

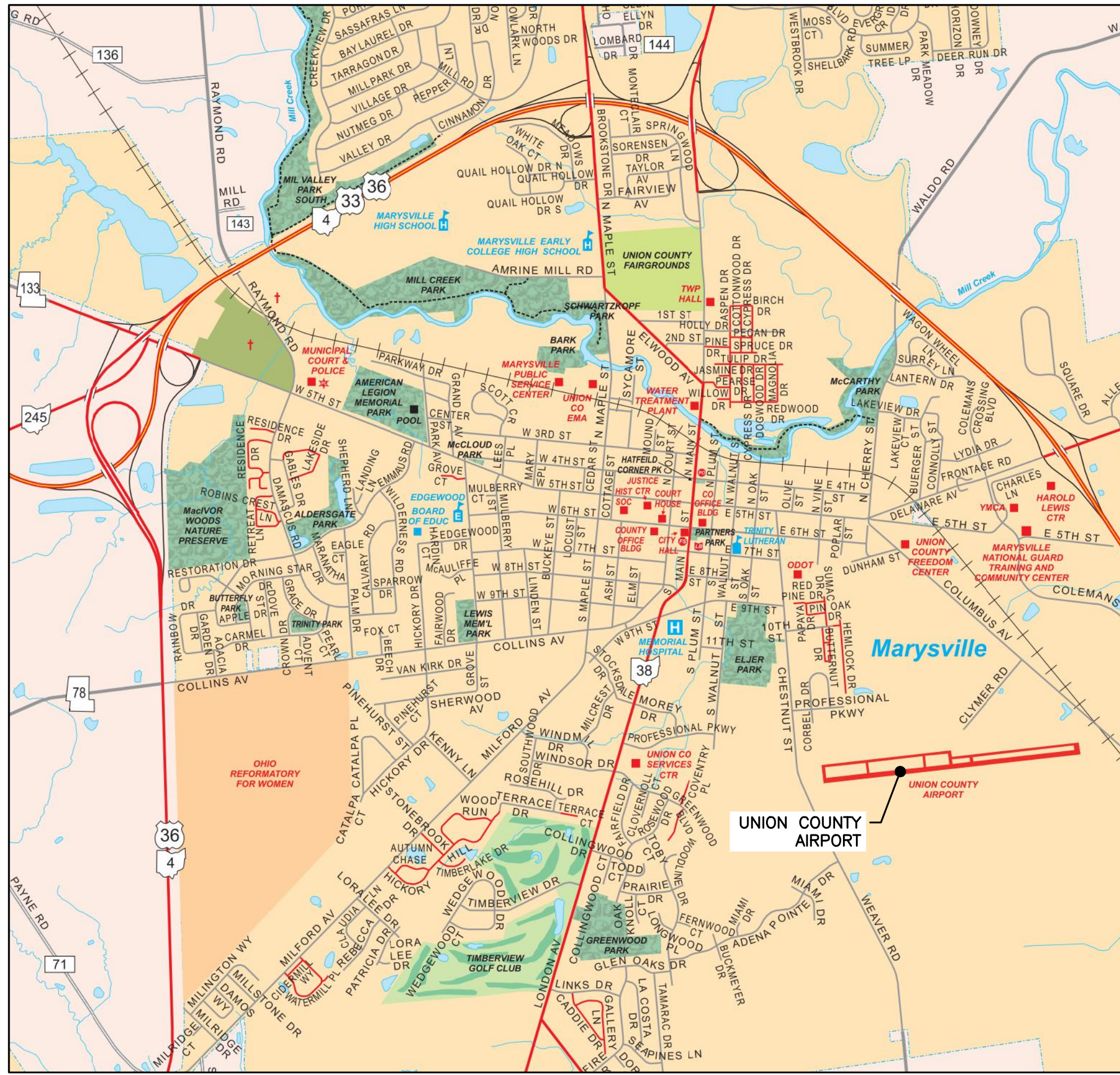
UNION COUNTY AIRPORT (MRT) MARYSVILLE, OHIO

AIRPORT LAYOUT PLAN AIP 3-39-0051-24-2019 FEBRUARY 2023



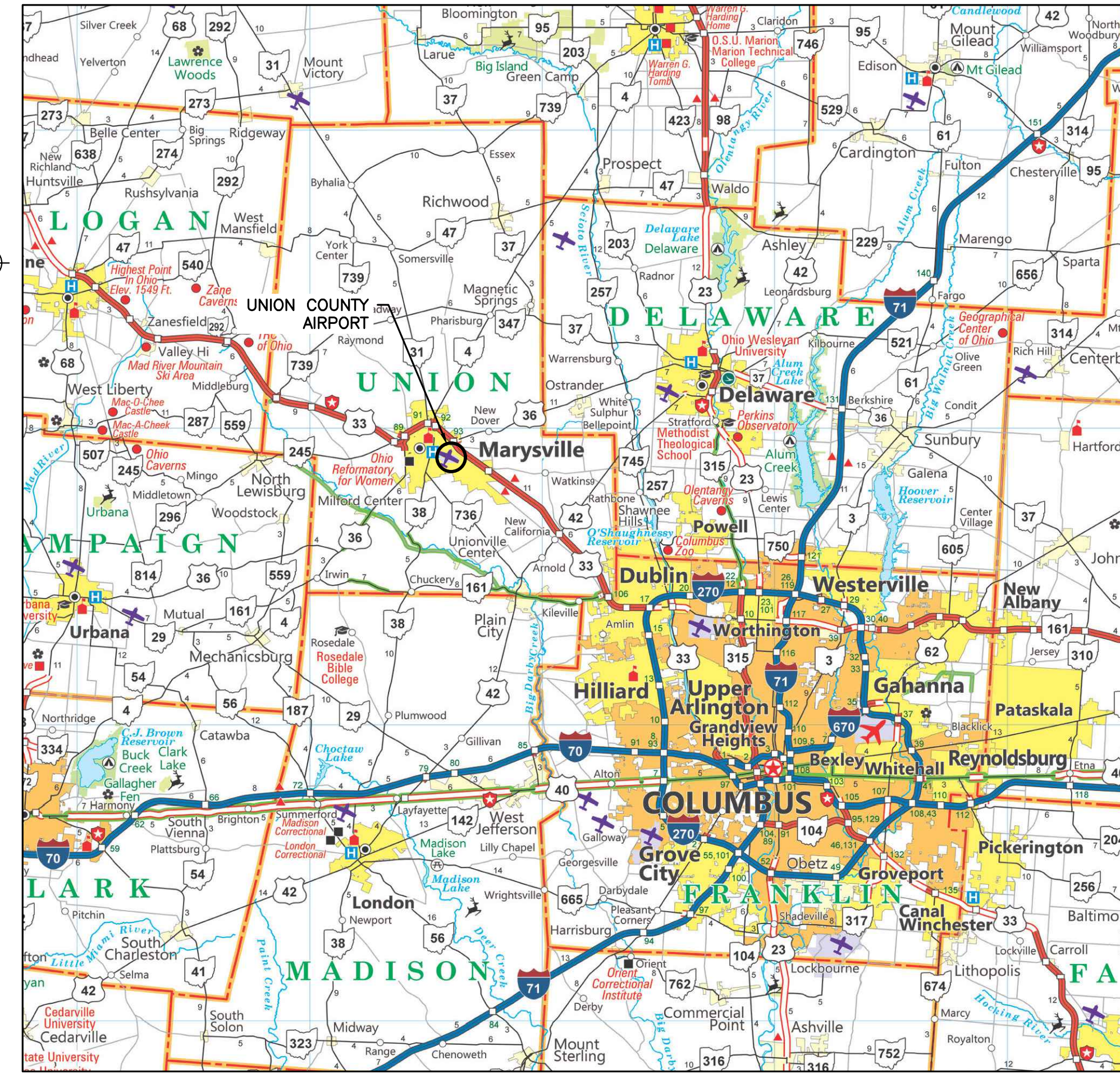
FAA APPROVAL LETTER

AIRPORT LOCATION MAP



NOT TO SCALE
SOURCE: <https://www.unioncountyohio.gov/county-highway-maps>

VICINITY MAP



NOT TO SCALE
SOURCE: OHIO DEPARTMENT OF TRANSPORTATION WEB PAGE (2019 VERSION)
[HTTP://WWW.DOT.STATE.OH.US/MAPS/PAGES/TRANSMAP19.ASPX](http://www.dot.state.oh.us/maps/pages/transmap19.asp)

Delaware District Office
Minto Asset Center
1177 E. Wayne Road, Ste. 107
Barnhart, OH 43014

December 21, 2023

Mr. Philip LaPorte
Union County Airport
1600 Cyper Road
Marysville, OH 43040

Dear Mr. LaPorte:

Union County Airport (MRT)
Airport Layout Plan (ALP) Approval
Airport Case 2023-001-1349-00A
AIP Grant # 3-39-0051-024-2019

The Master Plan (MP) documents for the Union County Airport (MRT) are acceptable from a conceptual standpoint and meet the Federal Aviation Administration (FAA) planning policies, applicable Advisory Circulars, and Standard Operating Procedures. The contents of the MP reflect the intent of the airport sponsor and the accuracy of the document. The MP does not necessarily reflect the views or policies of the FAA, and the determination of acceptability does not imply the FAA agrees with the MP conclusions and recommendations.

The FAA Reauthorization Act of 2019, Section 10106, has limited the FAA's review and approval authority for ALPs. This Act limits the FAA's authority to those portions of the ALP that:

- Materially impact the safe and efficient operation of aircraft at, to, or from the airport;
- Substantially affect the safety of people or property on the ground adjacent to the airport as a result of aircraft operations; or
- Substantially affect the value of prior Federal investments to a significant extent.

FAA's approval of the ALP is limited to existing facilities only for those specific areas that FAA retains approval authority. The FAA has not made a determination of whether or not it retains review and approval authority for any proposed facilities depicted on the ALP associated with this letter. Unless otherwise noted, under Title 49 U.S.C. § 47107(b)(1) for limited review, the FAA will not review or approve any proposed facilities that are not within the scope of the FAA's limited review and approval authority.

Although section 10106 has limited the FAA's review and approval authority of proposed projects depicted on an ALP, airport sponsors must continue to maintain an up-to-date ALP in accordance with Federal law, 49 U.S.C. § 47107(b)(1).

The airport sponsor is responsible for monitoring obstructions within the approach/departure surfaces. Examples of projects that may trigger a review include the following: obstruction removal, runway threshold changes, and land acquisition within the departure surface. If an obstruction is identified, it is the airport sponsor's responsibility to submit the obstruction to the GSA/AAA system for a safety evaluation and determination.

Enclosed is one (1) conditionally approved copy of the subject AIP, dated February 2023. This letter certifies or supersedes all prior ALP approvals. The AIP approval is based upon recognition of and adherence to the following:

- The existing and future Critical Aircraft is B-E for Runway 9/27 and A1 (Small) for Runway 8/26 (Short).
- The AIP designation based on Airplane Design Group (ADG) of Category B-E.

This forecast was prepared and approved prior to the COVID-19 public health emergency; therefore, the conclusions drawn from the forecast data do not reflect the potential impact of COVID-19 on airport operations at MRT. Please be advised that any future projects will require a separate determination of eligibility and justification, in response to COVID-19 impacts, before the FAA will concur with the project.

It is FAA policy that the Runway Protection Zone (RPZ) should be acquired in fee simple. It appears MRT owns the RPZ for runway end and a majority of the RPZ for runway end 27. The airport does not own the existing railroad and Industrial Parkway; however, the airport does have an easement over the area between the railroad and roadway. The FAA recommends the Airport Sponsor have an easement agreement for those portions of the RPZ where fee simple ownership is not currently identified. The Airport Sponsor should ensure the fee simple ownership in the area and ensure that it has adequate controls in place. The Airport Sponsor should ensure there is no congregation of people within the RPZ. FAA AC 150/5030-10B "Airport Land Use Compatibility Planning" requires the Airport Sponsor to develop an alternatives analysis when the following is proposed:

- 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)

This Alternatives Analysis must be reviewed by the ADO, Regional Office, and AIP-600.

Sheet 22 of the AIP set is identified as an exhibit "A". This exhibit "A" will be reviewed separately and receive a separate concurrence from the AIP approval letter.

If any of the design critical aircraft or aircraft group change, this AIP must be reevaluated.

Runway 9/27 and 8/26 share the same traffic pattern. Due to insufficient separation between runway centerlines, simultaneous operations on Runway 9/27 and Runway 8/26 are not authorized. This approval was provided in OAR # 2023-001-1349-00A.

There are currently no Modification to Standards approved on this AIP set.

FAA's approval does not infer or imply that the land in the airport vicinity is considered compatible with airport operations. Federal requirements apply:

- All development programs should be reasonably consistent with the plans of local and state planning agencies for the development in the airport vicinity.
- That the considerations have been given to the effect of construction or use over the airport.
- That development programs provide for the protection and enhancement of the environment.

The FAA offers no objection to the proposed ultimate airspace utilization as depicted on the ALP based on considerations of safe and efficient use of airspace. The FAA has the status of "Plan on File" for the purpose of 14 CFR Part 75, Obstruction Evaluation, and 14 CFR Part 132, Airport Add Program. A review of the airspace landing area development was conducted according to the following 14 CFR Parts: 71, 132, and 137, Notice of Construction, Alteration, Activation, and Discontinuation of Airports (Reference Aeronautical Information Manual (AIM) 1-2-1, 1-2-1.1, 1-2-1.2, 1-2-1.3, 1-2-1.4, 1-2-1.5, 1-2-1.6, 1-2-1.7, 1-2-1.8, 1-2-1.9, 1-2-1.10, 1-2-1.11, 1-2-1.12, 1-2-1.13, 1-2-1.14, 1-2-1.15, 1-2-1.16, 1-2-1.17, 1-2-1.18, 1-2-1.19, 1-2-1.20, 1-2-1.21, 1-2-1.22, 1-2-1.23, 1-2-1.24, 1-2-1.25, 1-2-1.26, 1-2-1.27, 1-2-1.28, 1-2-1.29, 1-2-1.30, 1-2-1.31, 1-2-1.32, 1-2-1.33, 1-2-1.34, 1-2-1.35, 1-2-1.36, 1-2-1.37, 1-2-1.38, 1-2-1.39, 1-2-1.40, 1-2-1.41, 1-2-1.42, 1-2-1.43, 1-2-1.44, 1-2-1.45, 1-2-1.46, 1-2-1.47, 1-2-1.48, 1-2-1.49, 1-2-1.50, 1-2-1.51, 1-2-1.52, 1-2-1.53, 1-2-1.54, 1-2-1.55, 1-2-1.56, 1-2-1.57, 1-2-1.58, 1-2-1.59, 1-2-1.60, 1-2-1.61, 1-2-1.62, 1-2-1.63, 1-2-1.64, 1-2-1.65, 1-2-1.66, 1-2-1.67, 1-2-1.68, 1-2-1.69, 1-2-1.70, 1-2-1.71, 1-2-1.72, 1-2-1.73, 1-2-1.74, 1-2-1.75, 1-2-1.76, 1-2-1.77, 1-2-1.78, 1-2-1.79, 1-2-1.80, 1-2-1.81, 1-2-1.82, 1-2-1.83, 1-2-1.84, 1-2-1.85, 1-2-1.86, 1-2-1.87, 1-2-1.88, 1-2-1.89, 1-2-1.90, 1-2-1.91, 1-2-1.92, 1-2-1.93, 1-2-1.94, 1-2-1.95, 1-2-1.96, 1-2-1.97, 1-2-1.98, 1-2-1.99, 1-2-1.100).

Development depicted on the AIP must comply with the National Environmental Policy Act (NEPA) of 1969 and State Environmental Laws. FAA environmental approval may be required for airport development actions depicted on the AIP. Please check with the ADO to determine what environmental action, if any, is required prior to starting construction. General requirements concerning FAA approval can be found in FAA Order 1050.06 "National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions."

To avoid conflicts with future development, the FAA recommends utilizing the AIP when preparing leases. We further recommend providing copies to the local and state planning boards and county and city officials, and encouraging adoption of compatible land use criteria in and around the airport. Copies should be distributed to FAA Order 1050.06 "National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions."

The Airport and Airway Improvement Act (FAA AC 150/5030-10B) requires the sponsor to eliminate any adverse effects on Federal facilities, or bear all costs to relocate those facilities, that are a result of an airport change. However, if AIP eligible construction/development items adversely affect FAA facilities, the cost of relocating the facilities may be eligible under AIP.

This approval does not include a detailed evaluation of actual construction. Prior to constructing any development on the airport, notice (FAA Form 7460-1) consistent with 14 CFR Part 77 must be filed with the office. This approval does not include approval for temporary construction equipment, which may be used during actual construction (e.g., cranes, equipment staging areas, site access routes, etc.). A separate construction safety/planning plan for any project should be reviewed by the FAA no less than 60 days prior to beginning any project.

If development is planned without aviation trust fund investments that will change the status or geometry of runways, taxiways, aprons, or other operating airport surfaces, the approval must list the FAA by submitting an AIP.

We trust this letter provides a clear explanation of the conditions and terms of our approval. If you desire further clarification, please contact the FAA office at (741) 239-2900.

Sincerely,
JOHN L. MAYFIELD JR. Deputy Assistant Administrator
John L. Mayfield, Jr.
Manager
Delaware District Office
C/O: Woodport, Dave Wall
0007 Aviation

Sheet List Table	
Sheet Number	Sheet Title
1	COVER SHEET
2	AIRPORT DATA SHEET
3	EXISTING AIRPORT LAYOUT PLAN
4	FUTURE AIRPORT LAYOUT PLAN
5	AIRPORT AIRSPACE DRAWING
6	INNER APPROACH RUNWAY 09-27
6A	FUTURE INNER APPROACH RUNWAY 09-27
7	INNER APPROACH RUNWAY 08-26
8	TERMINAL PLAN
9	LAND USE PLAN
10	EXHIBIT 'A'



STATE COUNTY MAP

OHIO DEPARTMENT OF TRANSPORTATION

James E. Bryant, Administrator

12.13.23

MRT-UNION COUNTY AIRPORT, FAA AIP 3-39-0051-24-2019
ODOT Project #M20-39

UNION COUNTY AIRPORT
APPROVED AND ADOPTED

DATE APPROVED 12/12/2023

Philip LaPorte
PRESIDENT

ATK
VICE-PRESIDENT

WOOLPERT

One Easton Oval
Suite 400
Columbus, OH 43219
614.476.6000
FAX: 614.476.6225

CERTIFIED BY:
Gregory A. Shuttleworth
GREGORY A. SHUTTLEWORTH DATE 12/12/23

SHEET NO.	No.	DATE	REVISION

COVER SHEET

DESIGNED BY: JAC	DRAWN BY: JAC
CHECKED BY: DW	APPROVED BY: GAS

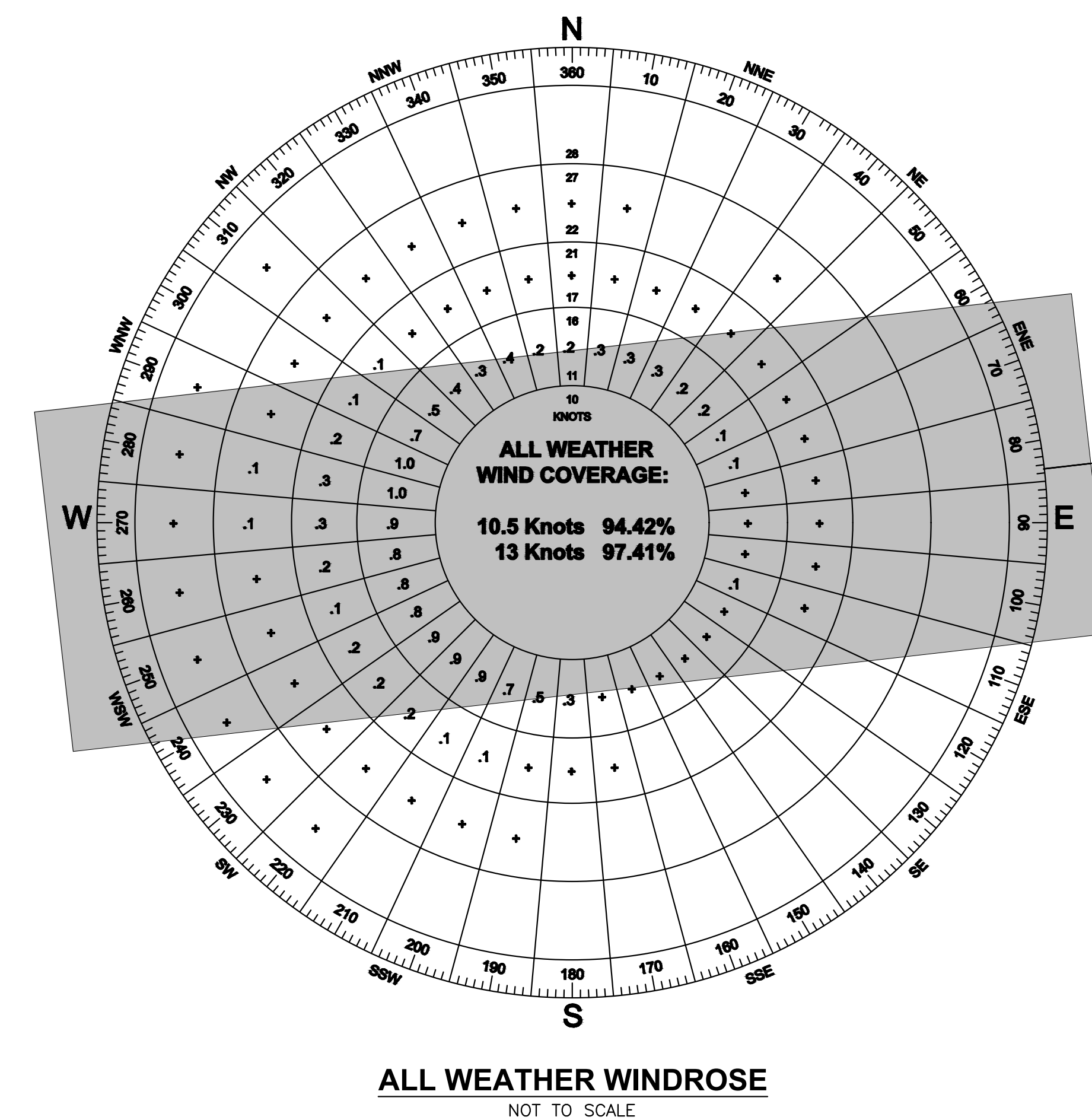
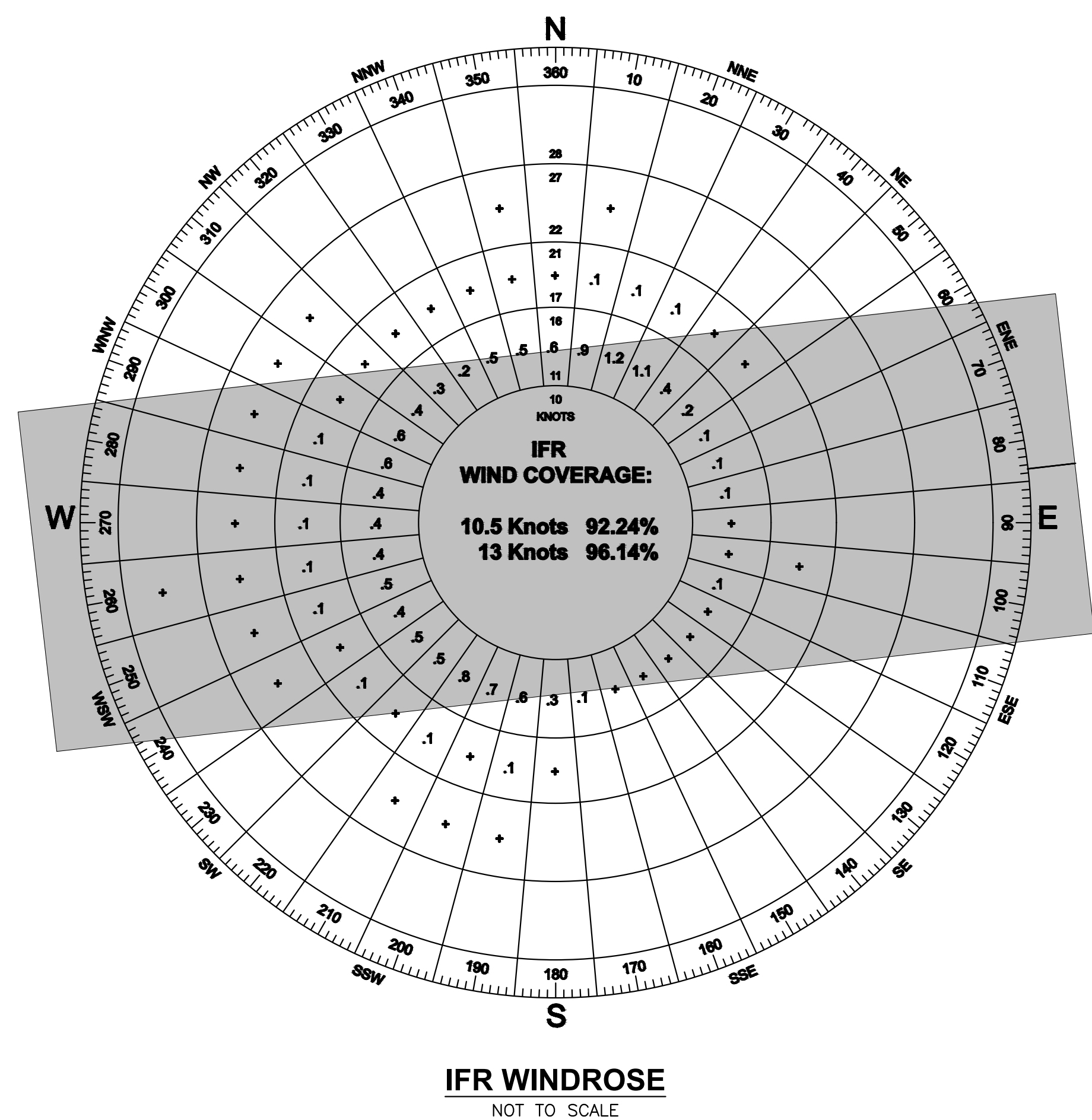
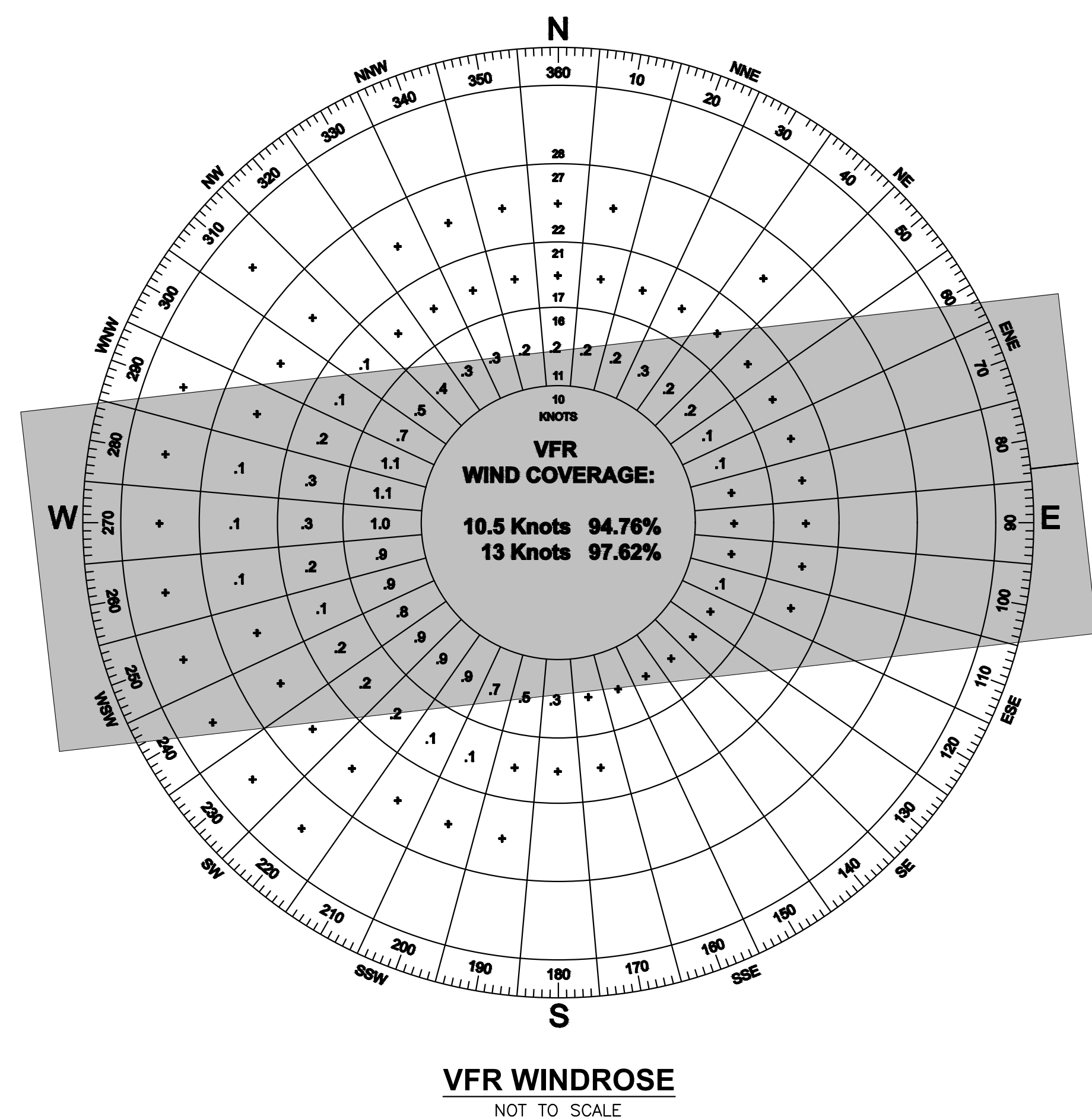
FAA DISCLAIMER

"THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (AIP 3-39-0051-24-2019) 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 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 OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

AIRPORT DATA TABLE		
	EXISTING	FUTURE
AIRPORT REFERENCE CODE (ARC)	B-II	B-II
MEAN MAX TEMPERATURE OF THE HOTTEST MONTH	JULY - 85° F	JULY - 85° F
AIRPORT ELEVATION (MSL)(FT)	1,020.6'	1,020.6'
AIRPORT NAVIGATIONAL AIDS	PAPIS (4-LIGHT), REILS, ROTATING BEACON	PAPIS (4-LIGHT), REILS, ROTATING BEACON
AIRPORT REFERENCE POINT (ARP)	40° 13' 28.20" N 83° 21' 05.88" W	40° 13' 27.95" N 83° 21' 09.19" W
MISCELLANEOUS FACILITIES	MITL, AWOS-3, WINDCONES (LIGHTED)	MITL, AWOS-3, WINDCONES (LIGHTED)
CRITICAL AIRCRAFT	B-II GROUPING OF AIRCRAFT WITH SIMILAR CHARACTERISTICS	B-II GROUPING OF AIRCRAFT WITH SIMILAR CHARACTERISTICS
AIRPORT MAGNETIC VARIATION	6.93° W ± 0.38" CHANGING BY 0.03" W PER YEAR	6.93° W ± 0.38" CHANGING BY 0.03" W PER YEAR
FAA NPAS SERVICE LEVEL	GENERAL AVIATION LOCAL	GENERAL AVIATION LOCAL
STATE EQUIVALENT SERVICE ROLE	GENERAL AVIATION LEVEL 1	GENERAL AVIATION LEVEL 1

MODIFICATION TO STANDARDS TABLE	
MODIFICATIONS TO STANDARDS TABLE	NONE REQUIRED

	RUNWAY DATA TABLE											
	RUNWAY 9-27					RUNWAY 8-26						
	EXISTING		FUTURE		EXISTING		FUTURE		EXISTING		FUTURE	
AIRPORT REFERENCE CODE (ARC)	B-II		B-II		B-II		B-II		A-I (SMALL AIRCRAFT)		A-I (SMALL AIRCRAFT)	
APPROACH REFERENCE CODE (APRC)	B / I / 5000		B / I / 5000		B / I / 5000		B / I / 5000		A / I (S) / VIS		A / I (S) / VIS	
DEPARTURE REFERENCE CODE (DPRC)	B / I / 5000		B / I / 5000		B / I / 5000		B / I / 5000		A / I		A / I	
PAVEMENT STRENGTH AND MATERIAL TYPE	ASPHALT 17,000 LBS (SINGLE WHEEL)		ASPHALT 17,000 LBS (SINGLE WHEEL)		ASPHALT 17,000 LBS (SINGLE WHEEL)		ASPHALT 17,000 LBS (SINGLE WHEEL)		TURF		TURF	
CLASSIFICATION (UTILITY/OTHER THAN UTILITY)	OTHER THAN UTILITY		OTHER THAN UTILITY		OTHER THAN UTILITY		OTHER THAN UTILITY		UTILITY		UTILITY	
PCR (BEARING STRENGTH OF 12,500 LBS OR GREATER)	85 / F / B / X / U		85 / F / B / X / U		85 / F / B / X / U		85 / F / B / X / U		N/A		N/A	
SURFACE TREATMENT	NONE		NONE		NONE		NONE		NONE		NONE	
EFFECTIVE GRADIENT (%)	0.560%		0.470%		0.470%		0.470%		0.79%		0.79%	
MAXIMUM GRADIENT (%)	0.560%		0.470%		0.470%		0.470%		0.79%		0.79%	
LINE OF SIGHT CRITERIA MET (YES/NO)	YES		YES		YES		YES		YES		YES	
PERCENT WIND COVERAGE	94.42%		97.41%		94.42%		97.41%		94.42%		94.42%	
A-I AND B-II (10.5 KTS)	97.41%		97.41%		97.41%		97.41%		N/A		N/A	
A-II AND B-II (13 KTS)	97.41%		97.41%		97.41%		97.41%		N/A		N/A	
RUNWAY DIMENSIONS (LENGTH x WIDTH) (FT)	4,218' x 75'		5,018' x 75'		4,218' x 75'		5,018' x 75'		2,702' x 81'		2,702' x 81'	
DISPLACED THRESHOLD (FT)	0'		0'		0'		0'		0'		0'	
RUNWAY SAFETY AREA (RSA)	300'		300'		300'		300'		240'		240'	
LENGTH BEYOND RUNWAY END	300'		300'		300'		300'		240'		240'	
WIDTH	150'		150'		150'		150'		120'		120'	
RUNWAY END LATITUDE	40° 13' 28.31" N		40° 13' 28.34" N		40° 13' 28.34" N		40° 13' 28.34" N		40° 13' 28.55" N		40° 13' 28.81" N	
RUNWAY END LONGITUDE	83° 21' 32.76" W		83° 21' 32.79" W		83° 21' 32.79" W		83° 21' 32.79" W		83° 21' 23.32" W		83° 21' 23.32" W	
DISPLACED THRESHOLD LATITUDE	NONE		NONE		NONE		NONE		NONE		NONE	
DISPLACED THRESHOLD LONGITUDE	NONE		NONE		NONE		NONE		NONE		NONE	
RUNWAY END	1,020.6'		996.8'		1,020.6'		996.8'		1,015.2'		993.9'	
DISPLACED THRESHOLD	NONE		NONE		NONE		NONE		NONE		NONE	
TOUCHDOWN ZONE (TDZ)	1,020.6'		1,014.2'		1,020.6'		1,014.2'		1,015.2'		1,015.2'	
HIGH POINT	1,020.6'		996.8'		1,020.6'		996.8'		1,015.2'		993.9'	
LOW POINT	996.8'		996.8'		996.8'		996.8'		993.9'		993.9'	
RUNWAY LIGHTING TYPE	MIRL		MIRL		MIRL		MIRL		NONE		NONE	
LENGTH	1,000'		1,000'		1,000'		1,000'		1,000'		1,000'	
RUNWAY PROTECTION ZONE (RPZ)	500'		500'		500'		500'		250'		250'	
INNER WIDTH	500'		500'		500'		500'		250'		250'	
OUTER WIDTH	700'		700'		700'		700'		450'		450'	
RUNWAY MARKING TYPE	NON-PRECISION		NON-PRECISION		NON-PRECISION		NON-PRECISION		NONE		NONE	
14 CFR PART 77 APPROACH CATEGORY	OTHER THAN UTILITY [NP]		OTHER THAN UTILITY [NP]		OTHER THAN UTILITY [NP]		OTHER THAN UTILITY [NP]		UTILITY		UTILITY	
APPROACH SURFACE DIMENSIONS	10,000' L x 500' IW x 3,500' OW		10,000' L x 500' IW x 3,500' OW		10,000' L x 500' IW x 3,500' OW		10,000' L x 500' IW x 3,500' OW		5,000' L x 250' IW x 1,250' OW		5,000' L x 250' IW x 1,250' OW	
APPROACH SURFACE SLOPE	34:1		34:1		34:1		34:1		20:1		20:1	
INSTRUMENT FLIGHT VISIBILITY CATEGORY (SM)	1 MILE		1 MILE		1 MILE		1 MILE		VISUAL		VISUAL	
TYPE OF AERONAUTICAL SURVEY FOR APPROACH	NON-VERTICALLY GUIDED SURVEY		NON-VERTICALLY GUIDED SURVEY		NON-VERTICALLY GUIDED SURVEY		NON-VERTICALLY GUIDED SURVEY		N/A		N/A	
RUNWAY DEPARTURE SURFACE (YES OR N/A)	YES		YES		YES		YES		N/A		N/A	
RUNWAY OBJECT FREE AREA (ROFA)	300'		300'		300'		300'		240'		240'	
LENGTH BEYOND RUNWAY END	300'		300'		300'		300'		240'		240'	
WIDTH	500'		500'		500'		500'		250'		250'	
RUNWAY OBSTACLE FREE ZONE (ROFZ)	200'		200'		200'		200'		200'		200'	
LENGTH BEYOND RUNWAY END	200'		200'		200'		200'		200'		200'	
WIDTH	400'		400'		400'		400'		250'		250'	
THRESHOLD SITING SURFACE (TSS)	ROW 4: 400' IW x 3,400' OW x 10,000' L [200' FROM THRESHOLD]		ROW 4: 400' IW x 3,400' OW x 10,000' L [200' FROM THRESHOLD]		ROW 4: 400' IW x 3,400' OW x 10,000' L [200' FROM THRESHOLD]		ROW 4: 400' IW x 3,400' OW x 10,000' L [200' FROM THRESHOLD]		ROW 2: 250' IW x 700' OW x 2,250' L x 2,750' L [0' FROM THRESHOLD]		ROW 2: 250' IW x 700' OW x 2,250' L x 2,750' L [0' FROM THRESHOLD]	
SURFACE DIMENSIONS	ROW 4: 400' IW x 3,400' OW x 10,000' L [200' FROM THRESHOLD]		ROW 4: 400' IW x 3,400' OW x 10,000' L [200' FROM THRESHOLD]		ROW 4: 400' IW x 3,400' OW x 10,000' L [200' FROM THRESHOLD]		ROW 4: 400' IW x 3,400' OW x 10,000' L [200' FROM THRESHOLD]		ROW 2: 250' IW x 700' OW x 2,250' L x 2,750' L [0' FROM THRESHOLD]		ROW 2: 250' IW x 700' OW x 2,250' L x 2,750' L [0' FROM THRESHOLD]	
SLOPE	20:1		20:1		20:1		20:1		20:1		20:1	
PENETRATIONS	SEE SHEET 6		SEE SHEET 6		SEE SHEET 6A		SEE SHEET 6A		SEE SHEET 7		SEE SHEET 7	
VISUAL AND INSTRUMENT NAVAIDS (FOR EACH RUNWAY END)	PAPI-4L, REIL		PAPI-4L, REIL		PAPI-4L, REIL		PAPI-4L, REIL		NONE		NONE	
TAXIWAY (PARALLEL)	35'		35'		35'		35'		N/A		N/A	
TAXIWAY DESIGN GROUP (TDG) - 1B	25'		25'		25'		25'		N/A		N/A	
TAXIWAY SAFETY AREA (TSA)	79'		79'		79'		79'		N/A		N/A	
TAXIWAY OBJECT FREE AREA (TOFA)	131'		131'		131'		131'		N/A		N/A	
TAXIWAY TO RUNWAY SEPARATION	240'		240'		240'		240'		N/A		N/A	
TAXIWAY LIGHTING	MITL		MITL		MITL		MITL		N/A		N/A	
VERTICAL / HORIZONTAL DATUM	NAVD88 / NAD83		NAVD88 / NAD83		NAVD88 / NAD83		NAVD88 / NAD83		NAVD88 / NAD83		NAVD88 / NAD83	
DECLARED DISTANCES TABLE												
DECLARED DISTANCES	TAKEOFF RUN AVAILABLE (TORA)	4,218'	4,218'	5,018'	5,018'	2,702'	2,702'	2,702'	2,702'	2,702'	2,702'	2,702'
	TAKEOFF DISTANCE AVAILABLE (TODA)	4,218'	4,218'	5,018'	5,018'	2,702'	2,702'	2,702'	2,702'	2,702'	2,702'	2,702'
	ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	4,218'	4,218'	5,018'	5,018'	2,702'	2,702'	2,702'	2,702'	2,702'	2,702'	2,702'
	LANDING DISTANCE AVAILABLE (LDA)	4,218'	4,095'	5,018'	4,796'	2,702'	2,702'	2,702'	2,702'	2,702'	2,702'	2,702'



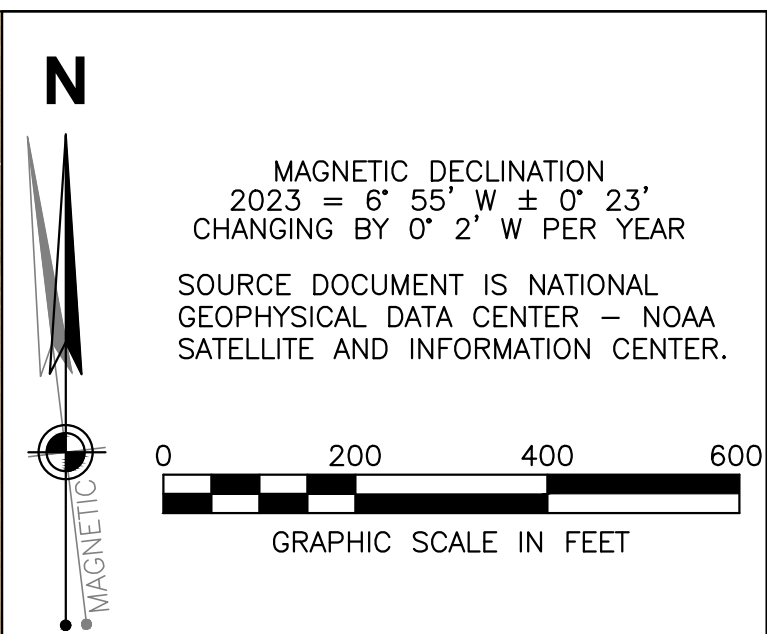
RUNWAY 9-27	ALL WEATHER		IFR		VFR	
	10.5 KNOTS	13 KNOTS	10.5 KNOTS	13 KNOTS	10.5 KNOTS	13 KNOTS
	94.42%	97.41%	92.24%	96.14%	94.76%	97.62%

SOURCE: NOAA INTEGRATED SURFACE DATABASE, ON-SITE AWOS-3 (2011-2020)

Layout Tab Name: AIRPORT DATA SHEET Images: Xrefs: 80572-TBLK.dwg
 Last Saved By: teigen, 9/21/2023 11:40:37 AM
 W:\Swin\DE\indy\clients\Union County Airport - OH\080572 - MRT Master Plan Update AP-24\Cadd\Cad\80572 DATA.dwg Plotted December 13, 2023, 3:57:25 PM

	DESIGN ENGINEER	DATE		DESIGNED BY	GCF	DRAWN BY	GCF	CHECKED BY	DW	APPROVED BY	GAS
1 Eastern Oval Suite 400 Columbus, OH 43219 WOOLPERT <small>ARCHITECTURAL ENGINEERING TECHNOLOGY</small> 614.476.6000 FAX: 614.476.6225											
No.	DATE	REVISION									
1	09/05/23	ADDRESS COMMENTS FROM FAA									
AIRPORT LAYOUT PLAN			MARYSVILLE, OHIO								
AIRPORT DATA SHEET			UNION COUNTY AIRPORT								
PROJECT No: 080572 DATE: FEBRUARY 2023 AIP No: 3-39-0051-24-2019 HORIZ. SCALE: VERT. SCALE: SHEET NO.											
2											

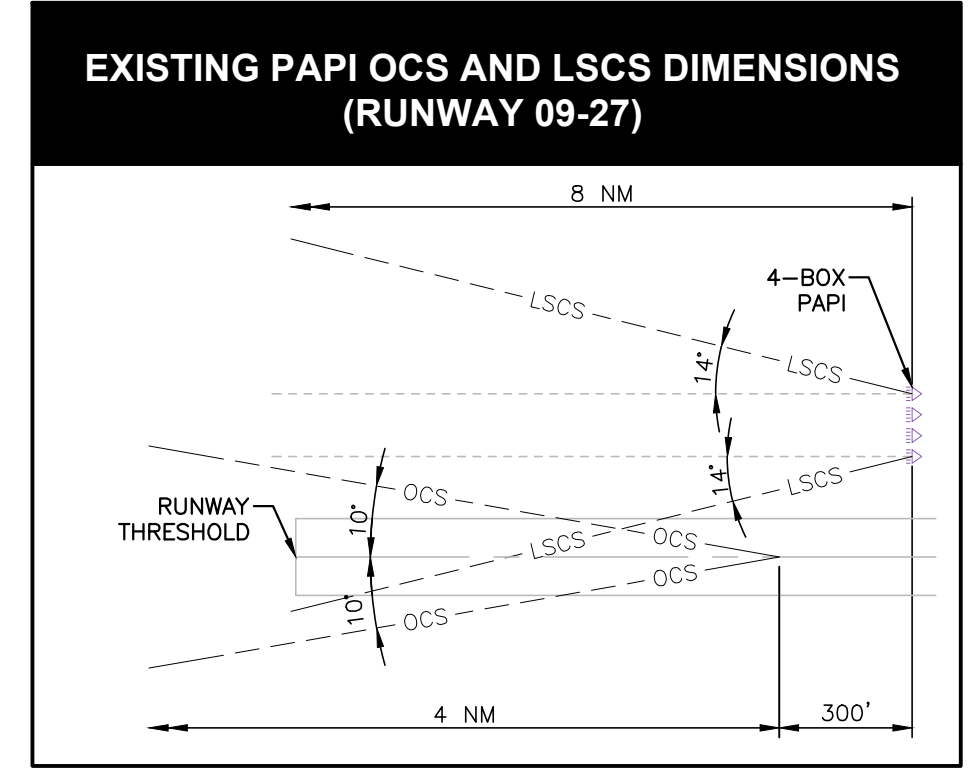
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CERTIFIED BY: _____ DESIGN ENGINEER DATE _____
 DESIGNED BY: GCF DRAWN BY: GCF
 CHECKED BY: DW APPROVED BY: GAS

1 Eastern Oval
 Suite 400
 Columbus, OH 43219
 614.476.6000
 FAX: 614.476.6225
WOOLPERT
 ARCHITECTURAL ENGINEERING

No.	DATE	REVISION
1	09/21/23	ADDRESS COMMENTS FROM FAA



STRUCTURE TABLE	
EXISTING CONDITION	
BLDG.	FUNCTION
1	ADMINISTRATION BUILDING/FBO HANGAR
2	CORPORATE HANGAR
3	T-HANGAR
4	T-HANGAR
5	T-HANGAR
6	T-HANGAR
FUTURE BUILDINGS AND STRUCTURES	
F1	T-HANGAR
F2	T-HANGAR
F3	T-HANGAR
F4	T-HANGAR
F5	CORPORATE HANGAR
F6	CORPORATE HANGAR
F7	CORPORATE HANGAR
F8	CORPORATE HANGAR
F9	CORPORATE HANGAR
F10	AIRFIELD EQUIPMENT BUILDING
F11	ADMINISTRATION BUILDING / FBO HANGAR

- GENERAL NOTES**
- ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13B, CHANGE #1. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (SOP 2.00) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
 - SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA AND ADDITIONAL DIMENSIONS.
 - ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVERSEWAY ELEVATIONS AT ROAD CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
 - RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES AND THE ASOS PROTECTION AREA. DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITH A 500' RADIUS OF THE ASOS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500 TO 1,000' RADIUS.
 - CURRENTLY ONLY ABOUT ONE HALF OF THE PERIMETER OF THE AIRPORT IS PROTECTED WITH APPROXIMATELY SIX-FOOT CHAIN-LINK FENCE WITHOUT BARBED WIRE ON TOP. FUTURE PERIMETER FENCING TO MEET FAA/TSA STANDARDS OR WILDLIFE REQUIREMENTS. DEER RESISTANT FENCE THAT IS AT LEAST 10 FEET TALL (TOPPED WITH BARBED WIRE).
 - SEE PROPERTY MAP FOR EXISTING EASEMENT INFORMATION AND LOCATIONS.
 - DATE OF SURVEY MAPPING INFORMATION: MAY 05, 2020
 - DATE OF AERIAL IMAGERY: MARCH 2022

LEGEND: LINETYPE

EXISTING	FACILITY	FUTURE
---	AIRPORT PROPERTY LINE	---
---	RUNWAY CENTERLINE	---
---	CONTOURS	---
---	EDGE OF PAVEMENT	---
---	FENCE LINE	---
---	TREE LINE	---
---	CFR PART 77 SURFACES	P77
---	APPROACH SURFACES	APCH
---	DEPARTURE SURFACES	DEP
---	DEPARTURE SURFACE WING AREA	DEPWA
---	QUALIFICATION SURFACE	QGS
---	RUNWAY PROTECTION ZONE	RPZ
---	RUNWAY SAFETY AREA	RSA
---	RUNWAY OBJECT FREE AREA	OFA
---	RUNWAY OBSTACLE FREE ZONE	OFZ
---	TAXIWAY SAFETY AREA	TSA
---	TAXIWAY OBJECT FREE AREA	TOFA
---	TAXILANE OBJECT FREE AREA	TLOFA
---	AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)	AWOS
---	BUILDING RESTRICTION LINE	BRL
---	PAPI OBSTACLE CLEARANCE SURFACE	OCS
---	PAPI LIGHT SIGNAL CLEARANCE SURFACE	LSCS
---	RUNWAY LINE OF SIGHT	LOS

EXISTING BUILDING SYMBOL
 FUTURE BUILDING SYMBOL

LEGEND: SYMBOLS

EXISTING	FACILITY	FUTURE
---	BUILDING	---
---	AIRFIELD PROPERTY EASEMENT	---
---	WEAVER ROAD TUNNEL	---
---	TRAVERSEWAY POINT	---
---	RUNWAY EDGE LIGHT	---
---	RUNWAY THRESHOLD LIGHT	---
---	REIL	---
---	TAXIWAY EDGE LIGHT	---
---	PAPI	---
---	GUIDANCE SIGN	---
---	WINDCONE	---
---	BEACON	---
---	AWOS	---
---	AIRPORT REFERENCE POINT	---
---	AIRCRAFT TIE DOWN	---

APRON PAVEMENT

(A)	2,142 SYD
(B)	9,041 SYD
(C)	7,453 SYD

TAXIWAY INFORMATION

EXISTING TAXIWAY EDGE SAFETY MARGINS (TESM): TAXIWAY A = 5'

EXISTING TAXIWAY SHOULDER WIDTHS TAXIWAY A = 10'

LEGEND: ABBREVIATIONS

R = ROAD
 RR = RAILROAD

EXISTING MONUMENTS

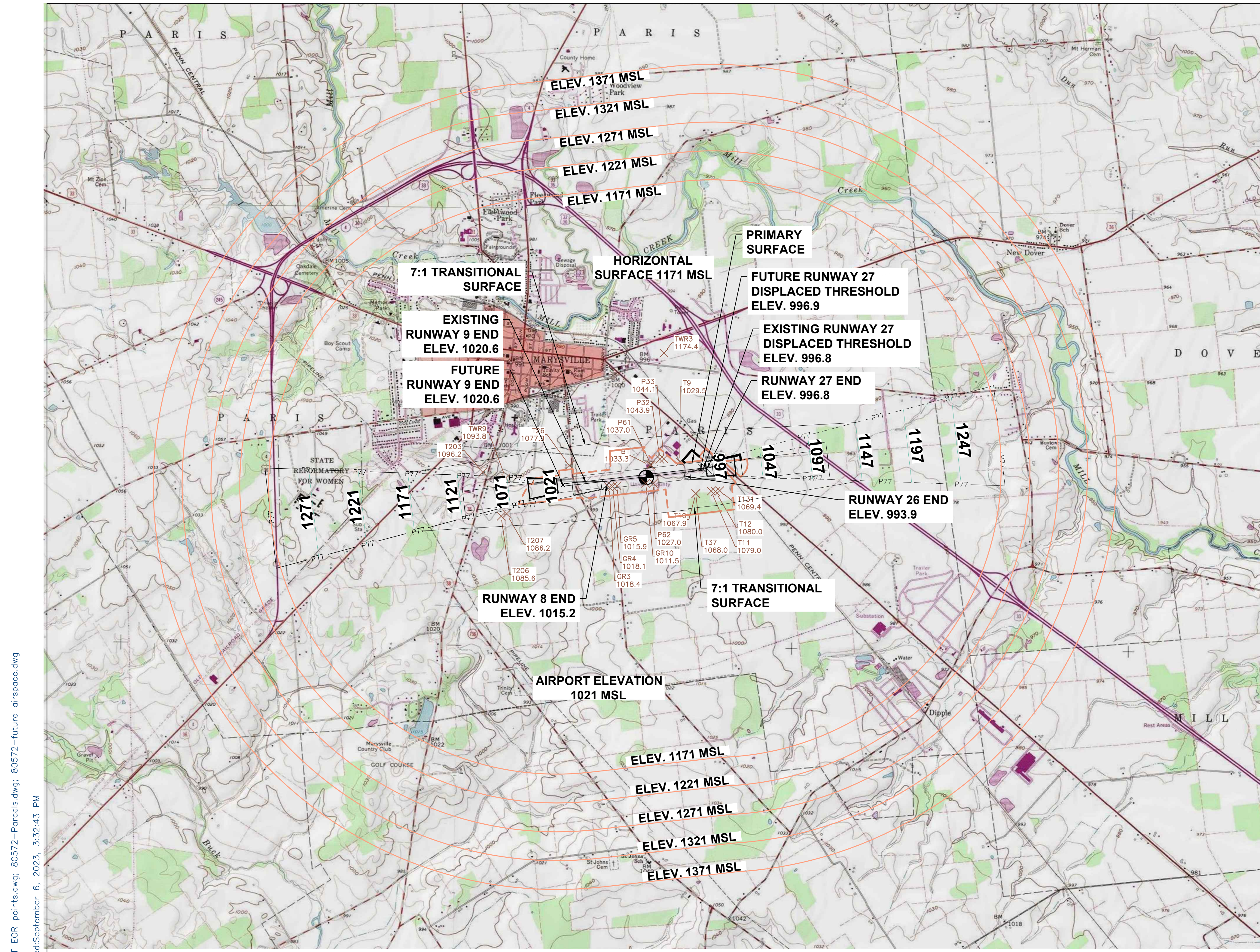
MARYPORT	PACS "MARYPORT" BUILDING N 40° 13' 29.89" W 083° 21' 03.28" ELEV. = 1003.6'
178A	SACS "178A" N 40° 13' 28.56" W 083° 21' 24.93" ELEV. = 1013.9'
MARYPORT AZ MK	SACS "MARYPORT AZ MK" N 40° 13' 31.99" W 083° 20' 40.59" ELEV. = 994.6'

NOTE: BENCHMARK INFORMATION PROVIDED FROM WOOLPERT SURVEY INFORMATION DATED MAY 05, 2020.

RESERVED FOR FAA APPROVAL STAMP

AIRPORT LAYOUT PLAN
FUTURE AIRPORT LAYOUT PLAN
 UNION COUNTY AIRPORT
 MARYSVILLE, OHIO

PROJECT No: 080572
 DATE: FEBRUARY 2023
 AIP No: 3-39-0051-24-2019
 HORIZ. SCALE:
 VERT. SCALE:
 SHEET NO.



MAGNETIC DECLINATION
 2023 = 6° 55' W ± 0' 23"
 CHANGING BY 0' 2" W PER YEAR

SOURCE DOCUMENT IS NATIONAL
 GEOPHYSICAL DATA CENTER - NOAA
 SATELLITE AND INFORMATION CENTER.

0 2000 4000 6000
 GRAPHIC SCALE IN FEET

DATE OF SURVEY COMPLETION:
 MAY 05, 2020

NOTES:

- PART 77 IMAGINARY AIRSPACE SURFACES USED TO DEPICT THE LIMITS OF RECOMMENDED LAND USE CONTROLS TO REGULATE THE HEIGHT OF OBJECTS IN THE AIRPORT VICINITY. PART 77 OBSTRUCTION ANALYSIS EVALUATED PER ULTIMATE RUNWAY DIMENSIONS AND ELEVATIONS UNLESS OTHERWISE NOTED. ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ACTUAL GROUND ELEVATION AT OBJECT MAY VARY FROM GROUND ELEVATION DEPICTED ALONG RUNWAY CENTERLINE. AS DEPICTED, ROADWAY ELEVATIONS INCLUDE RECOMMENDED PART 77 CLEARANCE ELEVATION. RECOMMENDED CLEARANCES: 23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS.
- REFER TO THE INNER-APPROACH DRAWINGS FOR CLOSE-IN OBSTRUCTION INFORMATION. DUE TO RUNWAY 08-26 PART 77 AIRSPACE OVERLAP WITH RUNWAY 09-27 PART 77 AIRSPACE, ONLY THE RUNWAY 09-27 AIRSPACE INFORMATION DISPLAYED FOR CLARITY PURPOSES.
- IT IS RECOMMENDED THE AIRPORT SPONSOR ADOPT REGULATIONS OR LAND USE MEASURES TO CONTROL THE HEIGHT OF OBJECTS IN THE AIRPORT VICINITY IN COOPERATION WITH OTHER GOVERNMENTAL ENTITIES WITH JURISDICTION UNDERLYING THE PART 77 AIRSPACE SURFACES DEPICTED BY THIS DRAWING.

WILDLIFE ATTRACTANTS:

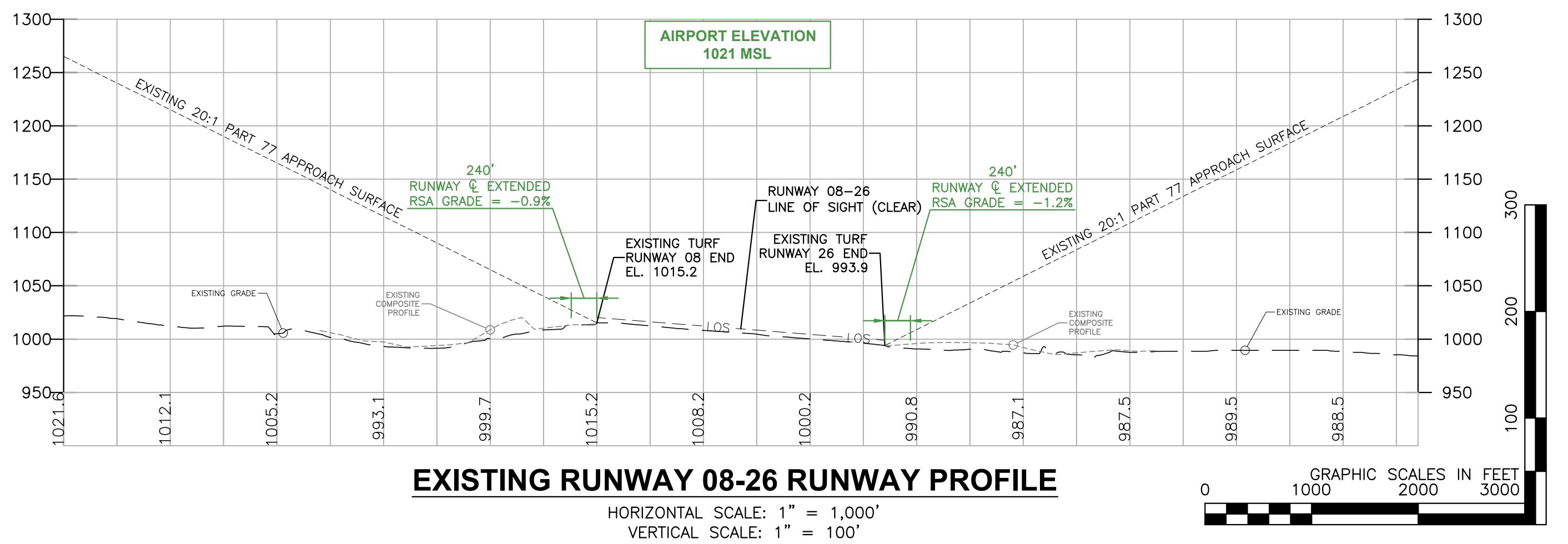
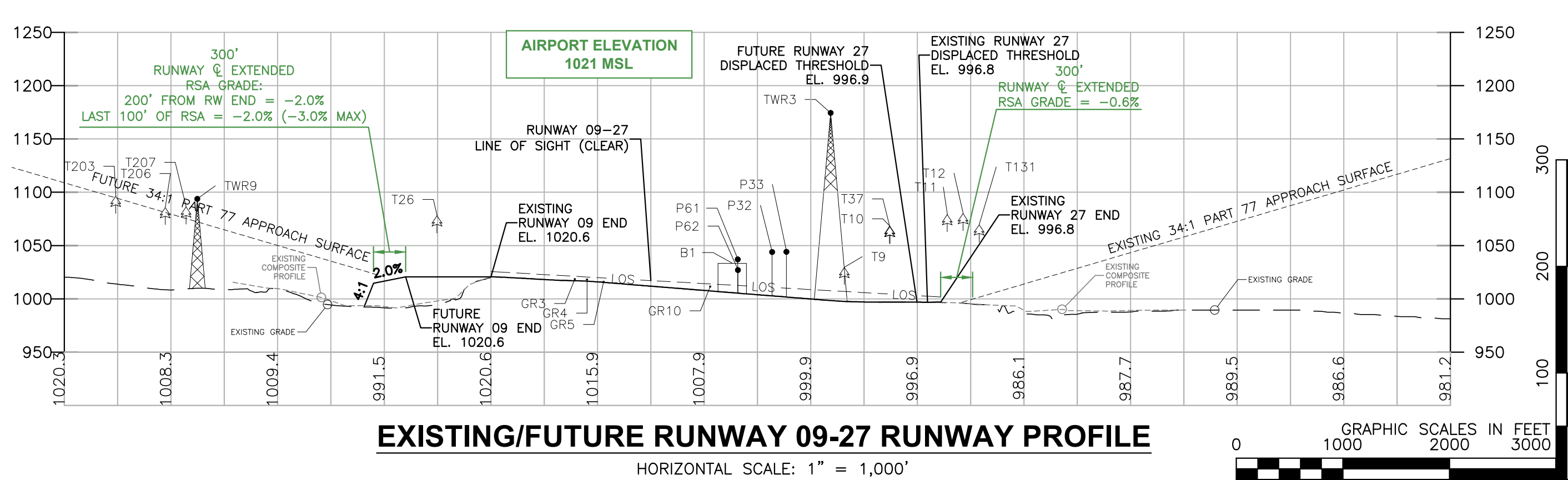
- FAA REQUIREMENT AC 150/5200-33B THAT HAZARDOUS WILDLIFE ATTRACTANTS NOT BE LOCATED WITHIN 5,000 FEET OF AN AIRPORT SERVING PISTON POWERED AIRCRAFT; WITHIN 10,000 FEET OF AN AIRPORT SERVING TURBINE POWERED AIRCRAFT AND WITHIN 5 STATUTE MILES IF IT COULD CAUSE WILDLIFE TO MOVE INTO OR ACROSS THE APPROACH OR DEPARTURE AIRSPACE. ADDITIONALLY, FEDERAL LAW PROHIBITS A NEW LANDFILL WITHIN 6 MILES OF AN AIRPORT IF THE AIRPORT MEETS CERTAIN CRITERIA.

LEGEND: LINETYPE

EXISTING	FACILITY
---	AIRPORT PROPERTY LINE
- - - -	PART 77 APPROACH SURFACE
- . - . - .	RUNWAY PROTECTION ZONE

LEGEND: SYMBOLS

EXISTING	FACILITY
○	OBSTRUCTION OBSTACLE



EXISTING RUNWAY 09-27 AIRSPACE SHEET OBSTRUCTION TABLE

OBSTACLE NUMBER	OBSTACLE ELEVATION	OBSTACLE HEIGHT (AGL)	RUNWAY 09 END FAR PART 77 APPROACH	RUNWAY 09 END FAR PART 77 TRANSITIONAL SURFACE	RUNWAY 27 END FAR PART 77 APPROACH	RUNWAY 27 END FAR PART 77 TRANSITIONAL SURFACE	PART 77 HORIZONTAL SURFACE	PART 77 PRIMARY SURFACE	ON AIRPORT PROPERTY	DISPOSITION AND REMARKS
B1	1033.3	27.8							YES	OBSTRUCTION LIGHT REQUIRED
P32	1043.9	40.2							YES	OBSTRUCTION LIGHT REQUIRED
P33	1044.1	40.7							YES	OBSTRUCTION LIGHT REQUIRED
P61	1037.0	31.5							YES	OBSTRUCTION LIGHT REQUIRED
P62	1027.0	26.0							YES	WINDCONE - FIXED BY FUNCTION (TO BE RELOCATED)
T9	1029.5	28.3							NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T10	1067.9	77.7							YES	TO BE TRIMMED OR REMOVED (5 YR CIP)
T11	1079.0	91.3							YES	TO BE TRIMMED OR REMOVED (5 YR CIP)
T12	1080.0	92.8							YES	TO BE TRIMMED OR REMOVED (5 YR CIP)
T26	1077.9	78.8		-3.1					NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T37	1068.0	77.8							YES	TO BE TRIMMED OR REMOVED (5 YR CIP)
T131	1069.4	82.5							YES	TO BE TRIMMED OR REMOVED (5 YR CIP)
T203	1096.2	86.7							NO	PENETRATION TO RUNWAY 09 DEPARTURE SURFACE (11.4)
T206	1085.6	85.2							NO	PENETRATION TO RUNWAY 09 DEPARTURE SURFACE (11.4)
T207	1086.2	85.9							NO	PENETRATION TO RUNWAY 09 DEPARTURE SURFACE (11.4)
TWR3	1174.4	179.4							NO	OBSTRUCTION LIGHT REQUIRED
TWR9	1093.8	92.7	-1.9						NO	PENETRATION TO RUNWAY 09 DEPARTURE SURFACE (4.3)
GR3	1018.4	0.0		1.2					YES	PENETRATION TO RUNWAY 08-26 PRIMARY SURFACE (3.2)
GR4	1018.1	0.0					2.6		YES	PENETRATION TO RUNWAY 08-26 PRIMARY SURFACE (2.1)
GR5	1015.9	0.0					1.2		YES	PENETRATION TO RUNWAY 08-26 PRIMARY SURFACE (2.1)
GR10	1011.5	0.0		0.1					YES	PENETRATION TO RUNWAY 08-26 PRIMARY SURFACE (5.7)

○ DENOTES NO PENETRATION OF RESPECTIVE SURFACE
 B = BUILDING, P = POLE, F = FENCE, T = TREE, TWR = TOWER, GR = GROUND, M = MISCELLANEOUS

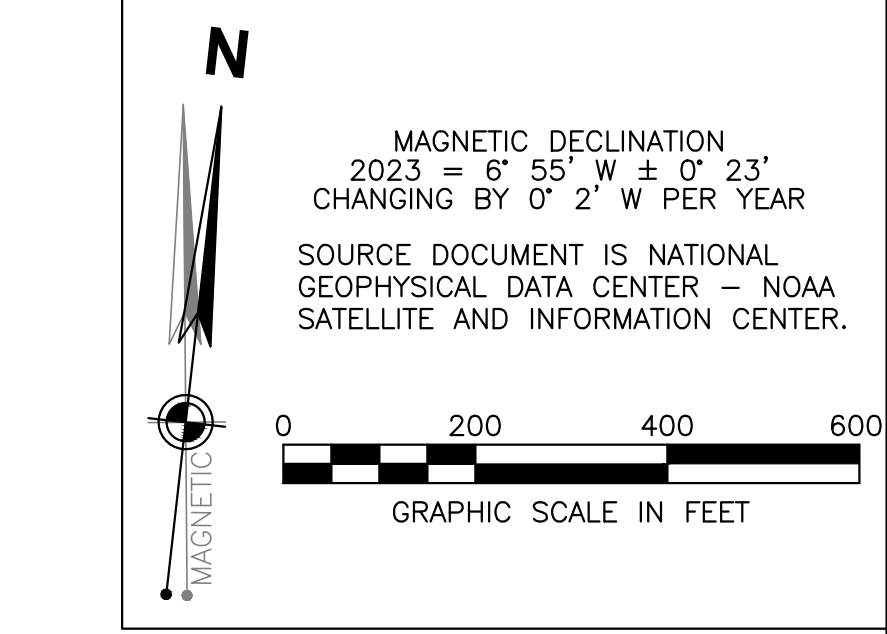
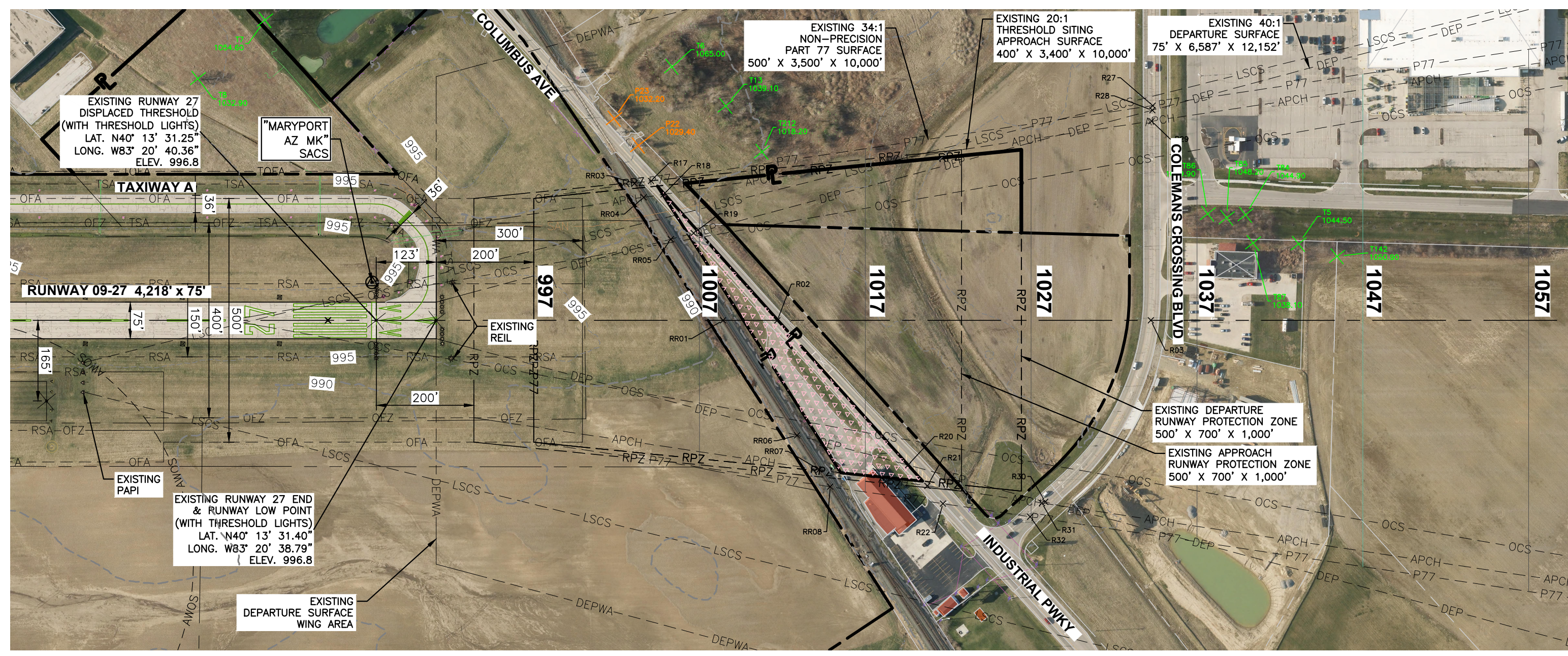
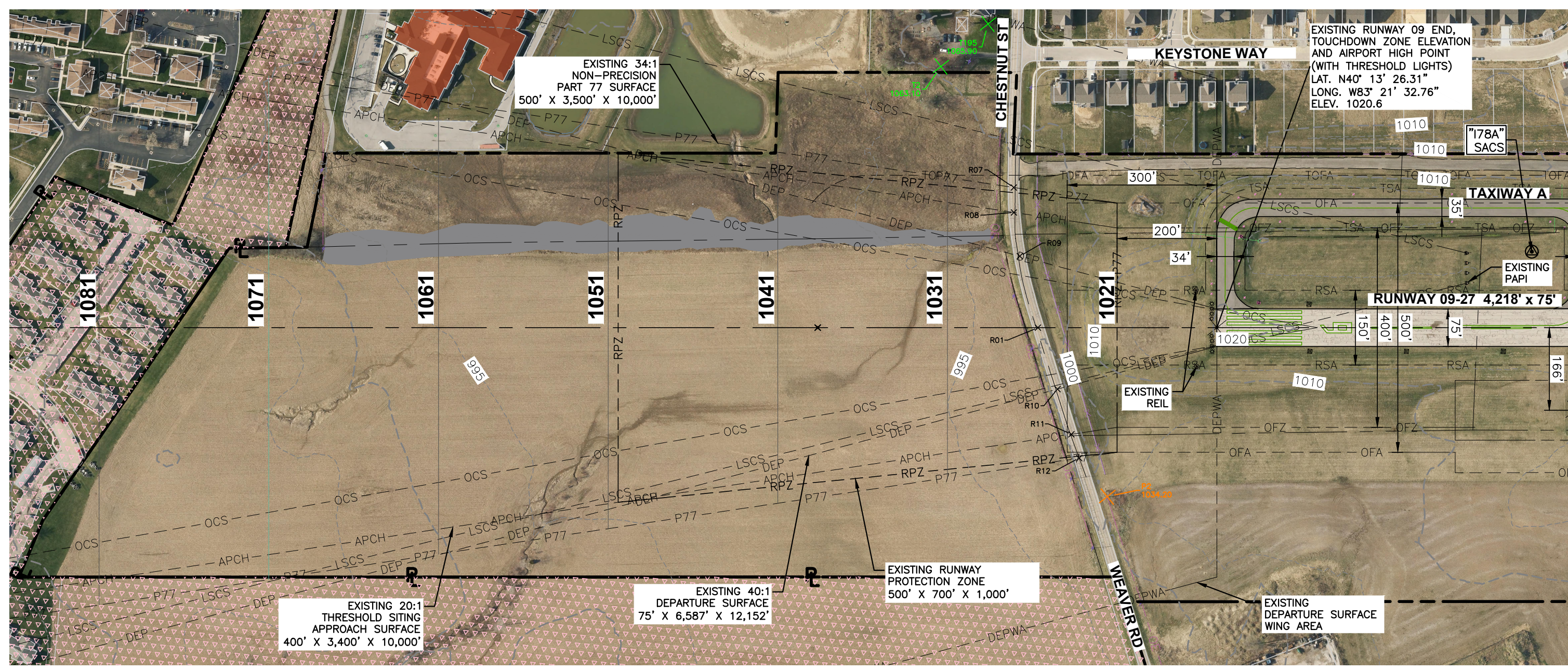
NOTES:

- THERE ARE NO PENETRATIONS TO THE RUNWAY 09-27 OBSTACLE FREE ZONE (OFZ).
- TREES WITH A NEGATIVE VALUE SHOWN IN THE TABLE ARE WITHIN 12.5 FEET BELOW THE RESPECTIVE SURFACE.

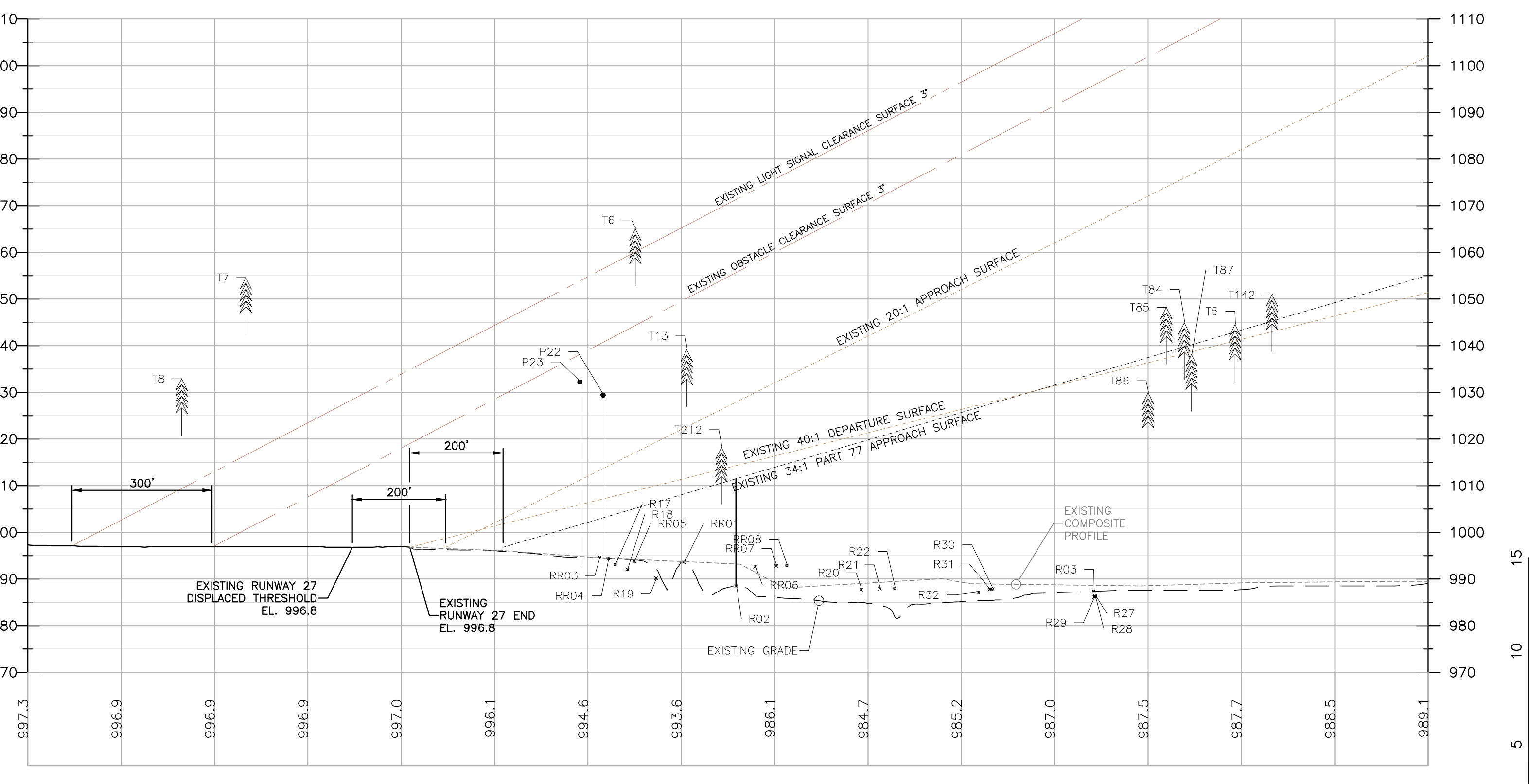
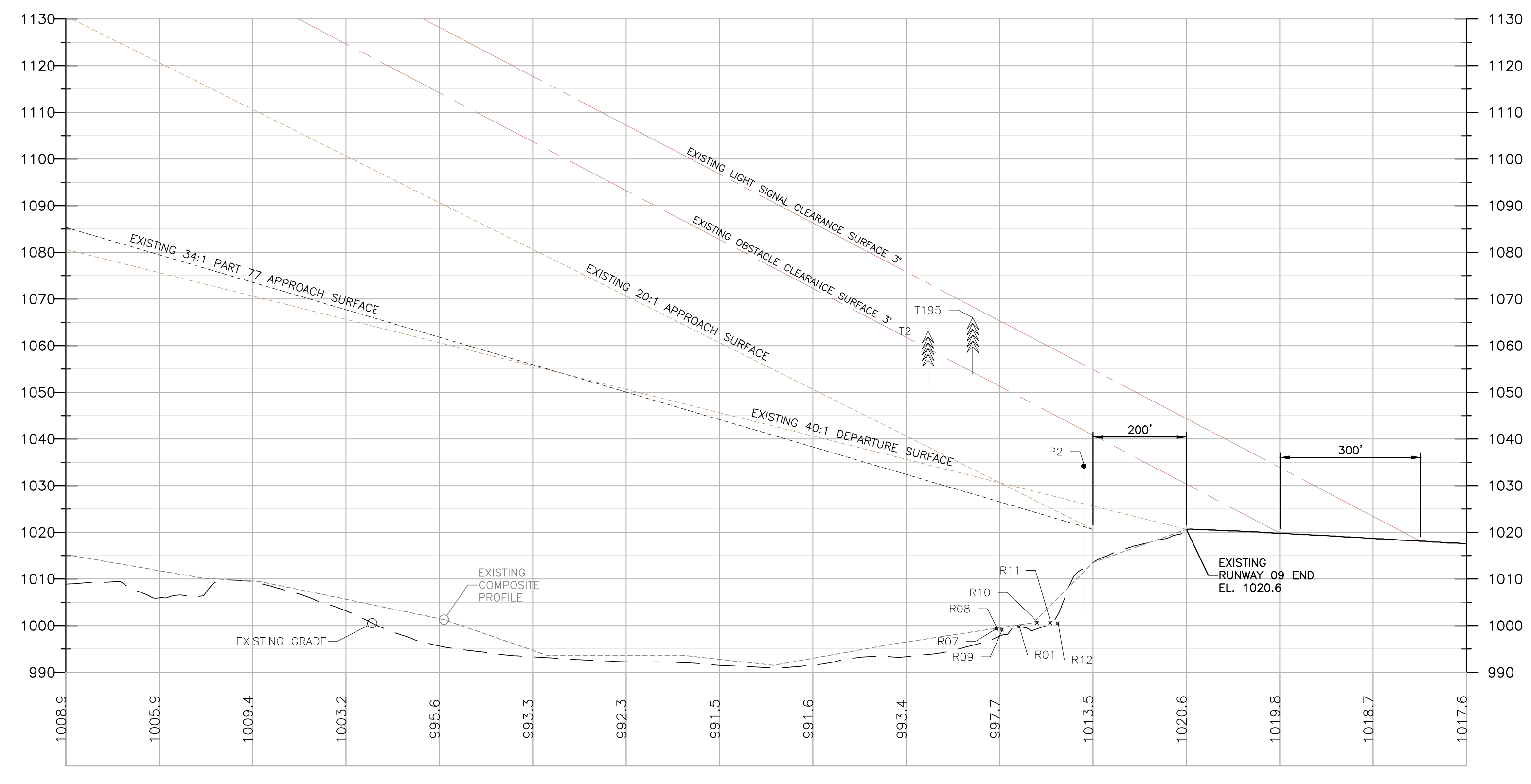
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	DESIGN ENGINEER	DATE		DRAWN BY: GCF	APPROVED BY: GAS
	DESIGNED BY: GCF			CHECKED BY: DW	
1 Eastern Oval Suite 400 Columbus, OH 43219 614.476.6000 FAX: 614.476.6225					
WOOLPERT <small>ARCHITECTURE ENGINEERING TECHNOLOGY</small>					
REVISION	DATE	NO.			
AIRPORT LAYOUT PLAN			MARYSVILLE, OHIO		
AIRPORT AIRSPACE DRAWING			UNION COUNTY AIRPORT		
PROJECT No: 080572					
DATE: FEBRUARY 2023					
AIP No: 3-39-0051-24-2019					
HORIZ. SCALE:					
VERT. SCALE:					
SHEET NO.					
5					

Layout Tab Name: INNER APPROACH RUNWAY 09-27, Images: MRT_Aerial_2022 from sid_LARGE2.tif, Vectors: 80572-X.dwg, 80572-TBLK.dwg, MRT_existing_aerospaces.dwg, MRT_EOR_points.dwg, 80572-Parcels.dwg
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- GENERAL NOTES**
- ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13B, CHANGE #1. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (SOP 2.00) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
 - SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA AND ADDITIONAL DIMENSIONS.
 - ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVERSEWAY ELEVATIONS AT ROAD CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
 - RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES AND THE ASOS PROTECTION AREA. DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS OF THE AWOS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500 TO 1,000' RADIUS.
 - CURRENTLY ONLY ABOUT ONE HALF OF THE PERIMETER OF THE AIRPORT IS PROTECTED WITH APPROXIMATELY SIX-FOOT CHAIN-LINK FENCE WITHOUT BARBED WIRE ON TOP. FUTURE PERIMETER FENCING TO MEET FAA/TSA STANDARDS OR WILDLIFE REQUIREMENTS.
 - SEE PROPERTY MAP FOR EXISTING EASEMENT INFORMATION AND LOCATIONS.
 - DATE OF SURVEY MAPPING INFORMATION: MAY 05, 2020. SURVEY MEETS THE ACCURACY OF STANDARDS OF 1A ±20' HORIZONTAL AND ±3' VERTICAL
 - DATE OF AERIAL IMAGERY: MARCH 2022



EXISTING RUNWAY 09 OBSTRUCTION TABLE

OBSTACLE NUMBER	OBSTACLE ELEVATION	OBSTACLE HEIGHT (AGL)	RUNWAY 09 END 40:1 DEPARTURE SURFACE	RUNWAY 09 END 20:1 THRESHOLD SITING APPROACH	RUNWAY 09 END FAR PART 77 APPROACH	RUNWAY 09 END 34:1 FAR PART 77 TRANSITIONAL SURFACE	ON AIRPORT PROPERTY	DISPOSITION AND REMARKS
P2	1034.2	31.5				0.7	NO	OBSTRUCTION LIGHT REQUIRED (10 YR CIP)
T2	1065.1	62.4				0.6	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T195	1065.9	63.6				-8.1	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)

■ DENOTES NO PENETRATION OF RESPECTIVE SURFACE * DENOTES CONTROLLING OBSTACLE
 B = BUILDING; P = POLE; F = FENCE; T = TREE; TWR = TOWER; GR = GROUND; M = MISCELLANEOUS

NOTES:

- THERE ARE NO PENETRATIONS TO THE RUNWAY 09-27 OBSTACLE FREE ZONE (OFZ).
- TREES WITH A NEGATIVE VALUE SHOWN IN THE TABLE ARE WITHIN 12.5 FEET BELOW THE RESPECTIVE SURFACE.
- TREES ARE NO PENETRATIONS TO THE DEPARTURE WING AREAS.
- SEE AIRSPACE SHEET FOR PENETRATIONS OUTSIDE OF INNER APPROACH SHEET LIMITS.

EXISTING RUNWAY 27 OBSTRUCTION TABLE

OBSTACLE NUMBER	OBSTACLE ELEVATION	OBSTACLE HEIGHT (AGL)	RUNWAY 27 END 40:1 DEPARTURE SURFACE	RUNWAY 27 END 20:1 THRESHOLD SITING APPROACH	RUNWAY 27 END 34:1 FAR PART 77 APPROACH	RUNWAY 27 END FAR PART 77 TRANSITIONAL SURFACE	ON AIRPORT PROPERTY	DISPOSITION AND REMARKS
P22	1029.4	35.9				14.4	NO	OBSTRUCTION LIGHT REQUIRED (10 YR CIP)
P23	1032.2	38.5				9.9	NO	OBSTRUCTION LIGHT REQUIRED (10 YR CIP)
T5	1044.5	56.6	3.5			1.6	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T6	1055.0	72.9				26.0	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T7	1054.6	69.9				3.5	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T8	1032.9	37.5				-1.8	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T13	1039.1	47.8				10.2	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T84	1044.9	57.4	6.6			5.2	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T85	1048.2	60.7	10.9			9.6	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T86	1029.9	42.5	-6.5			-7.6	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T87	1038.1	50.6	-0.6			-2.1	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T142	1050.9	62.4	7.9			5.7	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T212	1018.2	28.2				1.8	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)

■ DENOTES NO PENETRATION OF RESPECTIVE SURFACE * DENOTES CONTROLLING OBSTACLE (RAILROAD, SEE TRAVERSEWAY TABLE)
 B = BUILDING; P = POLE; F = FENCE; T = TREE; TWR = TOWER; GR = GROUND; M = MISCELLANEOUS

NOTES:

- THERE ARE NO PENETRATIONS TO THE RUNWAY 09-27 OBSTACLE FREE ZONE (OFZ).
- TREES WITH A NEGATIVE VALUE SHOWN IN THE TABLE ARE WITHIN 12.5 FEET BELOW THE RESPECTIVE SURFACE.
- THERE ARE NO PENETRATIONS TO THE DEPARTURE WING AREAS, THE THRESHOLD SITING APPROACH AND THE PART 77 APPROACH.
- SEE AIRSPACE SHEET FOR PENETRATIONS OUTSIDE OF INNER APPROACH SHEET LIMITS.

EXISTING RUNWAY 09 TRAVERSEWAY TABLE

TRAVERSEWAY NUMBER	TRAVERSEWAY ELEVATION	TRAVERSEWAY CLEARANCE REQUIRED (AGL)	RUNWAY 09 END 40:1 DEPARTURE SURFACE	RUNWAY 09 END 20:1 THRESHOLD SITING APPROACH	RUNWAY 09 END 34:1 FAR PART 77 APPROACH	DISPOSITION AND REMARKS
R01	999.8	15	-14.9	-13.8	-10.6	WEAVER ROAD
R07	999.3	15	-12.4	-12.4	-12.4	WEAVER ROAD
R08	999.4	15		-16.6		WEAVER ROAD
R09	999.1	15	-16.4			WEAVER ROAD
R10	1000.7	15	-13.0			WEAVER ROAD
R11	1000.6	15		-9.6		WEAVER ROAD
R12	1000.6	15			-7.3	WEAVER ROAD

NOTES:

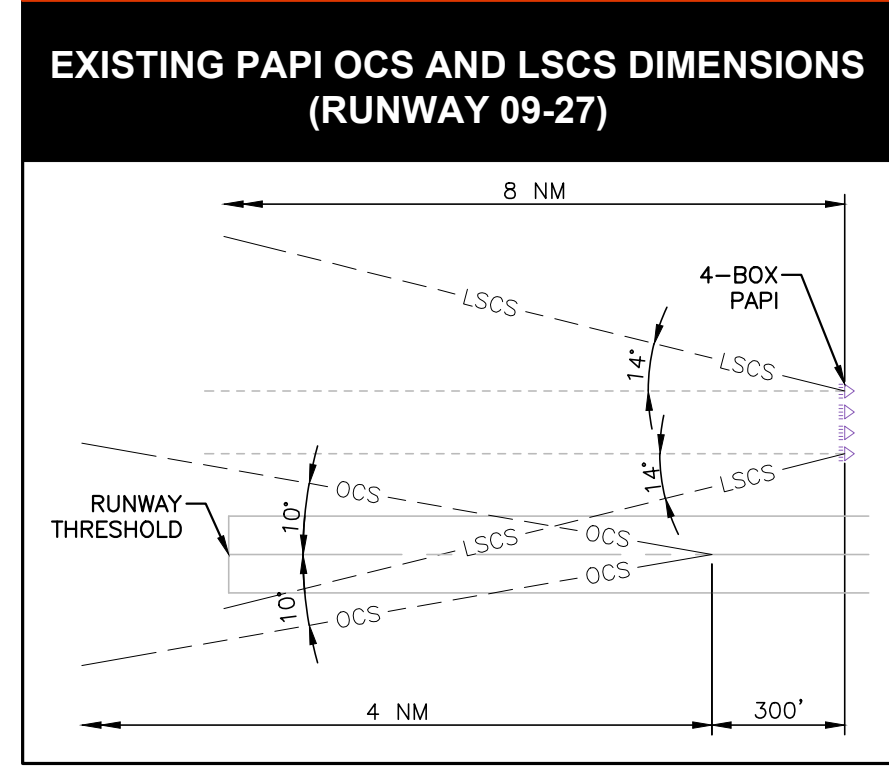
- TRAVERSEWAY POINT VALUE AND ELEVATIONS SHOWN ARE WHERE THE TRAVERSE WAY (ROAD CENTERLINE, RAILROAD CENTERLINE) INTERSECTS THE OUTER EDGE OF ONE OF THE FOLLOWING IMAGINARY SURFACES: DEPARTURE SURFACE (DEP), THRESHOLD SITING SURFACE (TSS), PART 77 APPROACH SURFACE (P77), ALONG WITH WHERE THEY INTERSECT THE RUNWAY CENTERLINE EXTENDED. ALL OTHER VALUES ARE LEFT BLANK AND SHADED.
- TRAVERSEWAY ELEVATIONS ARE THE ACTUAL ROAD/RAILROAD SURFACE ELEVATIONS. PENETRATIONS ARE CALCULATED TO INCLUDE THE TRAVERSEWAY CLEARANCE REQUIRED AMOUNT.

EXISTING RUNWAY 27 TRAVERSEWAY TABLE

TRAVERSEWAY NUMBER	TRAVERSEWAY ELEVATION	TRAVERSEWAY CLEARANCE REQUIRED (AGL)	RUNWAY 27 END 40:1 DEPARTURE SURFACE	RUNWAY 27 END 20:1 THRESHOLD SITING APPROACH	RUNWAY 27 END 34:1 FAR PART 77 APPROACH	DISPOSITION AND REMARKS
R02	988.5	15	-10.8	-24.4	-8.0	INDUSTRIAL PARKWAY
R03	987.4	15	-31.1	-63.9	-31.7	INDUSTRIAL PARKWAY
R17	993.1	15		4.2		INDUSTRIAL PARKWAY
R18	992.1	15		-9.2		INDUSTRIAL PARKWAY
R19	990.1	15	-4.9			INDUSTRIAL PARKWAY
R20	987.7	15	-16.3			INDUSTRIAL PARKWAY
R21	987.9	15		-40.4		INDUSTRIAL PARKWAY
R22	988.0	15			-18.5	INDUSTRIAL PARKWAY
R27	986.3	15			-32.8	COLEMANS CROSSING BOULEVARD
R28	986.3	15	-32.3			COLEMANS CROSSING BOULEVARD
R29	986.2	15		-65.1		COLEMANS CROSSING BOULEVARD
R30	987.9	15	-25.2			COLEMANS CROSSING BOULEVARD
R31	987.8	15		-62.3		COLEMANS CROSSING BOULEVARD
R32	987.1	15			-24.6	COLEMANS CROSSING BOULEVARD
RR01	993.6	23	5.1	-5.7	8.4	RAILROAD
RR03	994.7	23			14.8	RAILROAD
RR04*	994.4	23		3.1		RAILROAD
RR05*	993.8	23	8.0			RAILROAD
RR06	992.6	23	0.3			RAILROAD
RR07	992.8	23		-16.4		RAILROAD
RR08	992.9	23			1.2	RAILROAD

NOTES:

- TRAVERSEWAY POINT VALUE AND ELEVATIONS SHOWN ARE WHERE THE TRAVERSE WAY (ROAD CENTERLINE, RAILROAD CENTERLINE) INTERSECTS THE OUTER EDGE OF ONE OF THE FOLLOWING IMAGINARY SURFACES: DEPARTURE SURFACE (DEP), THRESHOLD SITING SURFACE (TSS), PART 77 APPROACH SURFACE (P77), ALONG WITH WHERE THEY INTERSECT THE RUNWAY CENTERLINE EXTENDED. ALL OTHER VALUES ARE LEFT BLANK AND SHADED GRAY.
- TRAVERSEWAY ELEVATIONS ARE THE ACTUAL ROAD/RAILROAD SURFACE ELEVATIONS. PENETRATIONS ARE CALCULATED TO INCLUDE THE TRAVERSEWAY CLEARANCE REQUIRED AMOUNT.



LEGEND: LINETYPE

EXISTING	FACILITY
---	AIRPORT PROPERTY LINE
---	RUNWAY CENTERLINE
---	CONTOURS
---	EDGE OF PAVEMENT
---	FENCE LINE
---	TREE LINE
---	CFR PART 77 SURFACES
---	THRESHOLD SITING APPROACH SURFACES
---	DEPARTURE SURFACES
---	DEPARTURE SURFACE WING AREA
---	GLIDESLOPE QUALIFICATION SURFACE
---	RUNWAY PROTECTION ZONE
---	RUNWAY SAFETY AREA
---	RUNWAY OBJECT FREE AREA
---	RUNWAY OBSTACLE FREE ZONE
---	TAXIWAY SAFETY AREA
---	TAXIWAY OBJECT FREE AREA
---	TAXILANE OBJECT FREE AREA
---	AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)
---	BUILDING RESTRICTION LINE
---	PAPI OBSTACLE CLEARANCE SURFACE
---	PAPI LIGHT SIGNAL CLEARANCE SURFACE
---	RUNWAY LINE OF SIGHT

LEGEND: SYMBOLS

EXISTING	FACILITY
■	BUILDING
■	AIRFIELD PROPERTY EASEMENT
■	TREE/POLE/BUILDING/TOWER ELEVATION
■	RUNWAY EDGE LIGHT
■	RUNWAY THRESHOLD LIGHT
■	REIL
■	TAXIWAY EDGE LIGHT
■	PAPI
■	GUIDANCE SIGN
■	WINDCONE
★	BEACON
★	AWOS
■	AIRPORT REFERENCE POINT
■	AIRCRAFT TIE DOWN

LEGEND: ABBREVIATIONS

R	= ROAD
RR	= RAILROAD

AIRPORT LAYOUT PLAN
INNER APPROACH RUNWAY 09-27
MARYSVILLE, OHIO
UNION COUNTY AIRPORT

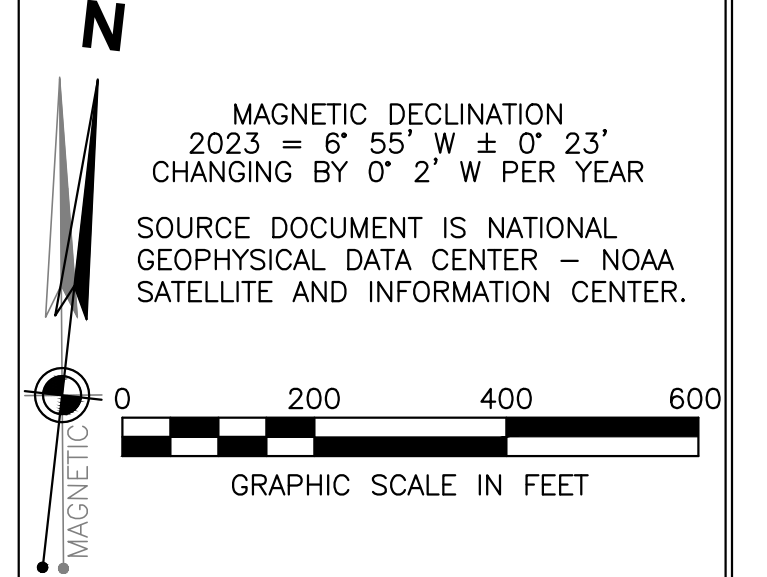
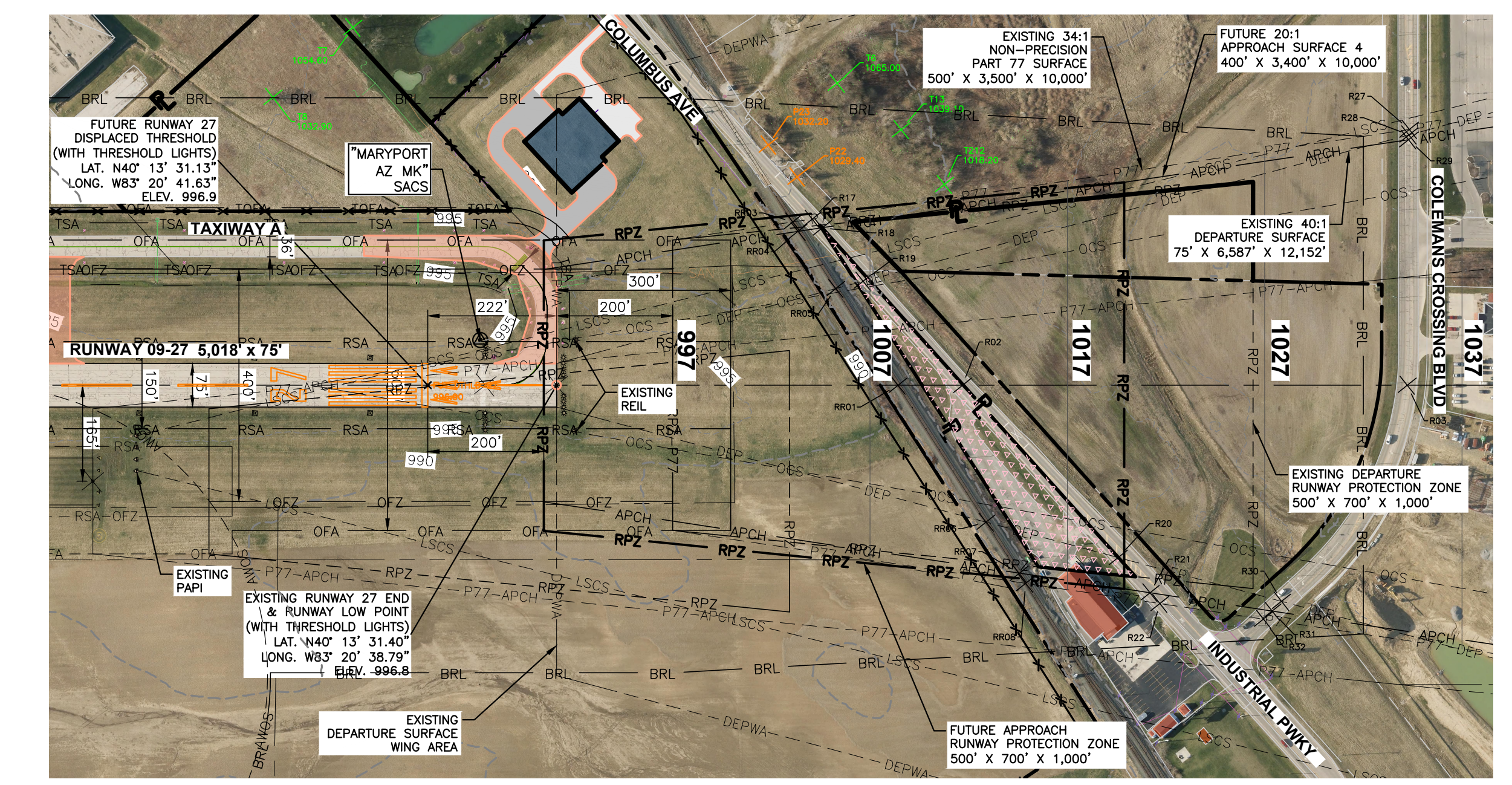
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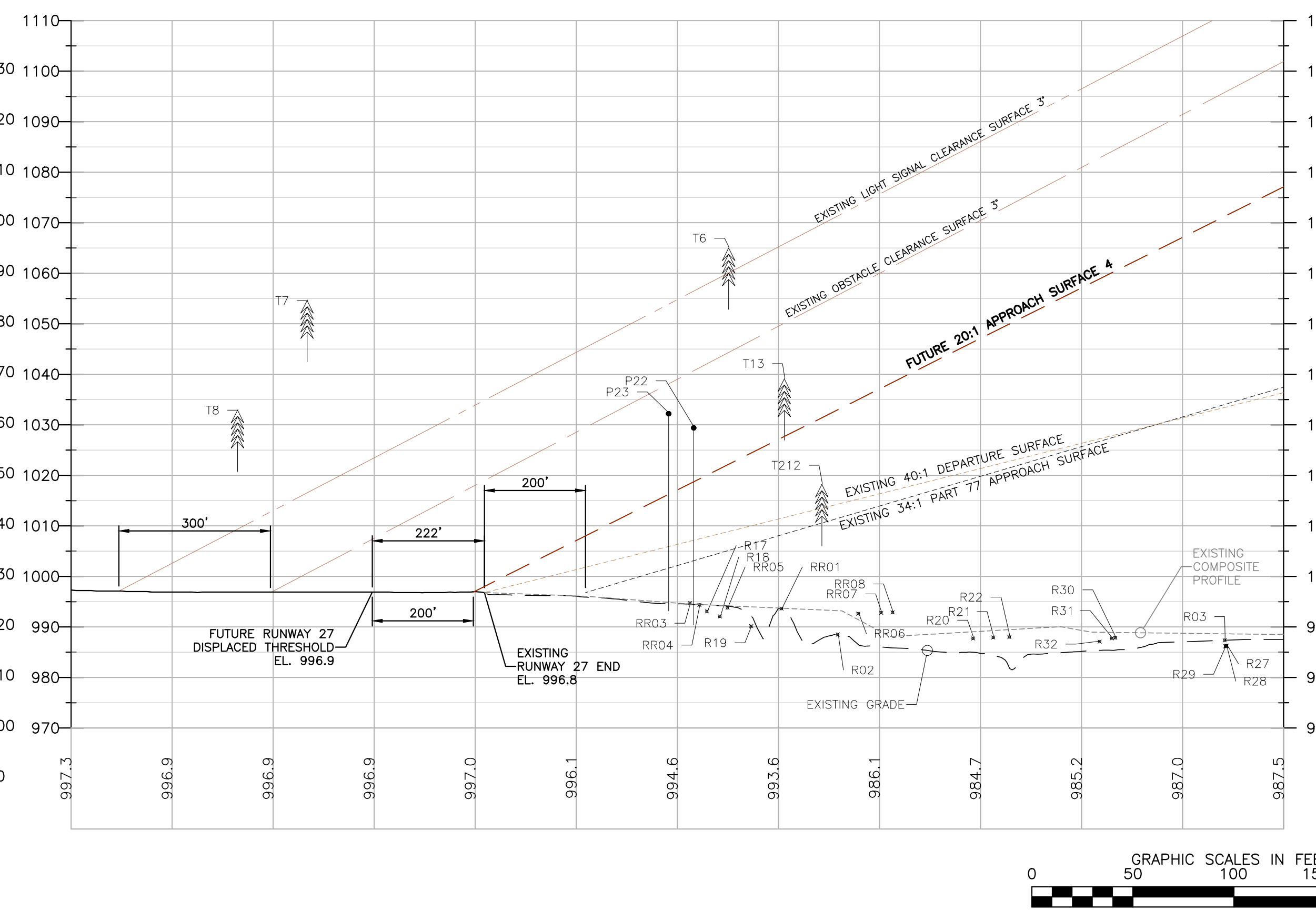
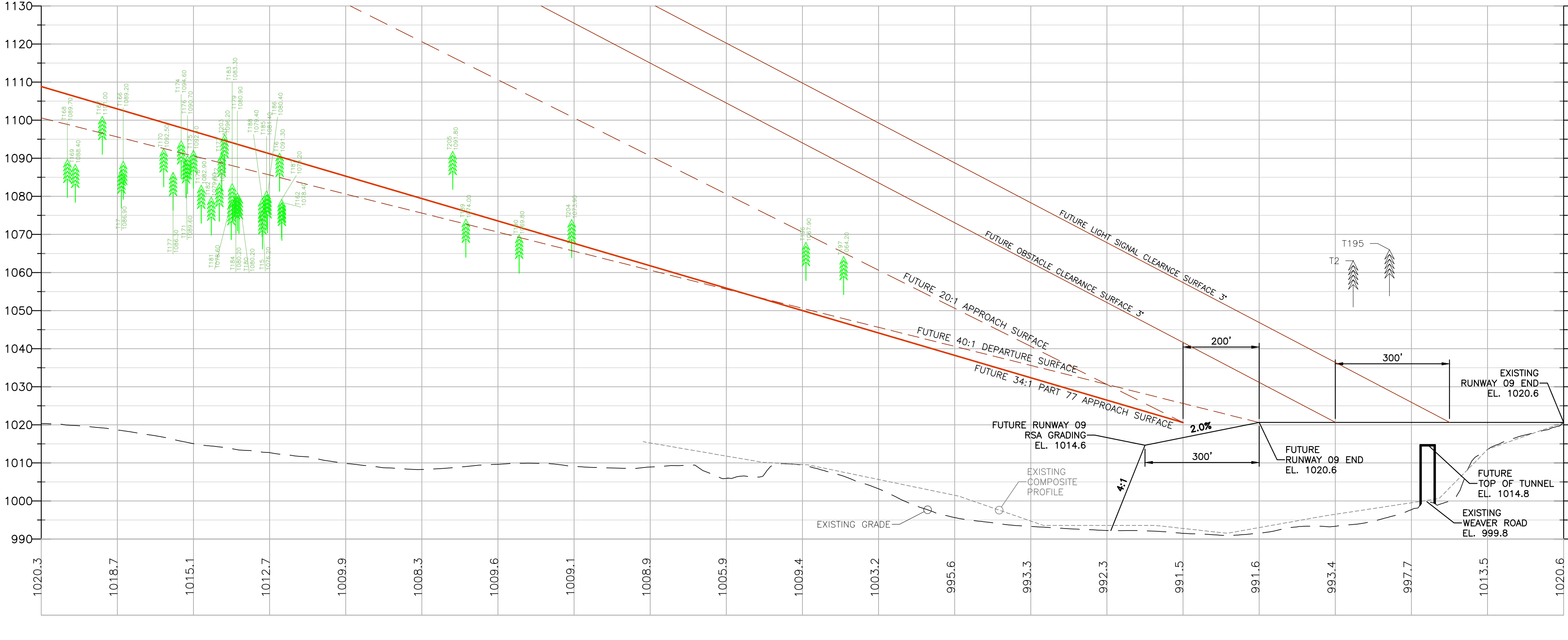
1 Eastern Oval
 Suite 400
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WOOLPERT
 ARCHITECTURAL ENGINEERING

PROJECT No: 080572
 DATE: FEBRUARY 2023
 AIP No: 3-39-0051-24-2019
 HORIZ. SCALE: _____
 VERT. SCALE: _____
 SHEET NO. **6**

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- GENERAL NOTES**
- ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13B, CHANGE #1. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (SOP 2.00) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
 - SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA AND ADDITIONAL DIMENSIONS.
 - ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVERSEWAY ELEVATIONS AT ROAD CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
 - RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES AND THE ASOS PROTECTION AREA: DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS OF THE AWOS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500 TO 1,000' RADIUS.
 - CURRENTLY ONLY ABOUT ONE HALF OF THE PERIMETER OF THE AIRPORT IS PROTECTED WITH APPROXIMATELY SIX-FOOT CHAIN-LINK FENCE WITHOUT BARBED WIRE ON TOP. FUTURE PERIMETER FENCING TO MEET FAA/ASA STANDARDS OR WILDLIFE REQUIREMENTS.
 - SEE PROPERTY MAP FOR EXISTING EASEMENT INFORMATION AND LOCATIONS.
 - DATE OF SURVEY MAPPING INFORMATION: MAY 05, 2020. SURVEY MEETS THE ACCURACY OF STANDARDS OF 1A ±20' HORIZONTAL AND ±3' VERTICAL.
 - DATE OF AERIAL IMAGERY: MARCH 2022



FUTURE RUNWAY 09 OBSTRUCTION TABLE								
OBSTACLE NUMBER	OBSTACLE ELEVATION	OBSTACLE HEIGHT (AGL)	RUNWAY 09 END 40:1 DEPARTURE SURFACE	RUNWAY 09 END 20:1 APPROACH SURFACE 4	RUNWAY 09 END FAR PART 77 APPROACH	RUNWAY 09 END FAR PART 77 TRANSITIONAL SURFACE	ON AIRPORT PROPERTY	DISPOSITION AND REMARKS
T2	1063.1	62.4				3.4	NO	OBSTRUCTION LIGHT REQUIRED (10 YR CIP)
T3	1073.3	73.0				8.2	NO	OBSTRUCTION LIGHT REQUIRED (10 YR CIP)
T15	1076.2	66.8	-9.9				NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T16	1091.3	79.7	6.4		0.9		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T17	1086.9	68.9	-8.4				NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T26	1077.9	78.8				-0.7	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T122	1069.9	69.6				-9.6	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T162	1078.4	67.1	-6.4		-11.8		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T168	1089.2	70.1	-6.0				NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T167	1101.0	81.2	4.4		-3.1		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T168	1089.7	69.1	-9.2				NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T169	1088.4	68.1	-10.0				NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T170	1092.5	73.6	-0.1		-6.9		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T171	1089.6	71.3	-1.5		-8.1		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T172	1083.4	67.5	-5.5		-11.7		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T173	1091.3	75.9	2.6		-3.6		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T174	1094.6	78.0	3.2		-3.4		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T175	1092.1	76.5	1.5		-5.0		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T176	1090.7	74.5	-0.3		-6.8		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T177	1086.3	69.1	-5.6		-12.3		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T178	1082.9	65.4	-7.2				NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T179	1080.9	65.6	-6.8				NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T180	1080.2	65.6	-7.4				NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T181	1078.6	63.4	-9.5				NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T182	1079.8	64.0	-9.6				NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T183	1083.3	68.7	-4.8		-10.8		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T184	1080.2	65.9	-7.6				NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T185	1081.4	68.4	-4.4		-10.0		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T186	1080.4	67.6	-5.3		-10.9		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T187	1079.2	66.7	-5.6		-11.1		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T188	1079.4	65.8	-6.7		-12.4		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T189	1079.0	65.5	1.3		-2.0		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T190	1059.8	57.1	0.8		-5.7		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T192	1143.4	113.4	-10.9				NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T196	1065.9	63.8		-6.0			NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T198	1067.9	62.5		18.1			NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T197	1064.2	59.6		17.3			NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T203	1096.2	86.7	7.6				NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T204	1073.9	57.0		6.0			NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T205	1091.8	71.1		14.7			NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T206	1085.6	65.2		4.5			NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T207	1086.2	65.9		10.9			NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
TWR9	1093.8	92.7	24.4		21.6		NO	OBSTRUCTION LIGHT REQUIRED (10 YR CIP)

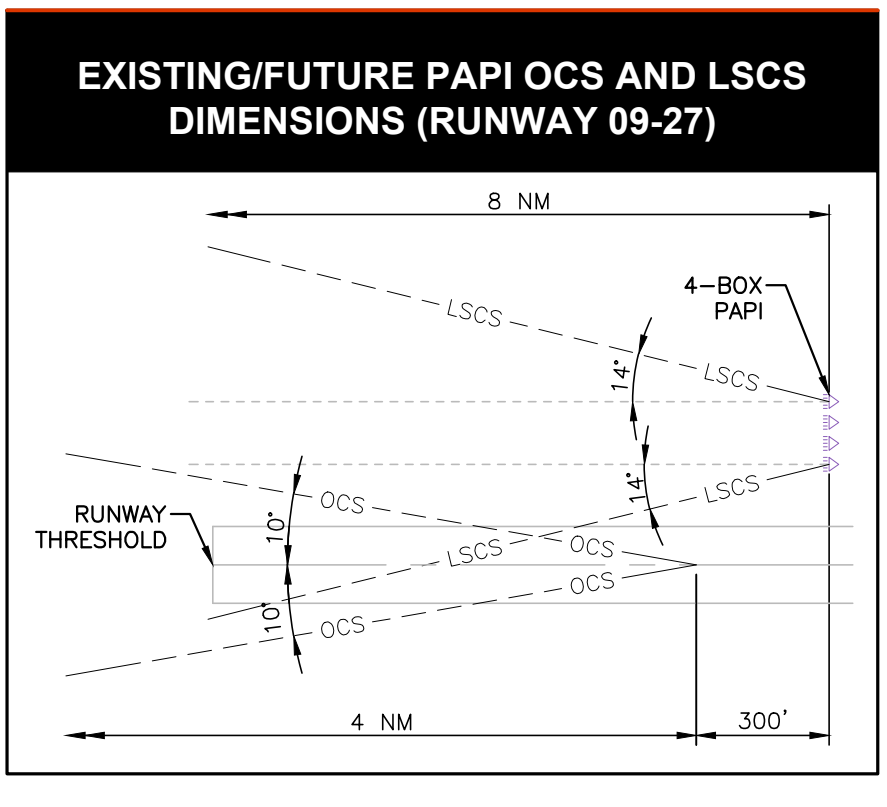
FUTURE RUNWAY 27 OBSTRUCTION TABLE								
OBSTACLE NUMBER	OBSTACLE ELEVATION	OBSTACLE HEIGHT (AGL)	RUNWAY 27 END 40:1 DEPARTURE SURFACE	RUNWAY 27 END 20:1 APPROACH SURFACE 4	RUNWAY 27 END FAR PART 77 APPROACH	RUNWAY 27 END FAR PART 77 TRANSITIONAL SURFACE	ON AIRPORT PROPERTY	DISPOSITION AND REMARKS
P22	1029.4	35.9				14.4	NO	OBSTRUCTION LIGHT REQUIRED (10 YR CIP)
P23	1032.2	38.5				9.9	NO	OBSTRUCTION LIGHT REQUIRED (10 YR CIP)
T6	1065.0	72.9				26.0	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T7	1064.6	60.9				3.5	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T8	1032.9	37.5				-1.8	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T13	1039.1	47.8				10.2	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)
T212	1018.2	28.2				1.8	NO	TO BE TRIMMED OR REMOVED (10 YR CIP)

NOTES:
 1. THERE ARE NO PENETRATIONS TO THE RUNWAY 09-27 OBSTACLE FREE ZONE (OFZ).
 2. TREES WITH A NEGATIVE VALUE SHOWN IN THE TABLE ARE WITHIN 12.5 FEET BELOW THE RESPECTIVE SURFACE.
 3. THERE ARE NO PENETRATIONS TO THE DEPARTURE SURFACE, DEPARTURE WING AREAS, PART 77 APPROACH AND THE APPROACH SURFACE 4.
 4. SEE AIRSPACE SHEET FOR PENETRATIONS OUTSIDE OF INNER APPROACH SHEET LIMITS.
 5. FOR ADDITIONAL EXISTING OBSTRUCTIONS NOT SHOWN IN PLAN VIEW, SEE EXISTING INNER APPROACH SHEET.

FUTURE RUNWAY 27 TRAVERSEWAY TABLE						
TRAVERSEWAY NUMBER	TRAVERSEWAY ELEVATION	TRAVERSEWAY CLEARANCE REQUIRED (AGL)	RUNWAY 27 END 40:1 DEPARTURE SURFACE	RUNWAY 27 END 20:1 APPROACH SURFACE 4	RUNWAY 27 END FAR PART 77 APPROACH	DISPOSITION AND REMARKS
R02	988.5	15	-10.8	-29.5	-6.0	INDUSTRIAL PARKWAY
R03	987.4	15	-31.1	-69.0	-31.7	COLEMANS CROSSING BOULEVARD
R17	993.1	15		4.2		INDUSTRIAL PARKWAY
R18	992.1	15		-13.2		INDUSTRIAL PARKWAY
R19	990.1	15	-4.9			INDUSTRIAL PARKWAY
R20	987.1	15	-18.3			INDUSTRIAL PARKWAY
R21	987.9	15		-46.8		INDUSTRIAL PARKWAY
R22	988.0	15		-18.5		INDUSTRIAL PARKWAY
R27	986.3	15		-32.8		COLEMANS CROSSING BOULEVARD
R28	986.3	15	-32.3			COLEMANS CROSSING BOULEVARD
R29	986.2	15		-70.2		COLEMANS CROSSING BOULEVARD
R30	987.9	15	-25.2			COLEMANS CROSSING BOULEVARD
R31	987.8	15		-57.2		COLEMANS CROSSING BOULEVARD
R32	987.1	15		-24.6		COLEMANS CROSSING BOULEVARD
RR01	993.6	23	5.1	-10.8	8.4	RAILROAD
RR03	994.7	23		14.8		RAILROAD
RR04	994.4	23		-1.9		RAILROAD
RR05	993.3	23	8.0			RAILROAD
RR06	992.6	23	0.3			RAILROAD
RR07	992.8	23		-22.1		RAILROAD
RR08	992.9	23		1.2		RAILROAD

NOTES:
 1. TRAVERSEWAY POINT VALUE AND ELEVATIONS SHOWN ARE WHERE THE TRAVERSEWAY (ROAD CENTERLINE, RAILROAD CENTERLINE) INTERSECTS THE OUTER EDGE OF ONE OF THE FOLLOWING IMAGINARY SURFACES: DEPARTURE SURFACE (DEP), THRESHOLD SITING SURFACE (TSS), PART 77 APPROACH SURFACE (P77), ALONG WITH WHERE THEY INTERSECT THE RUNWAY CENTERLINE EXTENDED. ALL OTHER VALUES ARE LEFT BLANK AND SHADED GRAY.
 2. TRAVERSEWAY ELEVATIONS ARE THE ACTUAL ROAD/RAILROAD SURFACE ELEVATIONS. PENETRATIONS ARE CALCULATED TO INCLUDE THE TRAVERSEWAY CLEARANCE REQUIRED AMOUNT.

FUTURE RUNWAY 09 TRAVERSEWAY TABLE	
NOTE:	WEAVER ROAD AND OVERHEAD UTILITY CABLES WILL BE RELOCATED IN A TUNNEL UNDERNEATH RUNWAY 09 END



LEGEND: LINETYPE		
EXISTING	FACILITY	FUTURE
---	AIRPORT PROPERTY LINE	---
---	RUNWAY CENTERLINE	---
---	CONTOURS	---
---	EDGE OF PAVEMENT	---
---	FENCE LINE	---
---	TREE LINE	---
---	CFR PART 77 SURFACES	---
---	APCH	---
---	DEP	---
---	DEPWA	---
---	QUALIFICATION SURFACE	---
---	RPZ	---
---	RSA	---
---	OFA	---
---	OFZ	---
---	TSA	---
---	TOFA	---
---	TLOFA	---
---	AWOS	---
---	BUILDING RESTRICTION LINE	---
---	PAPI OBSTACLE CLEARANCE SURFACE	---
---	PAPI LIGHT SIGNAL CLEARANCE SURFACE	---
---	RUNWAY LINE OF SIGHT	---

LEGEND: SYMBOLS		
EXISTING	FACILITY	FUTURE
■	BUILDING	■
■	AIRFIELD PROPERTY EASEMENT	■
■	WEAVER ROAD TUNNEL	■
○	TRAVERSEWAY POINT	○
○	RUNWAY EDGE LIGHT	○
○	RUNWAY THRESHOLD LIGHT	○
○	REIL	○
○	TAXIWAY EDGE LIGHT	○
○	PAPI	○
○	GUIDANCE SIGN	○
○	WINDCOONE	○
○	BEACON	○
○	AWOS	○
○	AIRPORT REFERENCE POINT	○
○	AIRCRAFT TIE DOWN	○

LEGEND: ABBREVIATIONS	
R	ROAD
RR	RAILROAD

UNION COUNTY AIRPORT
FUTURE INNER APPROACH RUNWAY 09-27
MARYSVILLE, OHIO

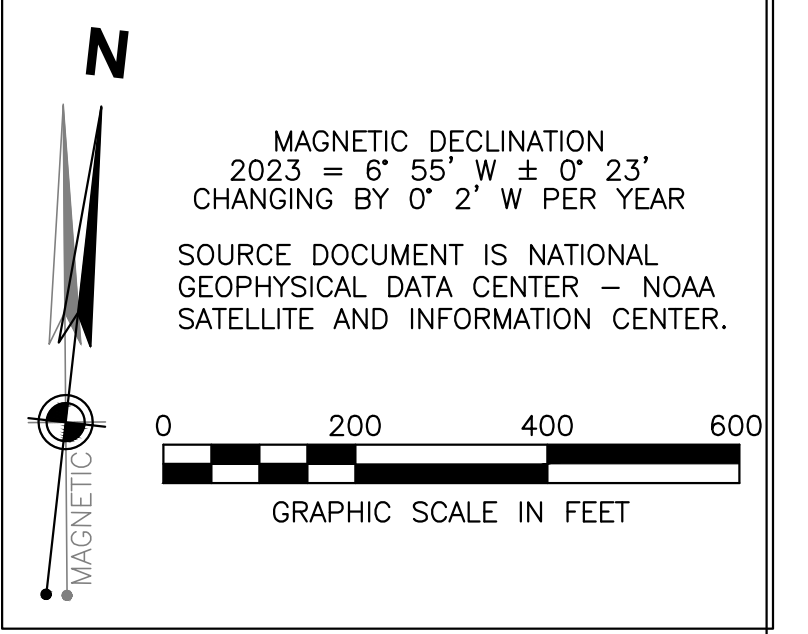
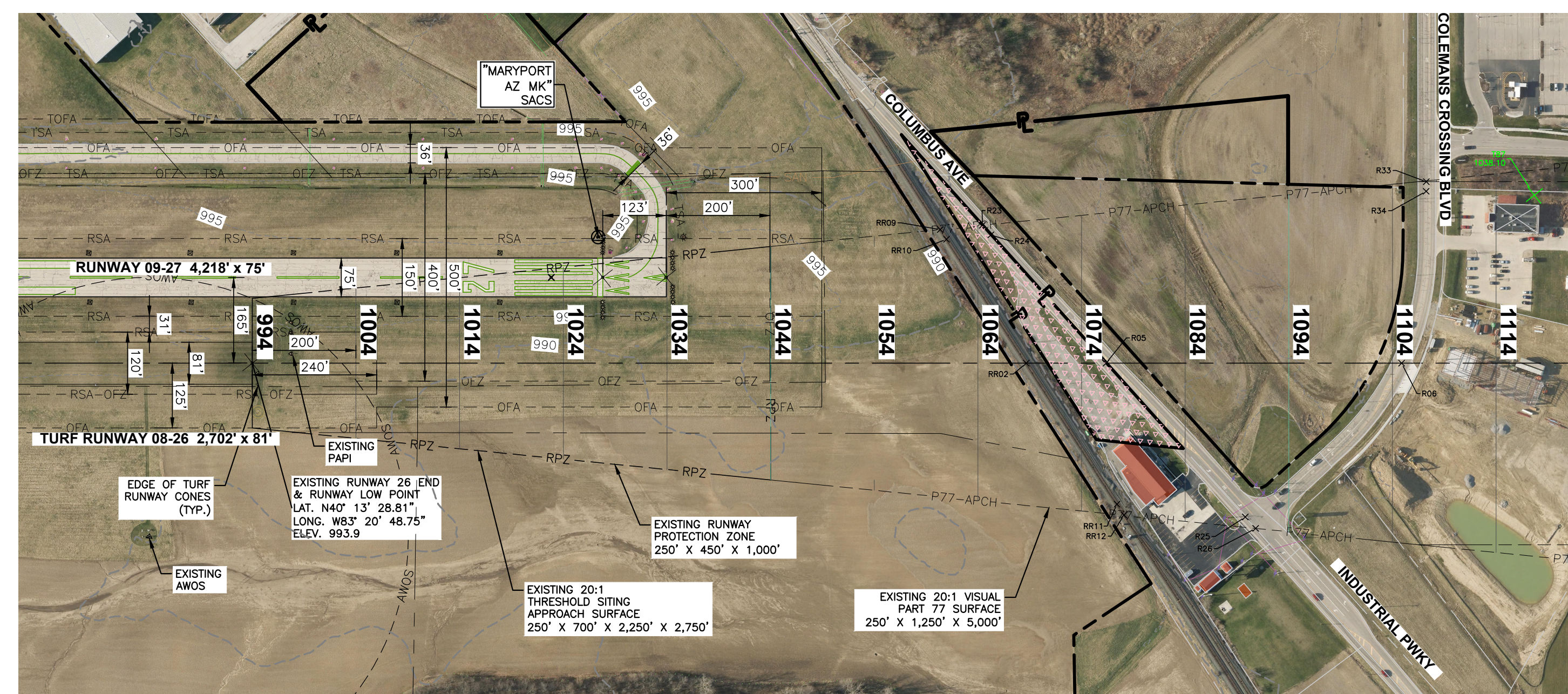
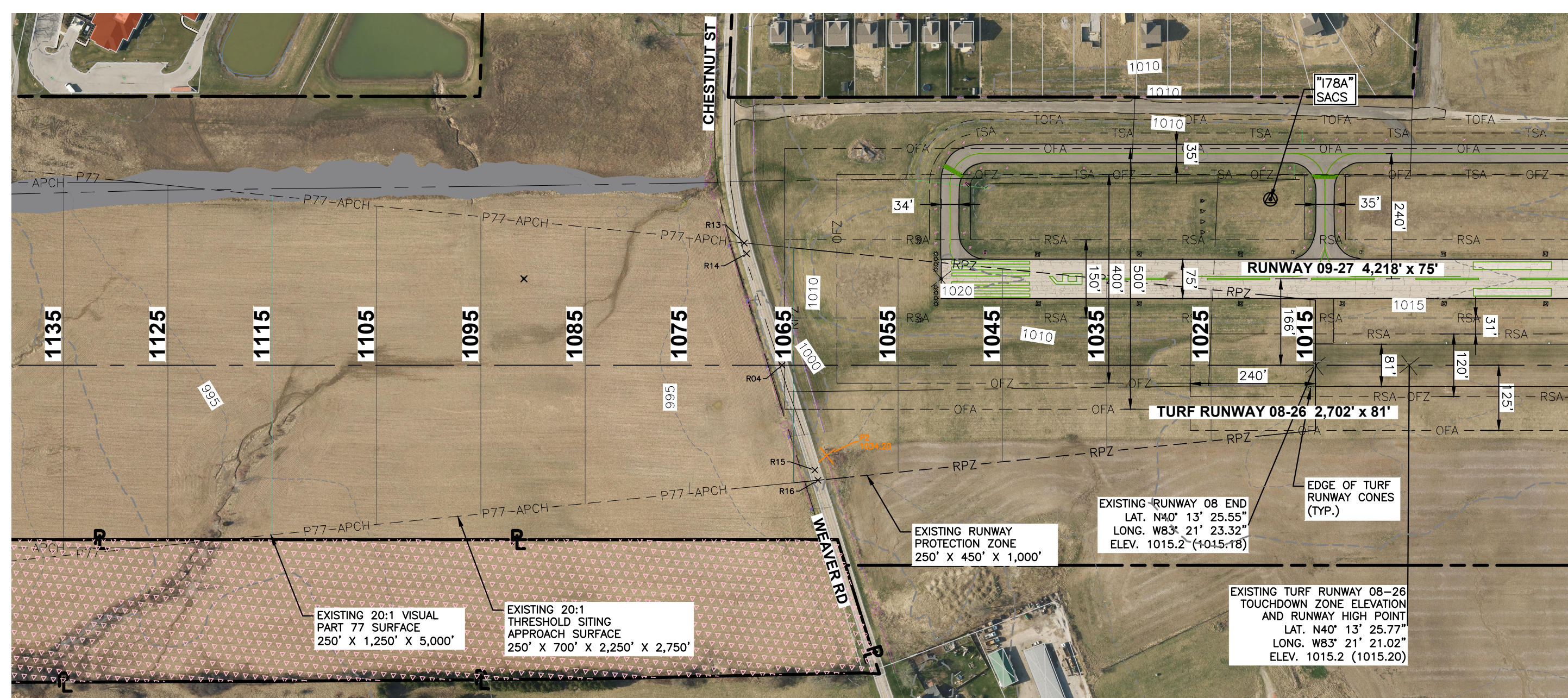
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 AIP No: 3-39-0051-24-2019
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 CHECKED BY: DW
 APPROVED BY: GAS

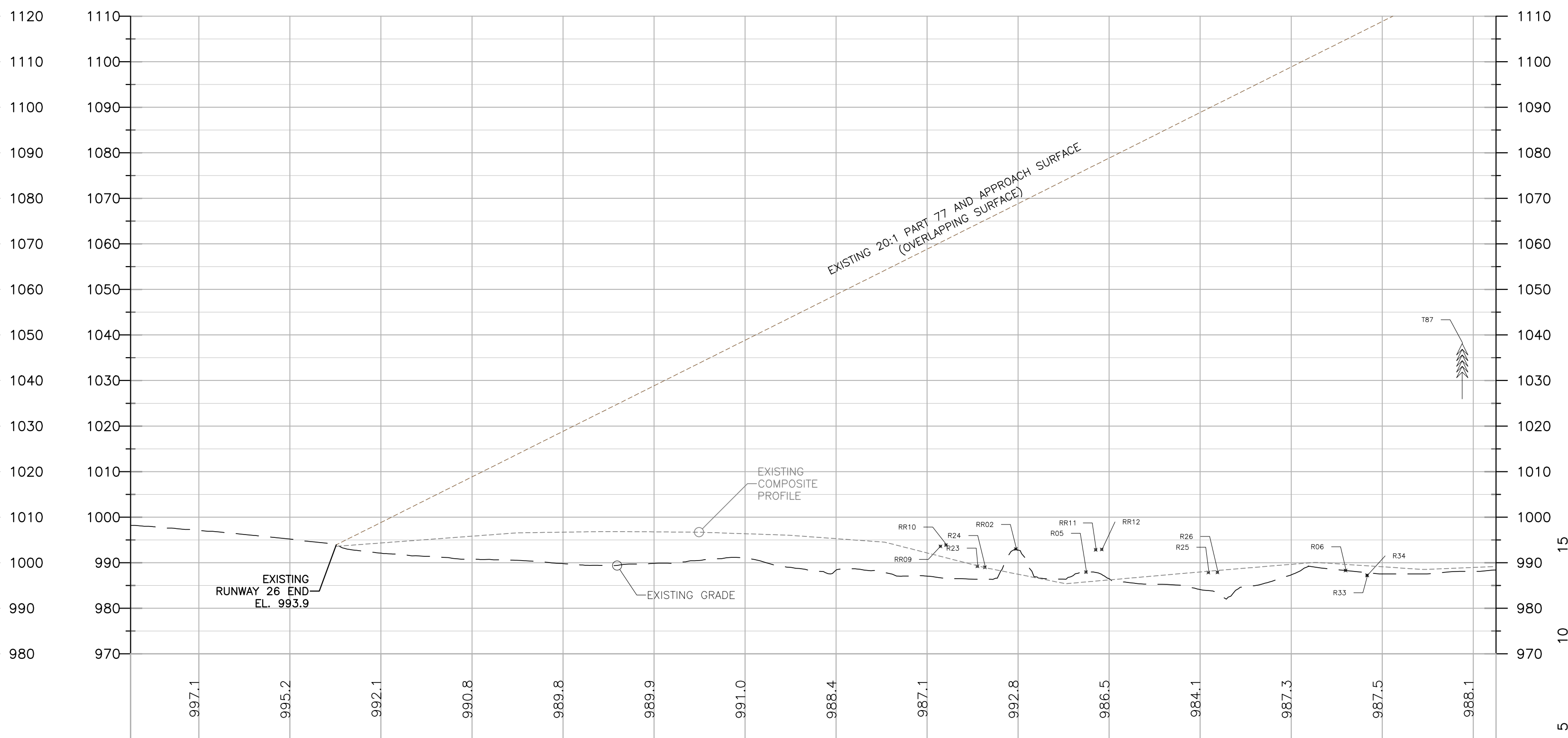
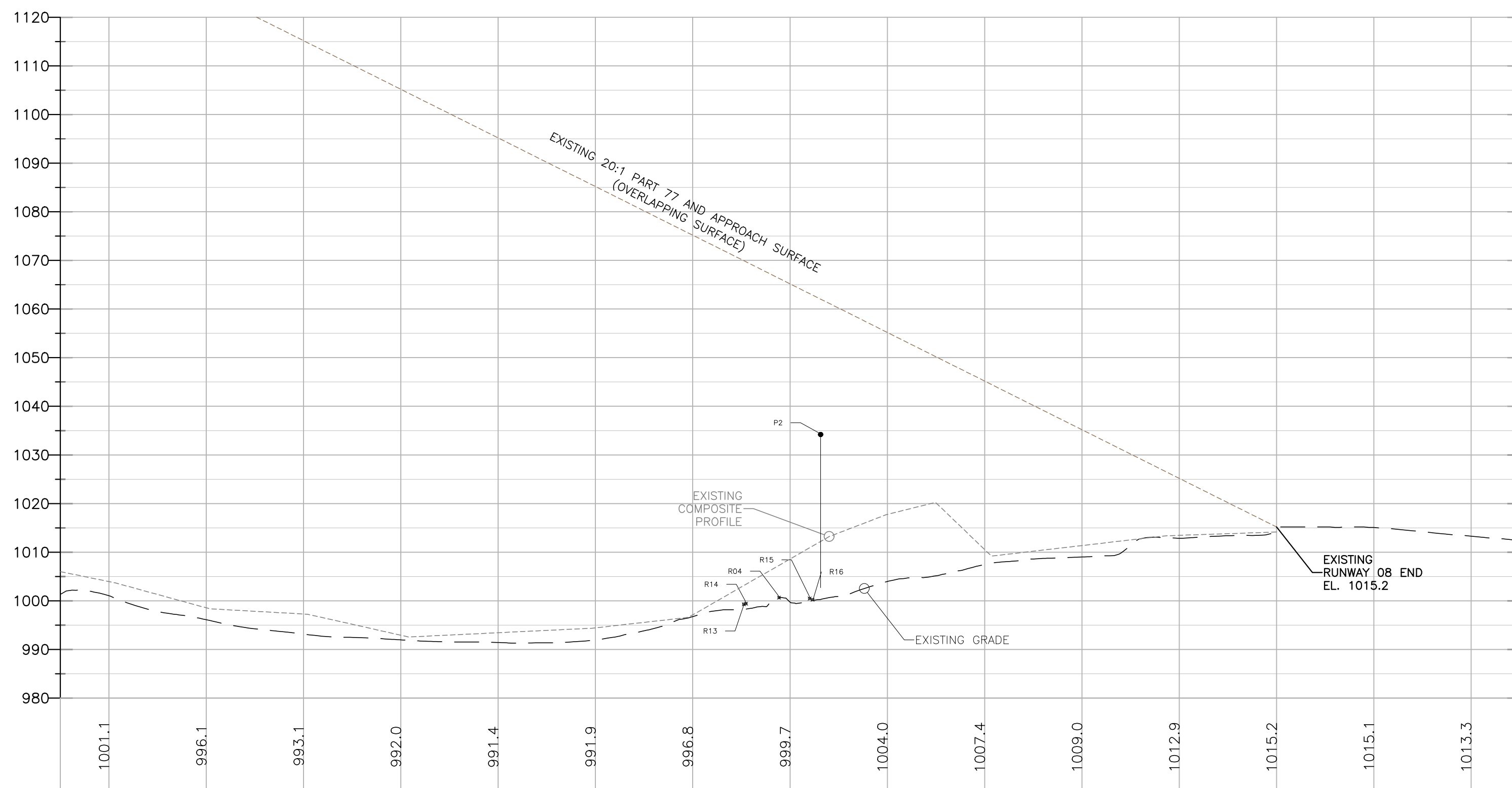
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- GENERAL NOTES**
- ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13B, CHANGE #1. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (SOB 2.00) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
 - SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA AND ADDITIONAL DIMENSIONS.
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 - RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES AND THE ASOS PROTECTION AREA. DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS OF THE ASOS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500 TO 1,000' RADIUS.
 - CURRENTLY ONLY ABOUT ONE HALF OF THE PERIMETER OF THE AIRPORT IS PROTECTED WITH APPROXIMATELY SIX-FOOT CHAIN-LINK FENCE WITHOUT BARBED WIRE ON TOP. FUTURE PERIMETER FENCING TO MEET FAA/TSA STANDARDS OR WILDLIFE REQUIREMENTS.
 - SEE PROPERTY MAP FOR EXISTING EASEMENT INFORMATION AND LOCATIONS.
 - DATE OF SURVEY MAPPING INFORMATION: MAY 05, 2020
 - DATE OF AERIAL IMAGERY: MARCH 2022



EXISTING RUNWAY 08 OBSTRUCTION TABLE

OBSTACLE NUMBER	OBSTACLE ELEVATION	OBSTACLE HEIGHT (AGL)	RUNWAY 08 END 20:1 THRESHOLD SITING APPROACH	RUNWAY 08 END 20:1 FAR PART 77 APPROACH	RUNWAY 08 END FAR PART 77 TRANSITIONAL SURFACE	ON AIRPORT PROPERTY	DISPOSITION AND REMARKS
P2*	1034.2	31.5	-27.8	-27.8		NO	OBSTRUCTION LIGHT REQUIRED (10 YR CIP)

* DENOTES NO PENETRATION OF RESPECTIVE SURFACE * DENOTES CONTROLLING OBSTACLE
 B = BUILDING; P = POLE; F = FENCE; T = TREE; TWR = TOWER; GR = GROUND; M = MISCELLANEOUS
NOTES:
 1. THERE ARE NO PENETRATIONS TO THE RUNWAY 08-26 OBSTACLE FREE ZONE (OFZ).
 2. TREES WITH A NEGATIVE VALUE SHOWN IN THE TABLE ARE WITHIN 12.5 FEET BELOW THE RESPECTIVE SURFACE.
 3. THERE ARE NO PENETRATIONS TO THE THRESHOLD SITING APPROACH AND THE PART 77 APPROACH. OBSTACLE SHOWN AFFECTS RUNWAY 09 END.
 4. SEE AIRSPACE SHEET FOR PENETRATIONS OUTSIDE OF INNER APPROACH SHEET LIMITS.
 5. ANY PENETRATIONS TO RUNWAY 08-26 PART 77 TRANSITIONAL SURFACE ARE SHOWN UNDER RUNWAY 09-27 TRANSITIONAL SURFACE DUE TO OVERLAP OF AREAS.

EXISTING RUNWAY 26 OBSTRUCTION TABLE

OBSTACLE NUMBER	OBSTACLE ELEVATION	OBSTACLE HEIGHT (AGL)	RUNWAY 26 END 20:1 THRESHOLD SITING APPROACH	RUNWAY 26 END 20:1 FAR PART 77 APPROACH	RUNWAY 26 END FAR PART 77 TRANSITIONAL SURFACE	ON AIRPORT PROPERTY	DISPOSITION AND REMARKS
T87*	1038.1	50.6	-79.5	-79.5		NO	TO BE TRIMMED OR REMOVED (10 YR CIP)

* DENOTES NO PENETRATION OF RESPECTIVE SURFACE * DENOTES CONTROLLING OBSTACLE
 B = BUILDING; P = POLE; F = FENCE; T = TREE; TWR = TOWER; GR = GROUND; M = MISCELLANEOUS
NOTES:
 1. THERE ARE NO PENETRATIONS TO THE RUNWAY 08-26 OBSTACLE FREE ZONE (OFZ).
 2. TREES WITH A NEGATIVE VALUE SHOWN IN THE TABLE ARE WITHIN 12.5 FEET BELOW THE RESPECTIVE SURFACE.
 3. THERE ARE NO PENETRATIONS TO THE THRESHOLD SITING APPROACH AND THE PART 77 APPROACH. OBSTACLE SHOWN AFFECTS RUNWAY 27 END.
 4. SEE AIRSPACE SHEET FOR PENETRATIONS OUTSIDE OF INNER APPROACH SHEET LIMITS.
 5. ANY PENETRATIONS TO RUNWAY 08-26 PART 77 TRANSITIONAL SURFACE ARE SHOWN UNDER RUNWAY 09-27 TRANSITIONAL SURFACE DUE TO OVERLAP OF AREAS.

EXISTING RUNWAY 08 TRAVERSEWAY TABLE

TRAVERSEWAY NUMBER	TRAVERSEWAY ELEVATION	TRAVERSEWAY CLEARANCE REQUIRED (AGL)	RUNWAY 08 END 20:1 THRESHOLD SITING APPROACH	RUNWAY 08 END 20:1 FAR PART 77 APPROACH	DISPOSITION AND REMARKS
R04	1000.6	15	-50.7	-50.7	WEAVER ROAD
R13	999.3	15	-55.6		WEAVER ROAD
R14	999.4	15	-55.3		WEAVER ROAD
R15	1000.5	15	-47.7		WEAVER ROAD
R16	1000.2	15	-47.7		WEAVER ROAD

NOTES:
 1. TRAVERSEWAY POINT VALUE AND ELEVATIONS SHOWN ARE WHERE THE TRAVERSE WAY (ROAD CENTERLINE, RAILROAD CENTERLINE) INTERSECTS THE OUTER EDGE OF ONE OF THE FOLLOWING IMAGINARY SURFACES: THRESHOLD SITING SURFACE (TSS) AND PART 77 APPROACH SURFACE (P77), ALONG WITH WHERE THEY INTERSECT THE RUNWAY CENTERLINE EXTENDED. ALL OTHER VALUES ARE LEFT BLANK AND SHADED GRAY.
 2. TRAVERSEWAY ELEVATIONS ARE THE ACTUAL ROAD/RAILROAD SURFACE ELEVATIONS. PENETRATIONS ARE CALCULATED TO INCLUDE THE TRAVERSE WAY CLEARANCE REQUIRED AMOUNT.

EXISTING RUNWAY 26 TRAVERSEWAY TABLE

TRAVERSEWAY NUMBER	TRAVERSEWAY ELEVATION	TRAVERSEWAY CLEARANCE REQUIRED (AGL)	RUNWAY 26 END 20:1 THRESHOLD SITING APPROACH	RUNWAY 26 END FAR PART 77 APPROACH	DISPOSITION AND REMARKS
R05	987.9	15	-73.4	-73.4	INDUSTRIAL PARKWAY
R06	988.3	15	-101.5	-101.5	COLEMANS CROSSING BOULEVARD
R23	989.2	15	-60.2		INDUSTRIAL PARKWAY
R24	989.0	15	-61.2		INDUSTRIAL PARKWAY
R25	987.9	15	-86.9		INDUSTRIAL PARKWAY
R26	987.9	15	-87.9		INDUSTRIAL PARKWAY
R33	987.2	15	-105.0		COLEMANS CROSSING BOULEVARD
R34	987.2	15	-105.0		COLEMANS CROSSING BOULEVARD
RR02	993.0	23	-52.8	-52.8	RAILROAD
RR09	993.6	23	-43.7		RAILROAD
RR10	993.9	23	-44.0		RAILROAD
RR11	992.8	23	-61.5		RAILROAD
RR12	992.9	23	-62.1		RAILROAD

NOTES:
 1. TRAVERSEWAY POINT VALUE AND ELEVATIONS SHOWN ARE WHERE THE TRAVERSE WAY (ROAD CENTERLINE, RAILROAD CENTERLINE) INTERSECTS THE OUTER EDGE OF ONE OF THE FOLLOWING IMAGINARY SURFACES: THRESHOLD SITING SURFACE (TSS) AND PART 77 APPROACH SURFACE (P77), ALONG WITH WHERE THEY INTERSECT THE RUNWAY CENTERLINE EXTENDED. ALL OTHER VALUES ARE LEFT BLANK AND SHADED GRAY.
 2. TRAVERSEWAY ELEVATIONS ARE THE ACTUAL ROAD/RAILROAD SURFACE ELEVATIONS. PENETRATIONS ARE CALCULATED TO INCLUDE THE TRAVERSE WAY CLEARANCE REQUIRED AMOUNT.

LEGEND: LINETYPE

EXISTING	FACILITY
---	AIRPORT PROPERTY LINE
---	RUNWAY CENTERLINE
---	CONTOURS
---	EDGE OF PAVEMENT
---	FENCE LINE
---	TREE LINE
---	CFR PART 77 SURFACES
---	THRESHOLD SITING APPROACH SURFACES
---	DEPARTURE SURFACES
---	DEPARTURE SURFACE WING AREA
---	GLIDESLOPE QUALIFICATION SURFACE
---	RUNWAY PROTECTION ZONE
---	RUNWAY SAFETY AREA
---	RUNWAY OBJECT FREE AREA
---	RUNWAY OBSTACLE FREE ZONE
---	TAXIWAY SAFETY AREA
---	TAXIWAY OBJECT FREE AREA
---	TAXILANE OBJECT FREE AREA
---	AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)
---	BUILDING RESTRICTION LINE
---	PAPI OBSTACLE CLEARANCE SURFACE
---	PAPI LIGHT SIGNAL CLEARANCE SURFACE
---	RUNWAY LINE OF SIGHT

LEGEND: SYMBOLS

EXISTING	FACILITY
□	BUILDING
□	AIRFIELD PROPERTY EASEMENT
x	TREE/POLE/BUILDING/TOWER ELEVATION
○	RUNWAY EDGE LIGHT
○	RUNWAY THRESHOLD LIGHT
○	REIL
○	TAXIWAY EDGE LIGHT
○	PAPI
○	GUIDANCE SIGN
○	WINDCONE
○	BEACON
○	AWOS
○	AIRPORT REFERENCE POINT
○	AIRCRAFT TIE DOWN

LEGEND: ABBREVIATIONS

R	= ROAD
RR	= RAILROAD

AIRPORT LAYOUT PLAN

INNER APPROACH RUNWAY 08-26

MARYSVILLE, OHIO

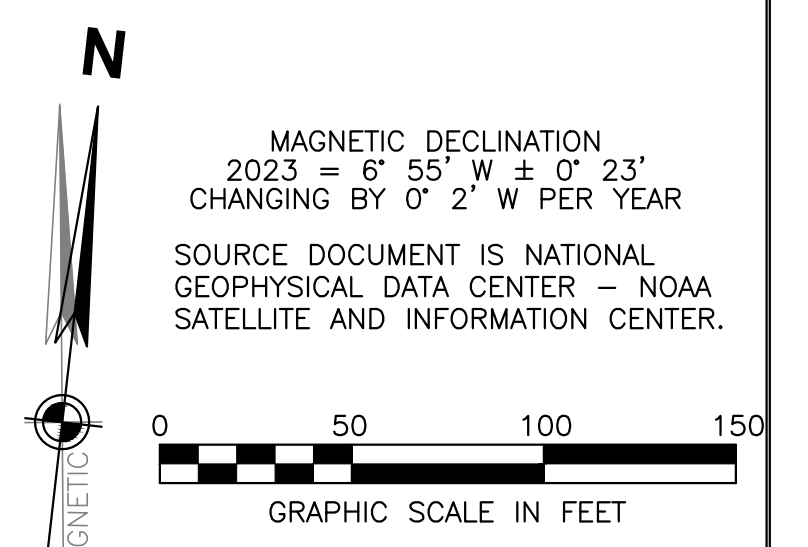
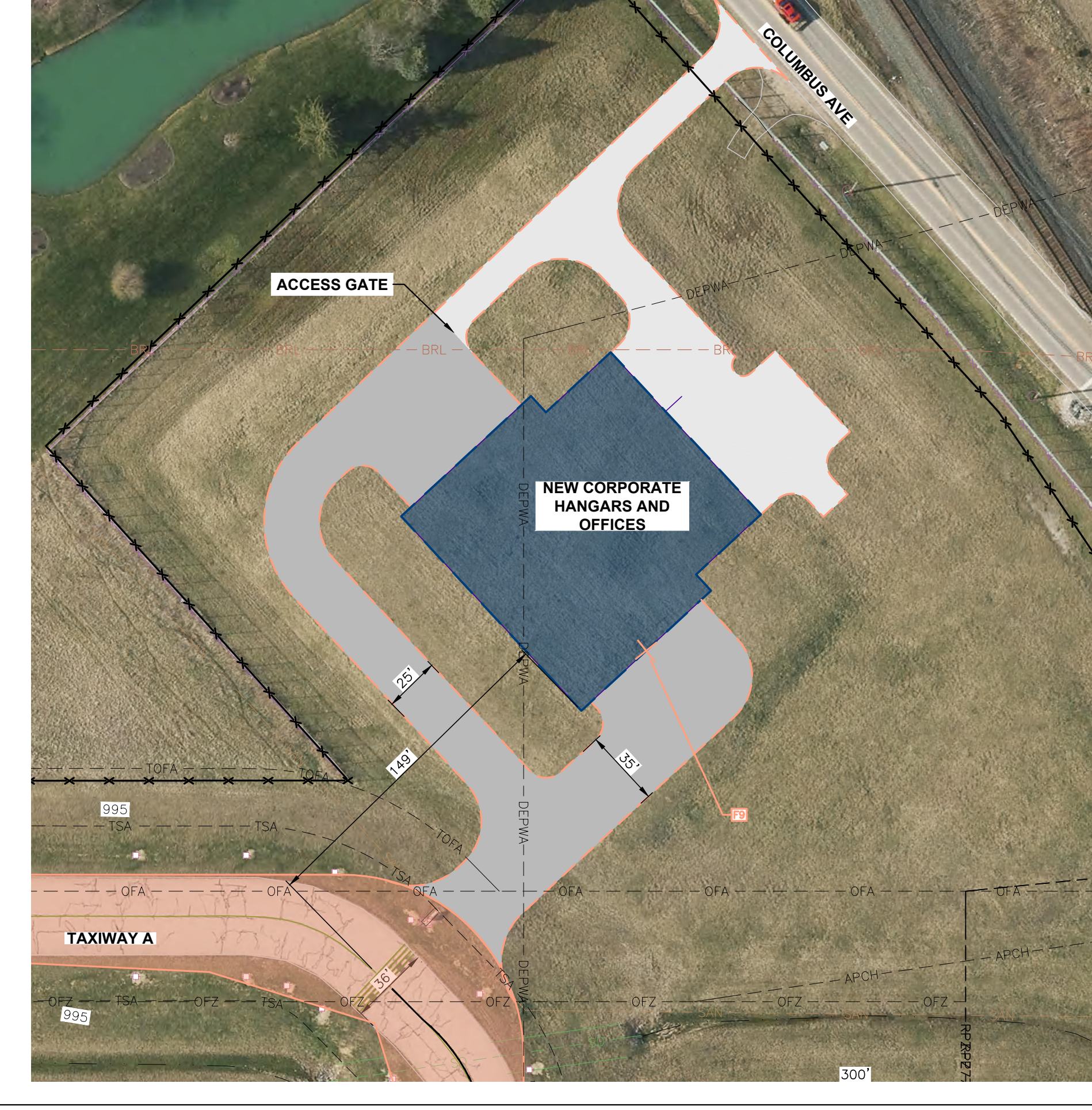
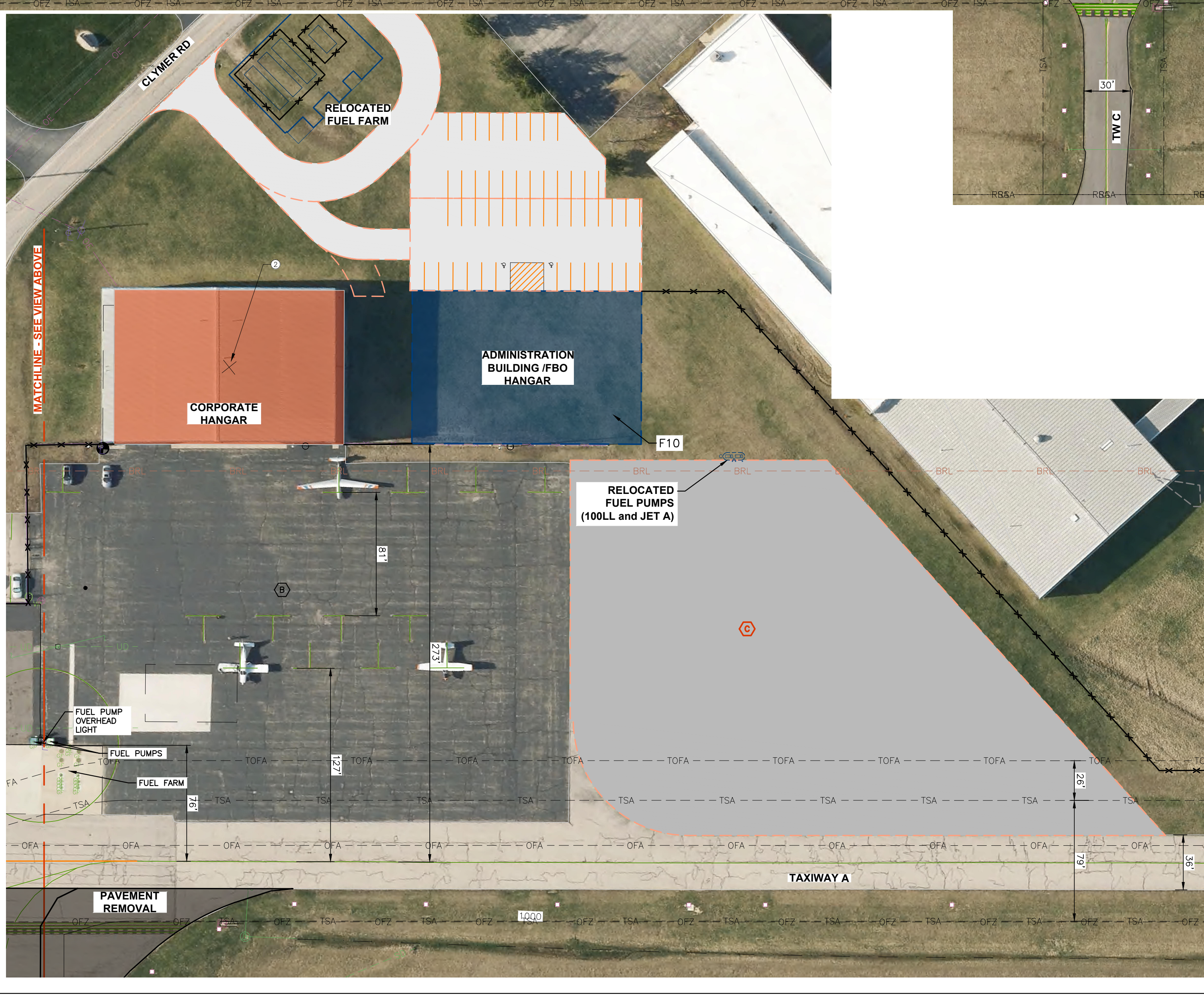
UNION COUNTY AIRPORT

PROJECT No: 080572
 DATE: FEBRUARY 2023
 AIP No: 3-39-0051-24-2019
 HORIZ. SCALE:
 VERT. SCALE:
 SHEET NO.

CERTIFIED BY: _____ DESIGN ENGINEER DATE _____
 DESIGNED BY: GCF
 DRAWN BY: GCF
 CHECKED BY: DW
 APPROVED BY: GAS

1 Eastern Oval
 Suite 400
 Columbus, OH 43219
 614.476.6000
 614.476.6225
WOOLPERT
 ARCHITECTURE ENGINEERING TECHNOLOGY

Layout Tab Name: TERMINAL PLAN, Images: 2022 from sid LARGE2.tif, Xrefs: 80572-X.dwg, 80572-TBLK.dwg, MRT EDR points.dwg, 80572-P.dwg, MRT_existing airports.dwg, 80572-background hatches.dwg
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MAGNETIC DECLINATION
 2023 = 6° 55' W ± 0' 23"
 CHANGING BY 0' 2" W PER YEAR
 SOURCE DOCUMENT IS NATIONAL
 GEOPHYSICAL DATA CENTER - NOAA
 SATELLITE AND INFORMATION CENTER.

LEGEND: SYMBOLS

EXISTING	FACILITY	FUTURE
[Symbol]	BUILDING	[Symbol]
[Symbol]	AIRPORT PAVEMENT	[Symbol]
[Symbol]	TRAVERSEWAY POINT	[Symbol]
[Symbol]	RUNWAY EDGE LIGHT	[Symbol]
[Symbol]	RUNWAY THRESHOLD LIGHT	[Symbol]
[Symbol]	REIL	[Symbol]
[Symbol]	TAXIWAY EDGE LIGHT	[Symbol]
[Symbol]	PAPI	[Symbol]
[Symbol]	GUIDANCE SIGN	[Symbol]
[Symbol]	WINDCONE	[Symbol]
[Symbol]	BEACON	[Symbol]
[Symbol]	AWOS	[Symbol]
[Symbol]	AIRPORT REFERENCE POINT	[Symbol]
[Symbol]	AIRCRAFT TIE DOWN	[Symbol]

LEGEND: LINETYPE

EXISTING	FACILITY	FUTURE
[Line Style]	AIRPORT PROPERTY LINE	[Line Style]
[Line Style]	RUNWAY CENTERLINE	[Line Style]
[Line Style]	CONTOURS	[Line Style]
[Line Style]	EDGE OF PAVEMENT	[Line Style]
[Line Style]	FENCE LINE	[Line Style]
[Line Style]	TREE LINE	[Line Style]
[Line Style]	CFR PART 77 SURFACES	[Line Style]
[Line Style]	THRESHOLD SITING APPROACH SURFACES	[Line Style]
[Line Style]	DEPARTURE SURFACES	[Line Style]
[Line Style]	DEPARTURE SURFACE WING AREA	[Line Style]
[Line Style]	QUALIFICATION SURFACE	[Line Style]
[Line Style]	RUNWAY PROTECTION ZONE	[Line Style]
[Line Style]	RUNWAY SAFETY AREA	[Line Style]
[Line Style]	RUNWAY OBJECT FREE AREA	[Line Style]
[Line Style]	RUNWAY OBSTACLE FREE ZONE	[Line Style]
[Line Style]	TAXIWAY SAFETY AREA	[Line Style]
[Line Style]	TAXIWAY OBJECT FREE AREA	[Line Style]
[Line Style]	TAXILANE OBJECT FREE AREA	[Line Style]
[Line Style]	AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)	[Line Style]
[Line Style]	BUILDING RESTRICTION LINE	[Line Style]
[Line Style]	PAPI OBSTACLE CLEARANCE SURFACE	[Line Style]
[Line Style]	PAPI LIGHT SIGNAL CLEARANCE SURFACE	[Line Style]
[Line Style]	RUNWAY LINE OF SIGHT	[Line Style]

APRON PAVEMENT

(A)	2,142 SYD
(B)	9,041 SYD
(C)	7,453 SYD

TAXIWAY INFORMATION

EXISTING TAXIWAY EDGE SAFETY MARGINS (TESM): TAXIWAY A = 5'

EXISTING TAXIWAY SHOULDER WIDTHS TAXIWAY A = 10'

EXISTING BUILDING SYMBOL
 FUTURE BUILDING SYMBOL

- GENERAL NOTES**
- ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13B, CHANGE #1. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (SOP 2.00) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
 - SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA.
 - ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED.
 - RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES.
 - CURRENTLY ONLY ABOUT ONE HALF OF THE PERIMETER OF THE AIRPORT IS PROTECTED WITH APPROXIMATELY SIX-FOOT CHAIN-LINK FENCE WITHOUT BARBED WIRE ON TOP. FUTURE PERIMETER FENCING TO MEET FAA/TSA STANDARDS OR WILDLIFE REQUIREMENTS.
 - SEE PROPERTY MAP FOR EXISTING EASEMENT INFORMATION AND LOCATIONS.
 - DATE OF SURVEY MAPPING INFORMATION: MAY 05, 2020

TERMINAL AREA STRUCTURES

BLDG. #	FUNCTION	HEIGHT (FT. AGL)	TOP ELEVATION (FT. MSL)	DISTANCE TO RUNWAY CENTERLINE	PART 77 CLEARANCE	DISPOSITION
EXISTING BUILDINGS AND STRUCTURES (FUTURE CONDITION)						
1	ADMINISTRATION BUILDING/FBO HANGAR	27.8	1033.3	280	11.8	OBSTRUCTION LIGHT REQUIRED
2	CORPORATE HANGAR	36.3	1039.9	513	-15.7	NO CHANGES
3	T-HANGAR	19.7	1025.1	398	-8.5	NO CHANGES
4	T-HANGAR	17.0	1023.5	480	-22.1	NO CHANGES
5	T-HANGAR	18.5	1024.9	574	-34.6	NO CHANGES
6	T-HANGAR	17.5	1023.9	670	-49.7	NO CHANGES

NOTE: BUILDING NUMBERS DESIGNATED FOR ALP PURPOSES ONLY (NUMBERS DO NOT CORRESPOND WITH ADDRESS OR FIRE RESPONSE)

TERMINAL AREA STRUCTURES

BLDG. #	FUNCTION	HEIGHT (FT. AGL)	TOP ELEVATION (FT. MSL)	DISTANCE TO RUNWAY CENTERLINE	PART 77 CLEARANCE	DISPOSITION
FUTURE BUILDINGS AND STRUCTURES						
F1	T-HANGAR	25.0	1031.0	413	-8.9	FUT. GR. ELEV. 1006 MSL
F2	T-HANGAR	25.0	1031.0	542	-27.4	FUT. GR. ELEV. 1006 MSL
F3	T-HANGAR	25.0	1031.0	671	-45.8	FUT. GR. ELEV. 1006 MSL
F4	T-HANGAR	25.0	1031.0	800	-64.3	FUT. GR. ELEV. 1006 MSL
F5	100' X 75' CORPORATE HANGAR	40.0	1046.0	469	-6.9	FUT. GR. ELEV. 1006 MSL
F6	100' X 75' CORPORATE HANGAR	50.0	1056.0	609	-16.9	FUT. GR. ELEV. 1006 MSL
F7	60' X 60' CORPORATE HANGAR	50.0	1056.0	749	-34.1	FUT. GR. ELEV. 1006 MSL
F8	60' X 60' CORPORATE HANGAR	50.0	1056.0	889	-51.3	FUT. GR. ELEV. 1006 MSL
F9	CORPORATE HANGAR	23.0	1018.0	332	5.7	FUT. GR. ELEV. 995 MSL (CBS. LIGHT REQD.)
F10	ADMINISTRATION BUILDING / FBO HANGAR	36.3	1039.9	513	-15.7	FUT. GR. ELEV. 995 MSL
F11	EQUIPMENT BUILDING	25.0	1024.0	276	49.7	FUT. GR. ELEV. 1006 MSL

NOTE 1: BUILDING NUMBERS DESIGNATED FOR ALP PURPOSES ONLY (NUMBERS DO NOT CORRESPOND WITH ADDRESS OR FIRE RESPONSE) * SEE LOCATION ON SHEET 4
 NOTE 2: PLANNED BUILDINGS TO BE CONSTRUCTED BELOW C.F.R. PART 77 SURFACES.

AIRPORT LAYOUT PLAN
TERMINAL PLAN

PROJECT No: 080572
 DATE: FEBRUARY 2023
 AIR No: 3-39-0051-24-2019
 HORIZ. SCALE:
 VERT. SCALE:
 SHEET NO. **8**

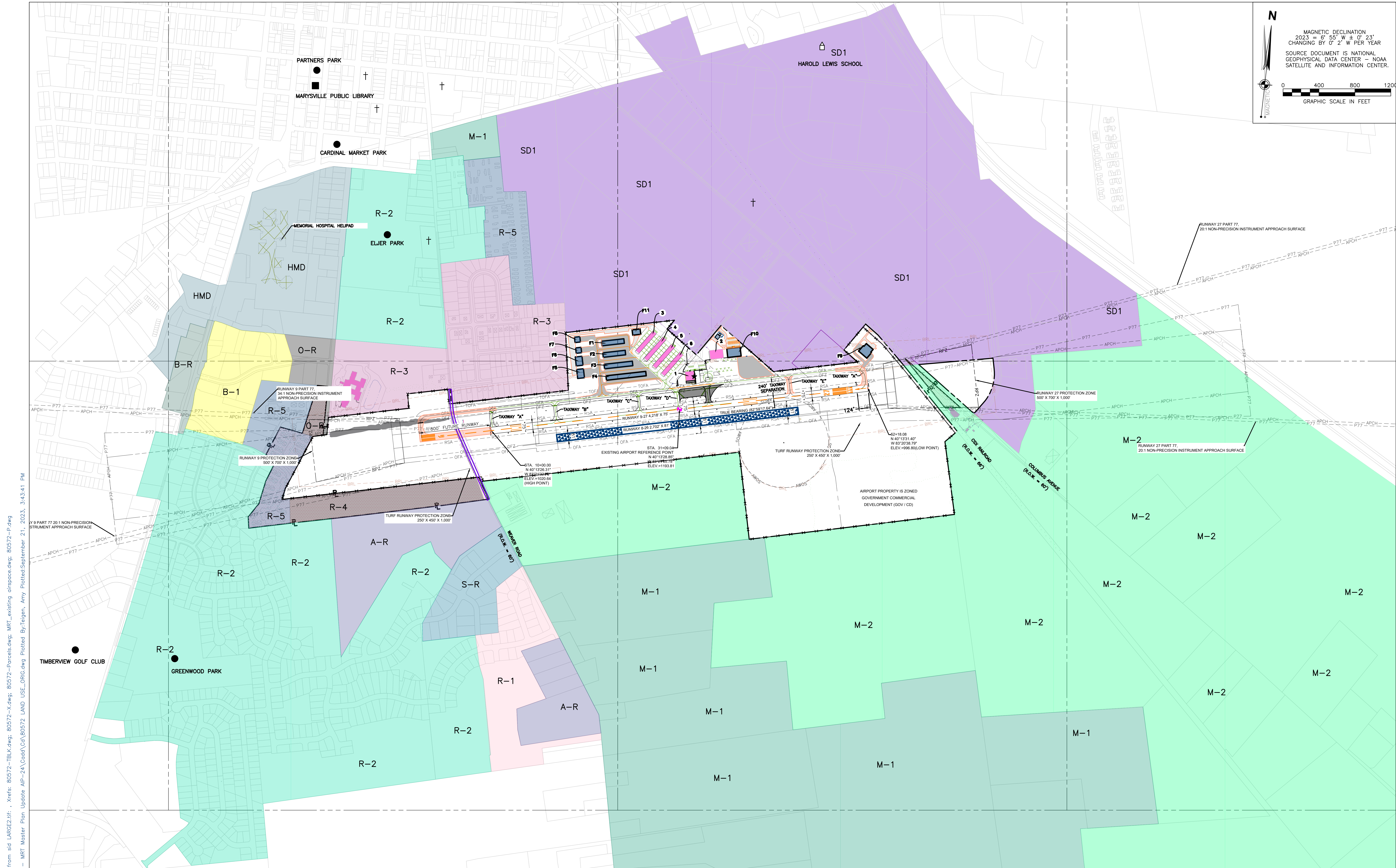
DESIGNED BY: GCF
 CHECKED BY: DW
 DRAWN BY: GCF
 APPROVED BY: GAS

CERTIFIED BY: _____
 DESIGN ENGINEER DATE _____

1 Eastern Oval
 Suite 400
 Columbus, OH 43219
 614.476.6000
 FAX: 614.476.6225

WOOLPERT
 ARCHITECTURAL ENGINEERING CONSULTANTS

UNION COUNTY AIRPORT
 MARYSVILLE, OHIO



N

MAGNETIC DECLINATION
 2023 = 6° 55' W ± 0' 23"
 CHANGING BY 0' 2" W PER YEAR

SOURCE DOCUMENT IS NATIONAL
 GEOPHYSICAL DATA CENTER - NOAA
 SATELLITE AND INFORMATION CENTER.

0 400 800 1200
 GRAPHIC SCALE IN FEET

CERTIFIED BY:	DESIGN ENGINEER	DATE
DESIGNED BY:	GCF	DRAWN BY:
CHECKED BY:	DW	APPROVED BY:
		GAS

1 Eastern Oval
 Suite 400
 Columbus, OH 43219
 614.476.6000
 FAX: 614.476.6225

W
WOOLPERT
 ARCHITECTURAL ENGINEERING

No.	DATE	REVISION
1	09/21/23	ADDRESS COMMENTS FROM FAA

AIRPORT LAYOUT PLAN
LAND USE PLAN

UNION COUNTY AIRPORT
MARYSVILLE, OHIO

Layout Tab Name: LAND USE PLAN, Image: MRT, Aerial 2022 from sid LARGE2.tif, Xrefs: 80572-TBLK.dwg, 80572-X.dwg, 80572-Parcels.dwg, MRT_existing_airspace.dwg, 80572-F.dwg
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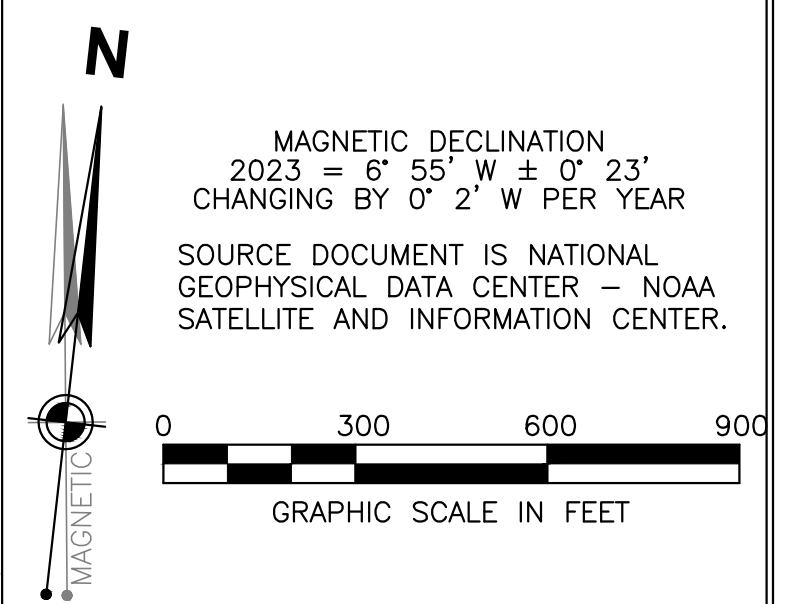
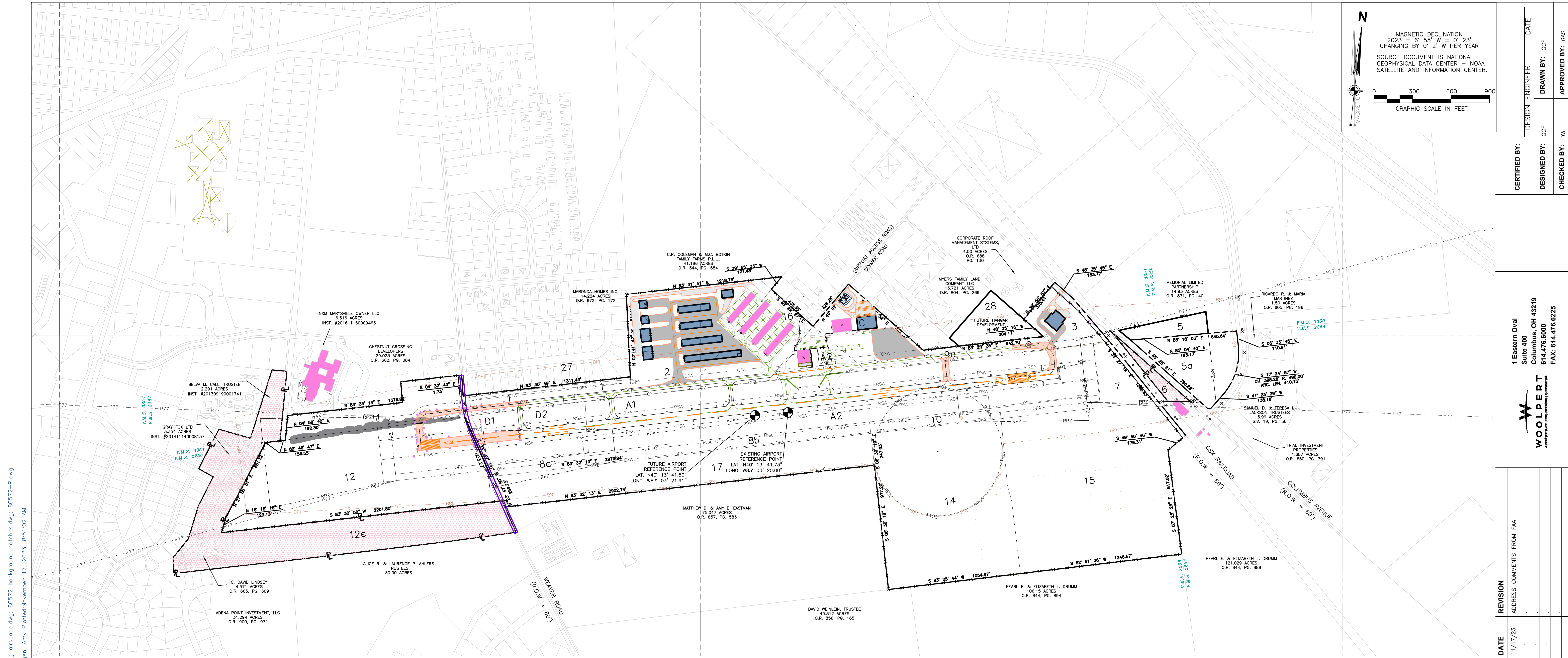
LEGEND			
EXISTING	ITEM	EXISTING	ITEM
	AIRPORT PAVEMENT		PAPIS
	RUNWAY SAFETY AREA		REILS
	OBJECT FREE AREA		TAXIWAY SIGNS
	RUNWAY PROTECTION ZONE		RUNWAY CENTERLINE
	PAVEMENT		RAILROAD
	BUILDING		EASMENT
	OFF AIRPORT BUILDING		PARK
	FENCE		SCHOOL
	AIRPORT PROPERTY LINE		CHURCH
	NON-AIRPORT PROPERTY LINE		LIBRARY
	AIRPORT REFERENCE POINT		
	POND		
	BEACON		
	SECTION LINE		

LAND USE LEGEND	
A-R	AGRICULTURAL RESIDENTIAL
B-1	SERVICE BUSINESS
B-R	BUSINESS RESIDENTIAL
HMD	HOSPITAL MEDICAL DISTRICT
M-1	LIGHT MANUFACTURING
M-2	HEAVY MANUFACTURING
O-R	OFFICE RESIDENTIAL
R-1	LOW DENSITY RESIDENTIAL
R-2	MEDIUM DENSITY RESIDENTIAL
R-3	HIGH DENSITY SINGLE FAMILY RESIDENTIAL
R-4	LOW DENSITY MULTI-FAMILY RESIDENTIAL
R-5	HIGH DENSITY MULTI-FAMILY RESIDENTIAL
SD1	SPECIAL DISTRICT ONE
S-R	SUBURBAN RESIDENTIAL

EXISTING TERMINAL AREA STRUCTURES	
BLDG. #	FUNCTION
1	ADMINISTRATION BUILDING/FBO HANGAR
2	CORPORATE HANGAR
3	T-HANGAR
4	T-HANGAR
5	T-HANGAR
6	T-HANGAR

FUTURE TERMINAL AREA STRUCTURES	
BLDG. #	FUNCTION
F1	T-HANGAR
F2	T-HANGAR
F3	T-HANGAR
F4	T-HANGAR
F5	100' X 75' CORPORATE HANGAR
F6	100' X 75' CORPORATE HANGAR
F7	60' X 60' CORPORATE HANGAR
F8	60' X 60' CORPORATE HANGAR
F9	CORPORATE HANGAR
F10	ADMINISTRATION BUILDING / FBO HANGAR
F11	EQUIPMENT BUILDING

PROJECT No: 080572
 DATE: FEBRUARY 2023
 AIP No: 3-39-0051-24-2019
 HORIZ. SCALE:
 VERT. SCALE:
 SHEET NO.



Layout: Top Name: EXHIBIT 'A'. Inps: 80572-TBLK.dwg, 80572-X.dwg, 80572-Parcels.dwg, MRT_existing_dispspace.dwg, 80572_background_hatches.dwg, 80572-P.dwg
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LEGEND: SYMBOLS		
EXISTING	FACILITY	FUTURE
	BUILDING	
	AIRFIELD PROPERTY EASEMENT	
	TRAVERSEWAY POINT	
	RUNWAY EDGE LIGHT	
	RUNWAY THRESHOLD LIGHT	
	REL	
	TAXIWAY EDGE LIGHT	
	PAPI	
	GUIDANCE SIGN	
	WINDCONE	
	BEACON	
	AWOS	
	AIRPORT REFERENCE POINT	
	AIRCRAFT TIE DOWN	

LEGEND: LINETYPE		
EXISTING	FACILITY	FUTURE
	AIRPORT PROPERTY LINE	
	RUNWAY CENTERLINE	
	CONTOURS	
	EDGE OF PAVEMENT	
	FENCE LINE	x
	TREE LINE	
	CFR PART 77 SURFACES	
	THRESHOLD SITING APPROACH SURFACES	
	DEPARTURE SURFACES	
	DEPARTURE SURFACE WING AREA	
	QUALIFICATION SURFACE	
	RUNWAY PROTECTION ZONE	
	RUNWAY SAFETY AREA	
	RUNWAY OBJECT FREE AREA	
	RUNWAY OBSTACLE FREE ZONE	
	TAXIWAY SAFETY AREA	
	TAXIWAY OBJECT FREE AREA	
	TAXIWAY OBSTACLE FREE AREA	TL0FA
	AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)	
	BUILDING RESTRICTION LINE	
	PAPI OBSTACLE CLEARANCE SURFACE	
	PAPI LIGHT SIGNAL CLEARANCE SURFACE	
	RUNWAY LINE OF SIGHT	

- NOTE:**
- THE AIRPORT PROPERTY BOUNDARY IS BASED ON A SURVEY BY PAGE ENGINEERING, INC. IN 2018.
 - ALL OTHER PROPERTY LINES AND ACREAGE'S SHOWN ARE BASED ON COUNTY TAX MAP RECORDS.
 - THE AIRPORT IS SITUATED IN UNION COUNTY, THE CITY OF MARYSVILLE, PARIS TOWNSHIP, VIRGINIA MILITARY SURVEY NO. 2254, 2256 & 3351.
 - ANY INFORMATION REGARDING A PARCEL #4 WAS OMITTED BY PRIOR CONSULTANTS, AND NO INFORMATION IS AVAILABLE TO CONFIRM THE EXISTENCE OF A PARCEL #4. DEED RESEARCH WAS OUTSIDE THE SCOPE OF SERVICES WITH THE 2023 UPDATE UNDER AIP 03-39-0051-024-2019.
 - THIS EXHIBIT 'A' WAS ORIGINALLY PREPARED BY STANTEC. IT HAS BEEN UPDATED BY WOOLPERT SOLELY TO REFLECT THE 16.741-ACRE LAND ACQUISITION ON 10/27/2022 AND THE PROPOSED DEVELOPMENT PROPOSED IN THE 2023 MASTER PLAN.

AIRPORT PROPERTY						
FEDERAL PROJECT NO.	PARCEL	GRANTOR	TITLE	VOL-PAGE	DATE	ACRES
AIP 3-39-0051-02	A1	MARYSVILLE IND. DEV. CORP.	FEE SIMPLE	221-343	12-27-65	5.241
AIP 3-39-0051-02	A2	MARYSVILLE IND. DEV. CORP.	FEE SIMPLE	221-343	12-27-65	34.759
AIP 3-39-0051-02	B	MARYSVILLE IND. DEV. CORP.	FEE SIMPLE	225-65	9-13-66	7.894
AIP 3-39-0051-02	C	MARYSVILLE IND. DEV. CORP.	FEE SIMPLE	237-231	5-13-66	7.010
AIP 3-39-0051-01	D1	HAROLD L. & HELEN L. SCHALIP	FEE SIMPLE	259-176	9-10-73	2.5
AIP 3-39-0051-02	D2	HAROLD L. & HELEN L. SCHALIP	FEE SIMPLE	259-176	9-10-73	5.49
AIP 3-39-0051-01	1	F.C. DASHER	FEE SIMPLE	293-187	7-31-84	4.674
AIP 3-39-0051-01	2	L. COLEMAN	FEE SIMPLE	293-568	10-9-84	4.352
AIP 3-39-0051-08	3	W. BRASHEARS	FEE SIMPLE	209-286	12-23-99	4.013
AIP 3-39-0051-023-2017	5a	TRIAD INVESTMENT PROPERTIES, INC.	FEE SIMPLE	19-435	10-16-17	6.665
AIP 3-39-0051-02	7	R.H. & B.F. FERGUS	FEE SIMPLE	307-180	5-16-88	5.097
AIP 3-39-0051-02	8a,b	C.J. CALL	FEE SIMPLE	299-778	4-3-86	6.749
AIP 3-39-0051-02	9	ROYCE M. & MARTHA J. JENNINGS	FEE SIMPLE	324-580	9-24-91	1.547
AIP 3-39-0051-02	9a	DEC-RITE	FEE SIMPLE	319-134	10-3-90	0.618
AIP 3-39-0051-02	10	R.H. & B.K. FERGUS	FEE SIMPLE	307-180	5-16-88	2.345
AIP 3-39-0051-03	11	F.C. DASHER	FEE SIMPLE	308-594	9-6-88	5.72
AIP 3-39-0051-03	12	C.J. CALL	FEE SIMPLE	299-215	4-3-86	29.13
AIP 3-39-0051-05	13	L. COLEMAN	FEE SIMPLE	323-622	7-31-91	10.692
AIP 3-39-0051-06	14	TIMBERVIEW DEVELOPMENT CO.	FEE SIMPLE	331-33	9-15-92	29.123
AIP 3-39-0051-0791	15	TIMBERVIEW DEVELOPMENT CO.	FEE SIMPLE	331-33	9-15-92	35.533
	16		FEE SIMPLE			7.8940
AIP 3-39-0051-028-2022	17	M.D. A.E. EASTMAN	FEE SIMPLE	202210170009718	10-27-22	16.741

REQUIRED PROPERTY ACQUISITION						
FEDERAL PROJECT NO.	PARCEL	GRANTOR	TITLE	VOL-PAGE	DATE	ACRES
	5	MEMORIAL LIMITED PARTNERSHIP	FEE SIMPLE			1.913
	27	MARONDA HOMES INC.	FEE SIMPLE			8.296
	28	MYERS FAMILY LAND COMPANY LLC	FEE SIMPLE			3.619

AVIGATION EASEMENTS						
FEDERAL PROJECT NO.	PARCEL	GRANTOR	TITLE	VOL-PAGE	DATE	ACRES
AIP 3-39-0051-02	5	B.M. COLEMAN	AVIGATION EASEMENT	831-40	7-2-09	1.913
AIP 3-39-0051-02	6	MARYSVILLE VFW	AVIGATION EASEMENT	155-244	12-22-89	1.20
AIP 3-39-0051-03	12e	C.J. CALL	AVIGATION EASEMENT	299-238	4-6-86	24.01

PROJECT No: 080572 DATE: FEBRUARY 2023 AIP No: 3-39-0051-24-2019 HORIZ. SCALE: VERT. SCALE: SHEET NO.	CERTIFIED BY:	DESIGN ENGINEER	DATE
	DESIGNED BY:	GCF	DRAWN BY: GCF
	CHECKED BY:	DW	APPROVED BY: GAS
	1 Eastern Oval Suite 400 Columbus, OH 43219 614.476.6000 614.476.6225 FAX: 614.476.6225		
	 WOOLPERT ARCHITECTURE ENGINEERING TECHNOLOGY		
	REVISION ADDRESS COMMENTS FROM FAA DATE 11/17/23		
	AIRPORT LAYOUT PLAN EXHIBIT 'A' UNION COUNTY AIRPORT MARYSVILLE, OHIO		