City of Elkhart
Elkhart Municipal Airport

BOARD OF AVIATION COMMISSIONERS
Wednesday April 24, 2024
Elkhart Municipal Airport, First Floor
Administration Building
1211 CR 6 West
Elkhart, IN 46514

Meeting AGENDA

Rod Roberson
Mayor

Andy Jones
Airport Director

Elkhart Municipal Airport
1211 CR 6 W
Elkhart, Indiana 46514

Maintenance:
574.361.2123

Administration Office:
574.264.5217

BOAC Members

Doug Thorne, President

Bruce Shreiner, V.P.

Tom Shoff, Treasurer

Shari Mellin, Secretary

1. Call to Order:
2. Approval of Minutes: March 27, 2024
3. Approval of Claims:
4. Airport Manager's Report:
5. New Business:
   a. Ratify agreement between EKM & Oracle Elevator for emergency repairs of Control Tower elevator.
   b. Agreement between EKM & Old Republic Insurance for Air Traffic Control Tower liability insurance.
   c. Permission to advertise the re-packaged T-Hangar & Taxilane project.
6. Privilege of the floor
7. Adjournment
8. **NEXT REGULAR BOAC MEETING 05/29/24 4:00 p.m.**

City of Elkhart
Board of Aviation Commissioners Meeting
March 27, 2024

The Board of Aviation Commissioners meeting was called to order by Commissioner Doug Thorne at 4:00 pm on Wednesday, March 27, 2024 at the Elkhart Municipal Airport Administration Building, 1211 CR 6 W, Elkhart, Indiana 46514. Commissioner Bruce Shreiner was present and Commissioners Tom Shoff & Shari Mellin were present via Webex. Also present were: Andy Jones, Karen Shaw, Bruce Maclachlan, & Kevin Davis. Councilman Dwight Fish attended via Webex.

Motion to Amend Today's Agenda:
Mr. Thorne made a motion to amend today's agenda to include approval of the FAA Operations & Maintenance Manual agreement. Mrs. Mellin made a MOTION to amend the agenda to include this document. Mr. Shreiner SECONDED. There being no further discussion, the motion to amend today's agenda PASSED unanimously.

Approval of Minutes:
Mr. Shreiner made a MOTION to approve the minutes of the February 28, 2024 meeting. Mr. Shoff SECONDED the motion. There being no further discussion, the motion PASSED unanimously.

Approval of Claims:
Mr. Shreiner made a MOTION to approve claims as submitted for $41,776.65. Mrs. Mellin SECONDED the motion. Mr. Shreiner asked about the light gun repair. Andy advised this piece of equipment is located in the ATCT and required for safety reasons. It emits three different colored lights and is used to communicate with pilots and ground vehicles in the event of a radio communication failure. Andy further advised there are no viable manufacturers of light guns/repairs in the United States. Canada is the closest country that deals with these kinds of items. There being no further discussion, the motion PASSED unanimously.

Airport Manager's Report:
Andy advised the administration building renovations are coming along nicely. Andy further advised he had the water in the building's water tested and as suspected tested at the highest level of hardness. The hardness of the water explains why the plumbing fixtures life spans have been so short. A water softener is to be installed to reduce the water hardness. Andy advised that he will have further meetings with Kevin Davis regarding the coyote trapping agreement. Andy further advised the new wildlife fence does not keep all critters out, and even though our maintenance staff & air traffic controllers are always on the lookout for wildlife, they can present a hazard for aircraft. Andy advised he has met with Indiana Flight Center (IFC) to work through their T-Hangar project. Andy further advised he is still working with IFC & Wheels Up regarding the fuel tanks, as he would like to see the City of Elkhart get out of the underground fuel service. There are still more meetings to take place before anything is decided.

New Business:
Mr. Thorne advised the first item under New Business is the T-Hangar resolution agreement. Andy advised this agreement will allow him to sign T-Hangar agreements only in the rare instance when a tenant wants to move in before the board can meet; therefore not making the tenant wait a long while until they can move into a vacant hangar. Andy further advised if this happens, the board will ratify his signature at the next board meeting. This resolution was drafted by Kevin Davis. Mr. Shreiner made a MOTION to approve the T-Hangar resolution & agreement. Mrs. Mellin SECONDED. There being no further discussion, the motion PASSED unanimously.

Mr. Thorne advised the next item under New Business is the FAA weather observation policy & agreement. Andy advised this is a document required by the FAA for EKM's air traffic controller staff to disseminate weather observations to the flying public. All tower staff have been trained & certified to meet the requirements of this agreement. Mr. Shreiner made a MOTION to approve the FAA weather observation policy & agreement. Mr. Shoff SECONDED. There being no further discussion, the motion PASSED unanimously.

Mr. Thorne advised the next item under New Business is the updated agreement with Yoder Carpet. Andy advised the board approved an agreement last month, however, the scope of the work changed regarding carpet & flooring for the administration building renovations, and costs went up by $2,000.00 for the stairway flooring. Andy further advised the updated agreement has been reviewed by the city legal department. Mrs. Mellin made a MOTION to approve the updated agreement with Yoder Carpet. Mr. Shreiner SECONDED. There being no further discussion, the motion PASSED unanimously.

Mr. Thorne advised the next item under New Business is Agreement between the Elkhart Clinic & City of Elkhart. Andy advised this agreement is for the air traffic controllers to receive their required annual FAA medical exams through the Elkhart Clinic and be paid by the Aviation Department. Andy further advised an air traffic controller still has the option of going to a doctor outside Elkhart Clinic, but it will not be reimbursable by the Aviation Department. Mr. Davis advised he is still working with the clinic to finalize wording and the final agreement should be ready next month. Mr. Shreiner made a MOTION to approve this agreement after legal approval. Mrs. Mellin SECONDED. There being no further discussion, the motion PASSED unanimously.

Mr. Thorne advised the next item under New Business is a donation fund expenditure. Andy advised he would like to get an aviation-themed painting framed. This is a large painting created by a veteran and estimated cost for framing is around $800.00. Andy advised there is currently around $4,900.00 in the Aviation donation fund, and would like the board's permission to use this for the framing. Mr. Shoff made a MOTION to approve the use of donation funds for this. Mrs. Mellin SECONDED. There being no further discussion, the motion PASSED unanimously.

Mr. Thorne advised the last item under New Business is the FAA Operations & Maintenance Manual (OMM) agreement. Andy advised this document outlines the process & procedures for all operations & maintenance of navigational airport equipment. FAA airfield inspector Steve Showalter informed Andy that the agreement should be updated by the FAA every three years. This agreement has been reviewed by the legal department. Mr. Shoff made a MOTION to approve the FAA OMM. Mrs. Mellin SECONDED. There being no further discussion, the motion PASSED unanimously.

Privilege of the Floor:
Mr. Thorne opened comments. There were none.

Adjournment:
Mr. Shoff made a MOTION to adjourn. Mrs. Mellin SECONDED. There being no further discussion, the meeting adjourned.

Next regular BOAC meeting is scheduled for Wednesday, April 24 27, 2024 at 4pm. Location will be the Elkhart Municipal Airport Administration Building, 1211 County Road 6 W., Elkhart, IN 46514 & via WebEx.

City of Elkhart
Board of Aviation Commissioners Meeting
March 27, 2024

Respectfully Submitted,

Shari Mellin

Shari Mellin – Aviation Board Secretary

24 April 2024

Date

BOARD OF AVIATION COMMISSION

CLAIM AND ALLOWANCE DOCKET

I HEREBY CERTIFY THAT EACH OF THE ABOVE LISTED VOUCHERS AND INVOICES OR BILLS ATTACHED THERETO ARE TRUE AND CORRECT AND I HAVE AUDITED SAME IN ACCORDANCE WITH IC 5-11-10-1.6. I ALSO HEREBY CERTIFY THAT THESE VOUCHERS AND INVOICES REPRESENT GOODS AND/OR SERVICES THAT ARE FOR THE BENEFIT OF THE CITY OF ELKHART AND THAT APPROPRIATIONS FOR THESE EXPENDITURES HAVE BEEN DULY MADE OR OTHERWISE AUTHORIZED BY THE CITY COUNCIL AND OTHER APPROPRIATE AUTHORITY.

April 22nd ,2024 Erin Koons

ERIN KOONS - DEPUTY CITY CONTROLLER

IN RELIANCE ON THE ABOVE CERTIFICATION, CLAIMS IN THE TOTAL AMOUNT OF **$32,401.21** AS LISTED ON THE REGISTER ATTACHED HERETO **CONSISTING OF 5 PAGES**, ARE HEREBY APPROVED EXCLUDING ANY CLAIMS WITHHELD AS SHOWN ON THE SEPARATE SUMMARY OF PENDING CLAIMS.

EXECUTED THIS 24TH DAY OF APRIL 2024 BY:

PRESIDENT _____
DOUG THORNE

VICE PRESIDENT Bruce D Shreiner
BRUCE SHREINER

~~SECRETARY~~ Treasurer Tom Shoff (SKM)
TOM SHOFF

~~TREASURER~~ Secretary Shari Mellin
SHARI MELLIN

MEMBER _____

ORIGINAL COPY MUST BE RETAINED IN THE CONTROLLER'S OFFICE

City of Elkhart

4/22/2024 8:28 AM *Controller's Office*

BOARD OF AVIATION COMMISSION

CLAIM AND ALLOWANCE DOCKET

I HEREBY CERTIFY THAT EACH OF THE ABOVE LISTED VOUCHERS AND INVOICES OR BILLS ATTACHED THERETO ARE TRUE AND CORRECT AND I HAVE AUDITED SAME IN ACCORDANCE WITH IC 5-11-10-1.6. I ALSO HEREBY CERTIFY THAT THESE VOUCHERS AND INVOICES REPRESENT GOODS AND/OR SERVICES THAT ARE FOR THE BENEFIT OF THE CITY OF ELKHART AND THAT APPROPRIATIONS FOR THESE EXPENDITURES HAVE BEEN DULY MADE OR OTHERWISE AUTHORIZED BY THE CITY COUNCIL AND OTHER APPROPRIATE AUTHORITY.

April 22nd ,2024 Eri Koons

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EXECUTED THIS 24TH DAY OF APRIL 2024 BY:

PRESIDENT _____
DOUG THORNE

VICE PRESIDENT _____
BRUCE SHREINER

SECRETARY _____
TOM SHOFF

TREASURER _____
SHARI MELLIN

MEMBER _____

ENTERED against SS 04.24.24

ORIGINAL COPY MUST BE RETAINED IN THE CONTROLLER'S OFFICE

City of Elkhart

4/22/2024 8:28 AM *Controller's Office*

ENTERED

City of Elkhart

Expense Approval Report
By Fund

Vendor Name	Payable Number	Post Date	Description (Item)	Account Number	Amount
Fund: 2206 - AVIATION					
MID-CITY SUPPLY CO INC	S4578487.001	04/24/2024	Item for admin renov	2206-5-201-4430500	978.94
MENARD, INC	50949	04/24/2024	Items for admin renov	2206-5-201-4430500	109.21
MENARD, INC	51085	04/24/2024	Items for admin renov	2206-5-201-4430500	196.11
MENARD, INC	51094	04/24/2024	Items for admin renov	2206-5-201-4430500	65.92
CINTAS CORP.	4187459278	04/24/2024	Uniform cleaning contract	2206-5-201-4360400	32.47
MENARD, INC	51149	04/24/2024	Items for admin renov	2206-5-201-4430500	46.91
MENARD, INC	51150	04/24/2024	Items for admin renov	2206-5-201-4430500	5.99
MENARD, INC	51153	04/24/2024	Credit on inv 51150	2206-5-201-4430500	-5.99
MENARD, INC	51154	04/24/2024	Items for admin renov	2206-5-201-4430500	5.80
MENARD, INC	51159	04/24/2024	Items for admin renov	2206-5-201-4430500	153.00
MENARD, INC	51171	04/24/2024	Items for admin renov	2206-5-201-4430500	19.96
MENARD, INC	51176	04/24/2024	Items for admin renov	2206-5-201-4430500	9.07
MENARD, INC	51220	04/24/2024	Items for admin renov	2206-5-201-4430500	3.79
MENARD, INC	51221	04/24/2024	Items for admin renov	2206-5-201-4430500	37.98
MENARD, INC	51251	04/24/2024	Items for admin renov	2206-5-201-4430500	12.54
MENARD, INC	51284	04/24/2024	Items for admin renov	2206-5-201-4430500	23.73
MENARD, INC	51292	04/24/2024	Items for admin renov	2206-5-201-4430500	16.74
HAWKINS WATER TECH, INC	1053023	04/24/2024	Cooler rent for maint dept	2206-5-201-4220150	12.50
ORACLE ELEVATOR HOLDCO I	SIN263668	04/24/2024	Trouble-shoot service for elev	2206-5-201-4360100	774.00
ELKHART CLINIC, LLC	040224	04/24/2024	ATC annual medical exam	2206-5-201-4220320	180.00
CINTAS CORP.	4188224673	04/24/2024	Uniform cleaning contract	2206-5-201-4360400	32.47
MENARD, INC	51553	04/24/2024	Items for admin renov	2206-5-201-4430500	5.68
MENARD, INC	51563	04/24/2024	Items for admin renov	2206-5-201-4430500	5.68
MENARD, INC	51575	04/24/2024	Items for admin renov	2206-5-201-4430500	21.98
MENARD, INC	51612	04/24/2024	Items for admin renov	2206-5-201-4430500	199.61
MENARD, INC	51624	04/24/2024	Items for admin renov	2206-5-201-4430500	116.43
MENARD, INC	51625	04/24/2024	Items for admin renov	2206-5-201-4430500	31.50
MENARD, INC	51629	04/24/2024	Credit on Inv 51612	2206-5-201-4430500	-143.67
MENARD, INC	51631	04/24/2024	Items for admin renov	2206-5-201-4430500	143.67
MENARD, INC	51675	04/24/2024	Items for admin renov	2206-5-201-4430500	4.18
MENARD, INC	51733	04/24/2024	Items for admin renov	2206-5-201-4430500	70.29
MENARD, INC	51742	04/24/2024	Items for admin renov	2206-5-201-4430500	27.83
MENARD, INC	51901	04/24/2024	Items for admin renov	2206-5-201-4430500	30.73
MENARD, INC	51908	04/24/2024	Items for admin renov	2206-5-201-4430500	29.74
YODER OIL COMPANY INC	0799762-IN	04/24/2024	Fuel for maint vehicles	2206-5-201-4220210	716.44
CINTAS CORP.	4188894305	04/24/2024	Uniform cleaning contract	2206-5-201-4360400	32.47
FRANGER GAS COMPANY INC	443749	04/24/2024	Propane fuel for maint dept	2206-5-201-4220210	29.70
MENARD, INC	51953	04/24/2024	Items for admin renov	2206-5-201-4430500	305.53
MENARD, INC	51954	04/24/2024	Items for admin renov	2206-5-201-4430500	31.94
MENARD, INC	52037	04/24/2024	Items for admin renov	2206-5-201-4430500	13.49
MENARD, INC	52055	04/24/2024	Items for admin renov	2206-5-201-4430500	35.02
MICHIANA CONTRACTING INC	2331011	04/24/2024	Runway 18-36 Regulator	2206-5-201-4440500	21,990.00
MENARD, INC	52100	04/24/2024	Items for admin renov	2206-5-201-4430500	529.93
MENARD, INC	52101	04/24/2024	Items for admin renov	2206-5-201-4430500	6.87
MENARD, INC	52105	04/24/2024	Items for admin renov	2206-5-201-4430500	242.20
MENARD, INC	52121	04/24/2024	Items for admin renov	2206-5-201-4430500	112.32
MENARD, INC	52136-01	04/24/2024	Items for admin renov	2206-5-201-4430500	19.73
BOLT ACQUIRECO INC	126163746	04/24/2024	Part needed for HVAC service	2206-5-201-4360100	17.50
MENARD, INC	52197	04/24/2024	Items for admin renov	2206-5-201-4430500	1,289.22
MENARD, INC	52335	04/24/2024	Items for admin renovations	2206-5-201-4430500	166.06
MENARD, INC	52341	04/24/2024	Items for admin renovations	2206-5-201-4430500	13.98
MENARD, INC	52347	04/24/2024	Credit on inv 52197	2206-5-201-4430500	-179.00
ORACLE ELEVATOR HOLDCO I	O-86053b	04/24/2024	Completion of payment for In	2206-5-201-4360100	908.00

Expense Approval Report

Vendor Name	Payable Number	Post Date	Description (Item)	Account Number	Amount
CINTAS CORP.	4189620302	04/24/2024	Uniform cleaning contract	2206-5-201-4360400	32.47
MENARD, INC	52411	04/24/2024	Items for admin renovations	2206-5-201-4430500	90.04
W.W. GRAINGER, INC.	9087406428	04/24/2024	Water heater for upstairs adm	2206-5-201-4430500	186.54
MENARD, INC	52473	04/24/2024	Item for admin renov	2206-5-201-4430500	37.72
				Fund 2206 - AVIATION Total:	**29,882.96**
				Grand Total:	**29,882.96**

Report Summary

Fund Summary

Fund		Expense Amount
2206 - AVIATION		29,882.96
	Grand Total:	29,882.96

Account Summary

Account Number	Account Name	Expense Amount
2206-5-201-4220150	Operating Supplies	12.50
2206-5-201-4220210	Gasoline	746.14
2206-5-201-4220320	Medical, Surgical	180.00
2206-5-201-4360100	Repairs & Maint - Bldg	1,699.50
2206-5-201-4360400	Maintenance Contract	129.88
2206-5-201-4430500	Buildings	5,124.94
2206-5-201-4440500	Other Equipment	21,990.00
	Grand Total:	29,882.96

Project Account Summary

Project Account Key		Expense Amount
None		29,882.96
	Grand Total:	29,882.96

City of Elkhart

Expense Approval Report
By Fund

Payment Dates 3/25/2024 - 4/21/2024

Vendor Name	Payable Number	Post Date	Description (Item)	Account Number	Amount
Fund: 2206 - AVIATION					
ORACLE ELEVATOR HOLDCO I	O-086053	04/15/2024	50% payment for emergency r	2206-5-201-4360100	908.00 ✓
COMCAST CABLE	INV0002128	04/19/2024	8771402050907656 1139 C	2206-5-201-4320400	74.07 ✓
COMCAST CABLE	INV0002129	04/19/2024	8771402050907961 1121 C	2206-5-201-4320400	184.12 ✓
ELKHART PUBLIC UTILITIES	INV0002132	04/19/2024	1203336003 1211 CR6W	2206-5-201-4350400	60.11 ✓
ELKHART PUBLIC UTILITIES	INV0002134	04/19/2024	1203335600 1139 CR 6W	2206-5-201-4350400	53.95 ✓
ELKHART PUBLIC UTILITIES	INV0002136	04/19/2024	1203335800 1205 CR 6W 2B	2206-5-201-4350400	10.85 ✓
NORTHERN INDIANA PUBLIC S	INV0002139	04/19/2024	7375580016 1321 CR 7	2206-5-201-4350200	259.33 ✓
NORTHERN INDIANA PUBLIC S	INV0002140	04/19/2024	6440000093 1211 CR 6W	2206-5-201-4350200	967.82 ✓
				Fund 2206 - AVIATION Total:	**2,518.25**
				Grand Total:	**2,518.25**

Report Summary

Fund Summary

Fund	Payment Amount
2206 - AVIATION	2,518.25
Grand Total:	2,518.25

Account Summary

Account Number	Account Name	Payment Amount
2206-5-201-4320400	Telephone & Communic	258.19
2206-5-201-4350200	Natural Gas	1,227.15
2206-5-201-4350400	Water & Sewer	124.91
2206-5-201-4360100	Repairs & Maint - Bldg	908.00
	Grand Total:	2,518.25

Project Account Summary

Project Account Key	Payment Amount
None	2,518.25
Grand Total:	2,518.25

City of Elkhart, Indiana
the city with a heart

MEMORANDUM

DATE: April 2, 2024

TO: Board of Aviation Commissioners

FROM: Andy Jones

RE: **Agreement & BOAC President signature between the Elkhart Municipal Airport & Oracle Elevator for Emergency Repairs of tower elevator.**

Please approve the attached agreement between Oracle Elevator & Elkhart Municipal Airport (EKM). This agreement outlines the emergency elevator work that Oracle Elevator will perform in order for EKM to be compliant with the Department of Homeland Security elevator code. This work entails replacement of the elevator emergency light battery and ADA phone per Inspection Report State #100962. This agreement has been approved by the City legal department and I ask the BOAC to approve this agreement **AND** give permission to the BOAC President to sign this agreement on behalf of the City.

Please approve the attached agreement between Oracle Elevator & Elkhart Municipal Airport AND give permission for the Board of Aviation Commissioners President to sign this agreement.

Thank you,

Andy Jones

Andy Jones

Elevated.

STANDARD REPAIR AGREEMENT

Date: April 11, 2024 Estimate: O-086053 Serial No: 100962 **Account: A-19976** Elkhart Air Traffic Control 1139 County Road 6, Elkhart, IN 46514 Contact Person: Andy Jones E-mail: andy.jones@coel.org	Oracle Hold Co. Referred to herein as "Elevated." 5538 W. Raymond Street Indianapolis, IN 46241 Tori Matlock Email: tori.matlock@efsteam.com Office: (317) 285-0231 Fax: (317) 449-5955

We will provide the necessary labor and materials to perform the following work:

- Replace elevator emergency light battery and ADA phone, as per Inspection Report (state # 100962).

PRICE
ONE THOUSAND EIGHT HUNDRED SIXTEEN Dollars ($1,816.00).

PAYMENT SCHEDULE
50% down payment is required prior to material orders. The remaining balance is due upon completion of the work.

WORKING HOURS
All work will be performed during normal working hours of the elevator trade, 8AM-4:30PM, Monday through Friday.

STANDARD REPAIR AGREEMENT

Elevated.

ElevatedFacilitySe vices.co

ACCEPTANCE

A returned copy of the proposal, properly signed and dated and approved by Elevated Facility Services, shall constitute the contract between us and will be our authorization to order materials and schedule the work.

It is understood that Elevated Facility Services (the "Company") will arrange to install the material necessary to complete your job and shall be upon you or your authorized representative signing the final acceptance that the installation is satisfactory and complete. You agree to pay the Company the amount specified above which will cover the costs of labor and materials. Should it become necessary to collect any of the money due us under this agreement with you, through an attorney, then you shall pay all cost of collections, including a reasonable attorney's fee. Any changes made by you in the above specifications necessitating additional labor or materials shall not be included or covered by this proposal but shall be provided for in a separate and additional signed agreement by both parties. There shall be no liability for delays due to causes beyond our control. Accounts in arrears thirty (30) days will be assessed with a monthly service charge of 1.5%. This proposal and payment agreement shall be the whole agreement between the parties and shall not be altered except by written agreement. In consideration of the performance of the services and the furnishing of the materials, it is expressly understood that the Company assumes no liability for accidents, injuries to persons or damage to property occurring on or near any part of the elevator system which is the subject of this Agreement regardless of the cause of any such accident, bodily injury or property damage and regardless of any negligence upon the part of the Company, its employees or officers.

Each party ("Indemnifying Party") will, at its sole cost, indemnify, defend and hold the other party ("Indemnified Party") and such Indemnified Party's affiliates harmless, together with their respective employees and agents, from and against any and all claims, losses, demands and actions and any liabilities, damages or expenses resulting therefrom (inclu ding court costs and reasonable attorneys' fees), arising out of or related to any breach of this Agreement by the Indemnifying Party. Indemnified Partyshall(i)notifyIndemnifying Party inwritingaboutthe raised claim in a timely manner; and (ii) authorize Indemnifying to lead and settle the legal proceedings (provided that no such settlement shall include an admission of liabilityorguiltbyIndemnified Partywithout Indemnified Party'spriorwrittenconsent) at Indemnifying Party's own cost, with Indemnified Party providing reasonable cooperation and support as requested by the Indemnifying Party. The indemnification shall not exceed the sum of One Million Dollars ($1,000,000.00) per occurence or the aggregate of $5,000,000 ("Indemnity Limit"). The parties acknowledge and agree that the Indemnity Limit bears a reasonable commercial relationship to the services provided under this Agreement and the risks attendant to such services. The indemnification set forth in this clause sets forth the entire liability and obligation of the Indemnifying Party and the sole and exclusive remedy for the indemnified party for the damages covered under this clause. The indemnification shall survive termination of this Agreement.

It is understood that the elevator, always, is owned by you and that you are solely responsible for its safe operation.

Proposed by:	**Accepted by:**
Tori Matlock Cory Emot Customer Service Associate - GM tori.matlock@efsteam.com	W. Douglas Thorne Print Name
Signature	Signature
4-15-2024	B.O.A.C. President
Date	Title
	4/22/24
	Date

Estimate: O-086053

STANDARD REPAIR AGREEMENT

City of Elkhart, Indiana
the city with a heart

MEMORANDUM

DATE: April 24, 2024

TO: Board of Aviation Commissioners

FROM: Andy Jones

RE: **Agreement between EKM & Old Republic Insurance Company for required Air Traffic Control Tower liability insurance policy & request for the Board President to sign this agreement.**

Please approve the attached agreement between Old Republic Insurance Company & Elkhart Municipal Airport. This agreement outlines the May 2024 to May 2025 air traffic control tower liability insurance. This agreement has been approved by the City legal department and I ask the BOAC to approve this agreement **AND** give permission to the BOAC President to sign this agreement on behalf of the City.

Please approve the attached agreement and give permission for the Board of Aviation Commissioners President to sign this agreement.

Thank you,

Andy Jones

Andy Jones

City of Elkhart Elkhart Municipal Airport
2024 / 2025 Premises Liability Quotation

TYPE	Airport Operator's Liability Insurance
INSURER	OLD REPUBLIC INSURANCE COMPANY
NAMED INSURED	City of Elkhart Elkhart Municipal Airport
ADDRESS	1211 County Road 6 Elkhart, IN 46514
POLICY PERIOD	May 22, 2024 To May 22, 2025 Both at 12:01 a.m. Local Time at the address of the Named Insured.
POLICY NUMBER	Renewal of PR 002105 22
AIRPORT LOCATION	EKM Elkhart Municipal Airport

LIMITS OF INSURANCE

Bodily Injury and Property Damage Liability	
Each Occurrence Limit	$ 5,000,000
Products - Completed Operations Aggregate Limit	$ 5,000,000
Malpractice Aggregate Limit	Premises Limit
Personal / Advertising Injury Aggregate Limit	Premises Limit
Fire Damage Limit Any One Fire	$ 100,000
Medical Expense Limit Any One Person	$ 5,000
Medical Expense Limit Any One Occurrence	$ 50,000
Hangarkeepers Limit Any One Aircraft	$ 1,000,000
Hangarkeepers Limit Any One Occurrence	$ 1,000,000
Non-owned Aircraft Liability	$ 5,000,000

DEDUCTIBLE

2500 Each and Every Loss as respects to Hangarkeepers
NIL Each Occurrence NIL Annual Aggregate

ANNUAL PREMIUM $ 28,280 Excluding TRIA (Terrorism) and War/Extended Coverage

PLUS

OPTIONAL COVERAGE

$ 2,828	TRIA (Terrorism)
$ 2,828	War/Extended Coverage

City of Elkhart Elkhart Municipal Airport
2024 / 2025 Premises Liability Quotation

CONDITIONS

Policy form: PR 201/202 (11/01) which includes, inter alia, the following exclusionary clauses: War, Hi-jacking and Other perils exclusion clause, Noise and Pollution and Other Perils exclusion clause, Radioactive Contamination exclusion clause

The following endorsements will be attached to the policy:

PR204 - Amendment of Noise and Pollution & Other Perils
PR210 - Amendment of Deductible Amounts and Conditions
PR212 - Fees and Expenses included within Deductible Endorsement
PR237 - Nuclear Risk Exclusion Clause
PR242 - Personal Injury Limitation Endorsement
PR248 - Volunteers Endorsement
PR258 - Airport Parachuting Exclusion
PR267 - Medical Expense Occurrence Limit
PA313 - Asbestos Exclusion
2000a - Date Recognition Exclusion Endorsement
2002A - Date Recognition Limited Coverage Endorsement
PRCAN - Standard Cancellation Provisions
CTXGA - Exclusions of Certified Acts of Terrorism
PR225- Control Tower Liability Extension Endorsement
PR220 - Immunity Waiver Endorsement

QUOTATION SUBJECT TO

The insured not taking possession of any aircraft and not engaging in direct operations for moving, taxiing, towing or fueling of aircraft that does not belong to the insured.

There being no changes in operations/exposures since last application on file.

No losses from date quoted until date bound.

Old Republic Aerospace quotes and binders are based on our policy provisions, exclusions, conditions, limitations, definitions and endorsements.

Quote based on no losses from date quoted until date bound. Terms good for 30 days and contingent upon final review of all underwriting information and fully completed applications. State and municipal taxes are estimated, if applicable. We are not binding coverage at this time however we would be pleased to do so pending receipt of your firm order.

OLD REPUBLIC INSURANCE GROUP

OLD REPUBLIC INSURANCE COMPANY

POLICYHOLDER DISCLOSURE- OFFER OF TERRORISM INSURANCE COVERAGE

You are hereby notified that under the Terrorism Risk Insurance Act as amended, you have a right to purchase insurance coverage for losses resulting from acts of terrorism, *as defined in Section 102(1) of the Act*: The term "act of terrorism" means any act that is certified by the Secretary of the Treasury – in consultation with the Secretary of Homeland Security, and the Attorney General of the United States – to be an act of terrorism; to be a violent act or an act that is dangerous to human life, property, or infrastructure; to have resulted in damage within the United States, or outside the United States in the case of certain air carriers or vessels or the premises of a United States mission; and to have been committed by an individual or individuals as part of an effort to coerce the civilian population of the United States or to influence the policy or affect the conduct of the United States Government by coercion.

YOU SHOULD KNOW THAT WHERE COVERAGE IS PROVIDED BY THIS POLICY FOR LOSSES RESULTING FROM CERTIFIED ACTS OF TERRORISM, SUCH LOSSES MAY BE PARTIALLY REIMBURSED BY THE UNITED STATES GOVERNMENT UNDER A FORMULA ESTABLISHED BY FEDERAL LAW. HOWEVER, YOUR POLICY MAY CONTAIN OTHER EXCLUSIONS WHICH MIGHT AFFECT YOUR COVERAGE, SUCH AS AN EXCLUSION FOR NUCLEAR EVENTS. UNDER THE FORMULA, THE UNITED STATES GOVERNMENT GENERALLY REIMBURSES 85 % through 2015; 84 % beginning on January 1, 2016; 83 % beginning on January 1, 2017; 82 % beginning on January 1, 2018; 81 % beginning on January 1, 2019 and 80 % beginning on January 1, 2020 OF COVERED TERRORISM LOSSES EXCEEDING THE STATUTORILY ESTABLISHED DEDUCTIBLE PAID BY THE INSURANCE COMPANY PROVIDING THE COVERAGE. THE PREMIUM CHARGED FOR THIS COVERAGE IS PROVIDED BELOW AND DOES NOT INCLUDE ANY CHARGES FOR THE PORTION OF LOSS THAT MAY BE COVERED BY THE FEDERAL GOVERNMENT UNDER THE ACT.

YOU SHOULD ALSO KNOW THAT THE TERRORISM RISK INSURANCE ACT, AS AMENDED, CONTAINS A $100 BILLION CAP THAT LIMITS U.S. GOVERNMENT REIMBURSEMENT AS WELL AS INSURERS' LIABILITY FOR LOSSES RESULTING FROM CERTIFIED ACTS OF TERRORISM WHEN THE AMOUNT OF SUCH LOSSES IN ANY ONE CALENDAR YEAR EXCEEDS $100 BILLION. IF THE AGGREGATE INSURED LOSSES FOR ALL INSURERS EXCEED $100 BILLION, YOUR COVERAGE MAY BE REDUCED.

Acceptance or Rejection of Terrorism Insurance Coverage

FAILURE TO RETURN THIS SIGNED FORM PRIOR TO POLICY INCEPTION INDICATING AN ELECTION TO PURCHASE TERRORISM COVERAGE AS DEFINED BY THE ACT WILL BE DEEMED YOUR REJECTION OF TERRORISM COVERAGE. HOWEVER, PAYMENT OF THE TERRORISM COVERAGE PREMIUM PRIOR TO POLICY INCEPTION WILL BE DEEMED AN ACCEPTANCE OF THIS OFFER OF TERRORISM COVERAGE.

Please indicate your selection by an☒:

☐ I hereby elect to purchase terrorism coverage for a prospective premium of $_____.

☐ I hereby decline to purchase terrorism coverage for certified acts of terrorism. I understand that I will have no coverage for losses resulting from certified acts of terrorism.

Name of Insured	Policyholder/Applicant's Signature: Bruce D. Shreiner
Old Republic Insurance Company	Bruce D. Shreiner
Name of Insurer	Print Name
	4/24/24
Policy Number	Date
Effective Date	Old Republic Aerospace, Inc. 1990 Vaughn Road, Suite 350 Kennesaw, GA 30144

OLD REPUBLIC AEROSPACE, INC.

CLEVENGER INSURANCE AGENCY

Warsaw Office: 525 E. Center Street, Warsaw, IN 46580
Elkhart Office: 311 West Hively Avenue, Elkhart, IN 46517
Warsaw Office Phone: 574-267-2181
Elkhart Office Phone: 574-294-7612
info@clevengerins.com

CLEVENGER
INSURANCE AGENCY

COMMERCIAL RENEWAL SUMMARY

INSURED: City of Elkhart
RENEWAL DATE: 05/22/2024

Airport Location: Elkhart Municipal Airport
1211 County Road 6
Elkhart, IN 46514

AIRPORT OPERATORS LIABILITY COVERAGE SUMMARY: Old Republic Insurance Company (PR00210522)

Coverages	Expiring Coverage Limits	Proposed Coverage Limits
Each Occurrence	5,000,000	5,000,000
Products & Completed Ops	5,000,000	5,000,000
Malpractice Aggregate	5,000,000	5,000,000
Personal & Advertising Injury	5,000,000	5,000,000
Fire Damage Limit Any One Fire	100,000	100,000
Medical Expense	5,000 Any One Person/ 50,000 Any One Occurrence	5,000 Any One Person/ 50,000 Any One Occurrence
Hangarkeepers	1,000,000 Any One Aircraft/ 1,000,000 Any One Occurrence	1,000,000 Any One Aircraft/ 1,000,000 Any One Occurrence
Non-owned Aircraft Liability	5,000,000	5,000,000
Control Tower Liability	Extension Endorsement included.	Extension Endorsement included.

Deductible	2,500 Each and Every Loss as respects to Hangarkeepers	2,500 Each and Every Loss as respects to Hangarkeepers

OPTIONAL COVERAGES/RECOMMENDATIONS:

Coverage	Limit	Additional Premium
Add Terrorism & War/Extended Coverage	-	$ 2,828.00

Notes:

Terrorism & War/Extended Coverage were declined last year.

PREMIUM SUMMARY:

Line of Coverage	Expiring Premium	Proposed Premium
Airport Operator's Liability Insurance	$ 26,933.00	$ 28,280.00
Total Premium	**$ 26,933.00**	**$ 28,280.00**

Shaw, Karen

From: Paul Shaffer <PShaffer@bfsengr.com>
Sent: Thursday, April 18, 2024 10:16 PM
To: Jones, Andy; Shaw, Karen
Cc: Andrew Maksymovitch; Tinisha Weigelt
Subject: EXTERNAL: EKM BOAC meeting - BF&S report
Attachments: April 2024 Engineer Meeting Agenda.docx; 6899_EKM_10-Unit T-Hangar_Re-Bid Itemized Proposal.pdf; 6899 T-HANGAR REVISED.pdf

Caution: This email originated from outside of the organization. Please take care when clicking links or opening attachments. When in doubt, contact your IT Department

Andy and Karen,

Please find the BF&S report for the BOAC meeting next Wednesday. INDOT and FAA released the new CIP funding levels, see the bottom of the report. They unfortunately have pushed the Runway 18-36 rehab construction out until next year due to funding shortages. They had several projects that were not funded last year that slid to this year coupled with the continuing resolution does not give the FAA the certainty on the discretionary funds needed for this year. Given this news we will not be advertising the runway project this year. You will see we would like to go ahead and readvertise the T-hangar project and Taxilanes as separate bid packages since the runway project is not advertising. The 10-unit box hangar concept turned out to be quite a bit more expensive than the nest t-hangar due to the additional square footage. We can discuss this more in depth in the meeting.

I will need to join virtually this month. Both my kids have sporting events that evening so I need to be home to shuffle kids. As always I am happy to chat though the items prior to the meeting.

Thanks,
Paul

BF&S CIVIL ENGINEERS

Paul Shaffer, P.E.
Executive Vice President

Butler, Fairman & Seufert, Inc.
p 317-713-4615 **c** 317-370-2006
PShaffer@bfsengr.com | www.bfsengr.com

8450 Westfield Blvd., Suite 300, Indianapolis, IN 46240-8302

www.bfsengr.com

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Elkhart Municipal Airport
Bid Package A - Taxilane Construction
Itmized Proposal

ITEM NO.	SPEC. REF.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
General Site Work: Work outside of Building Footprint						
S1	CE-95-2.1	Production Staking by Contractor	L.S.	1		
S2	M-102-2.1-1	Maintenance of Traffic	L.S.	1		
S3	C-100	Contractor Quality Control Program	L.S.	1		
S4	C-105	Mobilization	L.S.	1		
S5	C-102-5.1	Installation and Removal of Temporary Silt Fence	L.F.	730		
S6	L-108 - 5.1	No. 8 AWG, 5 kV, L-824, Type C Cable, Installed in Trench, Duct Bank or Conduit	L.F.	200		
S7	L-108 - 5.2	No. 6 AWG, Solid, Bare Copper Counterpoise Wire, Installed in Trench or Plowed-In, Above the Duct Bank or Conduit, Including Connections/Terminations	L.F.	185		
S8	L-110-5.1	Concrete Encased Electrical Duct Bank, PVC, 2 BK 2"	L.F.	85		
S10	P-152-4.1	Unclassified Excavation (Waste disposed of on site)	C.Y.	3,996		
S11	INDOT 303	Compacted Aggregate, No. 53	C.Y.	1,300		
S12	P-403-8.2	Asphalt Base Course	TON	890		
S13	P-403-8.1	Asphalt Surface Course	TON	540		
S14	P-603-5.1	Emulsified Asphalt Tack Coat	Gal.	470		
S15	P-605-5.1	Asphalt Joint Sealing	L.F.	500		
S16	P-620-5.1	Pavement Marking, 6 in, Yellow, with Reflective Media	S.F	300		
S17	D-701-5.1	Pipe, Corrugated Aluminum, 12 inch	L.F.	100		
S18	D-752-1.1	12 Inch, Pipe End Section	Ea.	2		
S19	F-162-5.2	20' Powered Rolling Cantilever Gate (Black Vinyl Coated)	Ea.	1		
S20	T-901-5.1	Seeding	KSF	76		
					Sub-Total	
Alternate 1 - Mill & Resurface Taxilane						
P1	C-105	Mobilization	L.S.	1		
P2	P-101-5.1	Cold Milling, 1.5"	SYD	2,650		
P3	P-403-8.1	Asphalt Surface Course, 1.5"	TON	230		
P4	P-603	Emulsified Asphalt Tack Coat	Gal.	320		
P5	P-620-5.1	Pavement Marking, 6 in, Yellow, with Reflective Media	S.F.	390		
					Sub-Total	
Alternate 2 - Remove and Replace Hangar 39 Apron						
P6	C-105	Mobilization	L.S.	1		
P7	P-101-5.2	Pavement Removal	SYD	1,150		
P8	INDOT 303	Compacted Aggregate, No. 53	TON	391		
P9	P-403-8.2	Asphalt Base Course	TON	166		
P10	P-403-8.1	Asphalt Surface Course	TON	100		
P11	P-603	Emulsified Asphalt Tack Coat	Gal.	81		
					Sub-Total	

Elkhart Municipal Airport
Bid Package B - T-Hangar Construction
Itmized Proposal

						Engineer's Estimate
Base bid - 6 Unit T-Hangar						
B1	6-Unit Building	Pre-Engineered Building with Bi Fold Doors (Includes the building delivered to the site)	L.S.	1		
B2	6-Unit Building	General Construction Work (Includes floor slab, foundations, building erection, and excavation for the building. It does not include any site work beyond the building walls)	L.S.	1		
B3	6-Unit Building	Electrical (Includes Service Connection, main panel, sub panels, overhead lighting, outlets, door operators, coordination with power company, exterior poles and lighting)	L.S.	1		
					Sub-Total	
Alternate 1 - 8 Unit T-Hangar						
B1	8-Unit Building	Pre-Engineered Building with Bi Fold Doors (Includes the building delivered to the site)	L.S.	1		
B2	8-Unit Building	General Construction Work (Includes floor slab, foundations, building erection, and excavation for the building. It does not include any site work beyond the building walls)	L.S.	1		
B3	8-Unit Building	Electrical (Includes Service Connection, main panel, sub panels, overhead lighting, outlets, door operators, coordination with power company, exterior poles and lighting)	L.S.	1		
					Sub-Total	
Alternate 2 - 10 Unit T-Hangar						
B1	10-Unit Building	Pre-Engineered Building with Bi Fold Doors (Includes the building delivered to the site)	L.S.	1		
B2	10-Unit Building	General Construction Work (Includes floor slab, foundations, building erection, and excavation for the building. It does not include any site work beyond the building walls)	L.S.	1		
B3	10-Unit Building	Electrical (Includes Service Connection, main panel, sub panels, overhead lighting, outlets, door operators, coordination with power company, exterior poles and lighting)	L.S.	1		
					Sub-Total	

CITY OF ELKHART BOARD OF AVIATION COMMISSIONERS

ELKHART MUNICIPAL AIRPORT

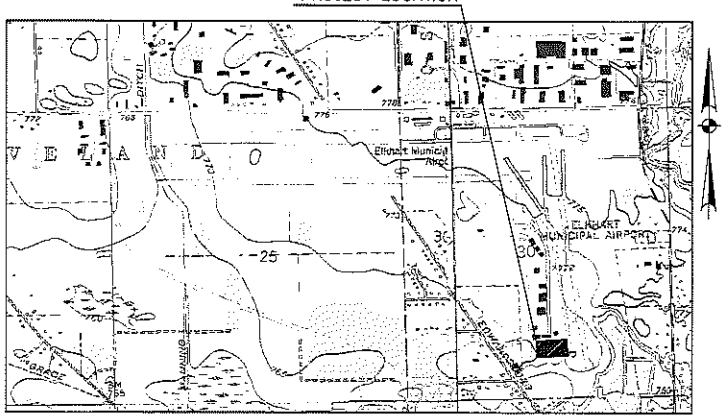
ELKHART, INDIANA

TAXILANES - BID PACKAGE A

10 - UNTI T-HANGER - BID PACKAGE B

CITY OF ELKHART BOARD OF AVIATION COMMISSIONERS
PROJECT APPROVED BY THE CITY OF ELKHART BOARD OF AVIATION COMMISSIONERS IN THE JANUARY 31, 2024 BOARD MEETING

PROJECT LOCATION



VICINITY MAP

INDEX	
SHEET NO.	DESCRIPTION
01	TITLE AND INDEX SHEET
02	SCOPE OF WORK
03	CONSTRUCTION SAFETY PHASING PLAN - OVERALL
04	CONSTRUCTION SAFETY PHASING NOTES
05	ALIGNMENT PLAN
06	PLAN AND PROFILE - LINE "TXLN-T"
07	PAVEMENT GRADING PLAN
08	SITE GRADING PLAN
09	SITE PLAN
10	UTILITY PLAN
11	EROSION CONTROL PLAN
12	EROSION CONTROL DETAILS
13	EROSION CONTROL NOTES-1
14	EROSION CONTROL NOTES-2
15	MISCELLANEOUS DETAILS
16	BUILDING FLOOR PLAN
17	BUILDING ELECTRICAL PLAN

REVISIONS			
NO.	REMARK	DATE	BY
1			
2			
3			
4			
5			

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CPO DRAWN: CPO

CHECKED: ZJY CHECKED: JAF

ELKHART MUNICIPAL AIRPORT
10-UNIT T-HANGAR AND TAXILANE

ELKHART TITLE AND INDEX SHEET INDIANA

BF&S

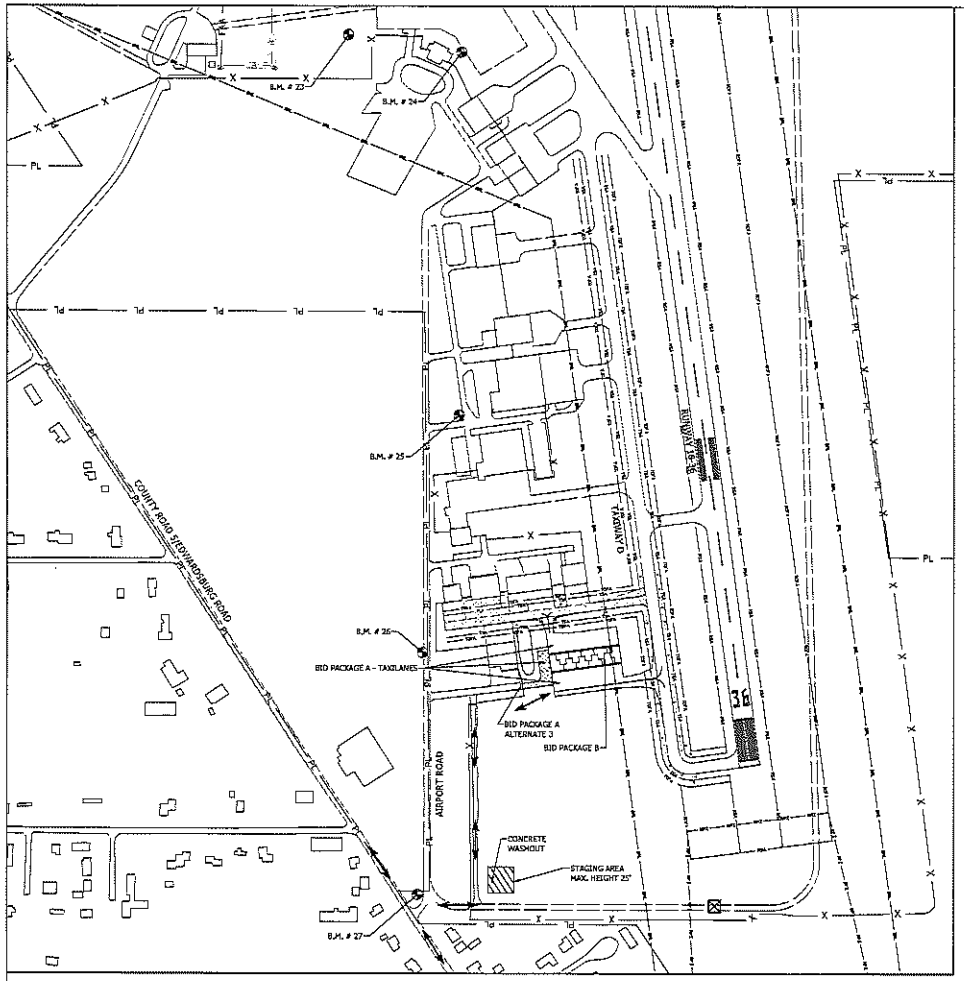
HORIZONTAL SCALE: N/A

VERTICAL SCALE: N/A

SHEET 01 OF 17

PROJECT

JOB NO. 8919



LEGEND

- PL — EXISTING PROPERTY LINE
- X — X — EXISTING WILDLIFE CONTROL AND SECURITY FENCE
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- RPZ — RUNWAY PROTECTION ZONE
- RESTRICTED FROM CONSTRUCTION HAUL ROUTE TRAFFIC
- HAUL ROUTE
- STAGING AREA
- BID PACKAGE A ALTERNATE 1 - SEE NOTES
- BID PACKAGE A ALTERNATE 2 - SEE NOTES

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

SURVEY CONTROL

ALL COORDINATES SHOWN ON THIS SHEET AND THROUGHOUT THE PLAN SET ARE IN NAD83 INDIANA STATE PLANE EAST ZONE COORDINATES

BENCHMARK INFORMATION			
NUMBER	NORTHING	EASTING	ELEVATION
B.M. #23	2356840.649	237621.571	772.85
B.M. #24	2356890.083	238456.319	771.36
B.M. #25	2355609.886	238448.175	769.02
B.M. #26	2354769.340	238320.166	773.31
B.M. #27	2353918.000	238393.246	770.49

UTILITY CONTACTS

WATER/SANITARY:
ELKHART PUBLIC UTILITIES
TORY IRWIN
574-250-2572
TELEPHONE:
FRONTIER COMMUNICATIONS
INITIAL CONTACT
utilityworkreq@ftr.com
ELECTRIC:
AEP
DYLAN HAAHR - DTHAAHR@AEP.COM
800-311-4634
GAS:
NIPSCO
MICHELLE VOSS
219-781-1780
COMMUNICATIONS:
COMCAST
JAY CASTELLO
866-432-2622

AIRPORT CONTACTS

AIRPORT AIR TRAFFIC CONTROL TOWER DAILY CONTACT:
MICHAEL HALLER
574-264-5000

AIRPORT DIRECTOR:
ANDY JONES
574-264-5217

FAA:
PATRICK YOHN
SOUTH BEND TECH OPERATIONS
574-261-6681 (MOBILE)
574-234-2970 (OFFICE)

GENERAL NOTES

1. THE SCOPE OF WORK SHEET IS INTENDED ONLY AS A GENERAL DESCRIPTION OF THE WORK ITEMS AND THEIR APPROXIMATE LOCATIONS AND LIMITS FOR THE PURPOSE OF UNDERSTANDING THE SCOPE OF THE PROJECT. IT SHALL NOT BE USED AS A CONSTRUCTION PLAN. REFER TO THE PLAN SHEETS WHICH FOLLOW FOR DETAILED CONSTRUCTION REQUIREMENTS, LOCATIONS, AND ITEMS OF WORK.
2. THIS PROJECT CONSISTS OF CONSTRUCTING TAXILANES AND A NEW 10 UNIT T-HANGAR BUILDING. BIDS WILL BE RECEIVED IN TWO SEPARATE CORRESPONDING PACKAGES AS IDENTIFIED BELOW AND MAY BE AWARDED SEPARATELY OR TOGETHER. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIAL, EQUIPMENT, AND TRANSPORTATION NECESSARY TO CONSTRUCT ALL ELEMENTS OF THE PROJECT AS DESCRIBED IN THE FOLLOWING PLANS, INCLUDING BUT NOT LIMITED TO:

   BID PACKAGE A - TAXILANES
   - SITE GRADING
   - INSTALL NEW ASPHALT PAVEMENT
   - INSTALL NEW STORM SEWER

   BID PACKAGE A - ALTERNATES
   - ALTERNATE 1 - TAXILANE OVERLAY
   - ALTERNATE 2 - APRON OVERLAY
   - ALTERNATE 3 - INSTALL NEW POWERED ROLLING CANTILEVER GATE

   BID PACKAGE B - 10 UNIT T-HANGAR
   - SITE GRADING
   - CONCRETE FLOOR
   - INSTALL NEW 10 UNIT T-HANGAR BUILDING
   - INSTALL ELECTRICAL SERVICE

   BID PACKAGE B - ALTERNATES
   ALTERNATE 1 - FROST WALLS
   ALTERNATE 2 - 600 AMP ELECTRICAL PANEL
3. THE PROJECT PAY ITEMS ARE INTENDED TO BE INCLUSIVE OF ALL WORK TO BE PERFORMED, AS SHOWN IN THESE PLANS. ALL INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT, TO THE SATISFACTION OF THE OWNER, SHALL BE INCLUDED IN THE COST OF PERFORMING THESE PAY ITEMS.
4. THE CONTRACTOR SHALL GIVE CONSTANT ATTENTION TO THE WORK TO FACILITATE THE PROGRESS THEREOF AND SHALL COORDINATE WITH THE OWNER IN EVERY WAY POSSIBLE. THE AIRPORT (OWNER) SHALL ALLOCATE THE WORK AND DESIGNATE THE SEQUENCE OF CONSTRUCTION IN CASE OF CONTROVERSY BETWEEN THE CONTRACTOR AND AIRPORT.
5. THE CONTRACTOR SHALL PAY CLOSE ATTENTION TO THE SAFETY AND PHASING PLANS AND THE AIRPORT SAFETY REQUIREMENTS SECTION OF THE SPECIFICATIONS. THESE SHALL BE STRICTLY ENFORCED.
6. CONSTRUCTION WILL BE IN OR ADJACENT TO TAXIWAY AREAS. ALL RUBBISH AND DEBRIS RESULTING FROM THE WORK SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR ON A CONTINUAL BASIS.
7. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL REMOVE FROM THE SITE ALL SURPLUS MATERIAL AND EQUIPMENT BELONGING TO THE CONTRACTOR AND HIS/HER SUBCONTRACTORS.
8. THE CONTRACTOR SHALL PROVIDE A DETAILED CONSTRUCTION SCHEDULE TO THE OWNER A MINIMUM OF 7 DAYS PRIOR TO THE PRE-CONSTRUCTION MEETING FOR APPROVAL. THE CONTRACTOR SHALL ALSO ATTEND ANY JOB MEETINGS CALLED BY THE OWNER.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE IMMEDIATE CORRECTION TO ALL DAMAGE TO AIRPORT PROPERTY CAUSED BY HIS/HER FORCES OR SUBCONTRACTORS.
10. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN EXCAVATING IN AREAS OF EXISTING UTILITIES. THE CONTRACTOR SHALL HAVE EXISTING UTILITIES LOCATED AND MARKED IN ADVANCE OF EXCAVATION IN ALL AREAS. ANY DAMAGE DONE TO FUNCTIONING UTILITIES SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR AT HIS/HER OWN EXPENSE. THE LOCATION OF ANY UTILITIES SHOWN ON THE PLANS IS APPROXIMATE ONLY. DEPTHS ARE NOT KNOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE LOCATION OF EXISTING UTILITIES WITH THE AIRPORT, FAA AND INDIANA 811 1-877-220-8495.
11. BID PACKAGE A ALTERNATE 1 (IF AWARDED) - MILL 1.5" OF THE EXISTING ASPHALT SURFACE ON THE TAXILANE. PAVE 1.5" OF P-403 ASPHALT SURFACE OVER EMULSIFIED TACK COAT OVER MILLED SURFACE. A 6" YELLOW CENTERLINE IN ACCORDANCE WITH P620 SHALL BE APPLIED TO THE SURFACE NO LESS THAN 30 DAYS AFTER ASPHALT PAVING. CONSTRUCTION OF THIS ALTERNATE SHALL BE COORDINATED WITH THE AIRPORT.
12. BID PACKAGE A ALTERNATE 2 (IF AWARDED) - REMOVE EXISTING APRON PAVEMENT AND REPLACE WITH ASPHALT NEW TAXILANE PAVEMENT SECTION AS SHOWN ON SHEET 04 - SITE PLAN. CONTRACTOR SHALL WORK WITH AIRPORT TO ENSURE GRADING MATCHES EXISTING ADJACENT PAVEMENT AND DRAINS APPROPRIATELY. CONSTRUCTION OF THIS ALTERNATE SHALL BE COORDINATED WITH THE AIRPORT AND ADJACENT TENANTS.

REVISIONS			
NO.	REMARK	DATE	BY
1			
2			
3			
4			
5			

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CPO DRAWN: CPO
CHECKED: JJY CHECKED: JAF

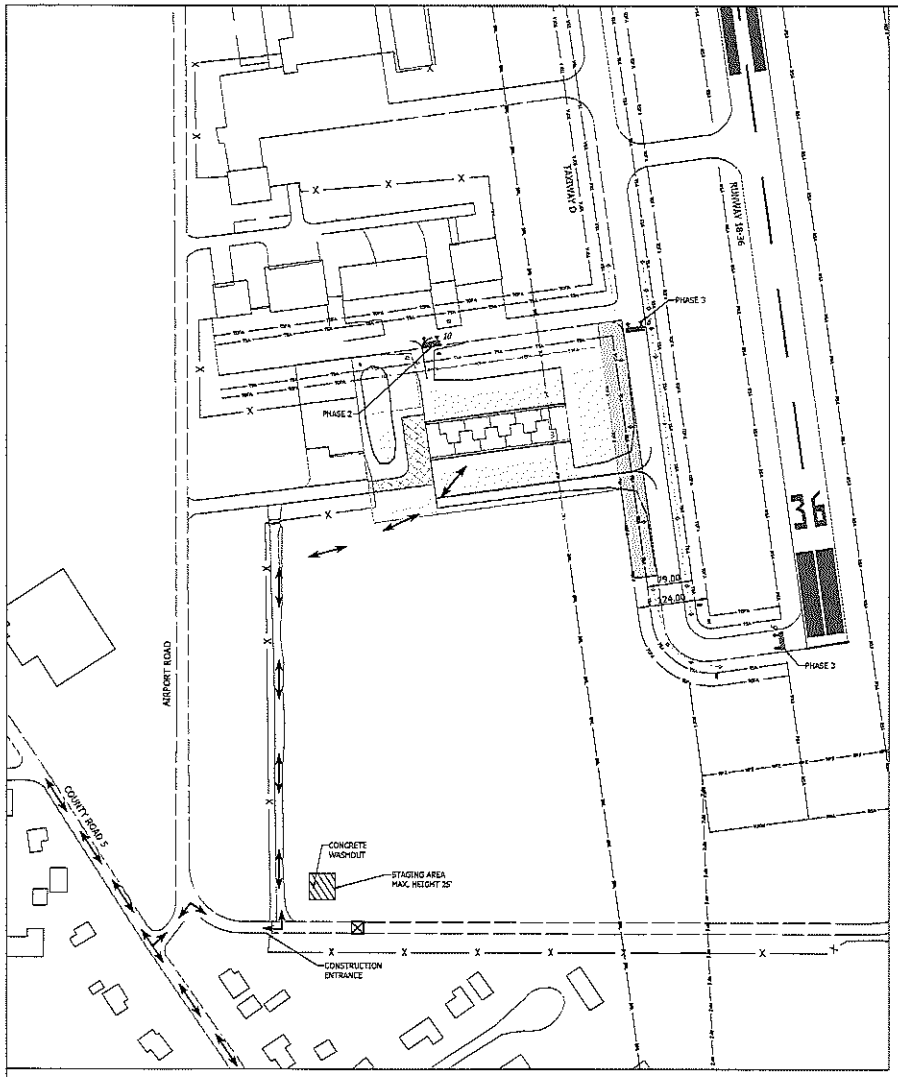
ELKHART MUNICIPAL AIRPORT
10-UNIT T-HANGAR AND TAXILANE
ELKHART — SCOPE OF WORK — INDIANA

Headquarters:
8888 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN 46240-2392
TEL 317-713-4615
FAX 317-713-4616
www.BF&S.com

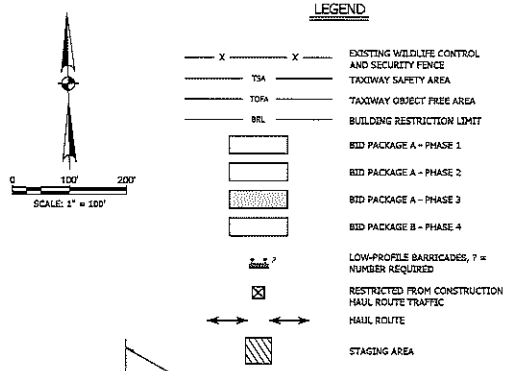
Branch Locations
FORT WAYNE 260-456-1538
COLUMBUS 812-563-4898
LAFAYETTE 765-423-5405
MORRISVILLE 812-944-5331
PLAINFIELD 317-839-2242

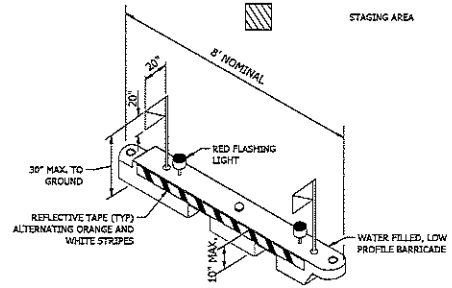
HORIZONTAL SCALE 1" = 200'
VERTICAL SCALE N/A
SHEET 02 OF 17
PROJECT

BF&S NO. 8519



LEGEND





LOW-PROFILE BARRICADE DETAIL

NOT TO SCALE

BARRICADE NOTES

1. CONTRACTOR SUPPLIED BARRICADES SHALL BE PLACED 6' MAXIMUM SEPARATION; OR AS INSTRUCTED BY THE ENGINEER OR OWNER.
2. INSTALL WHERE INDICATED ON CONSTRUCTION SAFETY PLAN OR IN LOCATIONS APPROVED BY THE ENGINEER OR OWNER.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING, PLACING, MOVING, LIGHTING AND MAINTAINING THE BARRICADES DURING CONSTRUCTION OF THE ENTIRE PROJECT.
4. THE BARRICADES SHALL BE WEIGHTED AND CAPABLE OF WITHSTANDING UP TO 110 M.P.H. WIND FORCES.
5. INSTALL A MINIMUM OF 2 BATTERY OPERATED RED PHOTOCELL LIGHTS EQUALLY SPACED PER EACH 8' LONG BARRICADE. LIGHTS SHALL MAINTAIN SUCH INTENSITY SO AS TO BE READILY IDENTIFIED FROM DISTANCES OF 200' OR GREATER DURING DARKNESS PERIODS.
6. A MINIMUM OF 2 FLAGS NO MORE THAN 20" SQUARE MOUNTED TO THE BARRICADE AND NO MORE THAN 30" HIGH SHALL BE AFFIXED FOR EACH SPAN OF BARRICADES. FLAGS SHALL BE AVIATION ORANGE (FED-STD-595, NO. 12197).
7. THE COST OF PROVIDING AND MANIPULATING BARRICADES SHALL BE INCIDENTAL TO MAINTENANCE OF TRAFFIC AND SHALL NOT BE A PAY ITEM.

SCHEDULE

PHASE 1-3A WILL BE CONSTRUCTED UNDER BID PACKAGE A PRIOR TO STARTING PHASE 4 WHICH , WILL BE CONSTRUCTED UNDER BID PACKAGE B. THE OUTSIDE COMPLETION DATE OF ALL PHASES IS EXPECTED TO BE PRIOR TO NOVEMBER 2025

PHASE 1: 60 CALENDAR DAYS
- NO AIRFIELD SURFACES CLOSED

DETAILED NOTES:
- CONSTRUCT BUILDING FOUNDATION AND STRUCTURE
- CONSTRUCT STORM SEWER
- GRADE SITE OUTSIDE OF TOFA.
- CONSTRUCT PAVEMENT UP TO INTERMEDIATE LAYER OF ASPHALT FOR NORTH AND SOUTH HANGAR APRONS AND TAXILANE OUTSIDE OF TOFA AS SHOWN
- CONSTRUCT NEW POWERED CANTILEVER GATE

PHASE 2: 10 CALENDAR DAYS
- NO AIRFIELD SURFACES CLOSED, SEE NOTE 6

DETAILED NOTES:
- CONSTRUCT ENTIRE PAVEMENT SECTION INSIDE TOFA TO TIE INTO TAXILANE.
- PAVE SURFACE ASPHALT LIFT FOR NORTH HANGAR APRON CONCURRENTLY WITH ALL OTHER PAVEMENT IN THIS PHASE.

PHASE 3: 10 CALENDAR DAYS
- TAXIWAY D FROM TAXILANE TO RUNWAY 36 CLOSED

DETAILED NOTES:
- CONSTRUCT ENTIRE PAVEMENT SECTION OF NEW TAXILANE 'T' TO TIE INTO TAXIWAY D
- PAVE SURFACE ASPHALT FOR SOUTH HANGAR APRON CONCURRENTLY WITH ALL OTHER PAVEMENT IN THE PHASE

PHASE 3A: 1 CALENDAR DAY A MINIMUM OF 30 DAYS AND MAXIMUM OF 50 DAYS AFTER SURFACE ASPHALT HAS BEEN PLACED
- NORTH SIDE TAXILANE AND TAXIWAY D CLOSED

DETAILED NOTES:
- INSTALL PAVEMENT MARKINGS

PHASE 4: 180 CALENDAR DAYS
- INSTALL ELECTRICAL UTILITY
- CONSTRUCT BUILDING FOUNDATIONS AND CONCRETE FLOOR
- CONSTRUCT 10-UNIT T-HANGAR
- CONSTRUCT 4 FT. CONCRETE TIE IN TO ADJOINING TAXILINE HMA PAVEMENT
- PROTECT TAXILANE PAVEMENT DURING CONSTRUCTION

GENERAL NOTES

1. PRIOR TO CLOSING ANY TAXIWAY, ALL REQUIRED BARRICADES AND CLOSURE CROSSES SHALL BE IN PLACE.
2. PRIOR TO RE-OPENING ANY TAXIWAY, THE FOLLOWING SHALL BE COMPLETED BY THE CONTRACTOR:
   a. NO TRENCHES, HOLES OR DROP-OFFS GREATER THAN 1 INCH ARE PRESENT.
   b. ALL AREAS ARE CLEAR OF DEBRIS AND THE PAVEMENT HAS BEEN SWEPT WITH A VACUUM TRUCK IF NEEDED.
   c. ALL BARRICADES AND CLOSURE CROSSES HAVE BEEN REMOVED.
   d. CONTRACTOR HAS COMPLETED A WALK-THROUGH INSPECTION WITH THE AIRPORT INSPECTOR.
   e. ACCEPTED BY THE OWNER.
3. ALL TEMPORARY AND PERMANENT LIGHTING SHALL CONFORM TO AC 150/5340-30, DESIGN AND INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS AC 150/5345-53.
4. THE CONTRACTOR SHALL PROVIDE SUPERVISION ON SITE DURING ALL WORK HOURS. ON SITE SUPERVISION SHALL HAVE THE ABILITY TO CONTROL THE WORK, MATERIALS AND LABOR. IF ADDITIONAL MATERIALS OR LABOR IS NEEDED AT ANY TIME, THE ON SITE REPRESENTATIVE SHALL HAVE THE MEANS TO OBTAIN IT.
5. MAXIMUM CRANE HEIGHT IS LIMITED TO 25' AGL. IF THE CONTRACTOR REQUIRES ADDITIONAL TEMPORARY HEIGHT DURING CONSTRUCTION, A SEPARATE FORM 7460-1 AIRSPACE ANALYSIS DETERMINATION MUST BE SUBMITTED.
6. CONTRACTOR SHALL COORDINATE WITH AIRPORT FOR USE OF THE TAXILANE FOR AIRCRAFT DURING PHASE 2. SEE CSPP NOTES FOR PROTECTION OF TAXIWAYS INSIDE OF THE TOFA.

REVISIONS

NO.	REMARK	DATE	BY
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RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CPD DRAWN: CPD

CHECKED: JJY CHECKED: JAF

ELKHART MUNICIPAL AIRPORT
10-UNIT T-HANGAR AND TAXILANE
CONSTRUCTION SAFETY PHASING PLAN - OVERALL
ELKHART INDIANA

Headquarters
8450 WESTFIELD BLVD., SUITE 300
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Branch Locations
FORT WAYNE 260-436-1500
LOGANSPORT 574-753-3000
LAFAYETTE 765-423-5960
MORNSVILLE 219-759-2333
PLAINFIELD 317-839-3242

HORIZONTAL SCALE 1" = 100'
VERTICAL SCALE N/A
SHEET 03 OF 17
PROJECT

BFS NO. 6299

Construction Safety and Phasing Plan (CSPP):

Scope of Work: The contractor shall furnish all labor, materials, equipment, and transportation necessary to construct all elements of the project described in the following plans, including but not limited to:

- Grading.
- Install new asphalt pavement and Concrete floor.
- Install new 10 Unit T-Hangar Building.
- Install Electrical Service.
- Install New Storm Sewer.
- Install New Powered Rolling Cantilever Gate.

General: The CSPP has been developed utilizing the process set forth in AC 150/5370-2G "Operational Safety on Airports During Construction". Everyone has a role in operational safety on airports during construction: the airport operator, the airports consultants, the construction contractor and subcontractors, airport users, airport tenants, ARFF personnel, Air Traffic personnel, including Technical Operations personnel, FAA Airports Division personnel, and others. Close communication and coordination between all affected parties is the key to maintaining safe operations. Such communication and coordination should start at the project scoping meeting and continue through the completion of the project. The airport operator and contractor should conduct onsite safety inspections throughout the project and immediately remedy any deficiencies, whether caused by negligence, oversight, or project scope change.

SPCD: The contractor is responsible for submitting a Safety Plan Compliance Document (SPCD) which details how the contractor will comply with the CSPP. It is not possible to determine all safety plan details, which are specific to the contractor, during the development of the CSPP. The successful contractor will develop a SPCD that includes equipment haul routes, contractor's points of contact, equipment heights, etc. that will be submitted to the airport for review prior to the issuance of a notice-to-proceed. A sample of a SPCD is provided in the project specifications.

(1) Coordination

Airport Operators conducting construction will use pre-design, pre-bid and pre-construction conferences to introduce the subject of airport operational safety during construction (see AC 150/5300-9). In addition, the following should be coordinated as required:

a.) Contractor Progress Meetings: Operational safety will be a standing agenda item for discussion during progress meetings throughout the project. The progress meetings will be held either weekly or bi-weekly at the owner's and engineer's discretion and the frequency may vary during the course of the project. Attendance by the prime contractor and pertinent sub-contractors is mandatory.

b.) Scope or Schedule Changes: Changes in the scope or duration of the project may necessitate revisions to the CSPP and review and approval by the airport operator and the FAA. The prime contractor will submit a schedule at the beginning of the project and will be required to update the schedule as deviations occur due to weather, unforeseen circumstances, etc.

c.) FAA ATO Coordination: Early coordination with FAA ATO is required to schedule airway facility shutdowns and restarts. Relocation or adjustments to NAVAIDs, or changes to final grades in critical areas, may require an FAA flight inspection prior to restarting the facility. Flight inspections must be coordinated and scheduled well in advance of the intended facility restart.

(2) Phasing

The project is broken into Three (3) sequences of construction and is outlined below:

Phase 1: Contractor shall construct new 10 Unit T-Hangar Building and parallel asphalt Taxilane.

Phase 2: Contractor shall construct new asphalt apron on the north side of the building to tie into the existing Taxilane.

Phase 3: Contractor shall grade inside the existing Taxiway D OFA.

Phase 3A: Contractor shall install all permanent pavement markings.

Phase 4: T-Hangar Construction

Sequence of work estimated as follows:

Phase	Calendar Days	Work Hour Restrictions	Liquidated Damages
1	80	none	$250
2	10	none	$250
3	14	none	$250
4	180	none	$250

(3) Areas and Operations Affected by the Construction Activity

See Operations Effects table below.

Table 1: Airport Operations Affected by Construction Sequences 1-3

Phase	Base Calendar Days	Runway Closures	Taxiway Closures
1	80	none	none
2	10	none	none
3	14	none	TWY-D from D1 to Taxilane
4	180	none	none

Table 2: Safety Area of Active Runways

Runway	Normal	Phase 1	Phase 2	Phase 3
9-27	500'	500'	500'	500'
18-36	150'	150'	150'	150'
6-24	150'	150'	150'	150'

Table 3: Runway Approach Protection Areas During Construction

Runway End	Aircraft Approach Category	Airplane Design Group	Safety Area Prior to Threshold	Minimum Distance to Threshold on Approach Slope	
9	C	III	1,000'	2,500'	50:1
27	C	III	1,000'	2,500'	50:1
18	B	II	300'	1,000'	20:1
36	B	II	300'	1,000'	20:1
6	A	I	300'	1,000'	20:1
24	A	I	300'	1,000'	20:1

*See CSPP plan sheets for graphical representation of impacts.

(4) Protection of Navigational Aids (NAVAIDS)

Before commencing construction activity, parking vehicles or storing construction equipment and materials near a NAVAID, coordinate with the appropriate FAA ATO/Technical Operations Office to evaluate the effect of construction activity and the required distance and direction from the NAVAID. Construction activities, material/equipment storage, and vehicle parking near electronic NAVAIDs require special consideration since they may interfere with signals essential to air navigation. This project is not anticipated to affect any existing NAVAIDS at the Elkhart Municipal Airport.

Table 4: NAVAID Facility Impacts

Facility Type	Sequence(s) Impacted	Impact
Runway 27 Glideslope	None	Facility will remain in service
Runway 27 Localizer	None	Facility will remain in service
Runway 27 MALSR	None	Facility will remain in service
Runway 27 PAPI	None	Facility will remain in service
Runway 9 VASI	None	Facility will remain in service
Runway 9 REIL	None	Facility will remain in service
Runway 18 REIL	None	Facility will remain in service
Runway 36 REIL	None	Facility will remain in service

(5) Contractor Access

a.) Location of Stockpiled Materials: Stockpiled materials and equipment storage are not permitted within the Runway or Taxiway Safety Area (RSA/TSA) and Object Free Zone (OFZ), and if possible should not be permitted within the Object Free Area (OFA) of an operational runway. No stockpiles will be created by the project.

b.) Vehicle and Pedestrian Operations: Vehicle and pedestrian access routes for airport construction projects must be controlled to prevent inadvertent or unauthorized entry of persons, vehicles, or animals onto the Aircraft Operations Area (AOA). The airport operator should coordinate to requirements for vehicle operations with airport tenants, contractors, and the FAA air traffic manager.

1.) Construction Site Parking: The area for vehicle parking for contractor employees is shown on the plan sheets of the CSPP. There shall be no unauthorized entry of persons or vehicles onto the AOA.

2.) Construction Equipment Parking: Contractor employees must park and service all construction vehicles in the designated staging area and never in the safety area of an active runway or taxiway. Unless a complex setup procedure makes movement of specialized equipment infeasible, inactive equipment must not be parked on a closed taxiway or runway. If it is necessary to leave specialized equipment on a closed taxiway or runway at night, the equipment must be well lighted. A maximum equipment height of 25 feet will be enforced, with the location submitted on a FAA Form 7460-1.

3.) Access and Haul Roads: The access and haul road to the project site will be from multiple points due to the varied locations of the work areas as shown on the plan sheets of CSPP. The contractor is not permitted to use any other access points. The access shall be clearly marked by the contractor to prevent trucks and personnel from inadvertently entering into areas open to airport operations. The maximum equipment height on the access and haul road will be 25 feet.

4.) Marking and Lighting of Vehicles: Per AC 150/5210-5, the standard for identification lighting is a yellow flashing light that is mounted on the uppermost part of the vehicle structure. The light must be visible from any direction, day and night, including from the air. For vehicles and/or construction equipment where a light is not feasible, a flag must be attached that is readily visible. The flag must be at least a 3-foot by 3-foot square having a checkered pattern of international orange and white squares with at least 1 foot on each side.

5.) Description of Proper Vehicle Operations: All contractor vehicles shall be in proper and safe working order. Under normal conditions vehicles shall follow taxiway radio communications procedures outlined below in 9.). Under lost communications or emergency conditions all vehicles shall return to the staging area immediately while avoiding the AOA and all safety areas.

6.) Required Escorts: Escorts are not required for the project unless the contractor cannot provide adequate personnel to utilize taxiway radio communications for their or their subcontractors work efforts. The airport operator, nor the engineer, shall be responsible for escorting the contractor(s).

7.) Training Requirement for Vehicle Drivers: There is a formal drivers training program currently at the Elkhart Municipal Airport. The airport may require the Contractor's representatives to complete the course. All personnel driving on the airport shall be familiar with the FAA publication "FAA Guide to Ground Vehicle Operations." The airport operator and the engineer also reserve the right to revoke driving privileges from contractor personnel.

8.) Situational Awareness: Vehicle drivers must confirm by personal observation that no aircraft is approaching their position (either in the air or on the ground) when given clearance to cross a runway, taxiway, or any other area open to airport operations. In addition, it is the responsibility of the escort vehicle driver to verify the movement/position of all escorted vehicles at any given time.

9.) Taxiway Radio Communication Procedures: The Contractor personnel engaged in activities involving unescorted operation on aircraft movement areas must observe proper procedures for communications, including using appropriate radio frequencies at airports with and without ATCT. When operating vehicles or equipment on or near open runways or taxiways, construction personnel must understand the crucial importance of maintaining radio contact as directed by the airport operator, with the ATCT. The Elkhart ground frequency is 121.80.

10.) Maintenance of the Secured Area of the Airport: The contractor must take care to maintain security during construction when access points are created or used. The contractor shall provide no more than 200' of gaps in perimeter security fence while working. Contractor shall make sure all gates in perimeter fence are closed at the end of the day. The gate at the construction entrance shall be locked except for when entering or exiting.

(6) Wildlife Management

Construction contractors must carefully control and continuously remove waste or loose materials that might attract wildlife. Contractor personnel must be aware of and avoid construction activities that can create wildlife hazards on airports such as:

a.) Trash: Food scraps must be collected from construction personnel activity.

b.) Standing Water: Contractors must minimize the creation of standing water during construction by always maintaining positive drainage. Any standing water that exists after a rainfall event shall be drained immediately. Any pumping required is incidental and at the contractor's expense.

c.) Tall Grass and Seeds: Grass seed is attractive to birds. Lower quality seed mixtures can contain seeds of plants (such as clover) that attract larger wildlife. Seeding shall comply with the project specifications.

d.) Fence Monitored, Fencing and Gates: The Elkhart Municipal Airport does have a security fence. Any damage to the gates or fence must be repaired immediately at the Contractor's cost. All gates must be locked at all times.

e.) Disruption of Existing Wildlife Habitat: No existing wildlife habitat is expected to be disturbed by this project. The contractor shall notify the airport operator and engineer of wildlife sightings.

(7) Foreign Object Debris (FOD) Management

Waste and loose materials, commonly referred to as FOD, are capable of causing damage to aircraft landing gears, propellers, and jet engines. Construction contractors must not leave or place FOD on or near active aircraft movement areas. Materials capable of creating FOD must be continuously removed during the construction project. Areas open to aircraft operation shall be inspected for FOD by the contractor at the end of each work day if work was done in that area.

(8) Hazard Materials (HAZMAT) Management

Contractors operating construction vehicles and equipment on the airport must be prepared to expeditiously contain and clean-up spills resulting from fuel or hydraulic fluid leaks. Transport and handling of other hazardous materials on an airport also requires special procedures.

(9) Notification of Construction Activities

a.) List of Responsible Representatives:

Elkhart Municipal Airport Manager
Andy Jones (574) 294-5217 Office

Engineer:
Butler, Fairman & Seufert, Inc. (317) 713-4615 Office

Elkhart Municipal Airport Tower:
Michael Haller (574) 264-9900

ALL OTHER CONTACTS WILL BE IDENTIFIED AFTER THE NOTICE OF AWARD IS ISSUED.

b.) NOTAMs: Only the airport operator or ATCT may initiate or cancel NOTAMs on airport conditions, and is the only entity that can close or open a runway. The airport operator must coordinate the issuance, maintenance and cancellation of NOTAMs about airport conditions resulting from construction activities with tenants and must provide information on closed or hazardous conditions on airport movement areas to the FAA Flight Service Station (FSS) so it can issue a NOTAM. Any person having reason to believe that a NOTAM is missing, incomplete, or inaccurate must notify the airport operator.

c.) Emergency Notification Procedures: The following are contacts for this project.

1.) Emergencies: Dial 911
2.) Non-Emergency numbers:
Elkhart Police Department (574) 295-7070
Elkhart Fire Department (574) 293-8931
Elkhart General Hospital (574) 294-2621
Indiana Poison Control Center (800) 222-1222

d.) Coordination with ARFF: Aircraft Rescue and Fire Fighting (ARFF) is stationed at the Elkhart Municipal Airport at Elkhart Fire Department Station #7. No additional coordination by the contractor is required.

e.) Notification to the FAA:

1.) Part 77: FAA Form 7460-1 has been submitted to the FAA for this project. Any deviation from the plan construction areas may require another submission for FAA review.
2.) Part 157: Title 14 CFR Part 157 does not apply to this project.
3.) NAVAIDs: For emergency (short-notice) notifications about impacts to both airport owned and FAA owned NAVAIDs, contact (866) 432-2622. The FAA maintains NAVAIDs at the Elkhart Municipal Airport currently, as follows Runway 27 ILS.

(10) Inspection Requirements

a.) Daily Inspections: Inspections of the site to verify that it is in compliance with the CSPP should be conducted at least daily, but more frequently if needed. The engineer will provide the contractor with a checklist for this inspection. The resident engineer (RE) will also conduct daily inspections.

b.) Final Inspections: Before re-opening closed sections of the airport to operations, the contractor, airport operator, and RE shall inspect the area. Upon their concurrence that the area is safe to operate aircraft, the area will re-open.

(11) Underground Utilities

Locations of all existing underground utilities shown on this plan are based upon above ground evidence (including, but not limited to, manholes, inlets, valves, and marks made upon the ground by others) and are speculative in nature. There may also be other existing underground utilities for which no above ground evidence was observed. The exact locations of said existing underground utilities should be verified by the contractor prior to any and all construction. Indiana811 may be used to locate the public utilities by calling 811 or (800) 382-5544. They will not however locate airport and FAA owned utilities. Any airport owned utilities that are damaged by construction must be repaired immediately. The contractor shall have an electrician that is available to respond in a timely fashion in cases of damage. Known public on-site utilities and their contact information are below:

a.) Telephone:
Frontier Communications – Install Contact – [illegible]@ftr.com

b.) Gas:
NIPSCO – Michelle Vose – (219) 701-1730

c.) Electric:
AEP – Dylan Haahr – [illegible]@aep.com – (800) 311-4634

d.) Water/Sanitary:
Elkhart Public Utilities – Tory Irwin – (574) 293-2572

e.) Communications:
Comcast – Jay Castello – (847) 789-1239

f.) FAA:
South Bend Tech Opps. – Patrick Yohn
(574) 281-6661
(574) 234-2970

(12) Penalties

Vehicle/Pedestrian Deviations (V/PDs) from the CSPP will face a penalty of varying amount depending on the severity of the deviation. A runway incursion is any unauthorized intrusion onto a runway, regardless of whether or not an aircraft presents a potential conflict. See runway incursion penalty table below:

Runway Incursion Category	Description	Penalty
Category A	A serious incident in which a collision was narrowly avoided.	$1500 and Rescission of Access to the AOA.
Category B	An incident in which separation decreases and there is a significant potential for collision, which may result in a time critical corrective/evasive response to avoid a collision.	$500 and Rescission of Access to the AOA.
Category C	An incident characterized by ample time and/or distance to avoid a collision.	Rescission of Driving Privileges
Category D	An incident that meets the definition of runway incursion such as incorrect presence of a single vehicle/person/aircraft on the protected area of a surface designated for the landing and take-off of aircraft but with no immediate safety consequences.	Written Warning

Violations of the CSPP outside of runway incursions will be assessed a written warning for the first violation and then $500 per violation thereafter.

(13) Special Conditions

In the event of an aircraft in distress or an accident, all contractor personnel must remove all equipment from the project site and return to the staging area. The project will be suspended until clearance is given from the engineer and the airport operator. In the event of a V/PD the project will be suspended until a safety meeting and de-briefing of the incident occurs.

(14) Runway and Taxiway Visual Aids

Areas where aircraft will be operating are clearly and visibly separated from construction areas, including closed runways. Throughout the duration of the construction project, verify that these areas remain clearly marked and visible at all times and that marking, lighting, signs, and visual NAVAIDs remain in place and operational.

a.) General: Airport markings, lighting, signs, and visual NAVAIDs must be clearly visible to pilots, not misleading, confusing, or deceptive. All must be secured in place to prevent movement by prop wash, jet blast, wing vortices, or other wind currents and constructed of materials that would minimize damage to an aircraft in the event of inadvertent contact.

b.) Markings: Markings must be in compliance with the standards of AC 150/5340-1, Standards for Airport Markings. Runway and exit taxiways closed to aircraft operations are marked with a yellow X.

1.) Closed Runways and Taxiways (See plan sheets for locations)

i. Temporary Closed Runways. For runways that have been temporarily closed, place an X at each end of the runway directly on or as near as practicable to the runway designation numbers. See lighted closure X detail and notes.

ii. Temporary Closed Taxiways. Place barricades outside the safety area of intersecting taxiways. For runway/taxiway intersections, place an X at the entrance to the closed taxiway from the runway.

iii. Construct the temporary closure X from any of the following materials: fabric, colored plastic, painted sheets of plywood, snow fence, or similar materials. They must be yellow and properly configured and appropriately secured to prevent movement by prop wash, jet blast, or other wind currents.

c.) Lighting and Visual NAVAIDs: Lighting must be in conformance with AC 150/5340-30, Design and Installation Details for Airport Visual Aids, and AC 150/5345-50, Specification for Portable Runway and Taxiway Lights. When disconnecting runway and taxiway lighting fixtures, disconnect the associated isolation transformers. Alternatively, cover the light fixture in such a way as to prevent light leakage. Avoid removing the lamp from energized fixtures because an excessive number of isolation transformers with open secondaries may damage the regulators and/or increase the current above its normal value. Secure, identify, and place any above ground temporary wiring in conduit to prevent electrocution and fire ignition sources.

1.) Temporarily Closed Runways: There will be no temporarily closed runways during the course of this project.
2.) Partially Closed Runways and Displaced Thresholds: There will be no partially closed runway during the course of this project.
3.) Temporarily Closed Taxiways: Deactivate the taxiway lighting circuit.

d.) Signs: To the extent possible, signs must be in conformance with AC 150/5345-44, Specifications for Runway and Taxiway Signs and AC 150/5340-18, Standard for Airport Sign Systems. At any time a sign does not serve its normal function, it must be covered or removed to prevent misdirecting pilots.

(15) Marking and Signs for Access Routes

Pavement markings and signs for construction personnel will conform to AC 150/5340-18 and, to the extent practicable, with the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) and/or State highway specifications.

(16) Hazard Marking and Lighting

Hazard Marking and Lighting prevents pilots from entering areas closed to aircraft, and prevents construction personnel from entering areas open to aircraft.

a.) Equipment:

1.) Barricades, including traffic cones, (weighted or sturdily attached to the surface) are acceptable methods used to identify and define the limits of construction and hazardous areas on the airport. The spacing of barricades must be such that a breach is physically preventable barring a deliberate act. For example, if barricades are intended to exclude vehicles, gaps between barricades must be smaller than the width of excluded vehicles, generally 4 ft.

2.) Lights must be red, either steady burning or flashing, and must meet the luminance requirements for the State Highway Department. Batteries powered lights will last longer if lights flash. Lights must be mounted on barricades and spaced no more than 10 ft. Lights must be operated between sunset and sunrise and during periods of low visibility whenever the airport is open for operations. They may be operated by photocell, but this may require the contractor to turn them on manually during periods of low visibility during daytime hours.

3.) Barricades are not permitted in any active safety area. Within a runway or taxiway object free area, and on aprons, use orange traffic cones, flashing or steady burning red lights as noted above, collapsible barricades marked with diagonal, alternating orange and white stripes and/or signs to separate all construction/maintenance areas from the movement area. Barricades shall be supplemented with alternating orange and white flags at least 20 by 20 inches square and securely fastened to prevent FOD. All barricades adjacent to any open runway or taxiway/taxilane safety area, or apron, must be as low as possible to the ground, and no more than 18 inches high, exclusive of supplementary lights and flags. Barricades must be of low mass; easily collapsible upon contact with an aircraft or any of its components; and weighted or sturdily attached to the surface to prevent displacement. The airport owns approximately 20 low profile barricades that the contractor may use, however lights/flags may need to be provided by the contractor.

4.) The contractor shall provide a person on call 24 hours a day for emergency maintenance of airport hazard lighting and barricades. The contractor must file the contact person's information with the airport operator. Lighting should be checked for proper operation frequently.

(17) Protection of Runway and Taxiway Safety Areas

Runway Safety Areas (RSA), Taxiway Safety Areas (TSA), Obstacle Free Zones (OFZ), Object Free Areas (OFA), and approach surfaces must be protected during construction, and are shown on the plan sheets. Protection of these areas includes limitations on the locations and height of equipment and stockpiled material. See the plan sheets of the CSPP for locations and dimensions of the protected areas.

a.) Runway Safety Area (RSA) & Taxiway Safety Area (TSA): A runway safety area is the defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. A taxiway safety area is a defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway. Construction activities within the existing RSA & TSA are subject to the following conditions:

1.) No construction may occur within the existing RSA or TSA while the corresponding runway or taxiway is open for aircraft operations.

2.) Open trenches or excavations are not permitted within the RSA or TSA while the corresponding runway or taxiway is open. If possible, backfill trenches before the runway or taxiway is opened. If the runway or taxiway must be opened before the excavations are backfilled, cover the excavations appropriately. Covering for open trenches must allow safe operation of the heaviest aircraft operating on the runway or taxiway across the trench without damage to the aircraft. Construction contractors must prominently mark open trenches and excavations at the site with red or orange flags, as approved by the airport operator, and light them with red lights during hours of restricted visibility or darkness.

3.) Soil erosion must be controlled to maintain RSA and TSA standards. The RSA and TSA must be cleared and graded and have no potentially hazardous ruts, humps, depressions, or other surface variations, and capable, under dry conditions of supporting the occasional passage of aircraft without causing structural damage to the aircraft.

b.) Runway Object Free Area (ROFA): Construction, including excavations, may be permitted in the ROFA. However, equipment must be removed from the ROFA when not in use, and material should not be stockpiled in the ROFA if not necessary.

c.) Taxiway Object Free Area (TOFA): Unlike the Runway Object Free Area, aircraft wings regularly penetrate the taxiway object free area during normal operations. Thus, the restrictions are more stringent. Except as noted below, no construction may occur within the TOFA while the taxiway is open for aircraft operations.

1.) Construction activity may be accomplished within the TOFA subject to the following restrictions:

i. Appropriate NOTAMs are issued.

ii. Marking and lighting meeting the provisions of the CSPP are implemented.

iii. Five foot clearance is maintained between equipment and materials and any part of an aircraft (includes wingtip overhang). In these situations, flaggers must be used to direct construction equipment, and wing walkers will be necessary to guide aircraft. Wing walkers should be airline/aviation personnel rather than construction workers.

d.) Obstacle Free Zone (OFZ): In general, personnel, material and/or equipment may not penetrate the OFZ while the runway is open for aircraft operations. If a penetration to the OFZ is necessary, it may be possible to continue aircraft operations through operational restrictions.

e.) Runway Approach/Departure Areas and Clearways: All personnel, materials, and/or equipment must remain clear of the applicable threshold siting surfaces as shown on the plan sheets of the CSPP. Objects that do not penetrate these surfaces may still be obstructions to air navigation.

(18) Other Limitations on Construction

a.) Prohibitions: No use of tall equipment (cranes, concrete pumps, etc.) unless a 7460-1 determination letter is issued for such equipment. No use of open flame welding or torches unless fire safety precautions are provided and the airport operator has approved their use. No use of electrical blasting caps is allowed on or within 1,000 ft. of the airport property. No use of flare pots is allowed within the AOA.

b.) Restrictions: Construction suspension may be required during specific airport operations. The airport operator will notify the contractor and engineer if this is required.

REVISIONS			
NO.	REMARK	DATE	BY
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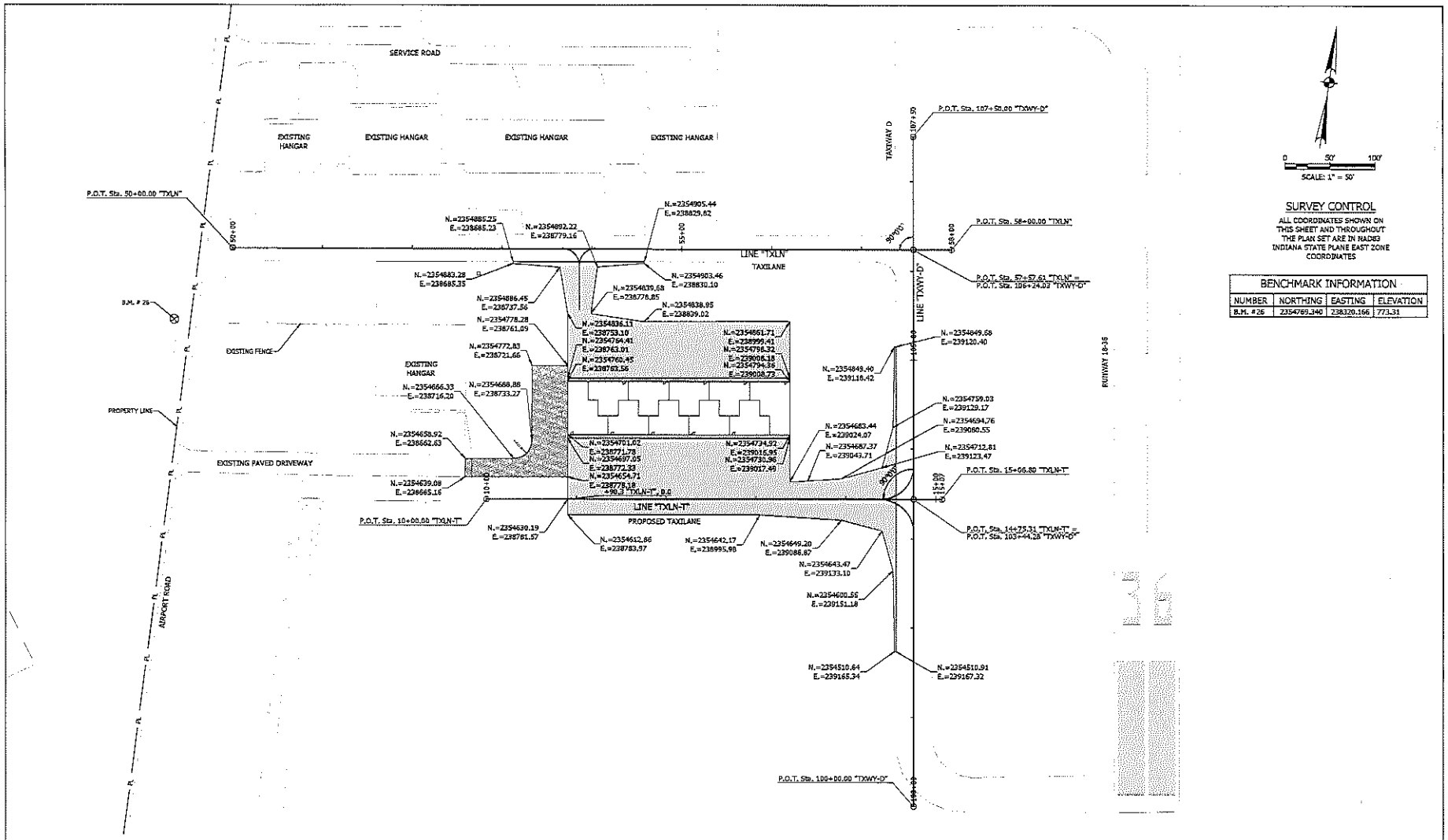
RECOMMENDED FOR APPROVAL: DESIGN ENGINEER DATE
DESIGNED: CPO DRAWN: CPO
CHECKED: JJY CHECKED: JAF

ELKHART MUNICIPAL AIRPORT
10-UNIT T-HANGAR AND TAXILANE
CONSTRUCTION SAFETY PHASING NOTES
ELKHART INDIANA

Headquarters: 8450 WESTFIELD BLVD. SUITE 300, INDIANAPOLIS, IN 46240-8302, TEL 317-713-4615, FAX 317-713-4616, www.bfsengr.com
Branch Locations: FORT WAYNE 260-459-1502; LOUISVILLE 502-583-1996; LAFAYETTE 765-423-9602; MORRISVILLE 219-769-2333; PLAINFIELD 317-839-3242

HORIZONTAL SCALE N/A
VERTICAL SCALE N/A
SHEET 04 OF 17
PROJECT
BFS NO. 6939



0 50' 100'
SCALE: 1" = 50'

SURVEY CONTROL

ALL COORDINATES SHOWN ON THIS SHEET AND THROUGHOUT THE PLAN SET ARE IN NAD83 INDIANA STATE PLANE EAST ZONE COORDINATES

BENCHMARK INFORMATION			
NUMBER	NORTHING	EASTING	ELEVATION
B.M. #26	2354769.340	238320.166	773.31

REVISIONS			
NO.	REMARK	DATE	BY
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5			

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CPO DRAWN: CPO
CHECKED: JJY CHECKED: JAF

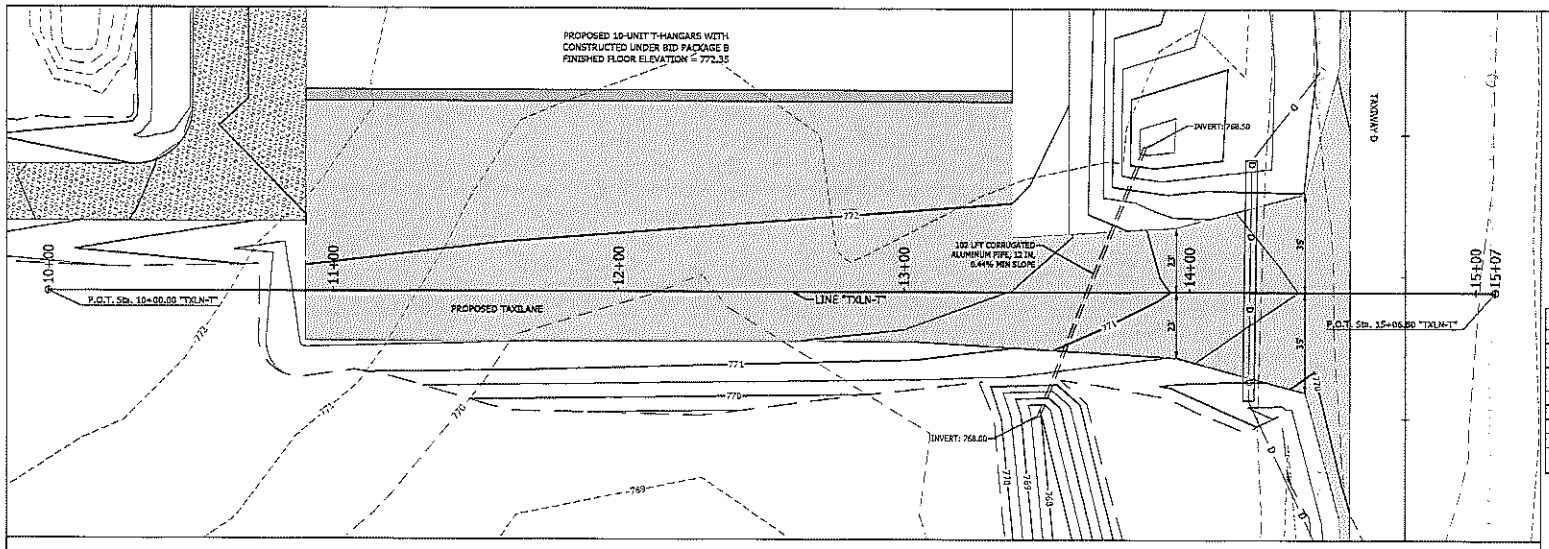
Headquarters: 8400 WESTFIELD BLVD., SUITE 300 INDIANAPOLIS, IN. 46240-2302 TEL 317-713-4616 FAX 317-713-4616 www.BESengineers.com

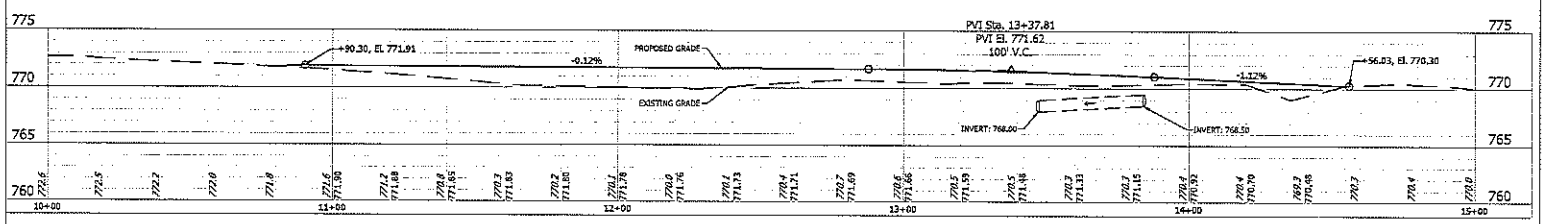
Branch Locations: Fort Wayne, Lafayette, Louisville, Plainfield, Bloomington, Indianapolis

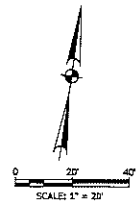
ELKHART MUNICIPAL AIRPORT
10-UNIT T-HANGAR AND TAXILANE
ELKHART — ALIGNMENT PLAN — INDIANA

HORIZONTAL SCALE: 1" = 50'
VERTICAL SCALE: N/A
SHEET 05 OF 17
PROJECT

BES NO. 6019







LEGEND

DESCRIPTION	EXISTING	NEW
HANGAR APRON AND TAXILANE HMA PAVEMENT		
PERIMETER ROAD HMA PAVEMENT		
ELECTRICAL CABLE	C	D
CONTOURS	567	567
STORM SEWER		
STORM STRUCTURES		
CONCRETE APRON TRANSISTION 4 FT.		

NOTES:

1. APPROXIMATE LOCATIONS OF KNOWN UTILITIES AND CABLES ARE SHOWN. LOCATION OF ALL SURFACE FEATURES, UNDERGROUND UTILITIES, AND STRUCTURES ARE APPROXIMATE AND OBTAINED FROM RECORD DOCUMENTS PROVIDED BY ELKHART AND THE UTILITY AGENCIES SUPPLEMENTED WITH FIELD SURVEY. DEPTHS ARE NOT KNOWN.

2. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN EXCAVATION IN AREAS OF EXISTING UTILITIES. THE CONTRACTOR SHALL HAVE EXISTING UTILITIES LOCATED AND MARKED IN ADVANCE OF EXCAVATION IN ALL AREAS. ANY DAMAGE DONE TO FUNCTIONING UTILITIES SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR AT HIS/HER OWN EXPENSE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE LOCATION OF EXISTING UTILITIES WITH ELKHART AND INDIANA 811 1-800-382-5544.

REVISIONS

NO.	REMARK	DATE	BY
1			
2			
3			
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5			

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CPO DRAWN: CPO

CHECKED: JJV CHECKED: JAF

Neuqua Location
9800 WESTERN AVE, SUITE 300
DOWNERS GROVE, IL 60540-5302
TEL 317-713-4615
FAX 317-713-4616
www.BF&S.com

BF&S
Engineers • Surveyors • Planners

Branch Locations
FORT WAYNE 260-436-1520
LOUISVILLE 502-365-1905
LAFAYETTE 765-423-5662
MERRILLVILLE 219-769-2332
PLAINFIELD 317-839-1845

ELKHART MUNICIPAL AIRPORT
10-UNIT T-HANGAR AND TAXILANE

ELKHART PLAN AND PROFILE - LINE "TXLN-T" INDIANA

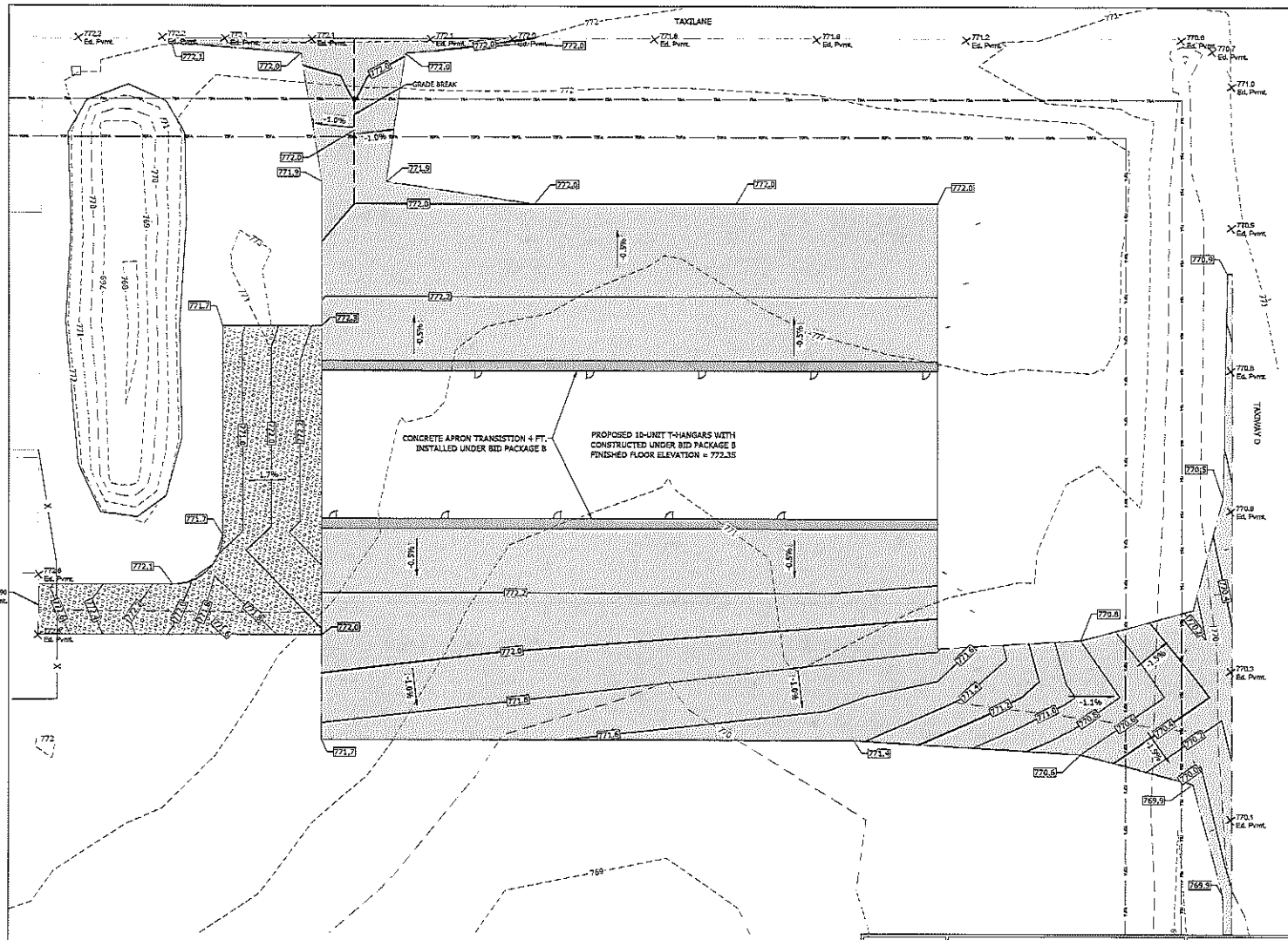
HORIZONTAL SCALE 1" = 20'

VERTICAL SCALE 1" = 5'

SHEET 06 OF 17

PROJECT

WPS NO. 8599



SCALE: 1" = 20'

LEGEND		
DESCRIPTION	EXISTING	NEW
CONTOURS	573.0	573.0
EDGE OF PAVEMENT		
SPOT ELEVATION	770.00 Ed. Pvmt.	770.10
FENCE	X	

NOTES:

1. APPROXIMATE LOCATIONS OF KNOWN UTILITIES AND CABLES ARE SHOWN. LOCATION OF ALL SURFACE FEATURES, UNDERGROUND UTILITIES, AND STRUCTURES ARE APPROXIMATE AND OBTAINED FROM RECORD DOCUMENTS PROVIDED BY ELKHART MUNICIPAL AIRPORT AND THE UTILITY AGENCIES SUPPLEMENTED WITH FIELD SURVEY. DEPTHS ARE NOT KNOWN.
2. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN EXCAVATION IN AREAS OF EXISTING UTILITIES. THE CONTRACTOR SHALL HAVE EXISTING UTILITIES LOCATED AND MARKED IN ADVANCE OF EXCAVATION IN ALL AREAS. ANY DAMAGE DONE TO FUNCTIONING UTILITIES SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR AT HIS/HER OWN EXPENSE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE LOCATION OF EXISTING UTILITIES WITH ELKHART MUNICIPAL AIRPORT AND INDIANA 811 1-800-382-5544.
3. THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE OFF ALL HARD SURFACES.

REVISIONS			
NO.	REMARK	DATE	BY
1			
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RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CPO DRAWN: CPO
CHECKED: JDY CHECKED: JAF

ELKHART MUNICIPAL AIRPORT
10-UNIT T-HANGAR AND TAXILANE

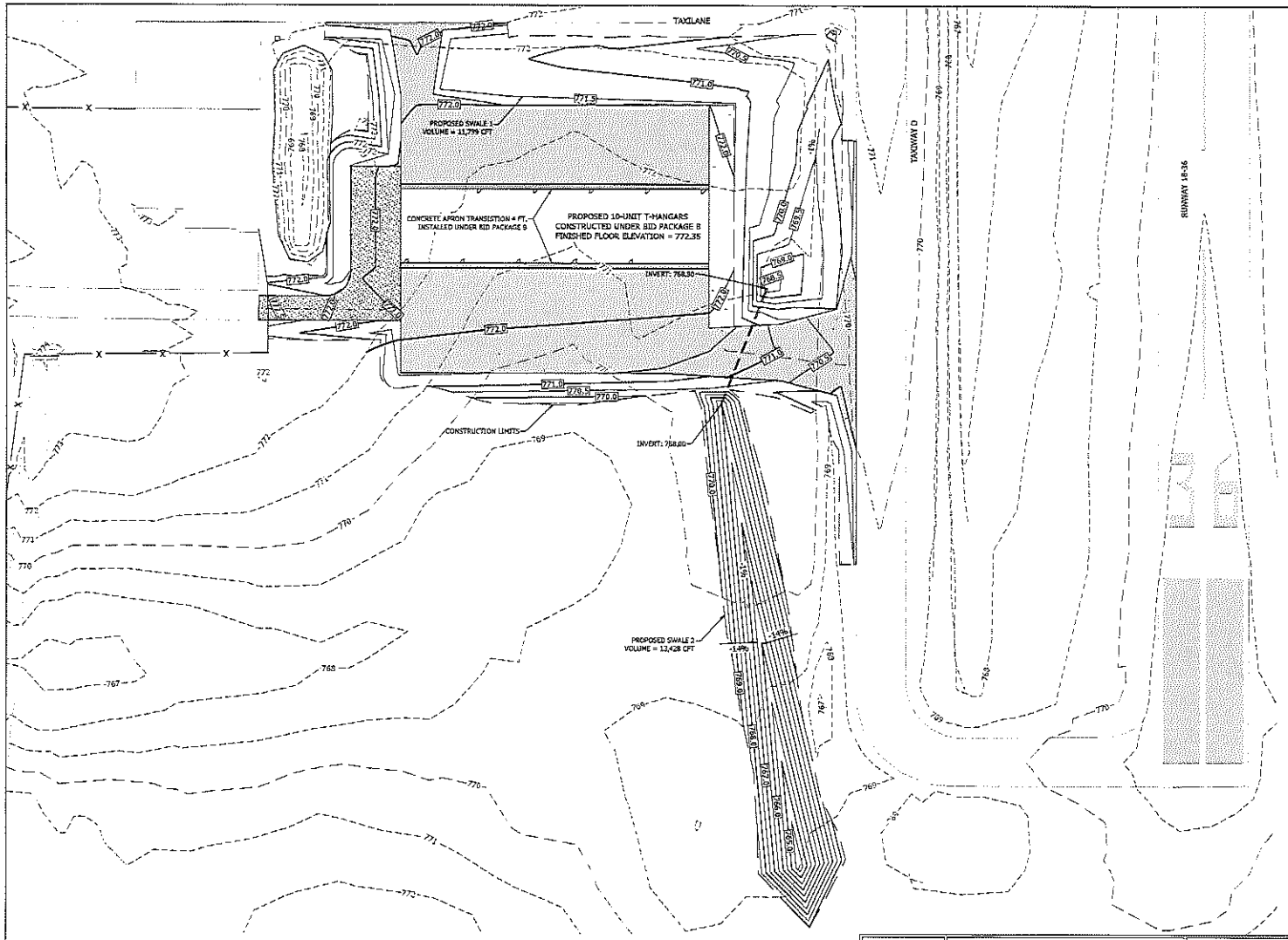
ELKHART **PAVEMENT GRADING PLAN** INDIANA

Headquarters: 8800 MOSER'S SQ BLVD, SUITE 200, FORT WAYNE, IN 46845-8362, TEL 317-637-2612, FAX 317-637-2614, www.BF&Assoc.com

Branch Locations: FORT WAYNE 260-436-1337; KENDALLVILLE 302-333-1998; LAFAYETTE 765-423-5662; MORTELLVILLE 219-759-2532; PLAINFIELD 317-838-3545

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: N/A
SHEET 07 OF 17
PROJECT

BF&A NO. 6010



0 40' 80'
SCALE: 1" = 40'

LEGEND		
DESCRIPTION	EXISTING	NEW
CONTOURS	573.0	573.0
EDGE OF PAVEMENT		
FENCE	X	

NOTES:

1. APPROXIMATE LOCATIONS OF KNOWN UTILITIES AND CABLES ARE SHOWN. LOCATION OF ALL SURFACE FEATURES, UNDERGROUND UTILITIES, AND STRUCTURES ARE APPROXIMATE AND OBTAINED FROM RECORD DOCUMENTS PROVIDED BY ELKHART MUNICIPAL AIRPORT AND THE UTILITY AGENCIES SUPPLEMENTED WITH FIELD SURVEY. DEPTHS ARE NOT KNOWN.
2. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN EXCAVATION IN AREAS OF EXISTING UTILITIES. THE CONTRACTOR SHALL HAVE EXISTING UTILITIES LOCATED AND MARKED IN ADVANCE OF EXCAVATION IN ALL AREAS. ANY DAMAGE DONE TO FUNCTIONING UTILITIES SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR AT HIS/HER OWN EXPENSE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE LOCATION OF EXISTING UTILITIES WITH ELKHART MUNICIPAL AIRPORT AND INDIANA 811 1-800-382-5544.
3. RETENTION SWALES SHALL BE CONSTRUCTED WITH A SOIL MIX OF 50% SAND/50% TOPSOIL AND WITH MINIMAL COMPACTION TO FACILITATE PERCOLATION.

STORAGE CALCULATIONS

FROM CITY OF ELKHART STANDARD SPECIFICATIONS FOR CONSTRUCTION-2019 SECTION 2.1

V = C * I * A

V = VOLUME TO BE RETAINED (CUBIC FEET)
C = RUNOFF COEFFICIENT (AS USED IN THE RATIONAL METHOD)
I = RAINFALL DEPTH (FT)
A = AREA (SQUARE FEET)

DEVELOPED AREA
PERVIOUS/GREEN AREA
V (PER) = 0.3 * 0.25 * 71,617 SFT
V (PER) = 5,371 CFT

IMPERVIOUS/HARD SURFACE
N HANGAR APRON PAVEMENT = 19,676 SFT
S HANGAR APRON PAVEMENT/TAXILANE = 29,613 SFT
N BUILDING ROOF = 7,425 SFT
S BUILDING ROOF = 7,425 SFT
PARKING LOT/ACCESS DRIVE = 6,535 SFT
EAST VEHICLE DRIVE = 3,598 SFT
TOTAL = 74,262 SFT
V (IMP) = 0.9 * 0.25 * 74,262 SFT
V (IMP) = 16,709 CFT

V (REQUIRED) = V (PER) + V (IMP)
V (REQUIRED) = 5,371 CFT + 16,709 CFT
V (REQUIRED) = 22,080 CFT

V(SWALE 1) = 11,799 CFT
V(SWALE 2) = 13,428 CFT
V(TOTAL) = 11,799 CFT + 13,428 CFT
V(TOTAL) = 25,227 CFT

V(TOTAL) > V (REQUIRED)

REVISIONS			
NO.	REMARK	DATE	BY
1			
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RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: CPO DRAWN: CPO
CHECKED: JIY CHECKED: JAF

Bose McKinney & Evans LLP
8888 KEYSTONE CROSSING, SUITE 300
INDIANAPOLIS, IN 46240-6302
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FAX 317-573-8616
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BF&S
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Consulting Engineers

Branch Locations:
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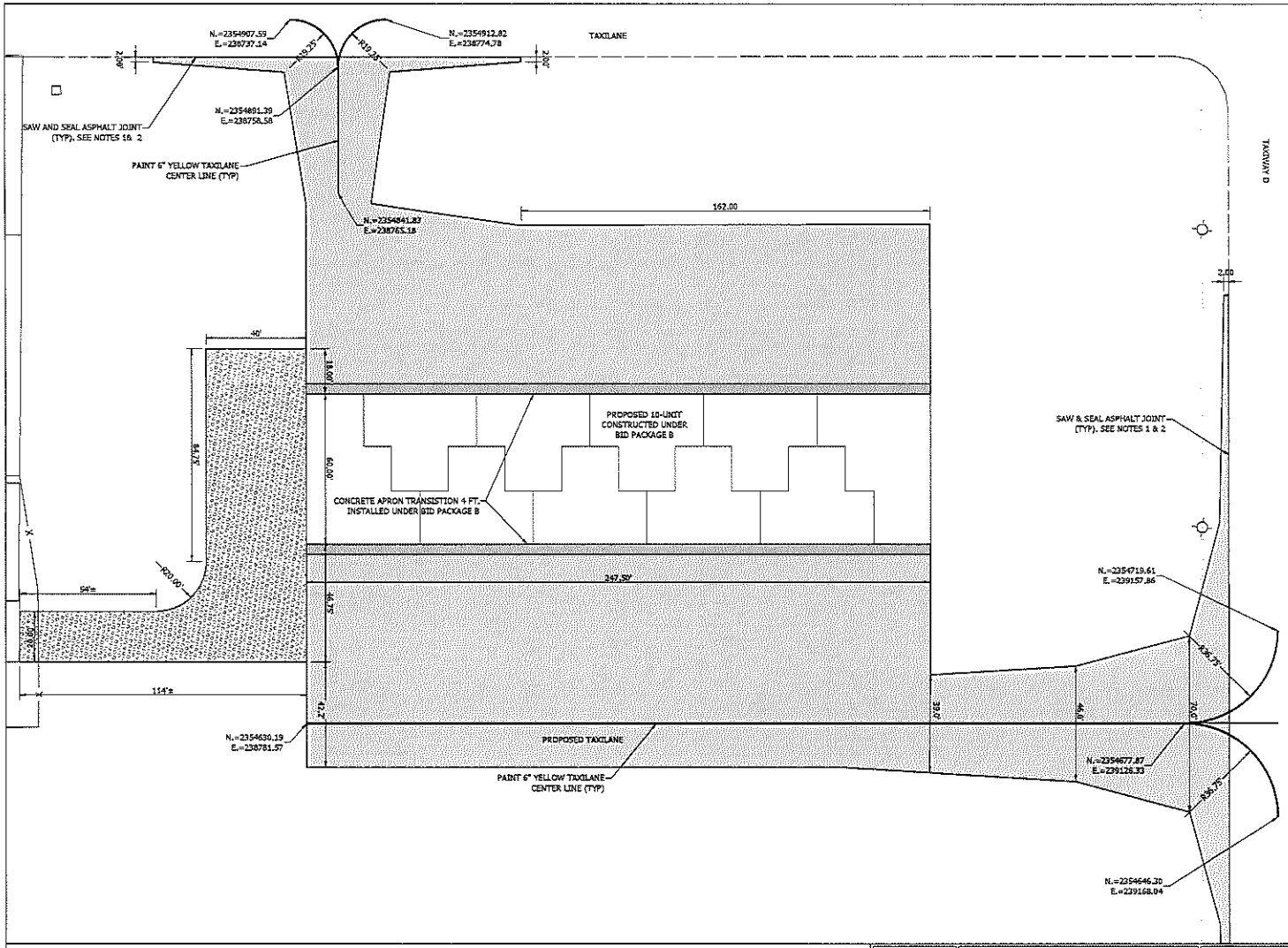
LEBANON 765-483-1696
LAFAYETTE 765-423-3667
MORRISVILLE 812-768-5333
PLAINFIELD 317-838-3545

ELKHART MUNICIPAL AIRPORT
10-UNIT T-HANGAR AND TAXILANE
ELKHART SITE GRADING PLAN INDIANA

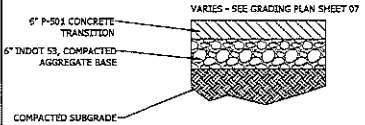
HORIZONTAL SCALE 1" = 40'
VERTICAL SCALE N/A
SHEET 08 OF 17
PROJECT

BFS NO. 6799



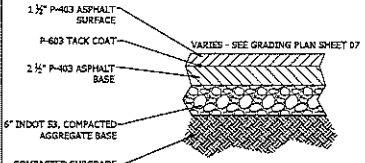
LEGEND

DESCRIPTION	
HANGAR APRON AND TAXILANE HMA PAVEMENT	
PERIMETER ROAD HMA PAVEMENT	
EDGE OF PAVEMENT	
FENCE	X



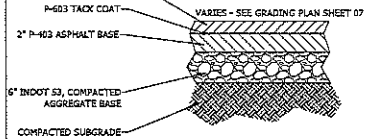
CONCRETE APRON TRANSISTION 4 FT.

NOT TO SCALE



TAXILANE SECTION DETAL

NOT TO SCALE



PERIMETER ROAD SECTION DETAL

NOT TO SCALE

NOTES

1. CONTRACTOR SHALL MAKE A STRAIGHT SAWCUT 6 INCHES FROM EXISTING EDGE OF PAVEMENT AND REMOVE EXISTING ASPHALT. CONTRACTOR SHALL PAVE UP TO SAWCUT EDGE.
2. WHERE NEW ASPHALT PAVEMENT JOINS EXISTING ASPHALT PAVEMENT, JOINT SHALL BE NOT SEALED IN ACCORDANCE WITH P-605.
3. PAVEMENT MARKINGS SHALL BE PLACED NO SOONER THAN 30 DAYS AFTER SURFACE ASPHALT IS PAVED.

REVISIONS			
NO.	REMARK	DATE	BY
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RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: CPO DRAWN: CPO

CHECKED: ZJY CHECKED: JAF

Headquarters
9100 KEYSTONE BLVD., SUITE 300
INDIANAPOLIS, IN 46240-2302
TEL 317-713-4002
FAX 317-713-4016
www.BK&Co.com

Branch Locations
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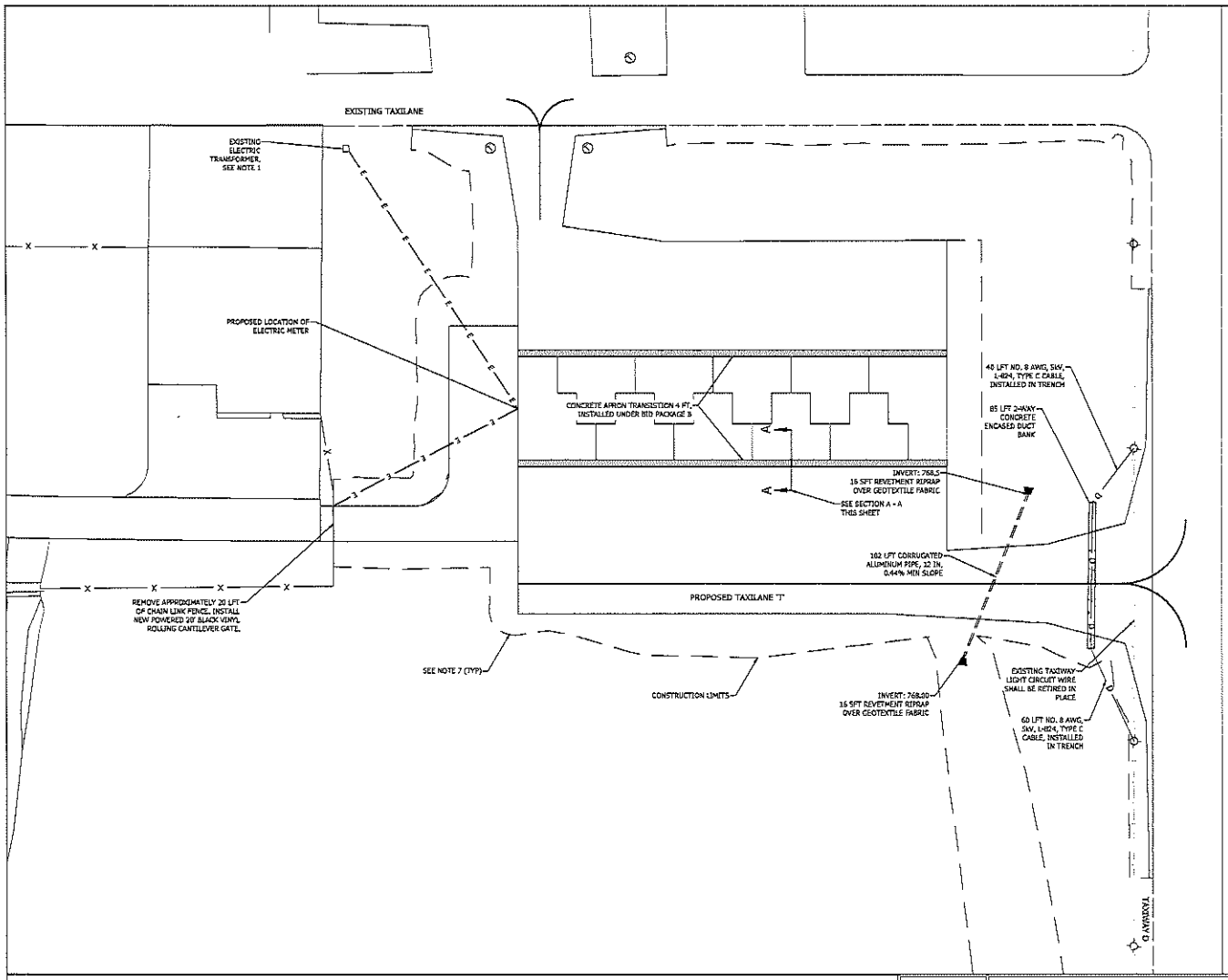
LOUISVILLE 502-583-1004
LAFAYETTE 765-423-5605
HOBART 219-769-1333
PLAINFIELD 317-839-2242

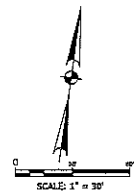
ELKHART MUNICIPAL AIRPORT
10-UNIT THANGAR AND TAXILANE

ELKHART — SITE PLAN — INDIANA

HORIZONTAL SCALE	
1" = 20'	
VERTICAL SCALE	
N/A	
SHEET	
09 OF 17	
PROJECT	

BK&S JOB NO. 8019





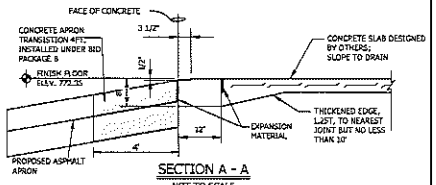
LEGEND		
DESCRIPTION	EXISTING	NEW
FENCE	X	
ELECTRICAL CABLE	E	E
TAXIWAY 'D' CABLE	D	D
STORM SEWER		
TAXIWAY EDGE LIGHT		

NOTES

1. NEW POWER SERVICE IS EXPECTED TO COME FROM THE EXISTING TRANSFORMER SHOWN. CONTRACTOR SHALL COORDINATE WITH THE AIRPORT AND POWER COMPANY TO ESTABLISH NEW ELECTRIC POWER SERVICE FOR T-HANGARS AND NEW POWERED GATE.
2. NEW BURIED ELECTRIC LINES ARE SHOWN FOR GENERAL LOCATING PURPOSES ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY LOCATION OF NEW POWER METER AND POWERED GATE OPERATOR. IT IS EXPECTED THAT THE BURIED ELECTRIC FROM THE TRANSFORMER TO THE METER BE INSTALLED BY THE POWER COMPANY, AND THE BURIED ELECTRIC TO THE NEW POWERED GATE OPERATOR BE INSTALLED BY THE CONTRACTOR.
3. CONTRACTOR SHALL COORDINATE EXACT LOCATION OF NEW POWERED GATE KEYPAD WITH AIRPORT. NEW POWERED GATE SHALL HAVE THE ABILITY TO BE REMOTE CONTROLLED WITH SYSTEM ALREADY IN PLACE AT THE AIRPORT.
4. CONTRACTOR SHALL FIELD VERIFY LOCATION OF DIRECT BURIED TAXIWAY 'D' LIGHT CIRCUIT. CONTRACTOR SHALL INSTALL NEW AVIATION LIGHTING CABLE BETWEEN EXISTING EDGE LIGHT FIXTURES. NEW CABLE SHALL BE SPLICED TO EXISTING CIRCUIT PER THE DETAILS ON SHEET 15.
5. CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN EXCAVATING AND WORKING IN AREAS OF EXISTING UTILITIES. EXISTING UTILITIES SHALL BE LOCATED AND MARKED IN ADVANCE OF EXCAVATION IN ALL AREAS. ANY DAMAGE DONE TO FUNCTIONING UTILITIES SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR AT HIS/HER OWN EXPENSE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE LOCATION OF EXISTING UTILITIES WITH AIRPORT PERSONNEL AND INDIANA 811.

ALL AIRFIELD ELECTRICAL SHALL BE FUNCTIONING AT THE END OF EACH WORK DAY.

6. CONTRACTOR SHALL COORDINATE WITH AIRPORT EXACT LOCATIONS OF SOLAR POWERED TAXIWAY EDGE LIGHTS.
7. NO NEW WATER, SANITARY SEWER, OR PLUMBING WILL OCCUR ON SITE. ALL WATER AND SANITARY SEWER CONSTRUCTION MUST BE PERMITTED AND INSPECTED BY PUBLIC WORKS AND UTILITIES THROUGH THE EXCAVATION PERMIT PROCESS.
8. ALL STORMWATER IMPROVEMENTS MUST BE PERMITTED, INSPECTED, AND ACCEPTED THROUGH THE SWPPP PROCESS.
9. NO IRRIGATION LINES WILL BE INSTALLED AS PART OF THIS PROJECT.



SECTION A - A
NOT TO SCALE

REVISIONS			
NO.	REMARK	DATE	BY
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RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

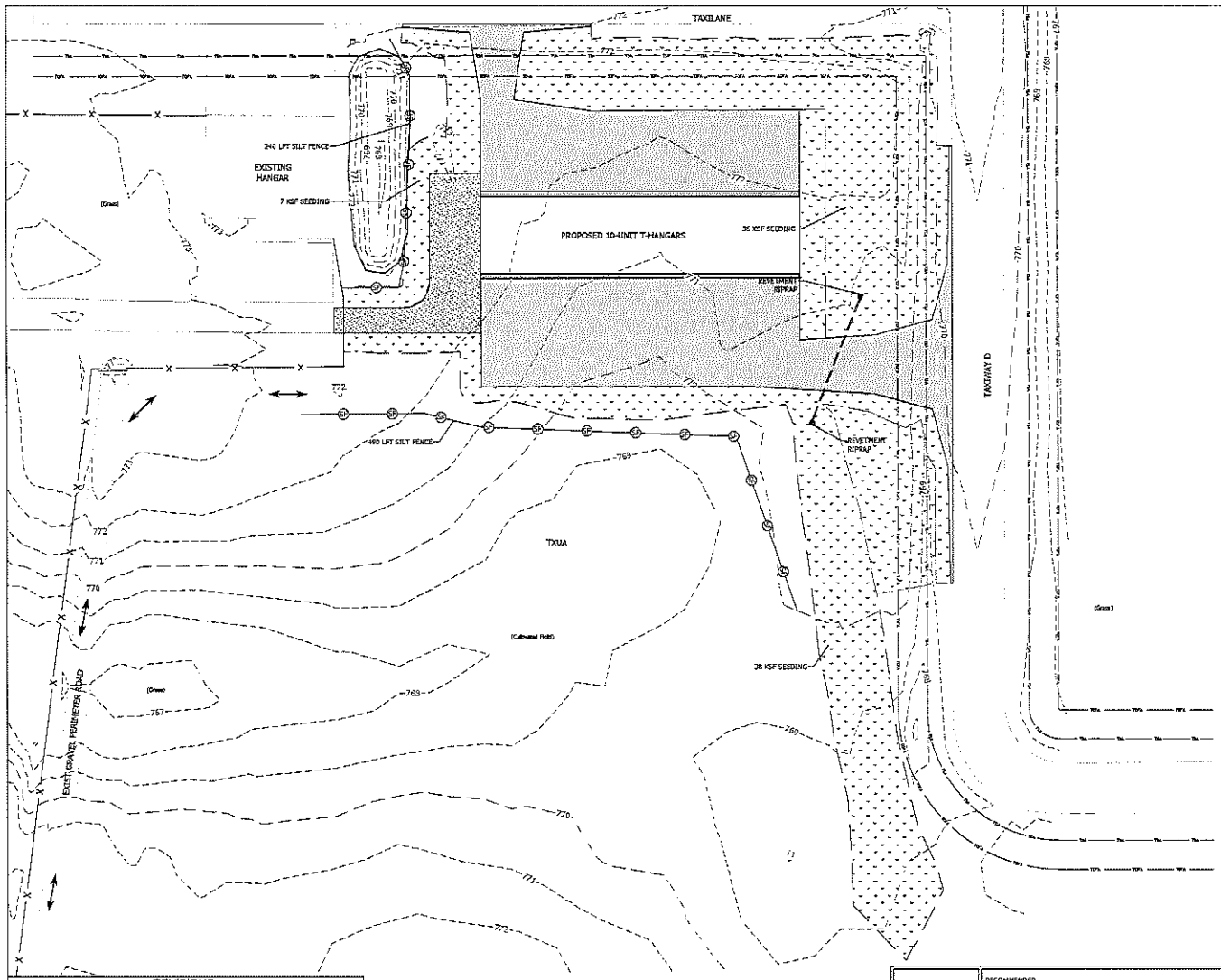
DESIGNED: CPO DRAWN: CPO
CHECKED: JJY CHECKED: JAF

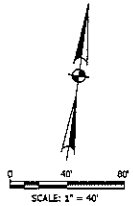
ELKHART MUNICIPAL AIRPORT
10-UNIT T-HANGAR AND TAXILANE
ELKHART UTILITY PLAN INDIANA

Headquarters: 9465 WESTFIELD BLVD., SUITE 300, INDIANAPOLIS, IN. 46240-2592, TEL 317-713-4670, FAX 317-713-4619, www.BF&Sengr.com
Branch Locations: FORT WAYNE, LOUISVILLE, LAFAYETTE, MORRISVILLE, PLAINFIELD
260-459-1638, 502-365-1919, 765-423-5627, 219-756-2333, 317-839-3343

HORIZONTAL SCALE: 1" = 30'
VERTICAL SCALE: N/A
SHEET 10 OF 17
PROJECT

BFS NO. 6319





LEGEND	
DESCRIPTION	SYMBOL
HAUL ROUTE	
PROPOSED STORM SEWER	
CONSTRUCTION LIMITS	
SILT FENCE	
EXIST. VEGETATION COVER	(Grass)
PERMANENT SEEDING (ALL DISTURBED AREA IN CONST. LIMITS)	
SOIL TYPE, TXUA TYNER LOAMY SAND, 0 TO 1 PERCENT SLOPES	

NOTES:

1. APPROXIMATE LOCATIONS OF KNOWN UTILITIES AND CABLES ARE SHOWN. LOCATION OF ALL SURFACE FEATURES, UNDERGROUND UTILITIES, AND STRUCTURES ARE APPROXIMATE AND OBTAINED FROM RECORD DOCUMENTS PROVIDED BY ELKHART AIRPORT AND THE UTILITY AGENCIES SUPPLEMENTED WITH FIELD SURVEY. DEPTHS ARE NOT KNOWN.
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3. TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED AT THE COMPLETION OF THE PROJECT AT NO ADDITIONAL COST. SEDIMENT/EROSION CONTROL SHALL BE MAINTAINED THROUGHOUT THE PROJECT.
4. CONSTRUCTION ENTRANCE, STAGING AREA, AND CONCRETE WASHOUT AREA SHOWN ON SHEET 03 - CONSTRUCTION SAFETY PHASING PLAN - OVERALL.

REVISIONS			
NO.	REMARK	DATE	BY
1			
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RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CPO DRAWN: CPO

CHECKED: JJY CHECKED: JAF

ELKHART MUNICIPAL AIRPORT
10-UNIT T-HANGAR AND TAXILANE

ELKHART — EROSION CONTROL PLAN — INDIANA

Prepared by:
BRAUN INTERTEC CORPORATION
9100 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-2302
TEL 317-713-4660
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www.BICorp.com

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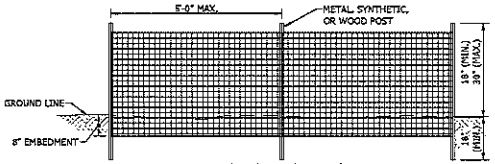
LAFAYETTE 765-423-5402
MORRISVILLE 317-831-7250
PLAINFIELD 317-839-8475

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: N/A
SHEET 11 OF 17
PROJECT

BIS I.D. 6199



UNSUPPORTED SILT FENCE

NOTES:

INSTALLATION:
SILT FENCE IS NOT RECOMMENDED FOR USE AS A DIVERSION AND SHOULD NOT BE USED ACROSS A STREAM, CHANNEL, DITCH, SWALE, OR ANYWHERE THAT CONCENTRATED FLOW IS ANTICIPATED.

LAY OUT THE LOCATION OF THE FENCE SO THAT IT IS PARALLEL TO THE CONTOUR OF THE SLOPE AND AT LEAST 10 FEET BEYOND THE TOE OF THE SLOPE TO PROVIDE A SEDIMENT STORAGE AREA. TURN THE ENDS OF THE FENCE UP SLOPE SUCH THAT THE POINT OF CONTACT BETWEEN THE GROUND AND THE BOTTOM OF THE FENCE END TERMINATES AT A HIGHER ELEVATION THAN THE TOP OF THE FENCE AT ITS LOWEST POINT

ALONG THE ENTIRE FENCE LINE, DIG AN 8 INCH DEEP FLAT BOTTOMED OR V-SHAPED TRENCH. PLACE FENCE ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.

MAINTENANCE:
INSPECT THE SILT FENCE WEEKLY AND AFTER EACH STORM EVENT.

IF FENCE FABRIC TEARS, STARTS TO DECOMPOSE, OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE THE AFFECTED PORTION IMMEDIATELY.

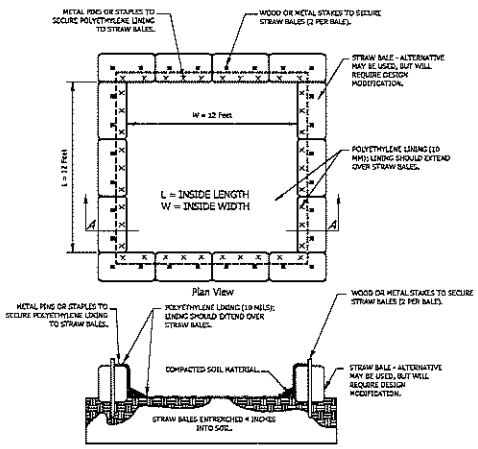
REMOVE DEPOSITED SEDIMENT WHEN IT REACHES HALF THE HEIGHT OF THE FENCE AT ITS LOWEST POINT OR IS CAUSING THE FABRIC TO BULGE.

TAKE CARE TO AVOID UNDERMINING THE FENCE DURING CLEAN OUT.

AFTER THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED, REMOVE THE FENCE AND SEDIMENT DEPOSITS, BRING THE DISTURBED AREA TO GRADE, AND STABILIZE.

SILT FENCE (SEDIMENT FENCE) DETAIL

Scale: None



CONCRETE WASHOUT - ABOVE GRADE

Scale: No Scale

PERMANENT SEEDING:
THE FOLLOWING TABLE IS FOR GENERAL SEEDING INFORMATION ONLY. CONSULT THE INDIANA STORM WATER QUALITY MANUAL FOR ADDITIONAL RECOMMENDATIONS RELATING TO STEEP BANKS AND CUTS, HIGH MAINTENANCE AREAS, AND CHANNELS AND AREAS OF CONCENTRATED FLOW.

SEEDS:
40 PERCENT KENTUCKY BLUEGRASS
40 PERCENT CREEPING RED FESCUE
20 PERCENT ANNUAL RYE GRASS

FERTILIZER:
COMMERCIAL FERTILIZER (12-12-12)

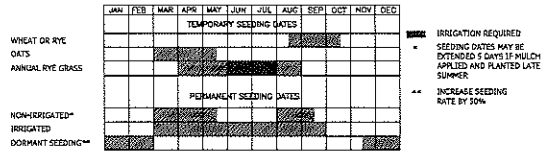
STRAW:
CLEAN AND FREE OF WEED SEEDS

SPREAD FERTILIZER UNIFORMLY OVER FINISH GRADED SURFACES AND TOPSOIL AT A RATE OF 20 POUNDS PER 1,000 SQUARE FEET. THOROUGHLY DISK, HARROW, OR RAKE FERTILIZER INTO SOIL TO DEPTH NOT LESS THAN 2 INCHES.

DISTRIBUTE SEED MIX SAME DAY AS FERTILIZER IS APPLIED. SPREAD EVENLY AT A RATE OF 3 POUNDS PER 1,000 SQUARE FEET. RAKE LIGHTLY AND COMPACT AREAS WITH 100 POUND ROLLER TO ENSURE GOOD SEED-TO-SOIL CONTACT.

COVER AREAS WITH STRAW, HAY, WOOD FIBER, OR OTHER MULCHING MATERIAL EVENLY SPREAD AT A RATE OF 2 TONS PER ACRE IMMEDIATELY AFTER SEEDING. ANCHOR MULCHING MATERIAL TO PREVENT REMOVAL BY WIND OR WATER OR COVER WITH MANUFACTURED EROSION CONTROL BLANKETS. WATER AREAS WITH FINE SPRAY. DO NOT FLOOD OR CREATE WASHES. PROTECT SEEDED AREAS FROM EROSION. CONTINUE WATERING OF THESE AREAS ON A DAILY BASIS FOR THE REMAINDER OF THE CONSTRUCTION PERIOD. HOLD SLOPED AREAS STEEPER THAN 2 (HORIZONTAL) TO 1 (VERTICAL) WITH WIRE MESH OR STAKES AND WIRE.

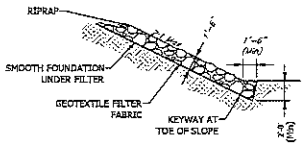
TEMPORARY SEEDING:
SEED MIXTURE "INDOT TYPE R" SHALL BE UTILIZED FOR TEMPORARY SEEDING. IT SHALL BE SPREAD EVENLY AT A RATE OF 205 LB/AC CONSISTING OF 100 LB/AC OF LOW ENDOPHYTE TALL FESCUE, 50 LB/AC OF TURF TYPE PERENNIAL RYEGRASS, 50 LB/AC OF CREEPING RED FESCUE, AND 5 LB/AC OF WHITE DUTCH CLOVER. THE APPLICATION METHODS FOR FERTILIZER AND MULCHING MATERIAL (STRAW, HAY, WOOD FIBER) SHALL BE IN ACCORDANCE WITH INDOT STANDARD SPECIFICATION 621.03. MULCHING MATERIAL SHALL BE ANCHORED TO PREVENT REMOVAL BY WIND OR WATER OR COVERED WITH MANUFACTURED EROSION CONTROL BLANKETS. SEE CHAPTER 7 OF THE INDIANA STORMWATER QUALITY MANUAL FOR ADDITIONAL TEMPORARY SEEDING RECOMMENDATIONS.



NOTES:

IF CONSTRUCTION ACTIVITIES TAKE PLACE DURING THE MONTHS OF NOVEMBER THROUGH FEBRUARY, USE DORMANT SEEDING PRACTICES IN PLACE OF TEMPORARY AND PERMANENT SEEDING PRACTICES.

SEE CHAPTER 7 OF THE INDIANA STORM WATER QUALITY MANUAL, FOR ADDITIONAL SEEDING RECOMMENDATIONS.



NOTES

INSTALLATION:
EXCAVATE ONLY DEEP ENOUGH FOR BOTH FILTER AND RIPRAP. COMPACT ANY FILL MATERIAL TO THE DENSITY OF THE SURROUNDING UNDISTURBED SOIL.

CUT A KEYWAY IN STABLE MATERIAL AT THE BASE OF THE SLOPE TO REINFORCE THE TOE; KEYWAY DEPTH SHOULD BE 1-6 TIMES THE DESIGN THICKNESS OF THE RIPRAP AND SHOULD EXTEND A HORIZONTAL DISTANCE EQUAL TO THE DESIGN THICKNESS.

PLACE GEOTEXTILE FABRIC ON THE SMOOTHED FOUNDATION, OVERLAPPING THE EDGES 12 INCHES MIN. SECURE WITH ANCHOR PINS SPACED EVERY 3 FEET ALONG THE OVERLAP.

IMMEDIATELY AFTER INSTALLING THE FILTER, ADD THE RIPRAP TO FULL THICKNESS IN ONE OPERATION. DO NOT DUMP THROUGH CHUTES OR USE ANY METHOD THAT CAUSES SEGREGATION OF ROCK SIZES OR THAT WILL DISLODGE OR DAMAGE THE UNDERLYING FILTER MATERIAL.

IF FABRIC IS DAMAGED, REMOVE THE RIPRAP AND REPAIR BY ADDING ANOTHER LAYER OF FABRIC, OVERLAPPING THE DAMAGED AREA BY 12 INCHES.

PLACE SMALLER ROCK IN VOIDS TO FORM A DENSE, UNIFORM, WELL GRADED MASS. BLEND THE ROCK SURFACE SMOOTHLY WITH THE SURROUNDING AREA TO ELIMINATE PROTRUSIONS OR OVER-FALLS.

INSPECT PERIODICALLY FOR DISPLACED ROCK MATERIAL, SLUMPING, AND EROSION AT EDGES, ESPECIALLY DOWNSTREAM OR DOWNSLOPE.

MAINTENANCE:
INSPECT PERIODICALLY FOR DISPLACED ROCK MATERIAL, SLUMPING AND EROSION AT EDGES, ESPECIALLY DOWNSTREAM OR DOWNSLOPE.

RIPRAP DETAIL

Scale: None

REVISIONS			
NO.	REMARK	DATE	BY
1			
2			
3			
4			
5			

RECOMMENDED FOR APPROVAL: _____ DIVISION ENGINEER DATE

DESIGNED: CPO DRAWN: CPO
CHECKED: JJY CHECKED: JAF

ELKHART MUNICIPAL AIRPORT
10-UNIT T-HANGAR AND TAXILANE
EROSION CONTROL DETAILS
ELKHART INDIANA

HEADQUARTERS
8450 MUSTANG BLVD., SUITE 300
INDIANAPOLIS, IN 46240-8362
TEL 317-713-4625
FAX 317-713-4668
www.BF&S.net.com
BRANCH LOCATIONS
FORT WAYNE 260-436-1530
LOUISVILLE 502-583-1906
LAFAYETTE 765-423-9657
MORRISVILLE 317-996-3333
PLAINFIELD 317-838-3242

HORIZONTAL SCALE
N/A
VERTICAL SCALE
N/A
SHEET
12 OF 17
PROJECT

BFS NO. 8599

Construction Stormwater General Permit (CSGP) Checklist - Section A:
Construction Plan Elements

A-1 Index Of The Location Of Required Plan Elements In The Construction Plan
See Plan Sheet 14

A-2 A Vicinity Map Depicting The Project Site Location In Relation To Recognizable Local Landmarks, Towns, And Major Roads
See Title Sheet 01

A-3 Narrative Of The Nature And Purpose Of The Project
This project consists of construction of a new 10 Unit T-Hangar Building, new taxilane construction, and new aprons to connect the T-Hangars to adjacent taxilanes and taxiway. The project site is located within the City of Elkhart in Oslo Township in Elkhart County, Indiana. More specifically, the site is located on the south/southeast side of the Elkhart Municipal Airport which is located on Airport Road in Elkhart, Indiana. The project site is located on the west side of Taxiway D directly south of the southernmost taxilane on the airfield.

A-4 Latitude And Longitude To The Nearest Fifteen (15) Seconds
41 deg., 42', 30" North 85 deg., 59', 60" West

A-5 Legal Description Of The Project Site
Part of the SE Quarter of Section 30, T 38 North, R 5 East, Osolo Township, Elkhart County, Indiana

A-6 11x17 Inch Plat With Building, Lots, Boundaries, Road Layout Names
See 05 - ALIGNMENT PLAN.

A-7 Boundaries Of The One Hundred (100) Year Floodplains, Floodway Fringes, And Floodways
No Floodplains, Floodways, Or Floodway Fringes Are Located Within The Project Limits.

A-8 Land Use Of All Adjacent Properties
Forested Land to the west, Commercial and Aviation use to the north and west, aviation use to the east and agricultural use to the south.

A-9 Identification Of U.S. EPA Approved Or Established Total Maximum Daily Load (TMDL)

TMDL Name	TMDL Pollutant
St. Joseph River (Lake Michigan)	Escherichia Coli (E. Coli)

A-10 Name(s) Of Receiving Water(s)
Stormwater will ultimately discharge to Christiana Creek and St. Joseph River (Lake Michigan) via subsurface infiltration.

A-11 Identification Of Discharges To A Water On The Current 303(d) List Of Impaired Waters And The Pollutant(s) For Which It Is Impaired
Ultimate discharge to Christiana Creek via subsurface infiltration, Assessment Unit ID: INJ01E3-01. Waterbody listed as 'Impaired' for Human Health & Wildlife. PCBs noted in Fish Tissue.

A-12 Soils Map Of The Predominant Soil Types
See The Attached Soils Map on Sheet 14. The predominant soil type is Tyner Loamy Sand, 0 to 1 % slopes

A-13 Identification And Location Of All Known Wetlands, Lakes And Watercourses On Or Adjacent To The Project Site
Wetlands Map is shown on Sheet 14.

A-14 Identification And Status Of Any Other State Or Federal Water Quality Permits Or Authorizations That Are Required For Construction Activities And The Expected Timeline If The Permits Have Not Been Obtained
No other water quality permits are needed for this project.

A-15 Identification And Delineation Of Existing Cover, Including Natural Buffers
The Project Is Located Mostly On Grassy Areas and Cultivated Crops.

A-16 Existing Topography At A Contour Interval Appropriate To Indicate Drainage Patterns
Existing site topography is shown on Sheet 08 of the plan set.

A-17 Location(s) Of Where Run-Off Enters The Project Site
Runoff enters the site from the north and west.

A-18 Location(s) Of Where Run-Off Discharges From The Project Site Prior To Land Disturbance
Runoff exits the project site to the south via subsurface infiltration and an existing drainage swale on the west side of Taxiway D.

A-19 Location Of All Existing Structures On The Project Site
There are no existing structures on the project site.

A-20 Location, Size, And Dimensions Of Features, Such As Existing Permanent Retention Or Detention Facilities, Including Manmade Wetlands, Designed For The Purpose Of Stormwater Management
There is a recently constructed retention pond on the west side of the project site approximately 12,400 CFT. There are two 12" pipes that drain into it from the west.

A-21 Locations Where Stormwater May Be Directly Discharged Into Ground Water, Such As Abandoned Wells, Sinkholes, Or Karst Features
Stormwater may be directly discharged into groundwater in drainage swales and retention areas due to the sandy soil that is on the project site.

A-22 Size Of The Project Area Expressed In Acres
3.35 Acres

CSGP Checklist - Section A: (Continued)

A-23 Total Expected Land Disturbance Expressed In Acres
3.35 Acres

A-24 Proposed Final Topography
See Site Grading Plan Sheet 08 For Existing and Proposed Contours.

A-25 Locations And Approximate Boundaries Of All Disturbed Areas
See Erosion Control Plan Sheet 11 for Construction Limits.

A-26 Location, Size, And Dimension Of All Stormwater Drainage Systems, Such As Culverts, Storm Sewers, And Conveyance Channels
Proposed stormwater systems are shown the Utility Plan Sheet 10.

A-27 Locations Of Specific Points Where Stormwater And Non-Stormwater Discharges Will Leave The Project Site
All stormwater is expected to remain on airport property. Stormwater is expected to leave the project site to the south and east. Stormwater will be retained on site in the retention areas shown on the Site Grading Plan Sheet 08.

A-28 Location Of All Proposed Site Improvements, Including Roads, Utilities, Lot Delineation And Identification, Proposed Structures, And Common Areas
Improvements Shall Be Contained on property within The Construction Limits as shown on various sheets of this plan set.

A-29 Location of All On-Site And Off-Site Soil Stockpiles And Borrow Areas
Proposed Borrow Or Disposal Sites Shall Be Identified By The Contractor Before The Material Is Excavated Or Disposed Of Within Or Outside The R/W In Accordance w/ INDOT Sections 203.08, 203.09, & 212. The Contractor Shall Comply w/Section 108.04 Of INDOT Standard Specifications.

A-30 Construction Support Activities That Are Expected To Be Part Of The Project
Construction Support Activities Including, But Not Limited To, Staging Areas And Material Storage Areas Are Expected To Be Part Of This Project. The Location Of Such Areas Are To Be Determined By The Engineer.

A-31 Location Of Any In-Stream Activities That Are Planned For The Project Including, But Not Limited To Stream Crossings And Pump Arounds
No in-stream activities are planned for this project.

CSGP Checklist - Section B:
Stormwater Pollution Prevention Plan - Erosion And Sediment Control/Project Site Management

B-1 Description Of Potential Pollutant Generating Sources And Pollutants Associated With Construction Activities
Potential pollutants are listed in section B-14.

B-2 Stable Construction Entrance Locations And Specifications (At All Points Of Ingress And Egress)
The Contractor Shall Utilize Existing Streets And Drives As Much As Possible For Construction Ingress And Egress. The Contractor shall utilize the existing gravel perimeter road inside the airport fence as their construction site entrance from their staging area. The Contractor Shall Keep Public Roads And Private Drives Clear And Remove All Dust, Dirt, And Debris As A Result Of Construction Activities. If a Temporary Construction Entrance becomes necessary, it shall Meet The Requirements Of The Construction Gravel Entrance As Shown On the Erosion Control Details Sheet 12.

B-3 Specifications For Temporary And Permanent Stabilization
Seeding Of Disturbed Areas Shall Be Implemented For All Disturbed Land Left Inactive For A Period Of Seven (7) Days. Permanent Seeding Shall Be Implemented For All Disturbed Land And Shall Occur Once Final Grading Has Been Completed. See The Plan & Profile Sheets & Erosion Control Details. See Item B-12 For Sequencing Information, And The Erosion Control Details Sheet 12 For Application Information For Seeding And Mulching.

B-4 Sediment Control Measures For Concentrated Flow Areas
Sediment Control Will Be Handled Via Riprap. See Erosion Control Plan Sheet 11 and Details Sheet 12.

B-5 Sediment Control Measures For Sheet Flow Areas
Sediment Control Will Be Handled Via Silt Fence And By Temporary & Permanent Seeding. See Erosion Control Sheet 11 And INDOT Standard Drawing E 205-TECD-11.

B-6 Run-off Control Measures (e.g., Diversions, Rock Check Dams, Swales, etc.)
Runoff Will Be Controlled if needed by Silt Fence, and Temporary Seeding. See Erosion Control Sheet 11 and INDOT Standard Drawings E 205-TECS.

B-7 Stormwater Outlet Protection Locations And Specifications
Stormwater Outlet Protection Will Be Handled Via Revetment Riprap as shown. See The Erosion Control Sheet 11 & Erosion Control Detail Sheet 12.

B-8 Grade Stabilization Structure Locations And Specifications
Grade Stabilization Structures are not planned for this project.

B-9 Dewatering Applications And Management Methods (Basin Outlet Measures, Flocculants, etc.)
Dewatering is not planned for this project.

B-10 Measures Utilized For Work Within Waterbodies (Crossings, Coffer Dams, etc.)
No work within waterbodies is planned for this project.

B-11 Maintenance Guidelines For Each Proposed Temporary Stormwater Quality Measure
The Contractor Shall Maintain All Water Quality Measures During Construction To Prevent Any Blockages From Accumulated Sediment. Monitoring Of The Protective Measures Shall Be Done On A Weekly Basis And Again Within 24 Hours Of Every Half-Inch Rain Event.

CSGP Checklist - Section B: (Continued)

B-11 (Continued)
Maintenance Shall Include A Written Record Of Each Inspection That Is Made Within 24 Hours Of A Rain Event And Weekly. Inspections shall also be submitted by the Contractor through the Elkhart County Electronic reporting system.

Silt Fence: (Per INDOT Standard Specification 205.07(b))
- A. Replace If Torn, Starts To Degrade, Or Becomes Ineffective In Anyway.
- B. Remove Sediment When It Reaches Half Of The Fence Height Taking Care Not To Undermine.

Riprap:
- A. Check For And Repair Any Adjacent Erosion.
- B. Repair Washed Out Areas.

Temporary Seeding:
- A. Monitor Until It Reaches 70% Coverage.
- B. Reseed As Needed.
- C. Install Additional Erosion Control To Help Establish Cover.

Check And Maintain Any Additional Erosion Control Measures As Needed In Accordance With INDOT Standard Specification 205.03.

B-12 Planned Construction Sequence Describing Stormwater Quality Measure Implementation Relative To Land Disturbing Activities
Preconstruction:
- A. Notify Project Owner
- B. Contact Indiana 811 To Verify The Location Of Any And All Underground Utilities.
- C. Exhibit CSGP Information At The Job Site. Contractor Shall Designate A Person Responsible For On-Site Inspections And For Providing This Stormwater Pollution Prevention Plan (SWP3) On-Site.
- D. Install Silt Fence.

Construction:
Erosion Control Plans Have Been Phased To Coincide With The Maintenance Of Traffic Plans.
Phase 1:
- A. Contractor Shall Construct Concrete Washouts. Contractor Shall Coordinate Location Of Concrete Washouts At The Direction Of The Engineer.
- B. Install Erosion Control Measures As Each New Item Of The Project Is Installed As Required Which May Include But Is Not Limited To Silt Fence, and Riprap.
- C. The Contractor Shall Coordinate With The Engineer or Owner On The Location Of The Following Construction Areas Prior To Implementation: Staging Areas, Material Storage Areas, & Fueling Stations.
- D. Temporary Seed Disturbed Areas If To Be Disturbed More Than Seven (7) Days.
- E. Excavate Retention Areas and Grade Swale to Drain.
- F. Permanent Seed south retention swale 2.

CSGP Checklist - Section B: (Continued)

B-12 (Continued)
Phase 2:
- F. Construct Building foundation and structure
- G. Construct Storm Sewer
- H. Grade Site Outside of Taxiway Object Free Area (TOFA).
- I. Construct Pavement up to intermediate layer of asphalt for north and south hangar aprons and taxilane outside of TOFA as shown.
- J. Construction new powered cantilever gate.

Phase 3:
- A. Construct entire pavement section inside TOFA to tie into taxilane.
- B. Pave surface asphalt lift for north hangar apron concurrently with all other pavement in this phase.

Phase 4:
- A. Construct entire pavement section of new taxilane 'T' to Tie into Taxiway D.
- B. Pave Surface asphalt for south hangar apron concurrently with all other pavement in this phase.
- C. Permanent Seed all disturbed areas.
- D. Once 70% coverage is achieved for seeding, erosion control measures may be removed as appropriate.

B-13 Provisions For Erosion And Sediment Control On Individual Building Lots Regulated Under This Project
N/A.

B-14 Material Handling And Spill Response Plan Meeting The Requirements In 327 IAC 2-6.1
Vehicle And Equipment Maintenance: Onsite Vehicle And Equipment Maintenance Should Only Be Used Where It Is Impractical To Send Vehicles And Equipment Offsite For Maintenance And Repair. If Maintenance Must Occur Onsite, The Area Where Repairs Are To Be Made Must Be Located Away From Drainage Courses. Drip Pans And/Or Absorbent Pads Should Be Used During Vehicle And Equipment Maintenance Work That Involves Fluids, Unless The Maintenance Work Is Performed Over An Impermeable Surface In A Dedicated Maintenance Area. Inspect Onsite Vehicles And Equipment Daily At Startup For Leaks, And Repair Immediately. Properly Dispose Of Used Oils, Fluids, Lubricants And Spill Cleanup Materials. Do Not Place Used Oil In A Dumpster Or Pour Into A Storm Drain Or Watercourse.

Vehicle Fueling: Onsite Vehicle And Equipment Fueling Should Only Be Used Where It Is Impractical To Send Vehicles And Equipment Offsite For Fueling. Drip Pans And Absorbent Pads Should Be Used During Vehicle And Equipment Fueling, Unless The Fueling Is Performed Over An Impermeable Surface In A Dedicated Fueling Area. Nozzles Used In Vehicle And Equipment Fueling Should Be Equipped With An Automatic Shutoff To Control Drips. Fueling Operations Should Not Be Left Unattended. Federal, State, And Local Requirements Should Be Observed For Any Stationary Above Ground Storage Tanks.

Alert Procedure For Spills: In The Event Of A Material Spill (Fuel, Oil, Fluids, Lubricants, Etc.), Barricade The Area Allowing No Vehicles To Enter Or Leave The Spill Zone. Notify The Indiana Department Of Environmental Management (IDEM), Office Of Emergency Response, By Calling The Appropriate Phone Number: Office 317-233-7745 Or Toll Free: 800-233-7745. Also, The National Response Center At 800-424-8802 And Provide The Following Information: Time Of Observation Of The Spill, Location Of The Spill, Identify Material Spilled, Probable Time And Source Of Spill, Weather Conditions, Personnel At Scene And Action Initiated By Personnel. Notify The Local Fire Department And Police Department. Coordinate And Monitor Cleanup Until The Situation Has Been Stabilized And The Spill Has Been Eliminated.

B-15 Material Handling And Storage Procedures Associated With Construction Activity Describing The Management And Disposal Of Construction Products And Waste, Including Concrete And Cementitous Washout Areas And Management Measures
Debris Collection: To Prevent Clogging Of The Storm Drainage System, Litter And Debris Removal From Drainage Grates, Trash, Rocks, And Ditch Lines Should Be A Priority. Construction Debris And Waste Should Be Removed From The Site Biweekly Or More Frequently As Needed. Construction Material Visible To The Public Should Be Stored In An Orderly Manner. Stormwater Runoff Should Be Prevented From Contacting Stored Solid Waste.

Concrete Washout: Per INDOT Standard Specifications 205.03(e), Perform Washout Of Concrete Trucks Offsite Or In Designated Areas Only. Straw Bale Washout Pits Will Not Be Allowed. Concrete Washout Wastewater May Either Be Recycled Back Into The Truck, Washed Out Into An Adequately Sized And Lined Roll Off Container Or Lined In-Ground Pit. An Approved Manufactured Product, Or Taken Back To The Batch Plant. Lining Shall Consist Of A Minimum Of One Sheet Of 10 Mil Plastic, Be Continuous With No Over Lapping, And Shall Be Free Of Breaks.

For On Site Washout: Per INDOT Standard Specifications 205.03(e), Locate Washout Area At Least Fifty (50) Feet From Storm Drains, Open Ditches Or Bodies Of Water; Do Not Allow Runoff From This Area By Constructing A Temporary Berm Or Holding Area Large Enough For Liquid And Solid Waste; Wash Out Wastes Into The Designated Area Where The Concrete Can Set And Be Broken Up And Then Disposed Of Properly.

REVISIONS			
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RECOMMENDED FOR APPROVAL: ______ DESIGN ENGINEER DATE

DESIGNED: CPD DRAWN: CPD
CHECKED: JJY CHECKED: JAF

ELKHART MUNICIPAL AIRPORT
10-UNIT T-HANGAR AND TAXILANE
EROSION CONTROL NOTES-1
ELKHART INDIANA

BF&S

HORIZONTAL SCALE N/A
VERTICAL SCALE N/A
SHEET 13 OF 17
PROJECT
BFS NO. 6939

CSGP Checklist - Section C:
Stormwater Pollution Prevention Plan - Post-Construction

C-1 Description Of Potential Pollutants And Their Sources Associated With The Proposed Land Use Trash, Gasoline, Jet Fuel, and Engine Oil. These pollutants will be kept in approved containers, vehicles, or aircraft.

C-2 Description Of Proposed Post Construction Stormwater Quality Measures.
Permanent Erosion Control Measure Will Be Used As Shown On Erosion Control Plan Sheet 11. Seed Will Be Used In All Disturbed Areas For Permanent Stormwater Quality Measures. Geotextiles Will Be Utilized Under Riprap At All Locations In Accordance w/INDOT Standard Specifications 616.11. Riprap Splash Pads Shall Be Constructed At Pipe Outlets As Shown On the Erosion Control Plan Sheet 11 In Accordance With INDOT 616.05.

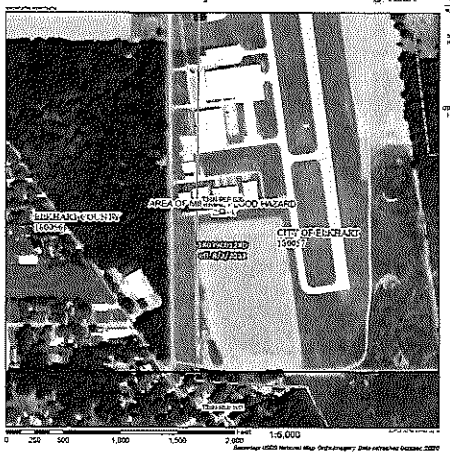
C-3 Location, Dimensions, Detail Specifications, And Construction Details Of All Post-Construction Stonwater Quality And Stormwater Management Measures Listed In C-2 Above
See Erosion Control Plan Sheet 11 & Erosion Control Details Sheet 12.

C-4 Sequence Describing Stormwater Quality Measure Implementation.
All Disturbed Ground Will Be Seeded And Stabilized Immediately After Grading Or When The Project Is Substantially Complete. Riprap Splash Pads And Geotextiles Shall Be Constructed As Soon As Outlet Structures Are Installed. See Erosion Control Plan Sheet 11 & Erosion Control Details Sheet 12.

C-5 Description Of Maintenance Guidelines For Post Construction Stormwater Quality Measures.
The Contractor Shall Ensure That Revegetated Areas Become Fully Established And Shall Water, Re-Seed And Re-Stabilize As Necessary. After project completion, the Owners Shall Clean Up Trash And Shall Perform Maintenance On The Storm Sewer System At Regularly Scheduled Intervals.

C-6 Entity That Will Be Responsible For Operation And Maintenance Of The Post-Construction System (If Known)
Elkhart Municipal Airport

National Flood Hazard Layer FIRMette



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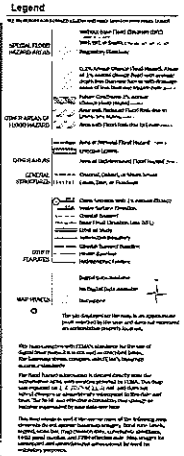
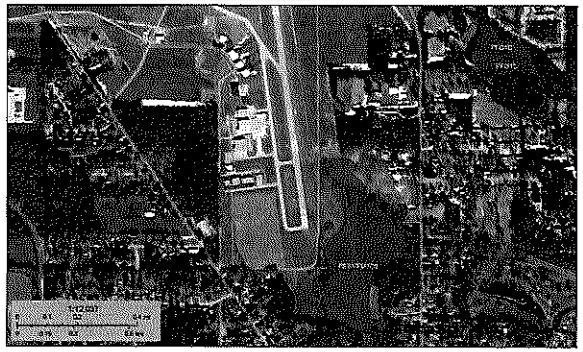


EROSION AND SEDIMENT CONTROL PLAN ELEMENTS		
ITEM NO.	DESIGNATION	SHEET NO.
A-1	STORMWATER POLLUTION PREVENTION PLAN INDEX	14
A-2	VICINITY MAP	01
A-3	PROJECT NARRATIVE	13
A-4	PROJECT LATITUDE AND LONGITUDE	13
A-5	LEGAL DESCRIPTION	13
A-6	11x17 INCH PLAT SHEETS	
A-7	BOUNDARIES OF 100-YEAR FLOODPLAINS, FLOODWAY FRINGES, AND FLOODWAYS	14
A-8	LAND USE OF ADJACENT PROPERTIES	13
A-9	IDENTIFICATION OF U.S. EPA APPROVED OR ESTABLISHED TMDL	13
A-10	NAME(S) OF RECEIVING WATER(S)	13
A-11	IDENTIFICATION OF DISCHARGES TO WATER ON 303(d) LIST	13
A-12	SOILS MAP	14
A-13	IDENTIFICATION AND LOCATION OF ALL KNOW WETLANDS, LAKES AND WATERCOURSES	13
A-14	IDENTIFICATION OF ANY OTHER STATE OR FEDERAL WATER QUALITY PERMITS	13
A-15	IDENTIFICATION AND DELINEATION OF EXISTING COVER	13
A-16	EXISTING SITE TOPOGRAPHY	08
A-17	LOCATION(S) WHERE RUN-OFF ENTERS PROJECT SITE	13
A-18	LOCATION(S) WHERE RUN-OFF DISCHARGES FROM PROJECT SITE PRIOR TO LAND DISTURBANCE	13
A-19	LOCATION OF ALL EXISTING STRUCTURES ON THE PROJECT SITE	08
A-20	EXISTING PERMANENT RETENTION OR DETENTION FACILITIES	
A-21	LOCATION(S) WHERE STORMWATER MAY BE DIRECTLY DISCHARGED INTO GROUND WATER	13
A-22	SIZE OF THE PROJECT AREA	13
A-23	TOTAL EXPECTED LAND DISTURBANCE	13
A-24	PROPOSED FINAL TOPOGRAPHY	08
A-25	LOCATIONS AND APPROXIMATE BOUNDARIES OF ALL DISTURBED AREAS	11
A-26	LOCATIONS, SIZE, AND DIMENSIONS OF ALL STORMWATER DRAINAGE SYSTEMS	10
A-27	LOCATIONS OF SPECIFIC POINTS WHERE DISCHARGE WILL LEAVE PROJECT SITE	13
A-28	LOCATION OF ALL PROPOSED SITE IMPROVEMENTS	07-10, 16
A-29	LOCATION OF ALL ON-SITE AND OFF-SITE SOIL STOCKPILES AND BORROW AREAS	13
A-30	CONSTRUCTION SUPPORT ACTIVITIES	08
A-31	LOCATION OF ANY IN-STREAM ACTIVITIES	N/A
B-1 - B-15	CONSTRUCTION COMPONENT	11-14
C-1 - C-6	POST-CONSTRUCTION COMPONENT	11,12,14

U.S. Fish and Wildlife Service
National Wetlands Inventory

Elkhart Airport 10-Unit T-Hangar

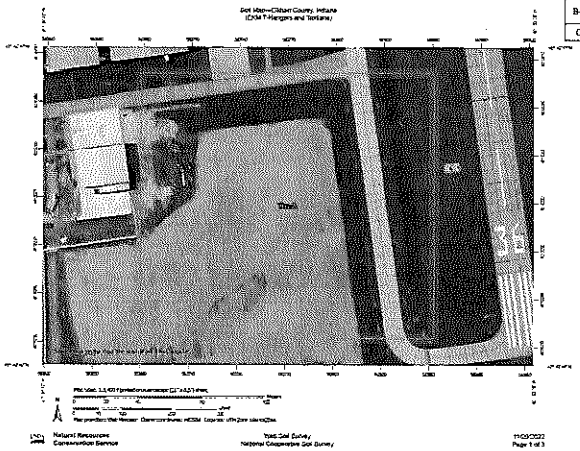


January 4, 2023

Wetlands
Estuarine and Marine Deepwater
Estuarine and Marine Wetland
Freshwater Emergent Wetland
Freshwater Forested/Shrub Wetland
Freshwater Pond
Lake
Other
Riverine

This map is for general informational purposes. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the We-Geode Mapper web site.

Wetlands National Inventory Update
The data was produced by the GIS Hub.



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RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

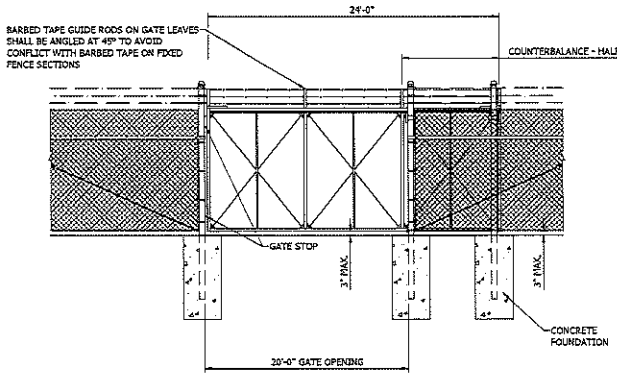
DESIGNED: CPO DRAWN: CPO
CHECKED: JDY CHECKED: JAF

ELKHART MUNICIPAL AIRPORT
10-UNIT T-HANGAR AND TAXILANE
EROSION CONTROL NOTES-2
ELKHART INDIANA

BF&S
Bernardi Heritage Associates

HORIZONTAL SCALE N/A
VERTICAL SCALE N/A
SHEET 14 OF 17
PROJECT

JOB NO. 6019

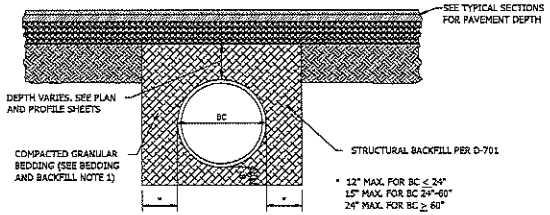


20' POWERED SINGLE ROLLING CANTILEVER GATE DETAIL

Scale: NOT TO SCALE

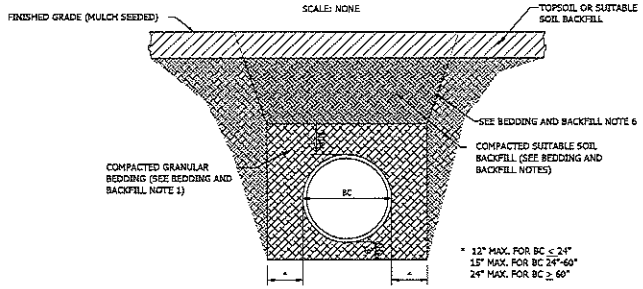
SLIDE GATE NOTES:

1. THE ELECTRICAL INSTALLATIONS, AS A MINIMUM, SHALL MEET THE NATIONAL ELECTRICAL CODE AS LOCAL REGULATIONS.
2. RIGID STEEL CONDUIT ABOVE GROUND SHALL BE USED THROUGHOUT THE INSTALLATION AND SHALL BE GALVANIZED.
3. ALL STEEL CONDUITS, FITTINGS, NUTS, BOLTS, ETC. SHALL BE SCHEDULE 40 AND GALVANIZED.
4. UNLESS OTHERWISE SHOWN ALL EXPOSED CONDUITS SHALL BE RUN PARALLEL TO OR AT RIGHT ANGLES WITH THE LINES OF THE STRUCTURE.
5. TAG BOTH ENDS OF ALL CONTROL CONDUCTORS TO IDENTIFY TERMINAL NUMBER AND CIRCUIT.
6. UNLESS OTHERWISE NOTED, ALL POWER SUPPLY, AND CIRCUIT CONDUCTORS SHALL BE SUNLIGHT RESISTANT TYPE UF AND SUITABLE FOR DIRECT BURY.
7. ALL POWER AND CONTROL CIRCUIT CONDUCTORS SHALL BE COPPER; ALUMINUM SHALL NOT BE ACCEPTED. THIS INCLUDES WIRES, CABLE, BUSSES, TERMINALS, SWITCH/PANEL COMPONENTS, ETC.
8. ALL UNDERGROUND CONDUITS SHALL BE PVC SCHEDULE 40. INSTALL AT LEAST 24" BELOW GRADE.
9. THE CONTRACTOR SHALL INSTALL TWO 6 INCH DIAMETER PIPE BOLLARDS ON EITHER SIDE OF THE ACCESS READER IF EXISTING BOLLARDS ARE NOT PRESENT. PIPE BOLLARDS SHALL BE FILLED WITH CONCRETE AND CAPPED WITH A YELLOW PVC COVER. PLACEMENT SHALL BE FIELD DIRECTED BY THE ENGINEER. BOLLARDS SHALL BE INCIDENTAL TO INSTALLATION OF GATE OPERATOR.
10. CONTRACTOR SHALL COORDINATE WITH AIRPORT FOR KEY PAD GATE CODES.



STORM SEWER BEDDING AND BACKFILL DETAIL UNDER PAVEMENT

SCALE: NONE



STORM SEWER BEDDING AND BACKFILL DETAIL IN TURF OR EARTH

SCALE: NONE

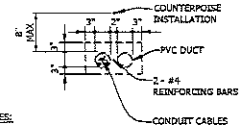
BEDDING AND BACKFILL NOTES

1. BEDDING SHALL CONSIST OF CLASS B BEDDING MINIMUM OF GRANULAR MATERIAL HAVING A THICKNESS OF AT LEAST 6" BELOW THE BOTTOM OF THE PIPE. THE BEDDING SHALL EXTEND UP AROUND THE PIPE FOR A VARIABLE DEPTH ABOVE THE OUTSIDE DIAMETER WHEN THE TOP OF CIRCULAR PIPE IS BELOW TOP OF TRENCH. THE BEDDING SHALL BE SHAPED TO FIT THE PIPE, AND SHALL HAVE RECESSES SHAPED TO RECEIVE THE BELL AND SPIGOT OF THE PIPE. THE GRANULAR BEDDING MATERIAL SHALL BE COMPACTED IN ACCORDANCE WITH THE BACKFILL COMPACTION REQUIREMENTS OF SPECIFICATION D-701.

   BACKFILL UNDER PROPOSED PAVED AREAS: TRENCHES SHALL BE BACKFILLED WITH GRANULAR MATERIAL TO THE PAVEMENT BASE.

   BACKFILL OUTSIDE PAVED AREAS: TRENCHES MAY BE BACKFILLED WITH SUITABLE SOIL OR GRANULAR EMBANKMENT MATERIAL, PROVIDED THAT SUCH PORTIONS OF THE TRENCH ARE SUFFICIENTLY WIDE TO ACCOMMODATE THE USE OF HEAVY COMPACTION EQUIPMENT, AND FURTHER PROVIDED THAT SUCH EQUIPMENT IS USED AND ALL REQUIREMENTS OF P-152 PERTAINING TO EMBANKMENT CONSTRUCTION ARE MET.

2. GRANULAR MATERIAL SHALL BE COMPACTED IN LAYERS NOT TO EXCEED 8" IN THICKNESS WITH MECHANICAL TAMPERS.
3. LIGHT WEIGHT DOZERS AND GRADERS MAY BE OPERATED OVER CULVERTS HAVING 2' OF COMPACTED COVER, BUT HEAVY EARTH MOVING AND HEAVY COMPACTION EQUIPMENT SHALL NOT BE OPERATED CLOSER THAN ONE PIPE DIAMETER ON EACH SIDE OF THE PIPE, OR 6', WHICHEVER IS LESS UNTIL A COVER OF 4' HAS BEEN PLACED AND PROPERLY COMPACTED OVER THE TOP OF THE PIPE.
4. THE COMPACTION REQUIRED FOR GRANULAR BACKFILL SHALL BE IN ACCORDANCE WITH SPECIFICATION D-701.
5. THE CONTRACTOR SHALL BENCH THE BEDDING 6" AT EACH LIFT WHEN CONSTRUCTING EMBANKMENT TO ENSURE PROPER COMPACTION.
6. SLOPE TRENCH WALLS 4' ABOVE TRENCH BOTTOM AS REQUIRED TO PREVENT SLIDES OR CAVE-INS UNLESS PROPER PRECAUTIONS, AS STIPULATED BY OSHA, ARE TAKEN. IF ADEQUATE TRENCH SLOPES ARE NOT PROVIDED, OR CANNOT BE PROVIDED, THEN THE USE OF SHEETING AND SHORING AND/OR A TRENCH BOX IS MANDATORY.
7. BEDDING AND BACKFILL MATERIAL, TRENCHING, WASTE DISPOSAL, DE-WATERING, INSTALLATION AND NECESSARY INCIDENTALS SHALL BE INCLUDED IN THE COST OF PIPE CONSTRUCTION.

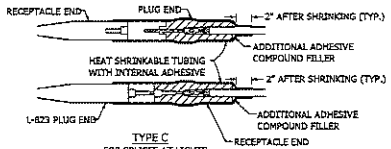


NOTES:

1. ALL OPEN CUT DUCTS UNDER PAVEMENT SHALL BE CONCRETE ENCASED WITHIN 15' OF PAVEMENT EDGE.
2. AT MINIMUM 1 DUCT SHALL BE LEFT EMPTY & SEALED, WITH A PULL CHORD FOR FUTURE USE.
3. HORIZONTAL BORING SHALL BE UTILIZED UNDER EXISTING PAVEMENTS.
4. WIRE CONDUITS SHALL CONTINUE THRU DUCT BANKS WHEN HANDHOLES ARE NOT UTILIZED.

CONCRETE ENCASED DUCT BANK DETAIL

Scale: NOT TO SCALE



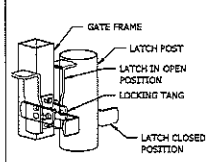
TYPE C
FOR SPLICES AT LIGHTS

NOTE:

1. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE
2. ALL SPLICE TYPES SHALL BE TYPE "C" MADE AT POINTS WHERE THE CIRCUIT IS CONNECTED TO AN ISOLATION TRANSFORMER. NO INTERMEDIATE SPLICES SHALL BE ALLOWED.
2. CONSIDERED INCIDENTAL TO PLACING CABLE AND NOT PAID FOR DIRECTLY.
3. HEAT SHRINK TUBING SHALL APPLY A WATER TIGHT CONNECTION TO L-823 CONNECTION & CONDUCTOR CABLE.
4. ALL TYPE C SPLICES SHALL INCLUDE ONE COMPLETE WRAP OF RUBBER TAPE UNDERNEATH ONE COMPLETE WRAP OF PLASTIC TAPE, AT LEAST 2" BEYOND THE CONNECTION OF THE 2 RECEPTACLE ENDS.

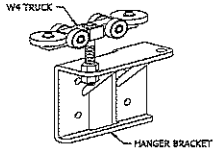
CABLE SPLICE DETAILS

Scale: NOT TO SCALE



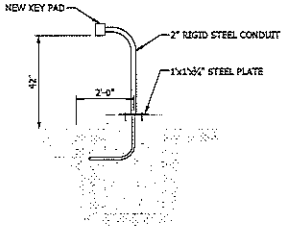
LATCH ASSEMBLY

Scale: NOT TO SCALE



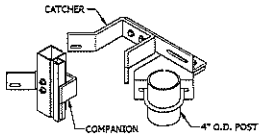
CANTILEVER GATE HANGER ASSEMBLY

Scale: NOT TO SCALE



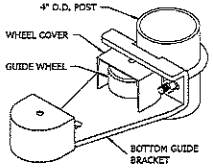
KEY PAD CONTROL UNIT

Scale: NOT TO SCALE



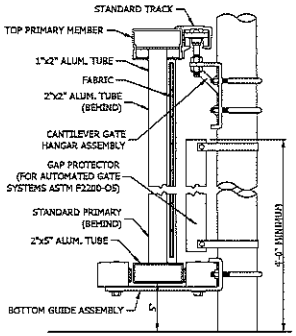
CATCH ASSEMBLY

Scale: NOT TO SCALE



CANTILEVER GATE BOTTOM GUIDE

Scale: NOT TO SCALE



CANTILEVER GATE ENLARGED SECTION

Scale: NOT TO SCALE

REVISIONS			
NO.	REMARK	DATE	BY
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RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: CPD DRAWN: CPD

CHECKED: JJV CHECKED: JAF

ELKHART MUNICIPAL AIRPORT
10-UNIT T-HANGAR AND TAXILANE
MISCELLANEOUS DETAILS
ELKHART INDIANA

Indianapolis
8250 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN 46240-6302
TEL 317-713-4620
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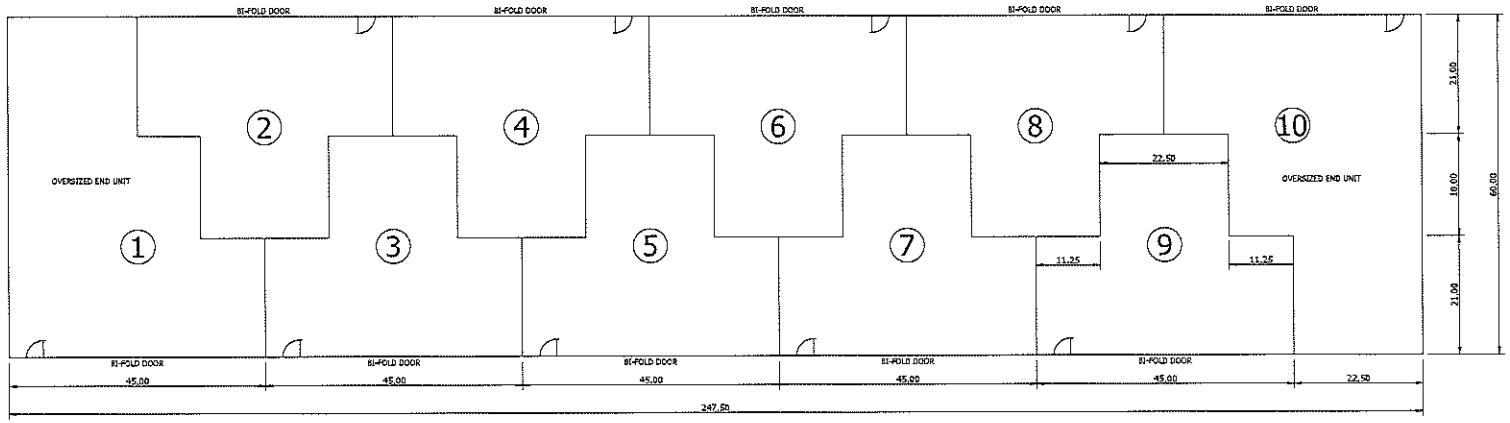
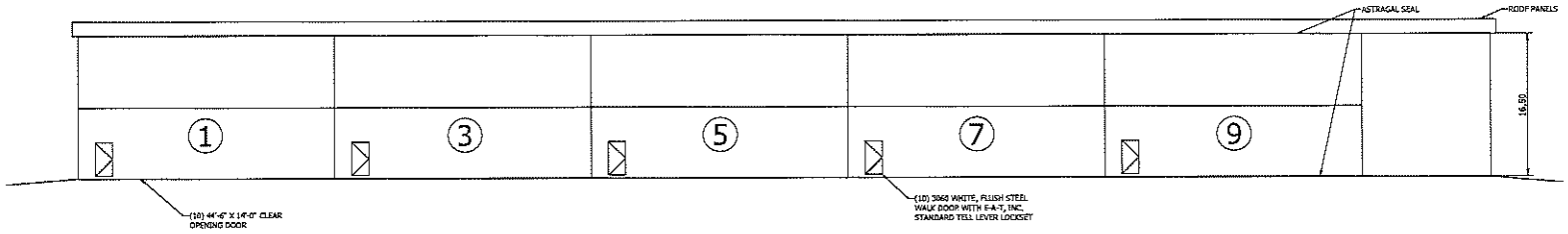
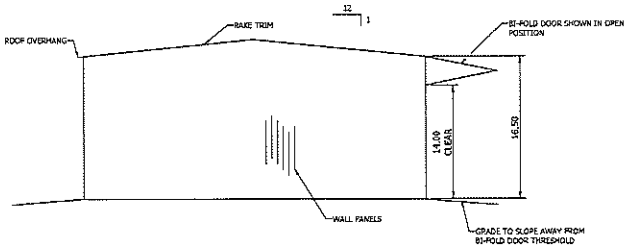
LINCOLN, IL 402-261-1998
LAFAYETTE 765-423-5402
MORRISVILLE 812-768-5331
MUNCIE 317-839-3348

HORIZONTAL SCALE N/A
VERTICAL SCALE N/A
SHEET 15 OF 17
PROJECT

BFS NO. 8199







SCOPING NOTES

1. ALL PRIMARY AND SECONDARY STEEL TO BE RED PRIMED. (INTENDED FOR SHORT TERM EXPOSURE ONLY)
2. LOCKSETS TO BE 'TELL' KEYED DIFFERENTLY AND MASTER KEYED. FIELD DRILL (2) 5/16" THRU HOLES FOR LOCKSET MOUNTING. DOOR LEAFS ARE SUPPLIED WITH A 2 1/8" BORE AND 1" THRU BOLT FOR CYLINDRICAL LOCKSET. BACKSET 2 3/4".
3. ROOF OVERHANG TO BE 10" FROM STEEL LINE.
4. EXTERIOR WALL PANELS AND TRIM COLORS TO BE DETERMINED BY OWNER.
5. WALK DOOR IN BI-FOLD DOORS, SIDE AND END WALLS WHERE APPLICABLE, TO BE FLUSH AND WHITE IN COLOR. (PER MANUFACTURED STANDARD)
6. BI-FOLD DOOR PUSH BUTTON OPERATORS MONETARY PRESSURE 'DOOR DOWN' AND 'DOOR UP'.
7. BI-FOLD DOOR EQUIPPED WITH SAFETY INTERLOCK SWITCHES AND MANUAL CAMLOCKS.
8. EACH BI-FOLD DOOR IS PROVIDED WITH A 'COLD WEATHER' PACKAGE WHICH INCLUDES BOTTOM, CENTER, TOP RUBBER ASTRAGAL AND JAMB SEALS.
9. EACH BI-FOLD DOOR IS EQUIPPED WITH SELF-UNLATCHING HARDWARE.

REVISIONS

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DESIGNED: CPO DRAWN: CPO
CHECKED: JIY CHECKED: JAF

ELKHART MUNICIPAL AIRPORT
10-UNIT T-HANGAR AND TAXILANE
ELKHART BUILDING FLOOR PLAN INDIANA

Headquarters: 8900 NORTHEAST BLVD., SUITE 300 INDIANAPOLIS, IN 46240-6321 TEL 317-713-4615 FAX 317-713-4616 www.BT&Scorp.com

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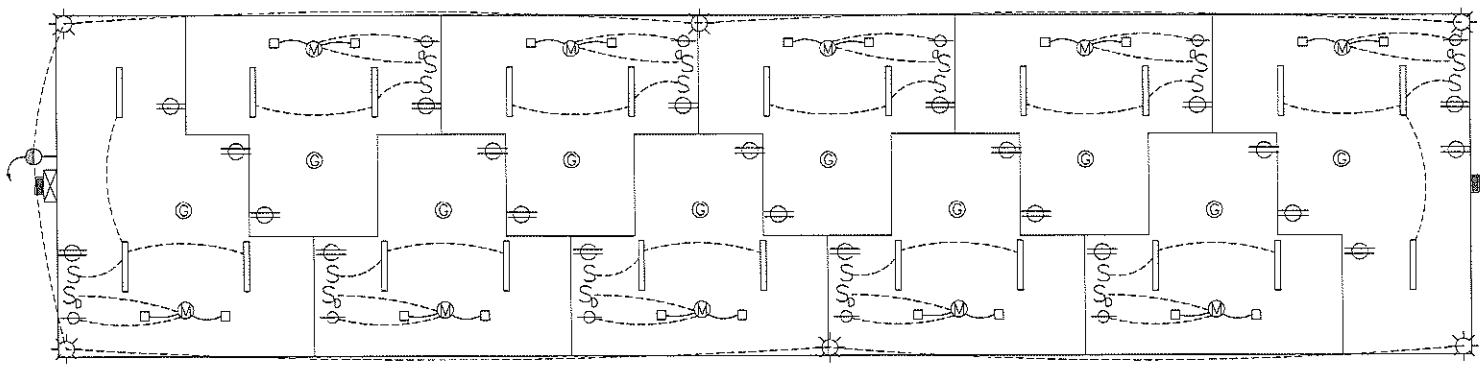
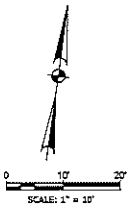
HORIZONTAL SCALE: N/A
VERTICAL SCALE: N/A
SHEET 16 OF 17
PROJECT

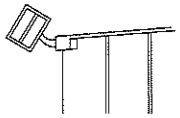
B/S NO. 4199





LEGEND

- DISTRIBUTION PANEL - 200 AMP SERVICE 2 POLE MAIN C/B 120V/240V WITH SAFETY SWITCH
- S — LIGHT SWITCH, 20 AMP @ 120V, CLASS I DIVISION 2
- LED LIGHTING FIXTURE
- DUPLEX RECEPTACLE, 20 AMP @ 120V, CLASS I DIVISION 2
- BUILDING MOUNTED FLOOD LIGHT FIXTURE WITH BUILT IN PHOTO CELL. SEE DETAIL
- M — DOOR OPERATOR MOTOR - 1 PHASE - 240V - TO BE SIZED BY SUPPLIER
- S_D — BIFOLD DOOR DRUM SWITCH - MOUNTED ON PARTITION WALL 1'-6" FROM DOOR, CLASS I DIVISION 2
- RECEPTACLE, 20 AMP @ 120V - FOR EMERGENCY POWER DISCONNECT. MOUNT NEXT TO DRUM SWITCH.
- G — IN-FLOOR GROUNDING RECEPTACLE, FLUSH WITH FLOOR. ROBBINS #5816 OR APPROVED EQUAL. PROVIDE 3/4" GROUND ROD DRIVEN 10' INTO SOIL
- ENDWALL MOUNTED WALL PACK LIGHT FIXTURE



ENDWALL FLOOD LIGHT MOUNTING DETAIL

NOT TO SCALE

SCOPING NOTES:

1. THE ELECTRICAL LAYOUT HAS BEEN CONCEPTUALLY PROVIDED IN THESE PLANS AND SPECIFICATIONS. ANY INFORMATION REQUIRED FOR THE FINAL DESIGN IS THE RESPONSIBILITY OF THE CONTRACTOR AND ITS DESIGN ENGINEER/ARCHITECT. THE CONTRACTOR SHALL EMPLOY AN ARCHITECT OR ENGINEER TO PREPARE ALL NECESSARY CONTRACT DESIGN CALCULATIONS, DOCUMENTS, AND WORKING DRAWINGS AND OBTAIN ALL STATE AND LOCAL BUILDING PERMITS PERTAINING TO THE WORK. THE CONTRACTORS ARCHITECT/ENGINEER SHALL CERTIFY TO THE CONFORMANCE WITH THE DATA PROVIDED AND ALL PERTINENT LOCAL, STATE AND FEDERAL STATUTES, CODES, REGULATIONS, ORDINANCES, AND ALL OTHER GENERALLY ACCEPTED PROFESSIONAL AND INDUSTRY STANDARDS, SPECIFICATIONS, AND GUIDELINES IN THE DEVELOPMENT OF A HANGAR.
2. DOOR OPERATOR MOTOR, M BIFOLD DOOR DRUM SWITCH, S_D AND 2 LIMIT SWITCHES ARE FURNISHED BY HANGAR MANUFACTURER. ALL OTHER ELECTRICAL EQUIPMENT (INCLUDING MOTOR OVERLOAD PROTECTION) TO BE SUPPLIED BY LOCAL ELECTRICIAN.
3. ALL WORK TO BE IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE, LATEST EDITION, AND MEET ALL APPLICABLE LOCAL CODES. REFERENCE ALSO NEC ARTICLE 513 AND NFPA 409.
4. NO LIGHT FIXTURES SHALL BE LOWER THAN THE UNITS DOOR CLEAR OPENING HEIGHT.
5. ALL ELECTRICAL DEVICES, BOXES, WIRING, CONDUIT, ETC. SHALL BE MORE THAN 18" A.F.F.
6. ALL WIRING SHALL BE INSTALLED IN RIGID CONDUIT.
7. ALL LIGHTS, RECEPTACLES, SWITCHES, DEVICES, WIRING, ETC. WITHIN 5' HORIZONTALLY AND LESS THAN 5' VERTICALLY ABOVE THE AIRCRAFT SHALL BE CLASS I, DIVISION 2 RATED (EXPLOSION PROOF) REF. NEC 513.
8. MAX. 80' CIRCUIT LENGTH w/#12 WIRE. CIRCUITS ABOVE THIS LENGTH SHALL BE #10AWG OR LARGER AS NEEDED.

REVISIONS

NO.	REMARK	DATE	BY
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RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CPO DRAWN: CPO

CHECKED: JJY CHECKED: JAF

ELKHART MUNICIPAL AIRPORT
10-UNIT T-HANGAR AND TAXILANE

ELKHART — BUILDING ELECTRICAL PLAN — INDIANA

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ARCHITECTS ENGINEERS

Branch Locations
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COLUMBUS 812-342-3198
LAFAYETTE 765-423-5602
NOBLESVILLE 317-773-2133
PLAINFIELD 317-839-3242

HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: N/A
SHEET 17 OF 17
PROJECT

BF&S NO. 6519

Butler Fairman Seufert
CIVIL ENGINEERS

ELKHART MUNICIPAL AIRPORT
ENGINEER REPORT/AGENDA
April 24, 2024
4:00 p.m.

ACTION ITEMS FOR BOAC MEETING

- Motion to advertise the re-packaged T-Hangar and Taxilane project.

ACTIVE GRANT SUMMARY

- AIP 38: Runway 18-36 pavement rehab, Design – Currently 77.10% (90% Federal, 5% State, 5% Local)
- AIP 39: Runway 18-36 pavement rehab, remaining Design, the Taxiway D-4 Feasibility Study, and the design of the 10-unit T-hangar / Taxilane – Currently 95.14% (90% Federal, 5% State, 5% Local)

BF&S PROJECT UPDATES

1. Runway 18-36 Pavement Rehabilitation Design (AIP-38) – 90% Federal
   - Plans are ready for advertising once the FAA establishes the grant schedule for FY2024.
   - The FAA has informed us via INDOT that the project needs to move to FY 2025 due to FAA funding. Between the FAA continuing resolution and projects that were not funded last year many projects had to slide one year.
   - See the revised funding schedule from INDOT and FAA.

2. Runway 18-36 Pavement Rehab Design, Taxiway D4 Feasibility Study, and T-hangar/Taxilane Design (AIP-39) – 90% Federal
   - The Taxiway D-4 study was revised and resubmitted with Alternative 2 as the proposed option which was the declared distance option.
   - We are ready to begin close out of this grant.

3. T-hangar/Taxilane design project
   - A 10-unit box hangar building was investigated. Three contractors were contacted. The box configuration results in an additional 4,500 SF over a nested configuration. This resulted in additional materials and labor ranging from lowest contractor at $112,500 to $360,000 for the highest contractor.
   - We recommend proceeding forward with the re-packaged nested T-hangar plan set.
   - 1st Advertisement 5/1/2024
   - 2nd Advertisement 5/8/2024
   - Pre-Bid 5/8/2024
   - Bid Opening 5/29/2024

Federal F.Y.2024-2029 Anticipated Airport Capital Improvement Program										
Airport Name	Project Year	Entitlement Funds	Apportionment Funds	Discretionary Funds	BIL Allocation Funds	Matching State Funds	Matching Local Funds	Total Cost	BIL Funds Contract Towe	Project Description
Elkhart	2024							$0		NPE Rollover
Elkhart	2024				$763,800	$42,433	$42,433	$848,667		Construct Taxilane and 10-unit T-hanger, Phase 1 reimbursement
Elkhart	2024					$1,325	$1,325	$26,500	$25,175	Air Traffic Control Tower Improvements
Elkhart	2025	$450,000		$1,350,000		$100,000	$100,000	$2,000,000		Rehabilitate RW 18/36 - Construction
Elkhart	2025				$294,000	$16,333	$16,333	$326,667		Construct Taxilane and 10-unit T-hanger, Phase 2 reimbursement
Elkhart	2026	$150,000	$329,312			$26,628	$26,628	$532,569		Land Acquisition for Approach Protection, Easements and Parcels 67 & 77 -
Elkhart	2026				$294,000	$16,333	$16,333	$326,667		Construct Taxilane and 10-unit T-hanger, Phase 3 reimbursement
Elkhart	2027	$122,283				$6,794	$6,794	$135,870		Runway 18-36 Lighting Rehabilitation - Design
Elkhart	2028	$177,717		$632,283		$45,000	$45,000	$900,000		Runway 18-36 Lighting Rehabilitation - Construction
Elkhart	2029	$120,000				$6,667	$6,667	$133,333		Taxiway D Lighting Rehabilitation - Environmental/Design
Elkhart	2029	$30,000	$75,000			$5,833	$5,833	$116,667		Taxiway D Pavement Rehabilitation - Environmental/Design