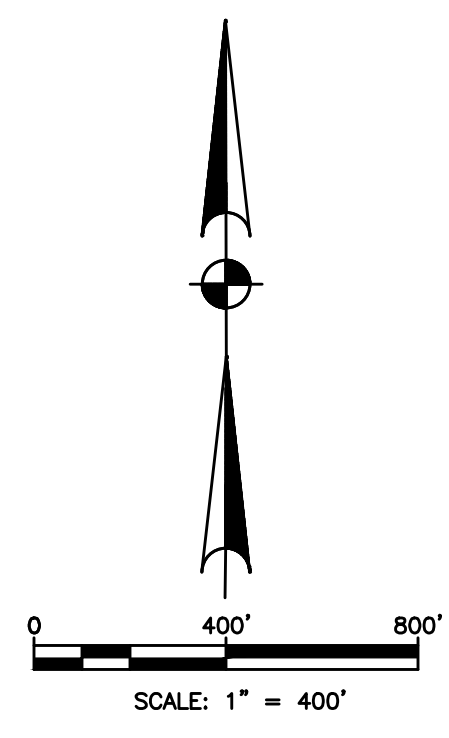


NOTES:

1. THE SCOPE OF WORK SHEET IS INTENDED ONLY AS A GENERAL DESCRIPTION OF THE WORK ITEMS AND THEIR APPROXIMATE LOCATIONS AND LIMITS. IT SHALL NOT BE USED AS A CONSTRUCTION PLAN. REFER TO THE PLAN SHEETS WHICH FOLLOW DETAILED CONSTRUCTION REQUIREMENTS, LOCATIONS, AND ITEMS OF WORK.
2. THE PROJECT GENERALLY CONSISTS OF THE FOLLOWING:
 - STATE DESIGN RELEASE AND ALL OTHER LOCAL OR STATE PERMITS ARE THE RESPONSIBILITY OF THE CONTRACTOR
 - CONSTRUCT NEW SNOW REMOVAL EQUIPMENT BUILDING GENERALLY MEETING INFORMATION PROVIDED IN THIS PLAN SET
 - CONCRETE APRON PAVEMENT
 - INSTALL ELECTRIC SERVICE TO BUILDING
 - PROVIDE PROPANE STUBOUT AND CONCRETE PAD FOR FUTURE PROPANE TANK
 - MISCELLANEOUS SITEWORK, GRADING, DRAINAGE AND EROSION CONTROL
3. THE CONTRACTOR SHALL GIVE CONSTANT ATTENTION TO THE WORK TO FACILITATE THE PROGRESS THEREOF AND SHALL COOPERATE WITH THE ENGINEER AND THE OTHER CONTRACTORS IN EVERY WAY POSSIBLE. THE ENGINEER SHALL ALLOCATE THE WORK AND DESIGNATE THE SEQUENCE OF CONSTRUCTION IN THE CASE OF CONTROVERSY BETWEEN CONTRACTORS.
4. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS, EQUIPMENT AND TRANSPORTATION NECESSARY TO CONSTRUCT ALL ELEMENTS OF THIS PROJECT AS DESCRIBED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS.
5. 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 ENGINEER SHALL BE INCLUDED IN THE COST OF PERFORMING THESE ITEMS.
6. THE RULES, REGULATIONS AND REFERENCE SPECIFICATIONS ENUMERATED HEREIN SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS. THEY SHALL NOT RELIEVE THE CONTRACTOR FROM FURNISHING AND INSTALLING HIGHER GRADES OF MATERIAL AND WORKMANSHIP THAN ARE SPECIFIED HEREIN, OR WHEN SO REQUIRED.
7. THE CONTRACTOR SHALL PAY CLOSE ATTENTION TO THE SAFETY AND PHASING PLAN AND TO THE AIRPORT SAFETY REQUIREMENTS OF THE SPECIFICATIONS. THESE REQUIREMENTS SHALL BE STRICTLY ENFORCED.
8. ALL RUBBISH AND DEBRIS RESULTING FROM WORK SHALL BE REMOVED FROM THE SITE ON A CONSISTENT BASIS BY THE CONTRACTOR.
9. UPON THE COMPLETION OF THE WORK, ALL SURPLUS MATERIAL AND EQUIPMENT BELONGING TO THE CONTRACTOR AND HIS/HER SUBCONTRACTORS SHALL BE REMOVED FROM THE SITE.
10. THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION MEETING PRIOR TO BEGINNING WORK TO COORDINATE WORK PROCEDURES WITH ALL INTERESTED PARTIES. THE CONTRACTOR SHALL ALSO ATTEND ANY JOB MEETING CALLED BY THE ENGINEER. THE CONTRACTOR SHALL CONTACT LOCAL UTILITY AND AIRPORT REPRESENTATIVES TO IDENTIFY UNDERGROUND CABLES, WATERLINES, ETC. PRIOR TO STARTING WORK.
11. ALL OPEN TRENCHES, EXCAVATIONS AND AND STOCKPILED MATERIAL SHALL BE PROMINENTLY MARKED, LIGHTED, BARRICADED, ETC. AS DEEMED NECESSARY BY THE AIRPORT, FAA AND/OR THE ENGINEER.
12. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN EXCAVATING IN AREAS OF EXISTING UTILITIES. EXISTING UTILITIES SHALL BE LOCATED AND MARKED IN ADVANCE OF ALL EXCAVATIONS IN ALL AREAS. ANY DAMAGE TO FUNCTIONING UTILITIES SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR AT HIS/HER EXPENSE. THE LOCATIONS OF ALL UTILITIES SHOWN ON THE PLANS IS APPROXIMATE ONLY, DEPTHS ARE NOT SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE LOCATION OF THE EXISTING UTILITIES WITH THE RICHMOND MUNICIPAL AIRPORT AND INDIANA 811 (811 OR 1-800-382-5544).
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING DAMAGE TO ROADS (PUBLIC OR AIRPORT) CAUSED FROM HAULING. PICTURES WILL BE TAKEN BY THE ENGINEER PRIOR TO, AND UPON COMPLETION OF CONSTRUCTION.
14. THE CONTRACTOR SHALL SUPPLY ONE SET OF REDLINE DRAWINGS TO THE ENGINEER AT THE COMPLETION OF THE PROJECT. THE CONTRACTOR SHALL KEEP THE REDLINE DRAWING SET ON SITE AND SHALL UPDATE ON A DAILY BASIS THROUGHOUT THE PROJECT.



BENCHMARK INFORMATION

BM #1	Elev. 1124.80 ft. Chiseled "X" Southmost Corner Concrete Base N = 1645014.38, E = 557760.65	CP #300	Elev. = 1124.45 ft. Mag Nail N. = 1643431.27, E. = 557520.91
BM #2	Elev. 1126.71 ft. Boat Spike (Set) in Lightpole N = 1643566.75, E = 558014.64	CP #301	Elev. = 1125.27 ft. Mag Nail N. = 1643589.21, E. = 557740.06
BM #3	Elev. 1130.85 ft. NGS Disk Stamped "RICPORT 1986" N = 1642497.17, E = 559569.37	COORDINATES ARE INDIANA STATE PLANE, EAST ZONE, US SURVEY FEET	
BM #4	Elev. 1138.16 ft. Chiseled "X" Northeast Corner Concrete Base N = 1640620.03, E = 560889.87		
BM #5	Elev. 1132.23 ft. Chiseled "X" Eastmost Corner Concrete Base N = 1641566.14, E = 557566.42		

NOTIFICATION DURING CONSTRUCTION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, MARKING AND PRESERVING OF ALL UTILITIES LOCATED WITHIN THE CONSTRUCTION SITE. UTILITIES TO INCLUDE ALL ABOVE AND BELOW GROUND FACILITIES EITHER FOR AIRFIELD OPERATIONS, OR OWNED AND OPERATED PUBLIC UTILITIES. ANY REPAIRS DUE TO DAMAGE OF UTILITIES CAUSED BY THE CONSTRUCTION PROJECT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE AIRPORT WILL PROVIDE ALL AVAILABLE RECORD DRAWINGS TO ASSIST THE CONTRACTOR IN THEIR EFFORTS TO LOCATED AND PRESERVE THE UTILITIES.



CAUTION
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 THERE IS NO ABOVE GROUND EVIDENCE OR 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.

AIRPORT CONTACTS

AIRPORT MANAGER:
RODNEY MAYSE
765-983-7296 (OFFICE)
765-993-4139 (MOBILE)

UNICOM FREQUENCY:
122.700

FAA FLIGHT SERVICE:
800-992-7433

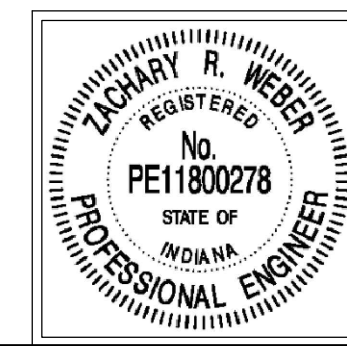
UTILITIES

ELECTRIC:
RICHMOND POWER & LIGHT
ENGINEERING DEPARTMENT
2000 US 27 SOUTH
RICHMOND, IN. 47374
(765) 973-7200
ATTN: SKIP MOORE

SYMBOL LEGEND

— PL —	EXISTING PROPERTY LINE

REVISIONS			
NO.	REMARK	DATE	BY
1			
2			
3			
4			
5			
6			



RECOMMENDED FOR APPROVAL: *Gregory R. Weber* 1/15/2024
DATE

DESIGNED: ZRW DRAWN: ZRW

CHECKED: ZRW CHECKED: JRC

RICHMOND MUNICIPAL AIRPORT SNOW REMOVAL EQUIPMENT BUILDING
SCOPE OF WORK

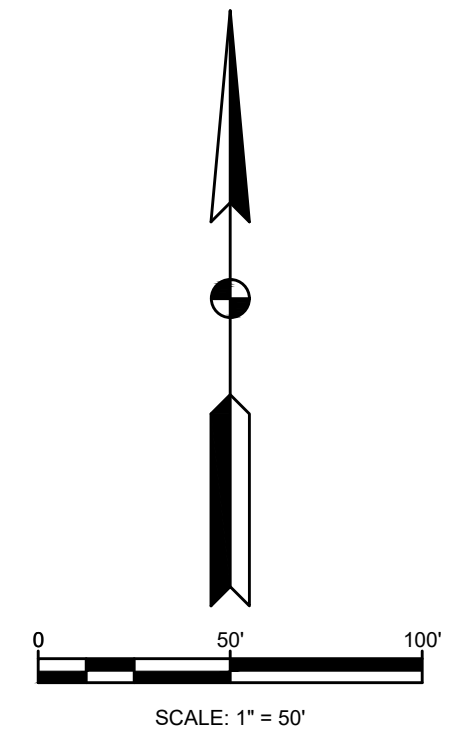
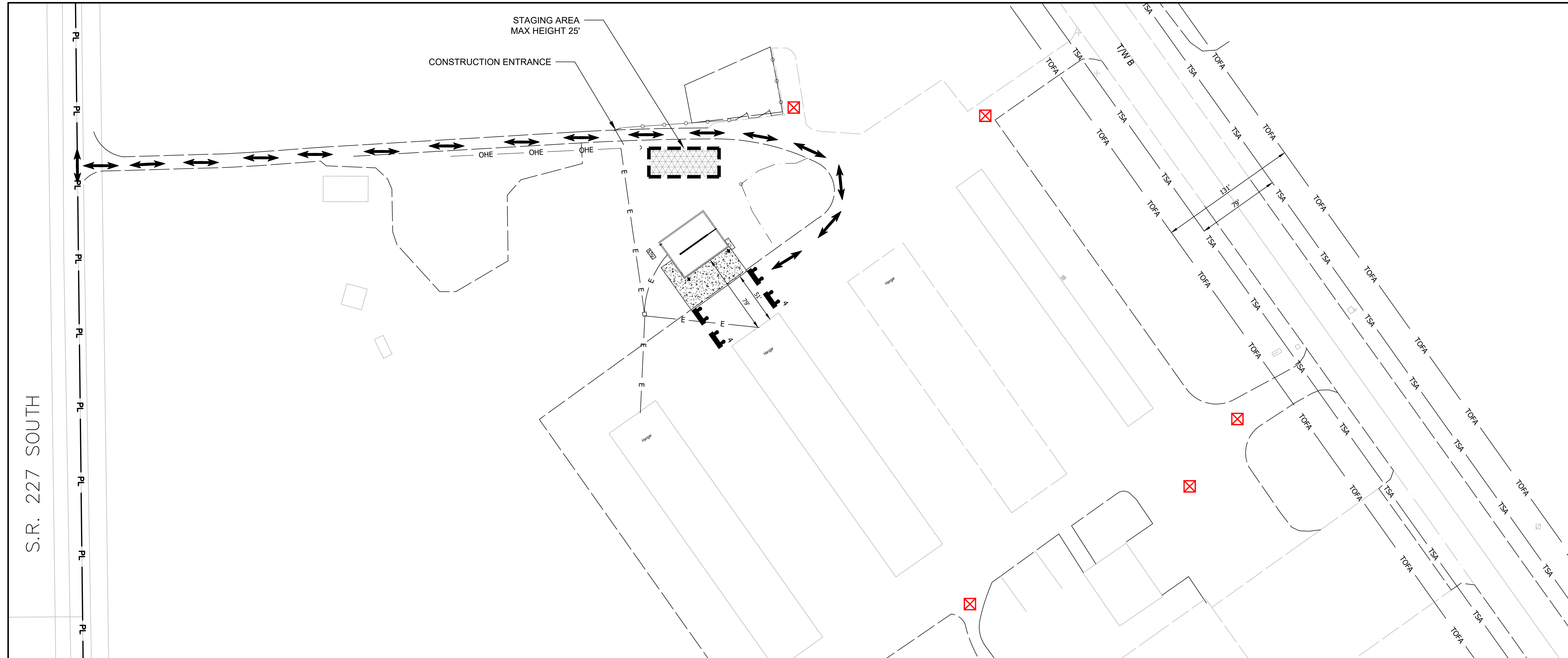
RICHMOND INDIANA

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 260-459-1532
LOUISVILLE 502-593-1996
LAFAYETTE 765-433-5602
MERRILLVILLE 219-789-2333
PLAINFIELD 317-839-3242

HORIZONTAL SCALE	1"=400'
VERTICAL SCALE	N/A
SHEET	02 OF 11
PROJECT	AIP NO. 3-18-0071-28-2024

BFS NO. 6970



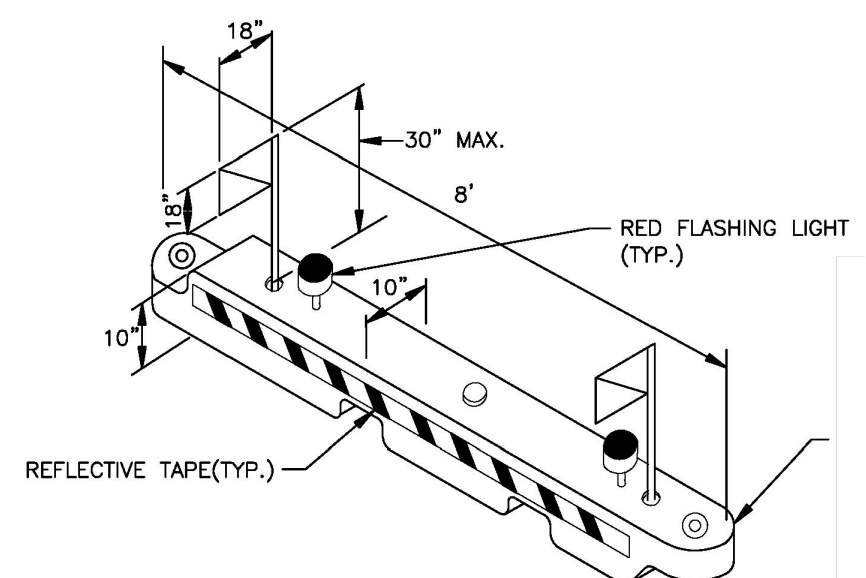
S.R. 227 SOUTH

GENERAL NOTES:

- CONTRACTOR SHALL COORDINATE WITH AIRPORT AND ENGINEER IF ADDITIONAL PAVEMENT CLOSURES ARE REQUIRED. APPROPRIATE NOTAM'S MUST BE ISSUED PRIOR TO CLOSURE.
- PRIOR TO CLOSING ANY PAVEMENT, ALL REQUIRED BARRICADES SHALL BE IN PLACE. CONTRACTOR SHALL ONLY CLOSE SECTION WHERE WORK IS SET FOR THAT DAY.
- PRIOR TO RE-OPENING PAVEMENT, THE FOLLOWING SHALL BE COMPLETED BY THE CONTRACTOR:
 - NO TRENCHES, HOLES, OR DROP-OFFS GREATER THAN 1-INCH ARE PRESENT.
 - ALL AREAS ARE CLEAR OF DEBRIS AND THE PAVEMENT HAS BEEN SWEEPED CLEAN.
 - ALL BARRICADES HAVE BEEN REMOVED OR PULLED OUTSIDE OF THE OBJECT FREE AREAS.
 - CONTRACTOR HAS COMPLETED A WALK-THROUGH INSPECTION WITH ON-SITE ENGINEER.
- PROJECT IS LOCATED ON OR ADJACENT TO ACTIVE AIRCRAFT AREAS. AIRCRAFT SHALL BE GIVEN THE RIGHT OF WAY AT ALL TIMES. PAVEMENT MUST REMAIN FREE OF FOREIGN OBJECT DEBRIS (FOD) AT ALL TIMES. THE CONTRACTOR SHALL KEEP ON SITE THE MEANS TO CLEAN PAVEMENT AS REQUIRED.

BARRICADE NOTES:

- BARRICADES SHALL BE PLACED 8' MAXIMUM SEPARATION; OR AS INSTRUCTED BY THE ENGINEER OR OWNER.
- INSTALL WHERE INDICATED ON CONSTRUCTION SAFETY SEQUENCE PLANS OR IN LOCATIONS APPROVED BY THE ENGINEER OR OWNER.
- THE BARRICADES SHALL BE WEIGHTED AND CAPABLE OF WITHSTANDING UP TO 110 M.P.H. WIND FORCES.
- INSTALL A MINIMUM OF 2 OMNI-DIRECTIONAL SOLAR POWERED 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.
- A MINIMUM OF 2 FLAGS NO MORE THAN 18" 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).
- THE COST OF PROVIDING AND MANIPULATING BARRICADES SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC PAY ITEM.



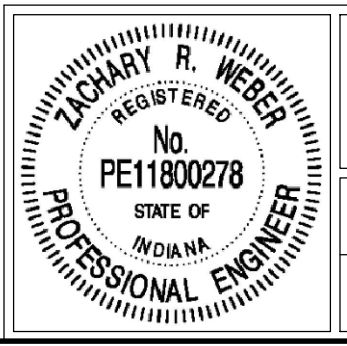
LOW PROFILE BARRICADE DETAIL
NOT TO SCALE

CONSTRUCTION SAFETY SEQUENCING PLAN (CSPP) - OVERVIEW:

- THIS PROJECT CONSISTS OF CONSTRUCTION OF A NEW SNOW REMOVAL EQUIPMENT BUILDING AND ASSOCIATED SITE IMPROVEMENTS AS INDICATED IN THESE PLANS.
- A SINGLE PHASE IS ANTICIPATED FOR CONSTRUCTION..
- CONTRACTOR IS LIMITED TO SITE ACCESS POINT AS IDENTIFIED. THIS ACCESS SHALL BE RESTRICTED TO VEHICLES THAT REQUIRE ACCESS TO THE AIR OPERATIONS AREA (AOA).
- A MAXIMUM EQUIPMENT HEIGHT OF 25 FEET WILL BE ENFORCED AT THE STAGING AREA. A MAXIMUM CRANE HEIGHT OF 50' MAY BE USED FOR BUILDING CONSTRUCTION. THE CONTRACTOR SHALL INFORM THE ENGINEER IMMEDIATELY UPON SUCCESSFUL AWARD OF THE PROJECT IF A LARGER CRANE IS REQUIRED.
- EQUIPMENT WILL BE PARKED AND SERVICED IN DESIGNATED STAGING AREAS. INACTIVE EQUIPMENT SHALL NOT BE PARKED WITHIN OBJECT FREE AREAS.

SYMBOL LEGEND			
	PROPERTY LINE		BARRICADES/# REQUIRED
	TAXIWAY SAFETY AREA		CONSTRUCTION STAGING AREA
	TAXIWAY OBJECT FREE AREA		CONSTRUCTION TRAFFIC
			RESTRICTED FROM CONSTRUCTION HAUL ROUTE TRAFFIC

REVISIONS			
NO.	REMARK	DATE	BY
1			
2			
3			
4			
5			
6			



RECOMMENDED FOR APPROVAL: *Larry R. Weber* 1/15/2024 DATE

DESIGNED: ZRW DRAWN: ZRW

CHECKED: ZRW CHECKED: JRC

RICHMOND MUNICIPAL AIRPORT SNOW REMOVAL EQUIPMENT BUILDING
CONSTRUCTION SAFETY PHASING PLAN - OVERALL

RICHMOND INDIANA

Headquarters: 8450 WESTFIELD BLVD., SUITE 300, INDIANAPOLIS, IN 46240-8302, TEL 317-713-4616, FAX 317-713-4616, www.BFSEng.com

Branch Locations:
FORT WAYNE: 260-459-1532
LOUISVILLE: 502-593-1996
LAFAYETTE: 765-423-5802
MERRILLVILLE: 219-769-2333
PLAINFIELD: 317-839-3242

HORIZONTAL SCALE	1"=50'
VERTICAL SCALE	N/A
SHEET	03 OF 11
PROJECT	RICHMOND MUNICIPAL AIRPORT SNOW REMOVAL EQUIPMENT BUILDING
AIP NO.	3-18-0071-28-2024

BFS NO. 6970

RICHMOND MUNICIPAL AIRPORT - REHABILITATE TAXIWAY "A" AIRPORT CONSTRUCTION SAFETY & PHASING NOTES

Construction Safety and Phasing Plan (CSPP):

Scope of Work: This project consists of construction of a new snow removal equipment building at Richmond Municipal Airport, including site work such as concrete pavement, grading and drainage, utility hookup and erosion control.

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 airport's 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 hazards, 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:

- 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 relevant sub-contractors is mandatory.
- 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.
- 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 will be constructed in a single phase.

(3) Areas and Operations Affected by the Construction Activity

During aircraft operations in the work areas, all personnel and equipment shall exit the runway/taxiway safety areas.

Table 1: Contract Duration

Phase	Calendar Days	Work Hour Restrictions
1	150	NO RESTRICTIONS

Table 2: Runway and Taxiway Closures or Restriction

Phase	Taxiway Restrictions	Runway Restrictions
1	None	None

Table 3: Safety Area of Active Runways

Runway	Normal	Phase 1	Runway Safety Area Width / Z
15-33	B	II	75'
6-24	B	II	75'

Table 4: 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
15	B	II	300'	1,000' 34:1
33	B	II	300'	1,000' 34:1
6	B	II	300'	1,000' 34:1
24	B	II	300'	1,000' 34:1

*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 personnel and the required distance and direction from the NAVAID. Construction activities, materials/equipment storage, and vehicle parking near electronic NAVAIDs require special consideration since the may interfere with signals essential to air navigation. This project will not impact any NAVAIDs.

(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 requirements for vehicle operations with airport tenants, contractors, and the FAA air traffic manager.

- 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.
- 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 lit. 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. This access shall be clearly marked by the contractor to prevent trucks and personnel from inadvertently entering into area 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 two-way 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 this project unless the contractor cannot provide adequate personnel to utilize two-way radio communications for their or their subcontractors work efforts. The airport operator, nor the engineer, shall be responsible for escorting the contractors.

7.) **Training Requirement for Vehicle Drivers:** There is no formal driver training course currently at the Richmond Municipal Airport. The airport operator and the engineer reserve the right to revoke driving privileges from contractor personnel. All personnel driving on the airport shall be familiar with the FAA publication "FAA Guide to Ground Vehicle Operations".

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.) **Two-way Radio Communications Procedures:** Radio communication is not anticipated for this project. Construction contractor personnel engaged in activities involving unescorted operation on aircraft movement areas must observe the proper procedures for communications, including using appropriate radio frequencies at airports with and without ATCT. When operating vehicles on or near open runways or taxiways, construction personnel must understand the critical importance of maintaining radio contact, as directed by the airport operator, with airport operations and Common Traffic Advisory Frequency (CTAF), which includes UNICOM. The UNICOM frequency for the Richmond Municipal Airport is 122.7.

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 gates at the construction entrance shown on the CSPP shall be locked during non-work hours. The airport operator, contractor, and engineer shall all have the ability to unlock this gate as needed.

(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 an avoid construction activities that can create wildlife hazards on airports such as:

- Trash:** Food scraps must be collected from construction personnel activity.
- 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.
- 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.
- Poorly Maintained Fencing and Gates:** The Richmond Municipal Airport currently does not have a security and wildlife fence except at the Terminal Building.
- 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

- List of Responsible Representatives:**
 - Richmond Municipal Airport Manager:
Rodney Mayse (765) 993-4139 Mobile
 - Engineer:
Butler, Fairman & Seufert, Inc. (317) 713-4615 Office
- 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.
- Emergency Notification Procedures:** The following are contacts for this project.
 - Emergencies: Dial 911
 - Non-Emergency numbers:
 - Richmond Police Department (765) 983-7247
 - Richmond Fire Department (765) 983-7247
 - Reid Hospital (765) 983-3000
 - Indiana Poison Control Center (800) 222-1222
- Coordination with ARFF:** There is no Aircraft Rescue and Fire Fighting (ARFF) at the Richmond Municipal Airport. No additional coordination by the contractor is required.
- Notification to the FAA:**
 - Part 77: FAA Form 7460-1 has been submitted to the FAA for this project. Any deviation from the plan construction areas or height requirements may require another submission for FAA review.
 - Part 157: Title 14 CFR Part 157 does not apply to this project.
 - NAVAIDs: For emergency (short-notice) notifications about impacts to both airport owned and FAA owned NAVAIDs, contact (866) 432-2622.

(10) Inspection Requirements

- 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.
- 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. Indiana#11 may be used to locate the public utilities by calling 811 or (800) 752-6007. 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 case of damage. Known public on-site utilities and their contact information are below:

- Electric**
RICHMOND POWER & LIGHT
2000 US2 5
RICHMOND, IN 47374
PH: (765) 973-7302
ATTN: SKIP MOORE (skip@rp1.com)

(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.	\$1,500 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 case 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 VPD 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.

- 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.
- 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.
 - Closed Runways and Taxiways (See plan sheets for locations)
 - 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.
 - 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.
 - 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.
 - The application rate of paint to mark a short-term temporary runway and taxiway marking may deviate from the standard, but the dimensions must meet the existing standards.
 - 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, Specifications 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.
 - Temporarily Closed Runways: There will be no temporarily closed runway during the course of this project.
 - Partially Closed Runways and Displaced Thresholds: There will be no partially closed runway during the course of this project.
 - Temporarily Closed Taxiways: There will be no temporarily closed taxiway during the course of this project.
- 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.

- Equipment:**
 - 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.
 - Lights must be red, either steady burning or flashing, and must meet the luminance requirements for the State Highway Department. Batteries powering 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.
 - 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/taxiway 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 30 low profile barricades that the contractor may use, however light/flags may need to be provided by the contractor.
 - 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.

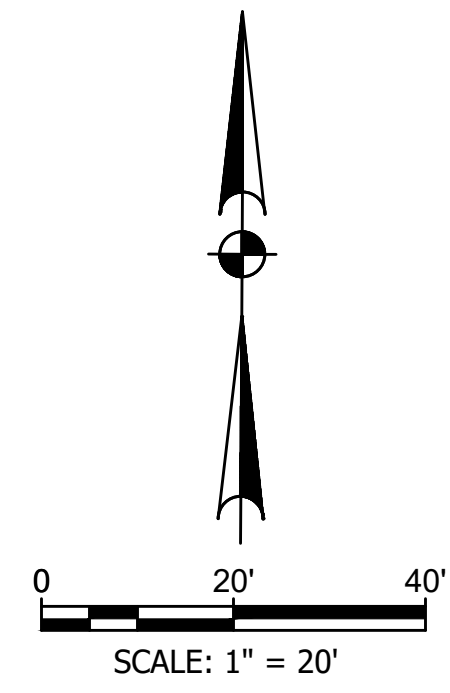
- Runway Safety Area (RSA) & Taxiway Safety Area (TSA):** A runway safety area is the defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. A taxiway safety area is a defined surface 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:
 - No construction may occur within the existing RSA or TSA while the corresponding runway or taxiway is open for aircraft operations.
 - 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.
 - 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.
- 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.
- 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.
 - Construction activity may be accomplished within the TOFA subject to the following restrictions:
 - Appropriate NOTAMs are issued.
 - Marking and lighting meeting the provisions of the CSPP are implemented.
 - 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.
- 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.
- Runway Approach/Departure Areas and Clearways:** All personnel, materials, and/or equipment must remain clear of the applicable threshold sitting 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

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

REVISIONS			
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	RECOMMENDED FOR APPROVAL: <i>Richard R. Weber</i> DATE: <u>1/15/2024</u>	RICHMOND MUNICIPAL AIRPORT SNOW REMOVAL EQUIPMENT BUILDING CONSTRUCTION SAFETY PHASING NOTES		HORIZONTAL SCALE N/A	
	DESIGNED: <u>ZRW</u> DRAWN: <u>ZRW</u>	RICHMOND INDIANA		VERTICAL SCALE N/A	
CHECKED: <u>ZRW</u> CHECKED: <u>JRC</u>	Headquarters: 8450 WESTFIELD BLVD., SUITE 300 INDIANAPOLIS, IN 46240-8302 TEL 317-713-4616 FAX 317-713-4616 www.BFSEng.com		Branch Locations: FORT WAYNE 260-459-1532 LOUISVILLE 502-593-1996 LAFAYETTE 765-423-5602 MERRILLVILLE 219-769-2333 PLAINFIELD 317-839-3242		SHEET 04 OF 11 PROJECT AIP NO. 3-18-0071-28-2024



LEGEND		
DESCRIPTION	EXISTING	PROPOSED
PAVEMENT		
CHAINLINK FENCE	○ ○	
PROPOSED CONCRETE APRON		▒
SWALE FLOWLINE	→	→
ELECTRICAL LINE	— E — E	— E — E
OVERHEAD ELECTRIC LINE	— OHE —	



NOTES:

- ALL WORK ASSOCIATED WITH INSTALLATION OF ELECTRIC TO BUILDING SHALL BE INCLUDED IN NEW ELECTRICAL HOOKUP PAY ITEM. CONTRACTOR IS RESPONSIBLE FOR SIZING ELECTRICAL CONDUCTORS AND INSTALLATION OF 2 INCH CONDUIT AND CABLE FROM EXISTING TRANSFORMER TO NEW SERVICE POINT ON THE BUILDING. CONTRACTOR SHALL INSTALL METER BASE PER SPECIAL PROVISIONS AND COORDINATE INSTALLATION OF NEW METER WITH RP&L. SEE ELECTRIC PLAN FOR BUILDING ELECTRIC REQUIREMENTS.
- CONTRACTOR SHALL STUB OUT A 3/4" GAS LINE THROUGH THE EXTERIOR OF THE BUILDING AND CONSTRUCT A CONCRETE PAD FOR FUTURE PROPANE TANK. THE CONCRETE PAD SHALL BE 10'x4' WITH MINIMUM 10' OFFSET FROM THE NORTHWEST CORNER OF THE BUILDING, AS SHOWN. PROVIDE 6 INCHES OF CONCRETE ON 6 INCHES OF COMPACTED STONE BASE. THIS WORK IS INCIDENTAL TO INSTALLATION OF FORCED AIR HEATING SYSTEM PAY ITEM.
- INSTALL TRENCH DRAIN PER FLOOR PLAN AND GRADING PLAN. INSTALL 4 INCH SOLID WALL PVC SANITARY PIPE FROM TRENCH DRAIN TO EDGE OF BUILDING. CAP FOR FUTURE CONNECTION. ENSURE 1/8" PER FOOT FALL. THIS WORK IS INCIDENTAL TO TRENCH DRAIN PAY ITEM.
- 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 INDIANA 811 1-800-382-5544.
- 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 CONTRACTOR IS RESPONSIBLE FOR THE PREPARATION OF DOCUMENTS, DRAWINGS AND SPECIFICATIONS FOR THE DESIGN AND CONSTRUCTION OF THE PRE-ENGINEERED BUILDING, FLOOR SLAB, BUILDING FOUNDATION, HVAC, AND ELECTRICAL. THE SITE AND APRON DESIGN HAS BEEN CONCEPTUALLY PROVIDED IN THESE PLANS AND SPECIFICATIONS. ANY INFORMATION REQUIRED FOR THE FINAL DESIGN OF THE PRE-ENGINEERED BUILDING IS THE RESPONSIBILITY OF THE CONTRACTOR AND ITS DESIGN ENGINEER/ARCHITECT. THE CONTRACTOR'S 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 BUILDING.

REVISIONS			
NO.	REMARK	DATE	BY
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RECOMMENDED FOR APPROVAL: *Zachary R. Weber* 1/15/2024 DATE

DESIGNED: ZRW DRAWN: ZRW

CHECKED: ZRW CHECKED: JRC

RICHMOND MUNICIPAL AIRPORT SNOW REMOVAL EQUIPMENT BUILDING

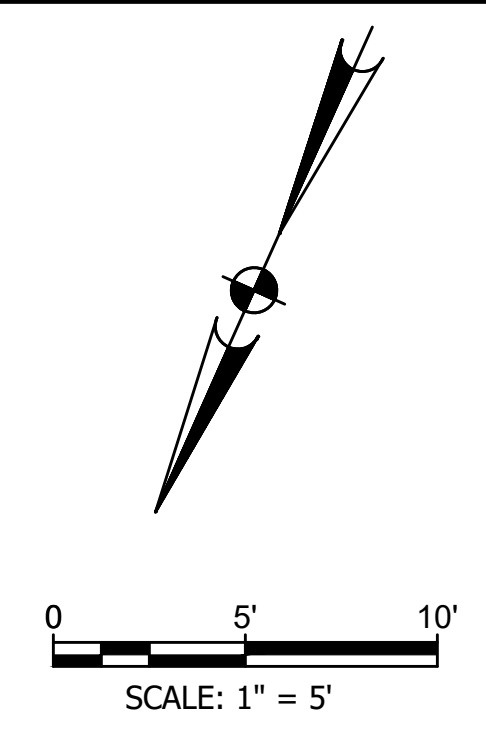
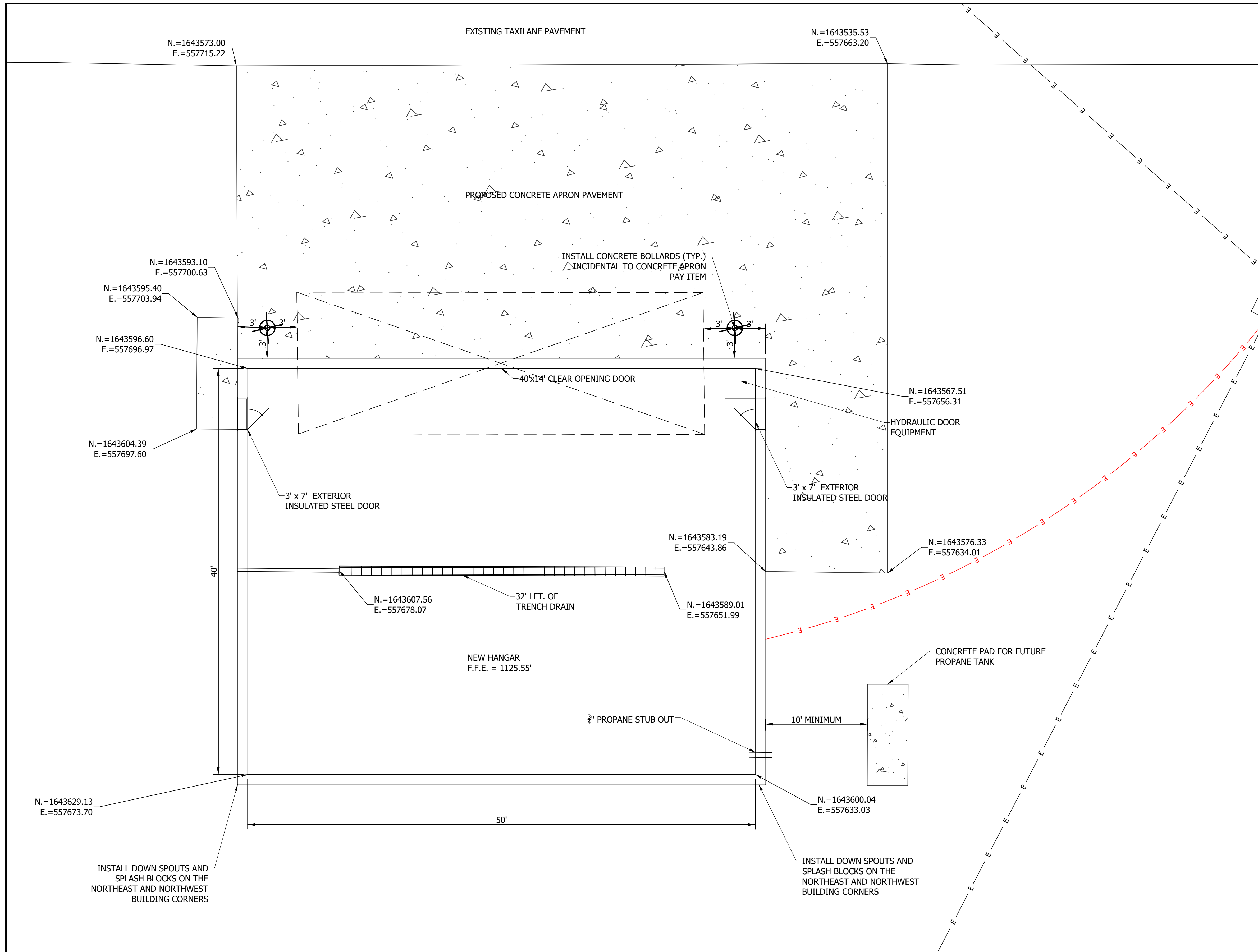
RICHMOND INDIANA

Headquarters: 8450 WESTFIELD BLVD., SUITE 300 FORT WAYNE, IN 46840-8302 TEL 317-713-4615 FAX 317-713-4616 www.BFSinc.com

Branch Locations: FORT WAYNE 260-459-1532 LOUISVILLE 502-593-1998 LAFAYETTE 765-423-5602 MERRILLVILLE 219-769-2333 PLAINFIELD 317-839-3242

HORIZONTAL SCALE	1"=20'
VERTICAL SCALE	N/A
SHEET	05 OF 11
PROJECT	AIP NO. 3-18-0071-28-2024

BFS NO. 6570

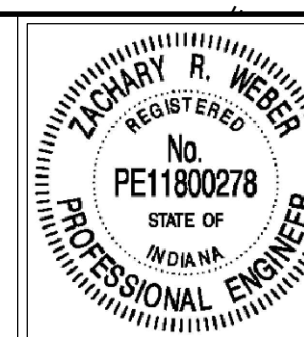


LEGEND		
DESCRIPTION	EXISTING	PROPOSED
PAVEMENT		
PROPOSED CONCRETE APRON		
ELECTRICAL LINE		

NOTES:

1. THE BUILDING EYE HEIGHT SHALL ACCOMMODATE THE CLEAR OPENING HEIGHT OF THE DOOR FOR THE ENTIRE BUILDING ENVELOPE.
2. BUILDING COORDINATES ARE LOCATED AT THE INSIDE BUILDING CORNERS.
3. COORDINATES SHOWN ARE INDIANA STATE PLANE EAST, US SURVEY FEET.
4. 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 CONTRACTOR IS RESPONSIBLE FOR THE PREPARATION OF DOCUMENTS, DRAWINGS AND SPECIFICATIONS FOR THE DESIGN AND CONSTRUCTION OF THE PRE-ENGINEERED BUILDING, FLOOR SLAB, BUILDING FOUNDATION, HVAC, AND ELECTRICAL. THE SITE AND APRON DESIGN HAS BEEN CONCEPTUALLY PROVIDED IN THESE PLANS AND SPECIFICATIONS. ANY INFORMATION REQUIRED FOR THE FINAL DESIGN OF THE PRE-ENGINEERED BUILDING IS THE RESPONSIBILITY OF THE CONTRACTOR AND ITS DESIGN ENGINEER/ARCHITECT. THE CONTRACTOR'S 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 BUILDING.
5. CONTRACTOR SHALL INSTALL 2-A RATED FIRE EXTINGUISHERS INSIDE THE BUILDING WITH MAX TRAVEL DISTANCE 75 FEET, AT A MINIMUM. FIRE EXTINGUISHERS SHALL BE IN ACCORDANCE WITH NFPA AND ALL STATE AND LOCAL FIRE PROTECTION REQUIREMENTS.

REVISIONS			
NO.	REMARK	DATE	BY
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RECOMMENDED FOR APPROVAL:		1/15/2024
DESIGNED:	ZRW	DRAWN:
CHECKED:	ZRW	CHECKED:
		JRC

RICHMOND MUNICIPAL AIRPORT SNOW REMOVAL EQUIPMENT BUILDING

FLOOR PLAN

RICHMOND INDIANA

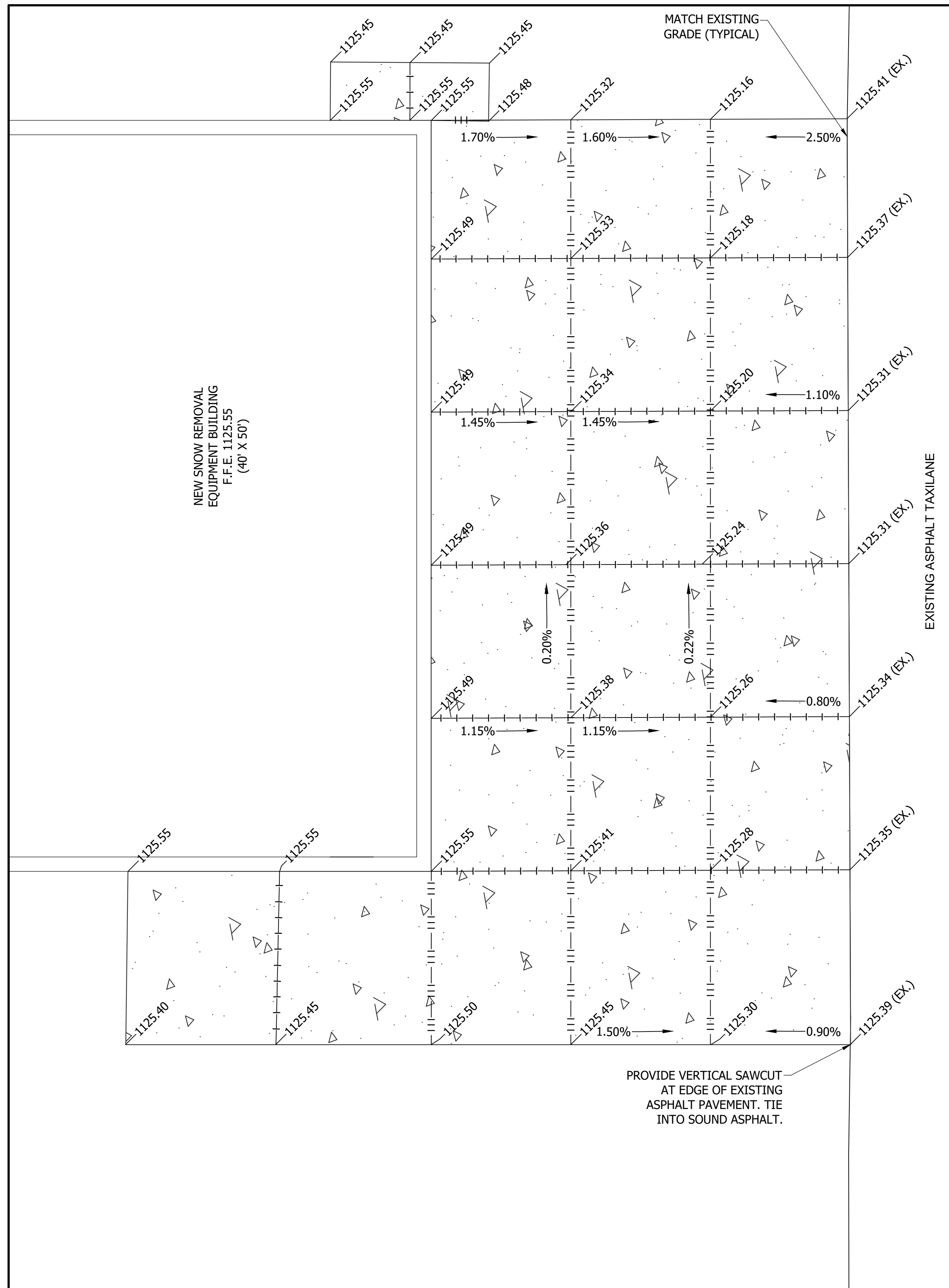
Headquarters: 8450 WESTFIELD BLVD., SUITE 300, INDIANAPOLIS, IN. 46240-8302, TEL. 317-713-4616, FAX 317-713-4616, www.BFSengr.com

Branch Locations: FORT WAYNE 260-459-1532, LOUISVILLE 502-593-1998, LAFAYETTE 765-423-5602, MERRILLVILLE 219-769-2333, PLAINFIELD 317-839-3242

BFS Butler Fairman Seuffert ENGINEERS

HORIZONTAL SCALE	1"=5'
VERTICAL SCALE	N/A
SHEET	06 OF 11
PROJECT	AIP NO. 3-18-0071-28-2024

BFS NO. 6970



SPOT ELEVATION PLAN

Scale: 1"=5'

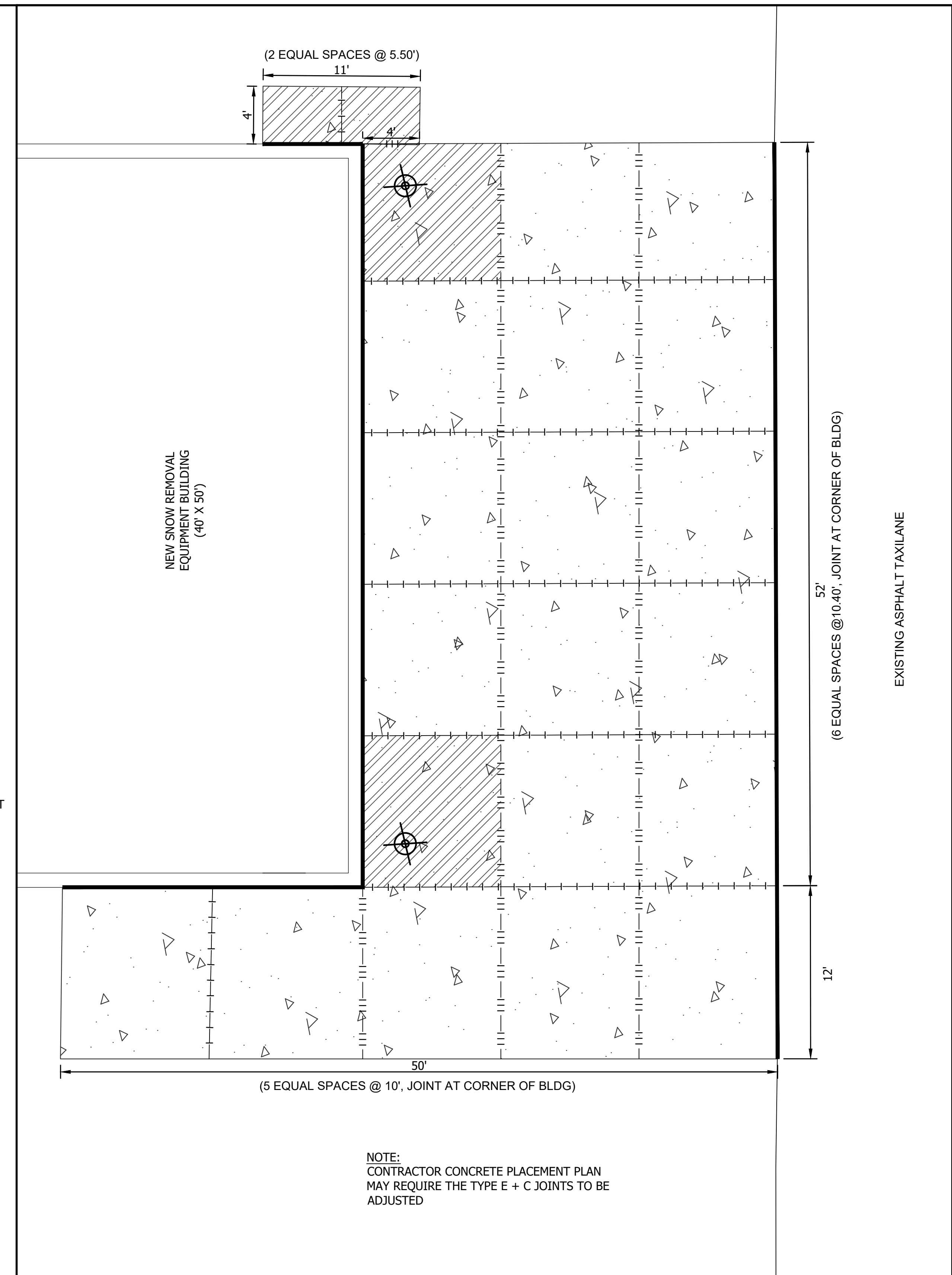
SCALE: 1" = 5'

LEGEND

- XXX.XX PROPOSED SPOT ELEVATIONS
- XXX.XX (EX.) EXISTING SPOT ELEVATIONS

LEGEND

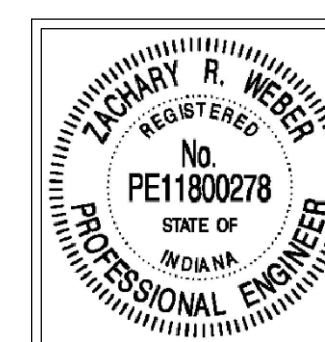
- TYPE A - THICKENED EDGE JOINT
- TYPE E - DOWELED CONSTRUCTION JOINT
- TYPE C - DOWELED CONTRACTION JOINT
- WIRE MESH REINFORCED PANEL 6'X6", W4XW4



JOINTING PLAN

Scale: 1"=5'

REVISIONS			
NO.	REMARK	DATE	BY
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RECOMMENDED FOR APPROVAL:	<i>Zachary R. Weber</i>	1/15/2024	DATE
DESIGNED:	ZRW	DRAWN:	ZRW
CHECKED:	ZRW	CHECKED:	JRC

RICHMOND MUNICIPAL AIRPORT SNOW REMOVAL EQUIPMENT BUILDING

SPOT ELEVATIONS & JOINTING PLAN

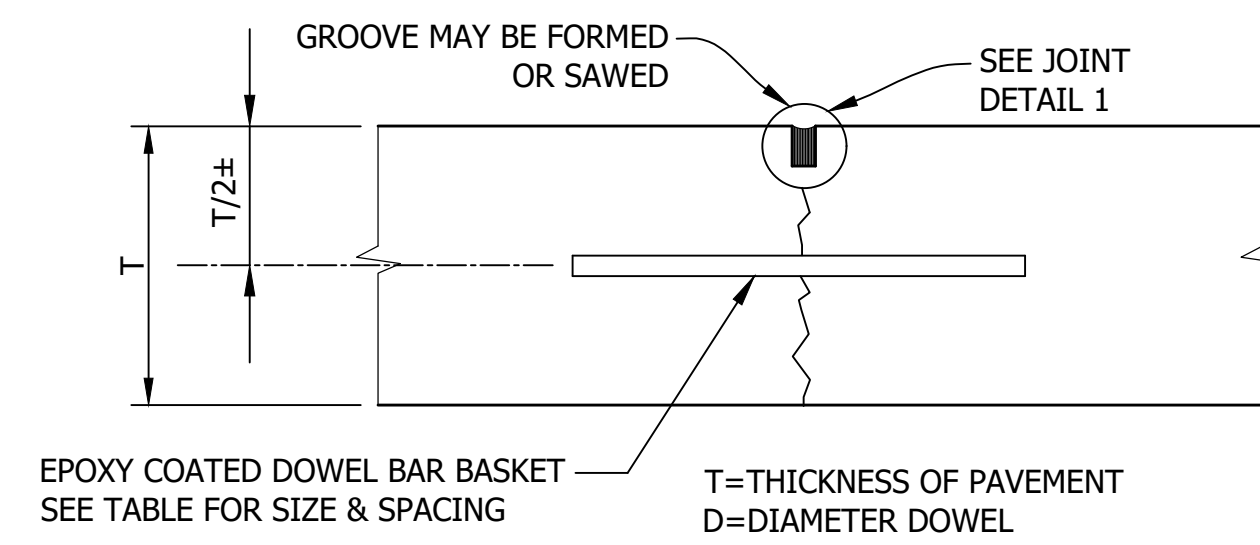
RICHMOND INDIANA

Headquarters: 8450 WESTFIELD BLVD., SUITE 300, INDIANAPOLIS, IN. 46240-8302, TEL. 317-713-4616, FAX 317-713-4616, www.BFSIngr.com

Branch Locations:
FORT WAYNE: 260-459-1532
LOUISVILLE: 502-593-1998
LAFAYETTE: 765-423-5602
MERRILLVILLE: 219-769-2333
PLAINFIELD: 317-839-3242

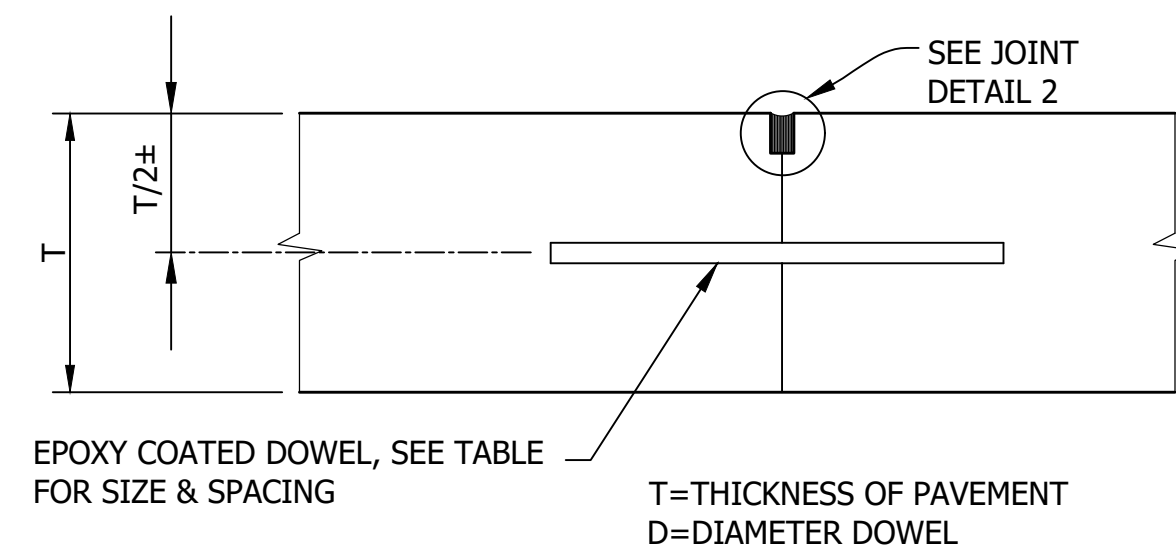
HORIZONTAL SCALE	1"=5'
VERTICAL SCALE	N/A
SHEET	07 OF 11
PROJECT	AIP NO. 3-18-0071-28-2024

BFS NO. 6970



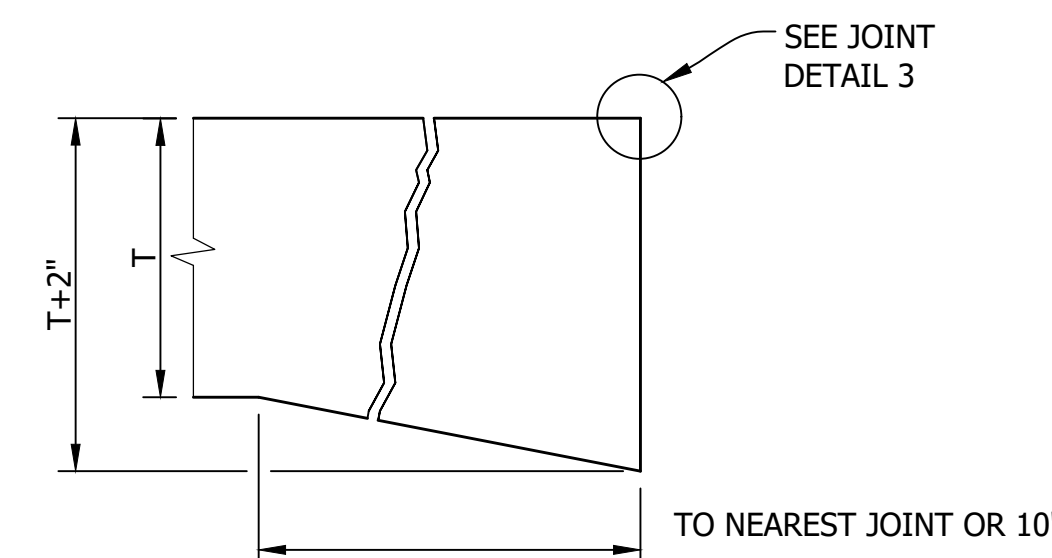
**TYPE C-DOWELED
CONTRACTION JOINT**

Scale: NOT TO SCALE



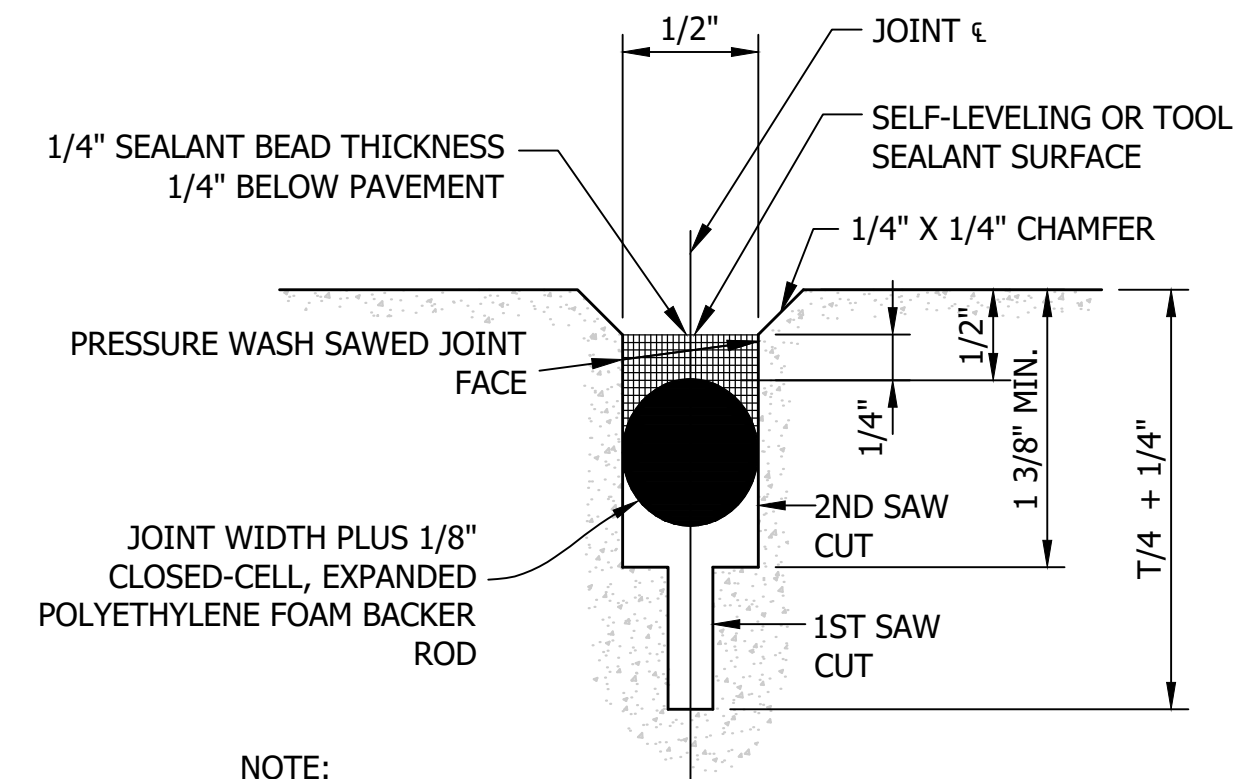
**TYPE E-DOWELED
CONSTRUCTION JOINT**

Scale: NOT TO SCALE



**TYPE A THICKENED EDGE
EXPANSION JOINT**

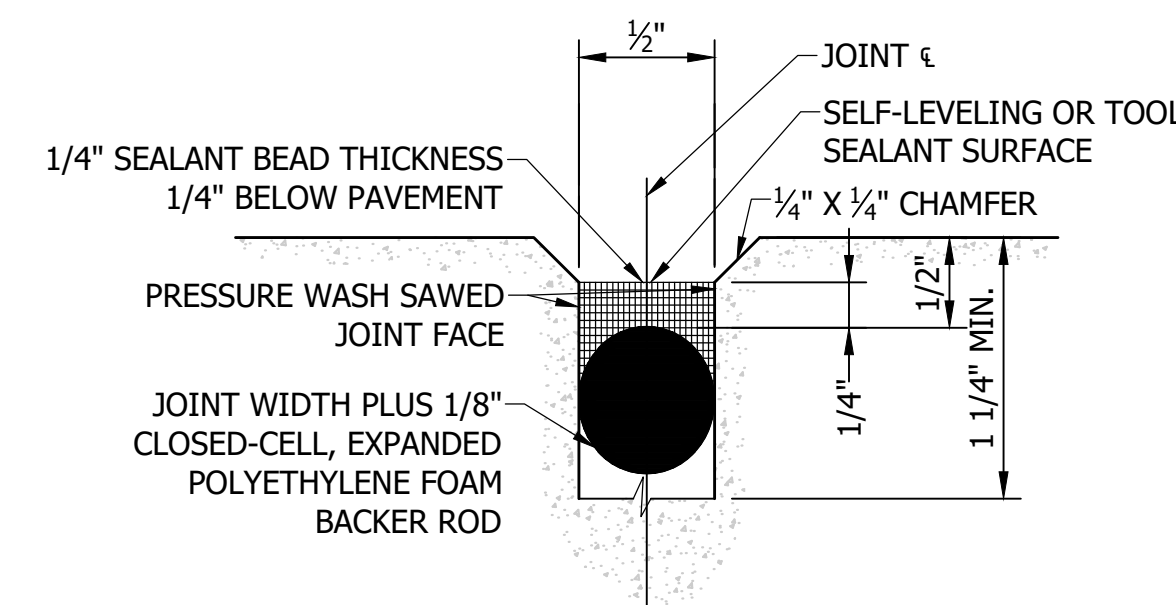
Scale: NOT TO SCALE
T=THICKNESS OF PAVEMENT



NOTE:
MAINTAIN JOINT WIDTH TO SEALANT BEAD THICKNESS RATIO OF 2 TO 1. PRIME AS NEEDED PER MANUFACTURERS RECOMMENDATIONS. SILICONE SEALANT ONLY.

JOINT DETAIL 1

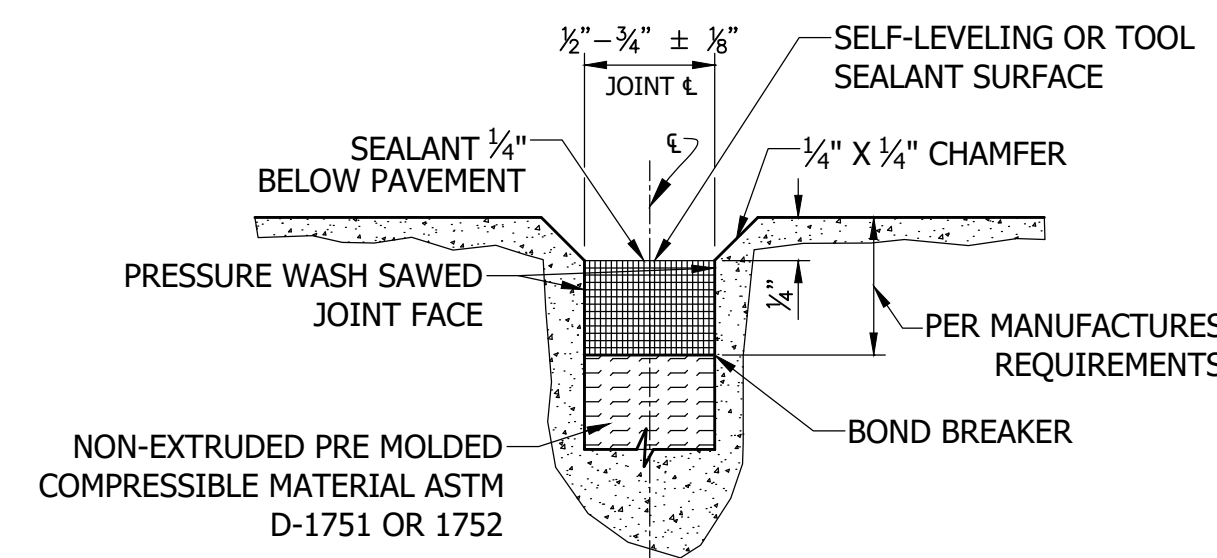
Scale: NOT TO SCALE



NOTE:
MAINTAIN JOINT WIDTH TO SEALANT BEAD THICKNESS RATIO OF 2 TO 1. PRIME AS NEEDED PER MANUFACTURERS RECOMMENDATIONS. SILICONE SEALANT ONLY.

JOINT DETAIL 2

Scale: NOT TO SCALE



NOTE: LOWER SEALANT RESERVOIR & SEALANT BEAD BELOW GROOVING OR GRINDING DEPTH TO PROTECT FROM DAMAGE. PRIME AS NEEDED PER MANUFACTURERS RECOMMENDATIONS. SILICONE SEALANT ONLY.

JOINT SEALANT

DETAIL 3

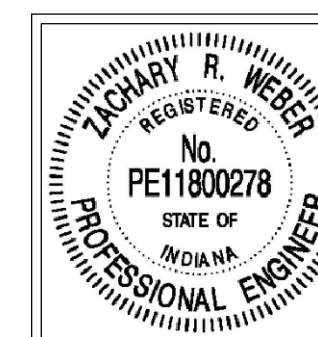
NOT TO SCALE

DOWEL SIZE & SPACING			
SLAB DEPTH (T) (IN.)	DOWEL DIAMETER (D) (IN.)	TOTAL DOWEL LENGTH (L) (IN.)	DOWEL SPACING (S) C TO C (IN.)
6	3/4"	18	12

GENERAL NOTES

- ALL JOINTS FOR 6" PCC TO BE TYPE "C" OR "E" UNLESS SHOWN OTHERWISE.
- DOWEL POSITIONING IN EITHER THE HORIZONTAL OR VERTICAL PLANE SHALL HAVE A TOLERANCE OF NO MORE THAN ±2%.
- ONLY SOLID DOWELS SHALL BE ACCEPTABLE. NO HIGH-STRENGTH PIPE WILL BE ALLOWED.
- NO CONCRETE SHALL BE PLACED UNTIL STEEL LAYOUT PLANS HAVE BEEN REVIEWED AND ACCEPTED BY THE ENGINEER.
- NO INTERMEDIATE JOINTS IN THE MIDDLE OF A PLANNED SLAB WILL BE ALLOWED. EACH DAYS PAVING OPERATION SHALL END AT A PLANNED JOINT EMPLOYING A TYPE "E" CONSTRUCTION JOINT.
- SAWCUT TERMINATION POINT SHALL NOT BE ALLOWED TO CONTINUE INTO ADJACENT SLAB.
- PANELS DIMENSIONS SHALL BE AS SHOWN ON THE JOINTING PLAN.
- GRADE TO DRAIN AND MULCH SEED ENTIRE PERIMETER DISTURBED BY WORK.
- ALL NON-RECTANGULAR SHAPED SLABS (LENGTH TO WIDTH RATIO >1.25) AND SLABS WITH BOLLARDS SHALL BE REINFORCED WITH ASTM A185 COLD DRAWN WELDED STEEL WIRE FABRIC SIZE W4xW4 AND SHALL BE SPACED 6 INCHES C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS.
- ALL JOINTS SHALL BE THOROUGHLY CLEANED AND DRIED PRIOR TO SEALING IN ACCORDANCE WITH ITEM P-605.
- ALL DOWELS EMPLOYED IN TYPE "E" JOINTS SHALL BE DRILLED IN PLACE AS SHOWN IN DOWEL PLACEMENT DETAIL AND SECURED IN PLACE WITH TWO-PART EPOXY. NO DOWEL SHALL BE PUSHED WHILE SLAB IS STILL WET.
- ALL DOWELS EMPLOYED IN TYPE "C" JOINTS SHALL BE PLACED AND SET UTILIZING BASKETS PER THE SPECIFICATIONS.
- DOWEL SPACING AT CONCRETE PANEL CORNERS SHALL BE 12" FROM DOWEL END TO ADJACENT PERPENDICULAR DOWEL.

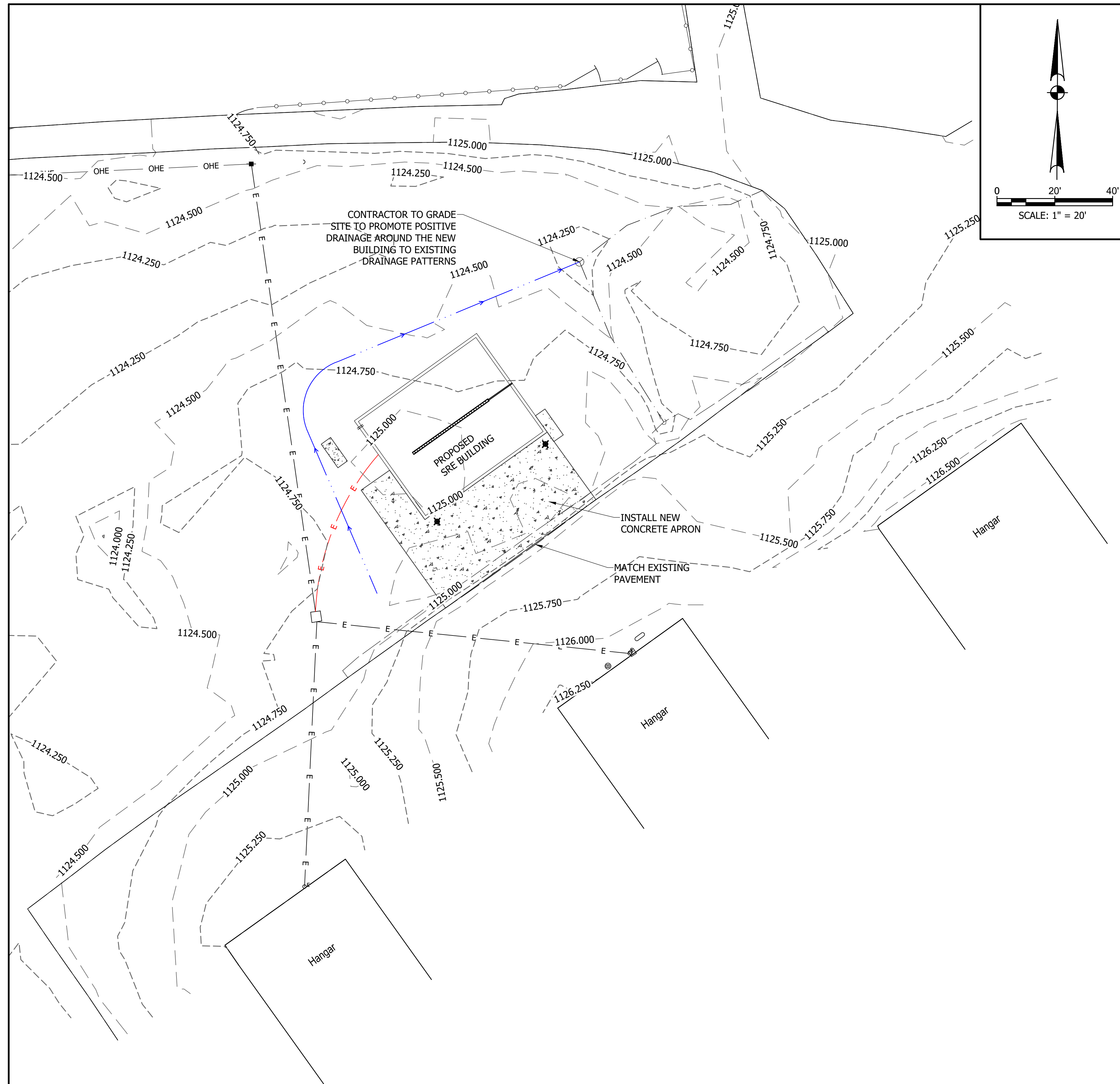
REVISIONS			
NO.	REMARK	DATE	BY
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RECOMMENDED FOR APPROVAL:	<i>Zachary R. Weber</i>	DATE: 1/15/2024
DESIGNED:	ZRW	DRAWN: ZRW
CHECKED:	ZRW	CHECKED: JRC

RICHMOND MUNICIPAL AIRPORT SNOW REMOVAL EQUIPMENT BUILDING		HORIZONTAL SCALE	
RICHMOND INDIANA		N/A	
Headquarters 8450 WESTFIELD BLVD., SUITE 300 INDIANAPOLIS, IN. 46240-8302 TEL 317-713-4616 FAX 317-713-4616 www.BFSengr.com		Branch Locations FORT WAYNE 260-459-1532 LOUISVILLE 502-593-1998 LAFAYETTE 765-423-5602 MERRILLVILLE 219-769-2333 PLAINFIELD 317-839-3242	
		SHEET 08 OF 11 PROJECT AIP NO. 3-18-0071-28-2024	
		JOINTING DETAILS	

BFS NO. 6970



LEGEND		
DESCRIPTION	EXISTING	PROPOSED
PAVEMENT		
CHAINLINK FENCE	○ ○ ○ ○	
PROPOSED CONCRETE APRON		■
SWALE FLOWLINE	→	→
ELECTRICAL LINE	E E	E E
OVERHEAD ELECTRIC LINE	OHE	
EXISTING CONTOUR (0.50' INTERVAL)	- - - -	
EXISTING CONTOUR (0.25' INTERVAL)	- - - -	

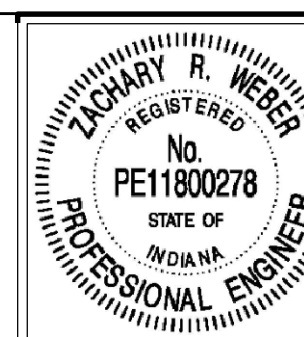
FINISH FLOOR ELEVATION:
 1125.55' PERIMETER OF BUILDING
 SLOPE FLOOR TO TRENCH DRAIN IN ALL DIRECTIONS

TRENCH DRAIN
 TC ELEVATION = 1125.45'
 INVERT ELEVATION = SLOPE TO DRAIN NORTHEAST
 @ 1/8" PER FOOT MINIMUM

NOTES:

1. SITE SHALL BE GRADED TO DRAIN AWAY FROM BUILDING, WITH THE PROPOSED SWALE SHOWN IN THIS PLAN. NO STANDING WATER WILL BE PERMITTED.
2. SEE SPOT ELEVATIONS & JOINTING PLAN FOR ADDITIONAL ELEVATION INFORMATION FOR CONCRETE APRON.
3. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL EROSION CONTROL OR LAND DISTURBANCE PERMITS REQUIRED FOR THIS PROJECT.
4. EROSION CONTROL MEASURES ARE NOT EXPLICITLY SHOWN IN THESE PLANS. IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE SOIL AND EROSION CONTROL OF THE SITE IN ACCORDANCE WITH IDEM REQUIREMENTS.
5. 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 INDIANA 811 1-800-382-5544.

REVISIONS			
NO.	REMARK	DATE	BY
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RECOMMENDED FOR APPROVAL: *Zachary R. Weber* 1/15/2024
 DATE

DESIGNED: ZRW DRAWN: ZRW
 CHECKED: ZRW CHECKED: JRC

RICHMOND MUNICIPAL AIRPORT SNOW REMOVAL EQUIPMENT BUILDING
GRADING PLAN
 RICHMOND INDIANA

Headquarters: 8450 WESTFIELD BLVD., SUITE 300, FORT WAYNE, INDIANA 46240-8302, TEL: 317-713-4619, FAX: 317-713-4616, www.BFSengr.com








Branch Locations:
 LOUISVILLE: 260-459-1532, 502-593-1998
 LAFAYETTE: 765-423-5602
 MERRILLVILLE: 219-769-2333
 PLAINFIELD: 317-839-3242

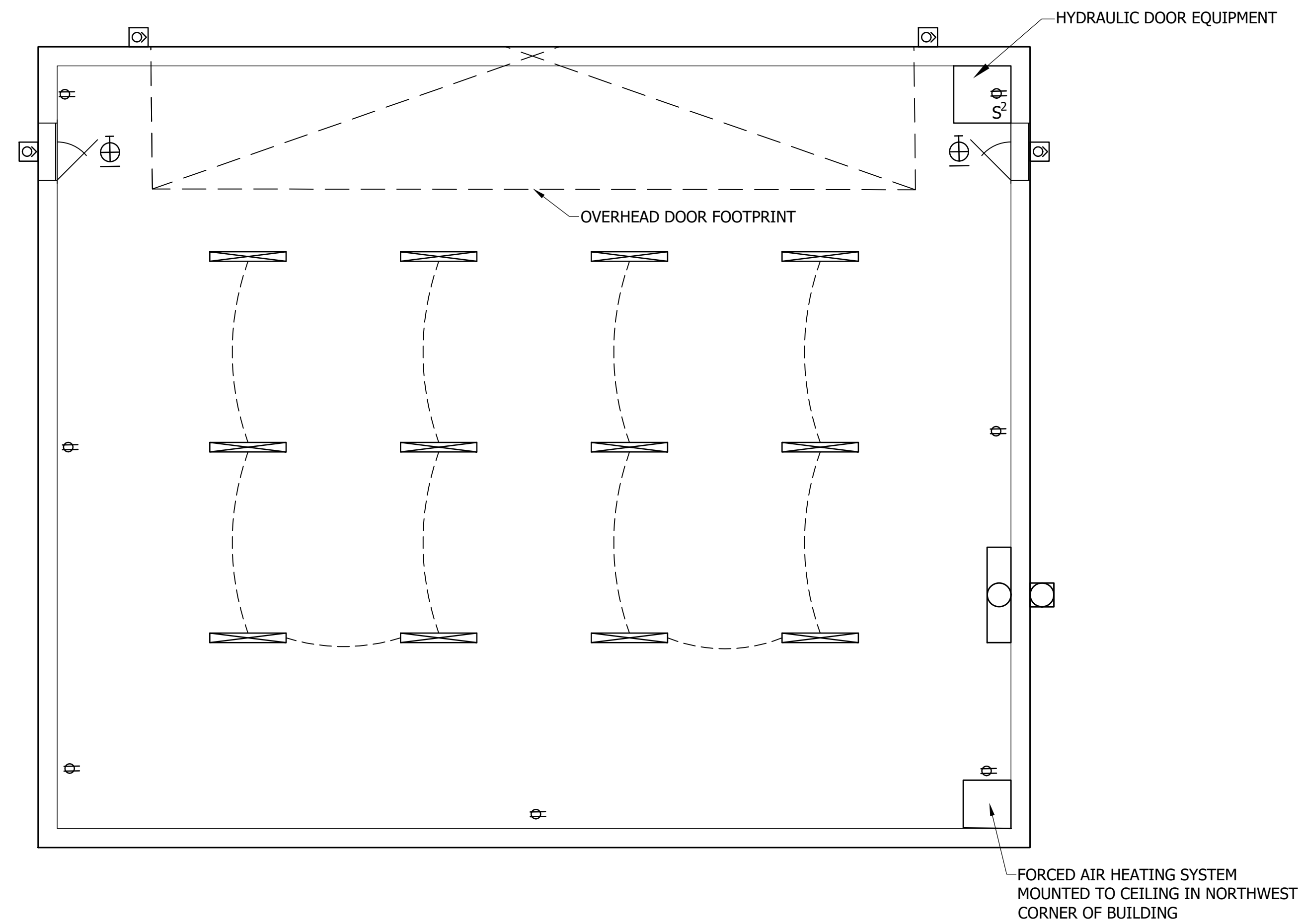
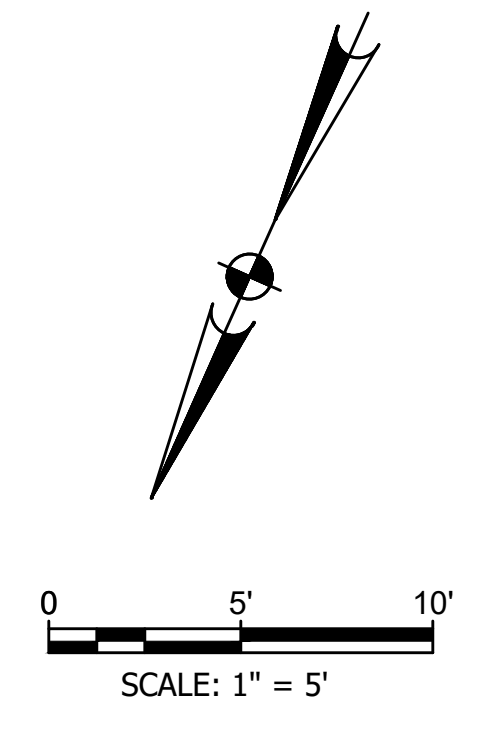
HORIZONTAL SCALE: 1"=20'
 VERTICAL SCALE: N/A

SHEET 09 OF 11
 PROJECT
 AIP NO. 3-18-0071-28-2024

BFS NO. 6970

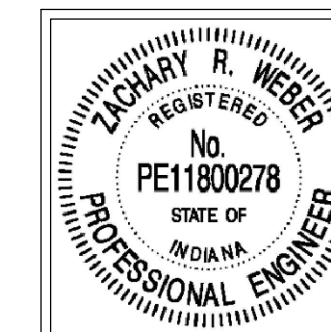
LEGEND

-  DUPLEX 110 VOLT RECEPTACLE OUTLET
-  LED LIGHT FIXTURE - 2 CIRCUITS
-  EMERGENCY EXIT LIGHT
-  WALL MOUNTED OUTDOOR AREA LED FIXTURE WITH BUILT-IN PHOTO CELL AND MULTI-LEVEL MOTION CONTROL
-  LIGHT SWITCH, 20 AMP @ 120V, TWO CIRCUITS
-  DISTRIBUTION PANEL - 200 AMP SERVICE 2 POLE MAIN C/B 120V/240V
-  NEW ELECTRIC METER AND METER BASE



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 CONTRACTOR'S 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 SNOW REMOVAL EQUIPMENT BUILDING.
2. 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.
3. NO LIGHT FIXTURES SHALL BE LOWER THAN THE UNITS DOOR CLEAR OPENING HEIGHT.
4. LIGHT FIXTURES SHALL PROVIDE BETWEEN 50 AND 100 FOOTCANDLES THROUGHOUT THE BUILDING.
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. MAX. 80' CIRCUIT LENGTH W/#12 WIRE. CIRCUITS ABOVE THIS LENGTH SHALL BE #10AWG OR LARGER AS NEEDED.
8. SEE SITE PLAN FOR ELECTRIC HOOKUP REQUIREMENTS.
9. 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 CONTRACTOR IS RESPONSIBLE FOR THE PREPARATION OF DOCUMENTS, DRAWINGS AND SPECIFICATIONS FOR THE DESIGN AND CONSTRUCTION OF THE PRE-ENGINEERED BUILDING, FLOOR SLAB, BUILDING FOUNDATION, HVAC, AND ELECTRICAL. THE SITE AND APRON DESIGN HAS BEEN CONCEPTUALLY PROVIDED IN THESE PLANS AND SPECIFICATIONS. ANY INFORMATION REQUIRED FOR THE FINAL DESIGN OF THE PRE-ENGINEERED BUILDING IS THE RESPONSIBILITY OF THE CONTRACTOR AND ITS DESIGN ENGINEER/ARCHITECT. THE CONTRACTOR'S 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 BUILDING.

REVISIONS			
NO.	REMARK	DATE	BY
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RECOMMENDED FOR APPROVAL: *Zachary R. Weber* DATE: 1/15/2024

DESIGNED: ZRW DRAWN: ZRW

CHECKED: ZRW CHECKED: JRC

RICHMOND MUNICIPAL AIRPORT SNOW REMOVAL EQUIPMENT BUILDING

ELECTRICAL PLAN

RICHMOND INDIANA

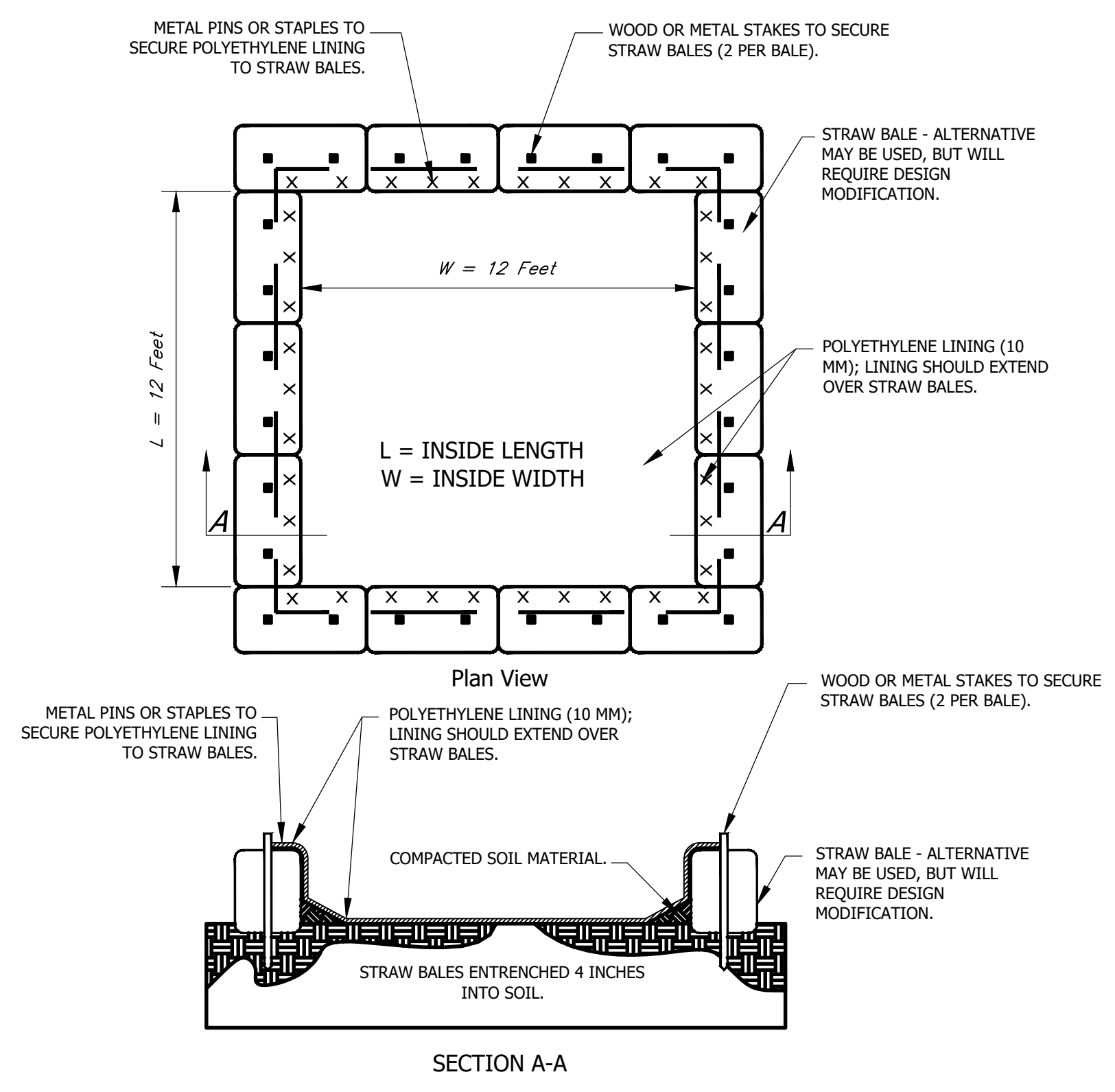
Headquarters: 8450 WESTFIELD BLVD., SUITE 300, INDIANAPOLIS, IN 46240-8302, TEL 317-713-4615, FAX 317-713-4616, www.BFSinc.com

Branch Locations: FORT WAYNE 260-459-1532, LOUISVILLE 502-593-1998, LAFAYETTE 765-423-5602, MERRILLVILLE 219-769-2333, PLAINFIELD 317-839-3242

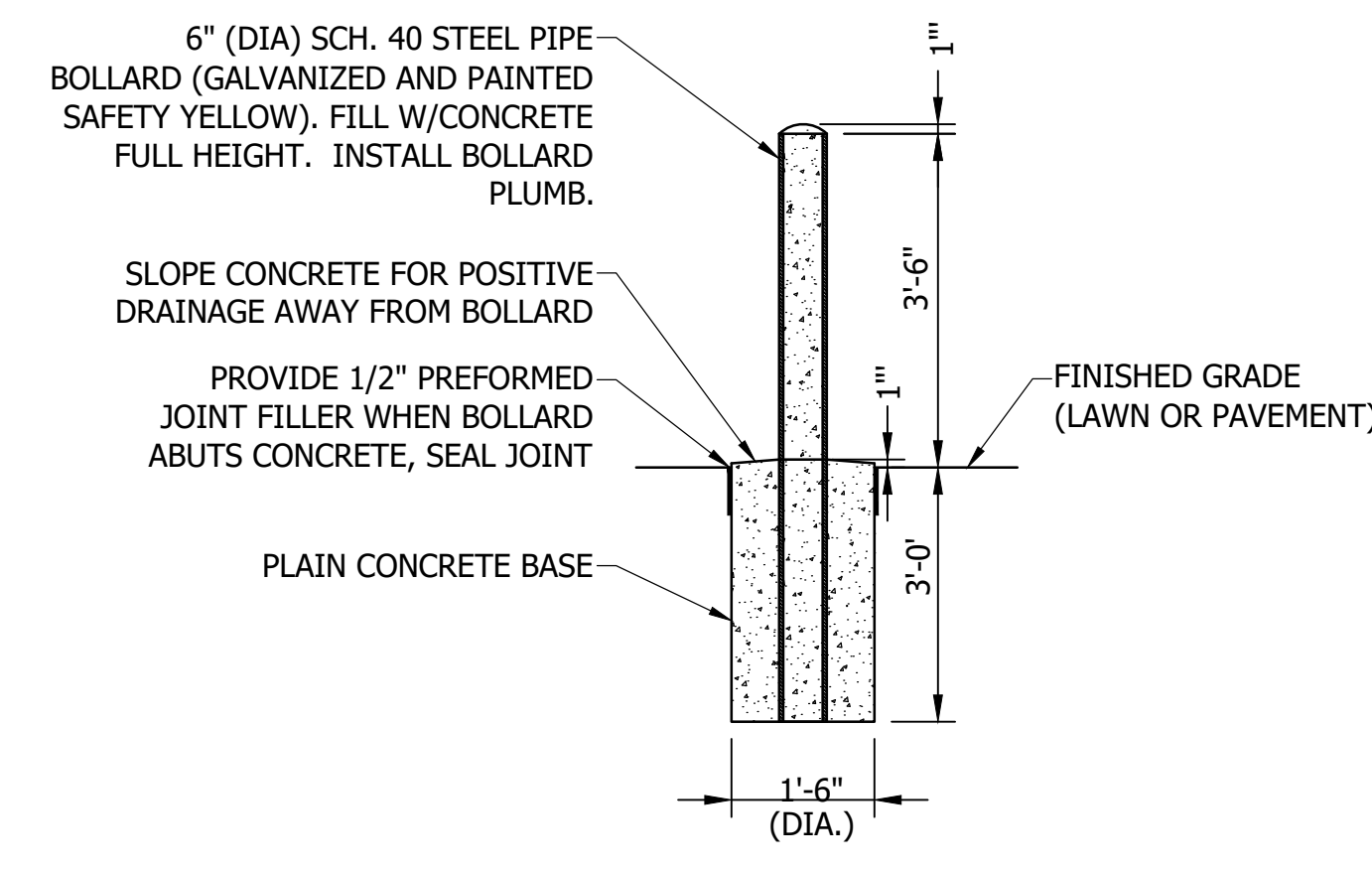


HORIZONTAL SCALE	
1"=5'	
VERTICAL SCALE	
N/A	
SHEET	
10	OF 11
PROJECT	
AIP NO. 3-18-0071-28-2024	

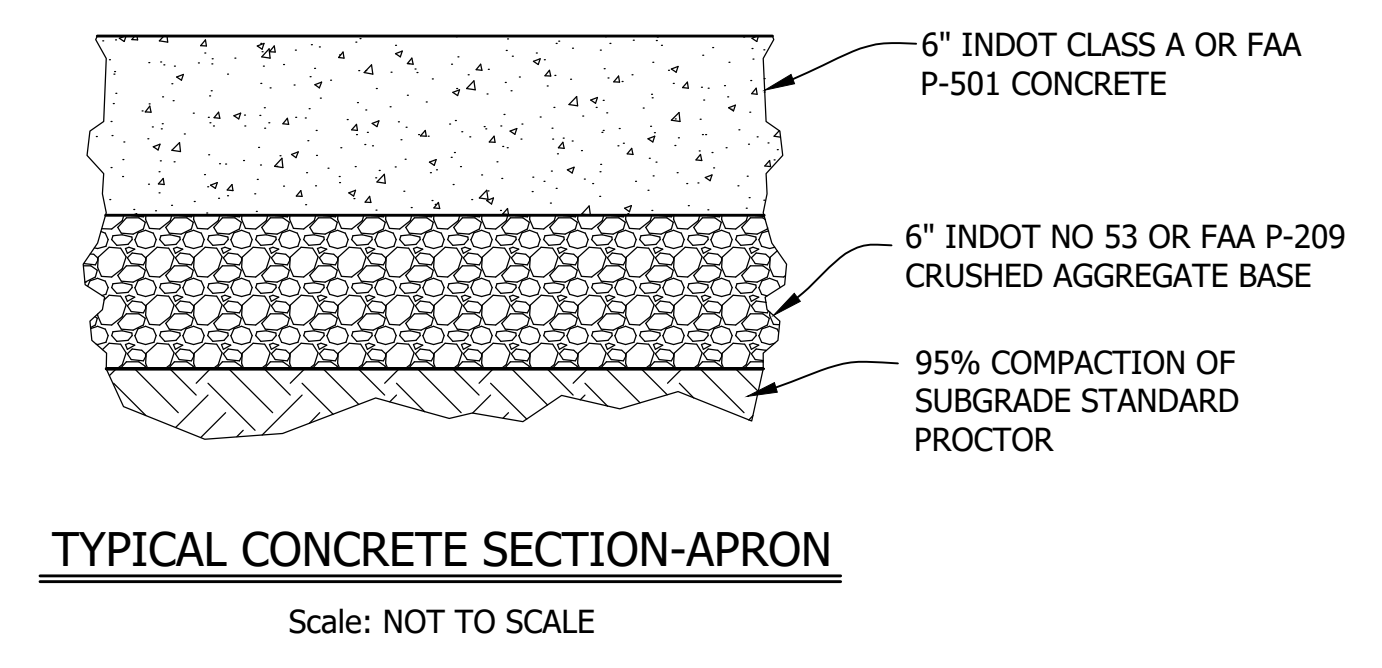
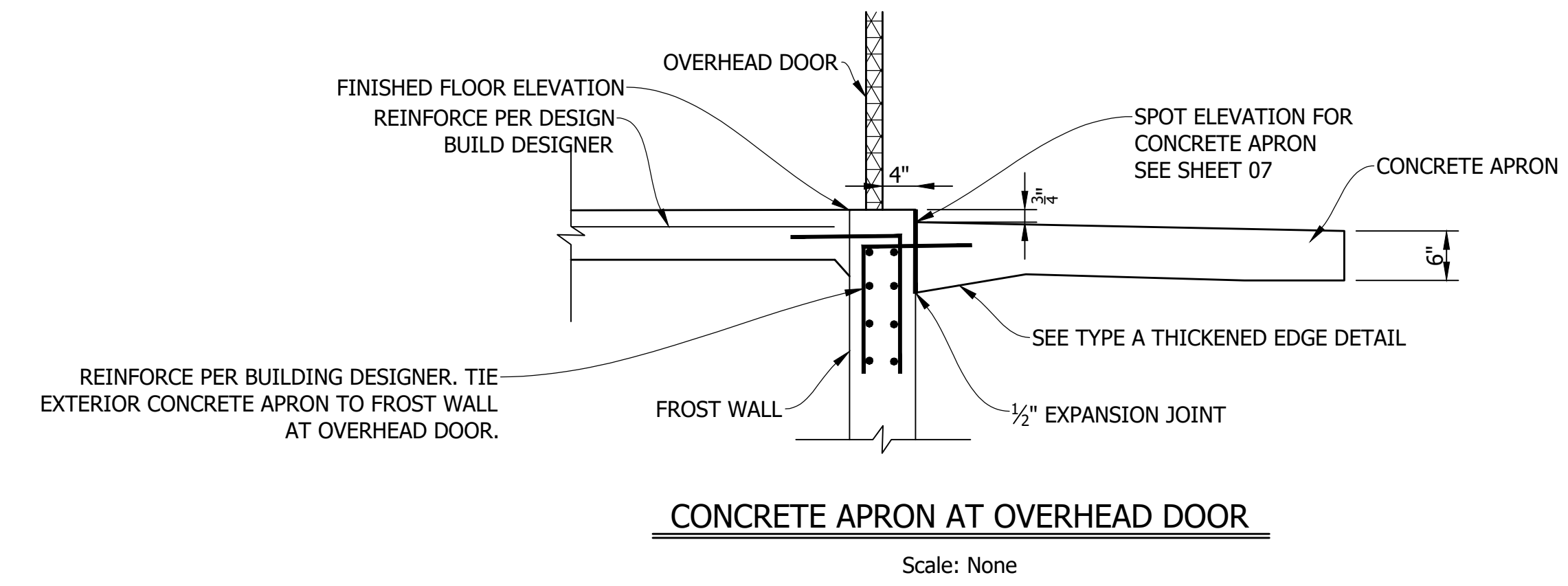
BFS NO. 6570



CONCRETE WASHOUT - ABOVE GRADE
Scale: No Scale



6" CONCRETE FILLED STEEL PIPE BOLLARD
Scale: NOT TO SCALE



REVISIONS			
NO.	REMARK	DATE	BY
1			
2			
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	RECOMMENDED FOR APPROVAL: <i>Zachary R. Weber</i> DATE: 1/15/2024	RICHMOND MUNICIPAL AIRPORT SNOW REMOVAL EQUIPMENT BUILDING		HORIZONTAL SCALE: N/A
	DESIGNED: ZRW DRAWN: ZRW	RICHMOND INDIANA		VERTICAL SCALE: N/A
CHECKED: ZRW CHECKED: JRC			Branch Locations: FORT WAYNE 260-459-1532 LOUISVILLE 502-593-1998 LAFAYETTE 765-423-5602 MERRILLVILLE 219-769-2333 PLAINFIELD 317-839-3242	SHEET 11 OF 11 PROJECT AIP NO. 3-18-0071-28-2024

BFS NO. 6570