

Greater Dalton

Metropolitan Planning Organization



FY 2012  
TRANSPORTATION IMPROVEMENT PLAN  
(TIP)  
AMENDMENT ONE

In cooperation with:

The Georgia Department of Transportation  
The Federal Highway Administration

Amendment Two Adopted by Policy Committee:

TBD



# Greater Dalton MPO

Greater Dalton Metropolitan Planning  
Organization  
301 West Crawford Street, Dalton, Georgia  
30720  
(706) 876-2559

Director: Kent Benson

Coordinator: Susan Paredes

January 2, 2011

The following Draft 1<sup>st</sup> Amendment to the 2012 Transportation Improvement Plan (TIP) is posted for a period of no less than Thirty (30) days in order that the public may offer comments and recommendations to its leaders in this community development process.

If you have questions or comments, please feel free to contact the Greater Dalton Metropolitan Planning Organization staff as listed below. Comments should be submitted in writing to the contact listed below.

Susan Paredes, Coordinator  
GDMPO  
PO Box 248  
Dalton, GA 30722  
Office Phone: 706-876-2559  
Or  
Via email at: [sparedes@whitfieldcountyga.com](mailto:sparedes@whitfieldcountyga.com)

Copies are posted in the following locations:

- DALTON PUBLIC LIBRARY
- DALTON CITY HALL ✓
- WHITFIELD COUNTY ADMIN BUILDING #1 – 301 WEST CRAWFORD STREET ✓
  - WHITFIELD COUNTY ADMIN BUILDING #2
  - THE CHAMBER OF COMMERCE ✓
  - VARNELL CITY HALL ✓
  - TUNNELL HILL CITY HALL ✓
- NORTH WEST GEORGIA REGIONAL COMMISSION ✓

THIS DOCUMENT IS ALSO AVAILABLE FOR REVIEW on the Whitfield County Website  
<http://www.whitfieldcountyga.com/engineer/mpo/FY-2012TIP.amendment1.pdf>



# Greater Dalton MPO

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Organization  
301 West Crawford Street, Dalton, Georgia  
30720  
(706) 876-2559

Director: Kent Benson

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## PUBLIC ANNOUNCEMENT:

The following proposed Amendment to the 2012 Transportation Improvement Plan (TIP) will be posted for a period of no less than Thirty (30) days in order that the public may offer comments and recommendations to its leaders in this community development process.

If you have questions or comments, please feel free to contact the Greater Dalton Metropolitan Planning Organization Coordinator and staff as listed below. The public is encouraged send any comments or concerns in writing to the contact listed below or attend the February 2, 2012 MPO meeting for to share and receive additional information about this proposed project.

Susan Paredes  
GDMPO  
PO Box 248

Dalton, GA 30722

Office Phone: 706-876-2559

Cell Phone: 706-537-8033

Via email at: [sparedes@whitfieldcountyga.com](mailto:sparedes@whitfieldcountyga.com)

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<http://www.whitfieldcountyga.com/engineer/mpo/FY-2012TIP.amendment1.pdf>

January 2, 2012

AMENDMENT #1 TO THE FY 2012 Transportation Improvement Plan

**RE: Amendment #1 to the FY 2012-2015 Transportation Improvement Plan to add the project known as Project 5: Dalton Municipal Airport Runway Protection Zone and Approach Obstruction Clearing.**

**Summary:**

Proposed amendment #1 will add a project to clear runway protection zone (RPZ) and approach obstructions at Dalton Municipal Airport, specifically, remove or reduce the tree line height currently obstructing the RPZ, approach path and approach lighting system to RW 14, identify property to be purchased and /or cleared for the RPZ and approach to Runways. Trees which have grown over time, are currently penetrating the runway protection zone and approach path and are limiting pilots' visibility of the approach lighting system to Runway 14. The Federal Aviation Administration, Georgia Department of Transportation, Intermodal Division, and Dalton Municipal Airport identified obstructions as a high priority safety issue that must be corrected. Additionally, deficiencies must be brought to minimum Federal regulations in order to sustain eligibility for FAA funding. Approach obstructions are believed to potentially cause adverse consequences to future economic development opportunities as businesses and pilots elect to utilize other regional airports with better safety and accessibility. In July, 2011, correspondence from the Georgia Department of Transportation to the Manager of The Dalton Municipal Airport identified two runways with obstruction violations as follows:

**Runway 14** – Meets minimum state licensing requirements, but fails to meet federal requirements for a 34:1 obstruction-free, non-precision approach. Trees 1620' from the threshold and 430' left of the centerline only provide a 25:1 approach.

**Runway 32**- Meets minimum state licensing standards, but fails to meet federal requirements for a 50:1 obstruction-free, precision approach. Trees 210' from the threshold and 160' left of the centerline only provide a 1:1 approach.

**Funding:** Currently, \$550,000 of FAA Non-Primary Entitlement Funds has been set aside for the land and/or easement acquisition portion of this project. While these funds will contribute significantly to the cost of this project, it is doubtful they will cover all costs and particularly all property acquisition costs. Under the proposed 5 yr plan illustrated below, funding allocations are estimated as follows:

Purchase properties or secure easements for Phase I & Phase II of the RPZ/Approach R/W 14 to fulfill safety zone requirements. 95% of funding will come from FAA. Initially, the Airport is proposing full acquisition, but navigation easements for clearing would still be available for negotiation.

ENGINEERING DEPARTMENT

P.O. Box 248 Dalton, Georgia 30722-0248 Phone (706) 275-7552 Fax (706) 275-7553

This project is part of an ongoing effort to upgrade this airport to maintain and increase our economic advantage. 5 yr plan -Purchase properties or secure easements for Phase I & Phase II of the RPZ/Approach R/W 14 to fulfill safety zone requirements. 95% of funding will come from FAA.

In order to be eligible for FAA distributions, this project must be listed in the Transportation Improvement Plan and therefore we are proposing to amend the 2012 Transportation Improvement Plan to include this project.

**TIP Document Modification**

The FY 2012 – 2015 Transportation Improvement Plan is proposed to be modified as follows:

- Addition of Project matrix page as presented.
- This will be designated Project 5.
- The LRTP will be subsequently be updated upon the passing of this Amendment.

**Dalton Municipal Airport  
Jolly Field  
Dalton, Georgia**

Issued 11/24/09 (for review only)

PROJECT	Quantity	FUNDING			
		Federal	State	Local/Private	Total
<b>2010</b>					
1. Land Acquisition Phase 1 (Fee/Easement) RPZ/Approach R/W 14 and Obstruction Removal (Includes Survey/Appraisals)	L.S.	\$250,000	\$6,250	\$6,250	\$262,500
2. Aerial Survey for Rwy 14	L.S.	\$17,100	\$450	\$450	\$18,000
3. Environmental Checklist for Land Acquisition	L.S.	\$4,750	\$125	\$125	\$5,000
4. Apron Overlay/Rehab and New Taxi Lane to T-Hangars	L.S.	\$2,090,000	\$55,000	\$55,000	\$2,200,000
<b>TOTAL 2010</b>		<b>\$2,361,850</b>	<b>\$61,825</b>	<b>\$61,825</b>	<b>\$2,485,500</b>
<b>2011</b>					
1. Land Acquisition Phase 2 (Fee/Easement) RPZ/Approach R/W 14	L.S.	\$400,000	\$10,000	\$10,000	\$420,000
2. Fuel Farm - 12,000 Gal. Avgas	L.S.	\$0	\$0	\$90,000	\$90,000
<b>TOTAL 2011</b>		<b>\$400,000</b>	<b>\$10,000</b>	<b>\$100,000</b>	<b>\$510,000</b>
<b>2012</b>					
1. Land Acquisition Phase 3 (Fee/Easement) RPZ/Approach R/W 14 and obstruction Removal (includes Survey/Appraisals)	L.S.	\$300,000	\$7,500	\$7,500	\$315,000
2. AOP Update	L.S.	\$61,750	\$1,625	\$1,625	\$65,000
3. 80 x 80 Corporate Hangars	L.S.	\$0	\$0	\$600,000	\$600,000
4. Jet Fuel Farm - 12,000 Gallons	L.S.	\$0	\$0	\$110,000	\$110,000
<b>TOTAL 2012</b>		<b>\$361,750</b>	<b>\$9,125</b>	<b>\$719,125</b>	<b>\$1,090,000</b>

PROJECT	Quantity	FUNDING			
		Federal	State	Local/Private	Total
<b>2013</b>					
1. Land Acquisition Phase 4 (Fee/Easement) RPZ/Approach RW 14 and obstruction Removal (includes Survey/Appraisals)	L.S.	\$300,000	\$7,500	\$7,500	\$315,000
2. Design (Rehab/Overlay Runway)	L.S.	\$142,500	\$3,750	\$3,750	\$150,000
3. Terminal Expansion/Renovation	L.S.	\$0	\$0	\$100,000	\$100,000
<b>TOTAL 2013</b>		<b>\$442,500</b>	<b>\$11,250</b>	<b>\$111,250</b>	<b>\$565,000</b>
<b>2014</b>					
1. Construct RW Rehab/Overlay	L.S.	\$1,900,000	\$50,000	\$50,000	\$2,000,000
2. RSA Improvements (Runway Safety Areas)	L.S.	\$114,000	\$3,000	\$3,000	\$120,000
<b>TOTAL 2014</b>		<b>\$2,014,000</b>	<b>\$53,000</b>	<b>\$53,000</b>	<b>\$2,120,000</b>
<b>2015</b>					
1. Land Acquisition Phase 5 (Fee/Easement) RPZ/Approach RW 14 and obstruction Removal (includes Survey/Appraisals)	L.S.	\$400,000	\$10,000	\$10,000	\$420,000
2. T-Hangars ( 2 - 10 Units)	L.S.	\$0	\$0	\$500,000	\$500,000
<b>TOTAL 2015</b>		<b>\$400,000</b>	<b>\$10,000</b>	<b>\$510,000</b>	<b>\$920,000</b>
<b>GRAND TOTAL</b>		<b>\$5,980,100</b>	<b>\$155,200</b>	<b>\$1,555,200</b>	<b>\$7,690,500</b>

Vance C. Smith, Jr., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW  
Atlanta, Georgia 30308  
Telephone: (404) 631-1000

July 27, 2011



Mr. Frank Hubbs, Manager  
Dalton Municipal Airport  
4483 Airport Road SE  
Dalton, Georgia 30721

Re: Dalton Municipal Airport Inspection

Dear Mr. Hubbs:

The Official Code of Georgia Annotated 32-9-8 requires our office to inspect and license your airport. The airport owner must secure a Georgia Airport License prior to operation of the facility, and the issuance of a Georgia Airport License is contingent upon compliance with the requirements set out in Georgia Department of Transportation's Rules and Regulations for Licensing of Certain Open-to-the-Public Airports, Chapter 672-9. In addition, contractual agreements require that we also conduct an airport inspection for the Federal Aviation Administration's (FAA) Airport Safety Data Program. In accordance with these provisions, James Bildilli of Southern Illinois University Carbondale, under contract with GDOT, inspected the Dalton Municipal Airport on July 4, 2011.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State, or local laws, ordinances, or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State, or local laws, ordinances, or regulations that may have a bearing on corrective actions that may be specified in this report.

Based upon the findings of the July 4, 2011 inspection, the airport meets state licensing requirements for a 20:1 approach to Runways 14 and 32. Runway 14 fails to meet federal requirements for a clear 34:1 non-precision approach. Runway 32 fails to meet federal requirements for a clear 50:1 precision approach. Please note obstructions left or right of the runway centerline are from the pilot's perspective on approach to the runway end.

- **Runway 14** – Meets minimum state licensing requirements, but fails to meet federal requirements for a 34:1 obstruction-free, non-precision approach. Trees 1620' from the threshold and 430' left of the centerline only provide a 25:1 approach.
- **Runway 32** – Meets minimum state licensing standards, but fails to meet federal requirements for a 50:1 obstruction-free, precision approach. Trees 210' from the threshold and 160' left of the centerline only provide a 1:1 approach.
- **Runway 32 Close-in obstructions** – Trees and brush 6'-8' high are located within the width of the Primary Surface and extending outward from the threshold to 200' and 160' left. There is also a 4' fence 0'-100' from the threshold and approximately 300' left of the centerline. There should be no objects higher than the elevation of the runway within the defined area.

Mr. Frank Hubbs  
Dalton Municipal Airport Inspection  
July 27, 2011  
Page 2

- **Primary Surface Violations** – The Primary Surface for Runway 14/32 is an imaginary surface longitudinally centered on the runway and is 1,000 feet wide, extending 200 feet off each runway end. The elevation of any point on the primary surface should be the same elevation as the nearest point on the runway centerline and should be free of any obstructions. Trees and a fence are located within this area on the west side as close as 155 feet from the centerline of Runway 14/32. In short, the Primary Surfaces should be cleared of all obstructions within 500 feet on each side of the runway centerlines.
  
- **General Comments** –
  - Two runway and one threshold lights were inoperative at the time of the visit.
  - There was one obstruction light inoperative on the localizer antenna.
  - Tree clearing is apparently underway in the approach to Runway 14. As soon as the approaches have been cleared, the information on the 5010 form can be updated.

Photographs depicting the penetrations to the approach surfaces are attached. Aviation Programs will be happy to assist in alleviating the problems noted during the inspection and to answer any questions concerning the inspection. We encourage you to work with your project manager and airport consultant to fully identify all obstructions, and to remove the obstructions as soon as possible, but not later than October 31, 2011. Please notify our office when you have corrected the items noted or have established a comprehensive plan to do so. If we can be of further assistance, please contact Amanda Hill, our Aviation Planner at (404) 505-4864.

Sincerely,

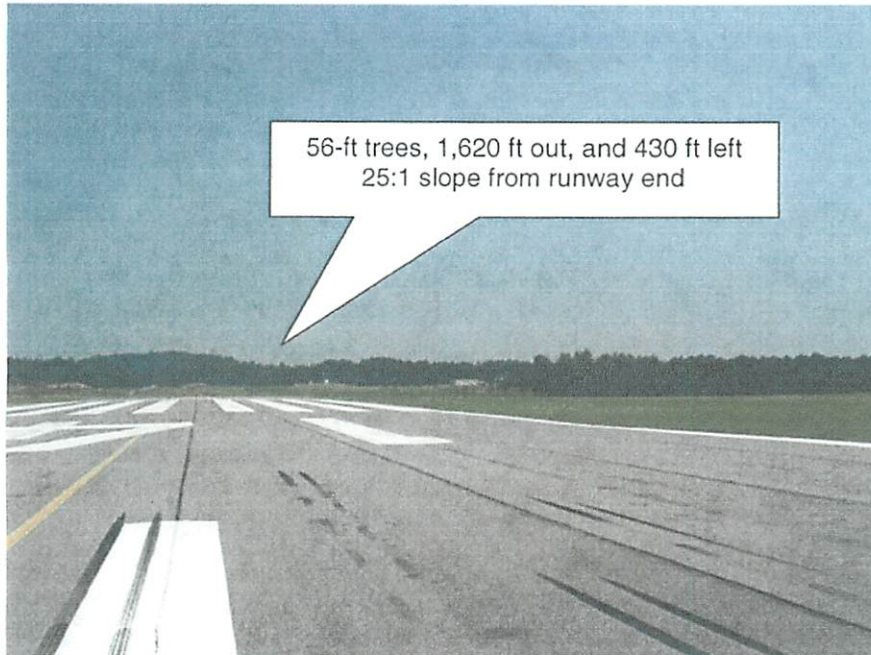


Carol Comer, Acting Director  
Division of Intermodal

cc: Mark Counts, BWSC  
Scott Seritt, FAA

**Dalton Municipal Airport Inspection Photographs**

**Runway 14 Obstructions**



**Runway 32 Obstructions**

