GRAND JUNCTION
REGIONAL AIRPORT

Design Intent Guidelines

2010

JVIATION

RENO·SMITH
ARCHITECTS, L.L.C.

RTA
ARCHITECTS

Coover-Clark & Associates, Inc.
Architects Planners Landscapes Interiors

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CONTENTS

1.0 GOALS STATEMENT

INTRODUCTION:

The purpose of the Design Intent Guidelines is to provide general guidelines with respect to the overall design for development and redevelopment within the Grand Junction Regional Airport Campus. The guidelines are intended to convey useful design direction to developers, as well as serving as a basis for decisions of the Airport Design Review Committee (ADRC) with regards to proposed projects. The purpose of the Guidelines is to help facilitate an expedient design review process in order to allow for quality development at the Grand Junction Regional Airport (GJRA).

The Design Intent Guidelines, in conjunction with codified government regulations, and the Airport Master Plan outline and define desirable development criteria for the Airport in order to achieve the following goals:

- Reinforce a positive and memorable experience for visitors.
- Convey an image of quality development for the Airport, its passengers, visitors, tenants, and the community.
- Maintain a consistent campus appearance through complimentary design of site, signage, landscape and building development.
- Allow and encourage development with creative and compatible design solutions.
- Encourage a 'regional contemporary' architectural style.
- Provide for development and construction which allows for minimal impact to Airport operations.

SUMMARY:

The Design Intent Guidelines are intended to provide general design direction for proposed developments. While the guidelines will be used as a basis for decisions by the Airport Design Review Committee, the ADRC has the authority to interpret the intent of the Guidelines with regard to proposed developments on an individual basis.

In addition to the Design Guidelines, there is an approved Airport Master Plan and an approved Airport Layout Plan (ALP) which show the existing and proposed aviation related facilities. These plans are attached for reference at the end of this section. (In Section 6.0) The Master Plans and ALP's are updated regularly and current versions should be reviewed with the Airport prior to significant effort.

The intent of the Guidelines is to provide a minimum level of acceptable design standards for the Airport campus. Proposed developments are encouraged to exceed the minimum standards.

(See attached Exhibits G & H)

2.0 DEVELOPMENT REVIEW PROCESS

The purpose of the Development Review process is to help ensure that the overall goals for quality development at the Airport are successful. It is important that prospective developers become familiar with these Design Guidelines. This is best accomplished by meeting early in the process with the Airport Design Review Committee (ADRC) to discuss the characteristics of the site, preliminary concepts, these design guidelines, and develop a schedule for the approval process. The Design Review Process is intended to be interactive and allow for some flexibility with regards to potential development opportunities and solutions.

The ADRC is appointed by the Airport and will review proposed development with regard to the intent of the Design Guidelines. An early meeting is intended to discuss the developers' ideas and plans for the proposed project within the overall goals of the Airport Campus. The ADRC may allow for variations and interpretations within the guidelines as they deem appropriate for accomplishing the goals of the Airport and the developer.

A. Governing Regulations

- Local and federal code regulations (The airport is part of a Planned Area Development zone)
- Airport Master Plan
- FAA Regulations
- Airport Design Intent Guidelines
- City of Grand Junction Building Department

B. Airport Design Review Committee (ADRC) (appointed by Airport)

- Members: Five (5) member committee appointed by the Airport. Airport design consultants (Civil Engineer, Architect); Airport Construction Manager, Airport Facilities Manager.
- The Director of Aviation and the ADRC shall have final decision making authority with regards to development related issues.

C. Design Review Process

Pre-development information packets shall be requested and reviewed by proposed developers prior to submitting conceptual development information to the Airport. All proposed construction projects (new, remodel/renovation, additions) shall be submitted to the Director of Aviation for review/approval, prior to submitting for City review. The process below outlines the typical review process: A full ADRC review shall generally be required for substantial projects, while an administrative review shall generally be sufficient for smaller scale projects. The Director of Aviation shall have final decision-making authority regarding the process. Details will generally be set following the Pre-Submittal meeting.

1. Pre-Submittal (ADRC):

A Pre-Submittal meeting shall be held with the Airport early in the process to review preliminary concepts for the project, discuss the characteristics of the site and the goals of the Airport. This meeting shall determine acceptability of the project, the scope of design review required, whether a full ADRC review or an Administrative review will be needed, and develop a schedule for the approval process.

2. Preliminary Development Plan Submittal (ADRC):

Conceptual site plan; floor plan, and written description of the project shall be submitted to the ADRC for review.

3. Preliminary Development Plan Review (ADRC):

Conform to GJRA design guidelines. If the Preliminary Development Plan review is acceptable with the ADRC, the developer may proceed with the formal planning review process with the City of Grand Junction.

4. City of Grand Junction Design Review Process:

a. Pre-application meeting with the Planning Department.

b. Proceed with the formal City planning process.

5. Final Development Design Review (With Director of Aviation and ADRC)

a. Submit Design Development level drawings & materials board

6. City of Grand Junction Planning Approvals:

a. Receive formal planning approvals and submit copy to ADRC.

7. Final Development Review (ADRC):

a. ADRC: Submit final construction documents for review by ADRC prior to the issuance of a building permit by the City of Grand Junction.

b. Receive final ADRC written approval, including any conditions or changes.

c. Submit copy of approved building permit to ADRC.

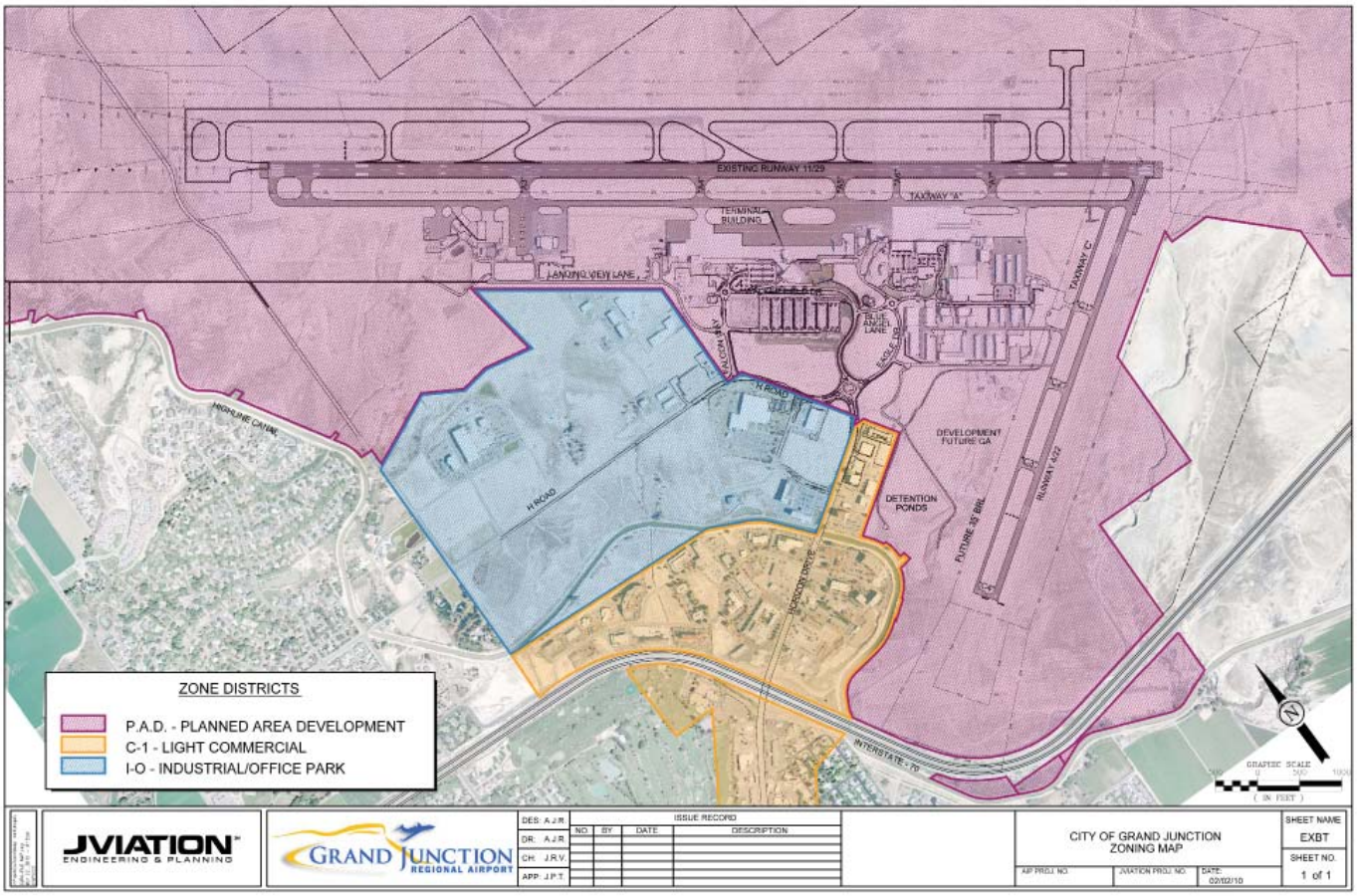
8. During Construction (ADRC):

The ADRC shall be notified of any significant Change Orders (greater than 1% of the contract value) or field changes which may alter the design of the approved plans. The changes must be approved by the ADRC.

9. Post Construction (ADRC):

Review of the project for conformance with the approved Construction Documents. As-built drawings shall be provided by the developer, in formats acceptable to the Airport.

No construction work for any project shall commence without written approvals from the ADRC and the City of Grand Junction (Planning Department and Building Department approvals).



3.0 GUIDELINES FOR AIRPORT DEVELOPMENT ZONES

(Refer to Exhibit A for the limits of each of the following zones)

ZONE 1: Terminal Area:

New development and renovation projects adjacent to the Airport Terminal will require the highest level of conformance to the Design Intent Guidelines, as it will involve the most critical public interface areas (the Terminal Area Plan will take precedence in this area).

ZONE 2: Commercial Area:

While site layout, planning and building, visual impacts and aesthetics are important in this zone, it is understood that development solutions may require somewhat more flexibility with regards to the Design Guidelines. Successful design solutions must still conform to the intent of the guidelines. Buildings must include interesting, well articulated architecture that incorporates quality materials and landscaping, and fits well within the context of the site and Airport Campus.

ZONE 3: New Aviation Related Development:

This area will be allowed the greatest amount of flexibility with regards to the Design Guidelines. There may be a variety of buildings in this area with varying degrees of public interface and strict conformance with the Design Guidelines. Structures such as hangars and service structures are still expected to respond to the overall intent of the Design Guidelines, actual architectural responses (materials, massing, elements, colors, etc.) will be different for this type of functional service building(s). An interesting and compatible combination of color and materials is encouraged for these otherwise utilitarian structures.

OTHER: Existing Aviation Uses:

Existing airport facilities will not be required to make changes or additions to conform to these Design Intent Guidelines. These Design Intent Guidelines will only apply to future modifications of additions.

General Notes:

Areas in all zones which abut or have a direct visual interface with the public drives will be reviewed more closely in the design review process by the ADRC.

4.0 SITE GUIDELINES

1. Site Development:

Development shall conform with and be consistent with the GJRA Planned Area Development (P.A.D.). Special requests and interpretations shall be reviewed by the ADRC.

2. Consistent Campus Appearance:

The development should fit as an integral part of the Airport Campus, relating to adjacent developments, site circulation patterns, landscape, buildings, and site features. Building orientation should be such that the entrances are visible to those arriving on the campus. Where buildings front on public streets, there should be well detailed covered public entrances engaging with the streetscape.

3. 'Oasis Theme':

Developments shall compliment the Airport as an 'oasis', both visually and functionally as it relates to public travelers, users, and employees.

The Airport is seen as an important destination and transportation 'Gateway' that particularly serves the Western Colorado/Eastern Utah region.

4. Zones:

Guidelines may be applied at different priority levels to the different airport campus development zones (IE: Zone 1: Terminal Area; Zone 2: Commercial Area; Zone 3: New Aviation related development). Refer to Exhibit A and 3.0 Guidelines for Airport Development Zones.

5. Views:

Major entry approach corridor and development within the Airport Campus shall protect views to and from the terminal area and the surrounding mountain vistas. Siting of new developments shall respect views of adjacent developments.

View towards terminal

6. Set Backs:

All buildings shall have a minimum required set back from curb face of major streets and comply with all City zoning ordinances, as well as the Airport P.A.D. Any increased setbacks could be enforced as per ADRC discretion.

7. Pedestrian Links:

Sidewalks, paths, and trails are to be maintained by GJRA in keeping with Airport standards and shall conform to the Americans with Disabilities Act (ADA) current edition, to ensure that the airport campus is equally accessible by all persons. All required sidewalks on individual properties shall be provided by each individual developer. Parks and trails are provided by the airport.

8. Paving:

Developments must comply with Airport pavement standards and will be reviewed by the GJRA civil engineering consultant. Decorative paving is encouraged at public entries and exterior pedestrian areas. Permanent 'permeable pavers' are encouraged where appropriate.

9. Vehicular Access

- All roadways are to be paved per Airport pavement standards.
- Vehicular access must be designed to minimize conflicts between vehicles and pedestrians.
- Access, parking and internal site circulation to incorporate traffic calming measures within individual development zones.

Vehicle circulation

10. Public Transit Links/Stops:

Shall be coordinated with individual site development design and The Grand Valley Transit.

11. Security/Airfield Access:

Developments must comply with all GJRA Safety and Security Regulations and Transportation Security Administration (TSA) requirements.

12. Site Grading:

Developments shall be graded to visually 'fit' into existing topography and landscape. Smooth slope transitions are encouraged between development areas. If retaining walls are necessary, they shall be designed with as low of a profile as possible and comprised of compatible materials and consistent with the Design Guidelines. Concrete masonry unit wall construction is not desirable due to unsightly efflorescence problems.

13. Site Drainage:

Each new development is required to mitigate storm water management in accordance with the approved GJRA master drainage plan, and local drainage authority regulations. Storm water management must also comply with FAA requirements for airfield guidelines and will be reviewed by the Airport's civil engineer.

14. Parking:

- All loading areas, driveways, and parking areas shall be hard surfaces. These areas shall be paved with asphalt or concrete in conformance with the paving standards as mentioned in paragraph 8. Paving. Each development area is to provide its own off-street parking areas, which at a minimum shall comply with local planning regulations.
- Minimize paved areas where possible to allow for visual relief with landscape areas.
- Provide landscaping on interior of parking areas to break up monolithic appearance of paving and emphasize 'Oasis' theme.
- Use of low 'earth forms' between public streets and parking areas is encouraged as a visual buffer.
- Parking structures must comply with same landscape requirements and compatible material selections as buildings, and not be located along street frontages.
- Locate parking areas to protect view corridors.
- Combined, shared parking between developments is encouraged.
- All parking requirements must meet or exceed minimum parking per planning standards.

Landscape near terminal area

Landscaped transition area

15. Service/Storage/Trash Areas:

- To be screened from streets with a minimum six foot high wall constructed with materials and colors compatible to adjacent building(s). Solid surface doors of compatible materials and colors shall be used on openings.
- To be located at sides or rear of building or enclosed as part of the building.
- Additional screening (landscape elements) may be required to reduce visual impacts to adjacent developments.
- Enclosures to be located outside of secure areas and security fences.

16. Landscaping:

- Planting is encouraged to be drought tolerant.
- Irrigation system and controls to comply with the GJRA standards.
- Ground cover: tan granite preferred for planted beds.
- Turf grass is preferred 'green' ground cover.
- Landscape treatment scope to relate to development zones: more landscape elements are appropriate at higher priority public zones (i.e.: terminal area, public entries, etc.).
- Landscaped areas shall extend from the public frontages to the front and sides of buildings.

Landscaped parking area

Landscaped parking area

- Dense foliage and fruit bearing trees and plantings which attract birds are to be avoided due to their incompatible relationship with an operational airfield.
- Pedestrian areas shall be enhanced with suitable ground cover and low shrubs.
- Landscape elements shall be kept a minimum distance from security fences (subject to review by ADRC).
- Landscaping at GJRA is intended to exceed City of Grand Junction minimum requirement standards.

17. Site Furnishings:

Site benches, trash containers, and so forth, are to be constructed of durable, low maintenance materials which are visually compatible with adjacent developments and buildings.

18. Artwork:

Appropriate artwork, sculpture, special landscape and architectural site features are encouraged as complimentary site elements for individual developments and shall be reviewed and approved by the Airport and/or ADRC on an individual basis.

19. Lighting (Outside of Airport Operations Area [AOA]):

- Downcast, shielded lighting shall be used to minimize light pollution.
- Lighting design utilized in storage and parking areas to avoid adverse impacts with adjacent developments.
- Adequate internal site lighting for pedestrian areas shall be provided and comply with all applicable city code standards.

Turf grass and planting area

Pedestrian area

- Area lighting along public streets and parking lots shall be consistent with or match Airport standards for light supports and fixtures (see Exhibit 'C' and 'D').

20. Fencing:

Along visible public corridors, (Horizon Drive, Eagle Drive, H Road, Flacon Way, Walker Field Drive) the fencing shall be decorative wrought iron fencing. The standard Airport non-AOA fence is the four foot tall bronze Ameristar Aegis Plus Fence with ring and ball cap adornments (see Exhibit 'E' & 'F').

- In less visible areas, security chain link fences may be used with an appropriate, adjacent landscaping, buffer zone and shall conform with the Airport Security Plan. Darker, vinyl coated fencing shall be used and colors reviewed by the ADRC.
- Security fencing shall be eight feet tall.
- All non-security fencing, where feasible, shall be constructed of materials/colors complimentary to adjacent building(s).
- Signage on fencing shall conform with GJRA signage guidelines, as described in Paragraph 21 below.

21. Exterior Directional Signage (along roads):

Shall conform with GJRA standards for signage and wayfinding guidelines to provide a unified wayfinding system throughout the campus as outlined in "Grand Junction Regional Airport Permanent Wayfinding System Design Intent Documents", dated August 28, 2007; prepared by Carter & Burgess. This document is available for review at GJRA.

- Basic categories include project identification, informational/directional, and temporary signage.
- All signage shall be compatible with the character of the Airport campus.
- Long-term temporary, directional signage can be used in conjunction with permanent signage.

Site furnishings

Aegis fence

5.0 BUILDING GUIDELINES

1. Building Development:

Shall conform to and be consistent with the Grand Junction Regional Airport Planned Area Development (P.A.D.). Special requests and interpretations may be reviewed by the Airport and/or ADRC.

2. Consistent Campus Appearance:

New and renovated development should fit as an integral part of the Airport Campus, relating to adjacent Airport developments with visually compatible architectural elements and similar overall stylistic design aesthetics. Appropriate design responses are those that include interesting low profile buildings, consisting of a compatible combination of quality natural materials and ground-tone colors.

Example of regional contemporary style

3. 'Regional Contemporary' Style:

- Is the preferred Architectural response to the unique natural environment and site setting of Grand Junction's high desert region, with panoramic vistas of the surrounding mesas and mountains.
- Emphasize the horizontal nature of new developments to fit well with the strong horizontality exemplified in the context of the site's open spaces and spectacular natural setting.
- Buildings are intended to have their own creative, unique architectural identities and maintain a well integrated and compatible appearance within the Airport Campus.

Views from terminal area to northeast

4. Development Zones:

The design guidelines will be applicable in a descending order of importance based on the following zones (i.e.: Zone 1: Terminal Area; Zone 2: Commercial Area; Zone 3: Related Development Area; Other: Existing Aviation Area; (See Exhibit 'A').

Low, horizontal scale

5. Views:

Buildings shall be sited with appropriate massing to respect view planes, solar and natural light access to and from adjacent developments. The view plane from the main Airport entry to and from the terminal shall be protected. Other significant views to respect are the views of the Bookcliffs to the Northeast and the Colorado National Monument to the South. (See Exhibit 'A'). It is also encouraged that the orientation of the buildings capture and enhance the views of the natural landscape for the future tenants.

6. Massing/Scale:

- Emphasize horizontality with larger buildings that 'step-down' to break up vertical massing and 'step-back' front facades to break up vertical walls.
- Horizontal floor levels should be expressed on the exterior of the building where possible.
- Express the building's horizontal structural elements where possible.
- Use different materials/colors on horizontal building elements.
- Locate taller building elements at the center of building with massing stepping down at perimeters.
- Large buildings should reduce overall size appearance with separate massing shapes, accentuated by different materials and colors.

7. Facades:

- Public entries should have protective overhangs and be emphasized visually as distinctive, easily identifiable elements.
- Provide 'transparent' glazed areas within facades to identify interior public spaces.
- All buildings should relate in a visually compatible way to adjacent buildings.
- Public facades should create visual interest.
- Exterior facades adjacent to pedestrian areas should relate with 'human scale' with architectural elements.

Examples of entry facades

8. Architectural Elements:

- Use transitional elements (covered porches, exterior, landscaped pedestrian spaces, etc.) at entries and perimeters to provide visual interest and reduce massing.
- Glazing patterns, materials and colors should emphasize the building's horizontal visual appearance.
- Consistent detailing on all elevations should be used.
- Exterior pedestrian spaces should be designed as 'extensions' of the adjacent building to encourage usable areas.

Transitional elements

9. Roofs:

- A variety of simple geometric forms (low-sloping shed roofs; low-radius curved roofs) are encouraged, with an emphasis on horizontal profiles.
- Mixing various roof shapes on buildings can create an interesting variety of forms.

Varied roof forms

- Roof forms should express daylighting features of the building.
- Building clerestories and porches are desirable elements.
- Roofs should utilize non-glare surfaces.
- Utilize rooftop areas for usable exterior spaces where feasible in commercial development areas.
- Some roof shapes may be flat, but sloping roof forms should be incorporated and visible.
- While gable roof forms may be used as accent forms, they are not encouraged as predominant roof shapes.
- Roof mounted equipment is to be screened from view from the ground and other buildings, in a manner consistent with the design of the building and site improvements.
- Telecommunication equipment is to be avoided on roofs.
- Adequate snow and water control elements are to be incorporated (gutters, downspouts, snowguards, heat tape, etc.)

10. Screening Elements (For service areas, utility enclosures, trash areas, etc.)

- Provide screening from public roadways/entries
- Locate behind buildings where possible. Combine service entries as shared, screened access between buildings where feasible.
- Screen service areas with walls or landscaping elements. Walls shall use materials and forms compatible with adjacent buildings and be connected to the serving building, if feasible, so as to appear as part of the building. Provide solid surface doors of compatible materials at trash/recycle areas.

11. Materials:

Modular materials and compatible varied materials

- Utilize materials and treatments which relate to 'human scale' (modular masonry, joint patterns, combination of compatible materials, etc.) to avoid large monolithic appearing facades.
- Public facades should consist of approximately 30% masonry (stone, cultured stone, decorative concrete block, scored, cast masonry, tile, etc).
- While standard brick and stucco may be used for accents they are not desired as dominant materials, and must be articulated with joint patterns & variety of colors.
- Materials should be consistent on all elevations (i.e.: masonry should wrap around corners and extend to a visually logical termination point (if not continuous).
- Visual continuity is encouraged throughout the campus.
- Materials should be integrally colored.
- Low maintenance materials are encouraged.

- Wood is not an appropriate major exterior finish material.
- Highly reflective or mirrored surfaces are not allowed.

12. Colors:

- The principle for color selection on the airport campus shall be "Ground Tones", those colors which blend with the natural surroundings.
- A variety of complimentary colors may be used to provide visual interest and accentuate horizontality.
- Accent colors should be compatible with the main color theme of the building.

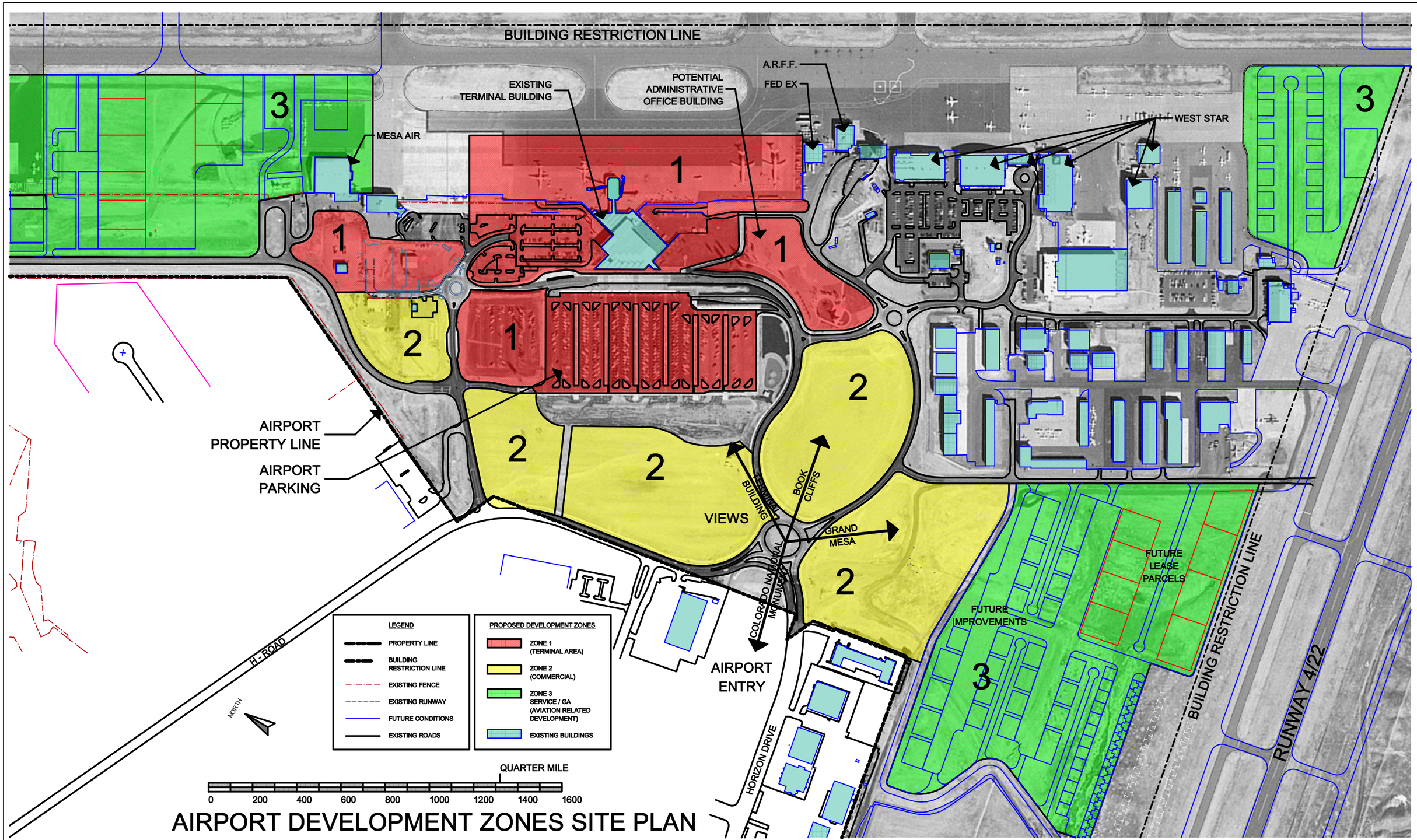
Ground tone colors

13. Sustainability:

- Utilize Leadership in Energy and Environmental Design (LEED) project scoring checklist as a guide for building energy efficiency. LEED certified buildings are encouraged.
- Orient buildings in East-West axis where possible, and provide more passive solar south facing glazing with overhangs or sun shades to maximize winter time solar gain and diminish summer time heat gain (minimize East/West facing glazing).
- Utilize glazing technology for energy efficient windows without highly reflective surfaces.
- Attempt to use narrower, rectangular floor plans to allow for maximum daylight penetration into interior spaces.
- Utilize exterior (and interior) shading shelves to control daylighting into buildings and add visual interest.
- Utilize daylighting for interior spaces.

14. Signage:

- All signs shall be of appropriate design and compatible with the desired context of the Airport development Guidelines, with respect to size, style, and materials.
- Proposed signage designs will be reviewed by the Airport and ADRC with regard to size, appropriateness, placement, lighting, and details prior to construction.
- Signage is not allowed on roof tops.
- As a minimum requirement, signage shall conform to the sign code of the City of Grand Junction, as well as all required zoning/setback requirements.
- Signage that is flashing, moving, neon, mounted to vehicles, located in windows, portable, billboard, or projecting more than 18" from a building is not allowed.
- Signs shall be used to identify developments (buildings) and not include advertising content.
- Freestanding signs shall not be higher than the principal, adjacent building or 15', whichever is less.
- Signs shall not interfere or conflict with pedestrian or vehicle access routes.
- Banners, pennants and other similar signs must be approved in advance by the Airport. Color pallettes shall emphasize "Ground Tones", those colors which blend with the natural surroundings.
- A variety of complimentary colors may be used to provide visual interest and accentuate horizontality.
- Accent colors should be compatible with the main color theme of the building.



AIRPORT DEVELOPMENT ZONES SITE PLAN

JVIATION

RENO·SMITH ARCHITECTS, L.L.C.

DESIGN INTENT GUIDELINES

GRAND JUNCTION REGIONAL AIRPORT

EXHIBIT 'A'

EXISTING RUNWAY 11/29

"A3" "A4" "A5" "A6" "A7"

TAXIWAY "A"

TERMINAL BUILDING

LANDING VIEW LANE

WALKER FIELD DR

BLUE ANGEL LANE

EAGLE DR

FALCON WAY

TAXIWAY "C"

"C1" "C2" "C3" "C4"

RUNWAY 4/22

H ROAD

H ROAD

HIGHLINE CANAL

DEVELOPMENT FUTURE GA

DETENTION PONDS

FUTURE 35 BRL

HORIZON DRIVE

INTERSTATE - 70

N

GRAPHIC SCALE
500 0 500 1000
(IN FEET)

ZONE DISTRICTS

- P.A.D. - PLANNED AREA DEVELOPMENT
- C-1 - LIGHT COMMERCIAL
- I-O - INDUSTRIAL/OFFICE PARK

JVIATION℠
ENGINEERING & PLANNING

GRAND JUNCTION REGIONAL AIRPORT

DES:	A.J.R.
DR:	A.J.R.
CH:	J.R.V.
APP:	J.P.T.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

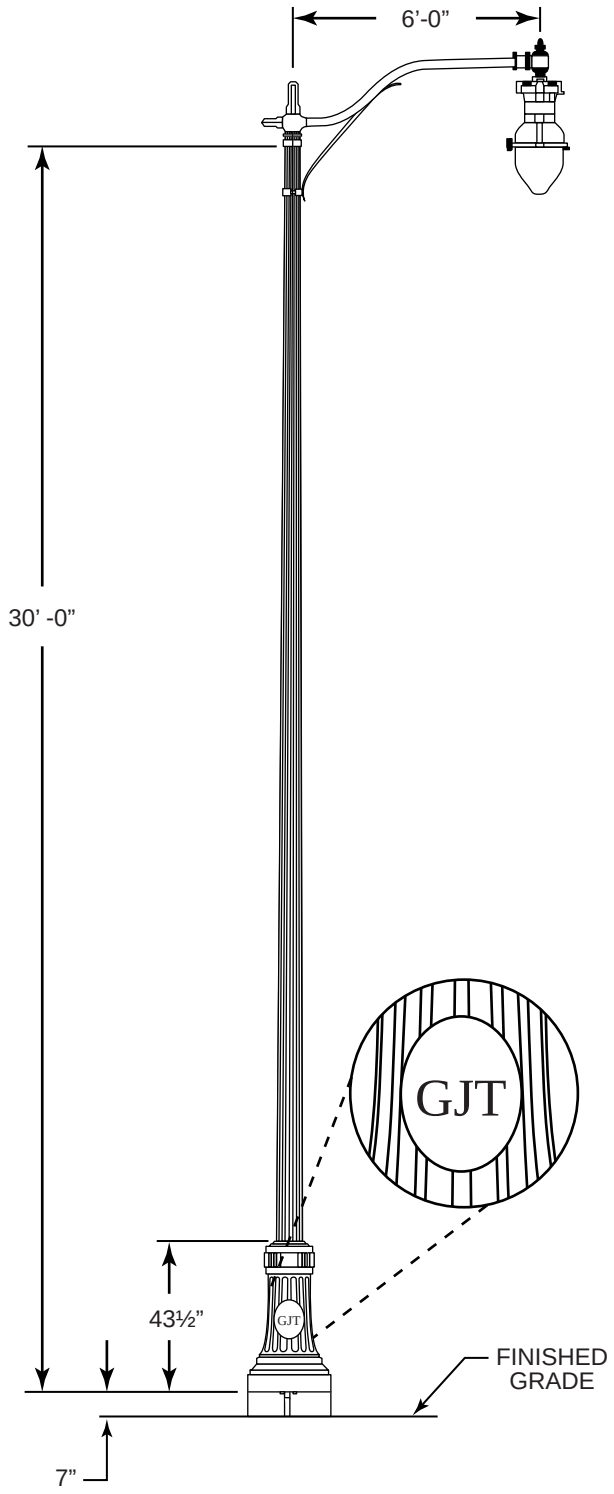
EXHIBIT 'B'

CITY OF GRAND JUNCTION
ZONING MAP

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
		02/02/10

SHEET NAME: EXBT

SHEET NO.: 1 of 1



Specifications

DESCRIPTION

The lighting post hall be cast iron and steel construction consisting of a steel Ø8½” butt, tapered 16 flute shaft with a Ø3” x 5” tall tenon and a cast iron clamshell base with custom logo and breakaway anchor bolt couplings and concealment skirt. Arm shall be all aluminum construction consisting of a tenon mount bent pipe arm with a clamp on brace. A receptacle provision will mount above the base (0˚).

MATERIALS

The shaft shall be steel. The clamshell base shall be cast iron, (heavy wall, ASTM A48, class 30) formed true to pattern with complete detail. The roadway arm shall be cast aluminum, (heavy wall, 356.1 alloy) and 6061-T6 pipe and bar. All hardware shall be tamper resistant, stainless steel. Anchor bolts shall be hot-dip galvanized steel.

DIMENSIONS

The post shall be 30’-0” in height with a Ø8½” butt, 11 gauge tapered shaft with a Ø3” x 5” tall tenon. The clamshell base shall be Ø24” x 43½” tall. Arm shall be 2” schedule 40 pipe providing a 6’ luminiare center.

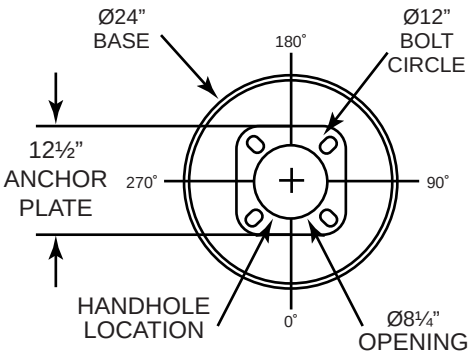
INSTALLATION

Post provided with (4)Ø1¼” hot-dip galvanized steel L-type anchor bolts and breakaway couplings, mounting hardware and concealment skirt. A handhole is located in the shaft to provide wiring access. A door is located in the base to provide handhole access.

FINISH

The post assembly shall be shipped with a dark bronze powder coat finish.

Anchorage Detail



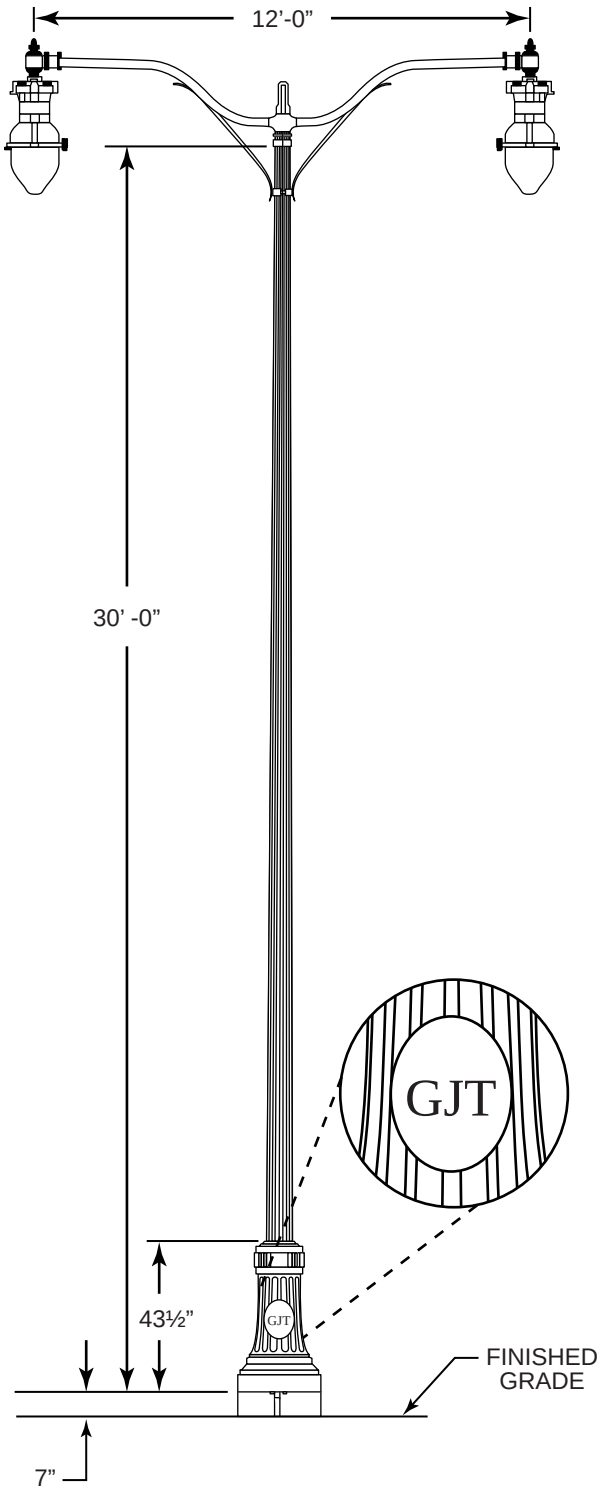
HOLOPHANE®
LEADER IN LIGHTING SOLUTIONS

WALKERFIELD TERMINAL ENTRY

FL210-850A300/DB-NYCSB-CI/DB/TRANSPO/SKIRT/DB-RS/PROVBHC72/1-CA/DB-BHLF/200-SCA/BZ-ESU250MH48Z4

DRAWING #:
TSG002716

EXHIBIT ‘C’



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The shaft shall be steel. The clamshell base shall be cast iron, (heavy wall, ASTM A48, class 30) formed true to pattern with complete detail. The roadway arm shall be cast aluminum, (heavy wall, 356.1 alloy) and 6061-T6 pipe and bar. All hardware shall be tamper resistant, stainless steel. Anchor bolts shall be hot-dip galvanized steel.

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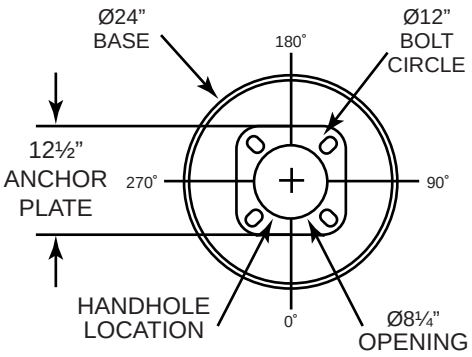


HOLOPHANE®
LEADER IN LIGHTING SOLUTIONS

WALKERFIELD TERMINAL ENTRY

FL210-850A300/DB-NYCSB-CI/DB/TRANSPO/SKIRT/DB-RS/PROVBHC144/2-CA/DB-(2)BHLF/200-SCA/BZ-(2)ESU250MH48Z4

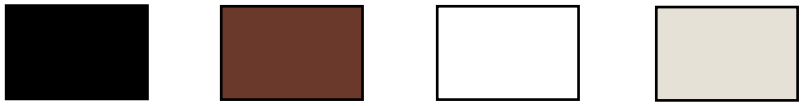
DRAWING #:
TSG002716

EXHIBIT ‘D’

AMERISTAR® FENCE PRODUCTS
AEGIS PLUS®
ORNAMENTAL STEEL FENCE

COLORS

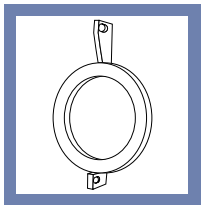
Preferred Color



Black | Bronze | White | Desert Sand

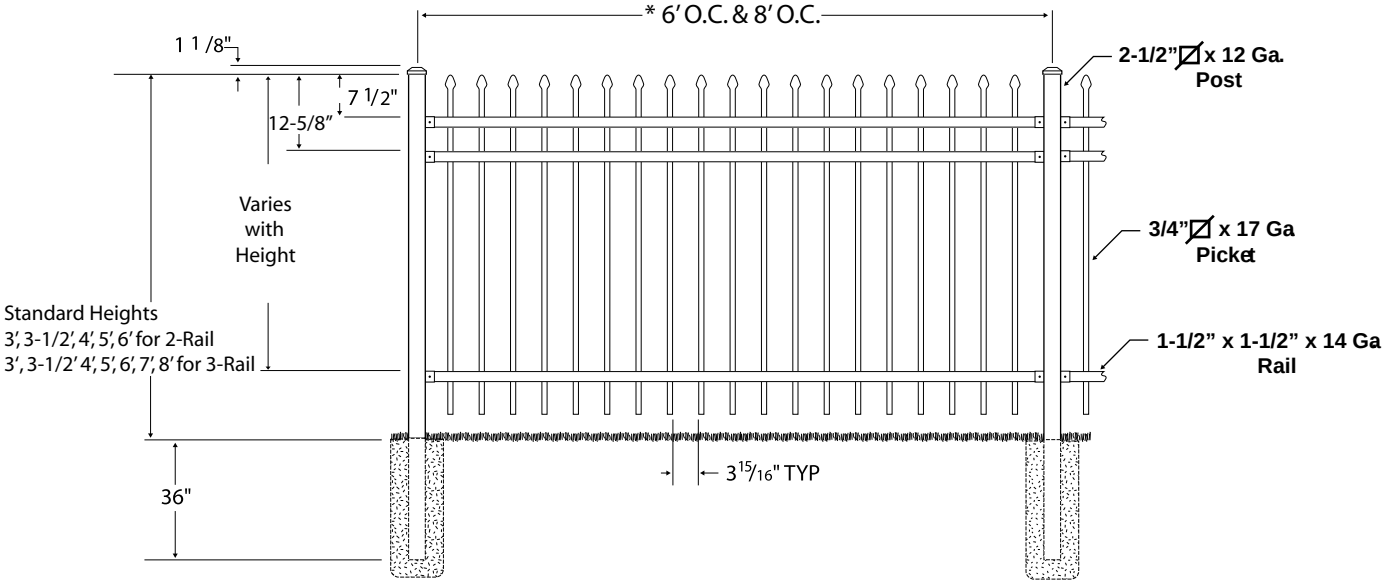
ADORNMENTS FOR AEGIS II®

Ball Cap



Rings and Filials for Aegis Plus®

TYPICAL PANEL DRAWING
(Classic Style shown; Warrior, Majestic and Genesis also available)



Refer to Construction Specification Table on Page 7-8 for recommended (Post Spacing by Bracket Type)

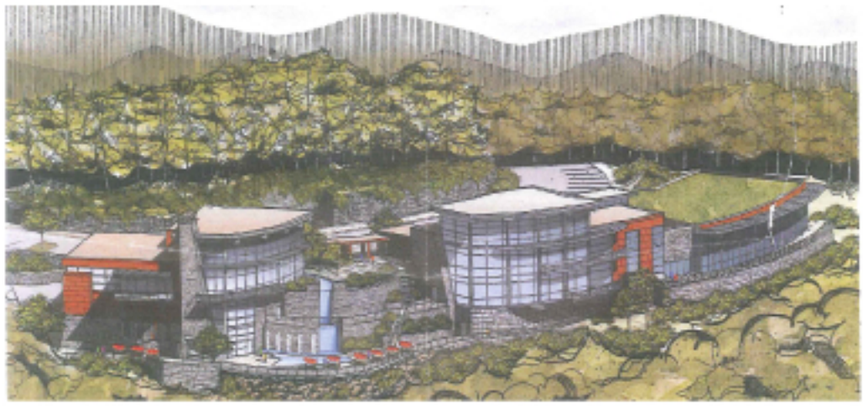
EXHIBIT ‘E’

AMERISTAR® FENCE PRODUCTS
AEGIS PLUS®
ORNAMENTAL STEEL FENCE

EXAMPLES OF THE AEGIS PLUS® ORNAMENTAL FENCE WITH RING FILIALS AND BALL CAPS.

AEGIS PLUS® ORNAMENTAL FENCE SURROUNDING CURRENT RENTAL CAR PARKING LOT.

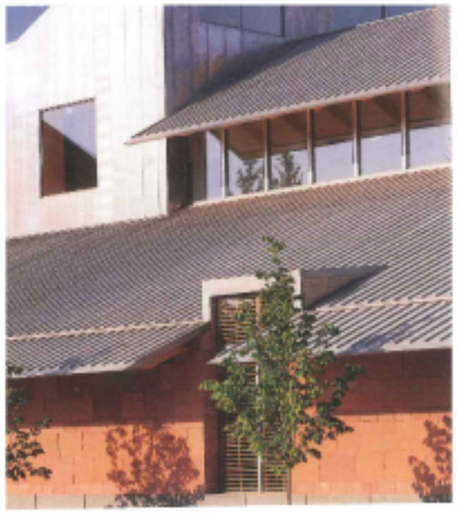
EXHIBIT ‘F’

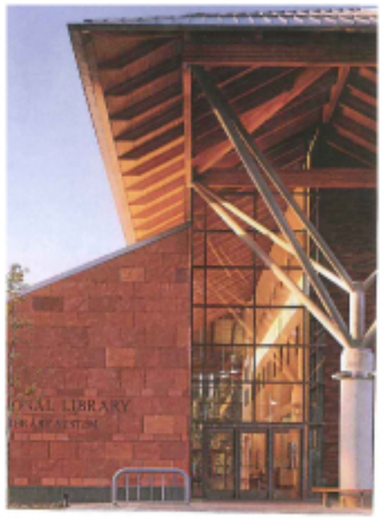


GRAND JUNCTION REGIONAL AIRPORT RENTAL CAR FACILITY

AVIATION / HANGARS

	JVIATION	RENO•SMITH ARCHITECTS, LLC	DESIGN INTENT GUIDELINES	GRAND JUNCTION REGIONAL AIRPORT	EXHIBIT 'G' EXAMPLES OF REGIONAL CONTEMPORARY STYLE





	JVIATION	RENO•SMITH ARCHITECTS, LLC	DESIGN INTENT GUIDELINES	GRAND JUNCTION REGIONAL AIRPORT	EXHIBIT 'H' REGIONAL CONTEMPORARY IMAGES

EXHIBIT 'I'

NON–STANDARD CONDITIONS

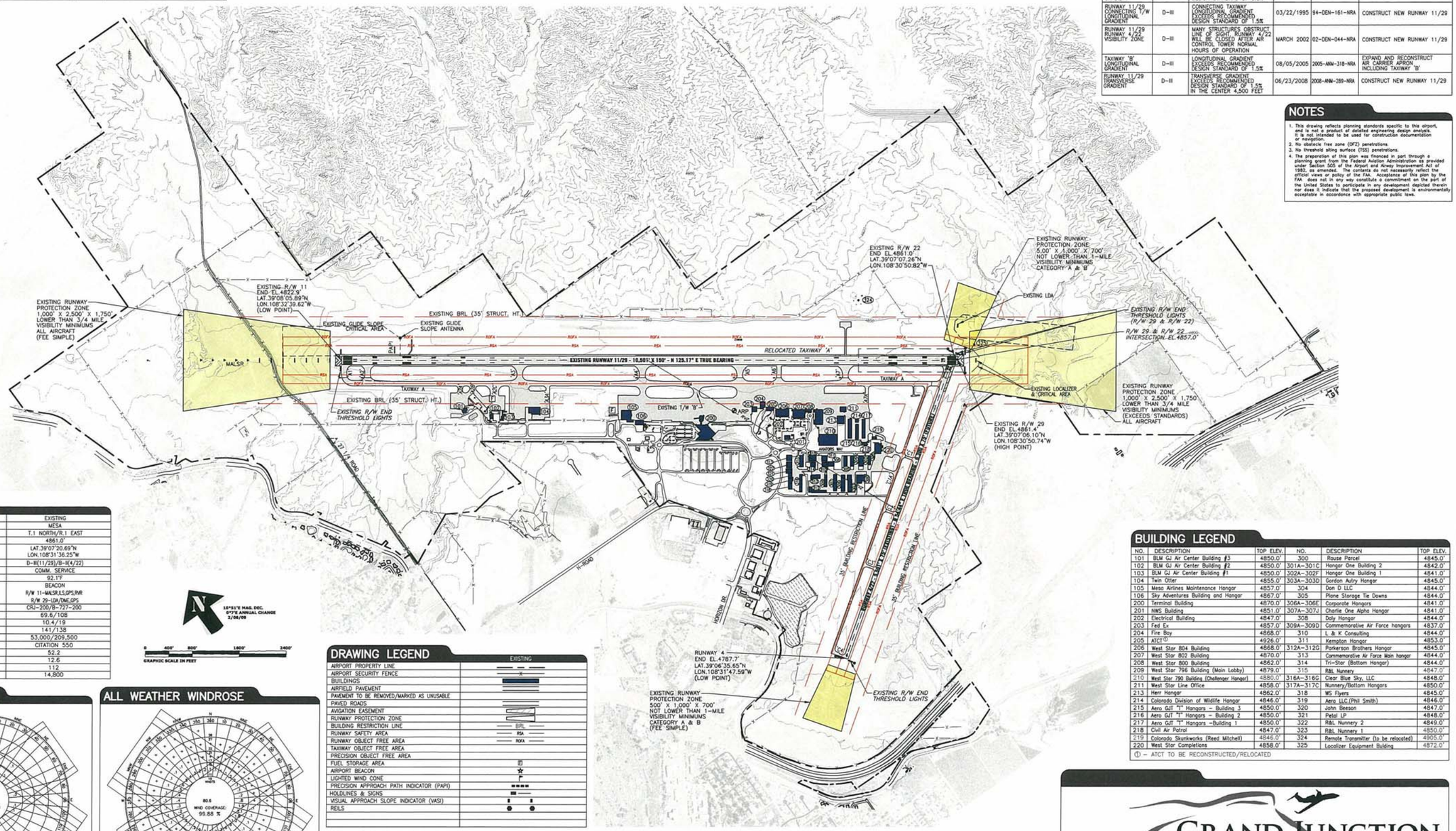
ITEM	AIRPORT REFERENCE CODE		STANDARD		NON–STANDARD	
	EXISTING	*ULTIMATE*	EXISTING	*ULTIMATE*	EXISTING	*ESTIMATED DATE OF CORRECTION*
BLAST PADS RUNWAY 11/29	(11/28)C–III	*(11/29)C–IV*	BLAST PAD DESIGN CRITERIA EQUALS 200 FEET WIDE BY 200 FEET LONG.	*SAME*	R/W END 11–190 FEET WIDE BY 99 FEET LONG. RUNWAY 29–190 FEET WIDE BY 100 FEET LONG	*TO BE CORRECTED WITH CONSTRUCTION OF NEW RUNWAY 11/29*

MODIFICATION OF STANDARDS

DESCRIPTION	AIRPORT REFERENCE CODE	EXISTING CONDITIONS	FAA APPROVAL DATE	FAA AIRSPACE CASE #	PROPOSED CORRECTION
RUNWAY 11/29 TRANSVERSE GRADIENT	D–III	TRANSVERSE GRADIENT EXCEEDS RECOMMENDED DESIGN STANDARD OF 1.5%	03/22/1995	94–DEN–161–NRA	CONSTRUCT NEW RUNWAY 11/29
RUNWAY 11/29 LONGITUDINAL GRADIENT	D–III	LONGITUDINAL GRADIENT EXCEEDS RECOMMENDED DESIGN STANDARD OF 0.8%	03/22/1995	94–DEN–161–NRA	CONSTRUCT NEW RUNWAY 11/29
RUNWAY 11/29 CONNECTING T/W LONGITUDINAL GRADIENT	D–III	CONNECTING TAXIWAY LONGITUDINAL GRADIENT EXCEEDS RECOMMENDED DESIGN STANDARD OF 1.5%	03/22/1995	94–DEN–161–NRA	CONSTRUCT NEW RUNWAY 11/29
RUNWAY 11/29 RUNWAY 4/22 VISIBILITY ZONE	D–III	MANY STRUCTURES OBSTRUCT LINE OF SIGHT. RUNWAY 4/22 WILL BE CLOSED AFTER AIR CONTROL TOWER NORMAL HOURS OF OPERATION	MARCH 2002	02–DEN–044–NRA	CONSTRUCT NEW RUNWAY 11/29
TAXIWAY 'B' LONGITUDINAL GRADIENT	D–III	LONGITUDINAL GRADIENT EXCEEDS RECOMMENDED DESIGN STANDARD OF 1.5%	08/05/2005	2005–ANM–318–NRA	EXPAND AND RECONSTRUCT AIR CARRIER APRON INCLUDING TAXIWAY 'B'
RUNWAY 11/29 TRANSVERSE GRADIENT	D–III	TRANSVERSE GRADIENT EXCEEDS RECOMMENDED DESIGN STANDARD OF 1.5% IN THE CENTER 4,500 FEET	06/23/2008	2008–ANM–289–NRA	CONSTRUCT NEW RUNWAY 11/29

NOTES

1. This drawing reflects planning standards specific to this airport, and is not a product of detailed engineering design analysis. It is not intended to be used for construction documentation or navigation.
2. No obstacle free zone (OFZ) penetrations.
3. No threshold siting surface (TSS) penetrations.
4. The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this 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 in accordance with appropriate public laws.



AIRPORT DATA

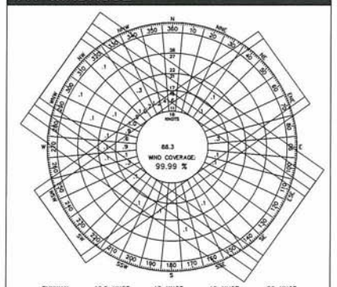
	EXISTING
LOCATION – COUNTY	MESA
– TOWNSHIP/RANGE	T.1 NORTH/R.1 EAST
AIRPORT ELEVATION (AMSL) NAVD 88	4861.0'
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT.39°07'20.69"N LON.108°31'36.25"W
AIRPORT REFERENCE CODE	D–III(11/29)/B–II(4/22)
NPIAS SERVICE LEVEL/ROLE	COMM. SERVICE
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	92.1°F
AIRPORT & TERMINAL NAVAIDS	BEACON R/W 11–MALSR,ILS,GPS,RNR R/W 29–LDA/DME,GPS
CRITICAL AIRCRAFT (11/29)	CRJ–200/B–727–200
WINGSPAN (FEET)	69.6/108
UNDERCARRIAGE WIDTH (FEET)	10.4/19
APPROACH SPEED	141/138
MAXIMUM TAKE–OFF WEIGHT (LBS.)	53,000/209,500
CRITICAL AIRCRAFT (4/22)	CITATION 550
WINGSPAN (FEET)	52.2
UNDERCARRIAGE WIDTH (FEET)	12.6
APPROACH SPEED	112
MAXIMUM TAKE–OFF WEIGHT (LBS.)	14,800

BUILDING LEGEND

NO.	DESCRIPTION	TOP ELEV.	NO.	DESCRIPTION	TOP ELEV.
101	BLM GJ Air Center Building #3	4850.0'	300	Rouse Parcel	4845.0'
102	BLM GJ Air Center Building #2	4850.0'	301A–301C	Hangar One Building 2	4842.0'
103	BLM GJ Air Center Building #1	4850.0'	302A–302F	Hangar One Building 1	4841.0'
104	Twin Otter	4855.0'	303A–303D	Gordon Autry Hangar	4845.0'
105	Mesa Airlines Maintenance Hangar	4857.0'	304	Don D LLC	4844.0'
106	Sky Adventures Building and Hangar	4867.0'	305	Plane Storage Tie Downs	4844.0'
200	Terminal Building	4870.0'	306A–306E	Corporate Hangars	4841.0'
201	NWS Building	4851.0'	307A–307J	Charlie One Alpha Hangar	4841.0'
202	Electrical Building	4847.0'	308	Daly Hangar	4844.0'
203	Fed Ex	4857.0'	309A–309D	Commemorative Air Force hangars	4837.0'
204	Fire Boy	4868.0'	310	L & K Consulting	4844.0'
205	ATCT①	4926.0'	311	Kempston Hangar	4853.0'
206	West Star 804 Building	4868.0'	312A–312G	Porkerson Brothers Hangar	4845.0'
207	West Star 802 Building	4870.0'	313	Commemorative Air Force Main hangar	4844.0'
208	West Star 800 Building	4862.0'	314	Tri–Star (Bottom Hangar)	4844.0'
209	West Star 796 Building (Main Lobby)	4879.0'	315	R&L Nunnery	4847.0'
210	West Star 790 Building (Challenger Hangar)	4880.0'	316A–316G	Clear Blue Sky, LLC	4848.0'
211	West Star Line Office	4858.0'	317A–317C	Nunnery/Bottom Hangars	4850.0'
213	Herr Hangar	4862.0'	318	WS Flyers	4845.0'
214	Colorado Division of Wildlife Hangar	4846.0'	319	Aero LLC (Phil Smith)	4846.0'
215	Aero GJT "T" Hangars – Building 3	4850.0'	320	John Bresson	4847.0'
216	Aero GJT "T" Hangars – Building 2	4850.0'	321	Petal LP	4848.0'
217	Aero GJT "T" Hangars –Building 1	4850.0'	322	R&L Nunnery 2	4849.0'
218	Civil Air Patrol	4847.0'	323	R&L Nunnery 1	4850.0'
219	Colorado Skunkworks (Reed Mitchell)	4846.0'	324	Remote Transmitter (to be relocated)	4905.0'
220	West Star Completions	4858.0'	325	Localizer Equipment Building	4872.0'

① – ATCT TO BE RECONSTRUCTED/RELOCATED

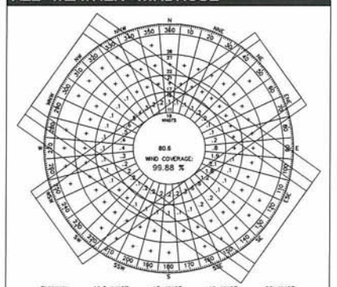
IFR WINDROSE



RUNWAY	10.5–KNOT	13–KNOT	16–KNOT	20–KNOT
11/29	98.01%	99.02%	99.46%	99.90%
11	97.95%	98.15%	98.37%	98.82%
29	93.78%	94.69%	95.06%	95.29%
4/22	92.12%	85.97%	N/A	N/A
4	83.72%	85.97%	N/A	N/A
22	87.72%	90.55%	N/A	N/A
Combined	99.15%	99.75%	99.80%	99.99%

SOURCE: National Oceanic and Atmospheric Administration, National Climatic Data Center, Station 72576, Grand Junction, Colorado. Period of Record 1957–2006, and tailwind component of 5–knots.
NOTES: Wind analysis tabulation provided by Barnard Dunkelberg & Company utilizing the FAA Airport Design Software supplied with FAA AC 150/5300–13. Ceiling of less than 1,000 feet, but equal to or greater than 200 feet and/or visibility less than 3 miles, but equal to or greater than 1/2 mile, and tailwind component of 5–knots.

ALL WEATHER WINDROSE



RUNWAY	10.5–KNOT	13–KNOT	16–KNOT	20–KNOT
11/29	96.10%	97.70%	99.00%	99.63%
11	80.35%	81.37%	82.35%	82.63%
29	65.04%	66.16%	67.15%	67.58%
4/22	88.32%	93.85%	N/A	N/A
4	79.28%	83.78%	N/A	N/A
22	72.11%	75.15%	N/A	N/A
Combined	98.87%	99.57%	99.73%	99.88%

SOURCE: National Oceanic and Atmospheric Administration, National Climatic Data Center, Station 72576, Grand Junction, Colorado. Period of Record 1957–2006, and tailwind component of 5–knots.
NOTES: Wind analysis tabulation provided by Barnard Dunkelberg & Company utilizing the FAA Airport Design Software supplied with FAA AC 150/5300–13, Airport Design.

DRAWING LEGEND

	EXISTING
AIRPORT PROPERTY LINE	
AIRPORT SECURITY FENCE	X
BUILDINGS	
AIRFIELD PAVEMENT	
PAVEMENT TO BE REMOVED/MARKED AS UNUSABLE	
PAVED ROADS	
AVIGATION EASEMENT	
RUNWAY PROTECTION ZONE	
BUILDING RESTRICTION LINE	BRL
RUNWAY SAFETY AREA	RSA
RUNWAY OBJECT FREE AREA	ROFA
TAXIWAY OBJECT FREE AREA	
PRECISION OBJECT FREE AREA	
FUEL STORAGE AREA	F
AIRPORT BEACON	
LIGHTED WIND CONE	
PRECISION APPROACH PATH INDICATOR (PAPI)	
HOLDLINES & SIGNS	
VISUAL APPROACH SLOPE INDICATOR (VASI)	
REILS	

REVISIONS

	DATE
ALP UPDATE (2007 – ANM – 725 – NRA)	04/29/08

SPONSOR APPROVAL

SIGNATURE TITLE DATE

COMMENTS:

GRAND JUNCTION REGIONAL AIRPORT
GRAND JUNCTION, COLORADO

Figure F1 | **AIRPORT LAYOUT PLAN EXISTING**

Barnard Dunkelberg & Company

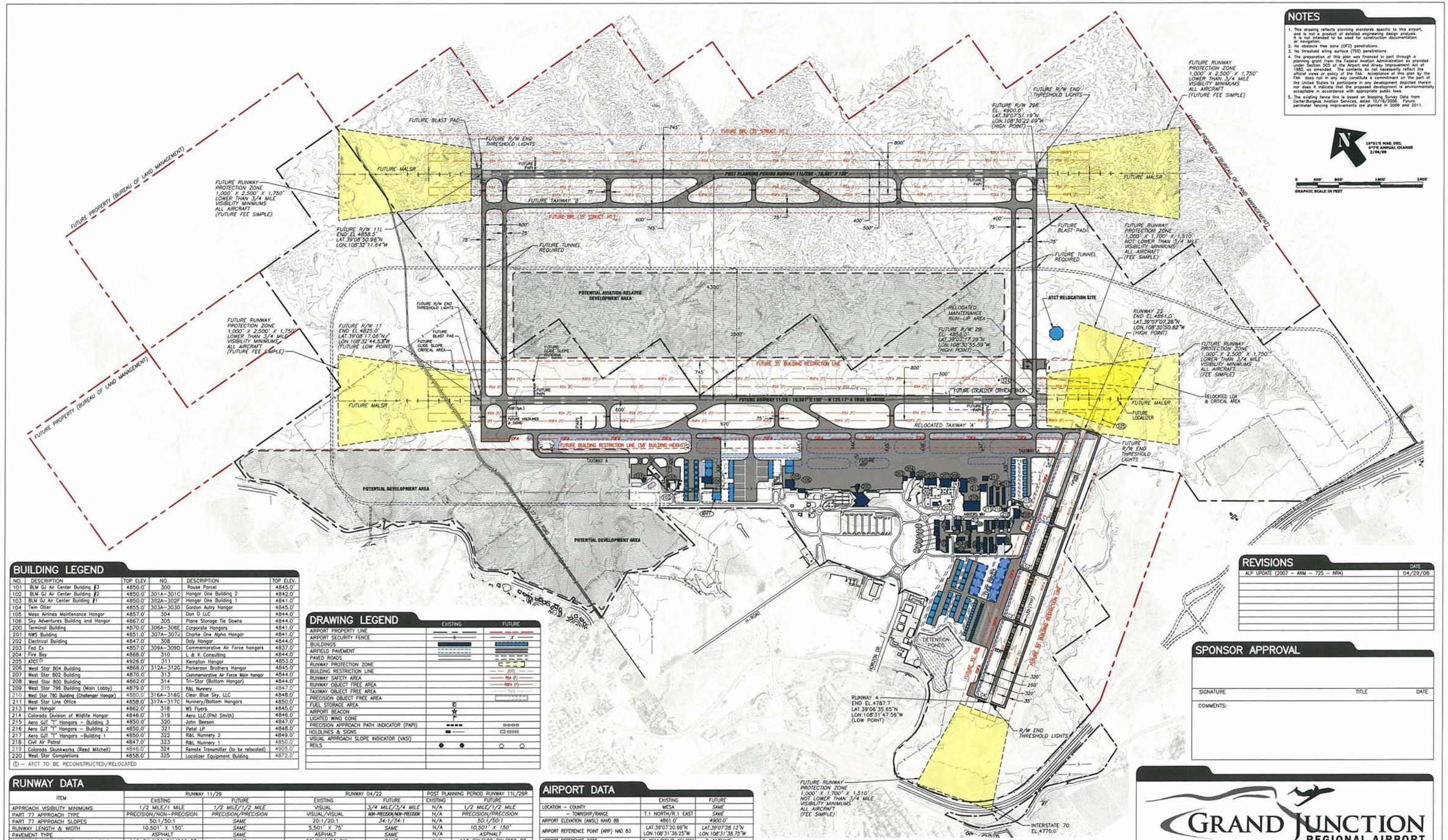
TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

DENVER
1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.825.8844

DATE
Nov 2009

SCALE
1" = 800'

SHEET NO.
F.4



NOTES

1. This drawing reflects planning standards specific to this airport, and is not a product of detailed engineering design analysis. It is not intended to be used for construction documentation or navigation.
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3. No threshold siting surface (TSS) penetrations.
4. The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this 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 in accordance with appropriate public laws.
5. The existing fence line is based on Mapping Survey Data from Carter-Burgess Aviation Services, dated 10/16/2006. Future perimeter fencing improvements are planned in 2009 and 2011.

11°51'E MAG. DEC. 9°7'E ANNUAL CHANGE 2/08/09

0 400' 800' 1800' 2400'
GRAPHIC SCALE IN FEET

BUILDING LEGEND

NO.	DESCRIPTION	TOP ELEV.	NO.	DESCRIPTION	TOP ELEV.
101	BLM GJ Air Center Building #3	4850.0'	300	Rouse Parcel	4845.0'
102	BLM GJ Air Center Building #2	4850.0'	301A–301C	Hangar One Building 2	4842.0'
103	BLM GJ Air Center Building #1	4850.0'	302A–302F	Hangar One Building 1	4841.0'
104	Twin Otter	4855.0'	303A–303D	Gordon Autry Hangar	4845.0'
105	Mesa Airlines Maintenance Hangar	4857.0'	304	Don D LLC	4844.0'
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202	Electrical Building	4847.0'	308	Daly Hangar	4844.0'
203	Fed Ex	4857.0'	309A–309D	Commemorative Air Force hangars	4837.0'
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205	ATCT①	4926.0'	311	Kempton Hangar	4853.0'
206	West Star 804 Building	4868.0'	312A–312G	Parkerson Brothers Hangar	4845.0'
207	West Star 802 Building	4870.0'	313	Commemorative Air Force Main hangar	4844.0'
208	West Star 800 Building	4862.0'	314	Tri-Star (Bottom Hangar)	4844.0'
209	West Star 798 Building (Main Lobby)	4879.0'	315	R&L Nunnery	4847.0'
210	West Star 790 Building (Challenger Hangar)	4880.0'	316A–316G	Clear Blue Sky, LLC	4848.0'
211	West Star Line Office	4858.0'	317A–317C	Nunnery/Bottom Hangars	4850.0'
213	Herr Hangar	4862.0'	318	WS Flyers	4845.0'
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215	Aero GJT "I" Hangars – Building 3	4850.0'	320	John Beeson	4847.0'
216	Aero GJT "I" Hangars – Building 2	4850.0'	321	Petal LP	4848.0'
217	Aero GJT "I" Hangars –Building 1	4850.0'	322	R&L Nunnery 2	4849.0'
218	Civil Air Patrol	4847.0'	323	R&L Nunnery 1	4850.0'
219	Colorado Skunkworks (Reed Mitchell)	4846.0'	324	Remote Transmitter (to be relocated)	4905.0'
220	West Star Comsetions	4858.0'	325	Localizer Equipment Bulding	4872.0'

① – ATCT TO BE RECONSTRUCTED/RELOCATED

DRAWING LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE		
AIRPORT SECURITY FENCE		
BUILDINGS		
AIRFIELD PAVEMENT		
PAVED ROADS		
RUNWAY PROTECTION ZONE		
BUILDING RESTRICTION LINE		(BRL)
RUNWAY SAFETY AREA		RSA (F)
RUNWAY OBJECT FREE AREA		ROFA (F)
TAXIWAY OBJECT FREE AREA		TOFA
PRECISION OBJECT FREE AREA		
FUEL STORAGE AREA		
AIRPORT BEACON		
LIGHTED WIND CONE		
PRECISION APPROACH PATH INDICATOR (PAPI)		
HOLDLINES & SIGNS		
VISUAL APPROACH SLOPE INDICATOR (VASI)		
REILS		

RUNWAY DATA

ITEM	RUNWAY 11/29 EXISTING	RUNWAY 11/29 FUTURE	RUNWAY 04/22 EXISTING	RUNWAY 04/22 FUTURE	POST PLANNING PERIOD RUNWAY 11L/29R EXISTING	POST PLANNING PERIOD RUNWAY 11L/29R FUTURE
APPROACH VISIBILITY MINIMUMS	1/2 MILE/1 MILE	1/2 MILE/1/2 MILE	VISUAL/1 MILE	3/4 MILE/3/4 MILE	N/A	1/2 MILE/1/2 MILE
PART 77 APPROACH TYPE	PRECISION/NON-PRECISION	PRECISION/PRECISION	VISUAL/VISUAL	NON-PRECISION/NON-PRECISION	N/A	PRECISION/PRECISION
PART 77 APPROACH SLOPES	50:1/50:1	SAME	20:1/20:1	34:1/34:1	N/A	50:1/50:1
RUNWAY LENGTH & WIDTH	10,501' X 150'	SAME	5,501' X 75'	SAME	N/A	10,501' X 150'
PAVEMENT TYPE	ASPHALT	SAME	ASPHALT	SAME	N/A	ASPHALT
PAVEMENT STRENGTH (X 1,000 LBS.)	110 SW/180 DW/260 DT	SAME	26 SW/ 26 DW	SAME	N/A	110 SW/180 DW/260 DT
RUNWAY LIGHTING	HIRL	SAME	MIRL	SAME	N/A	HIRL
RUNWAY MARKING	PRECISION	SAME	VISUAL	NON-PRECISION	N/A	PRECISION
NAVIGATIONAL AIDS (ELECTRONIC)	CAT 1 ILS/LDA,GPS	CAT 1 ILS/WAAS LPV	N/A	GPS	N/A	CAT 1 ILS, GPS
VISUAL AIDS (LIGHTING)	PAPI, RVR, MALSR/VASI, REIL	SAME/MALSR	PAPI, REIL/REIL	PAPI,REIL/PAPI,REIL	N/A	MALSL/RVR/MALSR/RVR
AIRPORT REFERENCE CODE	D–III	D–IV	B–II	SAME	N/A	D–IV
EFFECTIVE GRADIENT % (PER AVIATION DATA SHEET)	0.36%	0.29%	1.3%	SAME	N/A	0.40%
MAXIMUM GRADIENT	1.13%	0.29%	1.37%	SAME	N/A	0.40%
LINE OF SIGHT	CRITERIA MET	SAME	CRITERIA MET	SAME	N/A	CRITERIA MET
RUNWAY END COORDINATES (NAD 83)	LAT.39°08'05.86"N / LON.108°32'39.62"W	LAT.39°07'06.10"N / LON.108°30'50.74"W	LAT.39°08'17.09"N / LON.108°32'44.53"W	LAT.39°07'17.29"N / LON.108°30'55.59"W	LAT.39°06'35.65"N / LON.108°31'47.59"W	LAT.39°07'07.26"N / LON.108°30'50.83"W	SAME	LAT.39°08'50.86"N / LON.108°32'11.64"W	LAT.39°07'51.19"N / LON.108°30'22.69"W
RUNWAY END ELEVATION (NAVD 88)	4822.9'/4861.4'	4825.0'/4856.0'	4787.7'/4861.0'	SAME	N/A	4858.5'/4900.0'
RUNWAY HIGH/LOW POINT ELEVATION	4861.4'/4822.9'	4854.0'/4825.0'	4861.0'/4787.7'	SAME	N/A	4900.0'/4858.5'
TOUCHDOWN ZONE ELEVATION (TDZE)	4833.0'/4861.4'	4833.9'/4856.0'	4825.0'/4861.0'	SAME	N/A	TBD / 4900.0'
RWY SAFETY AREA WIDTH	500'	SAME	150'	SAME	N/A	500'
RWY SAFETY AREA BEYOND R/W END	1000'/1000'	SAME	300'/300'	SAME	N/A	1000'/1000'

AIRPORT DATA

	EXISTING	FUTURE
LOCATION – COUNTY	MESA	SAME
– TOWNSHIP/RANGE	T.1 NORTH/R.1 EAST	SAME
AIRPORT ELEVATION (AMSL) NAVD 88	4861.0'	4900.0'
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT.39°07'20.69"N LON.108°31'36.25"W	LAT.39°07'28.13"N LON.108°31'38.75"W
AIRPORT REFERENCE CODE	D–III(11/29)/B–II(4/22)	D–IV/SAME
NPIAS SERVICE LEVEL/ROLE	COMM. SERVICE	SAME
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	92.1°F	SAME
AIRPORT & TERMINAL NAVAIDS	BEACON R/W 11–MALSR,ILS,GPS,RVR R/W 29–LDA/DME,GPS	ALL EXISTING PLUS R/W 11/29R – ILS,MALSR,GPS RWY 29 – ILS,GPS,MALSR RWY 11 – RNAV,GPS
CRITICAL AIRCRAFT (11/29)	CRJ–200/B–727–200	B–757
WINGSPAN (FEET)	69.6/108	124.8
UNDERCARRIAGE WIDTH (FEET)	10.4/19	24
APPROACH SPEED	141/138	135
MAXIMUM TAKE–OFF WEIGHT (LBS.)	53,000/209,500	255,000
CRITICAL AIRCRAFT (4/22)	CITATION 550	SAME
WINGSPAN (FEET)	52.2	SAME
UNDERCARRIAGE WIDTH (FEET)	12.6	SAME
APPROACH SPEED	112	SAME
MAXIMUM TAKE–OFF WEIGHT (LBS.)	14,800	SAME

REVISIONS

	DATE
ALP UPDATE (2007 – ANM – 725 – NRA)	04/29/08

SPONSOR APPROVAL

SIGNATURE TITLE DATE

COMMENTS:

EXHIBIT 'J'

GRAND JUNCTION REGIONAL AIRPORT
GRAND JUNCTION, COLORADO

Figure F2 | **AIRPORT LAYOUT PLAN FUTURE**

Barnard Dunkelberg & Company
TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844
DENVER
1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.825.8844

DATE NOV 2009
SCALE 1" = 800'
SHEET NO. F.5

JVIATION®

900 S. Broadway, Suite 350 | Denver, CO 80209 | p. 303.524.3030 | f. 303.524.3031 | www.jviation.com