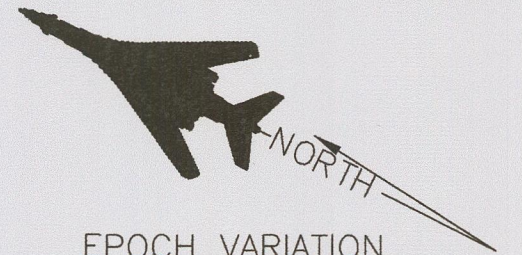


RUNWAY DATA TABLE				
	EXISTING RUNWAY		ULTIMATE RUNWAY	
	15	33	15	33
RUNWAY DESIGN CODE (RDC)	A-I		SAME	
RUNWAY DIMENSIONS	2,949' x 50'		3,300' x 60'	
RUNWAY LIGHTING	LIRL		MIRL	
RUNWAY MARKING	NPI	NPI	SAME	SAME
PAVEMENT MATERIAL	CONCRETE		SAME	
PAVEMENT STRENGTH (LBS)**	29 S		SAME	
EFFECTIVE GRADIENT (%)	1.00		SAME	
RUNWAY SAFETY AREA (RSA)	3,429' x 120'		3,780' x 120'	
RUNWAY OBJECT FREE AREA (OFA)	3,429' x 400'		3,780' x 400'	
OBSTACLE FREE ZONE (OFZ)	3,349' x 400'		3,700' x 400'	
APPROACH SURFACE SLOPE	20:1	20:1	SAME	SAME
APPROACH TYPE	NPI	NPI	SAME	SAME
ELECTRONIC AIDS	GPS	GPS	SAME	SAME
VISUAL AIDS	VASI	VASI	SAME	SAME
APPROACH VISIBILITY MINIMUMS	1 MILE	1 MILE	SAME	SAME
TOUCHDOWN ZONE ELEVATION (TDZE)	1278.1'	1278.1'	SAME	SAME
PART 77 APPROACH USE TYPE	A (NP)	A (NP)	SAME	SAME
AERONAUTICAL SURVEY TYPE REQUIRED FOR APPROACH	"RUNWAYS WITHOUT VERTICAL GUIDANCE"	"RUNWAYS WITHOUT VERTICAL GUIDANCE"	SAME	SAME

**STRENGTH IN 1,000 LBS FOR 'S' (SINGLE) AND 'D' (DUAL) LANDING GEARS.
NPI = NON-PRECISION INSTRUMENT

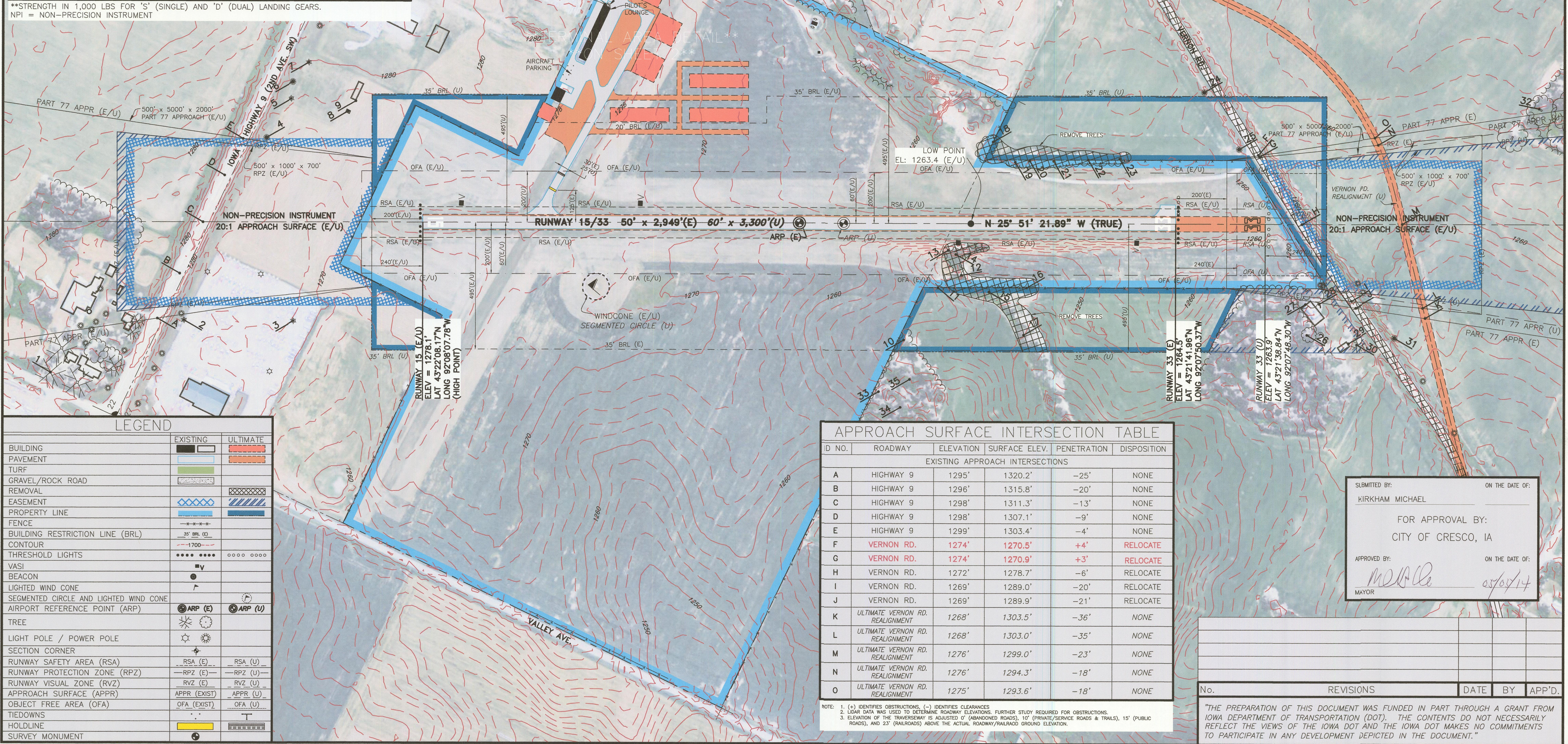
EXISTING TRANSITIONAL SURFACE OBSTRUCTION TABLE (OBJECTS WITH LESS THAN 30' OF CLEARANCE)									
ID NO.	OBJECT	ELEVATION	SURFACE ELEVATION	PENETRATION	DISPOSITION	ID NO.	OBJECT	ELEVATION	SURFACE ELEVATION
EXISTING APPROACH INTERSECTIONS									
1	TREE	1352.9'	1362.5'	-9.6'	NONE	19	TREE	1300.2'	1262.4'
2	LIGHT POLE	1308.0'	1328.7'	-20.7'	NONE	20	TREE	1302.3'	1263.0'
3	LIGHT POLE	1308.2'	1306.3'	+1.9'	LIGHT	21	TREE	1294.7'	1262.9'
4	POWER POLE	1308.2'	1301.4'	+6.8'	LIGHT/PAINT	22	TREE	1290.2'	1264.2'
5	LIGHT POLE	1308.5'	1320.3'	-11.8'	NONE	23	TREE	1287.7'	1265.1'
6	POWER POLE	1310.3'	1329.5'	-19.2'	NONE	24	POWER POLE	1297.7'	1302.4'
7	LIGHT POLE	1309.2'	1338.5'	-29.3'	NONE	25	POWER POLE	1296.2'	1285.6'
8	BUILDING	1296.3'	1307.1'	-10.7'	NONE	26	TREE	1318.7'	1299.5'
9	BUILDING	1299.4'	1311.8'	-12.5'	NONE	27	BUILDING	1285.4'	1282.2'
10	TREE	1289.2'	1289.2'	-4.6'	NONE	28	SILO	1293.3'	1283.6'
11	TREE	1284.6'	1263.7'	+20.9'	REMOVE	29	BUILDING	1295.7'	1308.9'
12	TREE	1290.5'	1256.5'	+33.9'	REMOVE	30	TREE	1308.2'	1310.5'
13	TREE	1284.3'	1242.5'	+41.6'	REMOVE	31	POWER POLE	1290.6'	1311.1'
14	TREE	1287.3'	1244.9'	+42.3'	REMOVE	32	TREE	1300.8'	1328.3'
15	TREE	1289.2'	1265.9'	-23.3'	REMOVE	33	TREE	1309.4'	1323.2'
16	TREE	1285.6'	1263.7'	-21.8'	REMOVE	34	TREE	1317.7'	1331.2'
17	TREE	1308.1'	1290.0'	-18.1'	REMOVE	35	TREE	1302.6'	1315.4'
18	TREE	1283.3'	1273.4'	-9.9'	REMOVE				

NOTE: (+) IDENTIFIES OBSTRUCTIONS, (-) IDENTIFIES CLEARANCES



EPOCH VARIATION
0°15'00" W (5-2013)
0°06'36" W PER YEAR

200
100 0 200 400
SCALE: 1" = 200'



LEGEND		
	EXISTING	ULTIMATE
BUILDING		
PAVEMENT		
TURF		
GRAVEL/ROCK ROAD		
REMOVAL		
EASEMENT		
PROPERTY LINE		
FENCE		
BUILDING RESTRICTION LINE (BRL)		
CONTOUR		
THRESHOLD LIGHTS		
VASI		
BEACON		
LIGHTED WIND CONE		
SEGMENTED CIRCLE AND LIGHTED WIND CONE		
AIRPORT REFERENCE POINT (ARP)		
TREE		
LIGHT POLE / POWER POLE		
SECTION CORNER		
RUNWAY SAFETY AREA (RSA)		
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY VISUAL ZONE (RVZ)		
APPROACH SURFACE (APPR)		
OBJECT FREE AREA (OFA)		
TIEDOWNS		
HOLDLINE		
SURVEY MONUMENT		

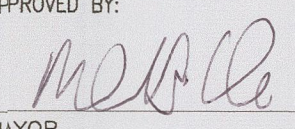
APPROACH SURFACE INTERSECTION TABLE						
ID NO.	ROADWAY	ELEVATION	SURFACE ELEV.	PENETRATION	DISPOSITION	
EXISTING APPROACH INTERSECTIONS						
A	HIGHWAY 9	1295'	1320.2'	-25'	NONE	
B	HIGHWAY 9	1296'	1315.8'	-20'	NONE	
C	HIGHWAY 9	1298'	1311.3'	-13'	NONE	
D	HIGHWAY 9	1298'	1307.1'	-9'	NONE	
E	HIGHWAY 9	1299'	1303.4'	-4'	NONE	
F	VERNON RD.	1274'	1270.5'	+4'	RELOCATE	
G	VERNON RD.	1274'	1270.9'	+3'	RELOCATE	
H	VERNON RD.	1272'	1278.7'	-6'	RELOCATE	
I	VERNON RD.	1269'	1289.0'	-20'	RELOCATE	
J	VERNON RD.	1269'	1289.9'	-21'	RELOCATE	
K	ULTIMATE VERNON RD. REALIGNMENT	1268'	1303.5'	-36'	NONE	
L	ULTIMATE VERNON RD. REALIGNMENT	1268'	1303.0'	-35'	NONE	
M	ULTIMATE VERNON RD. REALIGNMENT	1276'	1299.0'	-23'	NONE	
N	ULTIMATE VERNON RD. REALIGNMENT	1276'	1294.3'	-18'	NONE	
O	ULTIMATE VERNON RD. REALIGNMENT	1275'	1293.6'	-18'	NONE	

NOTE: 1. (+) IDENTIFIES OBSTRUCTIONS, (-) IDENTIFIES CLEARANCES
2. LIDAR DATA WAS USED TO DETERMINE ROADWAY ELEVATIONS. FURTHER STUDY REQUIRED FOR OBSTRUCTIONS.
3. ELEVATION OF THE TRAVELWAY IS ADJUSTED 10' (PRIVATE/PRIVATE ROADS & TRAILS), 15' (PUBLIC ROADS), AND 23' (RAILROADS) ABOVE THE ACTUAL ROADWAY/RAILROAD GROUND ELEVATION.

SUBMITTED BY:
KIRKHAM MICHAEL

ON THE DATE OF:
05/08/14

FOR APPROVAL BY:
CITY OF CRESCO, IA

APPROVED BY:

MAYOR

ON THE DATE OF:
05/08/14

No.	REVISIONS	DATE	BY	APP'D.

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