

Appendix A

Presentations





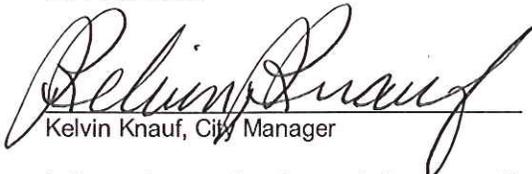
CITY OF ROCKDALE
Rockdale City Hall
505 West Cameron Avenue
Rockdale, Texas 76567

**AIRPORT DEVELOPMENT PLAN
COMMITTEE MEETING
Wednesday, August 29, 2012
City Council Chambers
505 W. Cameron Avenue
6:00 p.m.**

Airport Development Planning Committee Meeting – AGENDA

1. Introduction of Airport Development Group, Inc. and project team
2. Working roles between ADG, Rockdale and TxDOT Aviation on project
3. Purpose of Airport Development Plan
4. Project Timeline (handout)
5. Introduction of ADP Advisory Committee and Role
6. Airport Survey
7. Discussion about airport issues and roles in the community
8. Wish List
9. Wrap Up

APPROVED:


Kelvin Knauf, City Manager

I, the undersigned authority, do hereby certify that this Notice of Meeting was posted on the bulletin board at the City Hall of the City of Rockdale, Texas, a place convenient and readily accessible to the general public at all times, and said notice was posted on the following: 8-24-12, 4:22 AM/PM and remained so posted at least 2 hours after said meeting was convened.


Terry Blanchard, City Secretary

A majority of members of the **ROCKDALE CITY COUNCIL, the MDD, and the AIRPORT BOARD** may attend this meeting. No action will be taken by the Council, MDD, or Airport Board during this meeting.

Airport Development Plan
Kick-off Meeting for the
H.H. Coffield Regional Airport

Wednesday, Aug. 29 • 6 – 7:30 p.m.
Rockdale City Council Chambers

Working Agenda

1. Introduction of Airport Development Group, Inc. and project team
2. Working roles between ADG, Rockdale and TxDOT Aviation on project
3. Purpose of Airport Development Plan
4. Project Timeline (handout)
5. Introduction of ADP Advisory Committee and Role:
 - City Manager Kelvin Knauf
 - Public Works Director (currently vacant)
 - Councilwoman Toby Johnson (Airport Committee liaison)
 - Chamber President Deedra Jacob
 - MDDA Exec Tom Manskey
 - Collier Perry, MDD Board Member
 - Local Pilot Lon Williams, Code Enforcement Officer/Planning
 - Doug Williams, Member Planning and Zoning Commission member
 - Airport Board Representative Ray Kuchera
 - Airport Board Representative Jimmie Cox
 - Pilot - TBD
 - Public Member - TBD
6. Airport Survey
7. Discussion About Airport Issues and Role in the Community
8. Wish List
9. Wrap Up

ADG Contacts:

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Steve Marshall

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303-782-0882

Summary – Project Meeting No. 1

Introduction

Project Meeting No. 1 for the H.H. Coffield Regional Airport's Airport Action/Business Plan was held at Rockdale City Hall on August 29, 2012 at 6:00 PM. Mr. Rick Bryant and Mr. Steve Marshall guided the presentation and discussion.

The City of Rockdale as owner, operator and sponsor of the H.H. Coffield Regional Airport (RCK) initiated this project to assess the Airport's existing and future role and to provide direction and guidance related to short- and long-term development.

Project Discussion

Airport Development Group (ADG) appeared before the Airport Development Plan Committee to discuss the proposed project. ADG indicated that a formal planning document for the airport had not been recently prepared.

ADG indicated that the scope of services for the project includes a full narrative report along with presentation materials covering these project chapters/tasks: (1) Introduction, (2) Inventory, (3) Forecasts, (4) Facility Requirements, (5) Alternatives Analysis (6) Phased Development and Costs, (7) Airport Layout Plan drawings update, and (8) Airport Business Analysis.

ADG indicated that this planning effort will not obligate the City, nor TxDOT, to any specific future project or financial obligation. It is plan in spirit and intent.

ADG indicated that project progress would be coordinated with TxDOT and presented to the Committee in three phases.

- ⇒ Phase One; Introduction, Inventory, Forecasts, Facility Requirements, Alternatives Analysis, resulting in Working Paper No. 1

- ⇒ Phase Two: Phase One materials plus Phased Development and Costs, Airport Layout Plan drawings update, resulting in the Draft Airport Layout Plan.
- ⇒ Phase Three: Consummation of a Final Airport Master Plan with the addition of the Airport Business Analysis, and with all narrative comments addressed.

Committee Discussion

ADG and the Committee agreed that the airport has been a bit of an underutilized asset and that this planning could be a starting point for renewing discussion, and establishment of some new opportunities. ADG and the Committee agreed that RCK is a valuable public asset and necessary facility. ADG discussed, very generally, the evolution of the airport and how it can best serve the City and the region in the future.

Committee consensus was very positive about enhancing their community airport but optimism was guarded over the potential significant fiscal impact to the City for ongoing matching funds requirement.

A Milam County Commissioner attended this meeting and announced their interest as a potential partner with the city of Rockdale in support of enhancing the airport, and making it a more valuable regional public asset. This announcement was not expected by the Committee, or by ADG. Summarily, some sort of joint-use arrangement may be of interest.

During the course of the discussion, the Committee and ADG fielded a preliminary offer from a local resident to sell land, some 600 acres 1.5 miles southeast of the present airport location for an expanded airport. The proponent indicated that the property is presently along the same county road as RCK, developed with water and

electrical infrastructure and is fairly level with minimal tree coverage.

A representative of the local surveying firm hired by ADG attended the meeting per ADG's request. This individual has significant time and history with the airport property and its adjacent properties. He shared with the Committee and ADG that property owners south and west of RCK are extensively involved with oil and gas development and that multiple land owners have either existing oil/gas production or will be undertaking drilling operations very soon.

A representative of the Rockdale Municipal Development District (MDD) attended this meeting and announced their interest as a potential partner with the city of Rockdale in support of enhancing the airport, and making it a more valuable regional public asset.

Within the context of the planning, the Committee and ADG briefly discussed landside development at RCK and existing challenges. Without specific information and based upon anecdotal evidence, the Committee agreed that the existing runway length was not sufficient to accommodate the kinds of aircraft associated with the type of economic development envisioned. This same disposition was generally felt for the airfield overall.

ADG Project Notes and Site Visit

ADG visited the airport site and made the following observations. These observations were made pursuant to completion of the upcoming inventory, facility requirements and alternatives analysis tasks:

- ⇒ Pavement markings are in good condition, but in a non-standard configuration given some of the following issues.
- ⇒ Runway 17-35's longitudinal gradient exceeds FAA's required two percent; and, the runway's transverse grade may not reach FAA's required one percent in select locations.
- ⇒ The holdline is at a non-standard separation (± 65 feet for runway centerline)

- ⇒ The well for the City of Rockdale is located approximately 60 feet from runway centerline within ROFA. The city has estimated the cost to relocate at \$3 million.
- ⇒ Property associated with an abandoned rail line easement within the ROFA may have recently been sold by the City.
- ⇒ An underground gas line may exist just beyond (± 500 feet) the south runway end.
- ⇒ ROFA/RSA overlap Road 908 on north runway end. ROFA/RSA likely overlap property line on the south runway end.
- ⇒ Runway 17 20:1 approach surface likely penetrated by roads, powerlines, trees, buildings. Incompatible land uses likely within the immediate area with insufficient property ownership for 35-foot BRL.
- ⇒ Runway 35 20:1 approach surface likely penetrated by powerlines, trees, buildings. Incompatible land uses likely within the immediate area with insufficient property ownership for 35-foot BRL.
- ⇒ The East-side 7:1 surface is penetrated by trees, hangars, fueling station/tanks, powerlines. The West-side 7:1 is penetrated by trees, rail line ROW, and the city well. Incompatible land uses likely within the immediate area with insufficient property ownership for 35-foot BRL.
- ⇒ All aircraft parking apron/ramp and the southern-most hangar within ROFA. Auto access within ROFA.
- ⇒ The two historical hangars may have reached the end of their useful lives, as unsafe conditions have been noted within.
- ⇒ Runway crossing conditions potentially created with hangars on both sides of the runway.
- ⇒ Non-standard LIRL (and other existing airfield lighting) in sub-optimal condition.
- ⇒ RNAV IAPs, Beacon, AWOS, PAPI, REIL, other airfield signage absent.

- ⇒ Segmented circle in non-standard location.
- ⇒ ADG understands that RCK was donated by Mr. H.H Coffield himself a number of years ago, and that upon his passing the title for the properties upon which the airport currently rests were transferred to the City with the express understanding that the property would remain City property as long as its use remained an airport. In short, it is unclear if the City holds sufficient title per the grant assurances.

It is possible that non-standard condition disposition and airspace/obstruction removal will require substantial investment. Also, property acquisition of existing residential dwellings west of airport property and abandon railroad right of way may prove difficult, given existing property owner prerogative.

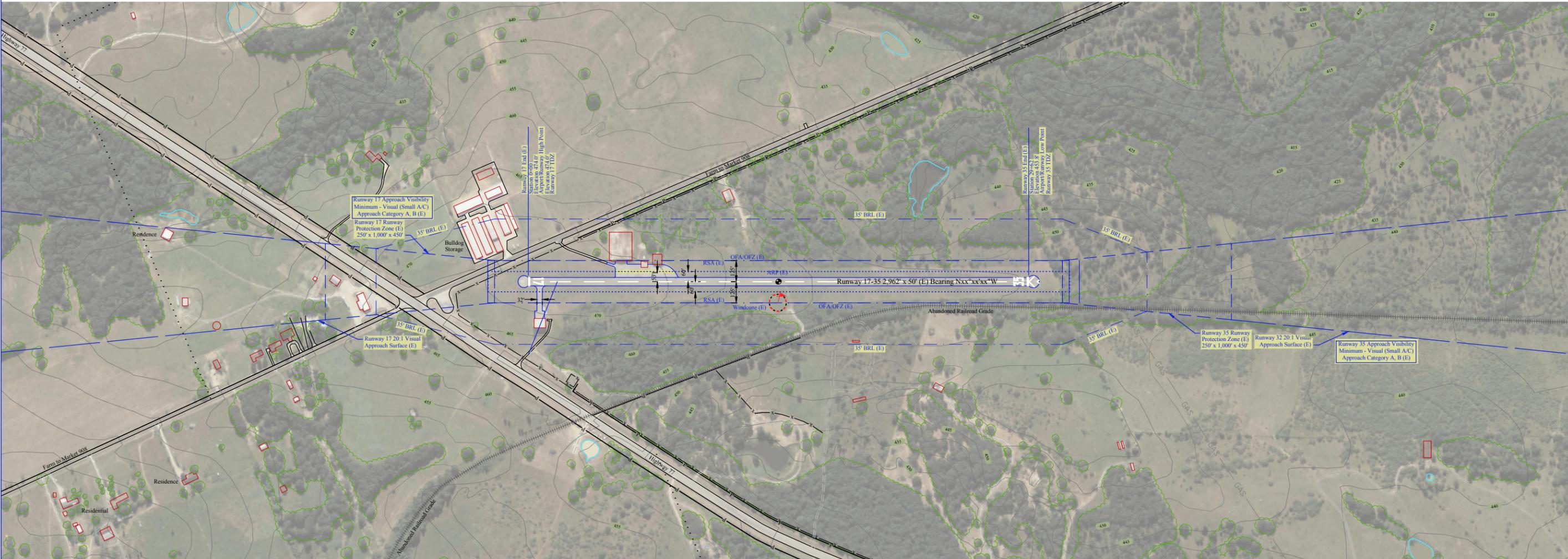
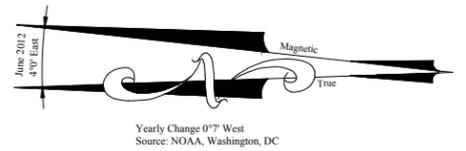
Our visual inspection, cursory review of the airport property and discussion with the surveying firm previously mentioned left us with expandability concerns. It appears that selecting and developing an airport on a new property might be less costly than fixing the existing airfield and then expanding it to accommodate the types of economic development envisioned by the Committee.

Given the potential need to accommodate larger, faster and more expensive aircraft in the long-term, this planning effort could provide the ability to maintain B-II design standards compliance.

Given that the Committee is considering landside development with runway access for business development purposes, now may be an appropriate time to also consider additional property envelope beyond that, primarily because no such property now exists.

Legend

(E), (F), (U)	Existing, Future, Ultimate	--- --- ---	Dirt Road		Future Buildings		Precision Approach Path Indicators (PAPI-2)
	Existing Property Line		Existing Paved Roads		Ultimate Buildings		Runway Hold Position Sign
	Future Property Line		Future Paved Roads		Drainage Line		Airport Reference Point (ARP)
	Building Restriction Line (BRL)		Existing Pavement		Contour Line		Segmented Circle With Lighted Wind Cone
	Runway Protection Zone (RPZ)		Future Pavement		Threshold Lights		Rotating Beacon
	Approach Surface		Ultimate Pavement		Runway End Identifier Lights (REIL)		Ultimate Area of Tree Removal and Avigation Easement
	Object Free Area (OFA)		Existing Pavement To Be Removed		Section Corner		
	Runway Safety Area (RSA)		Existing Buildings				
	Obstacle Free Zone (OFZ)						
	Existing Fence						
	Future Fence						
	Section Line						



No.	Revision	Ckd	Date

H.H. Coffield Regional Airport

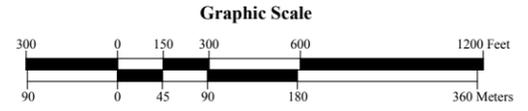
Rockdale, TX

ADG AIRPORT DEVELOPMENT GROUP
 1776 South Jackson Street, Suite 950
 Denver, Colorado 80210-3920
 303.782.0882 / 303.782.0842 fax
 www.ADGairports.com

A.I.P. Project Number: **x-xx-xxxx-x**

Project No.:	RCK1400M
Designed By:	SJPM
Drawn By:	MTP
Approved By:	SMP
Date:	July 2012

Runway Data	Runway 1/19		
	Existing	Future	Ultimate
Effective Gradient (In percent)			
Percent Wind Coverage (10.5/13/16/20 Knots)			
FAR Part 77 Approach Surfaces (Slope)			
Instrument Runway			
Touchdown Zone Elevation (TDZE)			
Runway Lighting			
Runway Marking			
Electronic Navigational Aids			
Visual Approach Aids			
Runway Length			
Runway Width			
Pavement Type			
Pavement Design Strength (1,000 lbs)			
Runway Safety Area Length / Width			
Runway Object Free Area Length / Width			
Runway Obstacle Free Zone Length / Width			
Approach Category And Design Group			
Critical Aircraft			
Approach Speed (Approach Category)			
Wingspan (Design Group)			
Weight			
Length Of Haul (Aircraft Over 60,000 lbs)			
Taxiway Width			
Taxiway Lighting			
Approach Visibility Minimums			
Runway Maximum Grade (In percent)			
FAA Line of Sight (Longitudinal)			
Runway End Elevation			
Displaced Threshold Elevation			
Runway High/Low Point Elevation			
Takeoff Runway Available (TORA)			
Takeoff Distance Available (TODA)			
Accelerate Stop Distance Available (ASDA)			
Landing Distance Available (LDA)			



Airport Data	Existing	Future	Ultimate
	Airport Elevation		
Airport Reference Point (ARP) Coordinates (NAD 83)			
Mean Daily Max. Temp. - Hottest Month			
Magnetic Variation (Month, Year)			
Airport And Terminal Electronic Navigational Aids			
Percent Wind Coverage (10.5/13/16/20 Knots)			
Airport Approach Category And Design Group			
NPIAS Service Role			
Taxiway Lighting			
Taxiway Marking			

Approvals		
Caldwell Parish Airport Authority, Louisiana		
President		Date
Federal Aviation Administration	Southwest Region	Airport Development Office

Runway End Coordinates			
Runway	Existing	Future	Ultimate
17			
35			

Note: All Coordinates In NAD 83

Modification To Design Standards			
Runway	Item	Standard	Comments
None Required			
Approval Date:		Airspace Case No.	

The preparation of these drawings was financed, in part, through a planning grant from the Federal Aviation Administration (FAA), as provided under Section 505 of the Airport and Airway Improvement Act of 1982, and as amended by the Airport and Airway Safety and Capacity Expansion Act of 1987, as amended. The contents do not necessarily reflect the official views of the FAA. Acceptance of these drawings does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Existing Airport Layout Plan



*Airport Action/Business Plan
Project Meeting No. 2 and
Working Paper No. 1 Presentation*

October 2012

ROK
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Project Meeting No. 2

Introduction

The primary purpose of this planning project is to narrate and illustrate the airport's planned, phased development.

This will be done based upon direction from the City and with guidance and assistance from ADG.

Review of Our Thoughts...

- 1. The Airport may change somewhat over the next few years and a new plan should be done. Although some amount of airfield investment has been made, other future investments may be necessary.*
- 2. The Plan will evaluate and develop airport planning concepts and recommendations that are workable. The Plan is intended to be an integral part of overall City planning efforts, and is intended to see that airport development occurs in a coordinated manner that enhances the airport and makes it a more valuable public asset.*
- 3. The planning process will use industry standard methods to objectively evaluate airport users needs and City priority and perspective.*
- 4. The planning will provide a framework for City decision makers to sort through the difficult questions and then use the framework to guide choices regarding airport investment decisions.*
- 5. The H.H. Coffield Regional Airport is part of the state of Texas's system of airports. It is valuable on both a local and statewide basis.*



Review of Project Objectives

1. *Airport planning for the H.H. Coffield Regional Airport and its surrounds should complement existing operations and facilities.*
2. *Airport planning should minimize off-site impacts, particularly those affecting adjacent, neighboring areas.*
3. *Airport planning should accommodate businesses and industry to the greatest extent feasible, or per City prerogative.*
4. *Development of the Airport and its properties should occur in a coordinated and comprehensive manner, taking maximum advantage of City assets.*
5. *The airport planning process and deliverables should be flexible enough to accommodate a range of potential aviation and non-aviation uses.*



Review of Project Objectives

- 6. Airport planning and development should be conducted to achieve the 'highest and best' use of the Airport site. Specific users and uses should be evaluated on a case-by-case basis for general conformity to City perspective. Highest and best use should be interpreted in terms of the following factors: use of physical assets, economic benefit, jobs and salaries created, fiscal impact and contribution of Parish priorities.*
- 7. City and regional economic goals should be an important consideration in conducting the planning and preparing a development strategy for the Airport.*
- 8. Planned airport development should be evaluated relative to both long and short-term costs and benefits.*
- 9. Planned airport development should contribute to the positive image and commercial activity of the City and the region.*





Review of Project Meetings

Three Formal Planned Meetings

- 1. August's Kick-off Meeting*
- 2. Today's Meeting for ADG to present Working Paper No. 1*
- 3. Upcoming Meeting for ADG to present Draft Airport Plan*

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Project Deliverables

Three Formal Deliverables

- 1. Working Paper No. 1*
- 2. Draft Airport Plan*
- 3. Final Airport Plan including Airport Business Analysis*

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Airport Inventory

1. Eight based aircraft exist along with approximately 2,400 annual operations as of the September 16, 2011 annual inspection. All aircraft are single engine. Aircraft operations count consists of 1,600 local general aviation operations and 800 itinerant general aviation operations.
2. Runway 17-35 is $\pm 2,962$ feet long and 50 feet wide with unknown pavement strength. The runway is equipped non-standard LIRL and markings and no VGSI, REIL, or airfield signage or supplemental windcones. Grades non-standard in specific locations.
3. The main apron abuts the runway, approximates 3,000 square yards, and is entirely within the ROFA. The holdline is marked ± 65 feet from runway centerline. Access from F/M Road 908 to this area within ROFA. Two hangars (165'x130', 60'x55') abut apron with self-service fueling between. Hangars are near the end of their useful lives without substantial rehabilitation.



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Airport Inventory

5. A newer, third hangar (65'x50') is accessed from the north runway end via a $\pm 30'$ wide taxiway and Highway 77 and is within ROFA.
6. Proximity of runway to: hangars, fueling station, holdline, city well, rail ROW, gas line, roads, power lines and trees is noteworthy.
7. No AWOS or supplemental windcones. Segmented circle in non-standard location, configuration.
8. Land uses surrounding the airport are primarily agricultural, with sparsely scattered residences there upon.
9. No instrument approach/departure procedures are in force.
10. Wind information from the nearest reporting station (at KAUS) indicates that the runway alignment covers a sufficient amount of crosswinds, regardless of aircraft type.
11. No compatible land use ordinance/overlay zoning in effect.



Airport Design Standards

Airfield Design Criteria is Based Upon the Type of Aircraft Using or Expected to Use the Field

1. Aircraft Approach Category (A-E), based upon the design speed on final approach
2. Airplane Design Group (I-VI), based upon aircraft wingspan
3. Pavement Strength (Utility: pavements designed for less than 12,500 pounds maximum gross certificated, Non-Utility: greater than 12,500 pounds)
4. Instrument Approach Capability (Visibility: either greater than or equal to $\frac{3}{4}$ mile or less than $\frac{3}{4}$ mile)

FAA Guideline: 500 operations by aircraft type or group of aircraft with similar operational and performance characteristics

RCK is currently: A-I, Utility, Greater Than $\frac{3}{4}$ mile



Airport Design Standards

Notable Airfield Design Standards

1. *Runway Safety Area (RSA): Graded area around runways and taxiways that functions like a highway shoulder.*
2. *Object Free Area (OFA): Area to be cleared around runways and taxiways (i.e. no parked aircraft, poles, etc.)*
3. *Runway Protection Zone (RPZ): Trapezoidal area beyond each runway end designed to protect people and property on the ground (i.e. no buildings, airplanes, etc.)*
4. *FAR Part 77 Surfaces (Primary, Approach, Transitional): Imaginary surfaces which slope up and away from the runway, designed to protect aircraft from natural or man-made obstructions.*
5. *This is not a complete listing...*



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Forecasts of Aviation Demand

Forecasts are Prepared for:

1. *Based Aircraft and Based Aircraft By Type*
2. *General Aviation Operations and GA Operations By Type*
3. *Aircraft Operations Mix*
4. *Peak Period Aircraft Operations*
5. *Instrument Operations*

Forecast Summary and Notes:

1. *Forecasts estimate aviation activity for the upcoming 5, 10 and 20 year periods.*
2. *Strictly subjective and based upon factors regionally and nationally known to correspond to aviation activity.*
3. *TxDOT approves forecasts, may have comments or recommend changes.*



Forecasts of Aviation Demand

H.H. Coffield Regional Airport

Based Aircraft Forecast by Type



SEP
Single-Engine Piston

MEP
Multi-Engine Piston/Twin-Turbo Prop

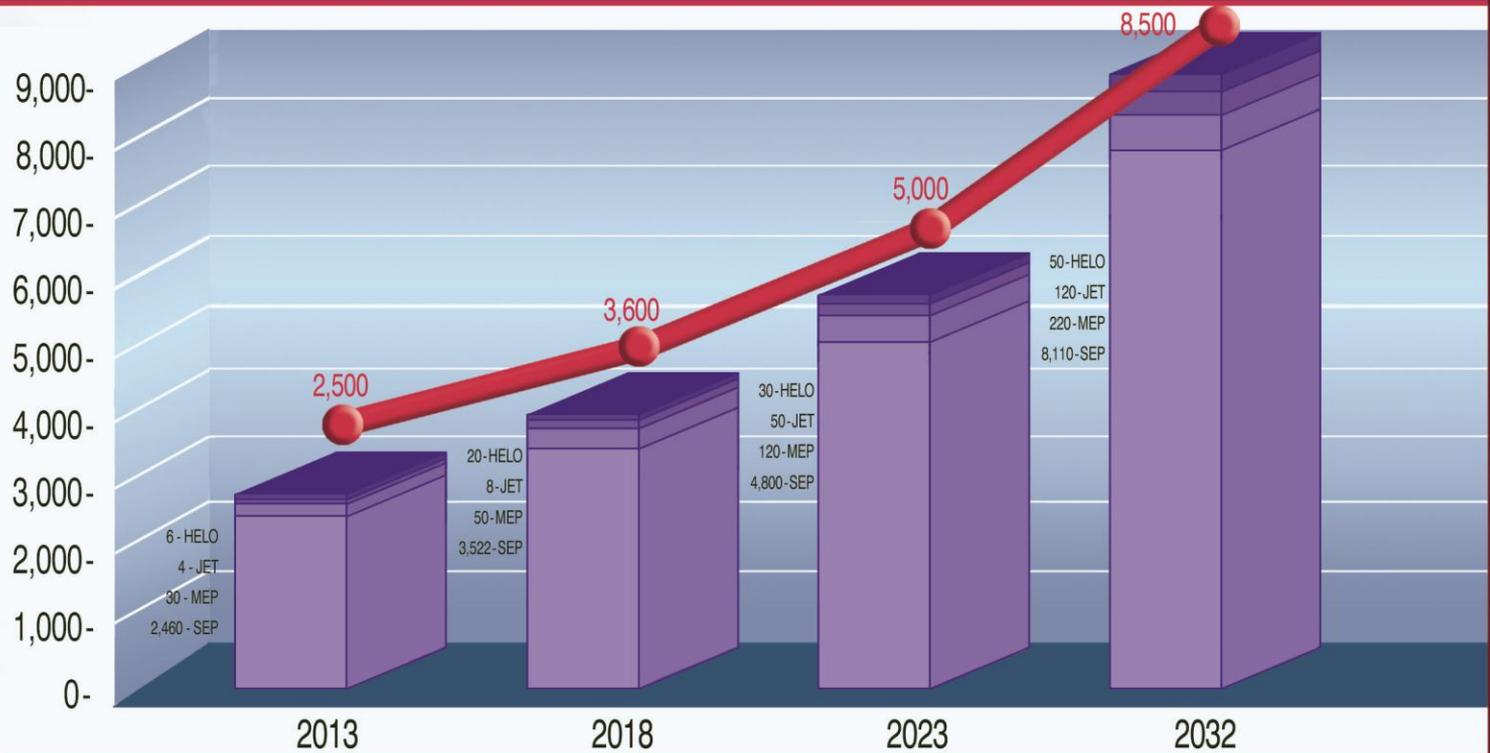
JET
Jet

HELO
Helicopter/ Other

Forecasts of Aviation Demand

H.H. Coffield Regional Airport

Aircraft Operations Forecast by Type



SEP
Single-Engine Piston

MEP
Multi-Engine Piston/Twin-Turbo Prop

JET
Jet

HELO
Helicopter/ Other

Facility Requirements

Facility Requirements (Five Subject Areas):

1. *Airport role and service level: Now: Basic, Future: Community*
2. *Local airspace capacity: Sufficient*
3. *Airside (Runways, Taxiways, NavAids, etc.)*
4. *Landside (Apron, Hangars, Roads/Parking, etc.)*
5. *Compliance: on-going grant assurance requirements*

3. Airside Requirements:

- i. *Wind analysis: 95% coverage via AUS winds*
- ii. *IAP capability: recommend GPS RNAV both runway ends*
- iii. *Airfield design and standards:*
 - a. *Short Term: A-I, Utility (<12,500 lbs.), 1 Mile Visibility*
 - b. *Intermediate Term: A/B-I, Utility (<12,500 lbs.), 1 Mile Visibility*
 - c. *Long-Term/Ultimate: B-II, Non-Utility (>12,500 lbs.), ¾ Mile Visibility*
- iv. *Runway Length: Not a 'typical' standard*
 - a. *Short Term: Existing sufficient, with changes*
 - b. *Intermediate Term: Consider 4,400'*
 - c. *Long-Term and Ultimate: Consider 5,500'*

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Facility Requirements

3. Airside Requirements (Continued):

- v. *Clear FAR Part 77 surfaces via phased obstruction removal or threshold relocation*
- vi. *Consider overlay zoning ordinance*
- vii. *Consider ODALS for southern approach*
- viii. *Full-parallel taxiway not recommended*
- ix. *Other Non-Standards Conditions disposal*

4. Landside Requirements

- i. *Based/Itinerant apron/ramp: all new, phased for future*
- ii. *Terminal: all new*
- iii. *T-hangars best use of space*
- iv. *Consider ground leasing, stub utilities for box hangars*
- v. *Minimize runway crossings*
- vi. *Maintain perimeter fencing as development necessitates*
- vii. *Site AWOS, PAPIs, REILs, MIRL, Segmented Circle and windcones*



Alternatives

Rules of Road

1. *We painting with a broad brush in this portion of the plan.*
2. *We are not doing detained design... yet, generalizing at this point in the project is appropriate, specifics may be lost.*
3. *Total costs are primarily for comparison purposes.*
4. *As a matter of course we recommend all airport sponsors acquire RPZ and 35' BRL. However, this is not required.*
5. *As a matter of course we recommend all airport sponsors maintain a perimeter fence for security and wildlife control.*
6. *Improvements recommended for all scenarios are generally not shown, we are trying to highlight differences.*
7. *Trees: height survey not completed, green area indicates clearing necessary for trees up to 80' tall.*

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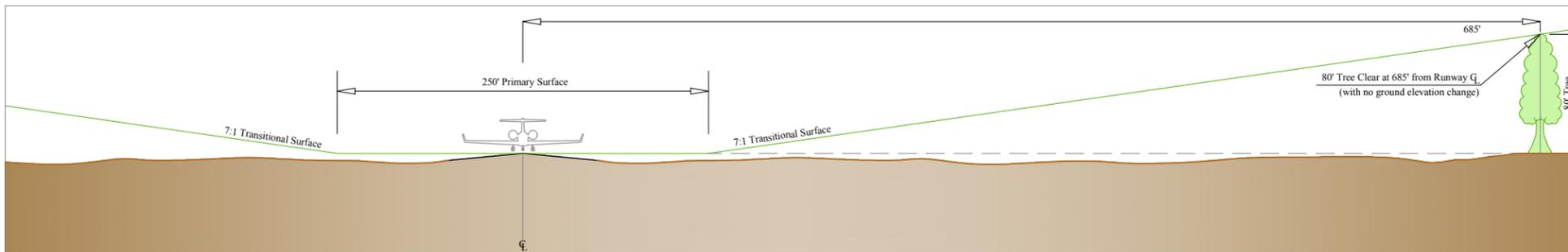
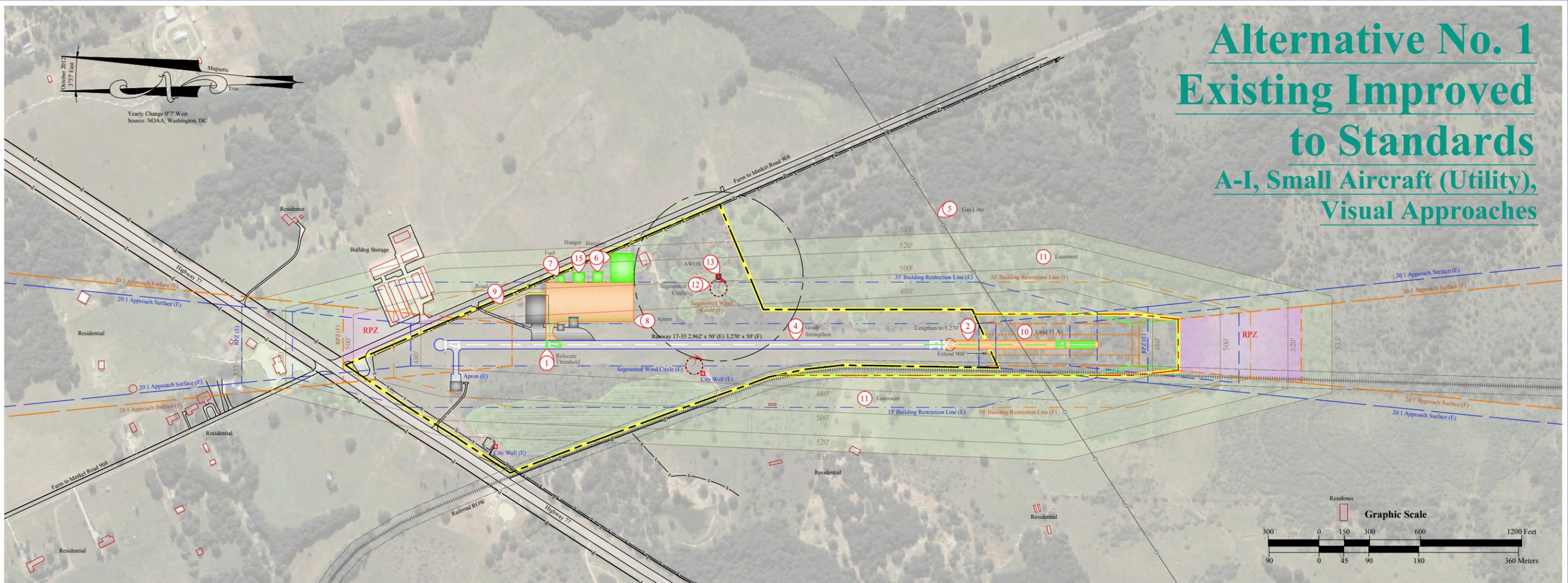
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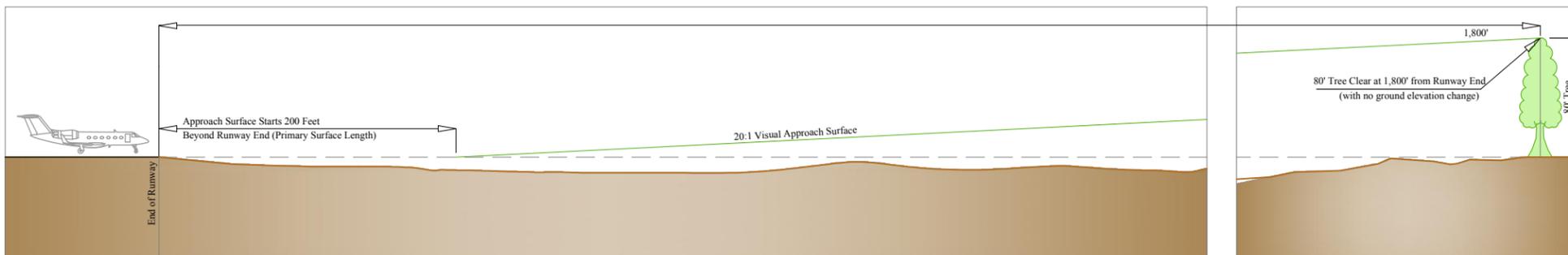
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Alternative No. 1 Existing Improved to Standards A-I, Small Aircraft (Utility), Visual Approaches



Typical Cross-Section View; Primary and Transitional Surface Clearances



Typical Profile View; Approach Surface Clearances

Legend

(E), (F)	Existing, Future	[Red Outline]	Existing Buildings
[Yellow Dashed]	Existing Property Line	[Green Fill]	Future Buildings
[Blue Dashed]	Future Property Line	[Grey Fill]	Existing Buildings To Be Removed
[Blue Dashed]	Building Restriction Line (BRL)	[Dotted]	Dirt Road
[Blue Dashed]	Runway Protection Zone (RPZ)	[Dotted]	Existing Paved Roads
[Blue Dashed]	Approach Surface	[Dotted]	Future Paved Roads
[Blue Dashed]	Existing Pavement	[Dotted]	Drainage Line
[Orange Fill]	Future Pavement		
[Grey Fill]	Existing Pavement To Be Removed		

Improvement Costs	
Improvement	Rough Cost Estimate
Reconstruct Runway 17-35:	\$2,550,000
1. Relocate Runway 17 Threshold 600'	
2. Lengthen to 3,270'	
4. Fix Longitudinal Grade, Fix Transverse Grade, Strengthen to 12,500 SWG	
5. Relocate/Lower Gas Line	
New Hangar/Apron Area:	\$1,675,000
6. Relocate/Build 2 New Hangars	
7. Relocate Self-Serve Fueling	
8. Relocate Apron	
9. Relocate Entrance Road	
10. Acquire Land To Clear Fence (11 Ac.)	\$255,000
11. Airspace/Tree Clearing Easement (±91 Ac.) (Clear 80' Tree)	
12. Relocate Segmented Circle	\$6,000
13. Install Beacon, AWOS, Supplemental Windcones	\$185,000
14. Install MIRL, REILs and PAPI (17 and 35), Airfield Signage	\$1,220,000
15. Relocate West-side Hangar (requires inline taxiway)	\$520,000
TOTAL ESTIMATE	\$6,411,000

No.	Revision	Ckd	Date

**H.H. Coffield
Regional Airport**
Rockdale, TX

ADG AIRPORT DEVELOPMENT GROUP, Inc.
1776 South Jackson Street / Suite 950
Denver, Colorado 80210-3802
303.782.0882 / 303.782.0842 fax
www.ADGairports.com

Project No.: RCK1400M
Designed By: SPM
Drawn By: MTP
Approved By: SMP
Date: October 2012

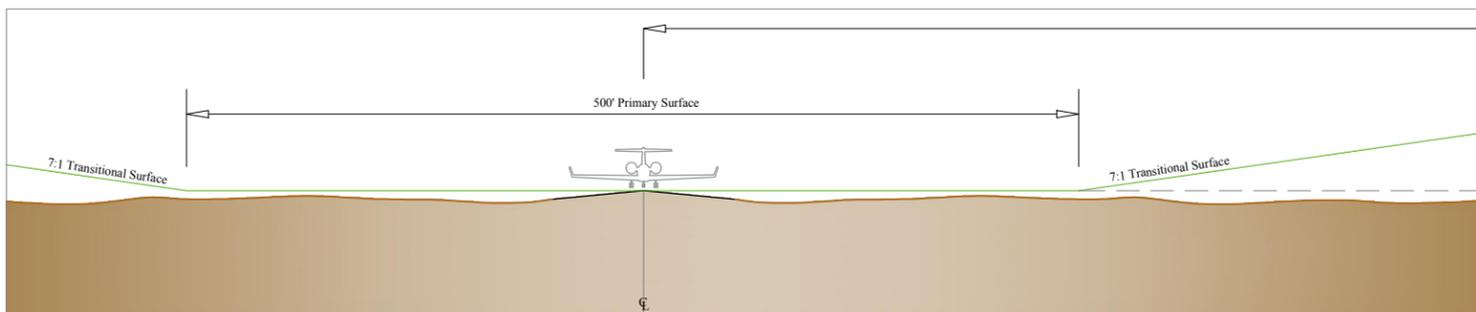
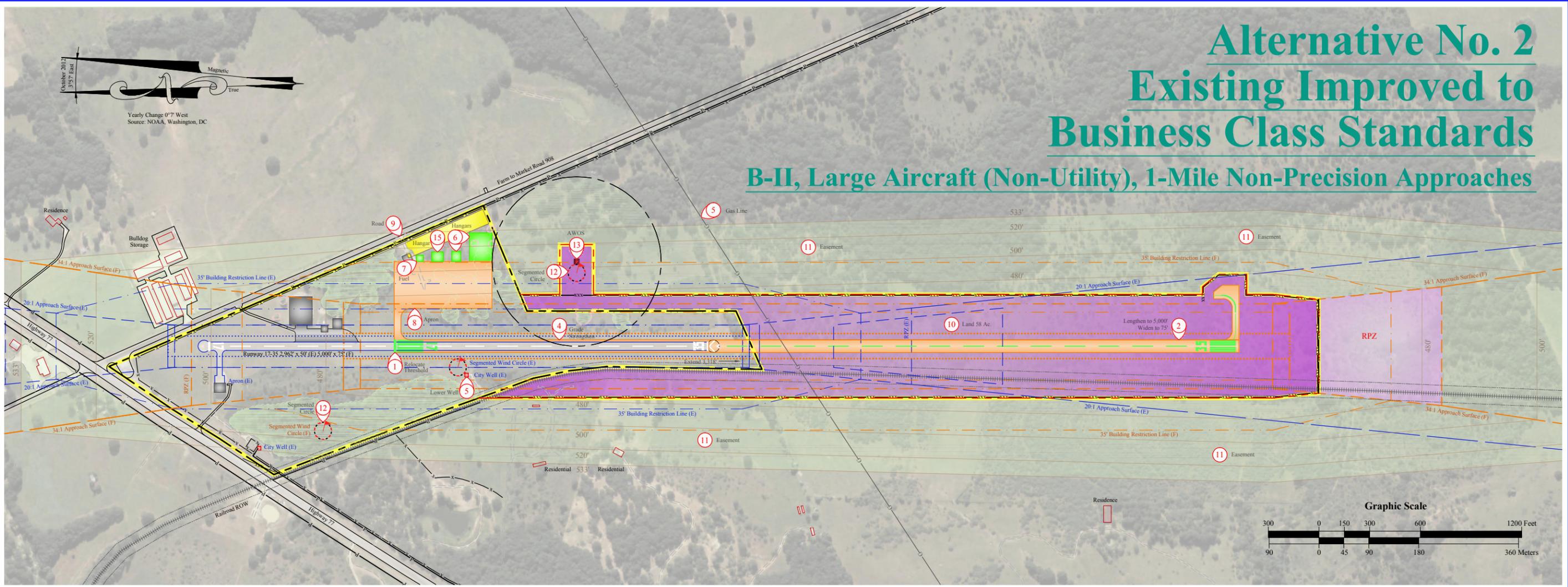
**Alternative No. 1
Existing Improved
To Standards**

Exhibit:
A1
of 4 Exhibits

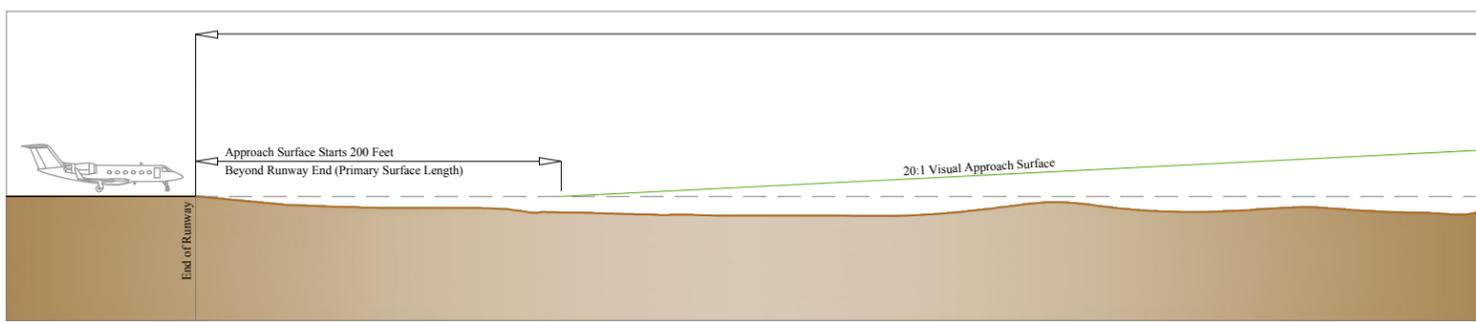
TXDOT Contract Number: 2X1AV064

Alternative No. 2 Existing Improved to Business Class Standards

B-II, Large Aircraft (Non-Utility), 1-Mile Non-Precision Approaches



Typical Cross-Section View; Primary and Transitional Surface Clearances



Typical Profile View; Approach Surface Clearances

Legend

(E), (F)	Existing, Future	[Red outline]	Existing Buildings
[Yellow dashed line]	Existing Property Line	[Green fill]	Future Buildings
[Blue dashed line]	Future Property Line	[Grey fill]	Existing Buildings To Be Removed
[Blue dashed line]	Building Restriction Line (BRL)	[Dotted line]	Dirt Road
[Blue dashed line]	Runway Protection Zone (RPZ)	[Dashed line]	Existing Paved Roads
[Blue dashed line]	Approach Surface	[Yellow dashed line]	Future Paved Roads
[Blue dashed line]	Existing Pavement	[Blue dashed line]	Drainage Line
[Orange fill]	Future Pavement		
[Grey fill]	Existing Pavement To Be Removed		

Improvement Costs	
Improvement	Rough Cost Estimate
Expand Runway 17-35:	
1. Relocate Runway 17 Threshold 1,100'	\$4,510,000
2. Lengthen to 5,000' and widen to 75'	
4. Fix Longitudinal Grade, Fix Transverse Grade, Strengthen to 30,000 DWG	
5. Relocate/Lower Gas Line and City Well	
New Hangar/Apron Area:	
6. Relocate/Build 2 New Hangars	\$2,800,000
7. Relocate Self-Serve Fueling	
8. Relocate Apron	
9. New Entrance Road	
10. Acquire Land To Clear Fence (58 Ac.)	\$1,020,000
11. Airspace/Tree Clearing Easement (±195 Ac.) (Clear 80' Tree)	
12. Relocate Segmented Circle	\$6,000
13. Install Beacon, AWOS, Supplemental Windcones	\$185,000
14. Install MIRL, REILs and PAPI (17 and 35), Airfield Signage	\$1,650,000
15. Relocate West-side Hangar (requires inline taxiway)	\$520,000
TOTAL ESTIMATE	\$10,691,000

No.	Revision	Clk	Date

**H.H. Coffield
Regional Airport**
Rockdale, TX

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Project No.: RECI-1400M
Designed By: SPM
Drawn By: MTP
Approved By: SMP
Date: October 2012

**Alternative No. 2
Existing Improved to
Business Class Standards**

Exhibit:
A2
of 4 Exhibits

Wrap-Up

Topics for Next Time

1. *Revisit project introduction, including schedule, deliverables and decision points.*
2. *Revisit Inventory of Airport*
3. *Revisit Forecasts of Aviation Demand*
4. *Revisit Facility Requirements*
5. *Revisit Alternatives Analysis*
6. *Consider DRAFT Airport Plan and Narrative, including Phased Development and Cost Estimates, Airport Layout Plan and Drawings and Airport Business Analysis.*

