

AIRPORT LAYOUT PLAN SET

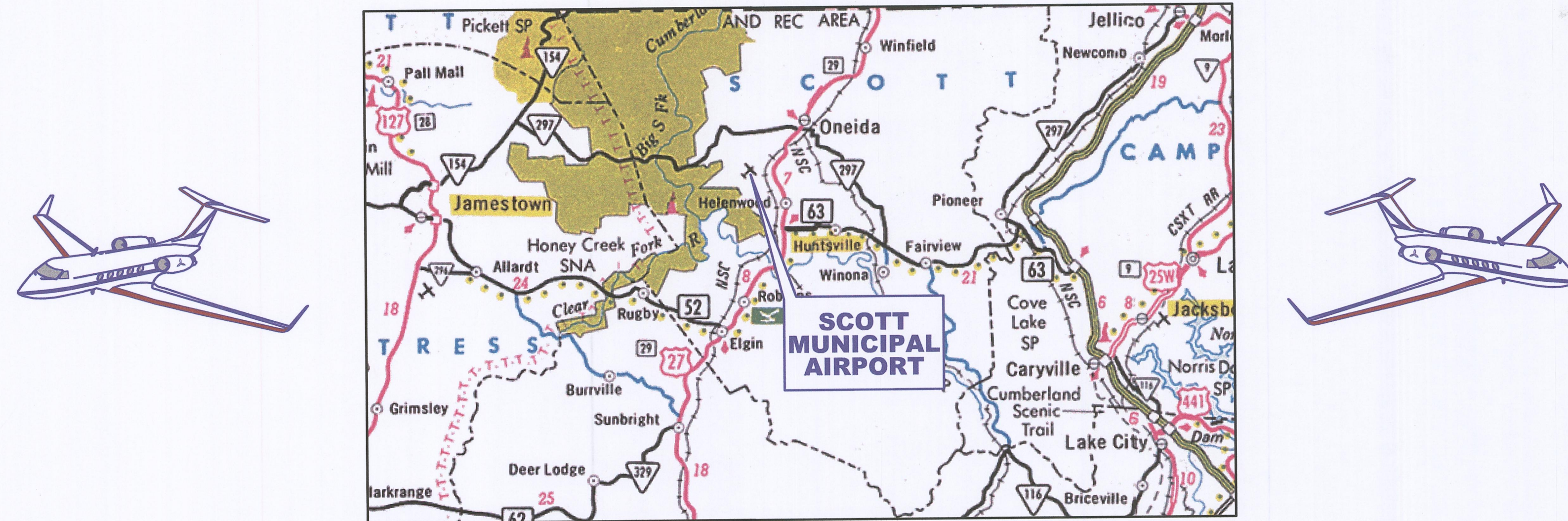
AT

SCOTT MUNICIPAL AIRPORT

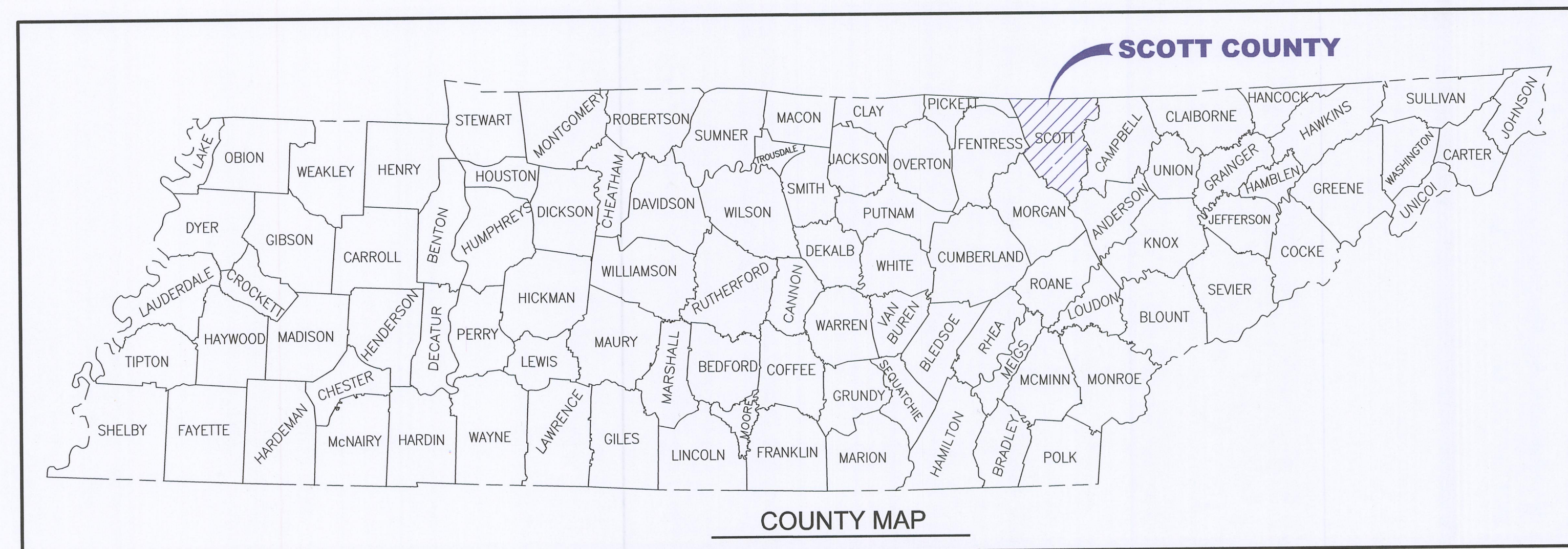
T.A.D. NO. 76-555-0728-04

PREPARED FOR

SCOTT COUNTY AIRPORT AUTHORITY



SITE LOCATION MAP
2263 AIRPORT ROAD.
ONEIDA, TN 37841



COUNTY MAP

STATE OF TENNESSEE

HONORABLE BILL HASLAM, GOVERNOR

DEPARTMENT OF TRANSPORTATION

JOHN SHROER, COMMISSIONER

TENNESSEE AERONAUTICS DIVISION

WILLIAM B. ORELLANA, DIRECTOR
BRIAN CALDWELL, CHIEF PLANNER
LISA REANEY, PROJECT MANAGER

SCOTT COUNTY AIRPORT AUTHORITY

FLOYD (BROM) SHOEMAKER, CHAIRMAN

SCOTT COUNTY

DALE PERDUE, COUNTY MAYOR

SCOTT MUNICIPAL AIRPORT

HANK DUVALL, AIRPORT MANAGER

INDEX OF DRAWINGS

SHEET NO.	TITLE
	COVER SHEET
1	AIRPORT LAYOUT DRAWING
2	AIRSPACE DRAWING
3	INNER APPROACH 05 SURFACE DRAWING
4	INNER APPROACH 23 SURFACE DRAWING
5	CAPITAL IMPROVEMENT PLAN



PDC CONSULTANTS, LLC.

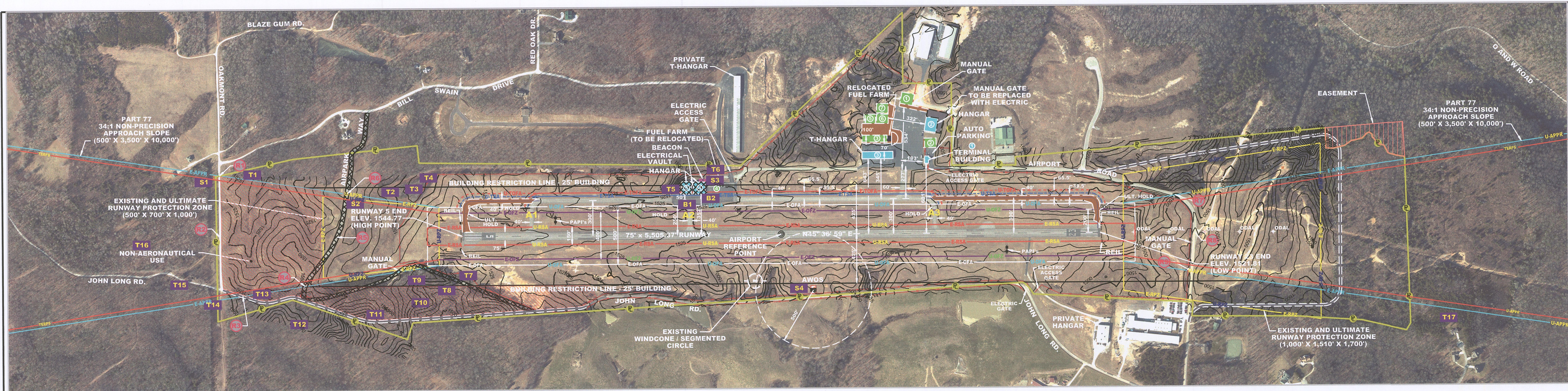
133 Holiday Court
Suite 102
Franklin, TN 37067

Phone: (615) 614-0121
Fax: (615) 614-0124

PLANNING & PROGRAMMING
OFFICIAL COPY

DECEMBER 2015

PDC JOB NUMBER : 10801-01



TRAVERSE WAY					
#	NAME	ROADWAY ELEVATION (FT.)*	EXIST. / ULT. APPROACH SURFACE ELEVATION (FT.)	EXIST. / ULT. PENETRATION (FT.)	EXIST. / ULT. PROPOSED ACTION
R1	OAKMONT ROAD	1536.0	1600.5	-	NONE
R2	OAKMONT ROAD	1536.6	1600.3	-	NONE
R3	JOHN LONG ROAD	1552.8	1594.6	-	NONE
R4	AIRPORT WAY	1552.9	1578.8	-	NONE
R5	AIRPORT WAY	1543.2	1570.6	-	NONE
R6	AIRPORT ROAD	1545.8	1568.0	-	NONE
R7	AIRPORT ROAD	1500.8	1535.2	-	NONE
R8	AIRPORT ROAD	1511.8	1539.9	-	NONE
R9	AIRPORT ROAD	1507.4	1539.2	-	NONE

*15' ADDED FOR ROAD CLEARANCE

RUNWAY SAFETY AREA DIMENSIONS (RSA)						
RUNWAY END NUMBER	STANDARD RSA		ACTUAL RSA		RSA DETERMINATION	DATE APPROVED
	LENGTH BEYOND RWY	WIDTH	LENGTH BEYOND RWY	WIDTH		
EXISTING RUNWAY 5	300'	150'	300'	150'	NO VIOLATIONS	NO ACTION
ULTIMATE RUNWAY 5	SAME	SAME	SAME	SAME	NO VIOLATIONS	NO ACTION
EXISTING RUNWAY 23	300'	150'	300'	150'	NO VIOLATIONS	NO ACTION
ULTIMATE RUNWAY 23	SAME	SAME	SAME	SAME	NO VIOLATIONS	NO ACTION

RUNWAY DATA				
ITEM	RUNWAY 5		RUNWAY 23	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY DESIGN CODE (RDC)	B-II-5000	B-II-5000	B-II-4000	B-II-4000
RUNWAY REFERENCE CODE (RRC)	B-II-NPA	SAME	B-II-4000	SAME
EFFECTIVE GRADE (%)	.042%	SAME	.042%	SAME
MAXIMUM GRADE CHANGE	0.8%	SAME	0.8%	SAME
WIND COVERAGE (%)	99.17	SAME	99.17	SAME
MAX. ELEVATION (MSL)	1544.8'	SAME	1544.8'	SAME
RUNWAY LENGTH	5,505.37'	SAME	5,505.37'	SAME
RUNWAY WIDTH	75'	SAME	75'	SAME
RUNWAY SHOULDER WIDTH	10'	SAME	10'	SAME
USABLE RUNWAY LENGTH	5,505.37'	SAME	5,505.37'	SAME
SURFACE TYPE	ASPHALT	SAME	ASPHALT	SAME
PAVEMENT STRENGTH	SWL	28,000	45,000	45,000
	DWL	40,000	60,000	60,000
APPROACH SURFACE SLOPE	34:1	SAME	34:1	SAME
APPROACH VISIBILITY MINIMUMS	1-MILE	SAME	1/2-MILE	SAME
VISUAL APPROACH AIDS	REIL, PAPI	SAME	REIL, PAPI, ODALS	SAME
INSTRUMENT APPROACH AID	LPV	SAME	LPV	SAME
LIGHTING	MIRL	SAME	MIRL	SAME
RUNWAY MARKING	NPI	SAME	NPI	SAME
FAR PART 77 CATEGORY	NP 34+	SAME	NP 34+	SAME
RUNWAY END COORDINATES (NAD 83)	N 36° 27' 01.73" W 84° 35' 33.12"		N 36° 27' 39.24" W 84° 34' 44.28"	
	1544.8'		1521.8'	
TDZ ELEVATION (MSL)	1544.8'	SAME	1522.8'	SAME

RUNWAY OBJECT FREE AREA DIMENSIONS (ROFA)			
RUNWAY		WIDTH	LENGTH BEYOND RUNWAY ENDS
		EXISTING	ULTIMATE
RUNWAY 5	EXISTING	500'	300'
	ULTIMATE	SAME	SAME
RUNWAY 23	EXISTING	500'	300'
	ULTIMATE	SAME	SAME

RUNWAY PROTECTION ZONE DIMENSIONS (RPZ)				
RUNWAY		INNER WIDTH	OUTER WIDTH	LENGTH
		EXISTING	ULTIMATE	ULTIMATE
RUNWAY 5	EXISTING	500'	700'	1,000'
	ULTIMATE	SAME	SAME	SAME
RUNWAY 23	EXISTING	1,000'	1,510'	1,700'
	ULTIMATE	SAME	SAME	SAME

NOTE: STARTS 200' BEYOND END OF RUNWAY

RUNWAY OBSTACLE FREE ZONE DIMENSIONS (ROFZ)		
RUNWAY		LENGTH BEYOND RUNWAY ENDS
		EXISTING
RUNWAY 5	EXISTING	400'
	ULTIMATE	SAME
RUNWAY 23	EXISTING	400'
	ULTIMATE	SAME

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
	1544.77'	SAME
AIRPORT REFERENCE POINT COORDINATES (NAD 83)	LAT. N 36° 27' 20.49" LONG. W 84° 35' 08.70"	SAME
MEAN MAX. TEMP. OF HOTTEST MONTH	85° F	SAME
AIRPORT TERMINAL AREA NAVAIDS	ROTATING BEACON, PRIMARY LIGHTED WINDCONE/SEG. CIRCLE	SAME
DESIGN AIRCRAFT	KING AIR 200	CITATION CJ2
FUEL	JET A / 100LL	SAME
NPIAS SERVICE LEVEL	LOCAL	LOCAL
AIRPORT REFERENCE CODE (ARC)	B-II	B-II
ROTATING BEACON	LAT. N 36° 27' 18.9" LONG. W 84° 35' 19.1"	SAME

TAXIWAY DATA		
TAXIWAY	EXISTING	ULTIMATE
	II	SAME
TAXIWAY DESIGN GROUP	II	SAME
TAXIWAY WIDTH	40'	SAME
TAXI LANE WIDTH	35'	SAME
TAXIWAY EDGE SAFETY MARGIN	7.5'	SAME
TAXIWAY SHOULDER WIDTH	15'	SAME
TAXIWAY / TAXILANE SAFETY AREA	79'	SAME
TAXIWAY OBJECT FREE AREA	131'	SAME
TAXILANE OBJECT FREE AREA	115'	SAME
TAXIWAY LIGHTING	MITL	MITL

LEGEND		
	EXISTING	ULTIMATE
RUNWAY CENTERLINE	E-RSA	U-RSA
RUNWAY SAFETY AREA (RSA)	E-OFA	U-RSA
RUNWAY OBJECT FREE AREA (ROFA)	E-OFZ	U-RPZ
RUNWAY OBSTACLE FREE ZONE (ROFZ)	E-RPZ	U-APPR
RUNWAY PROTECTION ZONE (RPZ)	E-RPZ	U-APPR
APPROACH SURFACE	E-TSA	U-TSA
TAXIWAY OBJECT FREE AREA (TOFA)	E-TSA	U-TSA
TAXIWAY SAFETY AREA (TSA)	E-TSA	U-TSA
BUILDING RESTRICTION LINE (BRL)	E-BRL	U-BRL
AIRPORT PAVEMENT	E-P	U-P
AIRPORT REFERENCE POINT	E-RP	U-RP
AIRPORT BUILDINGS	E-B	U-B
OTHER BUILDINGS	E-O	U-O
AIRPORT PROPERTY LINE / EASEMENTS	E-PL	U-PL
FENCE	E-F	U-F
* GROUND ELEVATIONS CONTOURS	E-1025	U-1025
PAVEMENT OR BUILDING TO BE REMOVED	E-R	U-R
GVGSI (PAPIs)	E-P	U-P
RUNWAY END IDENTIFIER LIGHTS (REILs)	E-REIL	U-REIL
TAXIWAY DESIGNATION	E-T	U-T
OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM	E-ALS	U-ALS
BEACON	E-B	U-B
AWOS	E-AWOS	U-AWOS
WINDCONE AND SEGMENTED CIRCLE	E-WC	U-WC
PART 77 VIOLATIONS	E-T1	U-T1

*5 - FOOT CONTOUR INTERVAL

EXISTING BUILDING DATA				
BUILDING NUMBER	STRUCTURE	TOP ELEVATION	PENETRATION	PROPOSED ACTION
1	TERMINAL BUILDING	1,531.2'	-	NONE
2	MAINTENANCE HANGAR	1,538.4'	-	NONE
3	T-HANGAR	1,538.4'	-	NONE
4	STORAGE HANGAR	1,559.4'	+12.0'	TO BE REMOVED
5	STORAGE HANGAR	1,551.0'	+1.8'	TO BE REMOVED

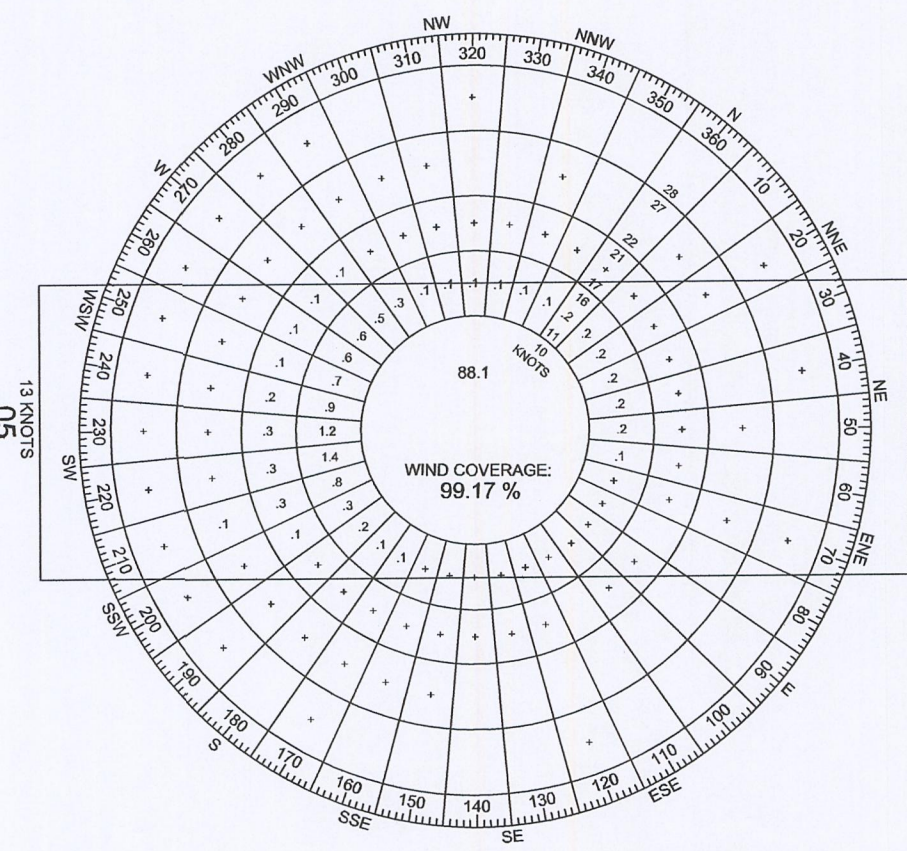
ULTIMATE BUILDING DATA			
NUMBER	STRUCTURE	ESTIMATED TOP ELEVATION	PENETRATION
1	100' X 110' HANGAR	1,538'	NONE
2	80' X 100' HANGAR	1,538'	NONE
3	80' X 266' T-HANGAR	1,536'	NONE
4	10' X 10' ELECTRICAL VAULT	1,530'	NONE
5	80' X 100' HANGAR	1,538'	NONE
6	80' X 100' HANGAR	1,538'	NONE
7	80' X 100' HANGAR	1,538'	NONE

GENERAL NOTES	
1. PROPERTY LINE LOCATION SHOWN IS APPROXIMATE.	
2. NO OBSTACLE FREE ZONE PENETRATIONS.	
3. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.	
4. ALL GVGSI SITING MUST BE IN ACCORDANCE WITH FAA GUIDANCE.	
5. ALL COORDINATES BASED ON NAD83.	
6. RUNWAY HAS CLEAR LINE OF SIGHT.	

OBSTRUCTIONS				
PART 77 SURFACE: TRANSITIONAL				
#	DESCRIPTION	OBJECT ELEVATION	EXISTING/ULTIMATE PENETRATION	PROPOSED DISPOSITION
B1	HANGAR	1551.1	+1.8'	TO BE REMOVED
B2	HANGAR	1559.4	+12.0'	TO BE REMOVED
S1	TVA TOWER	1631.2	+30.4'	LIGHT
S2	UTILITY POLE	1577.0	+10.3'	LIGHT
S3	BEACON	1575.4	+17.9'	NONE
S4	AWOS	1544.3	+15.0'	NONE
T1	TREE	1605.7	+7.5'	TRIM/REMOVE
T2	TREE	1572.5	+5.8'	TRIM/REMOVE
T3	TREE	1592.6	+21.7'	TRIM/REMOVE
T4	TREE	1596.8	+15.2'	TRIM/REMOVE
T5	TREE	1572.6	+25.2'	TRIM/REMOVE
T6	TREE	1569.3	+2.2'	TRIM/REMOVE
T7	TREE	1567.1	+8.8'	TRIM/REMOVE
T8	TREE	1604.5	+32'	TRIM/REMOVE
T9	TREE	1605.6	+37.9'	TRIM/REMOVE
T10	TREE	1593.2	+1.1'	TRIM/REMOVE
T11	TREE	1653.2	+38.2'	TRIM/REMOVE
T12	TREE	1636.8	+10.0'	TRIM/REMOVE
T13	TREE	1698.2	+11.8'	TRIM/REMOVE
T14	TREE	1610.4	-7.5'	TRIM/REMOVE
T15	TREE	1625.3	+14.6'	TRIM/REMOVE
T16	TREE	1622.8	+2.4'	TRIM/REMOVE
T17	TREE	1631.4	-10.4'	TRIM/REMOVE

CONSTRUCTION NOTICE REQUIREMENT

To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the Tennessee Department of Transportation-Aeronautics Division prior to construction. TDOT-AD's review takes approximately 60 days.



CONDITIONALLY APPROVED

STATE BLOCK GRANT PROGRAM

Tom Burgess, P.E. 4/27/2016

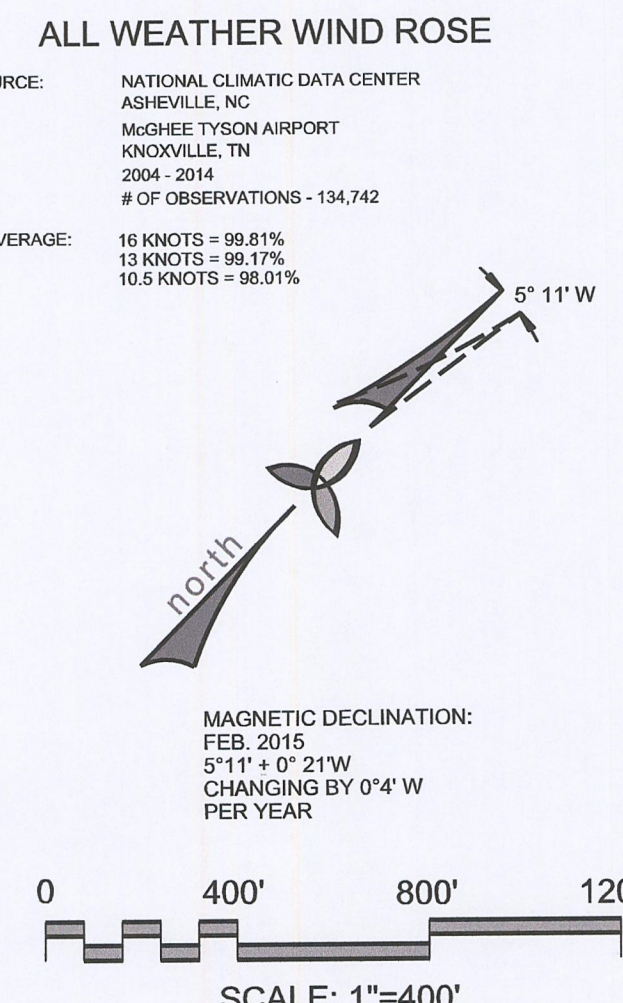
TN DEPT. OF TRANSPORTATION

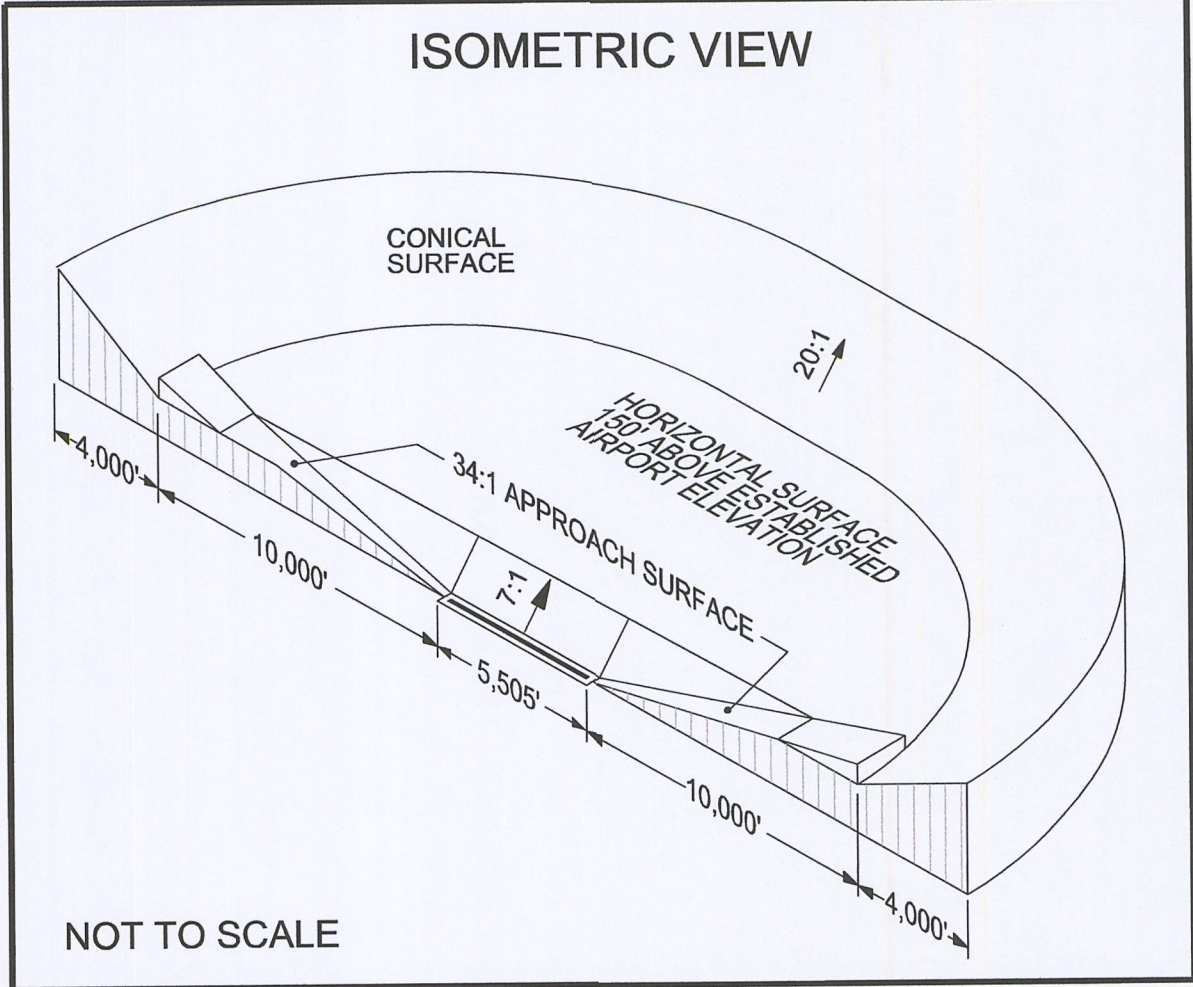
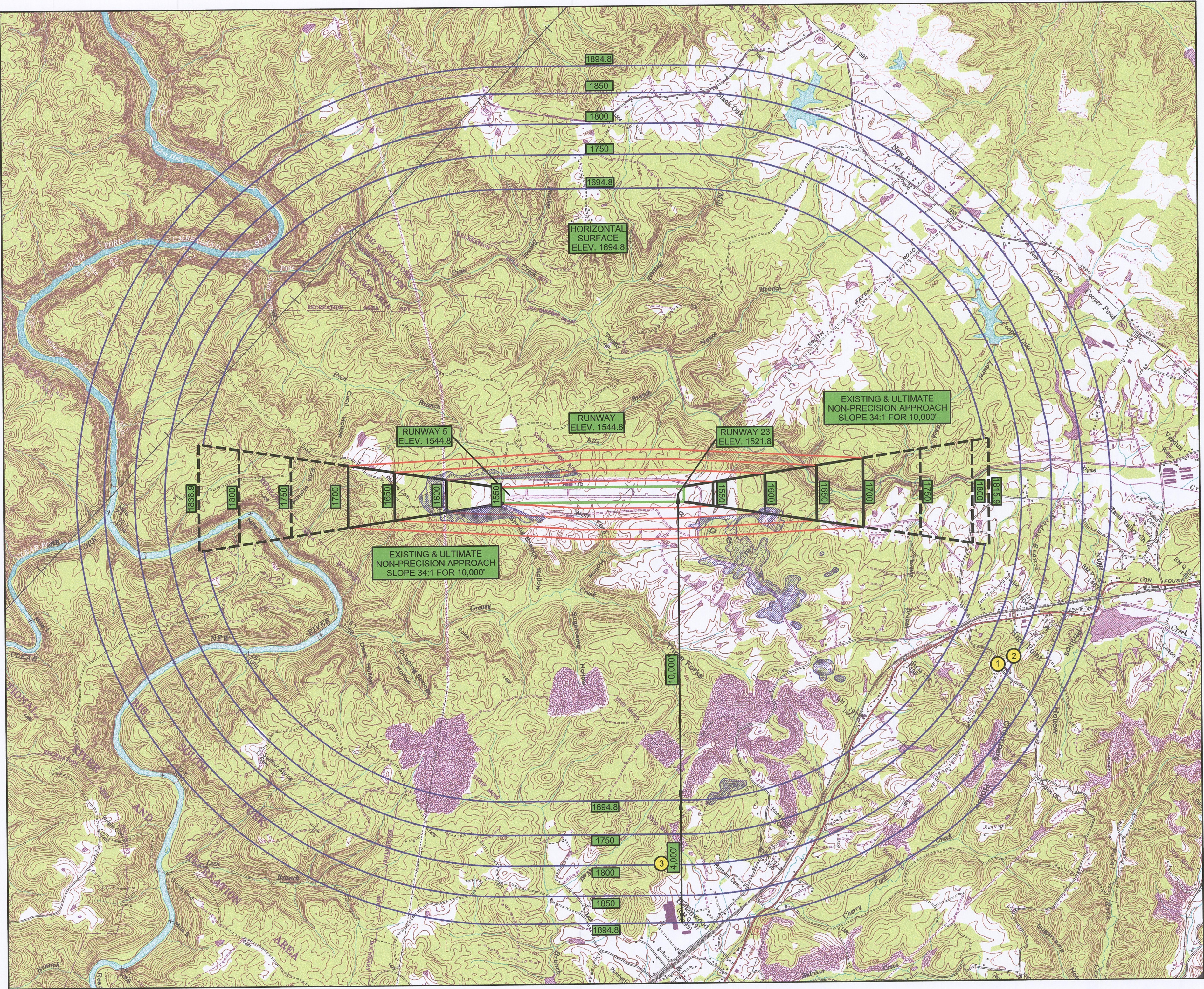
Subject to Comments in Approval Letter

APPROVAL BLOCK

Dale Perdue, COUNTY MAYOR

12-9-15

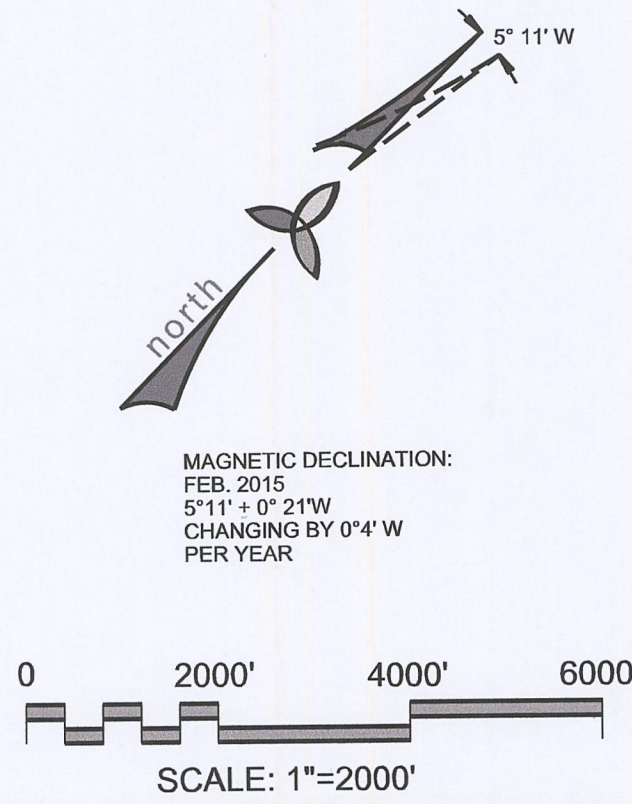
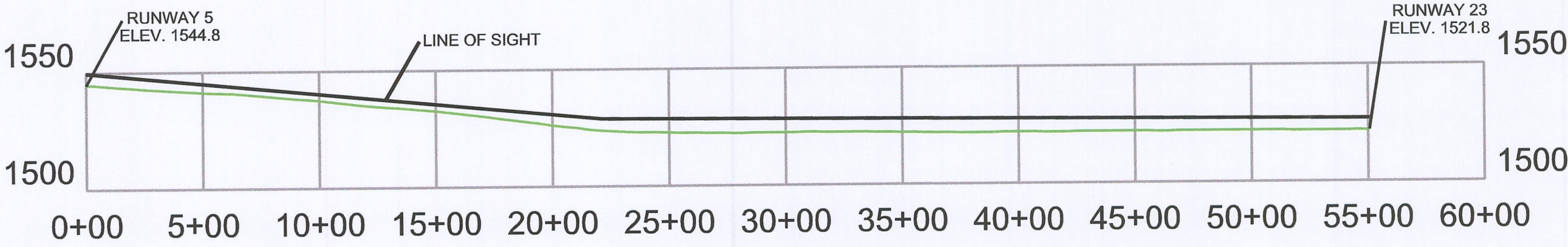




LEGEND	
DESCRIPTION	ULTIMATE
APPROACH SURFACE	
CONICAL SURFACE	
TRANSITIONAL SURFACE	
PRIMARY SURFACE	
TREE OBSTRUCTION	
TOWER	

OBSTRUCTION					
PART 77 SURFACE: CONICAL					
#	DESCRIPTION	TOP ELEVATION	GROUND ELV.	PENETRATION	PROPOSED ACTION
1	TOWER	1790.0	1636.8	+10.3	LIGHT
2	TOWER	1796.0	1602.0	-	NONE
3	TOWER	1781.00	1525.0	-	NONE

- NOTES
- GRID BASE, U.S.G.S. TOPOGRAPHICAL MAPS. 20' CONTOUR INTERVAL.
 - BLUE HATCHING SHOWING TREE OBSTRUCTIONS (ASSUMING 100 FT. TREE HEIGHT) ARE IDENTIFYING AREA BEYOND THE LIMITS OF THE AERIAL SURVEY AND INSIDE THE EXISTING AIRPORT AIRSPACE.
 - THERE IS NO HEIGHT ZONING IN PLACE
 - LAST OBSTRUCTION SURVEY DATED JAN. 9, 2015.



G:\1010801 Oneida ALP10801-01\cadd1080101AIRSPACE PLAN.dgn



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Suite 102
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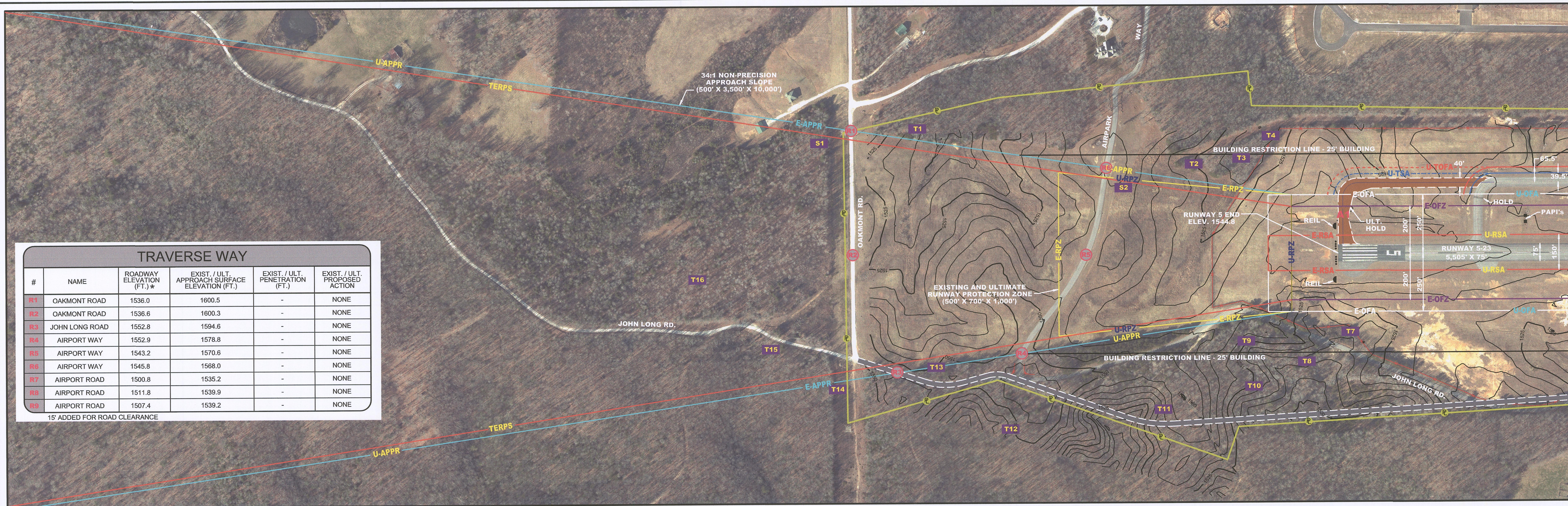
DR.	CHK.	DATE	DESCRIPTION
ES	MP	8-3-2015	90% REVIEW MEETING
ES	MP	DECEMBER 2015	FAA / TAD COMMENTS ADDRESSED

AIRSPACE DRAWING
AIRPORT LAYOUT PLAN SET
SCOTT MUNICIPAL AIRPORT
ONEIDA, TENNESSEE
T.A.D. NO. 76-555-0728-04

SHEET

2

PROJECT NO:
10801-01



TRAVERSE WAY					
#	NAME	ROADWAY ELEVATION (FT.)*	EXIST. / ULT. APPROACH SURFACE ELEVATION (FT.)	EXIST. / ULT. PENETRATION (FT.)	EXIST. / ULT. PROPOSED ACTION
R1	OAKMONT ROAD	1536.0	1600.5	-	NONE
R2	OAKMONT ROAD	1536.6	1600.3	-	NONE
R3	JOHN LONG ROAD	1552.8	1594.6	-	NONE
R4	AIRPORT WAY	1552.9	1578.8	-	NONE
R5	AIRPORT WAY	1543.2	1570.6	-	NONE
R6	AIRPORT WAY	1545.8	1568.0	-	NONE
R7	AIRPORT ROAD	1500.8	1535.2	-	NONE
R8	AIRPORT ROAD	1511.8	1539.9	-	NONE
R9	AIRPORT ROAD	1507.4	1539.2	-	NONE

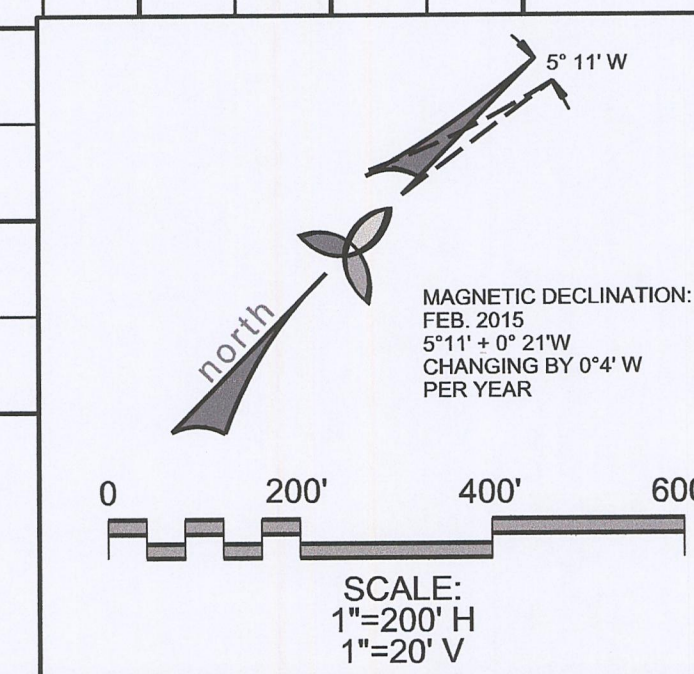
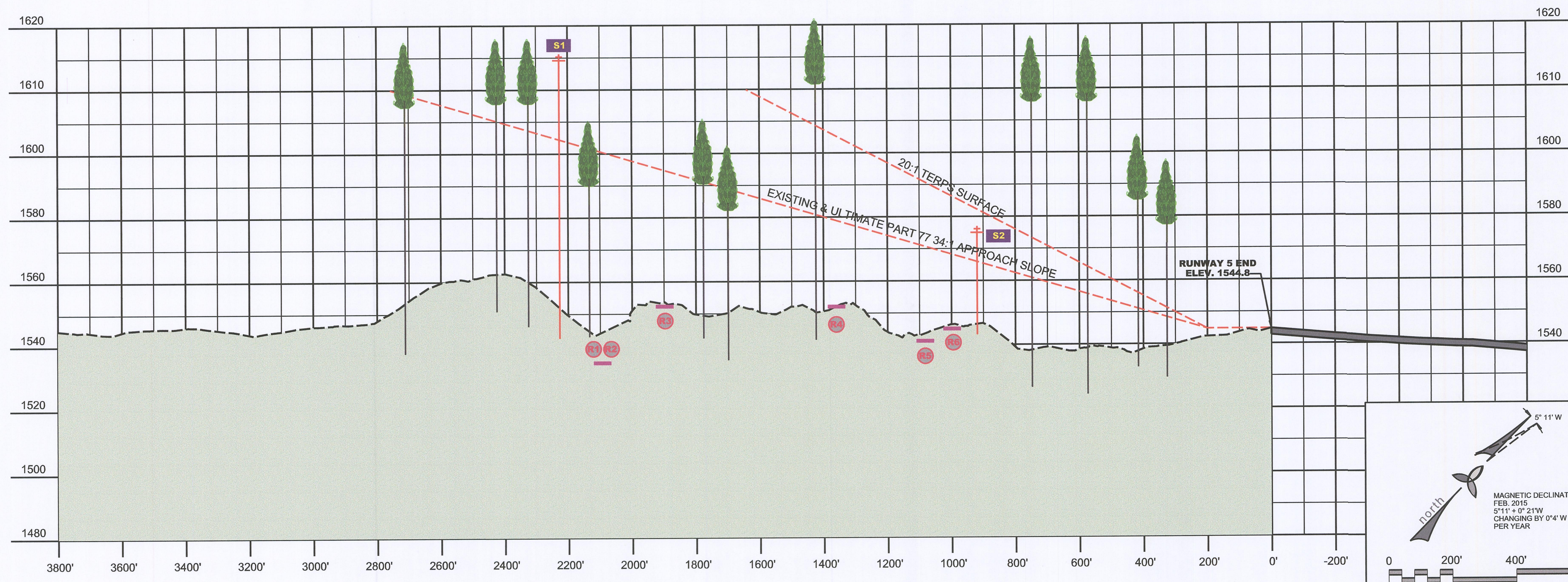
15' ADDED FOR ROAD CLEARANCE

LEGEND		
	EXISTING	ULTIMATE
RUNWAY CENTERLINE		
RUNWAY SAFETY AREA (RSA)	E-RSA	U-RSA
RUNWAY OBJECT FREE AREA (ROFA)	E-OFA	U-OFA
RUNWAY OBSTACLE FREE ZONE (ROFZ)	E-OFZ	U-OFZ
RUNWAY PROTECTION ZONE (RPZ)	E-RPZ	U-RPZ
APPROACH SURFACE	E-APPR	U-APPR
TAXIWAY OBJECT FREE AREA (TOFA)	E-TOFA	U-TOFA
TAXIWAY SAFETY AREA (TSA)	E-TSA	U-TSA
BUILDING RESTRICTION LINE (BRL)		
AIRPORT PAVEMENT		
OTHER BUILDINGS		
AIRPORT PROPERTY LINE		
FENCE		
GROUND ELEVATIONS CONTOURS *	1025	1025
RUNWAY END IDENTIFIER LIGHTS (REILs)		
GVGSI (PAPIs)		
AVIGATION EASEMENT		
TAXIWAY DESIGNATION		
PART 77 VIOLATIONS		

* 5-FT CONTOUR INTERVAL

LEGEND	
SYMBOL	DESCRIPTION
	TREE
	STRUCTURE

OBSTRUCTION				
PART 77 SURFACE: TRANSITIONAL				
#	DESCRIPTION	OBJECT ELEVATION	EXISTING/ULTIMATE PENETRATION	PROPOSED DISPOSITION
S1	TVA TOWER	1631.2	+ 30.4	LIGHT
S2	UTILITY POLE	1577.0	+ 10.3	LIGHT
T1	TREE	1605.7	+ 7.5	TRIM/REMOVE
T2	TREE	1572.5	+ 5.8	TRIM/REMOVE
T3	TREE	1592.6	+ 21.7	TRIM/REMOVE
T4	TREE	1596.8	+ 15.2	TRIM/REMOVE
T7	TREE	1567.1	+ 8.8	TRIM/REMOVE
T8	TREE	1604.5	+ 32	TRIM/REMOVE
T9	TREE	1605.6	+ 37.9	TRIM/REMOVE
T10	TREE	1593.2	+ 1.1	TRIM/REMOVE
T11	TREE	1653.2	+ 38.2	TRIM/REMOVE
T12	TREE	1636.8	+ 10.0	TRIM/REMOVE
T13	TREE	1604.1	+ 11.8	TRIM/REMOVE
T14	TREE	1610.4	+ 7.5	TRIM/REMOVE
T15	TREE	1625.3	+ 14.6	TRIM/REMOVE
T16	TREE	1622.8	+ 2.4	TRIM/REMOVE



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DR.	CHK.	DATE	DESCRIPTION
ES	MP	8-3-2015	90% REVIEW MEETING
ES	MP	DECEMBER 2015	FAA / TAD COMMENTS ADDRESSED

INNER APPROACH 5 SURFACE DRAWING

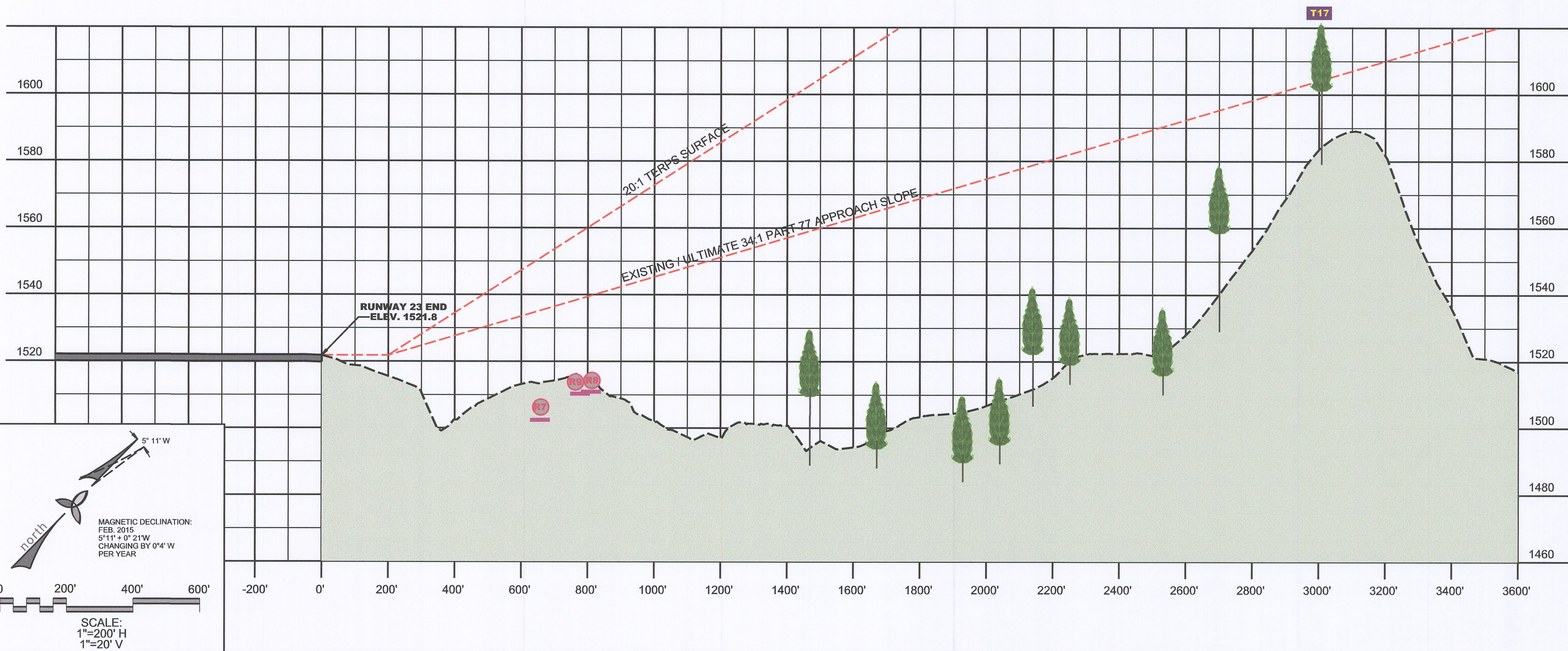
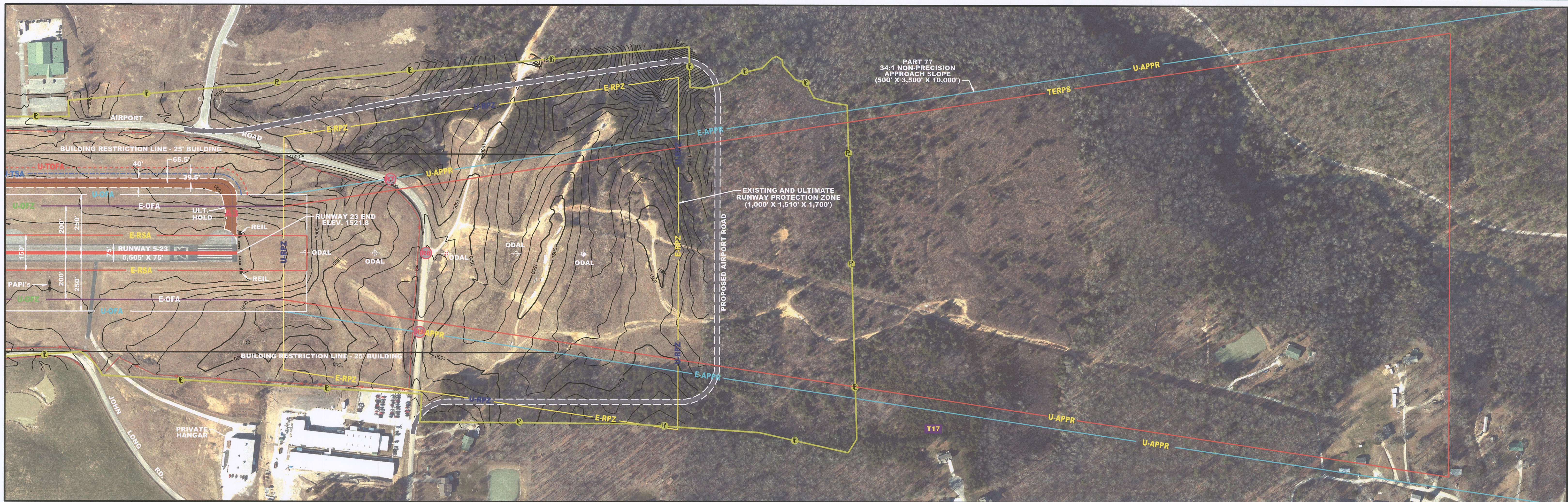
AIRPORT LAYOUT PLAN SET
SCOTT MUNICIPAL AIRPORT

ONEIDA, TENNESSEE
T.A.D. NO. 76-555-0728-04

SHEET

3

PROJECT NO:
10801-01



LEGEND	
SYMBOL	DESCRIPTION
	TREE

LEGEND		
	EXISTING	ULTIMATE
RUNWAY CENTERLINE		
RUNWAY SAFETY AREA (RSA)		
RUNWAY OBJECT FREE AREA (ROFA)		
RUNWAY OBSTACLE FREE ZONE (ROFZ)		
RUNWAY PROTECTION ZONE (RPZ)		
APPROACH SURFACE		
TAXIWAY OBJECT FREE AREA (TOFA)		
TAXIWAY SAFETY AREA (TSA)		
BUILDING RESTRICTION LINE (BRL)		
AIRPORT PAVEMENT		
OTHER BUILDINGS		
AIRPORT PROPERTY LINE		
FENCE		
GROUND ELEVATIONS CONTOURS *		
RUNWAY END IDENTIFIER LIGHTS (REIL)		
GVSL (PAPI's)		
AVIGATION EASEMENT		
TAXIWAY DESIGNATION		
OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM		
PART 77 VIOLATIONS		

* 5-FT CONTOUR INTERVAL
LAST OBSTRUCTION SURVEY DATED JAN. 9, 2015.

OBSTRUCTION				
PART 77 SURFACE: TRANSITIONAL				
#	DESCRIPTION	OBJECT ELEVATION	EXISTING/ULTIMATE PENETRATION	PROPOSED DISPOSITION
T17	TREE	1631.4	+ 10.4	TRIM/REMOVE

TRAVERSE WAY					
#	NAME	ROADWAY ELEVATION (FT.) *	EXIST. / ULT. APPROACH SURFACE ELEVATION (FT.)	EXIST. / ULT. PENETRATION (FT.)	EXIST. / ULT. PROPOSED ACTION
R7	AIRPORT ROAD	1500.8	1535.2	-	NONE
R8	AIRPORT ROAD	1511.8	1539.9	-	NONE
R9	AIRPORT ROAD	1507.4	1539.2	-	NONE

15' ADDED FOR ROAD CLEARANCE

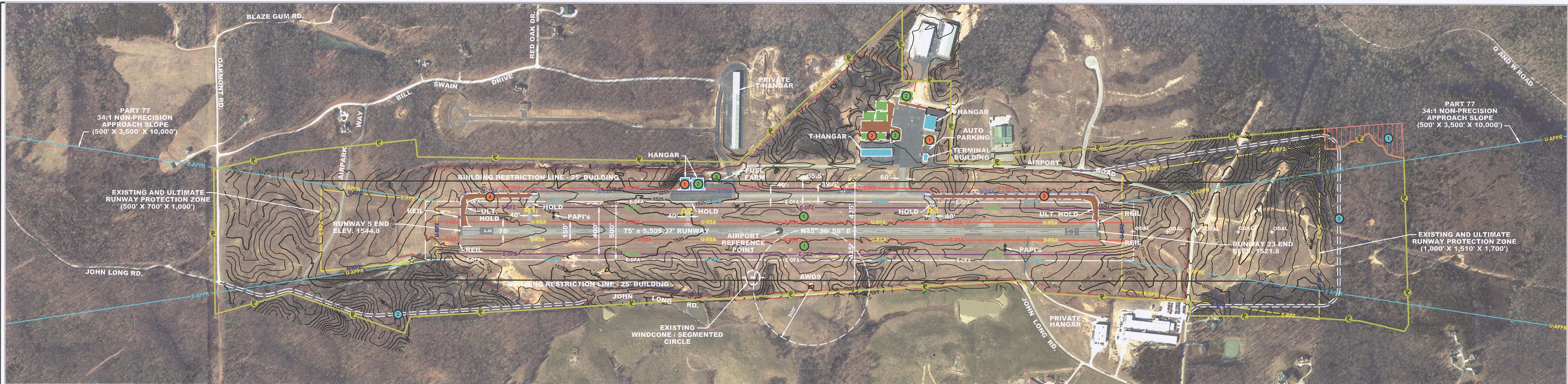


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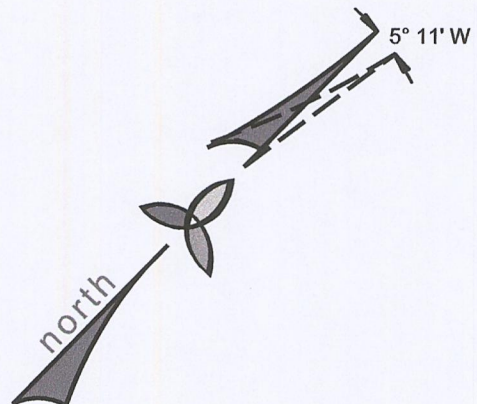
INNER APPROACH 23 SURFACE DRAWING
AIRPORT LAYOUT PLAN SET
SCOTT MUNICIPAL AIRPORT
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T.A.D. NO. 76-555-0728-04

SHEET
4
PROJECT NO:
10901-01

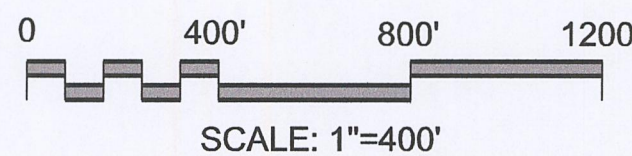


PROPOSED AIRPORT CAPITAL IMPROVEMENT PLAN PROJECTS					
STAGE I = YEAR 0-3		STAGE II = YEAR 4-6		STAGE III = YEAR 7+	
PROJECT	COST	PROJECT	COST	PROJECT	
1 RUNWAY SAFETY AREA GRADING AREAS ADJACENT TO THE EXISTING RUNWAY AND TAXIWAY PAVEMENT HAVE ERODED AND CREATED SIGNIFICANT DROP OFFS. THESE AREAS WILL BE REGRADED TO MEET FAA DESIGN STANDARDS FOR RUNWAY AND TAXIWAY SHOULDERS AND RUNWAY AND TAXIWAY SAFETY AREAS.	\$ 53,500	1 REMOVE AND RELOCATE 80' X 100' HANGAR THE EXISTING 80' X 100' STORAGE HANGAR IS WITHIN THE BUILDING RESTRICTION LINE AND AN OBSTRUCTION TO THE 7:1 TRANSITIONAL SURFACE. THE HANGAR WILL BE DISASSEMBLED AND REASSEMBLED NORTHWEST OF THE TERMINAL BUILDING.	\$ 450,000	1 PROPERTY EASEMENT ACQUISITION FOR ROAD RELOCATION THE EXISTING AIRPORT ROAD, ACCESSING THE FACILITY, RUNS THROUGH THE NORTHERN RUNWAY PROTECTION ZONE. IN COMPLIANCE WITH FAA AC 150/5300-13A, THE BOARD WILL BEGIN PREPARATION TO REMOVE THIS ROAD FROM THE RPZ. IN ORDER TO RELOCATE THE ROAD OUTSIDE THE RPZ, A SMALL EASEMENT WILL BE REQUIRED TO GET THE ROADWAY AROUND THE NORTHWEST CORNER OF THE RPZ.	
2 REMOVE HANGAR AND RELOCATE 100' X 100' HANGAR AND UTILITY VAULT THE EXISTING 100' X 100' STORAGE HANGAR IS WITHIN THE BUILDING RESTRICTION LINE AND AN OBSTRUCTION TO THE 7:1 TRANSITIONAL SURFACE. THE HANGAR WILL BE DISASSEMBLED AND REASSEMBLED AT THE NORTHWEST END OF THE EXISTING AIRCRAFT PARKING RAMP. ALSO, THE ELECTRICAL VAULT WILL BE RELOCATED.	\$ 550,000	2 T-HANGAR THE AIRPORT BOARD HAS A CURRENT LIST OF AIRCRAFT OWNERS REQUESTING HANGAR SPACE AT THE AIRPORT. IT IS ANTICIPATED THAT WITHIN THE 4-6 YEAR TIME FRAME THAT THIS LIST WILL GROW TO A NEED FOR AN 8 UNIT T-HANGAR. THE NEW HANGAR WILL BE POSITIONED PARALLEL AND NORTHWEST OF THE EXISTING 10-UNIT T-HANGAR TO REDUCE CONSTRUCTION COSTS.	\$ 850,000	2 ROAD RELOCATION TO THE WEST FOR JOHN LONG ROAD CURRENTLY, A PORTION OF JOHN LONG ROAD PARALLELS THE SOUTHEAST SIDE OF THE RUNWAY AND ENTERS THE SOUTH RUNWAY PROTECTION ZONE. IN ORDER TO REMOVE THE ROAD FROM THE RPZ AND PROVIDE THE AIRPORT BOARD AVAILABLE DEVELOPMENT PROPERTY, JOHN LONG ROAD WILL BE RELOCATED ADJACENT TO THE AIRPORT'S SOUTHEAST PROPERTY LINE. THE PROJECT WILL CONSIST OF AN APPROXIMATE 3,200' RELOCATION OF A TWO LANE ASPHALT ROADWAY.	
3 FUEL FARM RELOCATION THE EXISTING 100LL AND JET A TANKS ARE PRESENTLY LOCATED AT THE OLD TERMINAL AREA LOCATION. WITH THE RELOCATION OF THE 100' X 100' AND 80' X 100' STORAGE HANGARS TO LOCATIONS WITHIN THE NEW TERMINAL AREA, IT WILL BECOME INCREASINGLY DIFFICULT TO SERVICE AIRCRAFT FROM THE FUEL FARM'S PRESENT LOCATION. THE FUEL FARM WILL BE RELOCATED ADJACENT TO THE AIRCRAFT PARKING RAMP AND NORTHEAST OF THE PROPOSED 8-UNIT T-HANGAR.	\$ 84,500	3 TAXIWAY EXTENSION TO RUNWAY 23 END THE CURRENT AIRPORT CONFIGURATION CONSISTS OF A PARTIAL PARALLEL TAXIWAY. TO KEEP AIRCRAFT FROM BACK TAXING ON ACTIVE RUNWAY PAVEMENT AND IMPROVE OPERATIONAL SAFETY, THE BOARD WILL EXTEND THE TAXIWAY APPROXIMATELY 1,400 FEET TO THE RUNWAY 23 END.	\$ 1,200,000	3 ROAD RELOCATION OF AIRPORT ROAD IN COMPLIANCE WITH FAA AC 150/5300-13A, THE BOARD WILL REMOVE THE EXISTING AIRPORT ROAD FROM THE NORTHERN RPZ. THE PROJECT WILL CONSIST OF AN APPROXIMATE 4,800' RELOCATION OF A TWO LANE ASPHALT ROAD AROUND THE LIMITS OF THE NORTHERN RPZ.	
		4 TAXIWAY EXTENSION TO RUNWAY 05 END THE CURRENT AIRPORT CONFIGURATION CONSISTS OF A PARTIAL PARALLEL TAXIWAY. TO KEEP AIRCRAFT FROM BACK TAXING ON ACTIVE RUNWAY PAVEMENT AND IMPROVE OPERATIONAL SAFETY, THE BOARD WILL EXTEND THE TAXIWAY 550 FEET TO RUNWAY 5 END. THIS WILL COMPLETE THE FULL PARALLEL TAXIWAY.	\$ 640,000		
STAGE I TOTAL		STAGE II TOTAL			
\$ 688,000		\$ 3,140,000			

NOTES:
ESTIMATED COST NOT BASED ON DETAILED DESIGN.
ALL COSTS ARE SHOWN IN TERMS OF (ALP YR) DOLLARS.
AIRPORT CAPITAL IMPROVEMENT PLAN UPDATES REQUIRED ON AN ANNUAL BASIS.



MAGNETIC DECLINATION:
FEB. 2015
5°11' + 0°21'W
CHANGING BY 0°4' W
PER YEAR



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DR.	CHK.	DATE	DESCRIPTION
ES	MP	8-3-2015	90% REVIEW MEETING
ES	MP	DECEMBER 2015	FAA / TAD COMMENTS ADDRESSED

CAPITAL IMPROVEMENT PLAN
AIRPORT LAYOUT PLAN SET
SCOTT MUNICIPAL AIRPORT
ONEIDA, TENNESSEE
T.A.D. NO. 76-555-0728-04

SHEET
5
PROJECT NO:
10801-01