A
OR CURRENT RESIDENT
48910 E 48TH AVE
BENNETT CO 80102-9007

STEFFEN BETTY J TRUST THE
PO BOX 215
BENNETT CO 80102-0215

MILLER TODD AND
MILLER SHARON
OR CURRENT RESIDENT
48155 E 56TH AVE
BENNETT CO 80102-9109

STONE DALE B AND
STONE DEBRA K
PO BOX 251
BENNETT CO 80102

NANNEY DEBORAH M
OR CURRENT RESIDENT
4020 HIGHWAY 79
BENNETT CO 80102

TRUPP FAMILY FARM LLLP
45815 E 56TH AVE
BENNETT CO 80102-9107

PRIETO CARLOS AND
PRIETO VIOLETA
OR CURRENT RESIDENT
5150 HIGHWAY 79
BENNETT CO 80102-8947

TRUPP REAL ESTATE III LLLP
45815 E 56TH AVE
BENNETT CO 80102-9107

ROOT JAMES C TRUST
OR CURRENT RESIDENT
49191 E 48TH AVE
BENNETT CO 80102-9007

SANDVIK CARL D AND
SANDVIK CONNIE P
OR CURRENT RESIDENT
49000 E 56TH AVE
BENNETT CO 80102

CURRENT RESIDENT
45820 E 56TH AVE
BENNETT CO 80102-9107

SHEELY KATHLEEN T REVOCABLE TRUST
OR CURRENT RESIDENT
48065 E 38TH AVE
BENNETT CO 80102-8150

CURRENT RESIDENT
45945 E 56TH AVE
BENNETT CO 80102-9107

SMIALEK DENNIS E AND
SMIALEK BETH ANN
OR CURRENT RESIDENT
47770 E 56TH AVE
BENNETT CO 80102-9109

TRUPP FAMILY FARM LLLP
OR CURRENT RESIDENT
45815 E 56TH AVE
BENNETT CO 80102-9107

WILSON JEFFREY L AND
WILSON STEPHANIE L
OR CURRENT RESIDENT
4180 CONVERSE RD
BENNETT CO 80102-8145

CURRENT RESIDENT
47289 E 38TH AVE
BENNETT CO 80102-8148

CURRENT RESIDENT
48351 E 38TH AVE
BENNETT CO 80102-8150

CURRENT RESIDENT
5450 N KIOWA BENNETT RD
BENNETT CO 80102-8907

CURRENT RESIDENT
4000 HIGHWAY 79
BENNETT CO 80102-8919

CURRENT RESIDENT
5250 HIGHWAY 79
BENNETT CO 80102-8937

CERTIFICATE OF POSTING



I, J. Gregory Barnes do hereby certify that I posted the subject property on September 3, 2019 in accordance with the requirements of the Adams County Development Standards and Regulations.

A handwritten signature in black ink, appearing to read 'J. Gregory Barnes', written over a horizontal line.

J. Gregory Barnes

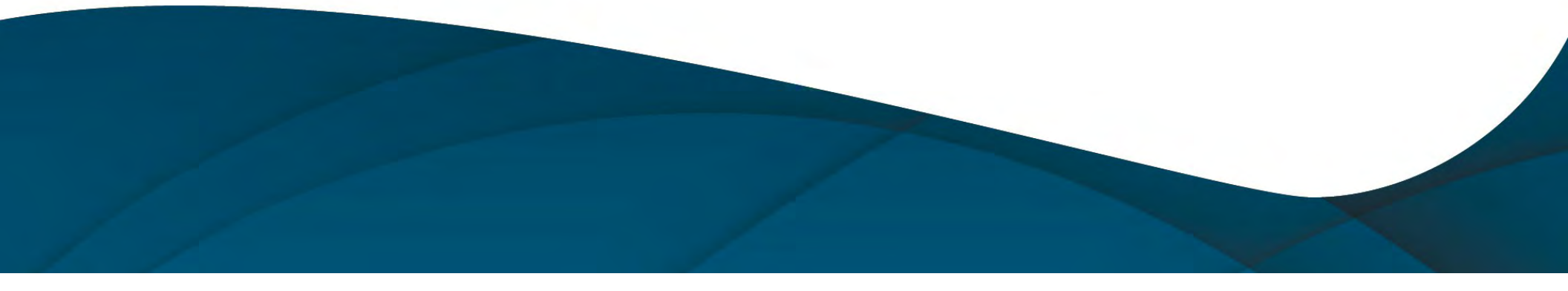
Kiowa-52 Solar

PRC2019-00004

Vicinity of East 56th Avenue & Kiowa-Bennett Road

October 15, 2019

Board of County Commissioners Public Hearing
Community and Economic Development Department
Case Manager: Greg Barnes



Requests

Conditional Use Permits to allow:

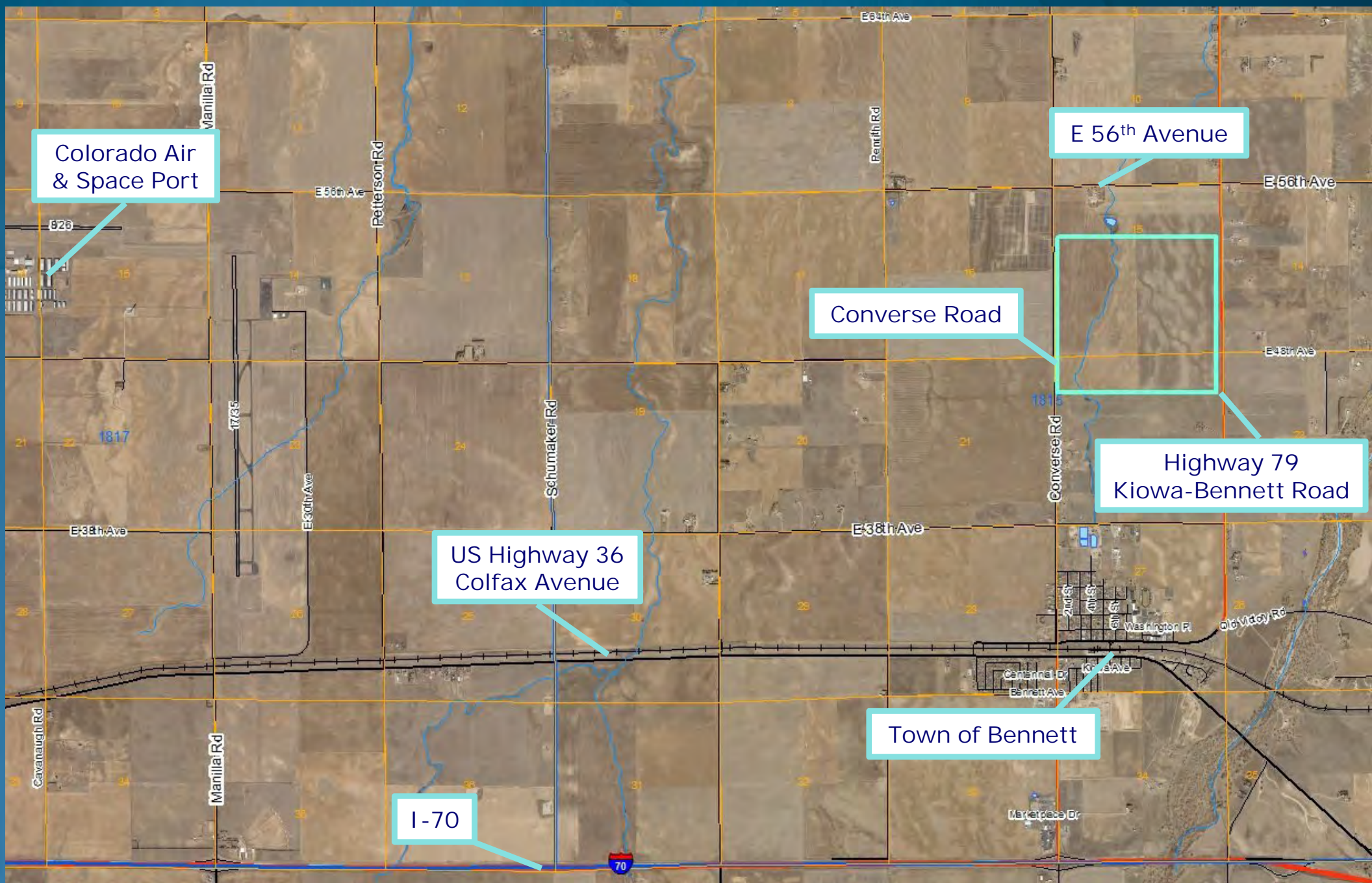
- Solar garden facility on in the Agricultural-3 (A-3) zone district
- Utility substation in the A-3 zone district
- Approximately 600 acres

Background

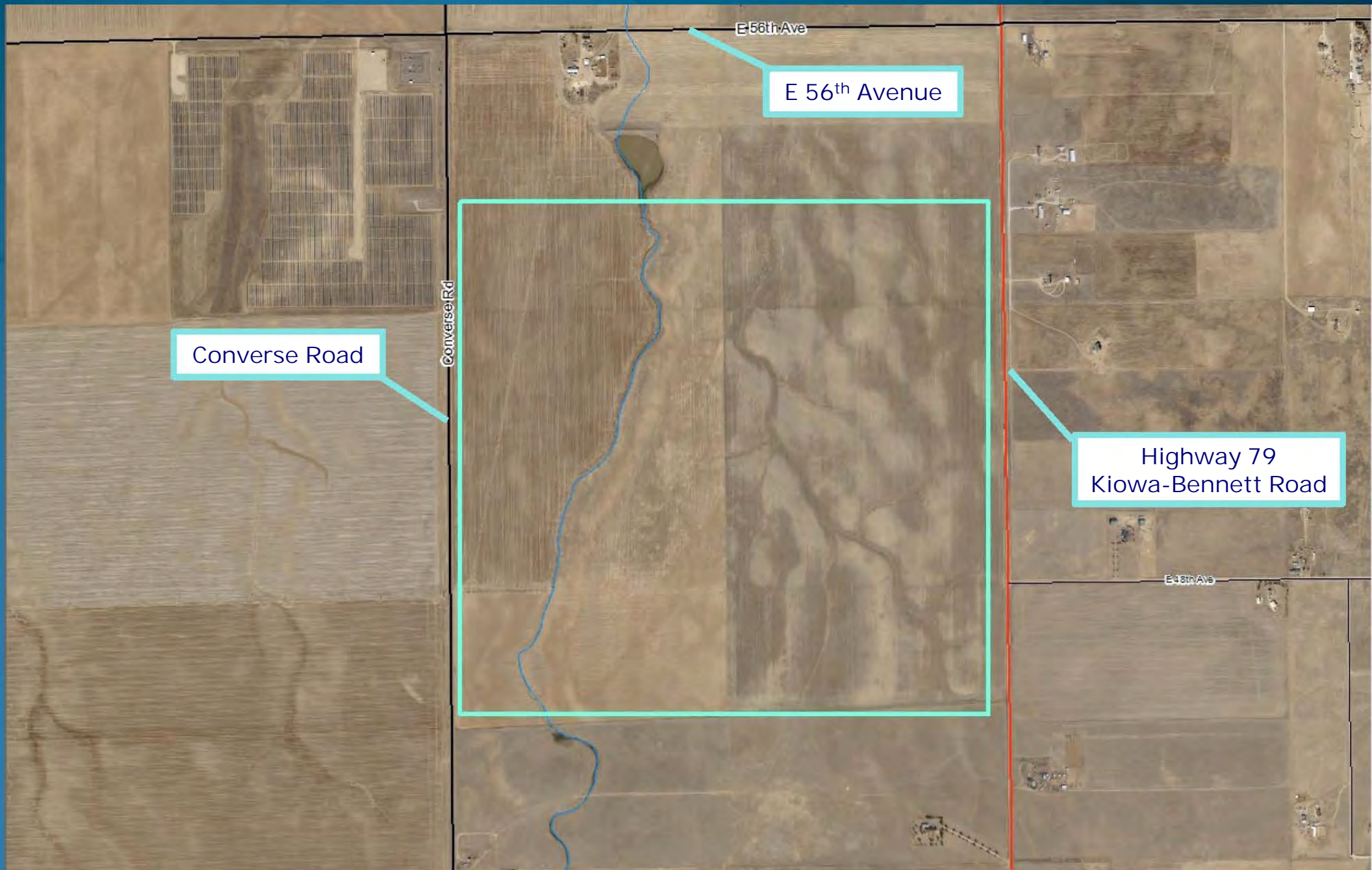
October 17, 2017

- Board of County Commissioners approved request
- Approval expired after one year, if building permit not obtained
- Substantially the same request, as subject application

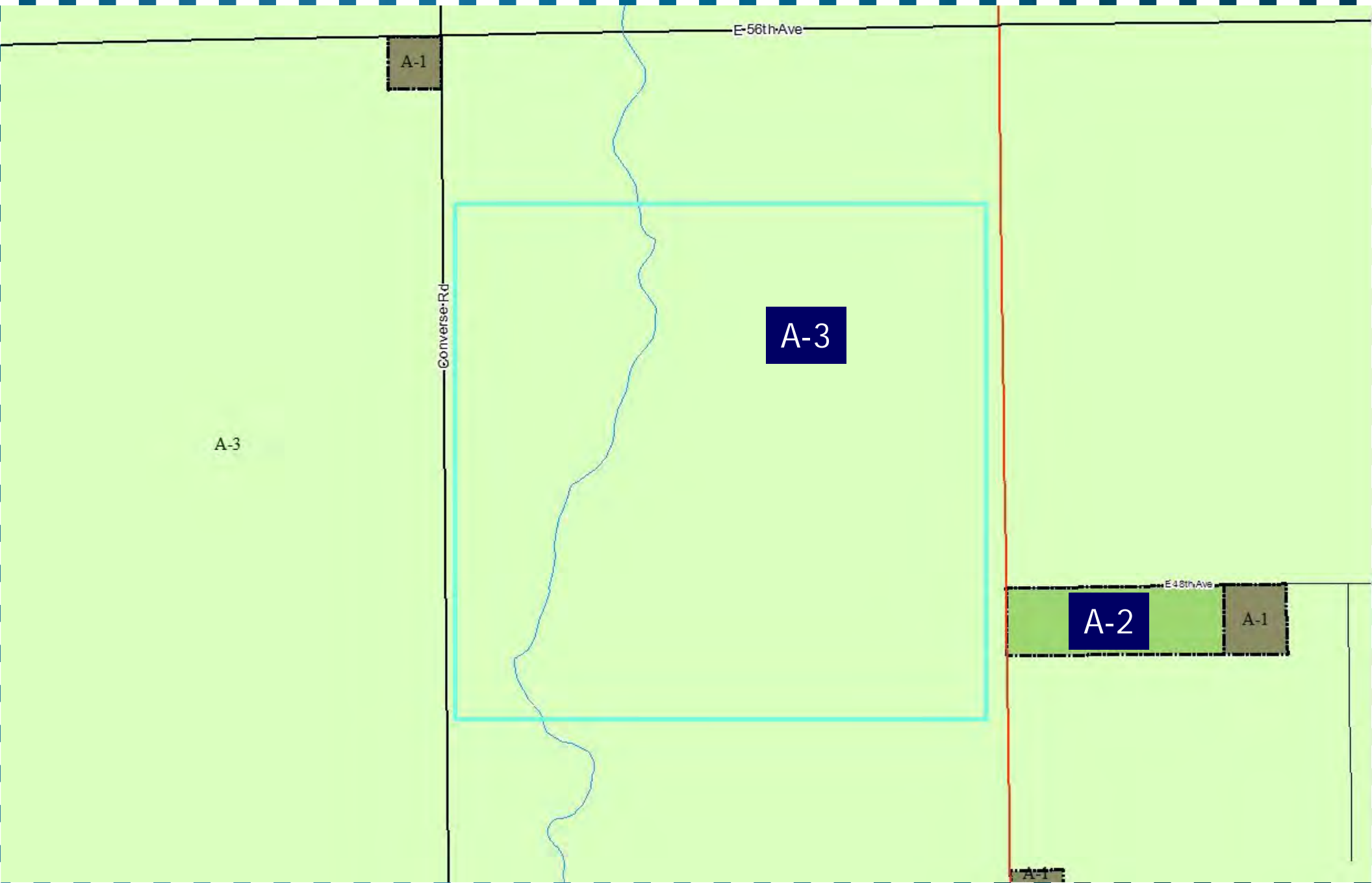
AERIAL MAP



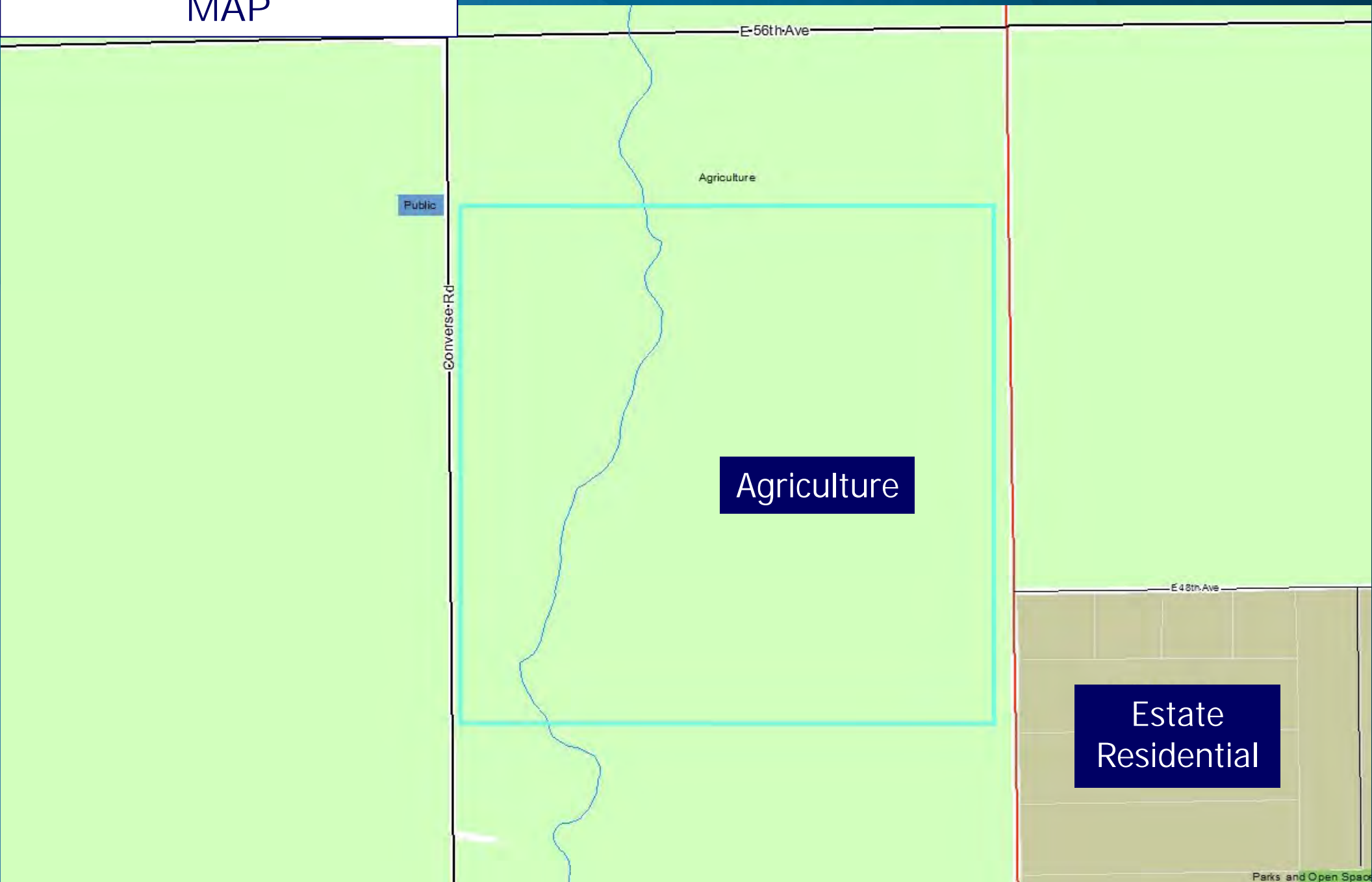
AERIAL MAP



ZONING MAP



FUTURE LAND USE MAP

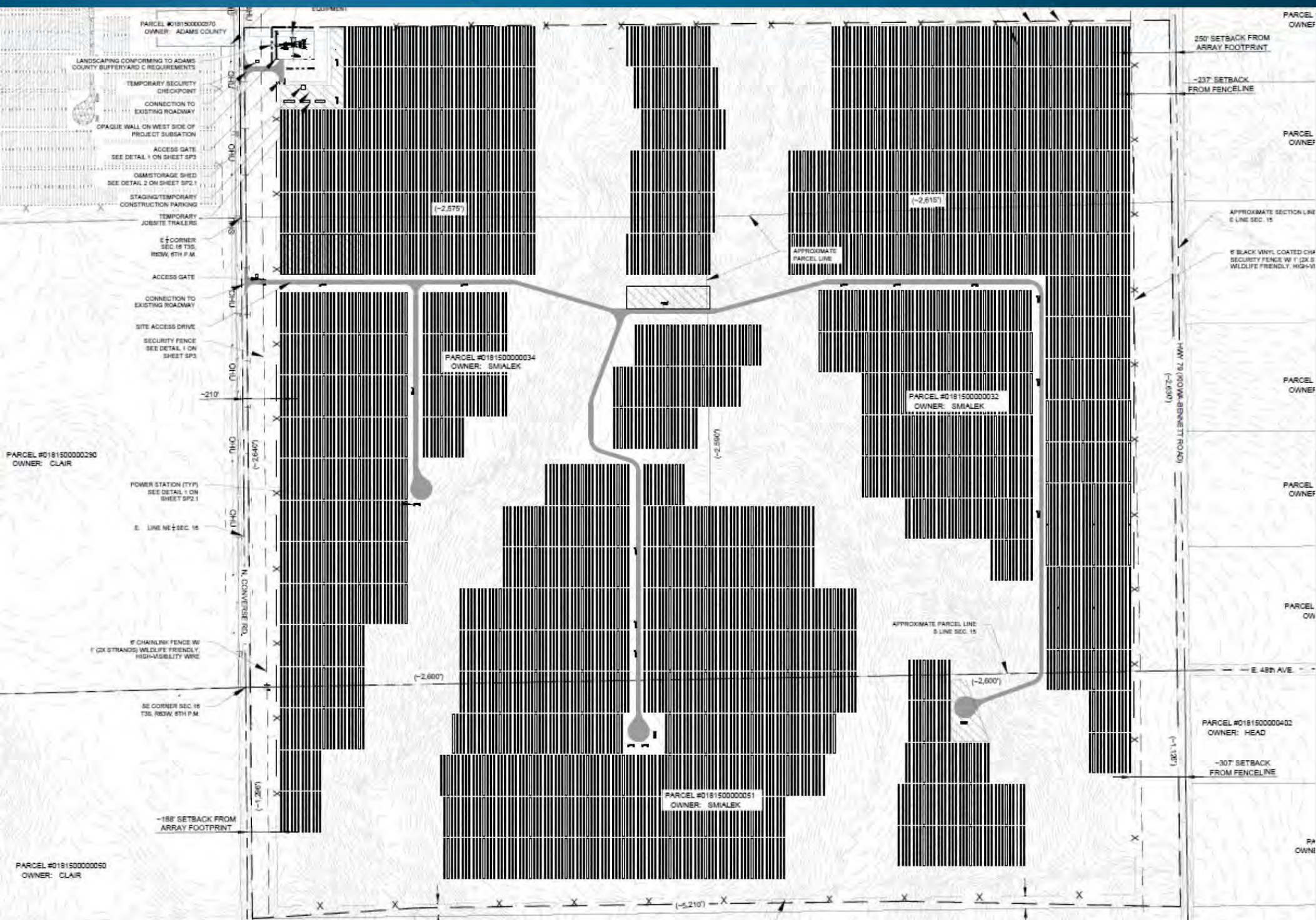


Criteria for Conditional Use Permits

Section 2-02-08-06

1. Permitted in zone district
2. Consistent with regulations
3. Comply with performance standards
4. Harmonious & compatible
5. Addressed all off-site impacts
6. Site suitable for use
7. Site plan adequate for use
8. Adequate services

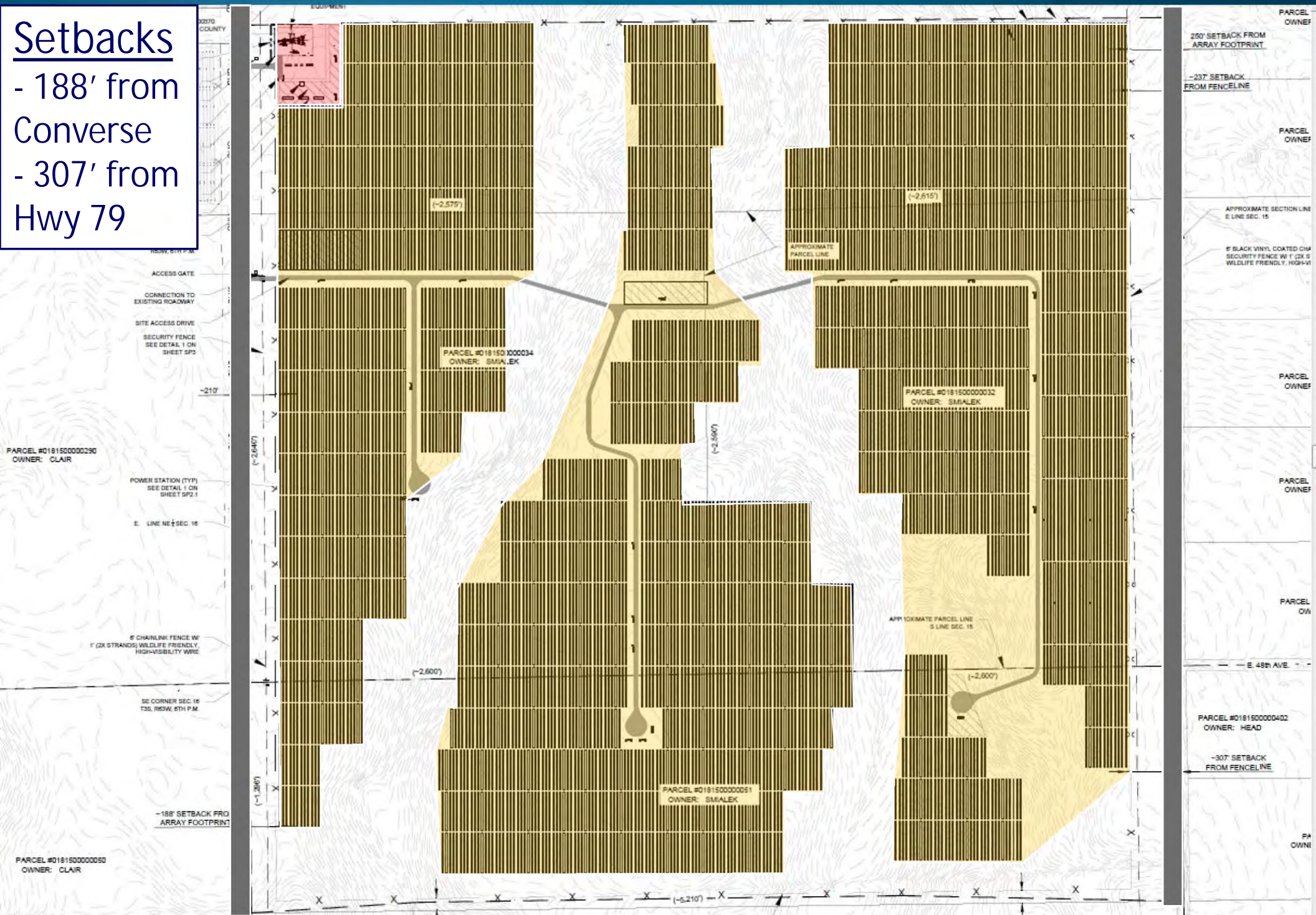
APPLICANT'S SITE PLAN



APPLICANT'S SITE PLAN

Setbacks

- 188' from Converse
- 307' from Hwy 79



CL N. CONVERSE RD.

15' WIDE LANDSCAPING
CONFORMING TO
ADAMS COUNTY
BUFFERYARD "C"
REQUIREMENTS.

TEMPORARY
SECURITY
CHECKPOINT

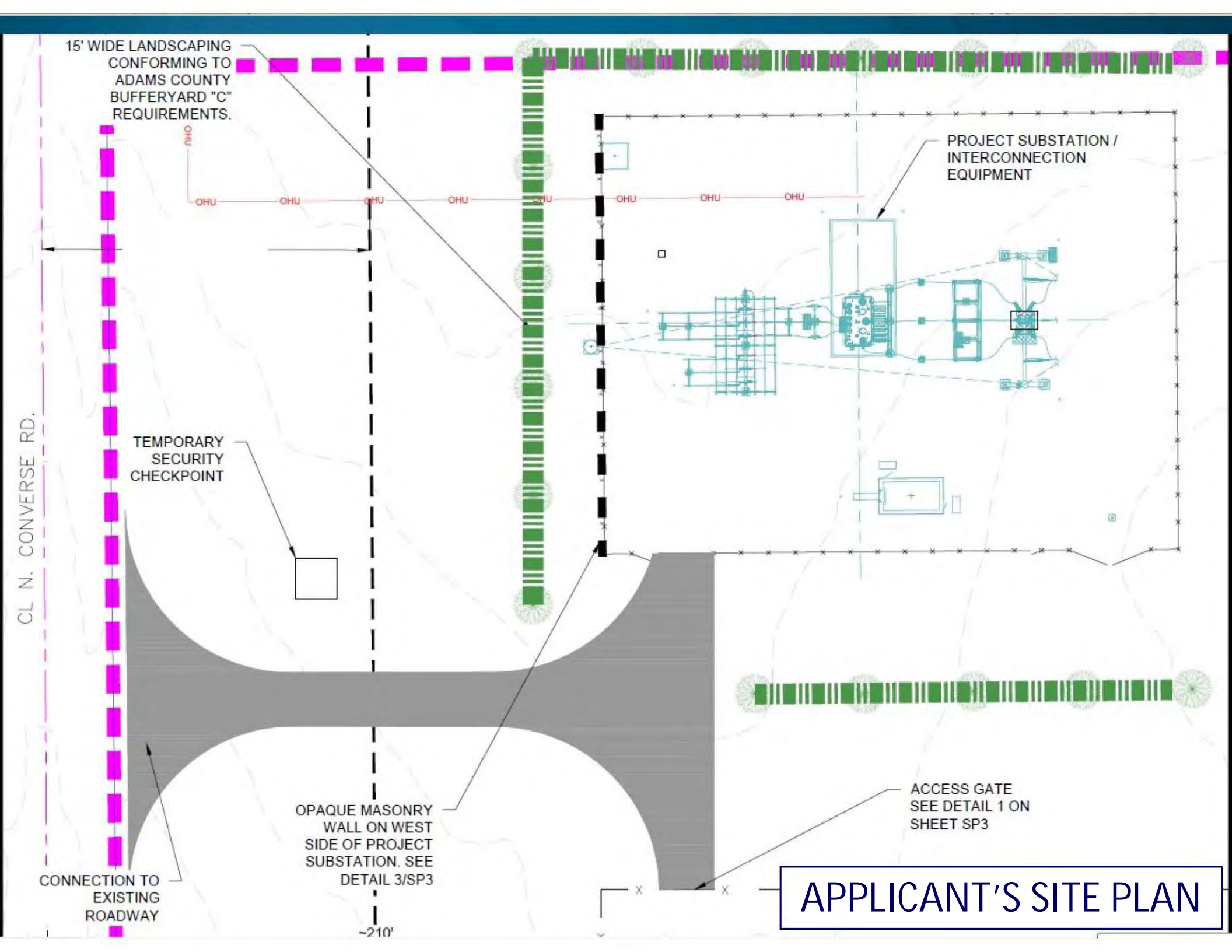
PROJECT SUBSTATION /
INTERCONNECTION
EQUIPMENT

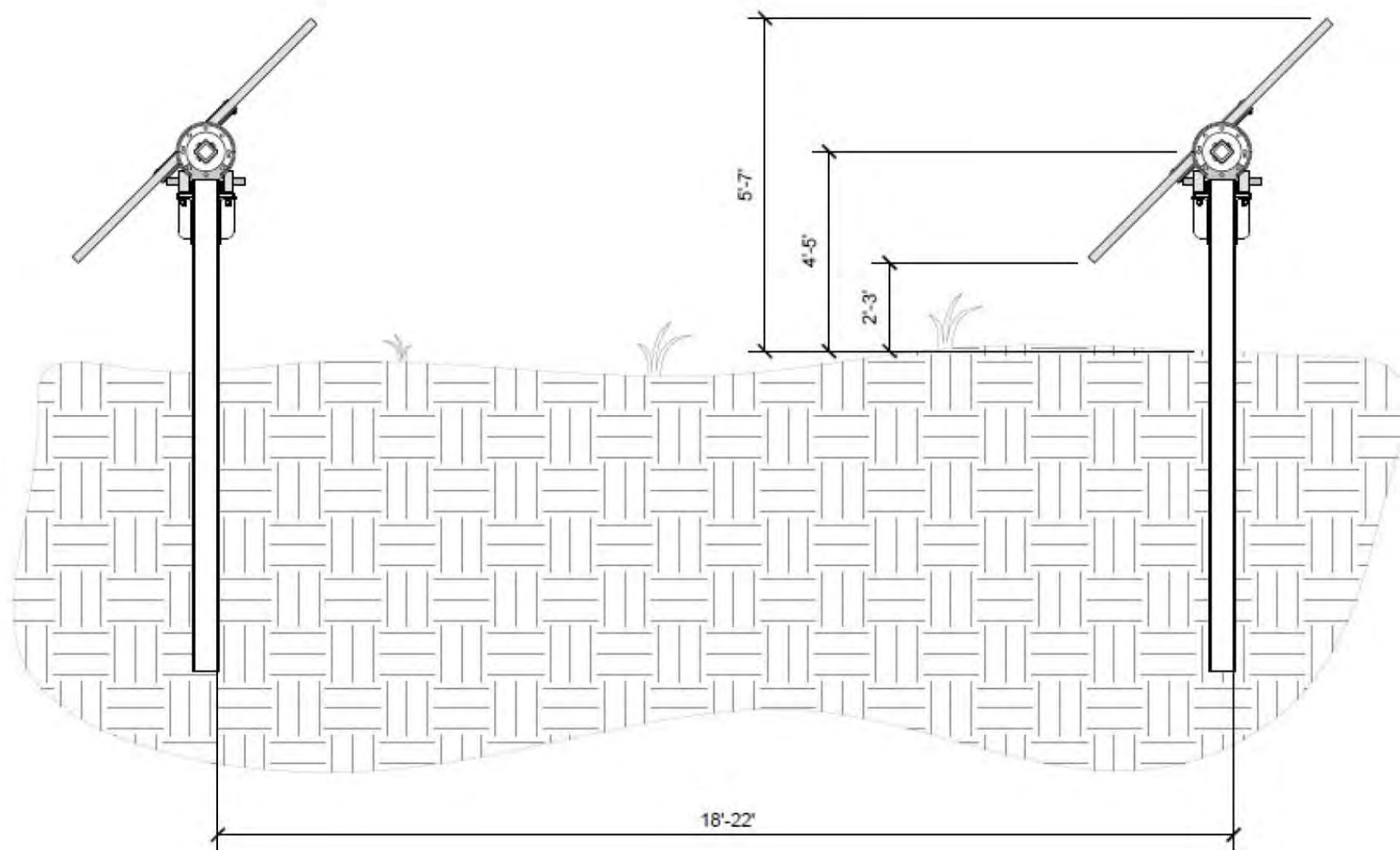
OPAQUE MASONRY
WALL ON WEST
SIDE OF PROJECT
SUBSTATION. SEE
DETAIL 3/SP3

ACCESS GATE
SEE DETAIL 1 ON
SHEET SP3

CONNECTION TO
EXISTING
ROADWAY

APPLICANT'S SITE PLAN





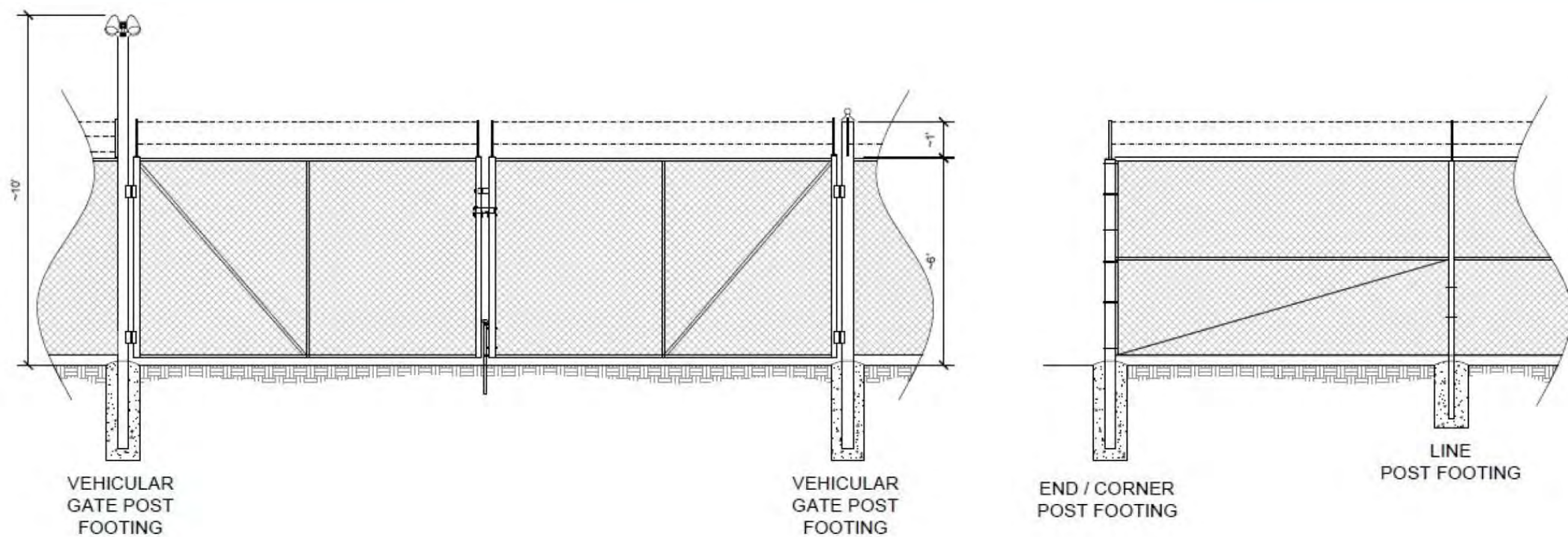
2
SP2.2

TYPICAL TRACKING ARRAY - SIDE ELEVATION

SCALE: NTS

APPLICANT'S SITE PLAN

APPLICANT'S SITE PLAN



1

SP3

GATE & TYPICAL FENCE DETAILS

SCALE: NTS

NOTES:

1. FENCE WILL BE GALVANIZED CHAIN LINK WITH 2" MESH, 9 GAUGE.
2. TOP TWO WIRES WILL BE HIGH VISIBILITY FOR WILDLIFE CONSIDERATIONS PER RECOMMENDATIONS OF COLORADO PARKS AND WILDLIFE
3. EAST SIDE FENCE WILL BE BLACK VINYL-COATED CHAIN LINK WITH 2" MESH, 9 GAUGE













Referral Period

Public Notice

Notices sent*	# of Comments Received
52	4

* Property owners and residents within ½ mile were notified

Public Comments

- One letter of support, from property owner
 - Solar development reduces demand on services, provides tax value to community
- Three letters of opposition/concern:
 - Compatibility, Health Concerns, Noise, Wildlife, Decrease of property values, setbacks, public safety, Loss of views

Referral Agency Comments

TCHD & Colorado Division of Parks & Wildlife provided comments that were used to draft conditions of approval.

PC Update

(PRC2019-00004 - Kiowa-52 Solar)

- Public Hearing on September 26th
- No members of the public were present to testify
- Questions:
 - Construction Timeline
 - Landscape maintenance

Recommendation

(PRC2019-00004 - Kiowa-52 Solar)

- Approval of both Conditional Use Permits with 8 Findings-of-Fact, 6 Conditions, and 2 Notes

Recommended Conditions

1. This conditional use permits shall expire on October 15, 2041 (22 years).
2. The applicant shall construct the site in conformance with the approved site and landscape plans illustrated in Exhibit 3.2.
3. A building permit shall be required for any fence associated with the site.
4. The solar panels on-site shall be removed when the conditional use permit expires, unless an extension or renewal is granted.
5. The applicant shall comply with all the requirements specified by the Colorado Department of Natural Resources' Division of Parks & Wildlife provided in their letter dated May 20, 2019, including surveying the site for nesting birds, swift foxes, prairie dogs, and burrowing owls if installation of panels occurs between March 15th and July 31st of the year.
6. The applicant shall comply with all the requirements specified by the Tri-County Health Department provided in their letter dated May 28, 2019, including the use of portable bathroom facilities and trash enclosures during construction.

Recommended Notes

1. This conditional use permit shall expire within one year of approval (October 15, 2020), if a building permit is not obtained for the development.
2. All applicable building, zoning, health, engineering, and fire codes shall be adhered to with this request.



**COMMUNITY AND ECONOMIC DEVELOPMENT
DEPARTMENT**

**CASE NAME: Layton Subdivision Third Filing
CASE NUMBER: PLT2018-00030**

TABLE OF CONTENTS

EXHIBIT 1 – BoCC Staff Report

EXHIBIT 2- Maps

- 2.1 Aerial Map
- 2.2 Zoning Map
- 2.3 Future Land Use Map
- 2.4 Simple Map

EXHIBIT 3- Applicant Information

- 3.1 Applicant Written Explanation
- 3.2 Applicant Minor Subdivision Plat
- 3.3 Applicant Conceptual Site Plan
- 3.4 Applicant SIA

EXHIBIT 4- Referral Comments

- 4.1 Referral Comments (Adams County)
- 4.2 Referral Comments (Division of Wildlife)
- 4.3 Referral Comments (City of Thornton)
- 4.4 Referral Comments (Colorado Geological Survey)
- 4.5 Referral Comments (Tri-County Health Dept.)
- 4.6 Referral Comments (United Power)
- 4.7 Referral Comments (Xcel Energy)
- 4.8 Referral Comments (DWR)

EXHIBIT 5- Owner/Occupant Comments

- 5.1 Neighborhood Comment 1
- 5.2 Neighborhood Comment 2

EXHIBIT 6- Associated Case Materials

- 6.1 Request for Comments
- 6.2 Public Hearing Notice
- 6.3 Newspaper Publication
- 6.4 Referral Listing
- 6.5 Property Occupant and Owner Labels
- 6.6 Certificate of Posting



**COMMUNITY AND ECONOMIC DEVELOPMENT
DEPARTMENT
STAFF REPORT**

Board of County Commissioners

October 15, 2019

CASE No.: PLT2018-00030	CASE NAME: Layton Subdivision Third Filing
--------------------------------	---------------------------------------------------

Owner's Name:	RC 144 LLC
Applicant's Name:	Ryan Carlson
Applicant's Address:	P.O. Box 247, Eastlake, CO 80614-0247
Location of Request:	300-feet northeast of the intersection of East 144 th Avenue and Colorado Blvd. or Parcel #0157118301006
Nature of Request:	a) A Minor Subdivision Plat to replat Lot 2 of the Layton Subdivision Second Filing into three lots, a waiver, b) a waiver to allow private access into the subdivision from Colorado Boulevard, and c) a Subdivision Improvements Agreement for public improvements along Colorado Boulevard
Zone Districts:	Agriculture-1 (A-1)
Comprehensive Plan:	Urban Residential
Site Size:	11.536 acres
Existing Primary Use:	Vacant
Proposed Use:	Residential
Hearing Date(s):	BoCC: October 15, 2019 / 9:30 a.m.
Report Date:	October 8, 2019
Case Manager:	Libby Tart
Staff Recommendation:	APPROVAL with 11 Findings-of-Fact and 1 Note

SUMMARY OF PREVIOUS APPLICATIONS

The 40-lot Layton Subdivision was created in 1968. The location of the original Subdivision is north of East 144th Avenue, from Colorado Boulevard to Dahlia Street. In 1978, the property was rezoned from Agriculture-3 (A-3) to Agriculture-1 (A-1) and subdivided from a 33-acre

parcel into six lots. This third filing request is to further subdivide one of the six lots, Lot 2, into three lots with a minimum lot size of 2.5 acres.

SUMMARY OF APPLICATION

Background

Mr. Ryan Carlson is requesting this final subdivision plat to subdivide Lot 2 of the Layton Subdivision Filing Two from one lot into three lots. The applicant's intention is to create three single-family lots averaging 3.5 acres in size. See Exhibit 3.3 for their conceptual site plan.

Site Characteristics:

The site is approximately 11.536 acres and each proposed lot is a minimum of 3.5 acres. The zoning is Agriculture-1 (A-1). The site has access on Colorado Boulevard and the applicant is proposing access to all three lots from Colorado Boulevard along a private access drive. The subject lot is bordered by the Signal Ditch to the south and by single-family detached residential properties on all sides.

Development Standards and Regulations Requirements:

Per Section 5-03-03 of the County's Development Standards and Regulations, subdivision plats and parcel lot dimensions are required to conform to requirements of the designated zone district. In addition, all lots created by a subdivision shall have access to a County-maintained right-of-way. There is a 2.5-acre minimum lot size required in the Agriculture-1 (A-1) zone district and the minimum lot width is one-hundred-fifty (150) feet. The proposed lots conform to the minimum lot size and lot width allowed in the zone district. In addition, the proposed lots have access to Colorado Boulevard via a privately maintained road.

Per Section 5-03-03-10, Private Access, access from a public street to a private street requires a waiver from the Subdivision Design, Improvements and Dedication chapter of the Adams County Development Standards and Regulations. The subdivision plat proposes a private street to the three lots. The applicant is establishing a homeowner's association to own and maintain this private road and detention ponds.

Per Section 5-04 of the County's Development Standards and Regulations, public improvements may be required to be constructed with the development of a subdivision. There are public improvements required with this proposed plat due to the access road proposed from Colorado Boulevard. Sections 5-05-04 and 05-05-05 of the County's Development Standards require land dedication to support new or expanded parks and schools. The applicant is providing a Subdivision Improvements Agreement (SIA), which will specify the public improvements required, and will be paying fees in lieu of land dedication.

Future Land Use Designation/Goals of the Comprehensive Plan for the Area

The future land use designation on the property is Urban Residential. Per the 2012 Comprehensive Plan, "Urban Residential areas are designated for single and multiple family housing, typically at urban densities of one dwelling per acre or greater. These areas are intended to provide for development of residential neighborhoods with a variety of housing types, with adequate urban services and transportation facilities."

The subject request is currently surrounded exclusively by agricultural zone districts and is compatible with the surrounding area. Currently, none of the surrounding unincorporated Adams County area relates to the designation of Urban Residential and most of the area is not connected to water and sewer. Single-family detached residential is a permitted use within the current A-1 zone district and will continue to fall within this category for future land uses.

Directly to the west is a future land use designation of Estate Residential, which is envisioned as single-family dwelling units at a density of one acre or greater. The subject property is 1,500 feet to the west and 2,000 feet to the northeast of the City of Thornton, which has the future land use designation of Municipal Area.

Surrounding Zoning Designations and Existing Use Activity:

Northwest A-1 Residential (SFD)	North A-1 Residential (SFD)	Northeast A-1 Residential (SFD)
West A-1 Residential (SFD)	Subject Property A-1 Residential (SFD)	East A-2 Residential (SFD)
Southwest A-1 Residential (SFD)	South A-3 Residential (SFD)	Southeast A-2 Residential (SFD)

Compatibility with the Surrounding Land Uses:

The property is surrounded by single-family homes in agrarian zone districts. Agriculture-3 (A-3) is to the south, Agriculture-2 (A-2) is to the east, and Agriculture-1 (A-1) to the north and west.

Using the subject property as single-family detached housing is compatible with the surrounding neighborhood.

PLANNING COMMISSION UPDATE:

The Planning Commission considered this case on September 12, 2019 and recommended approval in a 7-0 vote. The applicant answered questions by the Commission.

Staff provided a condition to the vote indicating that the application was not noticed in the newspaper at least 30 days in advance and the Board of County Commissioners public hearing date would need to be continued to ensure proper notice occurred. The recommended continuation date for the BoCC hearing was October 8, 2019. Staff later noted that the date needed one additional week to review and modify the language from the SIA. The continuance was approved by the BoCC on October 1, 2019, and the date chosen was October 15, 2019.

Staff Recommendation:

Based upon the application, the criteria for a minor subdivision final plat, and a recent site visit, staff recommends **Approval of this request with 11 findings-of-fact and 1 note.**

RECOMMENDED FINDINGS OF FACT

1. The final plat is consistent and conforms to the approved sketch plat.
2. The final plat is in conformance with the subdivision design standards.
3. The applicant has provided evidence that a sufficient water supply has been acquired in terms of quantity, quality, and dependability for the type of subdivision proposed, as determined in accordance with the standards set forth in the water supply standards.
4. The applicant has provided evidence that a public sewage disposal system has been established and, if other methods of sewage disposal are proposed, adequate evidence indicating that the system complies with state and local laws and regulations.
5. The applicant has provided evidence to show all areas of the proposed subdivision, which may involve soil or topographical conditions presenting hazards or requiring special precautions, have been identified by the applicant and the proposed uses of these areas are compatible with such conditions.
6. The proposed or constructed drainage improvements are adequate and comply with these standards and regulations.
7. Adequate public facilities or infrastructure, or cash-in-lieu, for impacts reasonably related to the proposed subdivision have been constructed or financially guaranteed through cash-in-lieu or a subdivision improvements agreement so the proposed subdivision will not negatively impact the levels of service of the County.
8. The final plat is consistent with the Adams County Comprehensive Plan and any available area plan.
9. The final plat is consistent with the purposes of these standards and regulations.
10. The overall density of development within the proposed subdivision conforms to the zone district density allowances.
11. The proposed subdivision is compatible with the surrounding area, harmonious with the character of the neighborhood, not detrimental to the immediate area, not detrimental to the future development of the area, and not detrimental to the health, safety, or welfare of the inhabitants of the area and the County. The proposed subdivision has established an adequate level of compatibility by:
 - a. Incorporating natural physical features into the development design and providing sufficient open spaces considering the type and intensity of use;
 - b. Incorporating site planning techniques to foster the implementation of the County's plans, and encourage a land use pattern to support a balanced transportation system, including auto, bike and pedestrian traffic, public or mass

- transit, and the cost effective delivery of other services consistent with adopted plans, policies and regulations of the County;
- c. Incorporating physical design features in the subdivision to provide a transition between the project and adjacent land uses through the provision of an attractive entryway, edges along public streets, architectural design, and appropriate height and bulk restrictions on structures;
 - d. Incorporating identified environmentally sensitive areas, including but not limited to, wetlands and wildlife corridors, into the project design; and
 - e. Incorporating public facilities or infrastructure, or cash-in-lieu, reasonably related to the proposed subdivision so the proposed subdivision will not negatively impact the levels of service of the County services and facilities.

Note to the Applicant:

1. All applicable building, zoning, health, engineering, and fire codes shall be adhered to with this request.

PUBLIC COMMENTS

Notifications Sent	Comments Received
26	2

Notices were sent to all property owners and residents within a 500-foot radius of the site. One comment indicated their support for the project and the second comment indicated their concerns about water sufficiency for the project. Both comments are provided in Exhibit 5, Neighborhood Comment.

REFERRAL AGENCY COMMENTS

Responding with Concerns:

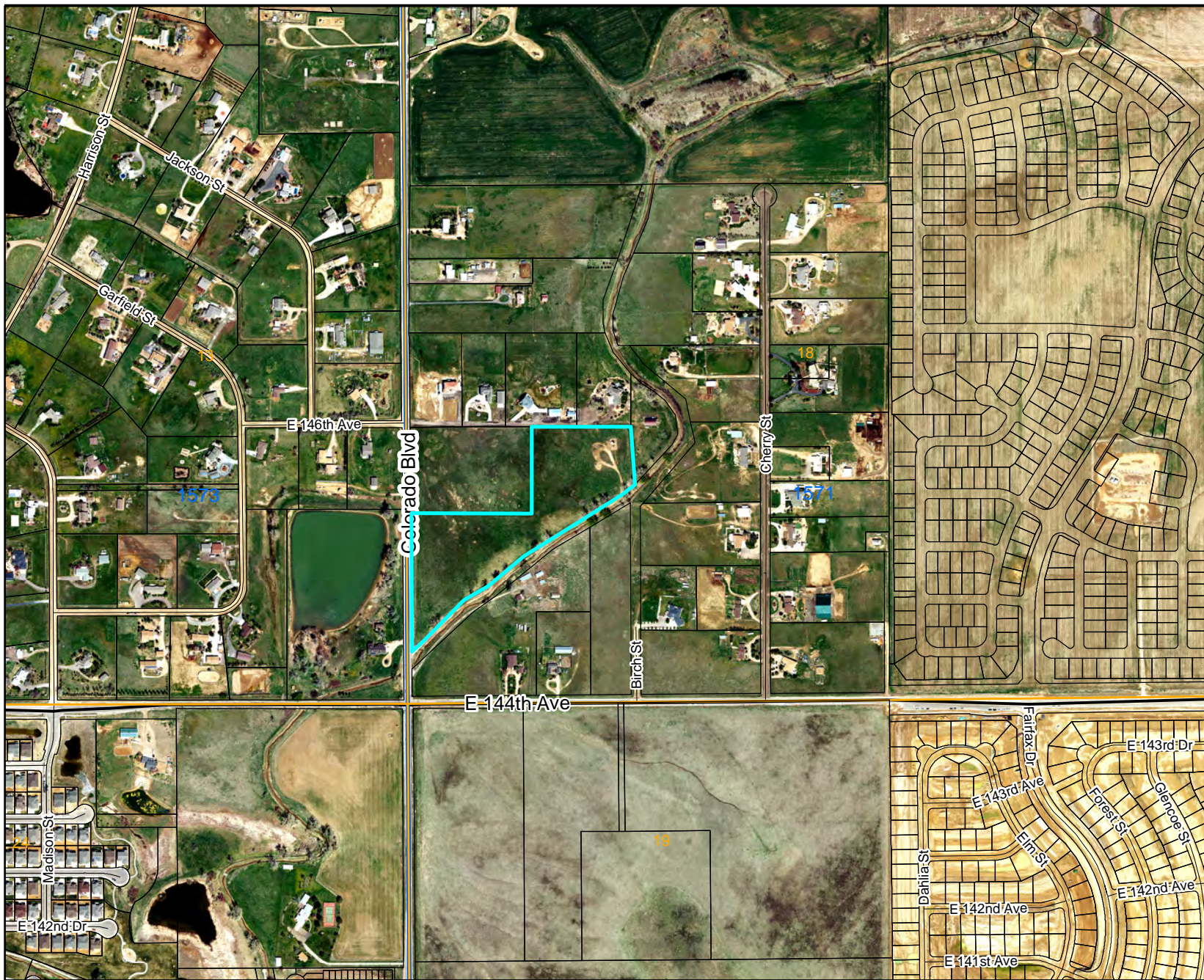
- Adams County Attorney – (ensuring all items in the SIA are compliant – all comments are satisfied)
- Adams County CEDD Development Services Engineer (ensuring a Subdivision Improvement Agreement was necessary – all comments satisfied at present)
- Adams County CEDD Development Services Right-of-Way (correcting revisions to the plat – all comments satisfied at present)
- Adams County Finance (correcting revisions to the SIA– all comments satisfied at present)
- City of Thornton (Expressed preference to create access off 146th Avenue – 146th does not extend to the east of Colorado Boulevard as public right-of-way.)
- Colorado Division of Water Resources (Applicant originally proposed lots that were not equal in size and applicant amended their plat to reflect similar-sized lots to address this. DWR is still indicating that water is adequate but sustainable solutions are advocated for preservation of the water supply.)
- Colorado Division of Wildlife (Stated the applicant should not do any earth-moving work between March 15th and October 31st without submitting a burrowing owl survey)

Responding without Concerns:

- Adams County Building, Parks, and Code Compliance
- Adams County Treasurer
- Colorado Geological Survey
- Tri-County Health
- United Power
- Xcel Energy

Notified but not Responding / Considered a Favorable Response:

- Adams 12 Five Star Schools
- Century Link, Inc.
- CDOT
- Comcast
- Metro Wastewater Reclamation
- Regional Transportation District
- Sheriff's Office
- Thornton Fire Department
- United States Postal Office



Legend

- Railroad
- Major Water
- Zoning Line
- Sections

Zoning Districts

- A-1
- A-2
- A-3
- R-E
- R-1-A
- R-1-C
- R-2
- R-3
- R-4
- M-H
- C-0
- C-1
- C-2
- C-3
- C-4
- C-5
- I-1
- I-2
- I-3
- CO
- PL
- AV
- DIA
- P-U-D
- P-U-D(P)

Case Name Layton Subdivision

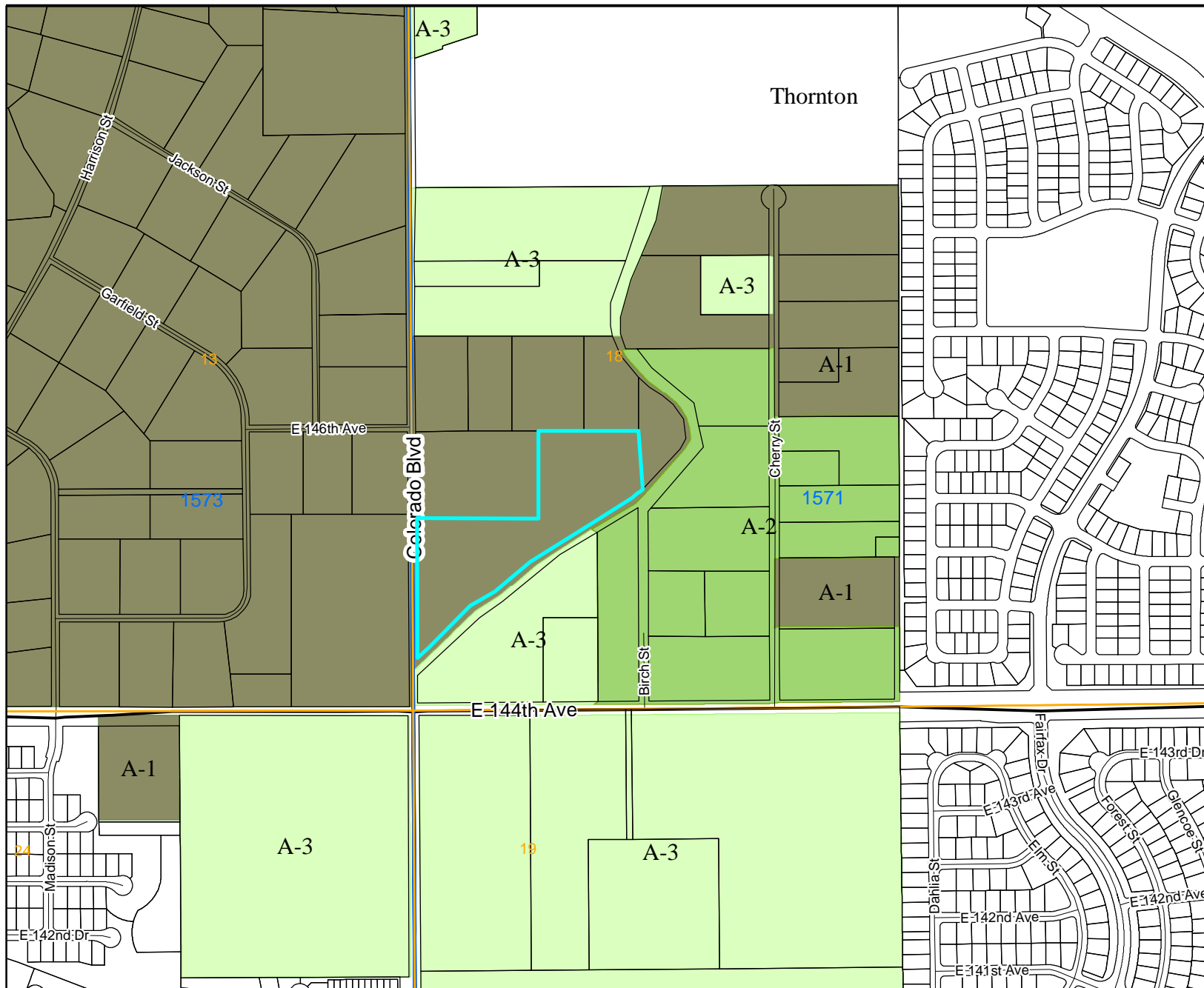
Case Number PLT2018-00030



For display purposes only.



This map is made possible by the Adams County GIS group, which assumes no responsibility for its accuracy



Legend

- Railroad
- Major Water
- Zoning Line
- Sections

Zoning Districts

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- A-2
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- C-5
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- P-U-D(P)



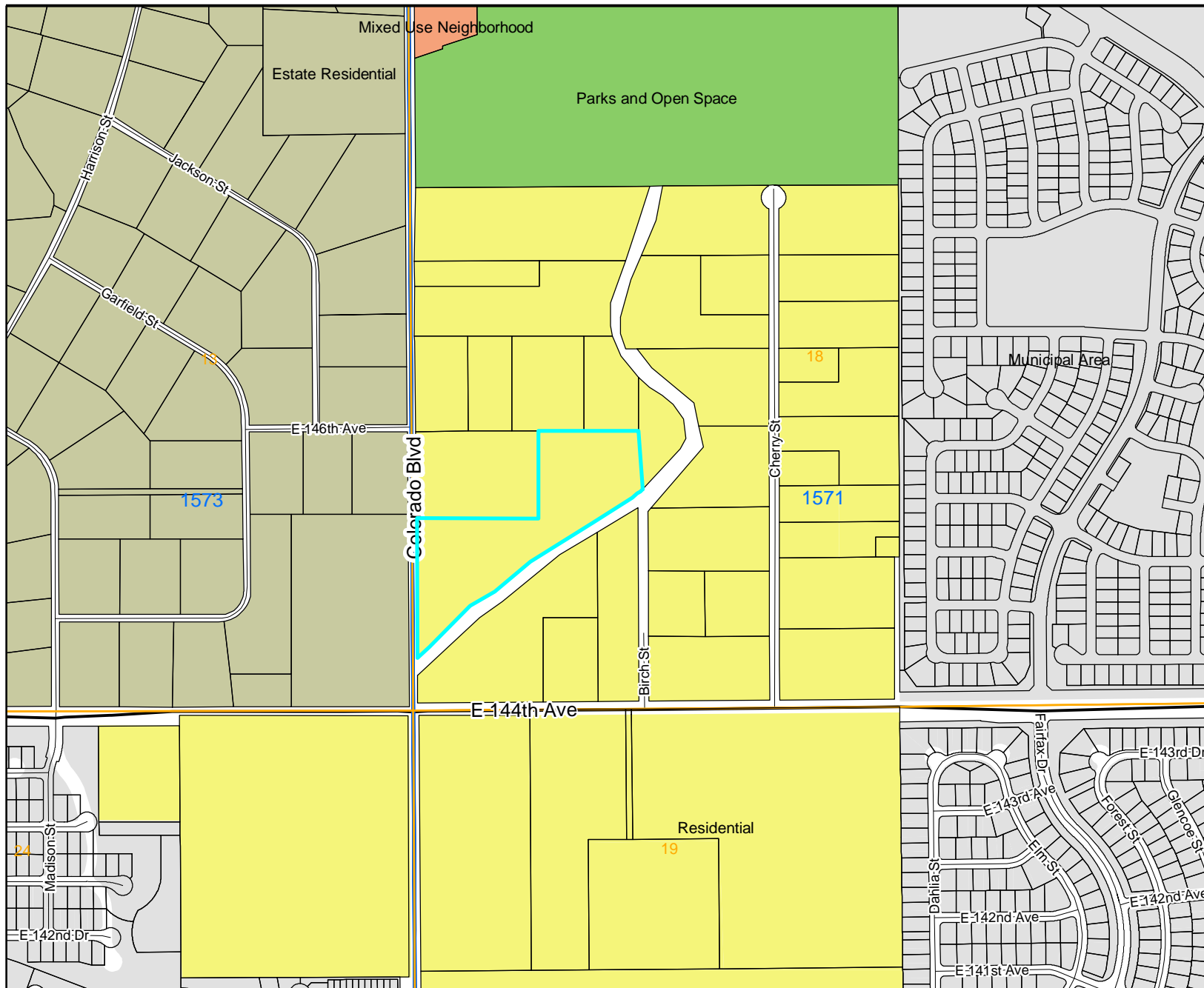
This map is made possible by the Adams County GIS group, which assumes no responsibility for its accuracy

Case Name Layton Subdivision Third Filing

Case Number PLT2018-00030



For display purposes only.



Legend

- Railroad
- Major Water
- Zoning Line
- Sections

Zoning Districts

- A-1
- A-2
- A-3
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- C-4
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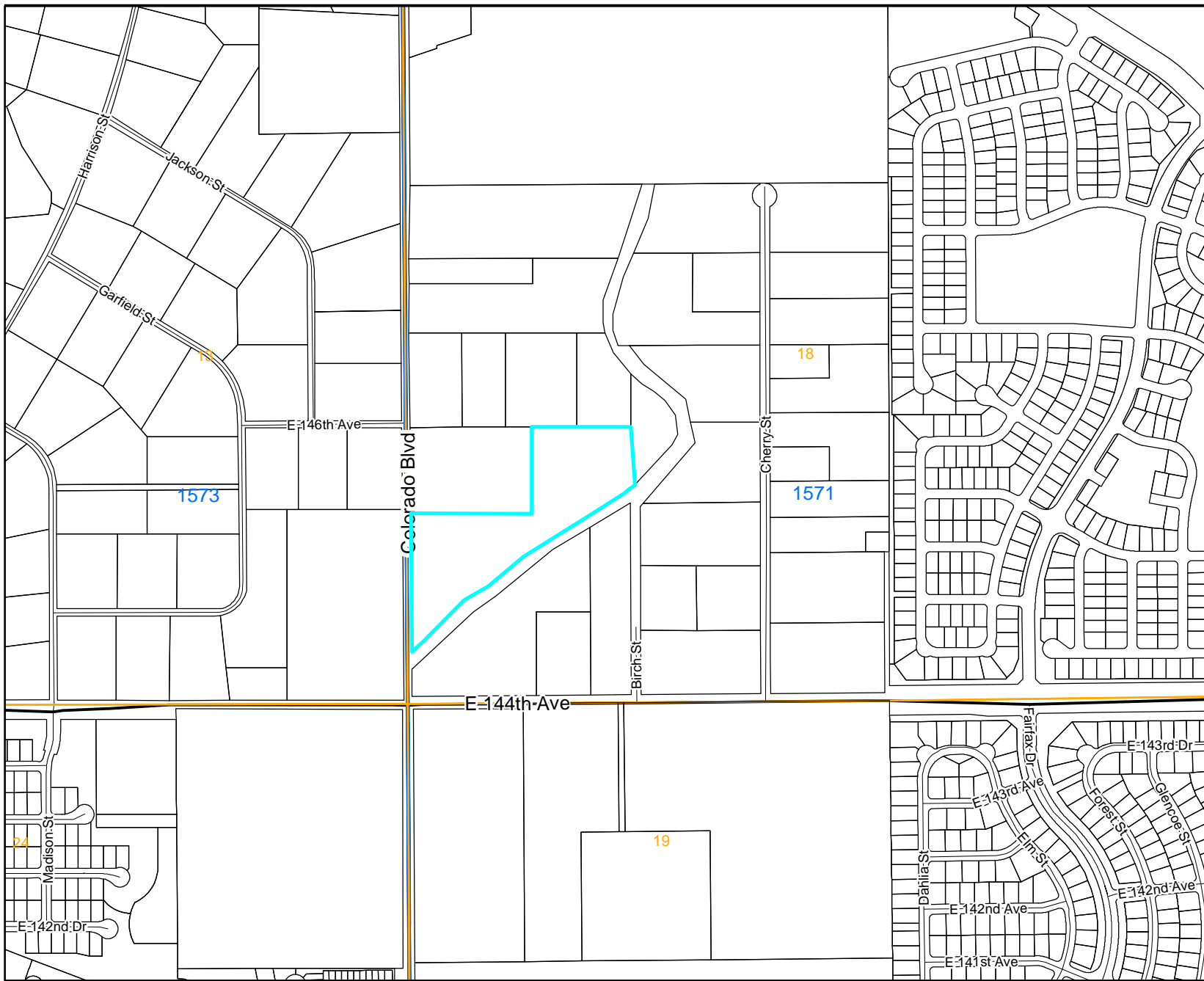
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Case Name Layton Subdivision Third Filing

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For display purposes only.



Legend

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- Zoning Line
- Sections

Zoning Districts

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- R-E
- R-1-A
- R-1-C
- R-2
- R-3
- R-4
- M-H
- C-0
- C-1
- C-2
- C-3
- C-4
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- I-2
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- P-U-D
- P-U-D(P)



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Case Name Layton Subdivision Third Filing

Case Number PLT2018-00030



For display purposes only.



720.283.6783 Office
1500 West Canal Court
Littleton, Colorado 80120

 REDLAND.COM

July 24, 2018

Community & Economic Development Department
Adams County
4430 S Adams County Parkway
Brighton, CO 80601

Re: Layton Subdivision Second Filing, Lot 2 – Minor Subdivision Application

Dear Adams County Staff:

This letter is intended to serve as the “Written Explanation” related to the Layton Subdivision as part of our Minor Subdivision Final Plat Request application. The proposed project consists of a replat of Lot 2 of the Layton Subdivision Second Filing. The proposed replat is anticipated to subdivide Lot 2 into three (3) lots for single family residential use.

A neighborhood meeting was hosted by the owner/applicant on February 19, 2018 and was attended by twelve neighbors. A comment sheet was provided to the neighbors, but no formal comments were provided.

Each lot will be a minimum of 2.5-acres in area and will be served by potable water wells and individual sewage disposal (septic) systems. Permits for these systems will be processed and obtained from the appropriate agencies concurrent to the formal development application process with Adams County. We have provided a Non-Tributary Aquifer Groundwater Supply analysis as prepared by William Berg, P.G. of Martin Wood Water Consultants. The analysis demonstrates a 300-year supply is available for the three proposed lots.

Access to the development is proposed from Colorado Boulevard and will consist of a private access road and cul-de-sac extending along the north property line.

The existing oil & gas facilities that lie within the proposed Lot 4 will be plugged and abandoned pursuant to an agreement previously negotiated by the Developer (Applicant) and Lessee.

We look forward to your review of this application and are available to answer any questions you may have prior to your formal review.

Sincerely,

Fred G. Tafoya III, P.E.
Principal

Table 1. Non-Tributary Aquifer Groundwater Supply

Development	Indoor Demand (af)¹	Irrigation per Lot (sq ft)	Irrigation Demand (af)	Total Annual Indoor and Outdoor Demand (af)	Total Demand 300 Year Pumping (af)²	Non-Tributary Laramie Fox-Hills Water Supply Excess/Deficit (af)
<i>3 Lots without Irrigation</i>	0.90	0	0.00	0.90	270	21
<i>3 Lots with 466 sq ft of Irrigation</i>	0.90	466	0.07	0.97	291	0
<i>3 Lots with 1000 sq ft of Irrigation</i>	0.90	1,000	0.15	1.05	315	-24

¹ Adams County Development Standards and Regulations (January 22, 2007), Chapter 5, 5-04-05-06-04.

² Adams County Development Standards and Regulations requires a 300-year aquifer life.

³ Senate Bill 5, Colorado Decision Support System Aquifer Determination Tool, 2.91 af annual apportionment for 11.78 acres in the NWNW Sec 18 T1S R67W.

LAYTON SUBDIVISION THIRD FILING

CASE NO. PLT2018-00030

A RE-SUBDIVISION OF LOT 2, LAYTON SUBDIVISION SECOND FILING,
LOCATED IN THE SOUTHWEST 1/4 OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 67 WEST
OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 1 OF 2



VICINITY MAP

NOT TO SCALE

OWNERSHIP AND DEDICATION CERTIFICATE

KNOW ALL MEN BY THESE PRESENTS THAT RC 144 LLC, A COLORADO LIMITED LIABILITY COMPANY, BEING THE OWNER OF A PARCEL OF LAND LYING IN THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 67 WEST, OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LOT 2, LAYTON SUBDIVISION SECOND FILING, ACCORDING TO THE PLAT RECORDED NOVEMBER 21, 1978 UNDER RECEPTION NO. B167398 IN THE RECORDS OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE, COUNTY OF ADAMS, STATE OF COLORADO.

ADDITIONALLY DESCRIBED AS

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 18, WHENCE THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 18 BEARS SOUTH 00°22'35" EAST, A DISTANCE OF 2,651.40 FEET, WITH ALL BEARINGS HEREIN REFERENCED THERETO;

THENCE ALONG SAID WEST LINE SOUTH 00°22'35" EAST, A DISTANCE OF 1679.97 FEET;

THENCE DEPARTING SAID WEST LINE NORTH 89°37'25" EAST, A DISTANCE OF 50.00 FEET TO THE NORTHWESTERLY CORNER OF SAID LOT 2 AND THE **POINT OF BEGINNING**;

THENCE ALONG THE BOUNDARY OF SAID LOT 2 THE FOLLOWING ELEVEN (11) COURSES;

- 1) NORTH 89°37'25" EAST, A DISTANCE OF 595.00 FEET;
- 2) NORTH 00°22'35" WEST, A DISTANCE OF 440.00 FEET;
- 3) NORTH 89°37'25" EAST, A DISTANCE OF 501.59 FEET;
- 4) SOUTH 00°22'35" EAST, A DISTANCE OF 313.54 FEET;
- 5) SOUTH 40°37'33" WEST, A DISTANCE OF 62.14 FEET;
- 6) SOUTH 58°55'14" WEST, A DISTANCE OF 397.41 FEET;
- 7) SOUTH 55°22'48" WEST, A DISTANCE OF 221.56 FEET;
- 8) SOUTH 48°57'20" WEST, A DISTANCE OF 259.86 FEET;
- 9) SOUTH 62°22'41" WEST, A DISTANCE OF 126.42 FEET;
- 10) SOUTH 45°48'53" WEST, A DISTANCE OF 306.89 FEET;
- 11) NORTH 00°22'35" WEST, A DISTANCE OF 687.69 FEET TO THE **POINT OF BEGINNING**.

CONTAINING AN AREA OF 11.536 ACRES, (502,503 SQUARE FEET), MORE OR LESS.

HAS BY THESE PRESENTS LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO A TRACT, LOTS AND EASEMENTS AS SHOWN ON THIS PLAT UNDER THE NAME AND STYLE OF **LAYTON SUBDIVISION THIRD FILING** AND THE UNDERSIGNED DOES HEREBY DEDICATE, GRANT AND CONVEY TO ADAMS COUNTY THOSE PUBLIC EASEMENTS AS SHOWN ON THE PLAT FOR THE USE OF THE PUBLIC, EASEMENTS, PUBLIC WAY AND LANDS HEREON SHOWN, FOR PUBLIC UTILITY, CABLE TV, AND DETENTION POND AREAS, FLOODWAY AND FLOODPLAIN LIMITS, DRAINAGE AND OTHER PUBLIC PURPOSES AS DETERMINED BY ADAMS COUNTY; AND FURTHER RESTRICTS THE USE OF ALL PUBLIC EASEMENT TO ADAMS COUNTY AND/OR ITS ASSIGNS, PROVIDED HOWEVER, THAT THE SOLE RIGHT AND AUTHORITY TO RELEASE OR QUITCLAIM ALL OR ANY SUCH PUBLIC EASEMENTS SHALL REMAIN EXCLUSIVELY VESTED IN ADAMS COUNTY; THE PRIVATE STREET, E. 145TH AVENUE, IS PRIVATELY OWNED AND MAINTAINED BY RC 144 LLC, A COLORADO LIMITED LIABILITY COMPANY.

EXECUTED THIS _____ DAY OF _____ A.D., 20_____.

BY: RC 144 LLC, A COLORADO LIMITED LIABILITY COMPANY.

NAME _____ AS _____ TITLE _____

NAME _____ AS _____ TITLE _____

ACKNOWLEDGEMENT

BY: RC 144 LLC, A COLORADO LIMITED LIABILITY COMPANY.

STATE OF COLORADO)
) SS
COUNTY OF _____)

THE FOREGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY
OF _____, A.D. 20____, BY _____
AS _____ AND BY _____
AS _____ OF RC 144 LLC, A COLORADO LIMITED COMPANY.

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

MY ADDRESS IS: _____

WITNESS MY HAND AND OFFICIAL SEAL:

NOTARY PUBLIC

STORM DRAINAGE FACILITIES STATEMENT

THE POLICY OF THE COUNTY REQUIRES THAT MAINTENANCE ACCESS SHALL BE PROVIDED TO ALL STORM DRAINAGE FACILITIES TO ASSURE CONTINUOUS OPERATIONAL CAPABILITY OF THE SYSTEM. THE PROPERTY OWNERS SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL DRAINAGE FACILITIES INCLUDING INLETS, PIPES, CULVERTS, CHANNELS, DITCHES, HYDRAULIC STRUCTURES, AND DETENTION BASINS LOCATED ON THEIR LAND UNLESS MODIFIED BY THE SUBDIVISION DEVELOPMENT AGREEMENT. SHOULD THE OWNER FAIL TO MAINTAIN SAID FACILITIES, THE COUNTY SHALL HAVE THE RIGHT TO ENTER SAID LAND FOR THE SOLE PURPOSE OF OPERATIONS AND MAINTENANCE. ALL SUCH MAINTENANCE COST WILL BE ASSESSED TO THE PROPERTY OWNERS.

FLOOD ZONE

THE SURVEYED PROPERTY SHOWN HEREIN LIES WITHIN OTHER AREAS ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP (FIRM) NO. 08001C0308H, WITH A REVISED DATE OF MARCH 5, 2007 AND NO. 08001C0304J, WITH A REVISED DATE OF JANUARY 20, 2016. DETERMINATION OF FLOOD ZONE CLASSIFICATION IS DEPICTED BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY.

SURVEYOR'S CERTIFICATE

I, GERALD E. BOYSEN JR., A DULY LICENSED PROFESSIONAL LAND SURVEYOR, REGISTERED IN THE STATE OF COLORADO DO HEREBY CERTIFY THAT THERE ARE NO ROADS, PIPELINES, IRRIGATION DITCHES, OR OTHER EASEMENTS IN EVIDENCE OR KNOWN BY ME TO EXIST ON OR ACROSS THE HEREIN BEFORE DESCRIBED PROPERTY EXCEPT AS SHOWN ON THIS PLAT. I FURTHER CERTIFY THAT I HAVE PERFORMED THE SURVEY SHOWN HEREON, OR SUCH SURVEY WAS PREPARED UNDER MY DIRECT RESPONSIBILITY AND SUPERVISION, THAT THIS PLAT ACCURATELY REPRESENTS SAID SURVEY, AND THAT ALL MONUMENTS EXIST AS SHOWN HEREIN.

GERALD E. BOYSEN JR., PLS 32428
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR,
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.
300 E. MINERAL AVE., SUITE 1
LITTLETON, CO. 80122
(303) 713-1897

NOTICE: ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

NOTICE: PER THE STATE OF COLORADO BOARD OF LICENSURE FOR ARCHITECTS, PROFESSIONAL ENGINEERS, AND PROFESSIONAL LAND SURVEYORS RULE 6.2.2 THE WORD "CERTIFY" AS USED HEREON MEANS AN EXPRESSION OF PROFESSIONAL OPINION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED. THE SURVEY REPRESENTED HEREON HAS BEEN PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE AND IS BASED UPON MY KNOWLEDGE, INFORMATION AND BELIEF.

PLANNING COMMISSION APPROVAL

APPROVED BY THE ADAMS COUNTY PLANNING COMMISSION THIS _____ DAY OF _____, A.D., 20_____.

CHAIR

BOARD OF COUNTY COMMISSIONER APPROVAL

APPROVED BY THE ADAMS COUNTY BOARD OF COUNTY COMMISSIONERS THIS _____ DAY OF _____, A.D., 20_____.

CHAIR

CLERK AND RECORDER'S CERTIFICATE

THIS FINAL PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE ADAMS COUNTY CLERK AND RECORDER, IN THE STATE OF COLORADO, AT _____ M. ON THE _____ DAY OF _____, A.D., 20_____.

COUNTY CLERK AND RECORDER

BY: _____
DEPUTY

RECEPTION NO. _____

AzTEC
CONSULTANTS, INC.
300 East Mineral Ave., Suite 1
Littleton, Colorado 80122
Phone: (303) 713-1898
Fax: (303) 713-1897
www.aztecconsultants.com
AzTec Proj. No.:54817-37

DATE OF PREPARATION:	11-1-2018
SCALE:	N/A
SHEET 1 OF 2	

LAYTON SUBDIVISION THIRD FILING

CASE NO. PLT2018-00030

A RE-SUBDIVISION OF LOT 2, LAYTON SUBDIVISION SECOND FILING,
LOCATED IN THE SOUTHWEST 1/4 OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 67
WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO
SHEET 2 OF 2

GENERAL NOTES

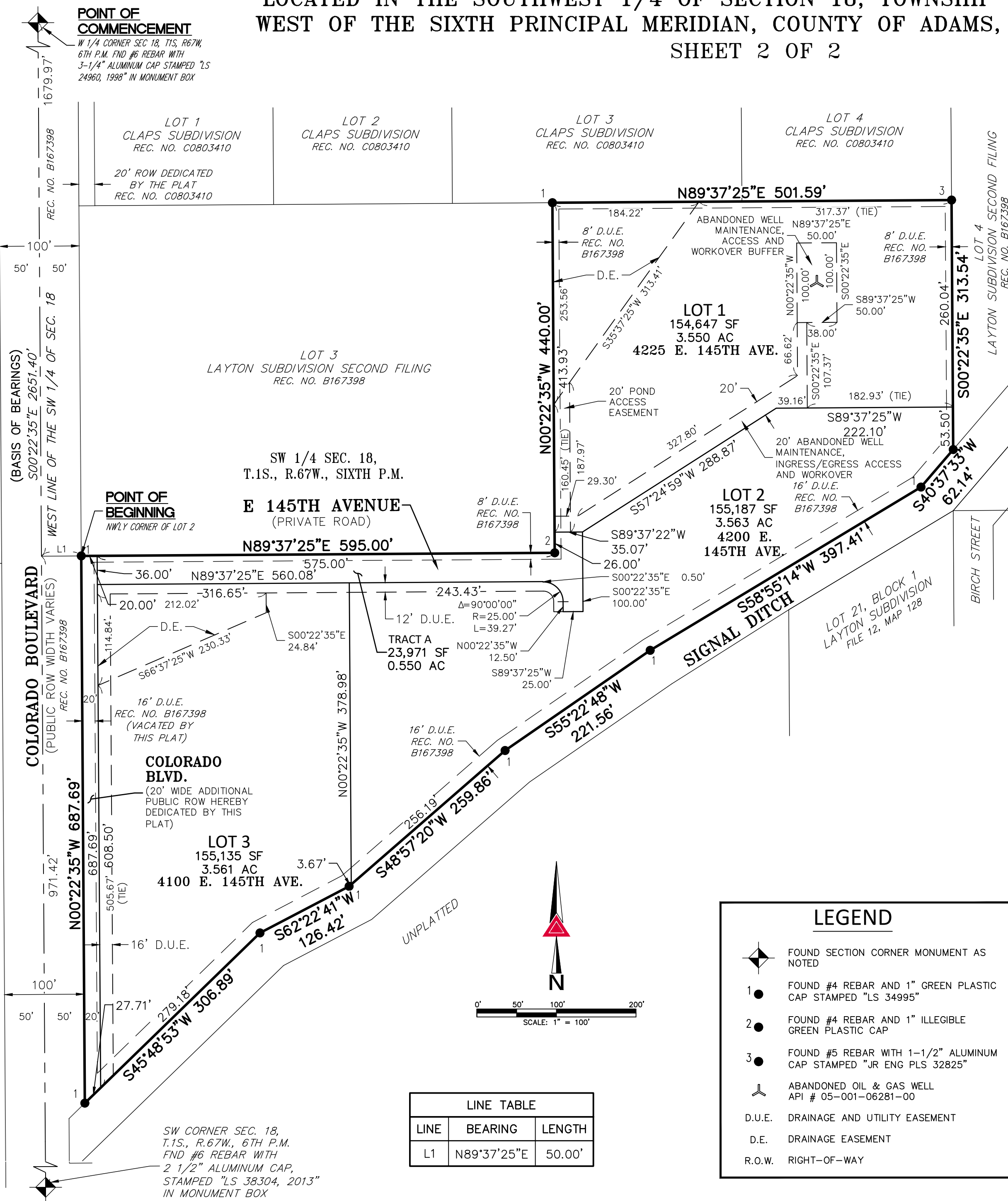
- ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR ACCESSORY COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, C.R.S.
- PER C.R.S. 38-51-106, "ALL LINEAL UNITS DEPICTED ON THIS LAND SURVEY PLAT ARE U.S. SURVEY FEET. ONE METER EQUALS 39.37/12 U.S. SURVEY FEET, EXACTLY ACCORDING TO THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY."
- BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE GRID BEARINGS DERIVED FROM RTK FAST STATIC GPS OBSERVATIONS AND ARE BASED UPON THE COLORADO COORDINATE SYSTEM OF 1983 CENTRAL ZONE (NAD 83, 2011), ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, BEING MONUMENTED AT THE SOUTHWEST CORNER BY A NO. 6 REBAR WITH A 2-1/2" ALUMINUM CAP STAMPED "LS 38304 2013" IN A RANGE BOX AND AT THE WEST QUARTER CORNER BY A NO. 6 REBAR WITH A 3-1/4" ALUMINUM CAP STAMPED "LS 24960 1998" IN A RANGE BOX WHICH BEARS NORTH 00°22'35" WEST, A DISTANCE OF 2651.40 FEET.
- THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY AZTEC CONSULTANTS, INC. TO DETERMINE OWNERSHIP OR EASEMENTS OF RECORD. FOR ALL TITLE INFORMATION OF RECORD, AZTEC CONSULTANTS, INC. RELIED UPON FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NO. NCS-916733-CO, HAVING AN EFFECTIVE DATE OF MARCH 19, 2019 AT 5:00 PM.
- A DRAINAGE AND UTILITY EASEMENT ON PRIVATE PROPERTY ADJACENT TO TRACT A, OF LOTS 2 AND 3, AS SHOWN HEREON, AND ALONG THE SIDE LOT LINE OF LOT 3 IN THIS SUBDIVISION ARE HEREBY DEDICATED TO ADAMS COUNTY FOR THE BENEFIT OF THE APPLICABLE UTILITY PROVIDERS FOR THE INSTALLATION, MAINTENANCE, AND REPLACEMENT OF UTILITIES.
- NOTICE TO PROSPECTIVE BUYERS: THERE IS AN ABANDONED WELL LOCATED ON THIS PLAT. PURSUANT TO ADAMS COUNTY DEVELOPMENT STANDARDS SECTION 4-10-02-03-03-05(2) THERE IS A 50 FT X 100 FT BUFFER AROUND THE ABANDONED WELLHEAD DEDICATED AS A WELL MAINTENANCE AND WORKOVER SETBACK. NO STRUCTURES SHALL BE LOCATED WITHIN THIS SETBACK. THERE IS A 20FT ACCESS SHOWN ON THIS PLAT FOR THE PURPOSES OF PUBLIC ACCESS FOR INGRESS AND EGRESS TO THE SETBACK AREA.
- NO UTILITY LINES SHALL BE INSTALLED WITHIN TEN FEET OF ANY PLUGGED AND ABANDONED WELL.
- THE OWNER SHALL PROVIDE A LETTER AND VISUAL EXHIBIT DEPICTING THE LOCATION OF ANY EXISTING OR FORMER OIL AND GAS INFRASTRUCTURE WITHIN THE LAYTON SUBDIVISION THIRD FILING AND INCLUDE THIS DOCUMENT WITH EACH LOT SOLD IN THE LAYTON SUBDIVISION THIRD FILING.
- THE APPROVED STORMWATER OPERATIONS AND MAINTENANCE MANUAL IS ON FILE WITH THE ADAMS COUNTY CLERK AND RECORDERS OFFICE AT RECEPTION NO. _____
- TRACT A SHALL BE OWNED AND MAINTAINED BY THE _____ HOME OWNERS ASSOCIATION (HOA). THE HOA SHALL PROVIDE PERPETUAL MAINTENANCE OF THE PRIVATE ROADWAY CONTAINED WITHIN TRACT A. THE PRIVATE ROADWAY IS HEREBY PROVIDED FOR PUBLIC ACCESS TO LOTS 1 THROUGH 3, INCLUSIVE, OF THIS SUBDIVISION.
- DRAINAGE EASEMENT AND ACCESS EASEMENTS ARE HEREBY DEDICATED, OVER AND ACROSS TRACT A AND AS SHOWN HEREON, TO THE _____ HOA FOR ACCESS, MAINTENANCE, AND OPERATION OF DRAINAGE FACILITIES.
- THE ROAD MAINTENANCE PLAN FOR THE PRIVATE ROAD IS ON FILE WITH THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE AT RECEPTION NO. _____
- ADAMS COUNTY ASSUMES NO RESPONSIBILITY OR LIABILITY REGARDING THE PRIVATE ROAD, AND WILL NOT PERFORM MAINTENANCE OPERATIONS INCLUDING SNOW REMOVAL.
- INGRESS/EGRESS ACCESS IS NOT PERMITTED FROM LOT 3 TO COLORADO BOULEVARD.
- DRAINAGE EASEMENTS AS SHOWN ON THE PLAT ARE DEDICATED TO ADAMS COUNTY FOR THE PURPOSE OF PROVIDING STORM DRAINAGE THROUGHOUT THE SUBDIVISION AND MAINTENANCE THEREOF. DRAINAGE EASEMENTS WILL BE MAINTAINED BY THE UNDERLYING PROPERTY OWNERS AND SHALL BE KEPT CLEAR OF OBSTRUCTIONS TO THE FLOW AND/OR OBSTRUCTIONS TO MAINTENANCE ACCESS. CONSTRUCTION OF STRUCTURES, INCLUDING BUT NO LIMITED TO HOUSES, GARAGES, BARN, FENCES AND SHEDS SHALL NOT BE PERMITTED WITHIN THE DESIGNATED DRAINAGE EASEMENT. ANY PERMITTED ROADS, DRIVEWAYS, LANDSCAPING OR OTHER IMPROVEMENTS OVER ANY DRAINAGE EASEMENTS MUST BE PROPERLY CONSTRUCTED IN ACCORDANCE WITH APPLICABLE ADAMS COUNTY REGULATIONS AND DRAINAGE CRITERIA.

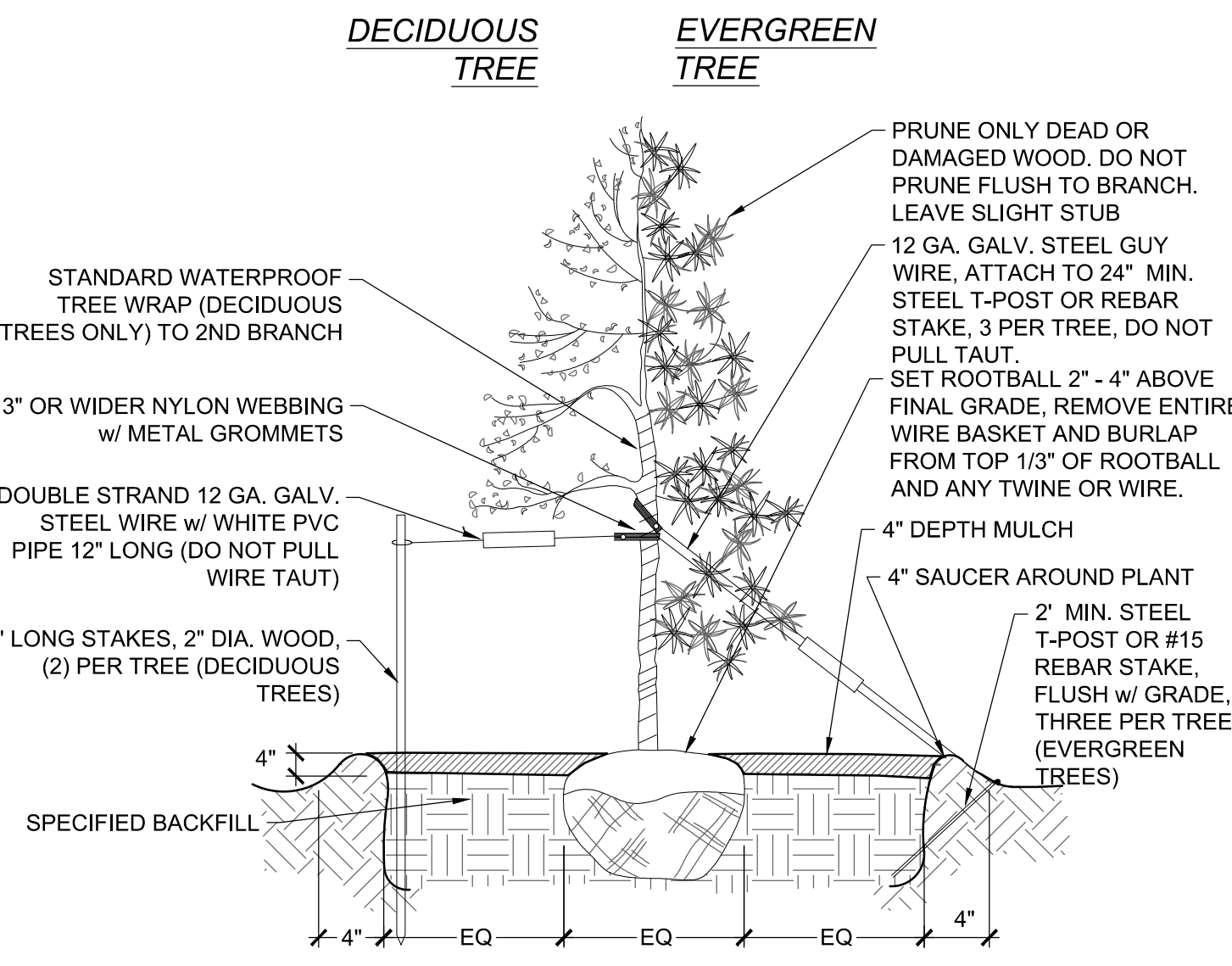
FOR REVIEW

FOR AND ON BEHALF OF
AZTEC CONSULTANTS, INC.

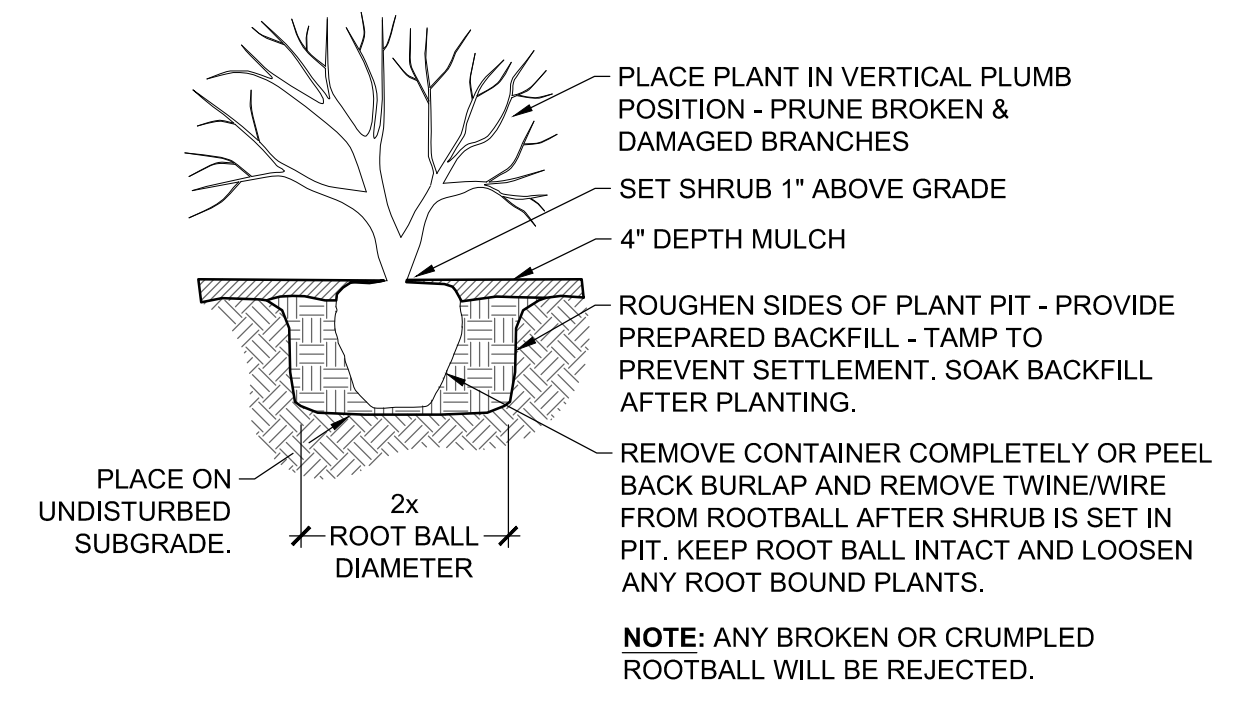
AZTEC
CONSULTANTS, INC.
300 East Mineral Ave., Suite 1
Littleton, Colorado 80122
Phone: (303) 713-1898
Fax: (303) 713-1897
www.aztecconsultants.com
AzTec Proj. No.:54817-37

DATE OF PREPARATION:	11-1-2018
SCALE:	1"=100'
SHEET 2 OF 2	

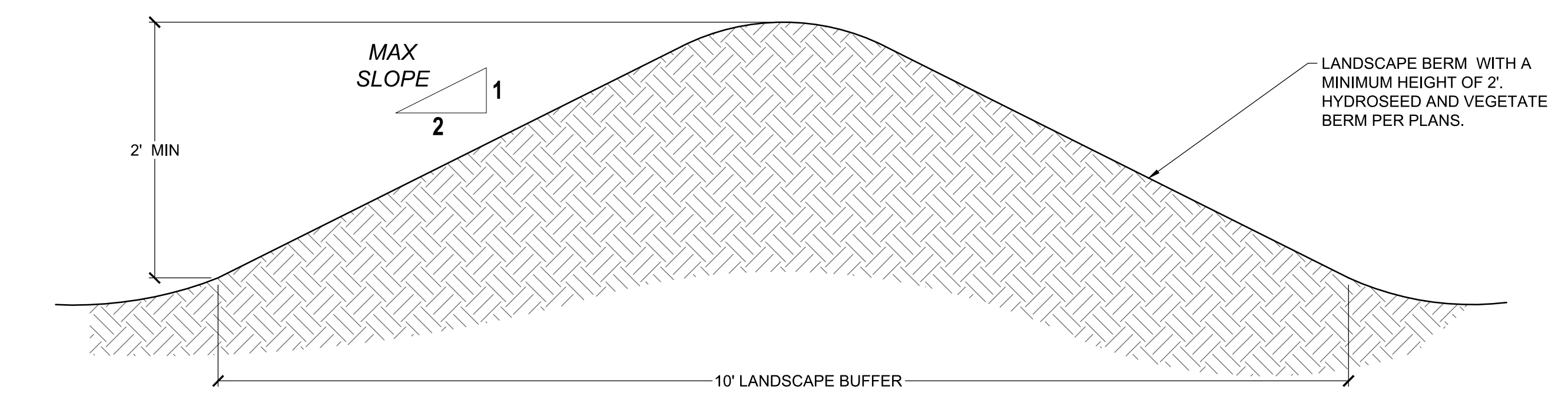




1 TREE PLANTING DETAIL
2 N.T.S.



2 SHRUB PLANTING DETAIL
2 N.T.S.



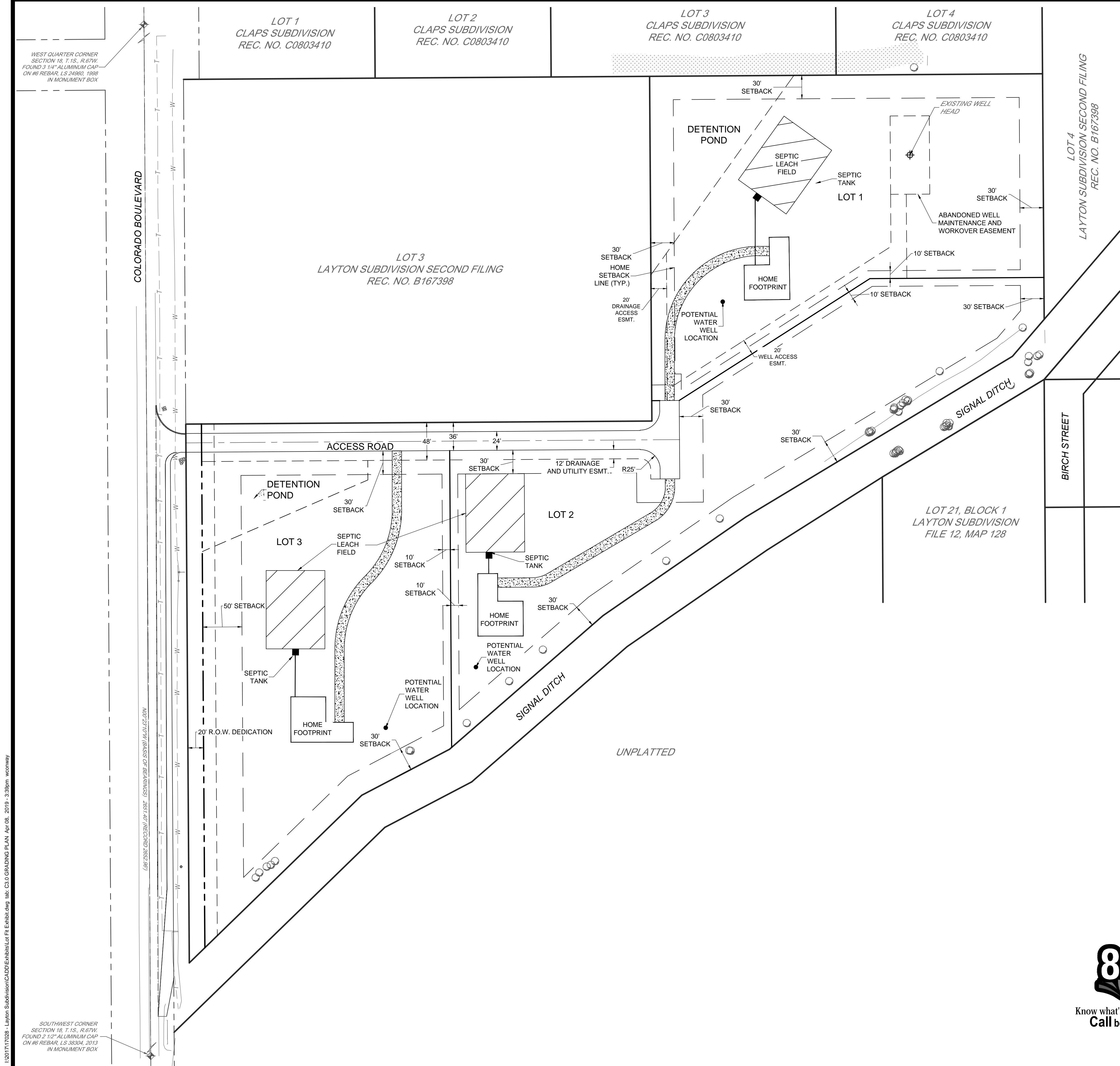
3 LANDSCAPE BERM
2 N.T.S.

Approval Certificate	
Engineering	_____ Initials / Date
Planning	_____ Initials / Date
Owner	_____ Initials / Date
Lessee (if applicable)	_____ Initials / Date

LAYTON SUBDIVISION, SECOND FILING LOT 2

LANDSCAPE PLAN

SHEET



SUBDIVISION IMPROVEMENT AGREEMENT

THIS AGREEMENT is made and entered into by and between the County of Adams, State of Colorado, hereinafter called "County," and RC 144, LLC, a Colorado Limited Liability Company, hereinafter called "Developer."

WITNESSETH:

WHEREAS, Developer is the owner of real property in the County of Adams, State of Colorado, as described in Exhibit "A" attached hereto, and by this reference made a part hereof.

WHEREAS, it is provided by resolution of the Board of County Commissioners, County of Adams, that where designated the Developer shall have entered into a written agreement with the County to install public and/or private improvements, and to deed land for public purposes or right-of-way.

NOW, THEREFORE, in consideration of the foregoing, the parties hereto promise, covenant, and agree as follows:

1. **Engineering Services.** Developer shall furnish, at its own expense, all engineering and other services in connection with the design and construction of the improvements described and detailed on Exhibit "B" attached hereto, and by this reference made a part hereof.
2. **Drawings and Estimates.** The Developer shall furnish drawings and cost estimates for all improvements described and detailed on Exhibit "B" for approval by the County. Upon request, the Developer shall furnish one set of reproducible "as built" drawings and a final statement of construction costs to the County.
3. **Construction.** Developer shall furnish and construct, at its own expense and in accordance with drawings and materials approved by the County, the improvements described and detailed on Exhibit "B".
4. **Time for Completion.** Improvements shall be completed according to the terms of this agreement within "construction completion date" appearing in Exhibit "B". The Director of Community and Economic Development may for good cause grant extension of time for completion of any part or all of improvements appearing on said Exhibit "B". Any extension greater than 180 days may be approved only by the Board of County Commissioners. Any extension of time shall be in written form only.
5. **Guarantee of Compliance.** Developer shall furnish to the County a cash escrow deposit or other acceptable collateral, releasable only by the County, to guarantee compliance with this agreement. Said collateral shall be in the amount of \$245,641.28 including twenty percent (20%) to cover administration and five percent (5%) per year for the term of the Agreement to cover inflation. Upon completion of said improvements constructed according to the terms of this agreement, and preliminary acceptance by Adams County in accordance with section 5-02-05-01 of the County's Development Standards and Regulations, the collateral shall be released. Completion of said improvements shall be determined solely by the County, and a reasonable part of said collateral, up to 20%, may be retained to guarantee maintenance of public improvements for a period of one year from the date of completion.

No construction, building or change-in-use permits shall be issued until said collateral is furnished in the amount required and in a form acceptable to the Board of County Commissioners and until the improvements described in Exhibit "B" have been preliminary accepted by the Department of Public Works.

6. **Acceptance and Maintenance of Public Improvements.** All improvements designated "public" on Exhibit "B" shall be public facilities and become the property of the County or other public agencies upon acceptance. During the period of one year from and after the acceptance of public improvements, the Developer shall, at its own expense, make all needed repairs or replacement due to defective materials or workmanship which, in the opinion of the County, becomes necessary. If, within ten days of written notice to the Developer from the County requesting such repairs or replacements, the Developer has not undertaken with

due diligence to make the same, the County may make such repairs or replacements at the Developer's expense. In the case of an emergency such written notice may be waived.

7. **Successors and Assigns.** This agreement shall be binding upon the heirs, executors, personal representatives, successors, and assigns of the Developer, and shall be deemed a covenant running with the real property as described in Exhibit "A" attached hereto.
8. **Improvements and Dedication.** The undersigned Developer hereby agrees to provide the following improvements, and to dedicate described property.

A. **Improvements.**

Public Improvements:

- 1) Subdivision access shall be from a private drive onto Colorado Boulevard.
- 2) Developer shall install Colorado Boulevard right of way improvements along the frontage of the property per the approved construction documents.
- 3) A landscape buffer shall be installed along Colorado Boulevard.

Private Improvements:

- 4) Privately owned and maintained storm water facilities.
- 5) Each lot shall be serviced by individual water wells and sewer septic systems.
- 6) Private driveway locations will be utilized for access by three (3) subdivided lots
- 7) Public Landscaping improvements shall be maintained by the HOA. Landscaping improvements that are contained within the individual lots shall be maintained by the homeowner.

The improvements shall be constructed in accordance with all County requirements and specifications in accordance with the approved plans and time schedule as indicated in Exhibit "B".

- B. **Public dedication of land for right-of-way purposes or other public purpose.** Upon approval of this agreement by the Board of County Commissioners, the Developer hereby agrees to convey by warranty deed to the County of Adams the following described land for right-of-way or other public purposes:

Twenty feet of additional right-of-way as provided on the Layton Subdivision Third Filing plat.

Developer: RC 144, LLC

By: _____
Manager

By: _____
Manager

The foregoing instrument was acknowledged before me this ____ day of _____,
2019, by _____.

My commission expires: _____

Address: _____

Notary Public

APPROVED BY resolution at the meeting of _____, 2019.

Collateral to guarantee compliance with this agreement and construction of public improvements shall be required in the amount of \$245,641.28. No construction, building or change-in-use permits shall be issued until said collateral is furnished in the amount required and in a form acceptable to the Board of County Commissioners.

ATTEST:

BOARD OF COUNTY COMMISSIONERS
ADAMS COUNTY, COLORADO

Clerk of the Board

Chair

EXHIBIT A

Legal Description:

Lot 2, Layton Subdivision, 2nd Filing, County of Adams, State of Colorado

EXHIBIT B

Description and Costs of Improvements

	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
Storm Sewer				
18" RCP (0-8' depth)	65	LF	\$100.00	\$6,500.00
24" RCP (0-8' depth)	78	LF	\$120.00	\$9,360.00
Type 'C' Outlet Structure CIP	1	EA	\$6,500.00	\$6,500.00
18" Flared End Section	2	EA	\$1,350.00	\$2,700.00
24" Flared End Section	1	EA	\$1,600.00	\$1,600.00
Pond Outlet Structure CIP	1	EA	\$7,500.00	\$7,500.00
Type 'L' RipRap	4	CY	\$165.00	\$660.00
			Storm Sewer Subtotal	\$34,820.00
	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
Street Improvements				
Sawcut Existing Asphalt	791	LF	\$1.30	\$1,028.30
Remove Asphalt	88	SY	\$25.15	\$2,213.20
Fine Grade Roadway	13,698	SF	\$0.50	\$6,849.00
Grade Roadside Ditch	760	CY	\$3.00	\$2,280.00
Subgrade Prep	1,737	SY	\$3.35	\$5,818.95
Aggregate Base Course (Class 6 - 6" section)	215	SY	\$12.00	\$2,580.00
Aggregate Base Course (Class 6 - 12" section)	1,522	SY	\$12.00	\$18,264.00
Asphalt (5" section)	215	SY	\$26.11	\$5,613.65
Asphalt (Full depth - 9" section)	1,522	SY	\$47.00	\$71,534.00
Signage	1	EA	\$500.00	\$500.00
			Street Subtotal	\$116,681.10
	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
Landscape Improvements				
Irrigation - Hand Water 2 yrs until established	40	EA	\$500.00	\$20,000.00
Native Seed - Shortgrass Prairie Seed Mix	82,235	SF	\$0.08	\$6,578.80
Shrubs - Deciduous, #5 Container	48	EA	\$35.00	\$1,680.00
Shrubs - Evergreen, #5 Container	7	EA	\$30.00	\$210.00
Trees-Evergreen - 6' Height	15	EA	\$200.00	\$3,000.00
Trees - Deciduous, 2.5" Caliper	6	EA	\$450.00	\$2,700.00
			Landscape Subtotal	\$34,168.80
Summary - Improvements Subtotal				\$185,669.90
Additional 20% Administration				\$37,133.98
Total Cost with 20% Administration				\$222,803.88
5% Inflation (Year One)				\$11,140.19
5% Inflation (Year Two)				\$11,697.20
Improvements Total				\$245,641.28

Construction Completion Date: 7/01/2020

Initials or Signature of Developer: _____

Exhibit 4.1: Development Review Comments (Adams County)

Initial Review:

Planning COMMENTS:

a. As part of the application for the Minor Subdivision Plat, please provide information on the following:

- For the purposes of Lot 3, please demonstrate where the access will occur on the lot due to the primary frontage of this lot being along Colorado Boulevard. Driveway access is typically not allowed off of an arterial and the detention pond appears to take up most of the frontage of the lot along the Access Road.
- Please label if the Access Road will be publically or privately developed and maintained.

b. Please remove the sheets that involve construction plans. The applicant needs to provide the SIA in the next submission to keep the application on track for public hearings.

c. Landscape buffer yards and perimeter fencing plans are required with the SIA and “shall be designed and installed prior to issuance of any building permits for residential, commercial or industrial structures. The SIA and appropriate collateral shall be required to cover the costs of any required landscape buffers prior to platting.” This reference is found in Section 5-03-02-02-01. Additional information about landscaping standards is located in Section 5-03-05. This section covers right-of-way landscaping requirements (with irrigation requirements), detention pond landscaping, and any maintenance. Please specify if these improvements will be maintained by an existing homeowner’s association or if a new one will be created for the four lots. A landscape maintenance plan shall be submitted to the Director of Community and Economic Development as part of the subdivision process. See Section 5-03-05-04 for this reference.

d. The former oil and gas well needs to be referenced on the plat as well as contain a buffer to meet the Adams County Development Standards and Regulations. Please see the necessary requirements in the environmental comments below.

e. Please ensure Lot 1 meets the following in Section 5-03-03-06: Lot Depth to Width Ratio. “No lot shall have an average depth greater than three times the average width unless the lot width is a minimum of 425-feet.”

f. As of August 28, 2018, comments have not been returned from Tri-County Health. Staff needs their comments to ensure the size and depth of the lots are able to handle an individual well and sewage disposal system prior to the Minor Subdivision going to a public hearing. Staff will reach out to them if a comment is not provided after the Labor Day weekend.

g. Please note that as of August 28, 2018, the school district has not provided comment on this application. The applicant will likely receive a form of a cash-in-lieu requirement for the addition residential lots created with this subdivision. Staff will reach out to them if a comment is not provided after the Labor Day weekend.

Commenting Division: Development Services, Engineering:

Name of Review: Greg Labrie

Email: LabriG@adcogov.org / 720-523-6824

ENG1: Prior to scheduling the final plat/FDP BOCC hearing, the developer is required to submit for review and receive approval of all construction documents (construction plans and reports). Construction documents shall include, at a minimum, onsite and public improvements construction plans, drainage report, traffic impact study and a Subdivision Improvement Agreement. All construction documents must meet the requirements of the Adams County Development Standards and Regulations. The developer shall submit to the Adams County Development Review Engineering division the following: Engineering Review Application, Engineering Review Fee, two (2) copies of all construction documents. The development review fee schedule is located on the Adams County Website at the One Stop Customer Center Web Page.

ENG2: The public improvements required to be designed and installed by the developer shall include 144th Place roadway, curb, gutter, and sidewalk on both sides of 144th Place, and curb, gutter, and sidewalk along the east side of Colorado Blvd adjacent to the proposed subdivision. The public improvements will also include any drainage facilities required as a result of the completed drainage study.

ENG3: Flood Insurance Rate Map – FIRM Panel # (08001C0665H), Federal Emergency Management Agency, January 20, 2016. According to the above reference, the project site is NOT located within a delineated 100-year flood hazard zone; A floodplain use permit will not be required.

ENG4: The project site is not located in a NRCO district. An environmental assessment is not required.

ENG5: The project site is NOT within the County's MS4 Stormwater Permit area. The use of erosion and sediment control BMPs are expected. The applicant shall be responsible to ensure compliance with all Federal, State, and Local water quality construction requirements.

ENG6: No building permits will be issued until all public improvements have been constructed, inspected and preliminarily accepted by the Public Works Dept.

Commenting Division: Development Services, Right-of-Way

Name of Review: Marissa Hillje

Email. mhillje@adcogov.org/ 720-523-6837

ROW1. Submit a title commitment which should be used to depict the applicable recordings on the plat. Send Adams County a copy of the title commitment with your application dated no later than 30 days to review in order to ensure that any other party's interests are not encroached upon.

ROW2. Add case No to each page.

ROW3. Change Signature line to Chair.

ROW4. See ENV comments.

ROW5. If applicable add the following language to first page of subdivision plat, "The approved stormwater operations and maintenance manual is on file with the Adams County clerk and recorders office at Reception #_____".

ROW6: See redlines on plat attached.

ROW7: Addresses will be assigned on the plat. Please see additional document for ROW redlines.

Commenting Division: Environmental Programs Manager

Name of Review: Jen Rutter

Email. jrutter@adcogov.org/ 720-523-6841

ENV1. There is an active oil and gas location within the proposed subdivision area, specifically on Lot 1. The applicant has stated that this well will be plugged and abandoned, so the COGCC Form 6 Abandonment Report must be provided.

SECTION 4-10-02-03-03-05 RESIDENTIAL CONSTRUCTION STANDARDS:

ENV2. If the Abandonment Report is not provided, the well and all flow lines/easements shall be graphically depicted on the final plat and a 250-foot setback shall be shown around the well. See Section 4-10-02-03-03-05(1.) for more details.

ENV3. If the Abandonment Report is provided, the location of the plugged and abandoned well shall be shown on the plat and there shall be a dedicated well maintenance and workover setback depicted on the plat, the dimensions of which shall not be less than 50 feet in width and 100 feet in length. If the flowlines are not removed at the time of abandonment, they shall also be depicted on the plat. See Section 4-10-02-03-03-05(2.) for more details.

Commenting Division: Development Services Building and Safety

Name of Review: Justin Blair

Email: jblair@adcogov.org / 720-523-6843

BSD1- No Comment.

Commenting Division: Parks

Name of Review: Aaron Clark

Email: aclark@adcogov.org

PKS1: No Comment.

Second Review:

Planning COMMENTS:

a. The applicant did not acknowledge if and when the landscaping would be addressed and how the maintenance will occur (HOA, etc.). **PREVIOUS COMMENT:** Landscape buffer yards and perimeter fencing plans are required with the SIA and “shall be designed and installed prior to issuance of any building permits for residential, commercial or industrial structures. The SIA and appropriate collateral shall be required to cover the costs of any required landscape buffers prior to platting.” This reference is found in Section 5-03-02-02-01. Additional information about landscaping standards is located in Section 5-03-05. This section covers right-of-way landscaping requirements (with irrigation requirements), detention pond landscaping, and any maintenance. Please specify if these improvements will be maintained by an existing homeowner’s association or if a new one will be created for the four lots. A landscape maintenance plan shall be submitted to the Director of Community and Economic Development as part of the subdivision process. See Section 5-03-05-04 for this reference. Please provide more of a response to this with the next submission.

b. **PREVIOUS COMMENT:** The former oil and gas well needs to be referenced in a note on the plat as well as contain a buffer to meet the Adams County Development Standards and Regulations. A general note was not added regarding any plugging and abandonment with the existing well. In addition to this, the Board of County Commissioners is requesting the following condition be placed on all plats with former oil and gas wells: “The applicant shall provide a letter and visual exhibit depicting the

location of any existing or former oil and gas infrastructure within the Layton Subdivision and include this document with each lot sold in the Layton Subdivision.”

c. Staff would request, for future building permit purposes, that the applicant provide an example of where a home and leach field could be located on Lots 1 and 2. This can be in the form of an average building footprint. Staff is concerned that these two lots may require variances in the future due to the configuration and the oil and gas abandonment.

Commenting Division: Development Services, Engineering:

Name of Review: Greg Labrie

Email: LabriG@adcogov.org / 720-523-6824

The following two comments made in August still apply:

ENG1: Prior to scheduling the final plat/FDP BOCC hearing, the developer is required to submit for review and receive approval of all construction documents (construction plans and reports).

Construction documents shall include, at a minimum, onsite and public improvements construction plans, drainage report, traffic impact study and a Subdivision Improvement Agreement. All construction documents must meet the requirements of the Adams County Development Standards and Regulations. The developer shall submit to the Adams County Development Review Engineering division the following: Engineering Review Application, Engineering Review Fee, two (2) copies of all construction documents. The development review fee schedule is located on the Adams County Website at the One Stop Customer Center Web Page.

ENG2: The public improvements required to be designed and installed by the developer shall include 144th Place roadway, curb, gutter, and sidewalk on both sides of 144th Place, and curb, gutter, and sidewalk along the east side of Colorado Blvd adjacent to the proposed subdivision. The public improvements will also include any drainage facilities required as a result of the completed drainage study.

Additional comments regarding the resubmittal are as follows:

ENG3: An access easement is required for the pond in Lot 1.

ENG4: An Operation and Maintenance Manual is required for the drainage facilities within the subdivision. This manual must be recorded with the Clerk and Records Office and the record number shown on the plat.

ENG5: The estimated unit cost for the following items are much lower than 2018 CDOT's Cost Data Book. Adams County requires that the estimated unit cost of construction items match or exceed CDOT's Cost Data Book. The CDOT's estimated unit cost for the specific construction items in question are as follows:

Aggregate Base Course - \$12/SY

Asphalt (5" Section)- \$26.11/SY

18" RCP (CIP)- \$100/LF

24" RCP (CIP)- \$120/LF

ENG6: The construction completion date has passed. Did you mean 9/1/2019?

ENG7: The plans does not show any rip rap at the flared end sections of storm pipe. The rip rap shall be added the erosion sediment control plans and the cost estimate in Exhibit B.

Commenting Division: Development Services, Right-of-Way and Addressing

Name of Review: Eden Steele

Email. esteele@adcogov.org/

ROW1. No title commitment was found in the first submittal. Submit a title commitment which should be used to depict the applicable recordings on the plat. Send Adams County a copy of the title commitment with your application dated NO LATER THAN 30 DAYS to review in order to ensure that other party's interests are not encroached upon.

ROW2. See ENV comments

ROW3. If applicable add the following language to first page of subdivision plat, "The approved stormwater operations and maintenance manual is on file with the Adams County clerk and recorder's office at Reception #_____"

ROW4. Include a note defining the purpose and perpetual maintenance responsibility for Tract A.

ROW5. All easements along Colorado Blvd. should be vacated prior to right-of-way dedication. Adams County does not accept easements in the public ROW.

ROW6. See attached ROW redlines.

ADR1: Addresses will be assigned on the plat.

Commenting Division: Environmental Programs Manager

Name of Review: Jen Rutter

Email: jrutter@adcogov.org / 720-523-6841

Please read the entirety of 4-10-02-03-05 to ensure compliance with the Regulations. These are outstanding items:

ENV1. The location of the plugged and abandoned well shall be marked on the plat (2c).

ENV2. Please provide proof of the plugging and abandonment of the well; this can be obtained from the COGCC. The COGCC report number should be included as a note on the plat.

ENV3. The P&A well access is required to be 20', not the 12' on the current draft (2c).

ENV4. Are there any remaining subsurface flowlines associated with the P&A well? If so, those need to be marked on the plat. If not, please provide the flowline abandonment report that can be provided by the COGCC.

Commenting Division: Development Services Building and Safety

Name of Review: Justin Blair

Email: jblair@adcogov.org / 720-523-6843

BSD1- No Comment.

Commenting Division: Parks

Name of Review: Aaron Clark

Email: aclark@adcogov.org

PKS1: No Comment.

Third Review

Planning COMMENTS:

a. SIA. The SIA is being reviewed at present by Engineering, Legal, and Finance. Comments will be sent separately to the applicant and this letter will be revised.

b. Landscape Comments. The applicant is providing Option #5 for the required lot landscaping. Please show a detail of the 2-foot berm provided along Colorado Blvd.

- c. Landscape Buffers. Landscape bufferyards are required for the adjacent land residential land uses (excluding the ditch to the south). Please see the notes on the attachment referencing the requirement.
- d. SIA/HOA Changes Based on Landscape Material. Please include the required bufferyard landscaping as part of the SIA Landscape Improvements costs.
- e. Subdivision Plat Landscape Maintenance Plan Required. A landscape maintenance plan shall be submitted to the Director of Community and Economic Development as part of the subdivision process. See Section 5-03-05-04 for this reference. Please provide this with the next submission or elaborate more about landscaping maintenance in the Covenants, Declarations and Restrictions.

Commenting Division: Development Services, Engineering:

Name of Review: Greg Labrie

Email: LabriG@adcogov.org / 720-523-6824

ENG1: Development Engineering has no additional comments.

ENG2: Development Engineering has no additional comments regarding the SIA.

Commenting Division: Development Services, Right-of-Way and Addressing

Name of Review: Marissa Hillje

Email: mhillje@adcogov.org

ROW1. Add a Property Description/ Legal Description: a. An accurate and clear property (legal) description of the overall boundary of the subdivision with the acreage of the subdivision. All courses in the property (legal) description shall be shown and labeled on the plat drawing, with all bearings having the same direction as called out in the legal description. The only exception being where more than one description is required, going a different direction over the same course. The direction shall then hold for the description having more weight (i.e., the overall boundary) for purposes of the plat. If both record and "as-measured" dimensions are being used, show both and clearly label on the plat drawing. Point of commencement and/or point of beginning shall be clearly labeled on the plat drawing.

ROW2. Floodplain note should be added to the first page.

ROW3. Add the following language to first page of subdivision plat, a. The road maintenance plan for the private road is on file with the Adams County Clerk and Recorder's office at Reception #_____.

ROW4. Add note to the first page: a. Adams County assumes no responsibility or liability regarding the private road, and will not perform maintenance operations including snow removal.

ROW5. Prior to submittal of a final plat, each plugged and abandoned well shall be located and surveyed. The plugged and abandoned well shall be permanently marked by a brass plaque set in concrete similar to a permanent bench mark to monument its existence and location. Such plaque shall contain all information required on a dry hole marker by the Colorado Oil and Gas Conservation Commission and the County.

ROW6. Remove note 7 and add the following note to the first page: a. Notice to Prospective Buyers: There is an abandoned well located on this plat. Pursuant to Adams County development standards Section 4-10-02-03-03-05(2) there is a 50 ft X 100 ft buffer around the abandoned wellhead dedicated as a well maintenance and workover setback. No structures shall be located within this setback. There is a 20ft access shown on this plat for the purposes of public access for ingress and egress to the setback area.

ROW7. No utility lines shall be installed within ten feet of any plugged and abandoned well.

ROW8. Label Tract A as a Private road. Street is named E 145th Avenue.

ROW9. Add addresses to the lots- see redlines

ROW10. Change workhouse to workover- see redlines

ROW11. Note 8 and 12 are repeating. Edit into one note.

ROW12. Add a note to first page: a. Ingress/egress access is not permitted from Lot 3 to Colorado Boulevard.

ROW13. Note # 6 about the 8ft easements does not match the drawing. Correct either the drawing or the note.

ROW14. Revise easement lines on lot 1 for the pond access and west side of lot 3 for the D.U.E

ROW15. Add this note to first page: a. Drainage easements as shown on the plat are dedicated to Adams County for the purpose of providing storm drainage throughout the subdivision and maintenance thereof. Drainage easements will be maintained by the underlying property owners and shall be kept clear of obstructions to the flow and/or obstructions to maintenance access. Construction of structures, including but not limited to houses, garages, barns, fences and sheds shall not be permitted within the designated drainage easement. Any permitted roads, driveways, landscaping or other improvements over any drainage easements must be properly constructed in accordance with applicable Adams County Regulations and drainage criteria.

ROW16. Revise the dedication statement to include the following language: a. "The undersigned does hereby dedicate, grant and convey to Adams County those Public Easements as shown on the plat; and further restricts the use of all Public Easement to Adams County and/or its assigns, provided however, that the sole right and authority to release or quitclaim all or any such Public Easements shall remain exclusively vested in Adams County."

b. "All private streets (insert names) are privately owned and maintained by (list owner name, Owner's Association, etc.). "

From: [Liz Vasquez](#)
To: [Libby Tart-Schoenfelder](#)
Cc: [Brigitte Grimm](#)
Subject: PLT2018-00030 Request for Comments
Date: Wednesday, August 08, 2018 4:04:53 PM
Attachments: [image001.png](#)

Case Name: Layton Subdivision Third Filing
Case Number: PLT2018-00030
Parcel #: 0157118301006

The above mentioned parcel is paid in full, therefore, the Treasurer's Office has no negative input regarding this request.

Thank you,

Liz Vasquez
Treasurer Cashier

Adams County Treasurer's Office
4430 S. Adams County Pkwy., Suite C2436
Brighton, CO 80601
720.523.6788 | www.adcotax.com
Mon. – Fri. 7am-5pm

[NEW](#) Satellite Office
11860 Pecos St.
Westminster, CO 80234
720.523.6160
Tues. Wed. & Thurs. 7:30am-5pm



Adams County Mission
To responsibly serve the Adams County Community with integrity and innovation.

From: [Laura Garcia](#)
To: [Libby Tart-Schoenfelder](#)
Subject: RE: 2nd Submission Review for PLT2018-00030 (Layton Subdivision)
Date: Monday, November 26, 2018 9:59:57 AM

Hi Libby,

I came up with the collateral amount of \$57,607.52. I am ok with them leaving it at \$63,093.96, but just wanted to point it out.

Also preliminary acceptance is granted by the Director of Transportation.

Please let me know if you have any questions.

Thanks and have a great day.

Laura Garcia

Senior Accountant, *Finance*

4430 South Adams County Parkway, 4th floor, Suite C4228

Brighton, CO 80601

720.523.6239 | Lgarcia@adcogov.org | adcogov.org

From: Libby Tart-Schoenfelder
Sent: Wednesday, November 21, 2018 9:18 AM
To: Eden Steele; Greg Labrie; Eric Guenther; Jen Rutter; Laura Garcia; Christine Fitch; Aaron Clark; JGrantA@gmail.com; Ailis Thyne - DNR; 'joanna.williams@state.co.us'; George, Donna L; Annemarie Heinrich; katelyn.puga@cityofthornton.net
Subject: 2nd Submission Review for PLT2018-00030 (Layton Subdivision)

Adams County is requesting comments on a **second submission** of the above mentioned project:

1) Request for a Minor Subdivision Plat to replat Lot 2 of the Layton Subdivision Second Filing into three lots. The overall acreage is 11.536 and each proposed lot is a minimum of 2.5 acres. The zoning is A-1.

The Assessor's Parcel Numbers is **01571183010006**

Applicant Information: Ryan Carlson

P.O. Box 247

Eastlake, CO 80614-0247

Please forward any written comments on this application to the Department of Community and Economic Development at 4430 South Adams County Parkway, Suite W2000A Brighton, CO 80601-8216. (720) 523-6858 by **December 6, 2018** in order that your comments may be taken into consideration in the review of this case. If you would like your comments included verbatim please send your response by way of e-mail to Ltart-schoenfelder@adcogov.org.

From: [Laura Garcia](#)
To: [Libby Tart-Schoenfelder](#)
Subject: RE: SIA for PLT2018-00030 Layton Subdivision
Date: Tuesday, July 23, 2019 8:15:10 AM

Hi Libby,
I don't have any comments.

Thanks and have a great day.

Laura Garcia

Senior Accountant, *Finance*
4430 South Adams County Parkway, 4th floor, Suite C4228
Brighton, CO 80601
720.523.6239 | Lgarcia@adcogov.org | adcogov.org

From: Libby Tart-Schoenfelder <LTart-Schoenfelder@adcogov.org>
Sent: Friday, July 19, 2019 3:36 PM
To: Laura Garcia <LGarcia@adcogov.org>; Christine Fitch <CFitch@adcogov.org>
Subject: SIA for PLT2018-00030 Layton Subdivision

Hello Finance and Legal – Please see the attached SIA for a new subdivision and let me know your thoughts. I think the applicant snuck this in on the 3rd review and I want to schedule him for PC/BoCC in mid-September.

Thanks and have a nice weekend!

Libby

Libby Tart, AICP

Senior Long Range Planner, *Community and Economic Development Department*
ADAMS COUNTY, COLORADO
4430 S. Adams County Parkway, 1st Floor, Suite W2000A
Brighton, CO 80601
O: 720.523.6858 | General Line: 720.523.6800
ltart-schoenfelder@adcogov.org | www.adcogov.org



COLORADO

Parks and Wildlife

Department of Natural Resources

Northeast Regional Office
6060 Broadway
Denver, CO 80216
P 303.291.7227 | F 303.291.7114

August 23, 2018

Ms. Libby Tart-Schoenfelder
Adams County Community & Economic Development Department
4430 South Adams County Parkway, Suite W2000A
Brighton, CO 80601

Re: Layton Subdivision Third Filing, PLT2018-00030

Dear Ms. Tart-Schoenfelder:

Thank you for the opportunity to comment on the proposed replatting of Layton Subdivision. The proposed replatting of Layton Subdivision includes subdividing Lot 2 into three lots for single-family residential use from 11.536 acres of land zoned as A-1. Each lot will be a minimum of 2.5 acres in area and will be served by potable water wells and individual sewage disposal systems. The proposed plat is bounded on the west by Colorado Boulevard and private property, on the north by private property and East 146th Avenue, on the east by private property and the Signal Ditch, and on the south by the Signal Ditch.

The mission of Colorado Parks and Wildlife (CPW) is to perpetuate the wildlife resources of the state, to provide a quality state parks system, and to provide enjoyable and sustainable outdoor recreation opportunities that educate and inspire current and future generations to serve as active stewards of Colorado's natural resources. Our goal in responding to land use proposals such as this is to provide complete, consistent, and timely information to all entities who request comment on matters within our statutory authority.

Current CPW policy directs our efforts towards proposals that will potentially have high impacts to wildlife and wildlife habitat. The emphasis of CPW's concerns is on large acreages, critical habitats, wildlife diversity, and impacts to species of special concern, or those that are state or federally endangered. Due to the low availability of undeveloped habitat surrounding the site, impacts of the development, as proposed, may be characterized as minimal.

CPW would expect to find small ground dwelling mammals, small passerine birds, and possibly black-tailed prairie dogs in the vicinity of the proposed plat. If prairie dog are present on the sites, or if prairie dogs establish themselves on the property prior to development, CPW recommends that a burrowing owl survey be conducted prior to earth moving. Burrowing owls live on flat, treeless land with short vegetation, and nest underground in burrows dug by prairie dogs, badgers, and foxes. These raptors are classified as a state threatened species and are protected by both state and federal laws, including the Migratory Bird Treaty Act.

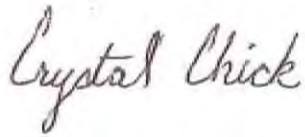
These laws prohibit the killing of burrowing owls or disturbance of their nests. Therefore, if any earth-moving will occur between March 15th and October 31st, a burrowing owl survey



should be performed. Guidelines for performing a burrowing owl survey may be obtained from District Wildlife Manager Jordan Likes or by visiting the CPW website at <http://cpw.state.co.us> or calling the CPW Northeast Region Office at (303) 291-7227.

Please contact us if we can be of assistance in implementing your proposal to minimize negative impacts and maximizing potential enhancements to support living with wildlife in our community. If you have any further questions, please contact District Wildlife Manager Jordan Likes at (303) 291-7135.

Sincerely,

A handwritten signature in cursive script that reads "Crystal Chick". The ink is dark and the signature is fluid.

Crystal Chick
Area Wildlife Manager

cc: M. Leslie, T. Kroening, J. Likes



City Hall
9500 Civic Center Drive
Thornton, Colorado 80229-4326

City Development Department
303-538-7295
FAX 303-538-7373
www.cityofthornton.net

August 28, 2018

Libby Tart-Schoenfelder
Adams County Community and Economic Development
4430 S. Adams County Parkway, Suite W2000A
Brighton, CO 80601-8216

RE: Layton Subdivision Third Filing – Minor Subdivision Plat to replat Lot 2 of the Layton Subdivision Second Filing into three lots.

Ms. Tart-Schoenfelder:

The City of Thornton has the following recommendations to allow for the replat of Lot 2 of the Layton Subdivision Second Filing into three lots. The site of the subdivision is located on property that is not yet incorporated in the City of Thornton, however, the site is designated as Residential Low in the City's Comprehensive Plan and is expected to be annexed into the city and zoned for residential development in the future.

Enclosed with this email, please find comments from Traffic Engineering.

Please contact me at 303-538-7596, or via e-mail at Katelyn.Puga@cityofthornton.net for updates and/or questions related to this response.

Sincerely,

A handwritten signature in blue ink that reads "Katelyn Puga".

Katelyn Puga
Planning Technician

Enclosures

cc: Grant Penland
Brian Garner
Matt Layman

V:\PLANNING DIVISION\Outside Referrals\Adams County\Adams County 2018\AC Layton Subdivision Third Filing
PLT2018-00030 PLOSR201801082\Submittal

LAYTON SUBDIVISION THIRD FILING

A RE-SUBDIVISION OF LOT 2, LAYTON SUBDIVISION SECOND FILING,
LOCATED IN THE SOUTHWEST 1/4 OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 67
WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 2 OF 2

Recommend a share
access be created up
to 146th Avenue to
prevent another
access from being
created on Colorado
Boulevard.

LEGEND

- FOUND SECTION CORNER MONUMENT AS NOTED
- FOUND #4 REBAR AND 1" GREEN PLASTIC CAP STAMPED "LS 34995"
- FOUND #4 REBAR AND 1" ILLEGIBLE GREEN PLASTIC CAP
- FOUND #5 REBAR WITH 1-1/2" ALUMINUM CAP STAMPED "JR ENG PLS 32825"
- D.U.E. DRAINAGE AND UTILITY EASEMENT
- D.E. DRAINAGE EASEMENT
- R.O.W. RIGHT-OF-WAY

LINE TABLE

LINE	BEARING	LENGTH
L1	N89°37'25"E	50.00'
L2	N00°22'35"W	30.00'
L3	S31°04'46"E	64.28'
L4	S58°55'14"W	32.29'

CURVE TABLE

CURVE	DELTA	RADIUS	LENGTH
C1	251°26'49"	60.00'	263.31'
C2	71°26'49"	28.00'	34.92'

Recommend reserving
ROW for ultimate
widening of Colorado
Boulevard. Applicant
needs to be made
aware of future
widening.

FOR REVIEW

FOR AND ON BEHALF OF
AZTEC CONSULTANTS, INC.



City Hall
9500 Civic Center Drive
Thornton, Colorado 80229-4326

City Development Department
303-538-7295
FAX 303-538-7373
www.cityofthornton.net

December 6, 2018

Libby Tart-Schoenfelder
Adams County Community and Economic Development
4430 S. Adams County Parkway, Suite W2000A
Brighton, CO 80601-8216

RE: Second Submission Review for Layton Subdivision– Minor Subdivision Plat to replat Lot 2 of the Layton Subdivision Second Filing into three lots.

Ms. Tart-Schoenfelder:

Thank you for providing us the opportunity to review and comment on the proposal for the replat of Lot 2 of the Layton Subdivision Second Filing into three lots. The City of Thornton staff has reviewed the application and has the following comments.

TRAFFIC ENGINEERING

Project Manager (Matt Layman 720-977-6485)

1. Please see attached red-lines from Traffic Engineering.

INFRASTRUCTURE ENGINEERING

City Surveyor (Steve Dynes 720-977-6269)

1. Please see attached red-lines from Infrastructure Engineering.

Please contact me at 303-538-7596, or via e-mail at Katelyn.Puga@cityofthornton.net for updates and/or questions related to this response.

Sincerely,

A handwritten signature in blue ink that reads 'Katelyn Puga'.

Katelyn Puga
Planner I

Enclosures

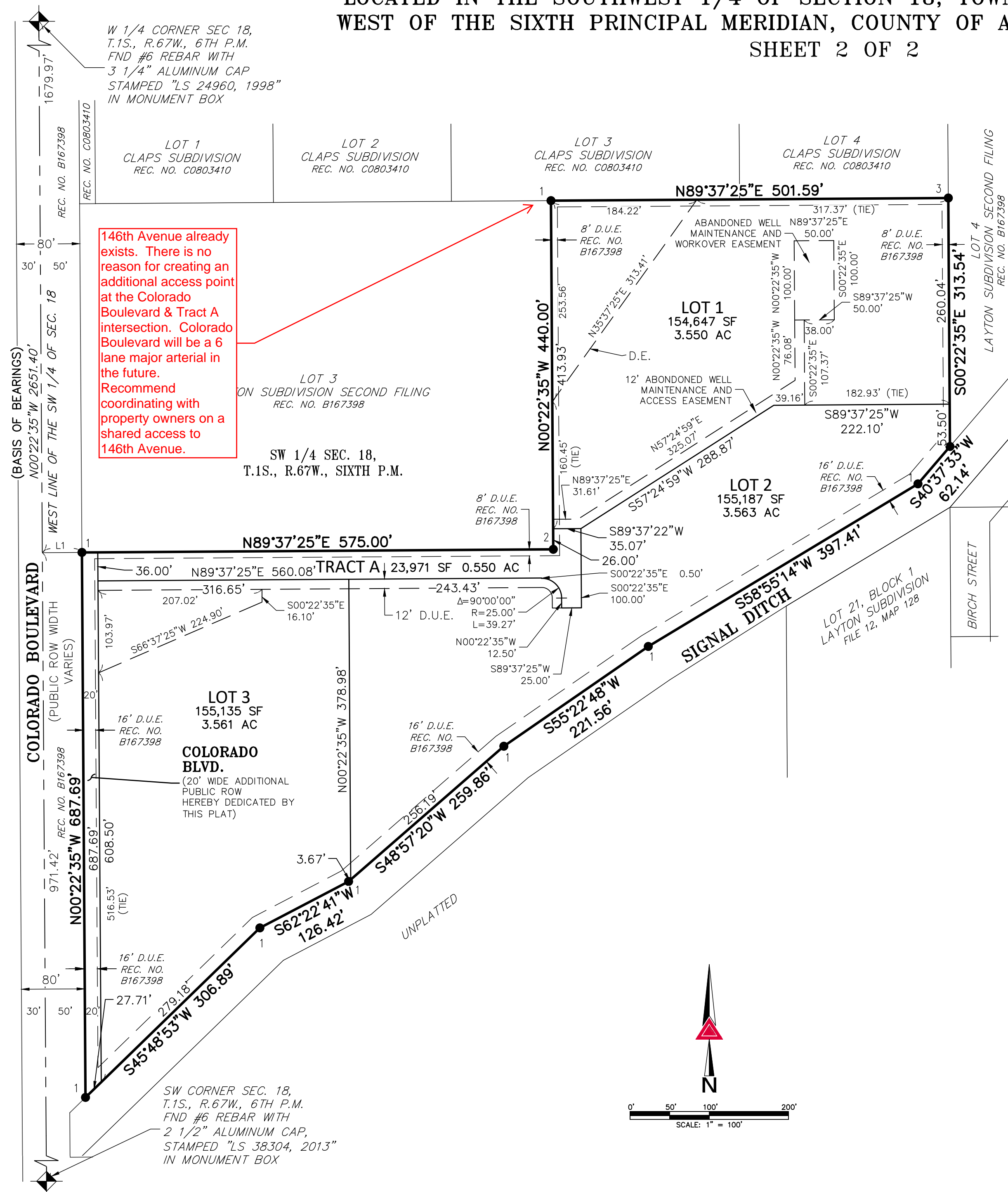
cc: Grant Penland
Brian Garner
Matt Layman
Steve Dynes

LAYTON SUBDIVISION THIRD FILING

CASE NO. PLT2018-00030

A RE-SUBDIVISION OF LOT 2, LAYTON SUBDIVISION SECOND FILING,
LOCATED IN THE SOUTHWEST 1/4 OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 67
WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 2 OF 2



LEGEND

- FOUND SECTION CORNER MONUMENT AS NOTED
- FOUND #4 REBAR AND 1" GREEN PLASTIC CAP STAMPED "LS 34995"
- FOUND #4 REBAR AND 1" ILLEGIBLE GREEN PLASTIC CAP
- FOUND #5 REBAR WITH 1-1/2" ALUMINUM CAP STAMPED "JR ENG PLS 32825"
- D.U.E. DRAINAGE AND UTILITY EASEMENT
- D.E. DRAINAGE EASEMENT
- R.O.W. RIGHT-OF-WAY

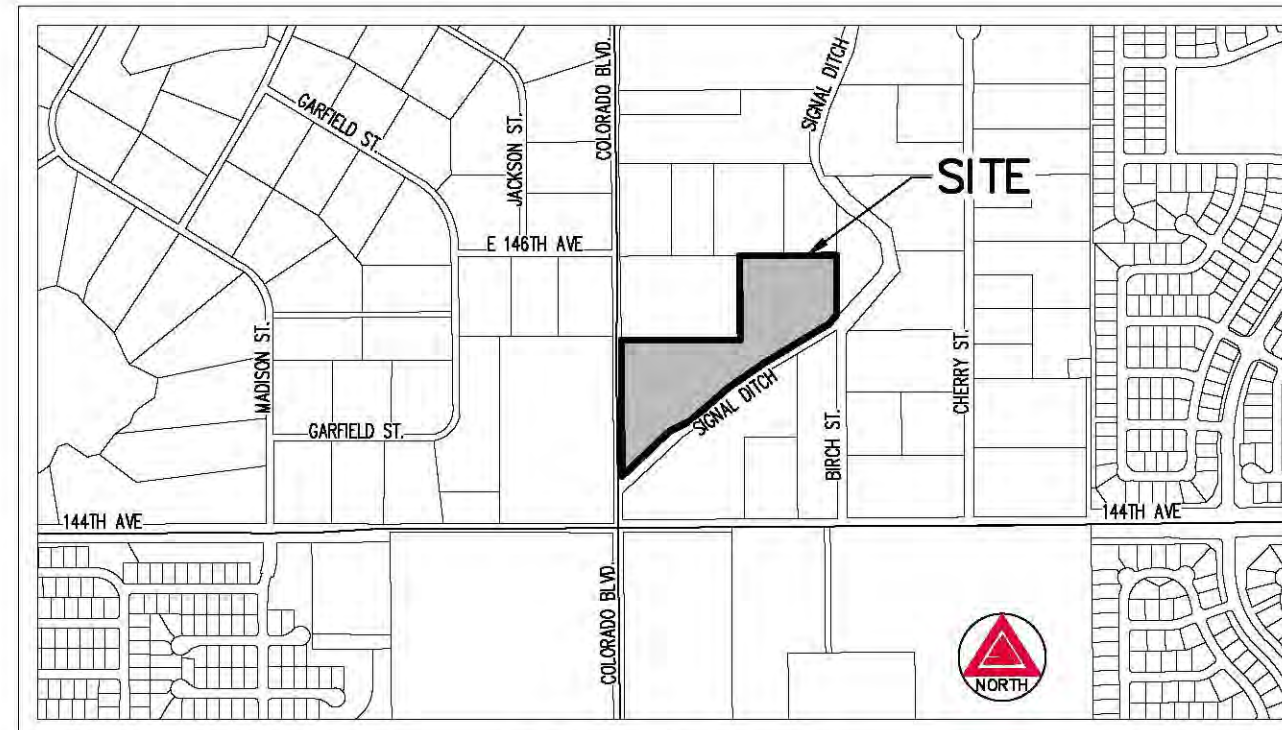
LINE TABLE

LINE	BEARING	LENGTH
L1	N89°37'25"E	50.00'

FOR REVIEW

FOR AND ON BEHALF OF
AZTEC CONSULTANTS, INC.

LAYTON SUBDIVISION THIRD FILING
A RE-SUBDIVISION OF LOT 2, LAYTON SUBDIVISION SECOND FILING,
LOCATED IN THE SOUTHWEST 1/4 OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 67 WEST
OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO
SHEET 1 OF 2



VICINITY MAP
NOT TO SCALE

SURVEYOR'S CERTIFICATE

I, GERALD E. BOYSEN JR., A DULY LICENSED PROFESSIONAL LAND SURVEYOR, REGISTERED IN THE STATE OF COLORADO DO HEREBY CERTIFY THAT THERE ARE NO ROADS, PIPELINES, IRRIGATION DITCHES, OR OTHER EASEMENTS IN EVIDENCE OR KNOWN BY ME TO EXIST ON OR ACROSS THE HEREIN BEFORE DESCRIBED PROPERTY EXCEPT AS SHOWN ON THIS PLAT. I FURTHER CERTIFY THAT I HAVE PERFORMED THE SURVEY SHOWN HEREON, OR SUCH SURVEY WAS PREPARED UNDER MY DIRECT RESPONSIBILITY AND SUPERVISION, THAT THIS PLAT ACCURATELY REPRESENTS SAID SURVEY, AND THAT ALL MONUMENTS EXIST AS SHOWN HEREIN.

FOR REVIEW

OWNERSHIP AND DEDICATION CERTIFICATE

KNOW ALL MEN BY THESE PRESENTS THAT RC 144 LLC, A COLORADO LIMITED LIABILITY COMPANY, BEING THE OWNER OF A PARCEL OF LAND LYING IN THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 67 WEST, OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LOT 2, LAYTON SUBDIVISION SECOND FILING, ACCORDING TO THE PLAT RECORDED NOVEMBER 21, 1978 UNDER RECEPTION NO. B167398 IN THE RECORDS OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE, COUNTY OF ADAMS, STATE OF COLORADO,

CONTAINING 502,503 SQUARE FEET OR 11.536 ACRES OF LAND, MORE OR LESS

HAS BY THESE PRESENTS LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO STREETS, LOTS AND EASEMENTS AS SHOWN ON THIS PLAT UNDER THE NAME AND STYLE OF LAYTON SUBDIVISION THIRD FILING AND DOES HEREBY GRANT TO THE COUNTY OF ADAMS, STATE OF COLORADO, FOR THE USE OF THE PUBLIC, THE STREET AND OTHER PUBLIC WAY AND LANDS HEREON SHOWN, FOR PUBLIC UTILITY, CABLE TV, AND DETENTION POND AREAS, FLOODWAY AND FLOODPLAIN LIMITS, DRAINAGE AND OTHER PUBLIC PURPOSES AS DETERMINED BY THE COUNTY OF ADAMS, STATE OF COLORADO.

EXECUTED THIS DAY OF A.D., 20

BY: RC 144 LLC, A COLORADO LIMITED LIABILITY COMPANY.

NAME AS TITLE

NAME AS TITLE

ACKNOWLEDGEMENT

BY: RC 144 LLC, A COLORADO LIMITED LIABILITY COMPANY.

STATE OF COLORADO)
COUNTY OF) SS

THE FOREGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS DAY OF
, A.D. 20, BY AS
AND BY AS OF RC 144 LLC, A COLORADO LIMITED COMPANY.

NOTARY PUBLIC

MY COMMISSION EXPIRES:

MY ADDRESS IS:

WITNESS MY HAND AND OFFICIAL SEAL:

NOTARY PUBLIC

GENERAL NOTES

- ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR ACCESSORY COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, C.R.S.
- PER C.R.S. 38-51-106, "ALL LINEAL UNITS DEPICTED ON THIS LAND SURVEY PLAT ARE U.S. SURVEY FEET. ONE METER EQUALS 39.37/12 U.S. SURVEY FEET, EXACTLY ACCORDING TO THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY."
- THE SURVEYED PROPERTY SHOWN HEREIN LIES WITHIN OTHER AREAS ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP (FIRM) NO. 08001C0308H, WITH A REVISED DATE OF MARCH 5, 2007 AND NO. 08001C0304J, WITH A REVISED DATE OF JANUARY 20, 2016. DETERMINATION OF FLOOD ZONE CLASSIFICATION IS DEPICTED BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY.
- BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE GRID BEARINGS DERIVED FROM RTK FAST STATIC GPS OBSERVATIONS AND ARE BASED UPON THE COLORADO COORDINATE SYSTEM OF 1983 CENTRAL ZONE (NAD 83, 2011), ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, BEING MONUMENTED AT THE SOUTHWEST CORNER BY A NO. 6 REBAR WITH A 2-1/2" ALUMINUM CAP STAMPED "LS 38304 2013" IN A RANGE BOX AND AT THE WEST QUARTER CORNER BY A NO. 6 REBAR WITH A 3-1/4" ALUMINUM CAP STAMPED "LS 24960 1998" IN A RANGE BOX WHICH BEARS NORTH 00°22'35" WEST, A DISTANCE OF 2651.40 FEET.
- THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY AZTEC CONSULTANTS, INC. TO DETERMINE OWNERSHIP OR EASEMENTS OF RECORD. FOR ALL TITLE INFORMATION OF RECORD, AZTEC CONSULTANTS, INC. RELIED UPON THE COMMITMENT NO. 100-N0014583-020-MO, HAVING AN EFFECTIVE DATE OF OCTOBER 23, 2017 AT 7:00 AM, ISSUED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY.
- EIGHT-FOOT (8') WIDE DRAINAGE AND UTILITY EASEMENTS ARE HEREBY DEDICATED ON PRIVATE PROPERTY ADJACENT TO THE FRONT LOT LINES OF EACH LOT AND ALONG THE SIDE LOT LINE OF LOT 3 IN THE SUBDIVISION. THESE EASEMENTS ARE DEDICATED TO ADAMS COUNTY FOR THE BENEFIT OF THE APPLICABLE UTILITY PROVIDERS FOR THE INSTALLATION, MAINTENANCE, AND REPLACEMENT OF UTILITIES.

STORM DRAINAGE FACILITIES STATEMENT

THE POLICY OF THE COUNTY REQUIRES THAT MAINTENANCE ACCESS SHALL BE PROVIDED TO ALL STORM DRAINAGE FACILITIES TO ASSURE CONTINUOUS OPERATIONAL CAPABILITY OF THE SYSTEM. THE PROPERTY OWNERS SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL DRAINAGE FACILITIES INCLUDING INLETS, PIPES, CULVERTS, CHANNELS, DITCHES, HYDRAULIC STRUCTURES, AND DETENTION BASINS LOCATED ON THEIR LAND UNLESS MODIFIED BY THE SUBDIVISION DEVELOPMENT AGREEMENT. SHOULD THE OWNER FAIL TO MAINTAIN SAID FACILITIES, THE COUNTY SHALL HAVE THE RIGHT TO ENTER SAID LAND FOR THE SOLE PURPOSE OF OPERATIONS AND MAINTENANCE. ALL SUCH MAINTENANCE COST WILL BE ASSESSED TO THE PROPERTY OWNERS.

GERALD E. BOYSEN JR., PLS 32428
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR,
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.
300 E. MINERAL AVE., SUITE 1
LITTLETON, CO. 80122
(303) 713-1897

NOTICE: ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

NOTICE: PER THE STATE OF COLORADO BOARD OF LICENSURE FOR ARCHITECTS, PROFESSIONAL ENGINEERS, AND PROFESSIONAL LAND SURVEYORS RULE 6.2.2 THE WORD "CERTIFY" AS USED HEREON MEANS AN EXPRESSION OF PROFESSIONAL OPINION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED. THE SURVEY REPRESENTED HEREON HAS BEEN PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE AND IS BASED UPON MY KNOWLEDGE, INFORMATION AND BELIEF.

PLANNING COMMISSION APPROVAL

APPROVED BY THE ADAMS COUNTY PLANNING COMMISSION THIS DAY OF
, A.D., 20.

CHAIR

BOARD OF COUNTY COMMISSIONER APPROVAL

APPROVED BY THE ADAMS COUNTY BOARD OF COUNTY COMMISSIONERS THIS DAY OF
, A.D., 20.

CHAIR

CLERK AND RECORDER'S CERTIFICATE

THIS FINAL PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE ADAMS COUNTY CLERK AND RECORDER, IN THE STATE OF COLORADO, AT M. ON THE DAY OF
, A.D., 20.

COUNTY CLERK AND RECORDER

BY:
DEPUTY

RECEPTION NO.

AZTEC CONSULTANTS, INC.
300 East Mineral Ave., Suite 1
Littleton, Colorado 80122
Phone: (303) 713-1898
Fax: (303) 713-1897
www.aztecconsultants.com
AzTec Proj. No.:54817-37

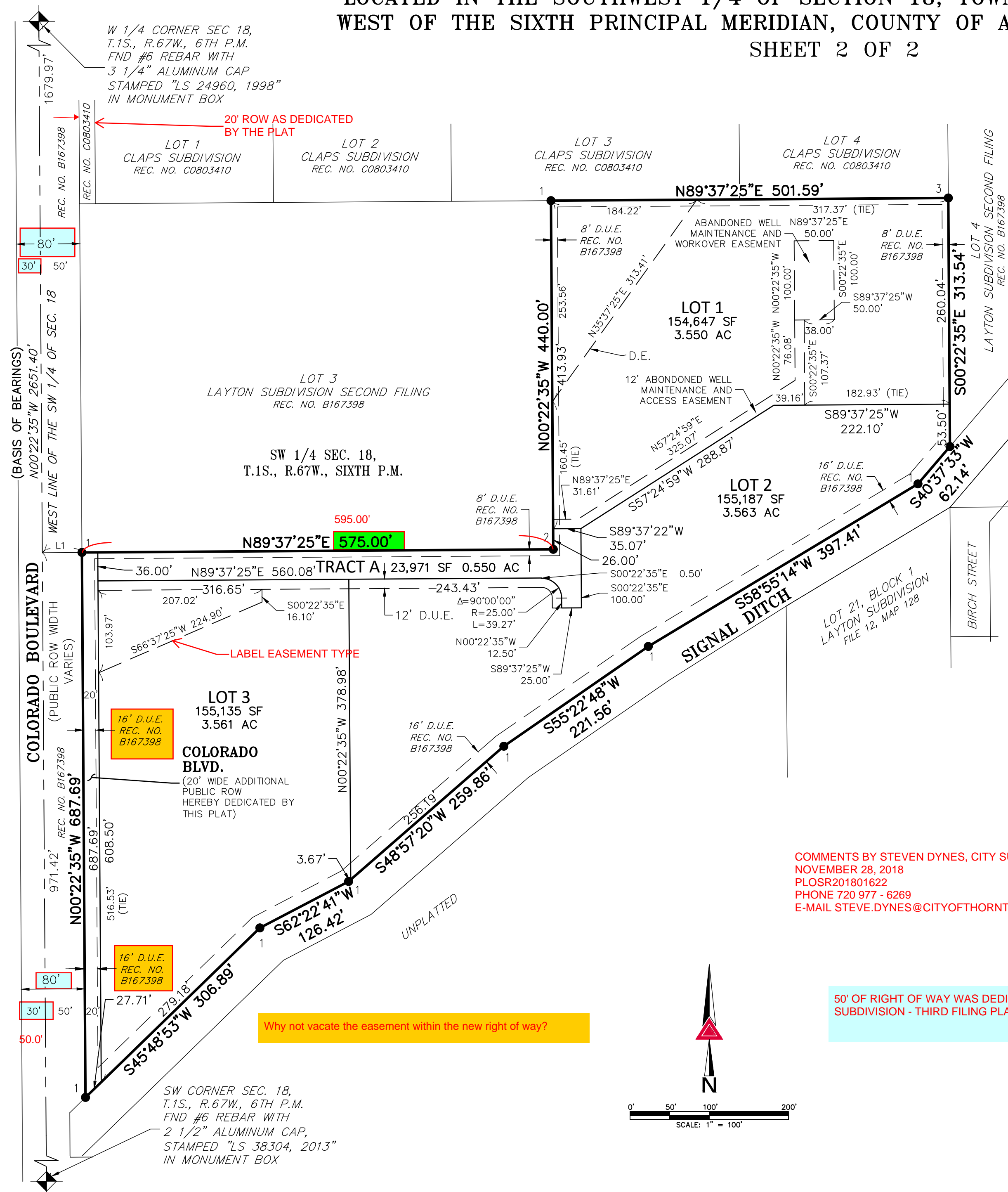
DATE OF PREPARATION:	11-1-2018
SCALE:	N/A
SHEET 1 OF 2	

LAYTON SUBDIVISION THIRD FILING

CASE NO. PLT2018-00030

A RE-SUBDIVISION OF LOT 2, LAYTON SUBDIVISION SECOND FILING,
LOCATED IN THE SOUTHWEST 1/4 OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 67
WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 2 OF 2



LEGEND

- FOUND SECTION CORNER MONUMENT AS NOTED
- FOUND #4 REBAR AND 1" GREEN PLASTIC CAP STAMPED "LS 34995"
- FOUND #4 REBAR AND 1" ILLEGIBLE GREEN PLASTIC CAP
- FOUND #5 REBAR WITH 1-1/2" ALUMINUM CAP STAMPED "JR ENG PLS 32825"
- D.U.E. DRAINAGE AND UTILITY EASEMENT
- D.E. DRAINAGE EASEMENT
- R.O.W. RIGHT-OF-WAY

LINE TABLE

LINE	BEARING	LENGTH
L1	N89°37'25"E	50.00'

FOR REVIEW

FOR AND ON BEHALF OF
AZTEC CONSULTANTS, INC.

COLORADO GEOLOGICAL SURVEY

1801 19th Street
Golden, Colorado 80401



August 28, 2018

Karen Berry
State Geologist

Libby Tart-Schoenfelder, AICP
Adams County Community & Economic Development
4430 S. Adams County Parkway, Suite W2000A
Brighton, CO 80601

Location:
SW $\frac{1}{4}$ SW $\frac{1}{4}$ Section 18,
T1S, R67W, 6th P.M.
39.9599, -104.9387

Subject: Layton Subdivision Third Filing – Minor Subdivision Plat
Case Number PLT2018-00030; Adams County, CO; CGS Unique No. AD-19-0003

Dear Ms. Tart-Schoenfelder:

Colorado Geological Survey has reviewed the Layton Subdivision Third Filing minor subdivision plat referral. I understand the applicant proposes to subdivide Lot 2, Layton Subdivision Second Filing, creating three single family residential lots of 4.97 acres (Lot 1), 2.5 acres (Lot 2), and 2.65 acres (Lot 3).

The site is located in an “Area of Minimal Flood Hazard,” is not undermined, does not contain steep slopes, and does not contain, nor is it exposed to, any geologic hazards that would preclude the proposed residential use and increase in density. **CGS therefore has no objection to approval of the three-lot subdivision as proposed.**

Mineral resource potential. According to the Atlas of Sand, Gravel, and Quarry Aggregate Resources, Colorado Front Range Counties (Schwochow et al, Colorado Geological Survey Special Publication 5-B, 1974, Eastlake Quadrangle), the property is not mapped as containing a sand, gravel, or aggregate resource.

Potential development constraints include:

Soil and bedrock engineering properties. According to available geologic mapping (Trimble and Machette, 1979, Geologic map of the greater Denver area, Front Range Urban Corridor, Colorado: U.S. Geological Survey, Miscellaneous Investigations Series Map I-856-H, scale 1:100,000), the site is underlain by loess (wind-deposited silt with clay and sand). Loess deposits commonly exhibit compression or collapse under wetting and loading but, depending on the clay content, can also exhibit shrink/swell (volume changes in response to wetting and drying cycles). The surficial soils are underlain at unknown but likely shallow depth by Denver formation interbedded sandstone, claystone, siltstone, shale and conglomerate. Claystone can exhibit low strength at high water content, very high swell potential and, if present at or near foundation depths, can cause significant damage to foundations and homes if not properly identified and mitigated.

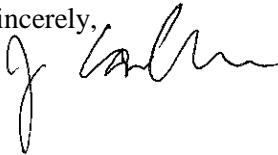
Lot-specific geotechnical investigation, testing, and analysis will be needed, once building locations are identified and prior to building permit application, to determine depths to bedrock and seasonal groundwater levels, and to characterize soil and bedrock engineering properties such as expansion/consolidation potential, density, strength, water content, and allowable bearing pressures. This information is needed to determine whether overexcavation is needed to provide a separation distance between potentially highly expansive claystone bedrock and foundation elements, to design foundations, floor systems, subsurface drainage, pavements, and to determine each lot’s suitability for below-grade (basement) construction, if planned.

Corrosive soils. According to NRCS soil survey data, the site soils are highly corrosive to uncoated steel. On lots where basements are planned and groundwater levels are sufficiently deep to allow below-grade construction, epoxy-coated, vinyl/composite/fiberglass, concrete, or otherwise corrosion-resistant basement window wells are recommended, rather than uncoated or galvanized steel.

Slow percolation rates, shallow bedrock, and possible need for engineer-designed OWS. The project explanation (Redland, July 24, 2018) states that each lot will contain an onsite wastewater system (OWS). The Adams County Soil Survey describes the site soils as very limited in suitability for conventional septic tank absorption fields due to clayey, low-permeability soils exhibiting slow percolation rates, and shallow bedrock. It is likely that the proposed lots will require engineer-designed septic systems. Since engineered OWS typically require more maintenance and have shorter lifespans than conventional systems, a backup OWS location should be identified on each lot.

Thank you for the opportunity to review and comment on this project. If you have questions or require additional review, please call me at (303) 384-2643, or e-mail carlson@mines.edu.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jill Carlson', with a stylized, flowing script.

Jill Carlson, C.E.G.
Engineering Geologist



November 30, 2018

Libby Tart-Schoenfelder
Adams County Community and Economic Development
4430 South Adams County Parkway, Suite W2000A
Brighton, CO 80601

RE: Layton Subdivision, PLT2018-00030
TCHD Case No. 5291

Dear Ms. Tart-Schoenfelder,

Thank you for the opportunity to review and comment on the second submission of a Minor Subdivision Plat to replat Lot 2 of the Layton Subdivision Second Filing into three lots located at northeast of Colorado Boulevard and the Signal Ditch. Tri-County Health Department (TCHD) staff previously reviewed the application for the Minor Subdivision Plat and, in a letter dated September 5, 2018 responded with comments. TCHD staff has reviewed the second submission application for compliance with applicable environmental and public health regulations and principles of healthy community design. After reviewing the application, TCHD the following comments.

On-Site Wastewater Treatment System (OWTS) – New or Expanded

Proper wastewater management promotes effective and responsible water use, protects potable water from contaminants, and provides appropriate collection, treatment, and disposal of waste, which protects public health and the environment. TCHD has no objection to the properties being served by an OWTS provided that the systems are permitted, inspected and operated in accordance with TCHD's current OWTS Regulation. Based on the applicant's description, a permit for the installation and final approval of the OWTS is required. In order to start the process, the applicant may contact our Commerce City office located at 4201 E. 72nd Ave, Suite 100 or by phone at 303-288-6816. More information is available at <http://www.tchd.org/269/Septic-Systems>.

Domestic Well

Individual well owners have primary responsibility for the safety of the water drawn from their own wells. Well owners with questions about wells or well water can call the Wellcare® Hotline operated by the Water Systems Council, a national organization focused on well systems not regulated under the Safe Drinking Water Act., at 888-395-1033 or online at www.wellcarehotline.org. Well owners may also contact Elaine Hassinger, Water Quality Specialist, at (720) 200-1583 with water quality questions.

The applicant may want to consider having the well water analyzed for a number of contaminants as a baseline of the water quality. A baseline water quality analysis is valuable for future reference in the case of possible contamination. Certain parameters

such as coliform bacteria and nitrate, pH and Total Dissolved Solids (TDS) are recommended to be analyzed annually as these can indicate possible breaches in the well. The Colorado Department of Public Health and Environment (CDPHE), Laboratory Services Division can assist you with water analyses. The CDPHE offers individual water tests as well as testing packages to choose from depending on your needs. The CDPHE laboratory web site is located at: <https://www.colorado.gov/pacific/cdphe/water-testing>.

Oil and Gas Facilities

Inadvertent spills at oil and gas operation sites are possible, resulting in soil and groundwater contamination. Additionally, abandoned oil and gas wells and flowlines have the potential to leak oil and gas, contaminate soils and groundwater, and can pose an explosion risk. To help ensure residents are not exposed to harmful contaminants, TCHD recommends the applicant conduct an Environmental Site Assessment to better determine the environmental condition of the property. Moreover, the applicant should identify the location of flowlines and ensure they have been properly abandoned.

Please feel free to contact me at 720-200-1585 or aheinrich@tchd.org if you have any questions.

Sincerely,



Annemarie Heinrich, MPH/MURP
Land Use and Built Environment Specialist

cc: Sheila Lynch, Monte Deatrich, TCHD

From: [Marisa Dale](#)
To: [Libby Tart-Schoenfelder](#)
Subject: RE: PLT2018-00030 Request for Comments
Date: Thursday, August 16, 2018 5:26:53 PM

Hi Libby,

Thank you for inviting United Power, Inc. to review and comment on this referral. This project is not within our service territory and therefore we have no comment.

Best,
Marisa

Marisa Dale, RWA | [System Design - Right of Way](#)
500 Cooperative Way, Brighton, CO 80603 | O 303.637.1387
Schedule: Tuesday-Friday 7:00-5:30

Powering Lives, Powering Change, Powering the Future – The Cooperative Way



From: Libby Tart-Schoenfelder [mailto:LTart-Schoenfelder@adcogov.org]
Sent: Wednesday, August 08, 2018 3:11 PM
To: matt.schaefer@adams12.org; Marissa Hillje; Justin Blair; brandyn.wiedrich@centurylink.com; Brigitte Grimm; developmentsubmittals@cityofthornton.net; Eric Guenther; joanna.williams@state.co.us; Steven Loeffler - CDOT; eliza.hunholz@state.co.us; serena.ocksund@state.co.us; CGS_LUR@mines.edu; thomas_lowe@cable.comcast.com; Christine Francescani; csimmonds@mwr.dst.co.us; sgosselin@northmetrofire.org; Joaquin Flores; Nathan Mosley; chris.quinn@rtd-denver.com; Nikki Blair; Amanda Overton; Michael Kaiser; snielson@adcogov.org; tfuller@adcogov.org; Scott Miller; firedept@cityofthornton.net; Marisa Dale; mary.c.dobyns@usps.gov; George, Donna L
Subject: PLT2018-00030 Request for Comments

Hello – Please see the attached request for comments on the Layton Subdivision Third Filing case.

Comments are due by August 28, 2018.

Thanks so much!

Sincerely,
Libby

Libby Tart-Schoenfelder, AICP

Planner III, Community & Economic Development

4430 S. Adams County Pkwy, 1st Floor, STE W2000A

Brighton, CO 80601-8213

Main: 720.523.6858 | LTart-schoenfelder@adcogov.org | adcogov.org

Disclaimer

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Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: **303.571.3306**
Facsimile: 303. 571. 3284
donna.l.george@xcelenergy.com

December 6, 2018

Adams County Community and Economic Development Department
4430 South Adams County Parkway, 3rd Floor, Suite W3000
Brighton, CO 80601

Attn: Libby Tart-Schoenfelder

Re: Layton Subdivision Third Filing - 2nd referral, Case # PLT2018-00030

Public Service Company of Colorado's Right of Way & Permits Referral Desk has reviewed the second referral plat for **Layton Subdivision Third Filing** and reminds the property owner/developer/contractor to complete the **application process** for any new natural gas or electric service via FastApp-Fax-Email-USPS (go to: https://www.xcelenergy.com/start_stop_transfer/new_construction_service_activation_for_builders).

Should you have any questions with this referral response, please contact me at 303-571-3306.

Donna George
Right of Way and Permits
Public Service Company of Colorado

August 23, 2018

Libby Tart-Schoenfelder
Adams County Community & Economic Development Department
Transmitted via email: Ltart-schoenfelder@adcogov.org

RE: Layton Subdivision Third Filing
Case no. PLT2018-00030
Part of SW $\frac{1}{4}$ of SW $\frac{1}{4}$ of Sec. 18, T1S, R67W, 6th P.M.
Lot 2, Layton Subdivision
Water Division 1, Water District 2

Dear Ms. Tart-Schoenfelder,

We have reviewed the above referenced proposal to subdivide approximately 11.536 acres, known as Lot 2, Filing 2, Layton Subdivision into three residential lots of approximately 4.972 acres (Lot 1), 2.5 acres (Lot 2) and 2.649 acres (Lot 3).

Water Supply Demand

According to the information received from the Applicant the annual water demand totals 0.97 acre-feet. Each of the proposed lots will use 0.3 acre-feet per year for household purposes inside one single-family dwelling, and 0.023 acre-feet per year for the irrigation of 466 square-feet of home lawn and garden.

Source of Water Supply

Based on the acreage shown on the plat map the amounts of water available underlying the 11.536 acres, are as shown in Table 1 below. The values in Table 1 were determined based on the Denver Basin Rules.

Table 1

Aquifer	Parcel Size	Saturated Thickness (ft)	Annual amount available (based on 100 yr. aquifer allocation)	Type
Lower Arapahoe	11.536	105	2.06 acre-feet	NNT*
Laramie-Fox Hills	11.536	175	3.03 acre-feet	NT**

*Not nontributary

**Nontributary

The source of water for the three lots according to the Applicant is identified as individual on lot wells constructed into the nontributary Laramie-Fox Hills aquifer, since the withdraw of

ground water from the not nontributary Lower Arapahoe aquifer would not be available until an augmentation plan to offset depletions caused by the wells is decreed by the water court.

Unless the water underlying the property is decreed in water court, well permits would ultimately be issued pursuant to C.R.S. 37-92-602(3)(b)(I) and the policy of the State Engineer. Under those provisions only the quantity of water underlying the individual lots could be considered available for withdrawal by the proposed wells.

The proposed source of water for this subdivision is a bedrock aquifer in the Denver Basin. The State Engineer's Office does not have evidence regarding the length of time for which this source will be a physically and economically viable source of water. According to 37-90-137(4)(b)(I), C.R.S., "Permits issued pursuant to this subsection (4) shall allow withdrawals on the basis of an aquifer life of one hundred years." Based on this allocation approach, the annual amounts of water shown in Table 1 are equal to one percent of the total amount, as determined by rules 8.A and 8.B of the Statewide Nontributary Ground Water Rules, 2 CCR 402-7. Therefore, the water may be withdrawn in those annual amounts for a maximum of 100 years.

In the *Adams County Development Standards and Regulations*, Effective April 15, 2002, Section 5-04-05-06-04 states:

"Prior to platting, the developer shall demonstrate that...the water supply is dependable in quantity and quality based on a minimum useful life of three-hundred (300) years. A minimum 300-year useful life means the water supply from both a static and dynamic basis will be viable for a minimum 300-year period. The static analysis shall include evaluation of the volume of water that is appropriable for the proposed subdivision. The dynamic analysis shall evaluate whether the appropriable water supply is sustainable for three-hundred (300) years, giving consideration to the location and extent of the aquifer, as well as impacts caused by both current and future pumping by others from the aquifer."

The State Engineer's Office does not have evidence regarding the length of time for which this source will be "dependable in quantity and quality." However, treating Adams County's requirement as an allocation approach based on three hundred years, the allowed average annual amount of withdrawal from the nontributary Laramie-Fox Hills aquifer shown in Table 1 above would be reduced to one third of those amounts as shown in Table 2 below.

Table 2

Lot	Acres	Annual amount available (based on 100 yr. aquifer allocation)	Annual amount available (based on 300 yr. aquifer allocation)
1	4.972	1.31 acre-feet	0.437 acre-feet
2	2.5	0.656 acre-feet	0.219 acre-feet
3	2.649	0.695 acre-feet	0.232 acre-feet

State Engineer's Office Opinion

Based upon the above and pursuant to Section 30-28-136(1)(h)(II), C.R.S., it is our opinion that the proposed water supply is not adequate and cannot be provided without causing injury to decreed water rights.

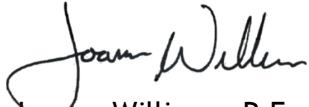
Our opinion that the water supply is **not adequate** is based on our determination that the amount of water that is legally available on an annual basis underlying Lot 2 and Lot 3, as shown in Table 2 above, is less than the annual amount of water required to supply the specified demands of the proposed subdivision.

Our opinion is qualified by the following:

The amounts of water in the Denver Basin aquifers, and identified in this letter, are calculated based on estimated current aquifer conditions. Based on the amount of water available underlying each proposed lot, the water supply is not adequate for Lots 2 and 3. Should the applicant make the three lots equal in size, then the amount of water underlying each lot would be adequate for the proposed water demand.

Should you or the Applicant have any questions, please contact Ailis Thyne of this office at 303-866-3581 ext. 8216.

Sincerely,

A handwritten signature in black ink, appearing to read "Joanna Williams". The signature is fluid and cursive, with the first name "Joanna" written in a larger, more prominent script than the last name "Williams".

Joanna Williams, P.E.
Water Resource Engineer

November 27, 2018

Libby Tart-Schoenfelder
Adams County Community & Economic Development Department
Transmitted via email: Ltart-schoenfelder@adcogov.org

RE: Layton Subdivision Third Filing
Case no. PLT2018-00030
Part of SW ¼ of SW ¼ of Sec. 18, T1S, R67W, 6th P.M.
Lot 2, Layton Subdivision
Water Division 1, Water District 2

Dear Ms. Tart-Schoenfelder,

We have reviewed the second referral received November 21, 2018 regarding the above referenced proposal to subdivide approximately 11.536 acres, known as Lot 2, Filing 2, Layton Subdivision into three residential lots of approximately 3.55 acres (Lot 1), 3.563 acres (Lot 2) and 3.561 acres (Lot 3).

Water Supply Demand

According to the previous referral information received from the Applicant the annual water demand totals 0.97 acre-feet. Each of the proposed lots will use 0.3 acre-feet per year for household purposes inside one single-family dwelling, and 0.023 acre-feet per year for the irrigation of 466 square-feet of home lawn and garden.

Source of Water Supply

Based on the acreage shown on the plat map the amounts of water available underlying the 11.536 acres, are as shown in Table 1 below. The values in Table 1 were determined based on the Denver Basin Rules.

Table 1

Aquifer	Parcel Size	Saturated Thickness (ft)	Annual amount available (based on 100 yr. aquifer allocation)	Type
Lower Arapahoe	11.536	105	2.06 acre-feet	NNT*
Laramie-Fox Hills	11.536	175	3.03 acre-feet	NT**

*Not nontributary

**Nontributary

The source of water for the three lots according to the Applicant is identified as individual on lot wells constructed into the nontributary Laramie-Fox Hills aquifer, since the withdraw of

ground water from the not nontributary Lower Arapahoe aquifer would not be available until an augmentation plan to offset depletions caused by the wells is decreed by the water court.

Unless the water underlying the property is decreed in water court, well permits would ultimately be issued pursuant to C.R.S. 37-92-602(3)(b)(I) and the policy of the State Engineer. Under those provisions only the quantity of water underlying the individual lots could be considered available for withdrawal by the proposed wells.

The proposed source of water for this subdivision is a bedrock aquifer in the Denver Basin. The State Engineer's Office does not have evidence regarding the length of time for which this source will be a physically and economically viable source of water. According to 37-90-137(4)(b)(I), C.R.S., "Permits issued pursuant to this subsection (4) shall allow withdrawals on the basis of an aquifer life of one hundred years." Based on this allocation approach, the annual amounts of water shown in Table 1 are equal to one percent of the total amount, as determined by rules 8.A and 8.B of the Statewide Nontributary Ground Water Rules, 2 CCR 402-7. Therefore, the water may be withdrawn in those annual amounts for a maximum of 100 years.

In the *Adams County Development Standards and Regulations*, Effective April 15, 2002, Section 5-04-05-06-04 states:

"Prior to platting, the developer shall demonstrate that...the water supply is dependable in quantity and quality based on a minimum useful life of three-hundred (300) years. A minimum 300-year useful life means the water supply from both a static and dynamic basis will be viable for a minimum 300-year period. The static analysis shall include evaluation of the volume of water that is appropriable for the proposed subdivision. The dynamic analysis shall evaluate whether the appropriable water supply is sustainable for three-hundred (300) years, giving consideration to the location and extent of the aquifer, as well as impacts caused by both current and future pumping by others from the aquifer."

The State Engineer's Office does not have evidence regarding the length of time for which this source will be "dependable in quantity and quality." However, treating Adams County's requirement as an allocation approach based on three hundred years, the allowed average annual amount of withdrawal from the nontributary Laramie-Fox Hills aquifer shown in Table 1 above would be reduced to one third of those amounts as shown in Table 2 below.

Table 2

Lot	Acres	Annual amount available (based on 100 yr. aquifer allocation)	Annual amount available (based on 300 yr. aquifer allocation)
1	3.550	0.93 acre-feet	0.31 acre-feet
2	3.563	0.93 acre-feet	0.31 acre-feet
3	3.561	0.93 acre-feet	0.31 acre-feet

State Engineer's Office Opinion

Based upon the above and pursuant to Section 30-28-136(1)(h)(II), C.R.S., it is our opinion that the proposed water supply is adequate and can be provided without causing injury to decreed water rights.

Our opinion that the water supply is **adequate** is based on our determination that the amount of water required annually to serve the subdivision is currently physically available, based on current estimated aquifer conditions.

Our opinion that the water supply can be **provided without causing injury** is based on our determination that the amount of water that is legally available on an annual basis, according to the statutory allocation approach, for ordinary household purposes and the irrigation of home garden and lawn, is greater than the annual amount of water required to supply existing water commitments and the demands of the proposed subdivision.

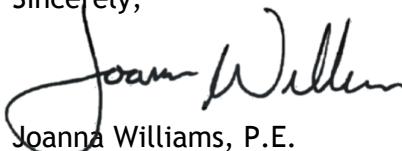
Our opinion is qualified by the following:

The amounts of water in the Denver Basin aquifers, and identified in this letter, are calculated based on estimated current aquifer conditions. For planning purposes the county should be aware that the economic life of a water supply based on wells in a given Denver Basin aquifer may be less than the 100 years (or 300 years) used for allocation due to anticipated water level declines. We recommend that the county determine whether it is appropriate to require development of renewable water resources for this subdivision to provide for a long-term water supply.

The applicant should be aware that any storm water detention structure proposed for this specific development, must meet the requirements of a “storm water detention and infiltration facility” as defined in section 37-92-602(8), Colorado Revised Statutes, in order for the structure to be exempt from administration by this office. The applicant should review DWR’s Administrative Statement Regarding the Management of Storm Water Detention Facilities and Post-Wildland Fire Facilities in Colorado, attached, to ensure that the notification, construction and operation of the proposed structure meets statutory and administrative requirements. The applicant is encouraged to use Colorado Stormwater Detention and Infiltration Facility Notification Portal, located at <https://maperture.digitaldataservices.com/gvh/?viewer=cswdif>, to meet the notification requirements.

Should you or the Applicant have any questions, please contact Ailis Thyne of this office at 303-866-3581 ext. 8216.

Sincerely,

A handwritten signature in black ink, appearing to read "Joanna Williams". The signature is fluid and cursive, with the first name "Joanna" written in a larger, more prominent script than the last name "Williams".

Joanna Williams, P.E.
Water Resource Engineer

From: [J Grant Armstrong](#)
To: [Libby Tart-Schoenfelder](#)
Subject: case# PLT2018-00030
Date: Wednesday, August 15, 2018 2:11:55 PM

We think the proposed subdivision plat is an excellent plan. (We will be close neighbors - we live diagonally opposite the proposed subdivision at the NW corner Colorado Blvd and 146th Ave.)

--

Grant & Judy Armstrong
3881 E 146th Ave
Brighton, CO 80602
phone 303-452 -2662
email JGrantA@gmail.com

From: [Kim Padgett](#)
To: [Libby Tart-Schoenfelder](#)
Subject: Case Number PLT2018-00030
Date: Tuesday, August 21, 2018 11:52:41 AM

Gary A. Padgett and Lisa Kim Padgett
Comments and concerns of purposed subdivision listed above.

These comments are for review regarding the above proposed case. Our concerns are about the water situation and how it is impacting wells in the surrounding . Gary and I have a well on the on our property and have been in a 13 year battle with my sister to subdivide 8.8 acres. In that time we connected to High Plains water association and had to have a 300 year plan done on both High Plains seven wells and our own well. We were told at that time that we could do minimal outside watering and that no new wells were being permitted in the area unless you had over 35 acres. If you were in a certain distance from public water you had to hook up to that. The City of Thornton has a water line that runs along Colorado Boulevard and adding three more large homes on to an already stressed aquifer is going to affect all the other wells in the area. We have had neighbors wanting to retap their existing well and were denied. Our question is how and why are Carlson's able to get by with getting permits to three water wells when the rest of us are limited and denied? Farmers are having their wells shut down and having to get water from other resources. We think these new homes should have to hook up to city water and sewage! When it comes to the septic system that is another concern. The drainage down on that acreage is horrible. There is seepage from the ditch and underground springs that run through the property. My father always had problems with farming that acreage. Due to the aforementioned seepage and drainage from the new home Leach fields, we are concerned to the close proximity of the current homes to the north, and the overlapping of the area. Thank you for your consideration and we look forward to being at the hearings of this proposed case.

Sent from my iPad

Gary and Kim Padgett
4151 E. 144th Avenue
Brighton, CO
80602



Request for Comments

Case Name: Layton Subdivision Third Filing
Case Number: PLT2018-00030

August 7, 2018

Adams County Planning Commission is requesting comments on the following request:

- 1) Request for a Minor Subdivision Plat to replat Lot 2 of the Layton Subdivision Second Filing into three lots. The overall acreage is 11.536 and each proposed lot is a minimum of 2.5 acres. The zoning is A-1.**

The Assessor's Parcel Numbers is **01571183010006**

Applicant Information: Ryan Carlson
P.O. Box 247
Eastlake, CO 80614-0247

Please forward any written comments on this application to the Department of Community and Economic Development at 4430 South Adams County Parkway, Suite W2000A Brighton, CO 80601-8216. (720) 523-6858 by **August 28, 2018** in order that your comments may be taken into consideration in the review of this case. If you would like your comments included verbatim please send your response by way of e-mail to Ltart-schoenfelder@adcogov.org.

Once comments have been received and the staff report written, the staff report and notice of public hearing dates will be forwarded to you for your information. The full text of the proposed request and additional colored maps can be obtained by contacting this office or by accessing the Adams County web site at www.adcogov.org/planning/currentcases.

Thank you for your review of this case.

Libby Tart-Schoenfelder, AICP
Case Manager



Public Hearing Notification

Case Name: Layton Subdivision Second Filing
Case Number: PLT2018-00030
Planning Commission Hearing Date: September 12, 2019 at 6:00 p.m.
Board of County Commissioners Date: October 1, 2019 at 9:30 a.m.

August 27, 2019

A public hearing has been set by the Adams County Planning Commission and Board of County Commissioners to consider the following request:

1) Request for a Minor Subdivision Plat to replat Lot 2 of the Layton Subdivision Second Filing into three lots. The overall acreage is 11.536 and each proposed lot is a minimum of 2.5 acres. A Subdivision Improvements Agreement (SIA) is also included to address public improvements. The zoning is A-1.

The Assessor's Parcel Number is **0157118301006**

Applicant Information: **Ryan Carlson
P.O. Box 247
Eastlake, CO 80614-0247**

The hearing will be held in the Adams County Hearing Room located at 4430 South Adams County Parkway, Brighton, CO 80601. This will be a public hearing and any interested parties may attend and be heard. The Applicant and Representative's presence at these hearings is requested. If you require any special accommodations (e.g. wheelchair accessibility, an interpreter for the hearing impaired, etc.) please contact the Adams County Community and Economic Development Department at 720-523-6800 (or if this is a long distance call, please use the County's toll-free telephone number at 1-800-824-7842) prior to the meeting date. For further information regarding this case, please contact the Department of Community and Economic Development, 4430 South Adams County Parkway, Brighton, CO 80601, 720-523-6800. This is also the location where maps and/or text certified by the Planning Commission may be viewed. The full text of the proposed request and additional colored maps can be obtained by contacting this office or by accessing the Adams County web site at www.adcogov.org/planning/currentcases.

Thank you for your review of this case.

Libby Tart, AICP
Senior Long Range Planner

To: Bobi Lopez
Dept: Brighton Blade/Commerce City Express
Email: blopez@metrowestnewspapers.com
Fax: 303-637-7955
From: OneStop/E-Permit Center
Date: August 27, 2019

NOTICE OF PUBLIC HEARING FOR LAND USE

NOTICE IS HEREBY GIVEN, that an application has been filed by, RYAN CARLSON, Case # PLT2018-00030, requesting: a Minor Subdivision Plat to replat Lot 2 of the Layton Subdivision Second Filing into three lots. The overall acreage is 11.536 and each proposed lot is a minimum of 2.5 acres. The zoning is A-1 on the following property:

LEGAL DESCRIPTION:

Lot 2, Layton Subdivision, 2nd Filing, County of Adams, State of Colorado

(The above legal description was provided by the applicant and Adams County is not responsible for any errors and omissions that may be contained herein and assumes no liability associated with the use or mis use of this legal description.)

APPROXIMATE PARCEL NUMBER: 0157118301006

NOTICE IS HEREBY GIVEN that a public hearing will be held by the Adams County Planning Commission in the Hearing Room of the Adams County Government Center, 4430 S. Adams County Parkway, Brighton, CO - 1st Floor, on the 12th day of September, at the hour of 6:00 p.m., where and when any person may appear and be heard and a recommendation on this application will be forwarded to the Board of County Commissioners.

NOTICE IS FURTHER GIVEN, that a public hearing will be held by the Adams County Board of County Commissioners in the Hearing Room of the Adams County Government Center, 4430 S. Adams County Parkway, Brighton, CO - 1st Floor, on the 1st day of October, at the hour of 9:30 a.m., to consider the above request where and when any person may appear and be heard.

For further information regarding this case, please contact Libby Tart at the Department of Community and Economic Development, 4430 S. Adams County Pkwy, Brighton, CO 80601, 720.523.6800. This is also the location where the maps and/or text certified by the Planning Commission may be viewed.

BY ORDER OF THE BOARD OF COUNTY COMMISSIONERS
JOSH ZYGIELBAUM, CLERK OF THE BOARD

TO BE PUBLISHED IN THE SEPTEMBER 4, 2019, ISSUE OF THE Brighton Standard Blade/Commerce City Express

Please reply to this message by email to confirm receipt or call the E-Permit/OneStop Counter at 720.523.6800.



Referral Listing
Case Number PLT2018-00030
LAYTON SUBDIVISION THIRD FILING

Agency	Contact Information
ADAMS 12 FIVE STAR SCHOOLS	MATT SCHAEFER - PLANNING MANAGER 1500 E. 128TH AVENUE THORNTON CO 80241 720-972-4289 matt.schaefer@adams12.org
Adams County	Planning Addressing PLN 720.523.6800
Adams County Construction Inspection	PWCI . PWCI 720-523-6878
Adams County Development Services - Building	Justin Blair 4430 S Adams County Pkwy Brighton CO 80601 720-523-6825 JBlair@adcogov.org
Adams County Treasurer: Send email	Adams County Treasurer bgrimm@adcogov.org 720.523.6376
Century Link, Inc	Brandyn Wiedreich 5325 Zuni St, Rm 728 Denver CO 80221 720-578-3724 720-245-0029 brandyn.wiedrich@centurylink.com
CITY OF THORNTON	JASON O'SHEA 9500 CIVIC CENTER DR THORNTON CO 80229 0
CITY OF THORNTON	JIM KAISER 12450 N WASHINGTON THORNTON CO 80241 720-977-6266
CITY OF THORNTON	Lori Hight 9500 CIVIC CENTER DRIVE THORNTON CO 80229 303-538-7670 developmentsubmittals@cityofthornton.net.

Agency	Contact Information
Code Compliance Supervisor	Eric Guenther eguenther@adcogov.org 720-523-6856 eguenther@adcogov.org
COLO DIV OF WATER RESOURCES	Joanna Williams OFFICE OF STATE ENGINEER 1313 SHERMAN ST., ROOM 818 DENVER CO 80203 303-866-3581 joanna.williams@state.co.us
COLORADO DEPT OF TRANSPORTATION	Steve Loeffler 2000 S. Holly St. Region 1 Denver CO 80222 303-757-9891 steven.loeffler@state.co.us
COLORADO DIVISION OF WILDLIFE	Eliza Hunholz Northeast Regional Engineer 6060 BROADWAY DENVER CO 80216-1000 303-291-7454 eliza.hunholz@state.co.us
COLORADO DIVISION OF WILDLIFE	Serena Rocksund 6060 BROADWAY DENVER CO 80216 3039471798 serena.rocksund@state.co.us
COLORADO GEOLOGICAL SURVEY	Jill Carlson 1500 Illinois Street Golden CO 80401 303-384-2643 CGS_LUR@mines.edu
Colorado Geological Survey: CGS_LUR@mines.edu	Jill Carlson Mail CHECK to Jill Carlson 303-384-2643 CGS_LUR@mines.edu
COMCAST	JOE LOWE 8490 N UMITILLA ST FEDERAL HEIGHTS CO 80260 303-603-5039 thomas_lowe@cable.comcast.com
COUNTY ATTORNEY- Email	Christine Francescani CFrancescani@adcogov.org 6884
Engineering Department - ROW	Transportation Department PWE - ROW 303.453.8787
Engineering Division	Transportation Department PWE 6875

Agency	Contact Information
METRO WASTEWATER RECLAMATION	CRAIG SIMMONDS 6450 YORK ST. DENVER CO 80229 303-286-3338 CSIMMONDS@MWRD.DST.CO.US
NORTH METRO FIRE DISTRICT	Steve Gosselin 101 Lamar Street Broomfield CO 80020 (303) 452-9910 sgosselin@northmetrofire.org
NS - Code Compliance	Joaquin Flores 720.523.6207 jflores@adcogov.org
Parks and Open Space Department	Nathan Mosley mpedrucci@adcogov.org aclark@adcogov.org (303) 637-8000 nmosley@adcogov.org
REGIONAL TRANSPORTATION DIST.	CHRIS QUINN 1560 BROADWAY SUITE 700 DENVER CO 80202 303-299-2439 chris.quinn@rtd-denver.com
SHERIFF'S OFFICE: SO-HQ	MICHAEL McINTOSH nblair@adcogov.org; aoverton@adcogov.org; mkaiser@adcogov.org snielson@adcogov.org (303) 654-1850 aoverton@adcogov.org; mkaiser@adcogov.org; snielson@adcogov.org
Sheriff's Office: SO-SUB	SCOTT MILLER TFuller@adcogov.org; smiller@adcogov.org aoverton@adcogov.org; mkaiser@adcogov.org 720-322-1115 smiller@adcogov.org
THORNTON FIRE DEPARTMENT	Chad Mccollum 9500 Civic Center Drive THORNTON CO 80229-4326 303-538-7602 firedept@cityofthornton.net
TRI-COUNTY HEALTH DEPARTMENT	MONTE DEATRICH 4201 E. 72ND AVENUE SUITE D COMMERCE CITY CO 80022 (303) 288-6816 mdeatrich@tchd.org
TRI-COUNTY HEALTH DEPARTMENT	Sheila Lynch 6162 S WILLOW DR, SUITE 100 GREENWOOD VILLAGE CO 80111 720-200-1571 landuse@tchd.org

Agency

Contact Information

Tri-County Health: Mail CHECK to Sheila Lynch

Tri-County Health
landuse@tchd.org
.

United Power, Inc

Marisa Dale
PO Box 929
500 Cooperative Way
Brighton CO 80601
303-637-1387 720-334-5282
mdale@UnitedPower.com

UNITED STATES POST OFFICE

MARY C. DOBYNS
56691 E COLFAX AVENUE
STRASBURG CO 80136-8115
303-622-9867
mary.c.dobyns@usps.gov

Xcel Energy

Donna George
1123 W 3rd Ave
DENVER CO 80223
303-571-3306
Donna.L.George@xcelenergy.com

Xcel Energy

Donna George
1123 W 3rd Ave
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303-571-3306
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ADAMS COUNTY
4430 SOUTH ADAMS COUNTY PKWY
BRIGHTON CO 80601-8204

BUTTERS MICHAEL AND JEANNIE TRUST
OR CURRENT RESIDENT
3850 E 146TH AVE
BRIGHTON CO 80602-7762

ADAMS LIEF E/SHARA L 7/8TH INT AND
ADAMS PAUL E 1/8TH INT
14441 NORTH COLORADO BLVD
BRIGHTON CO 80602

CLAPS STEVE R AND
CLAPS SUE C
OR CURRENT RESIDENT
14660 COLORADO BLVD
BRIGHTON CO 80602

JAMES MAXINE A BYPASS TRUST THE
PO BOX 25
EASTLAKE CO 80614-0025

EHMKA CHARLES AND
EHMKA TERI ANN
OR CURRENT RESIDENT
14640 COLORADO BLVD
BRIGHTON CO 80601

MOLINARO SAMUEL R AND
MOLINARO KENNETH
1840 E 75TH AVE
DENVER CO 80229-6515

FAM LYNN CHAN AND
NGUYEN SON T
OR CURRENT RESIDENT
4221 E 144TH AVE
BRIGHTON CO 80602-7860

OXLEY AMEALIA S
PO BOX 33504
NORTHGLENN CO 80233-0504

FELL MARK A AND
FELL SUSAN M
OR CURRENT RESIDENT
3880 E 146TH AVE
BRIGHTON CO 80602-7762

PADGETT LISA KIM AND
PADGETT GARY ALAN
4151 E 144TH AVE
BRIGHTON CO 80602-7860

HARRIS STANLEY H AND
HARRIS MARIANNA
OR CURRENT RESIDENT
14700 COLORADO BLVD
BRIGHTON CO 80602

RC 144 LLC
PO BOX 247
EASTLAKE CO 80614-0247

HARTMAN TRUST THE
OR CURRENT RESIDENT
14680 COLORADO BLVD
BRIGHTON CO 80602-7845

WILCOX VERLA J
6854 W BENNETT PL
LAKEWOOD CO 80227-5205

HUNTER DONALD L AND
HUNTER WENDEE M
OR CURRENT RESIDENT
14523 CHERRY ST
BRIGHTON CO 80602-7857

ARMSTRONG JAMES GRANT AND
ARMSTRONG JUDITH MARR
OR CURRENT RESIDENT
3881 E 146TH AVE
BRIGHTON CO 80602

HURLEY JONATHAN S AND
HURLEY KRISTI A
OR CURRENT RESIDENT
14583 CHERRY STREET
BRIGHTON CO 80602

BUNKER TERRY R AND
MAEZ BRENDA L
OR CURRENT RESIDENT
14620 COLORADO BLVD
BRIGHTON CO 80602-7845

MC MAHAN JIMMY R AND
MC MAHAN BETTY JO
OR CURRENT RESIDENT
14673 CHERRY ST
BRIGHTON CO 80602

PACHECO ANITA L
OR CURRENT RESIDENT
14464 BIRCH ST
BRIGHTON CO 80602

PADGETT LISA KIM AND
PADGETT GARY ALAN
OR CURRENT RESIDENT
4151 E 144TH AVE
BRIGHTON CO 80602-7860

CURRENT RESIDENT
14470 COLORADO BLVD
BRIGHTON CO 80602-7822

CURRENT RESIDENT
14441 COLORADO BLVD
BRIGHTON CO 80602-7837

CURRENT RESIDENT
14663 CHERRY ST
BRIGHTON CO 80602-7856

CURRENT RESIDENT
14255 COLORADO BLVD
BRIGHTON CO 80602-7870

CERTIFICATE OF POSTING



I, Libby Tart, do hereby certify that I had the property posted at

Parcel #0157118301006

on August 30, 2019

in accordance with the requirements of the Adams County Zoning Regulations

Libby Tart, AICP

Libby Tart

Layton Subdivision Third Filing PLT2018-00030

October 15, 2019

Board of County Commissioners

Community and Economic Development

Case Manager: Libby Tart



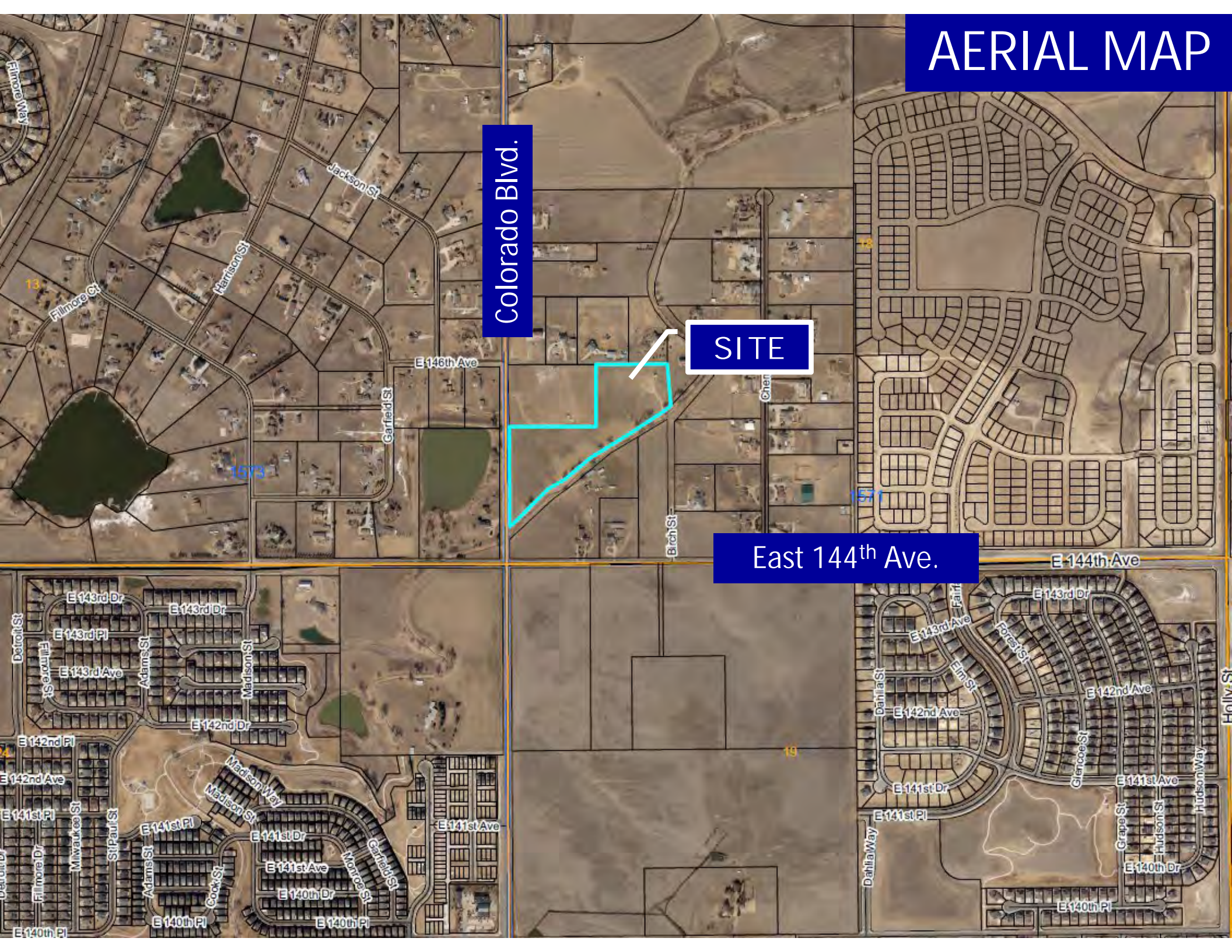
Request

- Minor Subdivision (Final Plat) to replat Lot 2 of the Layton Subdivision Second Filing into three lots.
- Private Road Access, per Section 5-03-03-10, for a waiver to allow access from Colorado Boulevard, a public street, into the three-lot Subdivision.
- Subdivision Improvement Agreement (SIA) for improvements along Colorado Boulevard.

Background

- Layton Subdivision was created in 1968 with 40 lots
- Lot 2 is 11.536 acres
- Proposed Subdivision with three 3.5 acre lots
- Proposed private road/access

AERIAL MAP



Colorado Blvd.

SITE

East 144th Ave.

ZONING MAP

Colorado Blvd.

A-1

A-3

A-3

SITE

A-1

A-2

A-1

A-3

A-1

A-3

A-3

City of Thornton

City of Thornton

Thomson

East 144th Ave.

ZONING MAP

Colorado Blvd.

A-1

A-3

A-3

A-2

A-1

A-3

A-3

SITE

City of Thornton

Thornton

East 144th Ave.

City of Thornton

A detailed future land use map for a specific geographic area. The map is divided into several color-coded zones: green for "Parks and Open Space" at the top; tan for "Estate Residential" on the left; yellow for "Urban Residential" in the center and bottom; grey for "Municipal Area" on the right and bottom-left; and light blue for "Residential" at the very bottom. A red-outlined polygon labeled "SITE" is located within the central "Urban Residential" zone, near a road intersection. Various streets are labeled throughout the map, including Jackson St, Harrison St, Garfield St, E-146th Ave, Birch St, E-144th Ave, E-143rd Dr, E-143rd Pl, Adams St, Madison St, Elm St, Forest St, Glencoe St, E-142nd Ave, E-141st Dr, E-141st Pl, and Hudson Way. The number "1573" is also visible in the lower-left quadrant.

FUTURE LAND USE MAP

Parks and Open Space

Urban Residential

Estate Residential

Municipal Area

SITE

Urban Residential

Municipal Area

Residential

[illegible]

FUTURE LAND USE MAP

The map displays several land use zones and a specific site location:

- Estate Residential:** Shown in the top-left and bottom-left areas, characterized by a greenish-brown color.
- Urban Residential:** Shown in the top-center and bottom-center areas, colored yellow.
- Municipal Area:** Shown in the bottom-left and bottom-right areas, colored light gray.
- Parks and Open Space:** A green area located at the top of the map.
- SITE:** A specific parcel within the Urban Residential zone, outlined in red and labeled with a white box.

Key streets visible on the map include Jackson St, Harrison St, Garfield St, Birch St, E 146th Ave, E 144th Ave, E 143rd Ave, E 142nd Ave, E 141st Ave, Adams St, Madison St, Elm St, Forest St, Glencoe St, and Hudson Way.

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Key streets visible on the map include Jackson St, Harrison St, Garfield St, Birch St, E 146th Ave, E 144th Ave, E 143rd Ave, E 142nd Ave, E 141st Ave, Adams St, Madison St, Elm St, Forest St, Glencoe St, and Hudson Way.

FUTURE LAND USE MAP

The map displays several land use zones:

- Estate Residential:** Shown in the top-left and bottom-left areas, characterized by large, irregular lots.
- Urban Residential:** Shown in the top-center and bottom-center areas, characterized by a grid of smaller, rectangular lots.
- Municipal Area:** Shown on the right side of the map, featuring a dense street network and building footprints.
- Parks and Open Space:** A green-shaded area at the top center.
- SITE:** A specific parcel within the Urban Residential zone, outlined in red and labeled with a white arrow.

 Street names visible include Jackson St, Harrison St, Garfield St, E 146th Ave, Birch St, E 144th Ave, E 143rd Dr, E 143rd Pl, E 143rd Ave, Adams St, Madison St, E 141st Pl, E 141st Ave, E 142nd Ave, E 141st Dr, E 141st Pl, E 142nd Ave, E 143rd Ave, Elm St, Forest St, Glencoe St, E 141st Ave, E 142nd Ave, E 143rd Ave, Fairfax Dr, Hudson Way, and E 141st Ave.

FUTURE LAND USE MAP

The map displays several land use zones:

- Estate Residential:** Shown in the top-left and bottom-left areas, characterized by green shading and irregular lot patterns.
- Urban Residential:** Shown in the top-center and bottom-center areas, characterized by yellow shading and a grid-like street layout.
- Municipal Area:** Shown in the bottom-left and bottom-right areas, characterized by grey shading and a dense street grid.
- Parks and Open Space:** Shown in the top-right area, characterized by green shading.

A specific **SITE** is highlighted with a red outline within the central Urban Residential zone. The map also includes various street names such as Jackson St, Harrison St, Garfield St, Birch St, E 146th Ave, E 144th Ave, E 143rd Ave, E 142nd Ave, E 141st Ave, Adams St, Madison St, Elm St, Forest St, Glencoe St, and Hudson Way.

FUTURE LAND USE MAP

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A specific **SITE** is highlighted with a red outline within the central Urban Residential zone. The map also includes various street names such as Jackson St, Harrison St, Garfield St, Birch St, E 146th Ave, E 144th Ave, E 143rd Ave, E 142nd Ave, E 141st Ave, Adams St, Madison St, Elm St, Forest St, Glencoe St, and Hudson Way.

FUTURE LAND USE MAP

Parks and Open Space

Urban Residential

Estate Residential

Municipal Area

SITE

Urban Residential

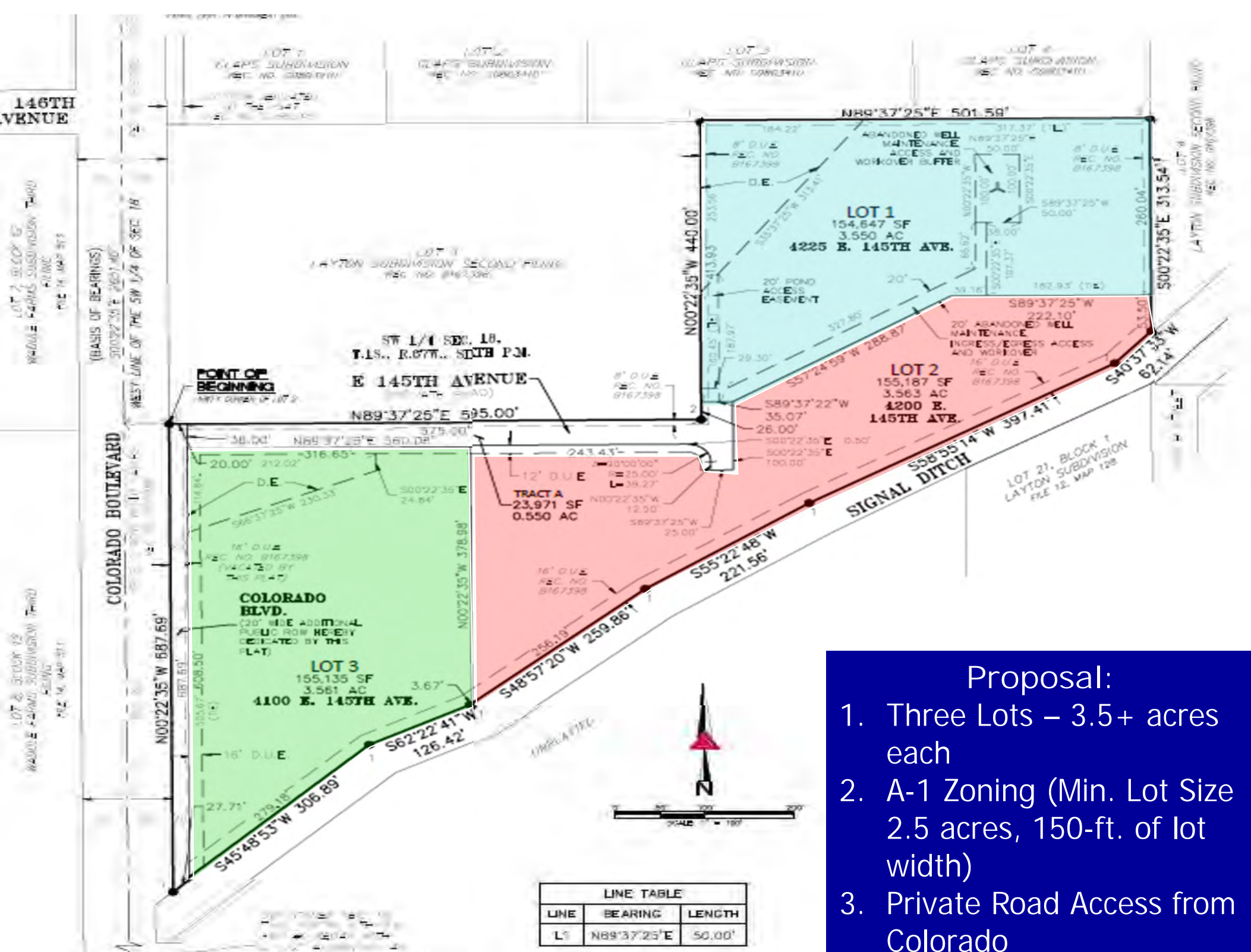
Municipal Area

Residential

Criteria for Minor Subdivision

Section 2-02-18-03-05

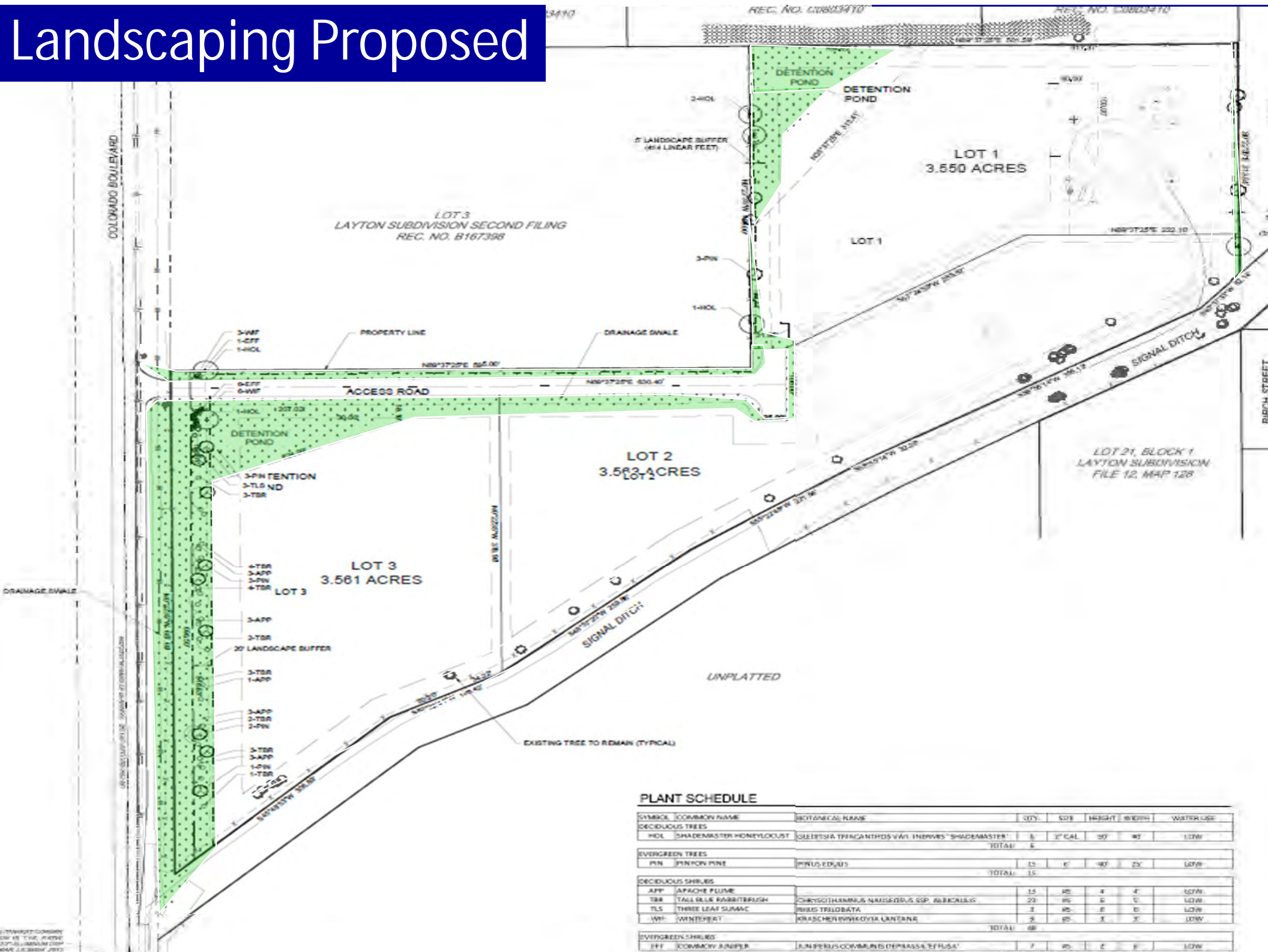
- Conforms with subdivision design standards
- Adequate water supply
- Adequate sewer service
- Identify any soil or topographical conditions
- Adequate drainage infrastructure
- Public infrastructure (curb, gutter, sidewalk)
- Consistent with Comprehensive Plan
- Consistent with development standards
- Compatible with surrounding area



Proposal:

1. Three Lots – 3.5+ acres each
2. A-1 Zoning (Min. Lot Size 2.5 acres, 150-ft. of lot width)
3. Private Road Access from Colorado

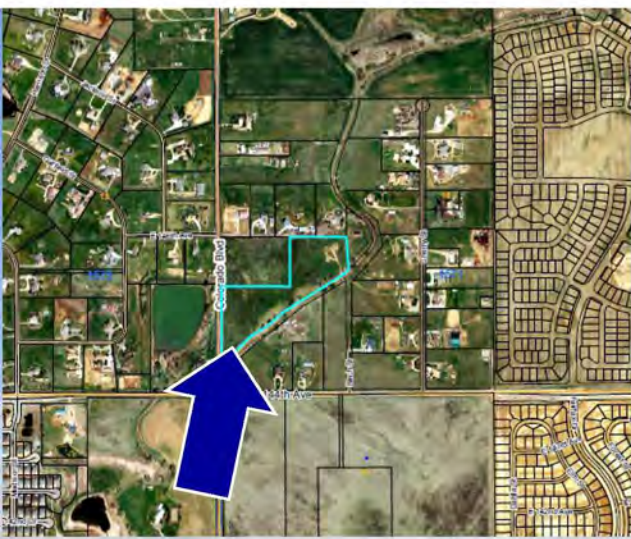
Landscaping Proposed



View to West 70th Avenue St
View to the Southeast



View to the North
View to the North



View West from Parker St.
to the East



DEVELOPMENT PROPOSAL

P

SUBDIVISION PLAT

HEARING DATES & TIMES

PC: THURSDAY, SEPTEMBER 12, 2019 @ 6 PM

BOCC: TUESDAY, OCTOBER 1, 2019 @ 9:30 AM

ADAMS COUNTY GOVERNMENT CENTER
4430 S. Adams County Pkwy.
Brighton, CO 80601
720.523.6800

APPLICATION NUMBER

PLT2018-00030 LAYTON SUB. 2nd FLG



720.523.6800

adcogov.org



View to the North



Referral Comments

Property Owners and Residents within 500 feet:

Notifications Sent	Comments Received
26	2

- Responding with Concerns (with resolution):
 - Adams County Development Services, Finance and Attorney, City of Thornton, Colorado Division of Water Resources and CO Division of Wildlife
- Responding without Concerns:
 - Building, Parks, Code, Treasurer, CGS, TCHD, United Power and Xcel Energy

Planning Commission Update

A public hearing before the Planning Commission was held on September 12, 2019.

PC Recommended Approval of the Plat on a vote of 7-0 with 11 findings-of-fact, 1 condition, and 1 note.

Criteria for Minor Subdivision

Section 2-02-18-03-05

- Conforms with subdivision design standards
- Adequate water supply
- Adequate sewer service
- Identify any soil or topographical conditions
- Adequate drainage infrastructure
- Public infrastructure (curb, gutter, sidewalk)
- Consistent with Comprehensive Plan
- Consistent with development standards
- Compatible with surrounding area

Recommendation

PLT2018-00030

Layton Subdivision Third Filing
(Minor Subdivision Plat, Waiver and SIA)

PC and Staff recommends Approval based on 11 Findings-of- Fact and 1 note.

Note

Note: All applicable building, zoning, health, engineering, roadway maintenance plan and fire codes shall be submitted and adhered to with this request.



**COMMUNITY AND ECONOMIC DEVELOPMENT
DEPARTMENT**

CASE NO.: RCU2019-00020

CASE NAME: GARCIA/MARIPOSA REZONE

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- 4.2 Referral Comments (CDOT)
- 4.3 Referral Comments (Tri-County Health Department)
- 4.4 Referral Comments (Xcel Energy)
- 4.5 Referral Comments (Hyland Hills)

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- 5.2 Public Comments (Benson)
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- 6.3 Newspaper Publication
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- 6.5 Property Owner Labels
- 6.6 Certificate of Posting



**COMMUNITY AND ECONOMIC DEVELOPMENT
DEPARTMENT
STAFF REPORT**

Board of County Commissioners

October 15, 2019

CASE No.: RCU2019-00020	CASE NAME: Garcia/Mariposa Rezone
Owner's Name:	Maria and Manuel Garcia
Applicant's Name:	Maria and Manuel Garcia
Applicant's Address:	12710 Yates Street Broomfield, Colorado 80020
Location of Request:	7128 Mariposa Street Denver, Colorado 80221
Parcel #:	0182504108026; 0182504108027
Nature of Request:	Rezone from Residential-1-C (R-1-C) to Residential-3 (R3)
Future Land Use:	Residential
Site Size:	Approximately .56 acre
Proposed Uses:	Multifamily
Existing Use:	Multifamily
Hearing Date(s):	PC: September 26, 2019/ 6:00 pm BOCC: October 15, 2019/ 9:30 am
Report Date:	September 30, 2019
Case Manager:	Layla Bajelan
Staff Recommendation:	APPROVAL with 4 Findings-of-Fact and 2 Notes

SUMMARY OF APPLICATION

Background:

The applicants, Maria and Manuel Garcia, are requesting the subject property be rezoned from Residential-1-C (R-1-C) to Residential-3 (R-3). The subject site was previously two separate parcels. The applicant has recently received approval for a Plat Correction to remove the lot line in the middle of the parcels, making them one parcel. The western half contains a legal nonconforming multifamily building that consists of four apartment units. The eastern half serves as the parking lot for the apartment buildings and contains a detached garage.

The applicant has expressed interest in adding additional units to the property that would be similar in size and character to the building that already exists. A conceptual review meeting was held on August 20, 2018 regarding the proposal to add additional units to the property.

The County's Future Land Use designation on the property is Urban Residential. This means that the County's long-term goals are for the area to be developed with residential dwellings at a density greater than one dwelling unit per acre.

Development Standards and Regulations:

Section 2-02-13-06-02 of the County's Development Standards and Regulations outlines the approval criteria for rezoning a property. The criteria include that the Zoning Map amendment (1) is consistent with the Adams County Comprehensive Plan; (2) is consistent with the purposes of these standards and regulations; (3) will comply with the requirements of these standards and regulations; and (4) is compatible with the surrounding area, harmonious with the character of the neighborhood, not detrimental to the immediate area, not detrimental to the future development of the area, and not detrimental to the health, safety, or welfare of the inhabitants of the area and the County.

The subject property is designated as R-1-C on the County's zoning map. Per section 3-13-01 of the County's Development Standards and Regulations, the purpose of the R-1-C zone district is to serve exclusively as a single-family district for smaller home sites and smaller homes. The properties surrounding the parcel are all zoned as R-1-C and are primarily used for single-family or public uses. The property directly to the south of the subject parcel is zoned as R-1-C and is used as the Perl Mack Neighborhood Recreation Center. The property directly to the west is a building used by the Crestview Water and Sanitation District. The subject property consists of four (4) attached apartment units and is considered to be a legal nonconforming multifamily use. The proposed request to rezone from R-1-C to R-3 is consistent with the Development Standards and Regulations, as it would correct the legal nonconforming status of the parcel. Section 3-15-01 describes that the purpose of the R-3 zone district is to provide a moderate density district which allows three (3) or more single-family attached residences on a single-family lot or on individually owned lots. The current development, as it exists today, would not be allowed in the R-1-C zone district per our current regulations. The rezoning of this property to R-3 would allow for the current use to be a permitted principle use in the zone district.

The subject request also conforms to the dimensional requirements for the R-3 District. Per section 3-15-07-01 of the County's Development Standards and Regulations, the minimum lot size for attached dwellings on one lot shall be ninety-five hundred (9,500) square feet. The subject lot is roughly 23,500 square feet. The minimum lot width for attached dwellings on one lot in the R-3 zone is 150 feet. The subject lot has a lot width of 170 feet. The maximum density in the R-3 District shall be fourteen (14) dwelling units per acre. The subject parcel is roughly .56 acres and could provide for a maximum of seven (7) dwelling units. Four dwelling units currently exist on the property.

Future Land Use Designation/Comprehensive Plan:

The Future Land Use Designation on the property is Urban Residential. Per Chapter 5 of the Adams County Comprehensive Plan, the purpose of the Urban Residential zone is as follows: Urban residential areas are designated for single and multiple family housing, typically at urban densities of one dwelling per acre or greater. These areas are intended to provide for development of residential neighborhoods with a variety of housing types, with adequate urban services and transportation facilities. Urban residential areas may include supporting neighborhood commercial uses designed to serve the needs of nearby residents.

The rezone of this property would allow for a variety of housing units in this predominately single-family residential neighborhood. Expanding the housing types within a neighborhood can improve the

character and will allow for the neighborhood to be attractive to a variety of individuals with different income levels. Rezoning the property will also correct the legal nonconforming status that currently exists on the property, allowing the parcel to come in compliance with the current Development Standards and Regulations. The subject property has adequate urban services and will continue to be served by Crestview Water and Sanitation District. The property directly to the south serves at the Community Center/ Parks and Recreation for the Perl Mack neighborhood, so the residents at 7128 Mariposa will have access to these facilities.

In addition to being consistent with the future land use designation, the request supports several Adams County Comprehensive Plan policies, including Policy 2.1.d Urban Residential Development - the County has defined unincorporated infill areas and/or municipal and county growth areas as the most desirable location for urban residential development; Policy 4.3.b. Housing -institute appropriate programs to provide a variety of housing options for County residents, as identified in the Balanced Housing Plan. Ensure land use plans and development regulations support the types of housing needed to attract businesses and new residents; Policy 7.2.c. Jobs/Housing Balance -continue to work towards an appropriate jobs/housing balance that will reduce the amount of out-of-county commuting by residents and employees; Policy 14.5: Maintain and enhance the quality of existing residential neighborhoods.

The proposal to rezone to R-3 and add additional units to an already existing parcel supports the Adams County Comprehensive Plan by being located within a designated infill area. The neighborhood currently consists of primarily single-family dwellings, with limited multifamily options scattered throughout the neighborhood. The redevelopment of this parcel would be an improvement to the character of the neighborhood. Services are already located on the subject parcel and adding a variety of housing types makes the neighborhood appealing to individuals with all income levels.

Apartment units are considered a “missing middle” housing type in unincorporated Adams County. In 2018, Adams County adopted a Balanced Housing Plan that sought to increase housing options within the County. One goal of the Balanced Housing Plan seeks to explore “missing middle” development opportunities and incentives infill development. Promoting the missing middle housing type will help Adams County to be attractive to new businesses and employees of all income levels.

The subject parcel is also located within the Southwest Adams County Framework Plan and the Making Connections Plan boundaries. While both plans focus heavily on transportation improvements, connectivity and commercial/ industrial components of Southwest Adams County, housing and the need for affordable housing options are addressed in both. Apartment units can provide a more affordable option for employees and families. The subject rezone request would also protect the neighborhood from commercial uses and maintain the character of the existing neighborhood.

Site Characteristics:

Currently, the site is being used as multifamily and consists of four apartment units. The current parking lot is located to the east of the buildings and a small detached garage is located on the southern portion of the lot. The parcel is accessed from West 71st Place and all the buildings front on Mariposa Street. The site has great connectivity, as Pecos Street is located several blocks to the west and Highway 36 is located three blocks to the north. The property is surrounded by single family homes, with the exception being the Perk Mack Community Center

directly to the south and the Crestview Water and Sanitation District building to the west. The applicant has provided will serve letters from the Crestview Water and Sanitation District for water and sewer services.

Surrounding Zoning Designations and Existing Use Activity:

Northwest R-1-C Single-Family Residential	North R-1-C Single-Family Residential	Northeast R-1-C Single-Family Residential
West R-1-C Public	Subject Property R-1-C <u>Multi-family</u>	East R-1-C Single-Family Residential
Southwest R-1-C Parks/ Recreation	South R-1-C Parks/ Recreation	Southeast R-1-C Single-Family Residential

Compatibility with the Surrounding Area:

The properties to the north and east have single family residential uses. The property directly to the south serves as the Perl Mack neighborhood Community Center, which has a seasonal swimming pool, community center, and park. The property to the west is the location of a building used by the Crestview Water and Sanitation District. The subject site currently exists as a legal nonconforming multifamily building and the rezone of the property will correct the nonconformity. The neighborhood contains limited multifamily options, with other apartment buildings located to the west and north. The site has established landscaping, and from a recent site visit, the parcel looks well-maintained.

PLANNING COMMISSION UPDATE

The Planning Commission (PC) considered this case on September 26, 2019 and voted (7-0) to recommend approval of the request. The applicant's representative spoke at the meeting and had no concerns with the staff report or presentation. There was no one from the public to speak in favor or in opposition to the request.

Staff Recommendation:

Based upon the application, the criteria for approval for a rezoning, and a recent site visit, staff recommends Approval of this request with 4 findings-of-fact and 2 notes:

RECOMMENDED FINDINGS OF FACT REZONING

1. The Zoning Map amendment is consistent with the Adams County Comprehensive Plan.
2. The Zoning Map amendment is consistent with the purposes of these standards and regulations.
3. The Zoning Map amendment will comply with the requirements of these standards and regulations
4. The Zoning Map amendment is compatible with the surrounding area, harmonious with the character of the neighborhood, not detrimental to the immediate area, not detrimental

to the future development of the area, and not detrimental to the health, safety, or welfare of the inhabitants of the area and the County.

Note to Applicant

1. Approval of the rezone request is not an approval of the conceptual site plan.
2. The applicant shall comply with all building, zoning, fire, engineering, and health codes and regulations during the development of the subject site.

CITIZEN COMMENTS

Notifications Sent	Comments Received
164	4

All property owners and occupants within 750 feet of the subject property were notified of the request. As of writing this report, staff has received four letters of citizen comment. All of the letters were in opposition. One letter was from the neighboring property owner to the southeast. His property is directly adjacent to the proposed detention pond. In his letter, he expressed concern for the potential impacts this will have on his property value, the aesthetics and engineering of the proposed detention pond, and trash that may be generated from the additional units on the subject property. The applicant responded to his concerns in their second submittal by providing a preliminary drainage analysis and ensuring that they would follow all Adams County Development Standards and Regulations related to engineering requirements and screening and landscaping adjacent to his property. There were no further comments from this particular property owner after the applicant's second submittal. Concerns expressed in the remaining letters were primarily focused on the disapproval for more apartments in this area, parking concerns, and increased traffic. The applicant responded to concerns indicating that at the time of development, they would have to complete a full traffic impact study and they have met all County standards for parking requirements. They also indicated that apartments already exist on the parcel as a legal nonconforming use. After the applicant's responses were sent out, only one citizen still showed disapproval for additional apartments in the area.

COUNTY AGENCY COMMENTS

Staff reviewed the request and initially Adams County Development Review Engineers had concerns regarding the Preliminary Drainage Analysis. The applicant worked with Staff and in their second submittal they were able to provide a sufficient preliminary drainage analysis. Staff had no further concerns with the rezone request.

REFERRAL AGENCY COMMENTS

Hyland Hills Park and Recreation District provided comments concerning parking and increased density. Hyland Hills runs a seasonal swimming pool directly to the south of the property and was concerned that limited parking on site would mean that visitors and residents would park on their property. In their second submittal, the applicant increased the amount of parking and demonstrated that they will meet all of Adams County parking requirements. No further comments were received

from the Hyland Hills Park and Recreation District. Tri-County Health Department and Xcel Energy were not opposed to the rezone and they provided comments related to the future development of the site. These comments have been provided to the applicant and may be addressed when building permits are pursued and construction is taking place.

Responding with Concerns:

Hyland Hills Park and Recreation District
Perl Mack Neighborhood Group

Responding without Concerns:

Tri-County Health
CDOT Colorado Department of Transportation
Xcel Energy

Notified but not Responding / Considered a Favorable Response:

Adams County Fire Protection District
CDPHE
Century Link
Colorado Division of Wildlife
Comcast
Crestview Water and Sanitation
Metro Wastewater Reclamation
North Pecos Water and Sanitation
Regional Transportation District (RTD)
Westminster School District #50



Legend

- Railroad
- Major Water
- Zoning Line
- Sections

Zoning Districts

- A-1
- A-2
- A-3
- R-E
- R-1-A
- R-1-C
- R-2
- R-3
- R-4
- M-H
- C-0
- C-1
- C-2
- C-3
- C-4
- C-5
- I-1
- I-2
- I-3
- CO
- PL
- AV
- DIA
- P-U-D
- P-U-D(P)

Garcia/Mariposa Rezone

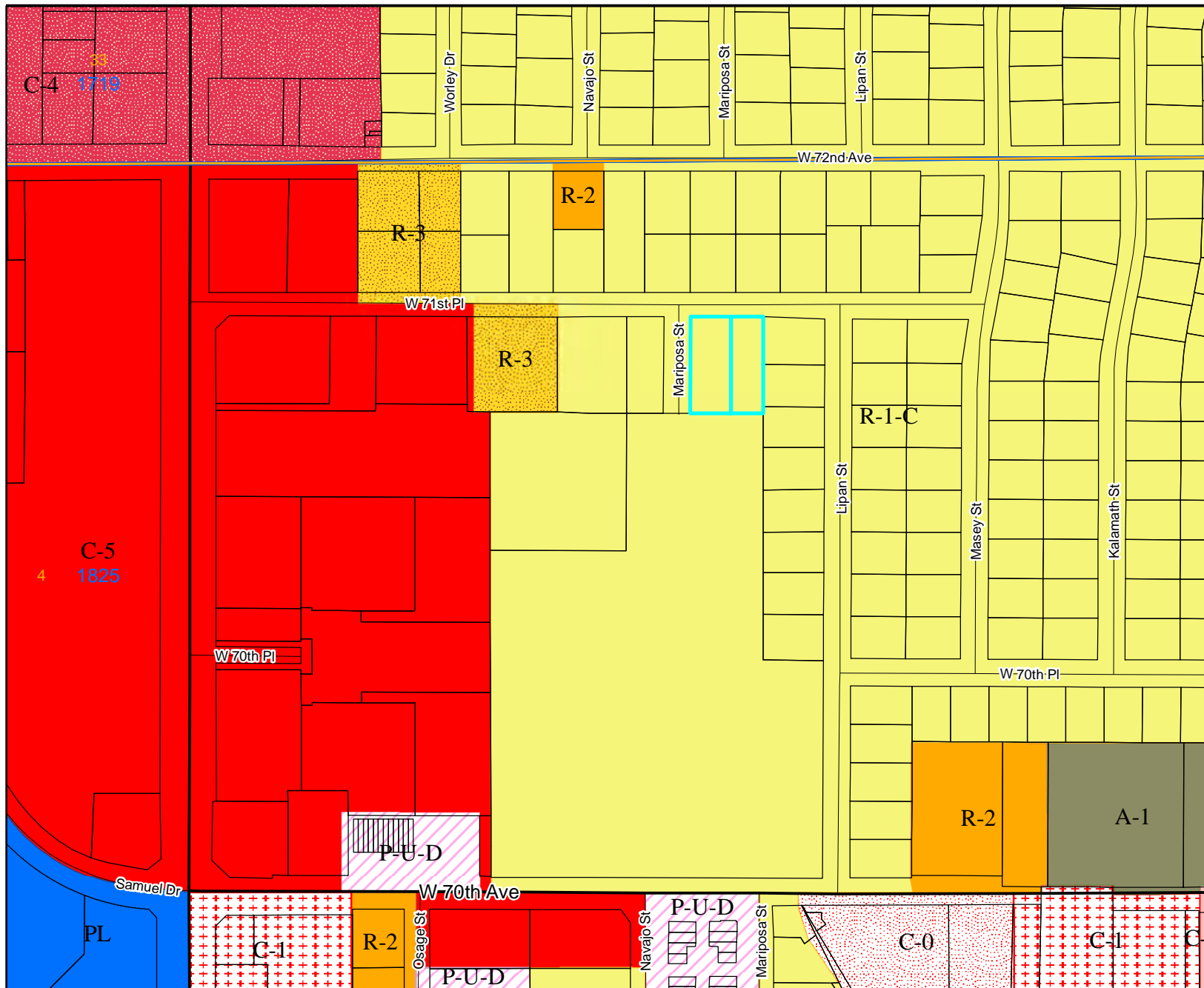
RCU2019-00020



For display purposes only.



This map is made possible by the Adams County GIS group, which assumes no responsibility for its accuracy



Legend

- +— Railroad
- Major Water
- - - Zoning Line
- Sections

Zoning Districts

- A-1
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- C-0
- C-1
- C-2
- C-3
- C-4
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Garcia/Mariposa Rezone

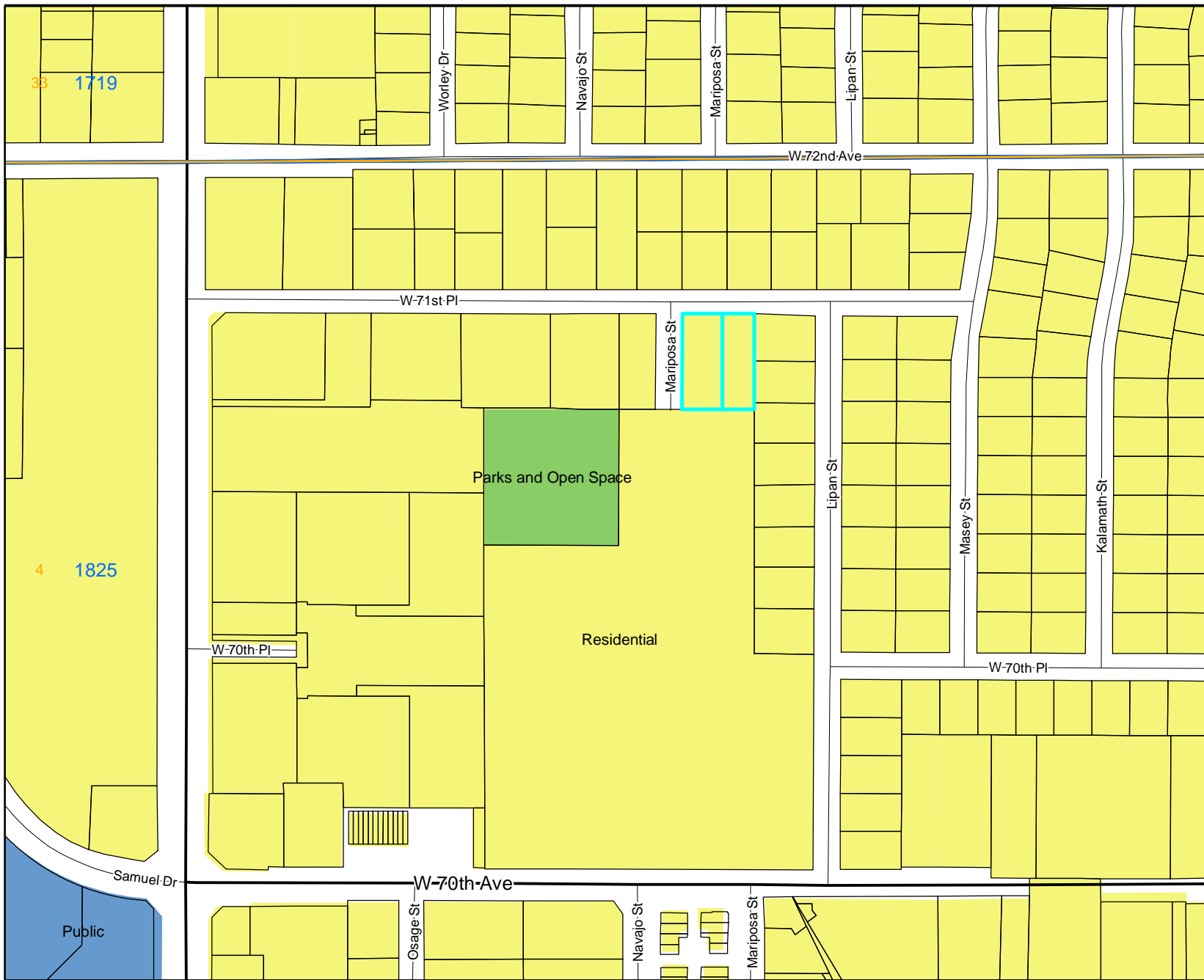
RCU2019-00020



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Legend

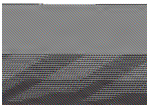
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Garcia/Mariposa Rezone

RCU2019-00020



For display purposes only.



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CES Consultants, LLC

7128 MARIPOSA STREET PROJECT **REZONING APPLICATION**

PROJECT DESCRIPTION

April 22, 2019

APPLICANT: Maria Isela Garcia & Manuel J Garcia

PROPERTY ADDRESS: 7218 Mariposa Street, Denver, CO

PARCEL IDENTIFICATION NUMBERS: 0182504108026
0182504108027

PROPERTY SIZE: 0.28 acres and 0.28 acres; Total = 0.56 acres

EXISTING SITE ZONING: R-1-C

PROPOSED SITE ZONING: R-3

PROPOSED SITE DEVELOPMENT:

The proposed site consists of two (2) existing parcels located within Adams County. One parcel is approximately 0.28 acres and the other parcel is approximately 0.28 acres. The existing parcels are zoned R-1-C in Adams County. Currently, the sites contain an existing multi-family building that has four (4) apartment units, an existing detached garage and an existing concrete parking lot. The existing properties are not located within any mapped FEMA Floodplains. The site does not include any oil & gas facilities, wetlands, bodies of water, or irrigation ditches.

The proposed development of the site after the Plat Correction and the Rezone Applications are approved by Adams County is to add three (3) apartment units, similar to the existing units on the parcel. Additional parking will be added south of the existing parking lot. There is an existing access off West 71st Place that the existing residents use today. This access will also be used for the new parking area. A second access will not be added. A small detention pond will be constructed in the southeast corner of the site. The total proposed plat correction site (both parcels) is owned by the applicant and will remain so.

The proposed residences will be serviced by Crestview Water and Sanitation District, which is the same as the current residences.

SITE PLAN - REZONING APPLICATION
7128 MARIPOSA STREET, DENVER, CO

LEGEND:

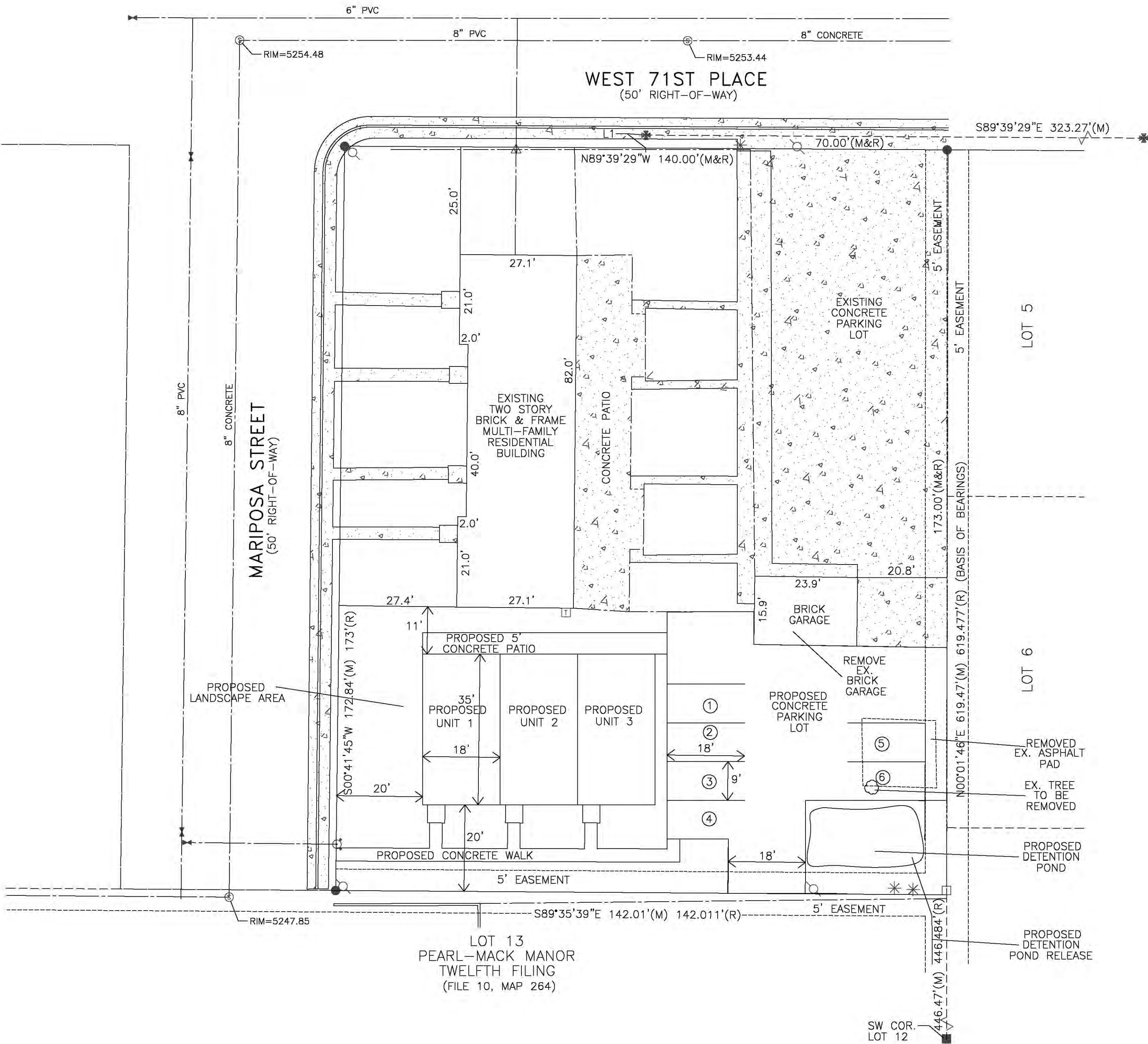
- = SET 5/8" X 24" REBAR WITH 2" ALUMINUM CAP, PLS 37971. OR NAIL & BRASS WASHER, PLS 37971 IN CONCRETE.
- = FOUND 1/2" REBAR.
- = FOUND 1/2" REBAR AS WITNESS CORNER, 1.00' NORTH OF CALCULATED POSITION.
- ✱ = FOUND CROSS IN SIDEWALK AT 3.00' OFFSET TO LOT CORNER.
- (M) = AS MEASURED BY THIS SURVEY.
- (R) = MEASUREMENT AS SHOWN ON THE PLAT OF PEARL-MACK MANOR, TWELFTH FILING.
- ⋈ = EX. WATER VALVE.
- ⦿ = EX. FIRE HYDRANT.
- ⊙ = EX. SEWER MAN HOLE.
- ⦶ = EX. UTILITY POLE.
- ✱ = EX. GUY ANCHOR.
- ⊞ = EX. TELEPHONE PEDESTAL.
- △ = EX. WATER METER.
- = EX. FENCE LINE.
- ▨ = EX. CONCRETE.

LEGAL DESCRIPTION:

LOTS 3 AND 4,
PEARL-MACK MANOR, TWELFTH FILING,
COUNTY OF ADAMS, STATE OF COLORADO

THE LEGAL DESCRIPTION OF THE PARCEL AFTER
THE PLAT CORRECTION IS COMPLETED WILL BE:

LOT 1,
PEARL-MACK MANOR, TWELFTH FILING - PLAT CORRECTION,
COUNTY OF ADAMS, STATE OF COLORADO



SCALE: 1" = 16'

REV.	DATE	DESCRIPTION

CES CONSULTANTS, LLC
721 4TH STREET, SUITE 1
FT. LUITON, CO 80621
PH. (970) 373-4480

SITE PLAN
REZONING APPLICATION
7128 MARIPOSA STREET
DENVER, COLORADO 80221

DRAWING INFO.	
DESIGNER:	KR/CD
DRAWN BY:	KR/CD
APPVD. BY:	KR/CD
SCALE:	NOT TO SCALE
DATE:	4/22/19
JOB NO.:	19-0095.001
SHEET NO.:	1 OF 1



Development Review Team Comments

Date: August 7th, 2019

Project Number: RCU2019-00020

Project Name: Garcia/Mariposa Rezone

Note to Applicant:

Please find attached the comments from your second submittal request for comments.

Commenting Division: Development Services, Planning

Name of Reviewer: Layla Bajelan

Email: LBajelan@adcogov.org / 720-523-6863

PLN01: No further comments for the rezone. When the applicant pursues building permits, significant consideration to the site plan and engineering comments will be necessary.

Commenting Division: Development Services, Engineering:

Name of Reviewer: Greg Labrie

Email: GLabrie@adcogov.org / 720-523-6824

The applicant has re-submitted a preliminary drainage letter with the information that was requested by Development Engineering. This drainage letter is sufficient for the rezone application, but the applicant will be required to secure a drainage easement on the swale that will be used to convey the proposed outfall flows from the proposed detention pond. The applicant must submit legal descriptions, exhibits, and easement documents for the proposed easement before any construction permits are approved and issued. These documents must be reviewed and approved by Development Engineering and recorded at the Clerk and Records Office.



Development Review Team Comments

Date: May 28th, 2019

Project Number: RCU2019-00020

Project Name: Garcia/Mariposa Rezone

Note to Applicant:

The following review comments and information from the Development Review Team is based on the information you submitted for the rezone request application. The Development Review Team review comments may change if you provide different information during the Resubmittal. At this time, a resubmittal is being required. Resubmittal material can be deposited with our One-Stop Customer Service Center. You will need the attached "Resubmittal Form", and a paper and digital copy of all the resubmitted material. You should also provide a written response to each staff comment and referral agency letter. Please contact the case manager if you have any questions.

Also, please note where "Section" is referenced, it is referring to the appropriate section of the Adams County Development Standards and Regulations.

Your review comment consultation will be held on **Monday, June 3rd, 2019 from 3:45 p.m.-4:30 p.m.**

Commenting Division: Development Services, Planning

Name of Reviewer: Layla Bajelan

Email: LBajelan@adcogov.org / 720-523-6863

PLN01: REQUEST

- a. Applicant is requesting a lot line vacation and a rezone from R-1-C to R-3.
- b. The purpose of Residential-3 District is to provide a moderate density district which allows three (3) or more single-family attached residences on a single-family lot or on individually owned lots.

PLN02: SITE LOCATION

- a. The subject parcels are located at 7218 Mariposa Street; Parcel #'s 0182504108026 and 0182504108027. The property is in the southeast intersection of W 71st Pl and Mariposa St.
- b. Each parcel is .28 acres and when combined will total .56 acres.

- c. The subject parcels are located within the Perl Mack Manor Twelfth Filing BLK: 15 Lots :3-4

PLN03: ZONING/LAND USE

- a. Both parcels are currently zoned R-1-C; The purpose of the Residential-1-C District is to serve as a single-family district for smaller home sites and smaller homes.
- b. The parcel to the west is currently developed as multifamily and has 4 attached dwellings.
- c. The parcel to the east is currently developed as a parking lot for the apartment buildings.
- d. The future land use designation is residential; therefore a Comprehensive Plan Amendment is not needed with the Rezone.

PLN04: PERMITTING REQUIREMENTS:

Any rezoning request requires two public hearings: one before the Planning Commission and the other before the Board of County Commissioners. Section 2-02-13-04 of the Adams County Development Standards and Regulations outlines the review procedures for Text, Zoning Map, and Comprehensive Plan Amendments.

- a. Zoning Map Amendment- Section 2-02-13-06-02 explains the criteria for approval for a Zoning Map Amendment, which include:
 - 1. The Zoning Map Amendment is consistent with the Adams County Comprehensive Plan.
 - 2. The Zoning Map Amendment is consistent with the purposes of these standards and regulations.
 - 3. The Zoning Map Amendment will comply with the requirements of these standards and regulations.
 - 4. The Zoning Map Amendment is compatible with the surrounding area, harmonious with the character of the neighborhood, not detrimental to the immediate area, not detrimental to the future development of the area, and not detrimental to the health, safety, or welfare of the inhabitants of the area and the County.

PLN05: R-3 ZONE REQUIREMENTS

- a. Minimum lot size: Attached Dwellings on One Lot: 9,500 square feet per three dwellings.
- b. Maximum Density: 14 dwelling units per acre
- c. Minimum Lot Width: Attached dwelling on One Lot: 150 feet
- d. Minimum Setbacks:
 - Front- 20 feet
 - Side Corner- 20 feet

- Side- 0 feet along common walls of adjoining dwelling units, 5 feet from end unit when units are located on individual lots, 20 feet from end unit when units are located on a single lot.
- Rear- 20 feet
- R.O.W.: State Highway or Arterial: 40 feet; Local or Collector: 20 feet
- e. Maximum Height (Dwelling)- 35 feet
- f. Maximum Height (Accessory Structure)- 16 feet

PLN06: RESIDENTIAL PERFORMANCE STANDARDS

- a. Section 4-07 outlines the General Performance Standards for Residential Uses. While not a requirement for the rezone, a site plan demonstrating the conformance with the regulations will be required for any building permits.

PLN07: PARKING/LANDSCAPING REQUIRMENTS

- a. Multifamily Parking Requirements. Staff, citizens and referral agencies have concerns regarding the ability to meet parking requirements.

Housing Type	# of required parking stalls
Studio/Efficiency	.75 per unit type
1 Bedroom	1.0
2 Bedroom	1.5
3+ Bedroom	2.0 spaces per unit type
Visitor	Minimum of 15% of the required parking shall be provided for visitors in addition to the minimum off-road parking.

- b. Section 4-07-02-04-03 outlines the landscaping requirement for Multi-family dwellings.
 - a. Minimum landscaped area: Not less than thirty percent (30%) of the site area shall be landscaped.

Commenting Division: Development Services, Engineering:

Name of Review: Matt Emmens

Email: MEmmens@adcogov.org / 720-523-6826

ENG1: Flood Insurance Rate Map – FIRM Panel # (08001C0584H), Federal Emergency Management Agency, March 5, 2007. According to the above reference, the project site is NOT located within a delineated 100-year flood hazard zone; a floodplain use permit will not be required.

ENG2: Property is in MS4 area. Proposed improvements appear to be less than one acre in size. Applicant is responsible for installation and maintenance of Erosion and Sediment Control BMP's. Builder/developer is responsible for adhering to all the regulations of Adams County Ordinance 11 in regards to illicit discharge.

ENG3: The Trip Generation Letter supplied with the submittal is sufficient for the rezoning case. If the applicant proceeds with development of the site, a full TIS may be required, depending on the proposed development.

ENG4: The "Preliminary Drainage Analysis" letter does not clearly identify the detention pond outfall and, that it can adequately accept the storm flows leaving this site. The applicant will need to provide more detail for the detention pond outfall and, prove that no properties downstream will be negatively affected by this outfall location.

For future development of this the applicant should be aware of the following County requirements.

ENG5: LOW IMPACT DEVELOPMENT (LID) STANDARDS AND REQUIREMENTS Section 9-01-03-14
All construction projects shall reduce drainage impacts to the maximum extent practicable, and implement practices such as:

1. On-site structural and non-structural BMPs to promote infiltration, evapo-transpiration or use of stormwater,
2. Minimization of Directly Connected Impervious Area (MDCIA),
3. Green Infrastructure (GI),
4. Preservation of natural drainage systems that result in the infiltration, evapo-transpiration or use of stormwater in order to protect water quality and aquatic habitat.
5. Use of vegetation, soils, and roots to slow and filter stormwater runoff.
6. Management of stormwater as a resource rather than a waste product by creating functional, attractive, and environmentally friendly developments.
7. Treatment of stormwater flows as close to the impervious area as possible.

LID shall be designed and maintained to meet the standards of these Regulations and the Urban Drainage and Flood Control District's Urban Storm Drainage Criteria Manual, Volume 3.

ENG6: Sustainable Development Practices Section 3-27-06-05-07-08:

To the maximum extent practicable, new buildings are encouraged to incorporate one or more of the following features:

1. Opportunities for the integration of renewable energy features in the design of buildings or sites, such as: solar, wind, geothermal, biomass, or low-impact hydro sources;
2. Energy-efficient materials, including recycled materials that meet the requirements of these regulations;
3. Materials that are produced from renewable resources;

4. Low-Impact Development (LID) stormwater management features;
5. A green roof, such as a vegetated roof, or a cool roof;
6. Materials and design meeting the U.S. Green Building Council's LEED-NC certification requirements;
7. A greywater recycling system.

ENG7: The developer is required to construct roadway improvements adjacent to the proposed site. Roadway improvements will consist of curb, gutter and sidewalk on all roadways adjacent to the site and, any roadway improvements as required by the approved traffic impact study. If curb, gutter and sidewalk are existing, the applicant will be responsible for ensuring that the sidewalk and any handicap ramps are ADA compliant. Replacement of existing curb, gutter and sidewalk may be required.

Commenting Division: Development Services, Right-of-Way

Name of Review: Marissa Hillje

Email: mhillje@adcogov.org

No Comment

Commenting Division: Environmental Analyst Review

Name of Review: Eden Steele

Email: esteele@adcogov.org / 720-523-6897

No Comment

Commenting Division: Neighborhood Services, Code Compliance

Name of Review: Kerry Gress

Email: KGress@adcogov.org / 720-523-6832

No Comment

Commenting Division: Development Services Building and Safety, Chief Building Official

Name of Review: Justin Blair

Email: jblair@adcogov.org / 720-523-6843

No Comment

Commenting Division: Parks

Name of Review: Aaron Clark

Email: aclark@adcogov.org

No Comment

Layla Bajelan

From: Loeffler - CDOT, Steven <steven.loeffler@state.co.us>
Sent: Friday, May 03, 2019 7:50 AM
To: Layla Bajelan
Subject: Re: RCU2019-00020; Garcia/Mariposa Rezone Request for Comments

Layla,

I have reviewed the request for comments for the rezone from R-1-C to R-3 on property located at 7128 Mariposa St. and have no objections.

Thank you for the opportunity to review this referral.

Steve Loeffler
Permits Unit



COLORADO
Department of Transportation
Region 1

P 303.757.9891 | F 303.757.9886
2829 W. Howard Pl. 2nd Floor, Denver, CO 80204
steven.loeffler@state.co.us | www.codot.gov | www.cotrip.org

On Thu, May 2, 2019 at 3:28 PM Layla Bajelan <LBajelan@adcogov.org> wrote:

Request for Comments

Case Name: Garcia/Mariposa Rezone

Case Number: RCU2019-00020

May 2nd, 2019

The Adams County Planning Commission is requesting comments on the following application: **Rezone from R-1-C to R-3.** This request is located at 7128 Mariposa St. The Assessor's Parcel Number is 0182504108026, 0182504108027.



May 8, 2019

Marissa Hillje
Adams County Community and Economic Development
4430 South Adams County Parkway, Suite W2000A
Brighton, CO 80601

RE: Garcia Lot Line Vacation and Rezone, PLT2019-00012 and RCU2019-00020
TCHD Case No. 5576 and 5596

Dear Ms. Hillje,

Thank you for the opportunity to review and comment on the Lot Line Vacation to combine 2 parcels into 1, and Rezone from R-1-C to R-3 in order to construct a 3-unit apartment building, located at 7128 Mariposa Street. Tri-County Health Department (TCHD) staff has reviewed the application for compliance with applicable environmental and public health regulations and principles of healthy community design. After reviewing the application, TCHD has the following comments.

Building Demolition

Fugitive Dust, Lead, and Asbestos

The application indicates that the existing garage on the site will be demolished.

The Colorado Department of Public Health and Environment Air Pollution Control Division (APCD) regulates air emissions. State air quality regulations require that precautions be taken prior to demolition of buildings to evaluate the presence of asbestos fibers that may present a health risk. If asbestos is present, actions must be taken to prevent their release into the environment. State regulations also address control of ozone depleting compounds (chlorofluorocarbons) that may be contained in air conditioning or refrigerating equipment. The applicant shall contact the APCD at (303) 692-3100 for more information. Additional information is available at <http://www.cdphe.state.co.us/ap/asbestos>.

Buildings constructed prior to 1978 may contain lead paint. Environmental Protection Agency's (EPA) 2008 Lead-Based Paint Renovation, Repair and Painting (RRP) Rule (as amended in 2010 and 2011), aims to protect the public from lead-based paint hazards associated with renovation, repair and painting activities. These activities can create hazardous lead dust when surfaces with lead paint, even from many decades ago, are disturbed. More information can be found here <https://www.epa.gov/lead/lead-renovation-repair-and-painting-program-rules> and <https://www.epa.gov/lead>. The applicant may contact, and the Environmental Protection Agency EPA at 1-800-424-5323 for more information.

Vector Control

Rodents such as mice and rats carry diseases which can be spread to humans through contact with rodents, rodent feces, urine, saliva, or through rodent bites. For example, Hantavirus Pulmonary Syndrome (HPS), a rare but potentially lethal viral infection, can be found in the droppings and urine of rodents commonly found in southwestern United States. When buildings are demolished, rodents can spread to surrounding properties and increase the risk of vector exposure to humans. The applicant should plan for vectors and eliminate any known infestations prior to demolition. Information on rodent control can be found at <http://www.tchd.org/400/Rodent-Control>.

Mosquito Control - Stormwater Facilities

The narrative indicates that a detention pond is proposed. Detention ponds can become sites for mosquito breeding. To reduce the potential for human exposures to West Nile and other mosquito-borne viruses, TCHD recommends that the applicant prepare a mosquito control plan. Elements of the plan should include proper design, construction and regular inspection and maintenance of stormwater quality facilities, and mosquito larvaciding if the insects become a problem. The applicant may submit the mosquito control plan to TCHD for review. More information is available here <http://www.tchd.org/276/Mosquitoes-West-Nile-Virus>. A guidance document is attached.

Please feel free to contact me at 720-200-1575 or kboyer@tchd.org if you have any questions on TCHD's comments.

Sincerely,



Kathy Boyer, REHS
Land Use and Built Environment Specialist III

cc: Sheila Lynch, Monte Deatrich, TCHD

**Tri-County Health Department
Guidance for Preparation of
Mosquito Control Plan**

A Mosquito Control Plan should contain the following elements:

1. Designation of a management entity

This is the entity with authority/responsibility for implementing the plan. Typically, this will be a Special District or a Homeowners Association. If this is the case, the applicant shall submit a copy of the organizational Service Plan, by-laws or other legal document providing the authority for mosquito control. If the entity is the developer, this should be noted.

2. Funding mechanism

A method needs to be put in place to finance the program. This could be a commitment for the Service District, HOA or developer to include adequate funds for the activities as part of its annual budgeting process, or a plan by the District or HOA to assess an annual fee on residents in the subject service area, or to fund the program in some other way, per its legal authority as noted in #1.

3. Activities that will be undertaken to prevent mosquito breeding conditions

This section places emphasis on the proper design, construction, operation and maintenance of stormwater facilities to prevent mosquitoes from breeding. In most instances, it is nothing different than is already required by the County and Volume 3 of the Urban Drainage and Flood Control District's (UDFCD) Urban Storm Drainage Criteria Manual for flood control and stormwater quality. The literature on this subject, supported by local field experience, suggests that if stormwater facilities are well-designed, built to specification, and regularly inspected and maintained to meet operating standards, stormwater facilities that are designed to completely drain in 72 hours or less are likely to do so and to prevent mosquito breeding conditions.

The likelihood or extent of mosquito breeding can also be reduced through the proper design, construction and inspection/maintenance of retention ponds or constructed wetlands that are intended to hold permanent water pools.

We have found that at the time of construction of stormwater facilities, there is often little thought given to continuity of maintenance. Requiring the applicant to think through the tasks that need to be accomplished from design through operation, who will be responsible for tasks in each phase, and a schedule for their accomplishment increases the probability that these tasks will be completed.

Ideally, before getting to this point, the applicant will have considered stormwater facility options that do not rely on extended retention or detention of stormwater without flushing over a period of 2-3 days; e.g. grass swales, porous pavements, landscape detention, reducing directly connecting impervious areas to increase infiltration. This would be coordinated through and in compliance with the requirements of the County's Engineering and/or Stormwater sections.

Suggested elements in this section include the following:

- Design review – Qualified personnel review construction plans and conduct field investigation to ensure construction per specifications of UDFCD Volume 3 and County criteria.
- Operation and maintenance activities:
This should identify who will conduct these activities (e.g., staff or contractor), and a schedule or trigger point for doing each task. Again, the UDFCD's Vol. 3 contains minimum operation and maintenance activities. If staff are to be used, this section should note if they will need training and how they will receive it.
- Regular inspections:
Facilities that are found to retain water should be inspected regularly to ensure that no mosquito larvae are present. Facilities should be inspected once a week beginning in April and continuing through September.
- Larvacide program:
Even if inspections do not reveal larvae, a larvaciding program should be established as a preventive measure at the same time that the inspection program begins (generally May) and continue through September. Some mosquitoes lay their eggs in mud, and when rain falls later, they can hatch and present a problem. Larvacide should be applied at the recommended rate and frequency specified by the product manufacturer. Mosquito control products can be found by doing a search on the internet.
Natural control of mosquito larva can be very effective is done properly. Consult the Colorado Department of Wildlife, Fisheries Division, for consultation on proper stocking of ponds with fish that will effectively control mosquito larvae.

For Technical Assistance - Contact Monte Deatrich, Tri-County Health Department's mosquito control specialist, if you have any questions about any elements of the mosquito control program. Mr. Deatrich is in Tri-County's Commerce City office; he can be reached by phone at (303) 439-5902, or by e-mail at mdeatric@tchd.org.



Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: **303.571.3306**
Facsimile: 303. 571.3284
donna.l.george@xcelenergy.com

May 22, 2019

Adams County Community and Economic Development Department
4430 South Adams County Parkway, 3rd Floor, Suite W3000
Brighton, CO 80601

Attn: Layla Bajelan

Re: Garcia-Mariposa Rezone, Case # RCU2019-00020

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the request for the **Garcia-Mariposa Rezone**. Please be advised that Public Service Company has existing overhead electric and natural gas distribution facilities within the areas indicated in this proposed rezone. Public Service Company has no objection to this proposed rezone, contingent upon PSCo's ability to maintain all existing rights and this amendment should not hinder our ability for future expansion, including all present and any future accommodations for natural gas transmission and electric transmission related facilities.

The property owner/developer/contractor must complete the application process for any new natural gas or electric service, or modification to existing facilities via FastApp-Fax-Email-USPS (go to:

https://www.xcelenergy.com/start_stop_transfer/installing_and_connecting_service/).

The Builder's Call Line is 1-800-628-2121. It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details. Additional easements may need to be acquired by separate document for new facilities.

As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center at 1-800-922-1987 to have all utilities located prior to any construction.

Donna George
Right of Way and Permits
Public Service Company of Colorado / Xcel Energy
Office: 303-571-3306 – Email: donna.l.george@xcelenergy.com



Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: **303.571.3306**
Facsimile: 303. 571.3284
donna.l.george@xcelenergy.com

August 3, 2019

Adams County Community and Economic Development Department
4430 South Adams County Parkway, 3rd Floor, Suite W3000
Brighton, CO 80601

Attn: Layla Bajelan

Re: Garcia-Mariposa Rezone – 2nd referral, Case # RCU2019-00020

Public Service Company of Colorado's (PSCo) Right of Way & Permits Referral Desk has reviewed the second referral for the **Garcia-Mariposa Rezone**. Please be advised that Public Service Company has existing overhead electric and natural gas distribution facilities within the subject property. The property owner/developer/contractor must complete the application process for any new natural gas or electric service, or *modification* to existing facilities including the relocation of the **existing natural gas main within the property, that is in conflict with the proposed buildings**, via xcelenergy.com/InstallAndConnect. The Builder's Call Line is 1-800-628-2121. It is then the responsibility of the developer to contact the Designer assigned to the project for approval of design details. Additional easements will need to be acquired by separate document for new facilities.

Public Service Company has no objection to this proposed rezone, contingent upon PSCo's ability to maintain all existing rights and this amendment should not hinder our ability for future expansion, including all present and any future accommodations for natural gas transmission and electric transmission related facilities.

As a safety precaution, PSCo would like to remind the developer to call the Utility Notification Center by dialing 811 for utility locates prior to construction.

Donna George
Right of Way and Permits
Public Service Company of Colorado / Xcel Energy
Office: 303-571-3306 – Email: donna.l.george@xcelenergy.com



HYLAND HILLS
Park & Recreation District

RECEIVED THRU
ADAMS COUNTY PLANNING
AND DEVELOPMENT
FOR DEPOSIT TO CREDIT OF
ADAMS COUNTY, COLORADO ONLY

Lori Mirelez
President
Christopher Dittman
Vice President
Robert Landgraf, Jr.
Treasurer
Donald C. Ciancio, II
Secretary
Thomas Lynch
Past President

May 9, 2019

Adams County Community & Economic Development
Development Services Division
4430 South Adams County Parkway
Brighton, CO 80601-8218

Re: Adjacent Property Owner Comments
RCU2019-00020 Garcia Property

Dear Ms. Bajelan:

The Hyland Hills Park and Recreation District owns property adjacent to the southwest corner of the property requesting the Rezoning from R-1-C to R-3. We operate a seasonal swimming pool called Perl Mack Aquatics Center (formerly John Carpenter Pool) and have a long established community recreation facility called the Perl Mack Community Center. The proposed rezoning parcel with its increase in residential density is a concern for the following reasons:

1. The Hyland Hills recreational facilities are landlocked with limited parking capacity and no opportunity for expansion. As a result parking is crowded especially during the summer months, along with a year-round pre-school and during special events.
2. The proposed site plan illustrates three new residential units near the east end of our parking lot with no barrier, fencing or landscaping between the proposed units and the Hyland Hills parking lot.
3. Hyland Hills is concerned that the future residents will use our more convenient parking spaces nearer their south facing front doors instead of the proposed six parking spaces to the east on private property.
4. There is no designated visitor parking on the plan so their guests will also likely park in the nearby Hyland Hills parking lot.
5. We would like to see a six foot privacy fence and landscaping along the south property line to help screen these new residential units from our facilities. The fencing/landscaping would discourage pedestrian circulation between the proposed new units and the Hyland Hills parking lot especially during peak operational times.

Sincerely,

Yvonne Fischbach
Executive Director

Layla Bajelan

From: Dan Micek <danmicek54@comcast.net>
Sent: Tuesday, May 14, 2019 11:24 AM
To: Layla Bajelan
Subject: RE: REVISED: RCU2019-00020; Garcia/Mariposa Rezone Request for Comments

Layla Bajelan

I am responding to your email with regards to Case # RCU2019-00020

As a past representative of the Perl Mack Area I felt that this was important enough to reach out to several people in the area and especially those located very close to the subject property. What I found was that the number of residents that were opposed to this project was far outweighing the residents that were OK with it. Some of the concerns ranged from the property not being monitored properly to traffic concerns to too many apartments too close already. At this time I feel that the Perl Mack Area will have to be listed as opposed to this project.

Thank you for your time.

Dan Micek
Past President
Perl Mack Neighborhood Group

Sent from Mail for Windows 10

From: Layla Bajelan
Sent: Friday, May 3, 2019 4:41 PM
To: Layla Bajelan
Cc: Christine Fitch; Jen Rutter; Marissa Hillje; Justin Blair; cwilder@acfpd.org; Aaron Clark; Rick Reigenborn; smiller@adcogov.org; bradley.sheehan@state.co.us; sean.hackett@state.co.us; richard.coffin@state.co.us; patrick.j.pfaltzgraff@state.co.us; Andrew.Todd@state.co.us; brandyn.weidrich@centurylink.com; Eric Guenther; steven.loeffler@state.co.us; serena.rocksund@state.co.us; eliza.hunholz@state.co.us; thomas_lowe@cable.comcast.com; Patrick.Stock@crestviewwater.net; tbarnhart@hylandhills.org; CSIMMONDS@MWRD.DST.CO.US; manager@northpecoswater.org; Kerry Gress; danmicek54@comcast.net; Quinn; Chris; jpeterson@adams50.org; Donna.L.George@xcelenergy.com; landuse@tchd.org
Subject: REVISED: RCU2019-00020; Garcia/Mariposa Rezone Request for Comments

REVISED: Request for Comments

Case Name: Garcia/Mariposa Rezone
Case Number: RCU2019-00020

May 2nd, 2019

The Adams County Planning Commission is requesting comments on the following application: **Rezone from R-1-C to R-3.** This request is located at 7128 Mariposa St. The Assessor's Parcel Number is 0182504108026, 0182504108027.

Owner Information: GARCIA, MARIA ISELA AND MANUEL J
12710 YATES STREET
BROOMFIELD, CO 80020

May 13, 2019

RE: Case: Garcia/Mariposa Bezone
RCU2019-00020

Provided are comments as instructed-

Besides how this will affect my ultimate property value, my immediate concerns with the additional building(s) are both environmental and aesthetic.

Whenever the landscape has changed in the past (Scott Carpenter Pool and school track), there has been some flooding when it rained. I know that in the late and 1970's and early 1980's, Hyland Hills and the school district had to do some re-structuring/landscaping to prevent this from happening. It concerns me that the new building and landscape changes will once again cause flooding in my yard and basement. In review of the plans provided, it appears that the detention pond will be located very close to my back fence. I understand that a detention pond should help alleviate this issue. However, I want assurance that it will be engineered correctly. Further, I have seen detention ponds that are aesthetically pleasing and others that are "eye-sores." I again want assurance that the detention pond will be landscaped and maintained in a way that is visually attractive.

The current trash area is currently located in the southwest corner of the property. When the new buildings are in place and the parking has expanded south, will the trash be moved further to the south as well? I want assurance that the trash will be monitored to ensure that is emptied often enough that overflow will not occur. With the increased units, there will be increased trash, and trash located near a detention pond will attract rodents.

I appreciate all your thoughtfulness to these concerns ahead of the construction starting.

Benson
7117 Lipan St
Denver CO 80221

May 17, 2019

Re: Case RCU2019-00020

I have lived in my home since it was built back in the late 50s. I have seen many apartments built in this area.

In the area of 70th thru 73rd and Pecos there are multiple apartment complexes.

There are already apartments at the site in question and also on 71st right off of Pecos (1 block away). There are also apartments on 72nd right off of Pecos, and a huge complex on 70th and Pecos.

I think this area has enough apartments. There is a rec center and pool right across the parking lot where the proposed apartments are to be built. More apartments will bring more traffic to that area and I feel that will not be a good thing for all the children attending before and after school care at the rec center and using the pool.

I strongly feel no more apartments are needed in this area.

A handwritten signature in cursive script that reads "Marcia Jester".

Marcia Jester
7080 Masey Street
Denver, CO 80221

From: [Marcia Jester](#)
To: [Layla Bajelan](#)
Subject: Case number RCU2019-00020
Date: Friday, August 02, 2019 4:53:35 PM

Please be cautious: This email was sent from outside Adams County

Again I want to stress my disapproval of more apartments going into the site proposed. It will create more traffic

in that area where there is a day care center at Highland Hills Rec center and a swimming pool right across the parking lot

and a school a block away.

There are already apartments on 72nd right off of Pecos and a huge complex on 70th and Pecos plus apartments right

by the proposed site. Right north of Hwy 36 there are more apartments on Pecos.

I strongly feel no more apartments are needed in this area.

Thank you for your consideration.

Marcia Jester

Home owner and resident.

Layla Bajelan

From: Karen Frank <karenfrank7107@yahoo.com>
Sent: Monday, May 20, 2019 7:53 PM
To: Layla Bajelan
Subject: Case Number RCU2019-00020

I feel that building an apartment unit on such a small parcel is yet another attempt to merely "cram" more people onto whatever piece of ground is still empty. There are already numerous units in this residential area. Rental units tend to decrease nearby single family home values. I realize we are experiencing population growth in the metro area and housing is a concern, but that does not mean that every inch of land should be developed.

Thank you,
Karen Frank



REVISED Request for Comments

Case Name: Garcia/Mariposa Rezone
Revised Case Number: RCU2019-00020

May 3, 2019

The Adams County Planning Commission is requesting comments on the following application: **Rezone from R-1-C to R-3** This request is located at 7128 MARIPOSA ST. The Assessor's Parcel Numbers are: 0182504108026, 0182504108027.

Applicant Information:

GARCIA, MARIA ISELA AND MANUEL J
12710 YATES STREET
BROOMFIELD, CO 80020

Please forward any written comments on this application to the Department of Community and Economic Development at 4430 South Adams County Parkway, Suite W2000A Brighton, CO 80601-8216 (720) 523-6800 by 05/23/2019 in order that your comments may be taken into consideration in the review of this case. If you would like your comments included verbatim please send your response by way of e-mail to LBajelan@adcogov.org.

Once comments have been received and the staff report written, the staff report and notice of public hearing dates can be forwarded to you for your information. The full text of the proposed request and additional colored maps can be obtained by contacting this office or by accessing the Adams County web site at www.adcogov.org/planning/currentcases.

Thank you for your review of this case.

Layla Bajelan
Planner I



Public Hearing Notification

Case Name:	Garcia/Mariposa Rezone
Case Number:	RCU2019-00020
Planning Commission Hearing Date:	09/26/2019 at 6:00 p.m.
Board of County Commissioners Hearing Date:	10/15/2019 at 9:30 a.m.

September 5, 2019

A public hearing has been set by the Adams County Planning Commission and the Board of County Commissioners to consider the following request:

Rezone from Residential-1-C (R-1-C) to Residential-3 (R-3)

The proposed use will be Multifamily.

This request is located at 7128 Mariposa St. Denver, CO 80221
The parcel size is roughly .56 acres.

The Assessor's Parcel Number(s): 0182504108026; 0182504108027

Applicant Information:

Maria and Manuel Garcia
12710 Yates Street
Broomfield, Colorado 80020

The hearing will be held in the Adams County Hearing Room located at 4430 South Adams County Parkway, Brighton CO 80601-8216. This will be a public hearing and any interested parties may attend and be heard. The Applicant and Representative's presence at these hearings is requested. If you require any special accommodations (e.g., wheelchair accessibility, an interpreter for the hearing impaired, etc.) please contact the Adams County Community and Economic Development Department at (720) 523-6800 (or if this is a long distance call, please use the County's toll free telephone number at 1-800-824-7842) prior to the meeting date.

For further information regarding this case, please contact the Department of Community and Economic Development, 4430 S Adams County Parkway, Brighton, CO 80601, 720-523-6800. This is also the location where maps and/or text certified by the Planning Commission may be viewed.

BOARD OF COUNTY COMMISSIONERS

Eva J. Henry
DISTRICT 1

Charles "Chaz" Tedesco
DISTRICT 2

Emma Pinter
DISTRICT 3

Steve O'Dorisio
DISTRICT 4

Mary Hodge
DISTRICT 5

The full text of the proposed request and additional colored maps can be obtained by contacting this office or by accessing the Adams County web site at www.adcogov.org/planning/currentcases.

Thank you for your review of this case.

A handwritten signature in black ink, reading "Layla Bajelan". The script is cursive and fluid, with the first name "Layla" and last name "Bajelan" clearly distinguishable.

Layla Bajelan, Long Range Planner I
Case Manager

PUBLICATION REQUEST

Garcia/Mariposa Rezone

Case Number:	RCU2019-00020
Planning Commission Hearing Date:	09/26/2019 at 6:00 p.m.
Board of County Commissioners Hearing Date:	10/15/2019 at 9:30 a.m.
Public Hearings Location:	4430 S. Adams County Pkwy., Brighton, CO 80602

Request: Rezone request from Residential-1-C (R-1-C) to Residential-3 (R-3).

Location:	7128 Mariposa
Parcel Numbers:	0182504108026, 0182504108027

Case Manager:	Layla Bajelan
---------------	---------------

Applicant/ Owner:	Maria and Manuel Garcia
	12710 Yates Street
	Broomfield, CO 80020

CURRENT SITE LEGAL DESCRIPTION: LOTS 3 AND 4, PEARL-MACK MANOR, TWELFTH FILING, COUNTY OF ADAMS, STATE OF COLORADO

Adams County Attorney's Office
Attn: Christine Fitch
CFitch@adcogov.org
4430 S Adams County Pkwy
Brighton CO 80601

Adams County CEDD Development Services Engineer
Attn: Devt. Services Engineering
4430 S. Adams County Pkwy.
Brighton CO 80601

Adams County CEDD Environmental Services Division
Attn: Katie Keefe
4430 S Adams County Pkwy
Brighton CO 80601

Adams County CEDD Right-of-Way
Attn: Marissa Hillje
4430 S. Adams County Pkwy.
Brighton CO 80601

Adams County Development Services - Building
Attn: Justin Blair
4430 S Adams County Pkwy
Brighton CO 80601

Adams County Fire Protection District
Attn: Chris Wilder
8055 N. WASHINGTON ST.
DENVER CO 80229

Adams County Parks and Open Space Department
Attn: Aaron Clark
mpedrucci@adcogov.org

Adams County Sheriff's Office: SO-HQ
Attn: Rick Reigenborn

Adams County Sheriff's Office: SO-SUB
Attn: SCOTT MILLER

CDOT Colorado Department of Transportation
Attn: Bradley Sheehan
2829 W. Howard Pl.
2nd Floor
Denver CO 80204

CDPHE
Attn: Sean Hackett
4300 S Cherry Creek Dr
Denver CO 80246

CDPHE
Attn: Sean Hackett
4300 S Cherry Creek Dr
Denver CO 80246

CDPHE - AIR QUALITY
Attn: Richard Coffin
4300 CHERRY CREEK DRIVE SOUTH
DENVER CO 80246-1530

CDPHE - WATER QUALITY PROTECTION SECT
Attn: Patrick Pfaltzgraff
4300 CHERRY CREEK DRIVE SOUTH
WQCD-B2
DENVER CO 80246-1530

CDPHE SOLID WASTE UNIT
Attn: Andy Todd
4300 CHERRY CREEK DR SOUTH
HMWMD-CP-B2
DENVER CO 80246-1530

Century Link, Inc
Attn: Brandyn Wiedreich
5325 Zuni St, Rm 728
Denver CO 80221

Code Compliance Supervisor
Attn: Eric Guenther
eguenther@adcogov.org

COLORADO DEPT OF TRANSPORTATION
Attn: Steve Loeffler
2000 S. Holly St.
Region 1
Denver CO 80222

COLORADO DIVISION OF WILDLIFE
Attn: Serena Rocksund
6060 BROADWAY
DENVER CO 80216

COLORADO DIVISION OF WILDLIFE
Attn: Eliza Hunholz
Northeast Regional Engineer
6060 BROADWAY
DENVER CO 80216-1000

COMCAST
Attn: JOE LOWE
8490 N UMITILLA ST
FEDERAL HEIGHTS CO 80260

Xcel Energy
Attn: Donna George
1123 W 3rd Ave
DENVER CO 80223

Crestview Water & Sanitation
Attn: Patrick Stock
7145 Mariposa St
PO Box 21299
Denver CO 80221-0299

Hyland Hills Park & Recreation District
Attn: Terry Barnhart
8801 Pecos St
Denver CO 80260

METRO WASTEWATER RECLAMATION
Attn: CRAIG SIMMONDS
6450 YORK ST.
DENVER CO 80229

North Pecos Water & Sanitation District
Attn: Russell Traska
6900 Pecos St
Denver CO 80221

NS - Code Compliance
Attn: Kerry Gress
kgress@adcogovorg

PERL MACK NEIGHBORHOOD GROUP
Attn: DAN MICEK - PRESIDENT
7294 NAVAJO ST.
DENVER CO 80221

REGIONAL TRANSPORTATION DIST.
Attn: CHRIS QUINN
1560 BROADWAY SUITE 700
DENVER CO 80202

WESTMINSTER SCHOOL DISTRICT #50
Attn: Jackie Peterson
7002 Raleigh Street
WESTMINSTER CO 80030

Xcel Energy
Attn: Donna George
1123 W 3rd Ave
DENVER CO 80223

2018-1 IH BORROWER LP
1717 MAIN ST STE 2000
DALLAS TX 75201-4657

FIVE STARS AUTO SALES LLC
16190 DEL RAY CT
BRIGHTON CO 80603-8431

2018-4 IH BORROWER LP
1717 MAIN ST STE 2000
DALLAS TX 75201-4657

GALLEGOS JAVIER
561 JENNIE DR
DENVER CO 80221-3015

7156 N PECOS STREET LLC
16650 E 107TH CT
COMMERCE CITY CO 80022-9570

GARCIA JOSE
6821 JORDAN DRIVE
DENVER CO 80221

AGUILAR ROGELIO
PO BOX 966
CENTER CO 81125-0966

GARCIA MARIA ISELA AND GARCIA MANUEL J
12710 YATES STREET
BROOMFIELD CO 80020

BUCKSTEIN ROBERT B AND
BUCKSTEIN DEBORAH J
1123 S QUINCE WAY
DENVER CO 80231-2514

GATES LIVING TRUST
3250 W ALAMEDA AVE
DENVER CO 80219-2006

COMMUNITY RESOURCES AND
HOUSING DEVELOPMENT CORPORATION
7305 LOWELL BLVD UNIT 200
WESTMINSTER CO 80030-1709

GILLIS PAUL N AND
GILLIS MARK W
11081 GROVE CT UNIT C
WESTMINSTER CO 80031

COVEY HERBERT C
1030 W 15TH AVE
BROOMFIELD CO 80020-1798

GUTIERREZ MANUEL JAVIER AND
GUTIERREZ LAURA
4336 CATHAY ST
DENVER CO 80249-6507

CRESTVIEW WATER AND SANITATION DISTRICT
PO BOX 21299
DENVER CO 80221-0299

HAAS KEITH AND
HAAS SHANNON
7148 RUSSELL COURT
ARVADA CO 80007

CROSBY PETER A AND
CROSBY MARTHA E LIVING TRUST
1379 KEHAULANI DR
KAILUA HI 96734-3218

HARMAN-MANAGEMENT CORPORATION
NO.463
PO BOX 572530
SLC UT 84157

FALBO ANGELA M
7869 W 105TH PL
BROOMFIELD CO 80021-3944

HYLAND HILLS PARK AND RECREATION
DISTRICT
8801 PECOS ST
FEDERAL HEIGHTS CO 80260

KIRWIN RICHARD G/ANN C 1/2INT
DAVIS RANDALL J UND 1/2 INT
310 QUAY ST
LAKEWOOD CO 80226-1700

PEREZ GRACIA A AND
PEREZ JOSE A
1333 W 70TH AVE APT A
DENVER CO 80221-7021

LEE BOKIL JIN
1024 SALISBURY CT
LA CANADA CA 91011

SARIKOV 888 LLC
3060 S HAVANA ST
AURORA CO 80014-2621

MACGILLIVRAY BART
5245 IDYLWILD TRL
BOULDER CO 80301-3620

SCHMACHTENBERGER KIM AND
SCHMACHTENBERGER CONNIE ANN
12516 W MONTANE DR
BROOMFIELD CO 80021-8406

MAVROGIANES MARY ANN AND
MAVROGIANES MARK W
1569 ALPINE CT
ERIE CO 80516-4024

SCHOOL DISTRICT NO.50
C/O SANDRA MCCLURE
7002 RALEIGH ST
WESTMINSTER CO 80030-5996

MICEK DANIEL W AND
MICEK SALLY
7294 NAVAJO STREET
DENVER CO 80221

THE OTHER HOUSE LLC
8635 W 66TH CIR
ARVADA CO 80004-3272

MOLINA ANGEL D AND
MOLINA KIRSTEN
10744 ASHFORD CIR
HIGHLANDS RANCH CO 80126-7520

TORRE BUENA V DE LA
7381 DECATER STREET
WESTMINSTER CO 80030

MOUNTAIN VIEW (CC) LLC
8900 MOUNTAIN VIEW LN
BOULDER CO 80303-1569

TRAN BANG SI AND
NGUYEN LOAN
3770 W 103RD DR
WESTMINSTER CO 80031-2450

NGUYEN ANH TUYET THI
9283 W 103RD AVE
BROOMFIELD CO 80021-5200

TRUE JAMES R TRUST
3955 W 78TH AVE
WESTMINSTER CO 80030-4515

NGUYEN JIM
9943 DOWNING CIR
DENVER CO 80229-7827

TWIN LAKES PROPERTIES LLC
2999 W 11TH AVENUE CIR
BROOMFIELD CO 80020-1018

OROZCO DAGOBERTO
7070 LARSH DR
DENVER CO 80221-2543

VELASQUEZ CORRIE
8811 QUIGLEY STREET
WESTMINSTER CO 80031

WADLEY AUDREY L
1415 S HUMBOLDT ST
DENVER CO 80210-2318

BAVARO VIOLET
OR CURRENT RESIDENT
1380 W 71ST PL
DENVER CO 80221-7202

ALEMAN CRISOFORO AND
ALEMAN ENEDINA
OR CURRENT RESIDENT
7118 LIPAN ST
DENVER CO 80221-3077

BECKER MARJORIE J
OR CURRENT RESIDENT
7172 KALAMATH ST
DENVER CO 80221-3057

ALVARADO DANIEL AVITIA
OR CURRENT RESIDENT
7237 LIPAN ST
DENVER CO 80221-2733

BENSON ROBERT LEWIS AND
BENSON ROSEMARY MARGARET
OR CURRENT RESIDENT
7117 LIPAN ST
DENVER CO 80221-3060

ALVIDREZ PEDRO F
OR CURRENT RESIDENT
7274 NAVAJO ST
DENVER CO 80221

BERMUDEZ RUBEN M AND
BERMUDEZ DAISY M
OR CURRENT RESIDENT
7220 MASEY ST
DENVER CO 80221

AMBRIZ ROSA EMMA VAZQUEZ
OR CURRENT RESIDENT
7130 MASEY ST
DENVER CO 80221-3065

BISSELL GERALD R
BISSELL VICKI S
OR CURRENT RESIDENT
7230 MASEY ST
DENVER CO 80221-2739

ARAGON JOE D
OR CURRENT RESIDENT
7211 KALAMATH ST
DENVER CO 80221-2731

BUSCH JEROME M AND
BUSCH ADELINE M
OR CURRENT RESIDENT
7239 MASEY ST
DENVER CO 80221-2738

ARCENEUX ANTHONY A AND
ARCENEUX ALICE A
OR CURRENT RESIDENT
7160 MASEY ST
DENVER CO 80221-3065

BUTTERFASS RICKY C AND
SMITH RHONDA J
OR CURRENT RESIDENT
7253 NAVAJO STREET
DENVER CO 80221

ARMIJO JERRY CIRILO AND
ARMIJO PATRICIA
OR CURRENT RESIDENT
7129 MASEY ST
DENVER CO 80221

CAGLE CAROLYNE M AND
CAGLE WILLIAM ALFRED
OR CURRENT RESIDENT
7189 MASEY ST
DENVER CO 80221-3073

BARELA ANDREA AND TORREZ JASON
OR CURRENT RESIDENT
7112 KALAMATH ST
DENVER CO 80221-3057

CALZADA RAMIRO AND
CALZADA MARIA
OR CURRENT RESIDENT
7142 KALAMATH ST
DENVER CO 80221-3057

BARRETT MICHAEL E AND BARRETT DIANE M
OR CURRENT RESIDENT
1391 W 71ST PL
DENVER CO 80221-7201

CAO TANG TRONG AND
CAO THUAN THI
OR CURRENT RESIDENT
7254 NAVAJO ST
DENVER CO 80221-2741

CASTILLO ANSELMO
OR CURRENT RESIDENT
7150 MASEY ST
DENVER CO 80221-3065

DAWSON ADA L
OR CURRENT RESIDENT
7256 MARIPOSA ST
DENVER CO 80221-2737

CATALANO GUY G JR
OR CURRENT RESIDENT
7108 LIPAN ST
DENVER CO 80221-3077

DEL ROSARIO RAMOS AGUAYO MARIA AND
PANUCO RAMOS ANA KAREN
OR CURRENT RESIDENT
7257 LIPAN ST
DENVER CO 80221-2733

CENICEROS CATALINA
OR CURRENT RESIDENT
7264 NAVAJO ST
DENVER CO 80221-2741

DELGADO FRANCISCO JAVIER VALADEZ
OR CURRENT RESIDENT
7238 LIPAN ST
DENVER CO 80221-2734

CERVANTES HUERTA SARAI
OR CURRENT RESIDENT
7077 LIPAN ST
DENVER CO 80221-3058

DELGADO ORALIA F
OR CURRENT RESIDENT
1260 W 72ND AVE
DENVER CO 80221-2724

CISNEROS CHE RANDOLPH RAMIREZ
OR CURRENT RESIDENT
1281 W 71ST PL
DENVER CO 80221-3019

DIAZ RIGOBERTO MIRANDA
OR CURRENT RESIDENT
7211 WORLEY DR
DENVER CO 80221-2753

CISNEROS RANDOLPH RAMIREZ AND
RAMIREZ CHE
OR CURRENT RESIDENT
1261 W 71ST PL
DENVER CO 80221

DORIS ARTHUR THOMAS
OR CURRENT RESIDENT
7252 WORLEY DR
DENVER CO 80221-2754

CLAPPER FAMILY TRUST
OR CURRENT RESIDENT
7081 KALAMATH ST
DENVER CO 80221-3054

DUKE BEVIN
OR CURRENT RESIDENT
7258 LIPAN ST
DENVER CO 80221-2734

COPENHAVER KEVIN WILLIAM AND
KASTNER KYLE BRIDGER
OR CURRENT RESIDENT
7203 NAVAJO ST
DENVER CO 80221-2740

DUPREE MARIA N
OR CURRENT RESIDENT
7018 LIPAN STREET
DENVER CO 80221

CORDERO PATY AND CORDERO VICTOR M AND
SANCHEZ YOLANDA P
OR CURRENT RESIDENT
7235 MARIPOSA ST
DENVER CO 80221-2736

ESPINO JOSE AND SILVA CARMEN
OR CURRENT RESIDENT
7263 NAVAJO ST
DENVER CO 80221-2740

DAVIS JIMMIE R
OR CURRENT RESIDENT
7200 MASEY ST
DENVER CO 80221-2739

FELIX BENJAMIN M
OR CURRENT RESIDENT
7141 KALAMATH ST
DENVER CO 80221-3056

FRANK KAREN
OR CURRENT RESIDENT
7107 LIPAN ST
DENVER CO 80221-3060

HAGAN DAVID
OR CURRENT RESIDENT
1280 W 72ND AVE
DENVER CO 80221-2724

FUKUI BRAD
C/O LENARD MUNOZ
OR CURRENT RESIDENT
1405 W 70TH AVE
DENVER CO 80221-7022

HERMOSILLO JERRY V AND
HERMOSILLO ADELINE I
OR CURRENT RESIDENT
1321 W 71ST PL
DENVER CO 80221-7201

GALLEGOS ROBERT J
OR CURRENT RESIDENT
7121 KALAMATH STREET
DENVER CO 80221

HOFFMAN ROBERT WILLIAM AND
HOFFMAN NANCY J
OR CURRENT RESIDENT
7221 KALAMATH ST
DENVER CO 80221-2731

GARCIA CESAR I CHAVIRA
OR CURRENT RESIDENT
7089 MASEY ST
DENVER CO 80221-3062

HUBER ELIZABETH A AND
HOLTZ TRISTAN M
OR CURRENT RESIDENT
7255 MARIPOSA ST
DENVER CO 80221-2736

GARCIA ISRAEL
OR CURRENT RESIDENT
7242 WORLEY DR
DENVER CO 80221-2754

IRLANDA CARLOS
OR CURRENT RESIDENT
1401 W 71ST PL
DENVER CO 80221-7203

GERLICK MICHAEL J AND GERLICK DOROTHY W
OR CURRENT RESIDENT
7224 NAVAJO ST
DENVER CO 80221-2741

JARAMILLO ELLEN R
OR CURRENT RESIDENT
7229 MASEY ST
DENVER CO 80221-2738

GIENGER PERRY
OR CURRENT RESIDENT
7078 LIPAN ST
DENVER CO 80221-3077

JESTER MARCIA A
OR CURRENT RESIDENT
7080 MASEY ST
DENVER CO 80221-3063

GROSS RICHARD LEE/RICHARD
VERNON/GROSS SHIRLEY ANN
OR CURRENT RESIDENT
7241 WORLEY DR
DENVER CO 80221-2753

JOHNSON NICHOLAS LOREN AND
WILLIAMS CHERILYN A
OR CURRENT RESIDENT
7102 KALAMATH ST
DENVER CO 80221-3057

GURULE LARRY FRANK AND
GURULE VICKIE DIANE
OR CURRENT RESIDENT
7217 LIPAN ST
DENVER CO 80221-2733

JOSLIN MILTON L AND
JOSLIN MARILYN A
OR CURRENT RESIDENT
7201 KALAMATH ST
DENVER CO 80221-2731

GUTIERREZ MIGUEL ALFONSO
OR CURRENT RESIDENT
7234 NAVAJO ST
DENVER CO 80221-2741

JULIAN AGRIPINA MARIA
OR CURRENT RESIDENT
1120 W 70TH PL
DENVER CO 80221-3033

KAY GARY LEE
OR CURRENT RESIDENT
7201 WORLEY DR
DENVER CO 80221-2753

LONG LOLA LEE AND
LONG MATTHEW ELI
OR CURRENT RESIDENT
7223 NAVAJO ST
DENVER CO 80221-2740

KONG CHOUA
OR CURRENT RESIDENT
1441 W 71ST PL
DENVER CO 80221-7203

LOZANO ROGELIO PICAZO
OR CURRENT RESIDENT
7151 KALAMATH ST
DENVER CO 80221-3056

LARA JUAN
OR CURRENT RESIDENT
7170 MASEY ST
DENVER CO 80221-3065

MACIAS GILBERTO
OR CURRENT RESIDENT
1220 W 72ND AVE
DENVER CO 80221-2724

LASWICK MARY K
OR CURRENT RESIDENT
7110 MASEY ST
DENVER CO 80221-3065

MAES LORETTA A/ALBERT P TRUSTEES OF LVNG
FAMILY TRUST OF ALBERT P/LORETTA A MAES
OR CURRENT RESIDENT
7208 LIPAN ST
DENVER CO 80221-2734

LEAL MARY E
OR CURRENT RESIDENT
7098 LIPAN ST
DENVER CO 80221

MAESTAS AARON A
OR CURRENT RESIDENT
1320 W 72ND AVE
DENVER CO 80221-2726

LEBOEUF MARY AND
WOESSNER FRED JR
OR CURRENT RESIDENT
7090 MASEY ST
DENVER CO 80221-3063

MAGANA ANA M AND
IBARRA SERGIO
OR CURRENT RESIDENT
7225 MARIPOSA ST
DENVER CO 80221-2736

LEMUS GOMEZ JULIAN A
OR CURRENT RESIDENT
7233 NAVAJO ST
DENVER CO 80221-2740

MANSOOR ANTHONY PAUL AND
EGAN RACHEL SYDNEY
OR CURRENT RESIDENT
7101 KALAMATH ST
DENVER CO 80221-3056

LILLARD LORETTA J AND
LILLARD WILLIAM K
OR CURRENT RESIDENT
7182 KALAMATH ST
DENVER CO 80221-3057

MANTYCH MIKEL J AND
MANTYCH MARIE
OR CURRENT RESIDENT
7206 MARIPOSA STREET
DENVER CO 80221

LOBATO MARK A AND
BARRAZA LILLIANA
OR CURRENT RESIDENT
7152 KALAMATH ST
DENVER CO 80221-3057

MARTIN DANIEL
OR CURRENT RESIDENT
7092 KALAMATH ST
DENVER CO 80221-3055

LONG ANNA
OR CURRENT RESIDENT
7161 KALAMATH ST
DENVER CO 80221

MARTINEZ BENNY J AND
MARTINEZ SUSAN P
OR CURRENT RESIDENT
7216 MARIPOSA ST
DENVER CO 80221

MARTINEZ SERGIO AND
NAVEJAS CASTRO ANA LILIA
OR CURRENT RESIDENT
1221 W 71ST PL
DENVER CO 80221-3019

NANEZ HECTOR A
OR CURRENT RESIDENT
7148 LIPAN ST
DENVER CO 80221-3077

MAYNES JACLYN N AND
MAYNES ROY G
OR CURRENT RESIDENT
1180 W 70TH PL
DENVER CO 80221-3033

NELSON TED R AND
NELSON LUANN
OR CURRENT RESIDENT
7088 LIPAN ST
DENVER CO 80221-3077

MC GAUGHEY DEBORAH AND
MC GAUGHEY GARY
OR CURRENT RESIDENT
7219 MASEY ST
DENVER CO 80221

NGO TONG THE AND
NGUYEN BAC THI AND NGUYEN HAI THI
OR CURRENT RESIDENT
7132 KALAMATH ST
DENVER CO 80221-3057

MEIER WILBERT G AND
MEIER BRYON W
OR CURRENT RESIDENT
7231 WORLEY DR
DENVER CO 80221-2753

NGO TONG THE AND
NGUYEN BAC THI
OR CURRENT RESIDENT
7122 KALAMATH ST
DENVER CO 80221-3057

MENDOZA JUAN MADRIGAL
OR CURRENT RESIDENT
1100 W 70TH PL
DENVER CO 80221-3033

OCHOA ALAIN AND
OCHOA NALANI
OR CURRENT RESIDENT
7100 MASEY ST
DENVER CO 80221-3065

METZ EUGENE B AND
METZ IRENE
OR CURRENT RESIDENT
7071 KALAMATH ST
DENVER CO 80221-3054

PACHECO SARAH AND
PACHECO ZELMA I
OR CURRENT RESIDENT
1340 W 72ND AVE
DENVER CO 80221-2726

MILLER ANTONIO M AND
MILLER LATRICA L
OR CURRENT RESIDENT
7214 NAVAJO ST
DENVER CO 80221-2741

PEREZ GABRIEL M AND
PEREZ TERESA R
OR CURRENT RESIDENT
7228 LIPAN ST
DENVER CO 80221

MOON GLADYS DIANE
OR CURRENT RESIDENT
7171 KALAMATH ST
DENVER CO 80221-3056

PINEDA CAROL
OR CURRENT RESIDENT
7119 MASEY ST
DENVER CO 80221-3064

MORALES DAVID LOPEZ
OR CURRENT RESIDENT
7097 LIPAN ST
DENVER CO 80221-3058

PORRECO RUTH E
OR CURRENT RESIDENT
7120 MASEY ST
DENVER CO 80221-3065

NAGLE DAVID W
OR CURRENT RESIDENT
7180 MASEY ST
DENVER CO 80221-3065

PORTALES ROBERT AND
PORTALES ERNESTINE
OR CURRENT RESIDENT
7091 KALAMATH STREET
DENVER CO 80221-3054

PREMIER INTERNATIONAL LLC
OR CURRENT RESIDENT
1520 W 72ND AVE
DENVER CO 80221

RYKEN DOMINICK AND
RYKEN JAMES M
OR CURRENT RESIDENT
7236 MARIPOSA ST
DENVER CO 80221

QUINTANILLA TOMAS T
OR CURRENT RESIDENT
7137 LIPAN ST
DENVER CO 80221-3060

SAIZ RICHARD D AND
CORONA JOHNNY M
OR CURRENT RESIDENT
7213 NAVAJO ST
DENVER CO 80221-2740

RAEL JESSICA R
OR CURRENT RESIDENT
1241 W 71ST PL
DENVER CO 80221-3019

SALAZAR ELAINE
OR CURRENT RESIDENT
7179 MASEY ST
DENVER CO 80221-3073

RAMIREZ HIPOLITO AND
RAMIREZ IRMA
OR CURRENT RESIDENT
7058 LIPAN STREET
DENVER CO 80221

SINICKI ELSIE DELORES ET AL
OR CURRENT RESIDENT
7212 WORLEY DR
DENVER CO 80221-2754

REVIELLE SANDRA J AKA
REVIELLE SANDRA
OR CURRENT RESIDENT
7131 KALAMATH ST
DENVER CO 80221-3056

STOCKWELL LISA L
OR CURRENT RESIDENT
7140 MASEY ST
DENVER CO 80221-3065

REYES GERARDO
OR CURRENT RESIDENT
7265 MARIPOSA ST
DENVER CO 80221-2736

SUMMERS VELIA AND
SUMMERS KRIZIA G
OR CURRENT RESIDENT
7227 LIPAN ST
DENVER CO 80221

RIVERA NOE ROBERTO ESCOBAR
OR CURRENT RESIDENT
7204 NAVAJO ST
DENVER CO 80221-2741

TOMSICK JACQUELYN M AND
HERRING THOMAS
OR CURRENT RESIDENT
7082 KALAMATH STREET
DENVER CO 80221

RODRIGUEZ FELIPE S AND
RODRIGUEZ ROSALBA
OR CURRENT RESIDENT
1160 W 70TH PLACE
DENVER CO 80221

TRETO JAVIER
OR CURRENT RESIDENT
1140 W 70TH PL
DENVER CO 80221-3033

RODRIGUEZ ROSALIO
OR CURRENT RESIDENT
7221 WORLEY DR
DENVER CO 80221

VALDEZ AMADEO JR AND
VALDEZ CYNTHIA L
OR CURRENT RESIDENT
1341 W 71ST PL
DENVER CO 80221-7201

RUBENKING JACOB T
OR CURRENT RESIDENT
7099 MASEY ST
DENVER CO 80221-3062

VIGIL EDWARD R AND
VIGIL DARLENE C AND VIGIL TONI LYNN
OR CURRENT RESIDENT
7205 MARIPOSA ST
WESTMINSTER CO 80221-2736

VIGIL RONALD A
OR CURRENT RESIDENT
1390 W 72ND AVE
DENVER CO 80221-2726

CURRENT RESIDENT
1440 W 72ND AVE
DENVER CO 80221-2728

VILLALOBOS ANGEL AND VILLALOBOS RAFAELA
OR CURRENT RESIDENT
7210 MASEY ST
DENVER CO 80221-2739

CURRENT RESIDENT
1501 W 72ND AVE
DENVER CO 80221-2729

VOLK RANDILYN M AND
VOLK GORDON B
OR CURRENT RESIDENT
1361 W 71ST PL
DENVER CO 80221-7201

CURRENT RESIDENT
7207 LIPAN ST
DENVER CO 80221-2733

VYLES DANIEL J AND
WANNER BRITTANY
OR CURRENT RESIDENT
7266 MARIPOSA ST
DENVER CO 80221-2737

CURRENT RESIDENT
7267 LIPAN ST
DENVER CO 80221-2733

WALTERS SHIRLEY A
OR CURRENT RESIDENT
7149 MASEY ST
DENVER CO 80221

CURRENT RESIDENT
7268 LIPAN ST
DENVER CO 80221-2734

WATTS KYLE AND
WILSON ASHLEY
OR CURRENT RESIDENT
7079 MASEY ST
DENVER CO 80221-3062

CURRENT RESIDENT
7215 MARIPOSA ST
DENVER CO 80221-2736

WEST GORDON ROGER
OR CURRENT RESIDENT
7218 LIPAN ST
DENVER CO 80221-2734

CURRENT RESIDENT
7226 MARIPOSA ST
DENVER CO 80221-2737

WINCH KIMBERLY AND
WINCH JOBY
OR CURRENT RESIDENT
7147 LIPAN ST
DENVER CO 80221-3060

CURRENT RESIDENT
7209 MASEY ST
DENVER CO 80221-2738

YANEZ JESUS GONZALEZ AND
CHAVEZ KARLA E
OR CURRENT RESIDENT
7232 WORLEY DR
DENVER CO 80221-2754

CURRENT RESIDENT
7259 MASEY ST
DENVER CO 80221-2738

CURRENT RESIDENT
1240 W 72ND AVE
DENVER CO 80221-2724

CURRENT RESIDENT
7202 WORLEY DR
DENVER CO 80221-2754

CURRENT RESIDENT
7222 WORLEY DR
DENVER CO 80221-2754

CURRENT RESIDENT
7109 MASEY ST
DENVER CO 80221-3064

CURRENT RESIDENT
7111 KALAMATH ST
DENVER CO 80221-3056

CURRENT RESIDENT
7139 MASEY ST
DENVER CO 80221-3064

CURRENT RESIDENT
7181 KALAMATH ST
DENVER CO 80221-3056

CURRENT RESIDENT
7169 MASEY ST
DENVER CO 80221-3073

CURRENT RESIDENT
7162 KALAMATH ST
DENVER CO 80221-3057

CURRENT RESIDENT
7128 LIPAN ST
DENVER CO 80221-3077

CURRENT RESIDENT
7001 LIPAN ST
DENVER CO 80221-3058

CURRENT RESIDENT
7138 LIPAN ST
DENVER CO 80221-3077

CURRENT RESIDENT
7087 LIPAN ST
DENVER CO 80221-3058

CURRENT RESIDENT
1333 W 70TH AVE
DENVER CO 80221-7021

CURRENT RESIDENT
7028 LIPAN ST
DENVER CO 80221-3059

CURRENT RESIDENT
7145 MARIPOSA ST
DENVER CO 80221-7200

CURRENT RESIDENT
7048 LIPAN ST
DENVER CO 80221-3059

CURRENT RESIDENT
7128 MARIPOSA ST
DENVER CO 80221-7205

CURRENT RESIDENT
7127 LIPAN ST
DENVER CO 80221-3060

CURRENT RESIDENT
7140 PECOS ST
DENVER CO 80221-7209

CURRENT RESIDENT
7070 MASEY ST
DENVER CO 80221-3063

CURRENT RESIDENT
7150 PECOS ST
DENVER CO 80221-7209

CURRENT RESIDENT
7156 PECOS ST
DENVER CO 80221-7209

CURRENT RESIDENT
7170 PECOS ST
DENVER CO 80221-7209

CURRENT RESIDENT
7082 PECOS ST
DENVER CO 80221-7213

CURRENT RESIDENT
7125 MARIPOSA ST
DENVER CO 80221-7254

CERTIFICATE OF POSTING



I, Layla Bajelan, do hereby certify that I had the property posted at

7128 Mariposa St

on September 10th, 2019

In accordance with the requirements of the Adams County Zoning Regulations

Layla Bajelan

Layla Bajelan

Garcia/Mariposa Rezone

RCU2019-00020

7128 Mariposa Street

October 15, 2019

Board of County Commissioners

Community and Economic Development Department

Case Manager: Layla Bajelan

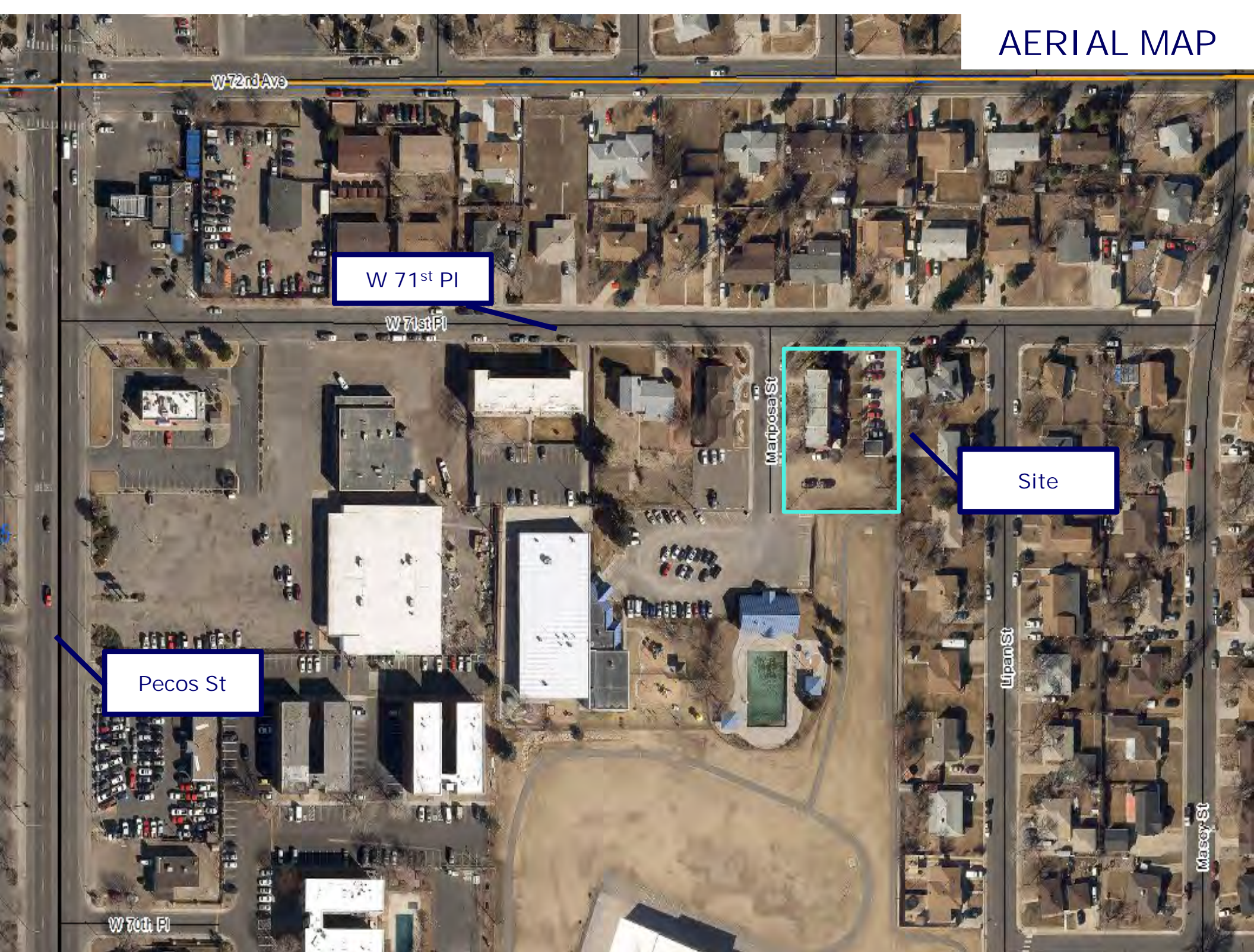


Request

Rezoning:

- Current Zoning: Residential-1-C (R-1-C)
- Proposed Zoning: Residential-3 (R-3)

AERIAL MAP



W 71st Pl

W 71st Pl

Mariposa St

Site

Pecos St

Lipan St

W 70th Pl

Macey St

Aerial of Site



SITE PLAN - REZONING APPLICATION
7128 MARIPOSA STREET, DENVER, CO

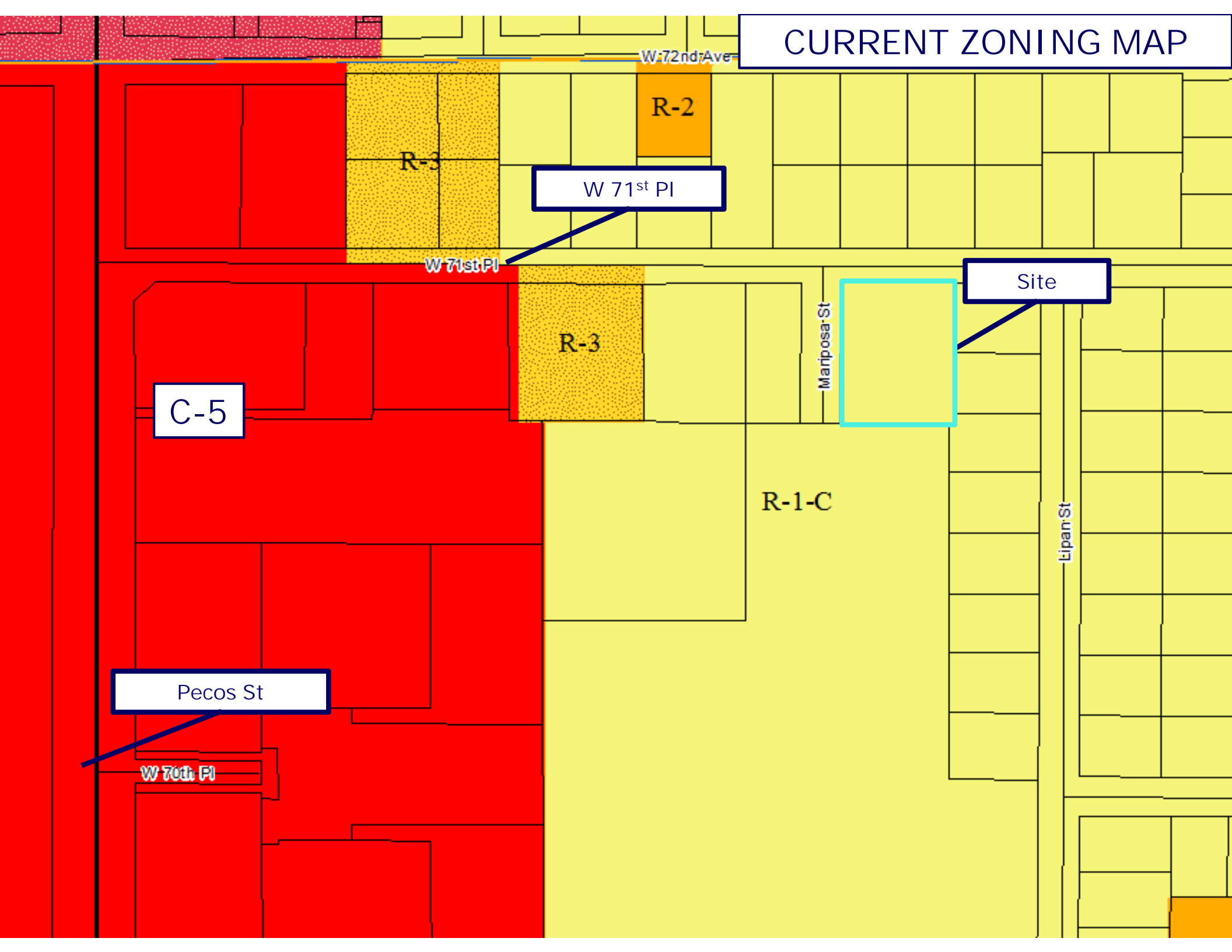


Criteria for Rezoning Approval

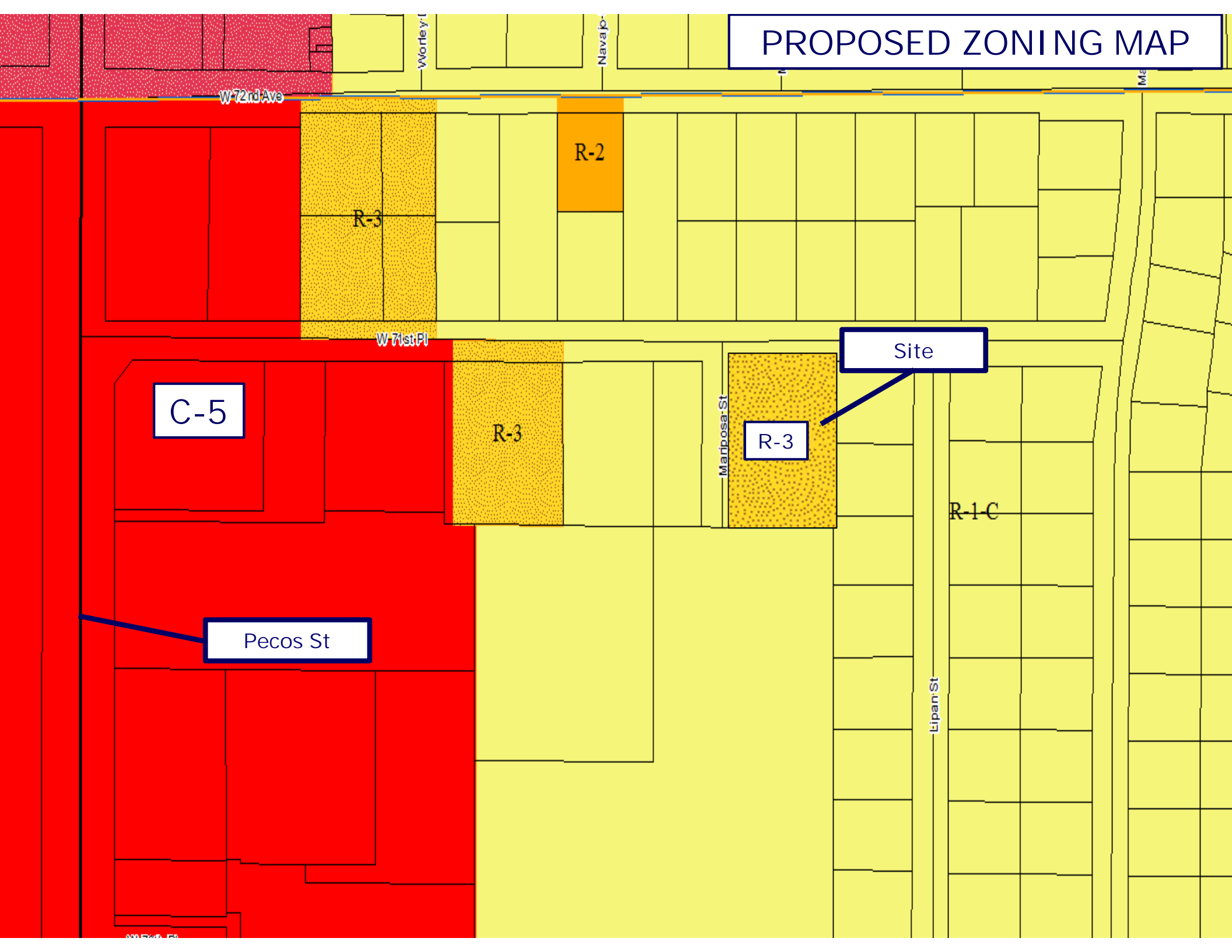
Section 2-02-13-06-02

1. Consistent with Comprehensive Plan
2. Consistent with Development Standards
3. Complies to Development Standards
4. Harmonious & Compatible to the surrounding area

CURRENT ZONING MAP



PROPOSED ZONING MAP



R-1-C vs. R-3 Zoning

Residential (R-1-C)

Purpose: to serve exclusively as a single-family district for smaller homes sites and smaller homes.

- Single Family Dwellings

Residential (R-3)

Purpose: to provide a moderate density district which allows three (3) or more single-family attached residences on a single lot or individually owned lots.

- Multi-family Dwellings

R-3 Zone District

	R-3 Zone	Subject Site
Minimum lot size	9,500 sq. ft./ 3 du *	.56 acres (24,393 sq. ft./ 4 dwellings)
Maximum density	14 du/ acre	4 du/ .56 acres
Minimum lot width	150 ft. *	176 ft

* attached dwellings on one lot

FUTURE LAND USE MAP



W 71st Pl

Site

Pecos St.

Parks and Open Space

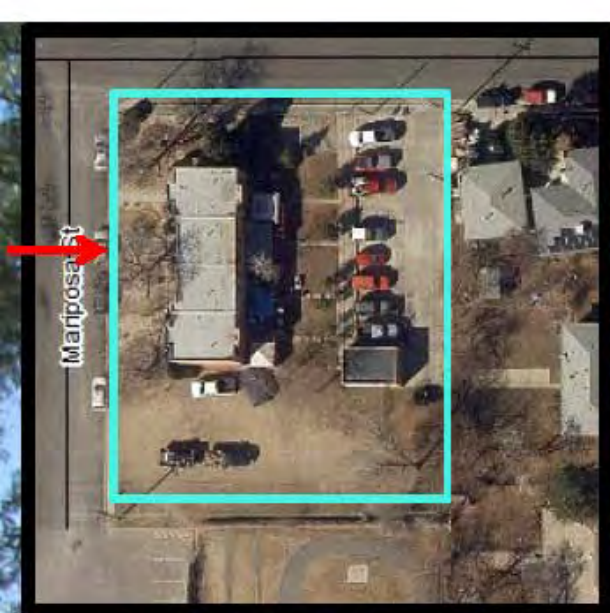
Residential

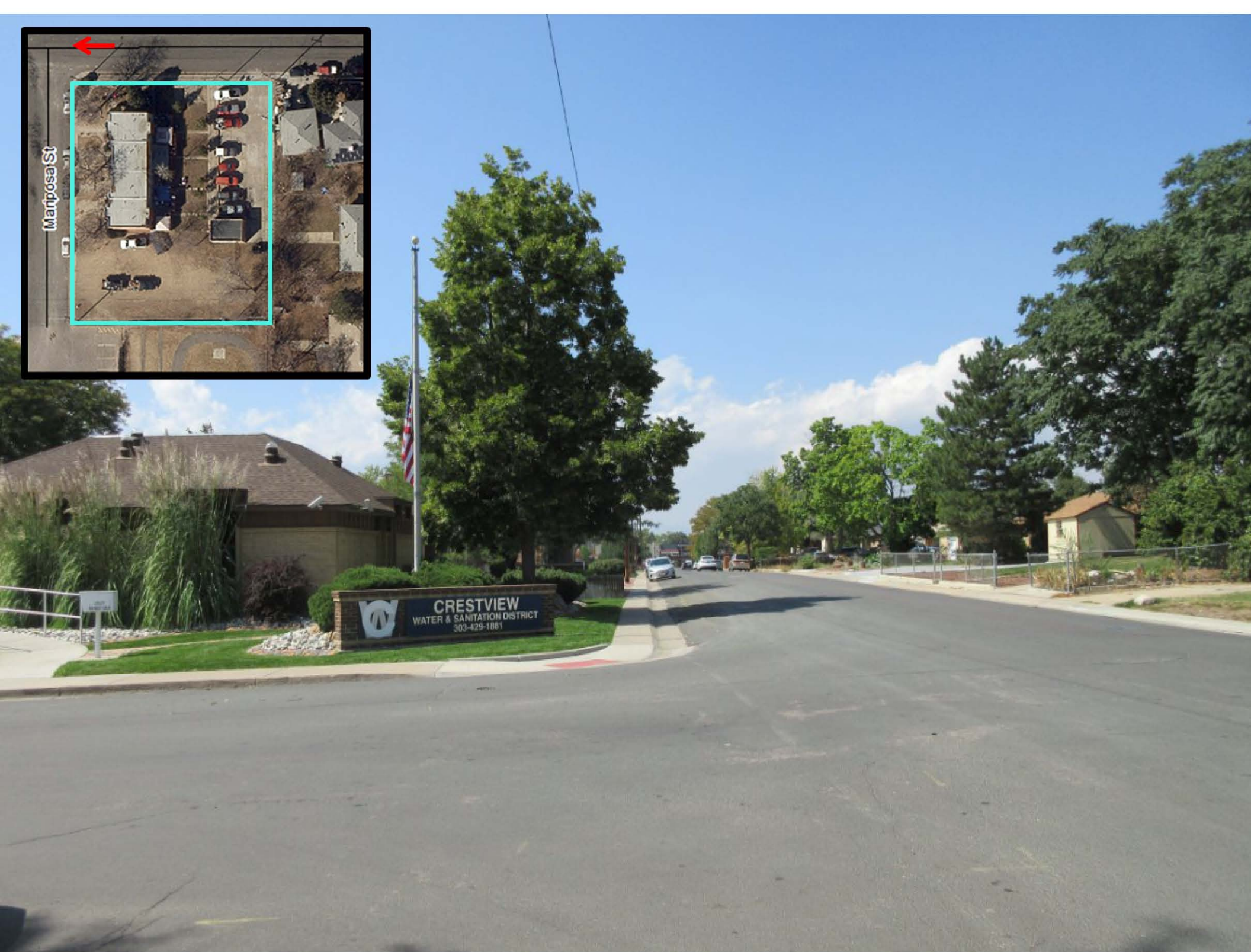
Urban Residential

- Urban Residential areas are designated for single and multifamily housing, typically at urban densities of one dwelling unit per acre or greater.
 - Variety of housing types
 - adequate urban services
 - transportation facilities

Adams County Plans

- Imagine Adams County Comp. Plan
 - The County has identified infill areas that are most desirable for residential development
 - Provide for a variety of housing options
 - Balance of housing/jobs to reduce commutes
 - Maintain and enhance the existing residential neighborhoods
- Balanced Housing Plan
 - Missing Middle Housing options (townhomes, apartments, duplexes)
- SW Area Framework Plan
 - Address the need for affordable housing options







Referral Period

Notices sent*	# of Comments Received
164	4

* Property owners and occupants within 750 feet were notified

Referral Agencies:

- Hyland Hills Parks and Recreation District, Tri-County Health, CDOT, Xcel, Adams County Fire Protection District, CDPHE, Century Link, CO Division of Wildlife, Comcast, Crestview Water and Sanitation District, Metro Wastewater Reclamation, North Pecos Water and Sanitation District, RTD, Westminster School District #50

Concerns:

- Hyland Hills Parks and Recreation District
- Public Comment - parking, traffic increases, desire to not see additional apartments in the area, drainage

Planning Commission Update

Public Hearing- September 26, 2019:

- Planning Commission recommended approval (7-0)
- No members of the Public testified
- No concerns identified

Recommendation

Staff has determined the following request is consistent with the Criteria for Rezoning Approval including:

- Consistent with the Comprehensive Plan and Standards
- Complies with the Development Standards and Regulations
- Surrounding Area

Staff recommends Approval of the proposed Rezoning (RCU2019-00020) with 4 Findings-of-Fact and 2 Notes.

Recommended Findings-of-Fact

1. The Zoning Map amendment is consistent with the Adams County Comprehensive Plan.
2. The Zoning Map amendment is consistent with the purposes of these standards and regulations.
3. The Zoning Map amendment will comply with the requirements of these standards and regulations
4. The Zoning Map amendment is compatible with the surrounding area, harmonious with the character of the neighborhood, not detrimental to the immediate area, not detrimental to the future development of the area, and not detrimental to the health, safety, or welfare of the inhabitants of the area and the County.

Recommended Notes to Applicant

1. Approval of the rezone request is not an approval of the site plan.
2. The applicant shall comply with all building, zoning, fire, engineering, and health codes and regulations during the development of the subject site.