

DARKE COUNTY COMMISSIONERS  
DARKE COUNTY AIRPORT  
VERSAILLES, OHIO  
CONSTRUCT/EXPAND HANGAR  
AIP 3-39-0082-023/024-2025

DARKE COUNTY COMMISSIONERS			
APPROVED:	MATT AULTMAN		MEMBER
DATE:			
APPROVED:	AARON FLATTER		MEMBER
DATE:			
APPROVED:	MARSHALL COMBS		MEMBER
DATE:			

SIGNATURES ON FILE AT COMMISSIONERS OFFICE



PROJECT LOCATION

VICINITY MAP

Scale: NOT TO SCALE

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REVISIONS			
NO.	REMARK	DATE	BY
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RECOMMENDED FOR APPROVAL: *Jason R. Clearwaters* 3/10/2025  
DESIGN ENGINEER DATE  
DESIGNED: MTV DRAWN: MTV  
CHECKED: JRC CHECKED: JRC

DARKE COUNTY AIRPORT - CONSTRUCT/EXPAND HANGAR  
TITLE AND INDEX SHEET  
VERSAILLES OHIO

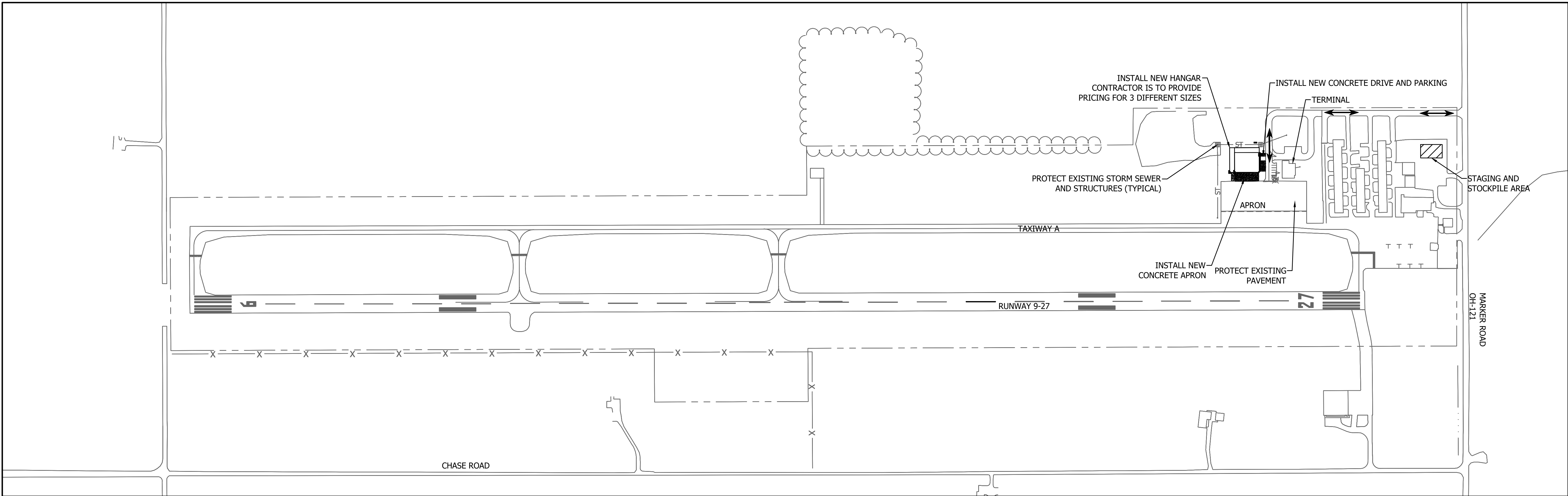
Headquarters: 8450 WESTFIELD BLVD., SUITE 300  
INDIANAPOLIS, IN. 46240-8302  
TEL. 317-713-4615  
FAX 317-713-4616  
www.BFSengr.com

Butler Fairman Seufert  
ENGINEERS

Branch Locations:  
FORT WAYNE 260-459-1532  
LOUISVILLE 502-593-1996  
LAFAYETTE 765-423-5602  
MERRILLVILLE 219-769-2333  
PLAINFIELD 317-839-3242

HORIZONTAL SCALE	
N/A	
VERTICAL SCALE	
N/A	
SHEET	
01	OF 17
PROJECT	
3-39-0082-023/024-2025	

BFS NO. 7189.9804

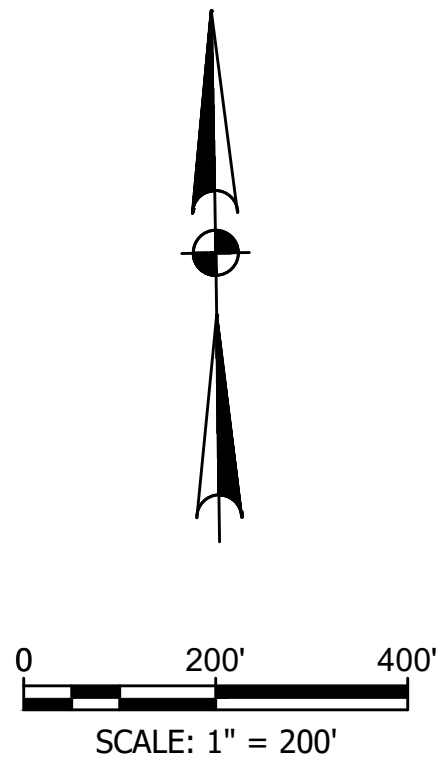


**LEGEND**

↔ HAUL ROUTE

**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 THE INSTALLATION OF A NEW HANGAR. 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:
  - INSTALL NEW HANGAR
  - INSTALL CONCRETE APRON
  - GRADING AND DRAINAGE
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 OWNER SHALL ALLOCATE THE WORK AND DESIGNATE THE SEQUENCE OF CONSTRUCTION IN CASE OF CONTROVERSY BETWEEN THE CONTRACTOR AND ENGINEER.
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 APRON OPERATIONAL AREAS. CONTRACTOR SHALL GIVE ALL AIRCRAFT AND AIRPORT PERSONNEL THE RIGHT OF WAY AT ALL TIMES. 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 ATTEND A PRE-CONSTRUCTION MEETING PRIOR TO BEGINNING WORK TO COORDINATE WORK PROCEDURES WITH ALL INTERESTED PARTIES. 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 MEETING CALLED BY THE ENGINEER.
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 SUPPLY ONE SET OF AS-BUILT DRAWINGS TO THE ENGINEER AT THE COMPLETION OF THE PROJECT. THE CONTRACTOR SHALL KEEP THE RED LINE DRAWING SET ON SITE AND SHALL UPDATE ON A DAILY BASIS THROUGHOUT THE PROJECT.
11. 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 AUGLAIZE COUNTY AIRPORT.



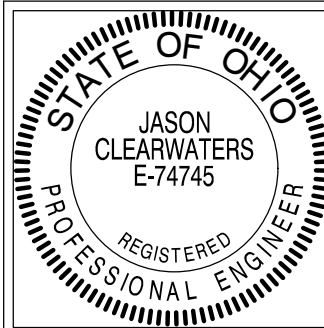
**CONTACTS**

**AIRPORT MANAGER:**  
SCOTT NAAS  
PH: (937) 467 - 9360

**ELECTRIC:**  
AES OHIO: AARON TEETERS  
PH: (937) 516 - 2189  
P.O. BOX 1247,  
DAYTON OHIO, 45401

REVISIONS			
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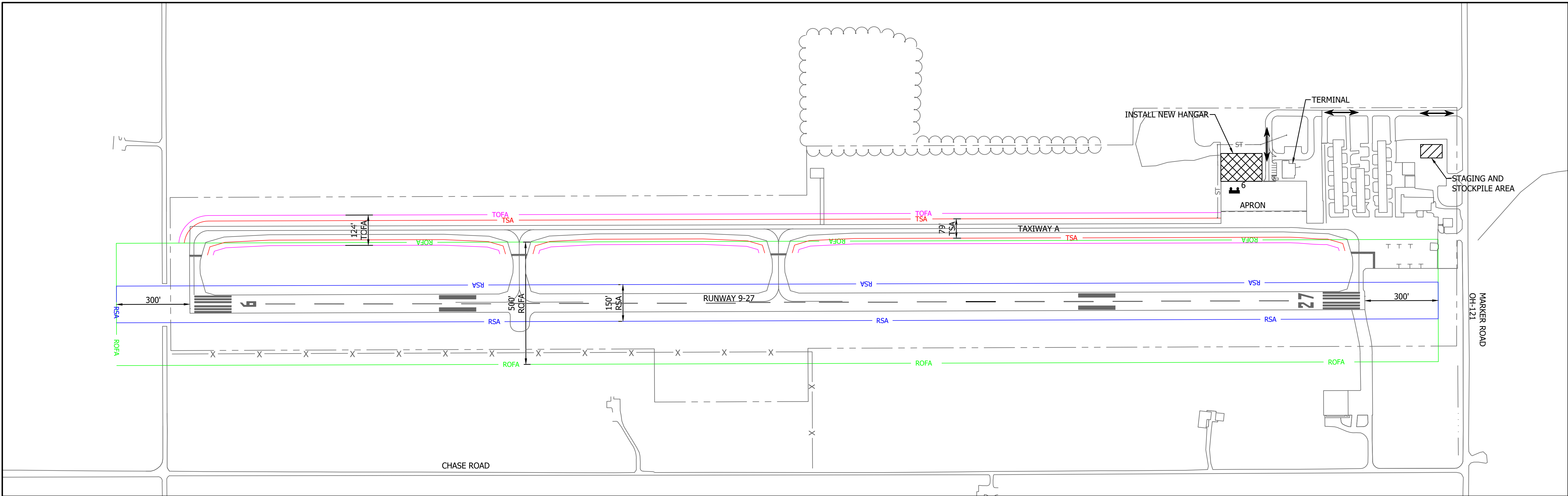
**CAUTION**  
LOCATIONS OF ALL EXISTING UNDERGROUND UTILITIES SHOWN ON THIS PLAN ARE BASED UPON ABOVE GROUND EVIDENCE (INCLUDING, BUT NOT LIMITED TO, MANHOLES, INLETS, VALVES, AND MARKS MADE UPON THE GROUND BY OTHERS) AND ARE SPECULATIVE IN NATURE. THERE MAY ALSO BE OTHER EXISTING UNDERGROUND UTILITIES 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.



RECOMMENDED FOR APPROVAL: <i>Jason R. Clearwaters</i> 3/10/2025 DESIGN ENGINEER DATE	
DESIGNED: _____ MTW _____ DRAWN: _____ MTW _____	
CHECKED: _____ JRC _____ CHECKED: _____ JRC _____	

DARKE COUNTY AIRPORT - CONSTRUCT/EXPAND HANGAR		HORIZONTAL SCALE 1" = 200'	
SCOPE OF WORK		VERTICAL SCALE	
VERSAILLES	OHIO		
Headquarters 8450 WESTFIELD BLVD., SUITE 300 INDIANAPOLIS, IN. 46240-8302 TEL 317-713-4619 FAX 317-713-4616 www.BFSengr.com		<b>BFS</b> Butler Fairman Seufert ENGINEERS	
Branch Locations FORT WAYNE 260-459-1532 LOUISVILLE 502-593-1996 LAFAYETTE 765-423-5602 MERRILLVILLE 219-769-2333 PLAINFIELD 317-839-3242		SHEET 02 OF 17 PROJECT 3-39-0082-023/024-2025	





**LEGEND**

HAUL ROUTE

STAGING AND STOCKPILE AREA

PROJECT LIMITS

LOW PROFILE BARRICADE -  
\* INDICATES NUMBER OF REQUIRED

EXISTING TAXIWAY SAFETY AREA

EXISTING TAXIWAY OBJECT FREE AREA

RUNWAY SAFETY AREA

RUNWAY OBJECT FREE AREA

**DURATION**  
PHASE 1: 140 CONTINUOUS CALENDAR DAYS

- GENERAL NOTES**
1. PRIOR TO RE-OPENING ANY APRON PAVEMENT, 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 SWEEPED WITH A VACUUM TRUCK IF NEEDED.

c. CONTRACTOR HAS COMPLETED A WALK-THROUGH INSPECTION WITH THE AIRPORT INSPECTOR.

d. ACCEPTED BY THE OWNER.

2. 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.

3. CONTRACTOR SHALL GIVE OWNER / ENGINEER AT LEAST 48 HOURS NOTICE OF CLOSURE TO GET NOTAM IN PLACE AND NOTIFY TENANTS.

4. CONSTRUCTION WILL BE IN OR ADJACENT TO TAXIWAY OPERATIONAL AREAS. CONTRACTOR SHALL GIVE ALL AIRCRAFT AND AIRPORT PERSONNEL THE RIGHT OF WAY AT ALL TIMES.

5. PROJECT SHALL CONSIST OF ONE PHASE FOR A DURATION OF 160 DAYS.
- 
- NOTES:**

1. BARRICADES SHALL BE PLACED 8' 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 PROVIDING, 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 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.

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 ALTERNATING AVIATION ORANGE (FED-STD-595, NO. 12197) AND WHITE.

7. THE COST OF PROVIDING AND MANIPULATING BARRICADES SHALL BE INCLUDED IN THE "MAINTENANCE OF TRAFFIC" PAY ITEM.
- 
- | REVISIONS |        |      |    |
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- RECOMMENDED FOR APPROVAL:   
DESIGN ENGINEER DATE 3/10/2025

DESIGNED: MTV DRAWN: MTV  
CHECKED: JRC CHECKED: JRC

DARKE COUNTY AIRPORT - CONSTRUCT/EXPAND HANGAR  
CONSTRUCTION SAFETY PHASING PLAN  
VERSAILLES OHIO

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

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HORIZONTAL SCALE  
1" = 200'

VERTICAL SCALE

SHEET  
03 OF 17  
PROJECT  
3-39-0082-023/024-2025

BFS NO. 7189.9804



Construction Safety and Phasing Plan (CSPP):

**Scope of Work:** This project at the Darke County Airport consists of a new Hangar, the contractor to 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:

- Building and Framework
- Install new concrete apron
- Surface Grading, drainage and erosion control measures
- Utilities

**General:** The CSPP has been developed utilizing the process set forth in AC 150/5370-2 "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:

- 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 relevant 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 one (1) phase of construction and is outlined below:

**Phase 1:** Installation of new Community Hangar.

Sequence of work estimated as follows:

Phase	Calendar Days	WORK HOUR RESTICTIONS
1	140	None

(3) Areas and Operations Affected by the Construction Activity

See Operations Effects table below.

Table 1: Airport Operations Affected by Construction - Phase 1

m	Taxiway Restrictions	Runway Restrictions
1	No Taxiway Restrictions	No Runway Restrictions.

Table 2: Safety Area of Active Runways

Runway	Aircraft Approach Category and Airplane Design Group	Normal	Phase 1
9-27	B-II	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	B	II	300'	1,000'	20:1
27	B	II	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 the may interfere with signals essential to air navigation. This project will not impact any NAVAIDS.

Table 4: NAVAID Facility Impacts

Facility Type	Phase Impacted	Impact
Runway 8 PAPI	-	NONE
Runway 26 PAPI	-	NONE

(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.
- 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 roads to the project site will be from OH-219 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:** The Contractor's access to the primary Project work areas and AOA shall be via the haul road as shown on the plans. The Contractor will be required to coordinate with the airport manager.
- 7.) **Training Requirement for Vehicle Drivers:** A drivers training program is not required. 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.) **Two-way Radio Communications Procedures:** The Contractor is not required to have a radio for this project.
- 10.) **Maintenance of the Secured Area of the Airport:** The project is not inside of a secure area.

(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:
- a.) **Trawl:** 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.) **Poorly Maintained Fencing and Gates:** The Darke County Airport does not have a security fence.
- 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:**
- Darke County Airport - Manager  
Scott Naas (937) 467-9360
- Engineer:  
Butler, Fairman & Seufert, Inc. (317) 713-4615 Ohio
- 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:  
Versailles Police Department (937) 526-3712  
Versailles Fire Department (937) 526-3112
- d.) **Coordination with ARFF:** No Aircraft Rescue and Fire Fighting (ARFF) equipment is stationed at the Van Wert County Airport.
- 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:** There are no FAA owned/maintained NAVAIDS at the Darke County Airport.

(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. Ohio Utilities Protection Services may be used to locate the public utilities by calling 811 or (800) 362-2764. 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.

(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 fine 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 fine 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 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.
- iv. 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.
- 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, 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.
- 1.) **Temporarily Closed Runways:** There will be no temporary runway closures with 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:** Place barricades to restrict access to temporarily closed areas during the course of the project.
- 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, 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 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.
- 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 30 low profile barricades that the contractor may use, however light/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

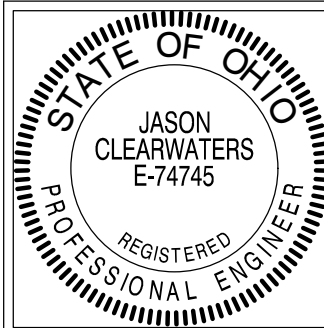
Runway Safety Areas (RSA), Taxiway Safety Areas (TSA), Obstacle Free Zones (OFZ), Object Free Areas (OFA), and approach surfaces must be protected during construction, and are shown on the plan sheets. Protection of these areas includes limitations on the locations and height of equipment and stockpiled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

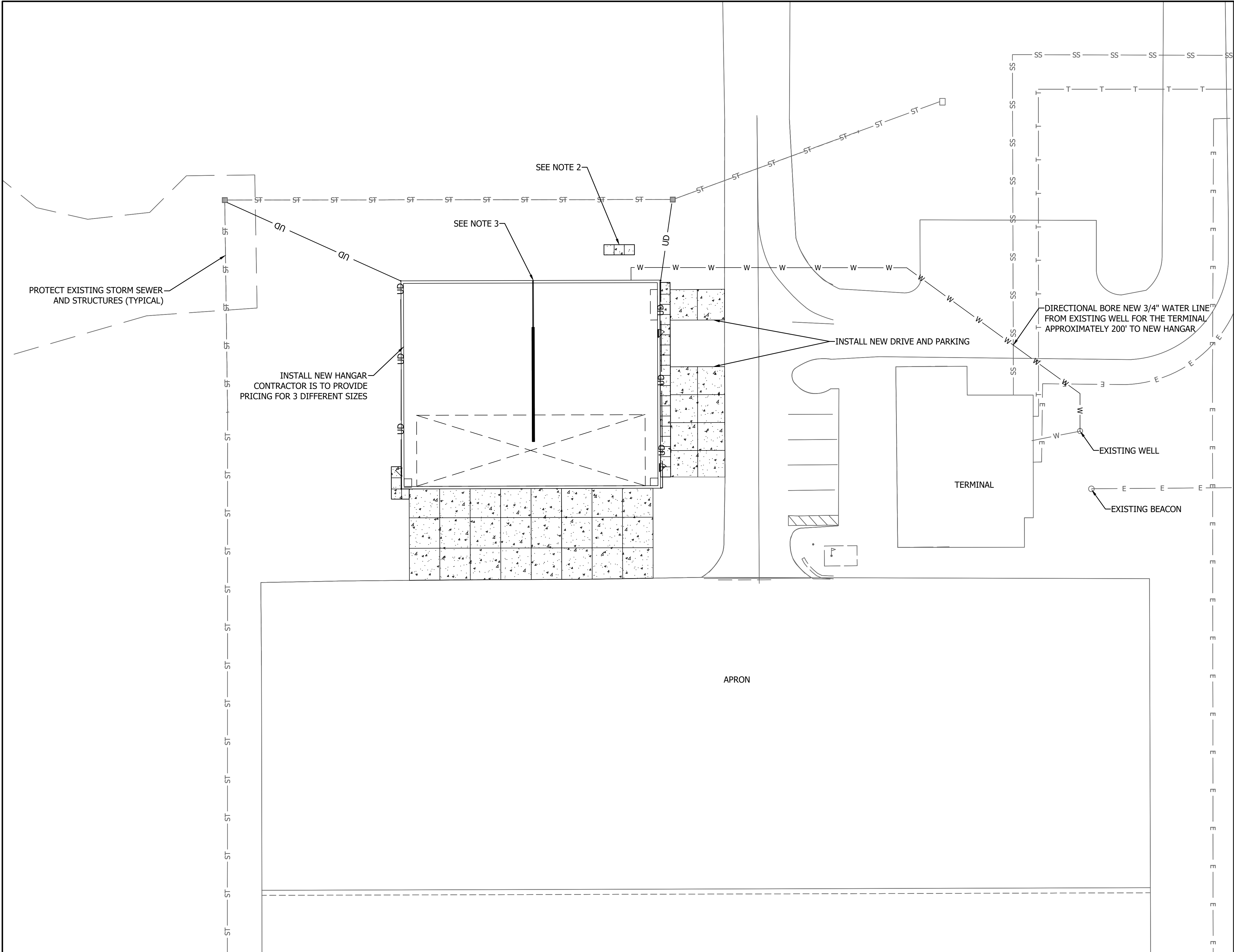
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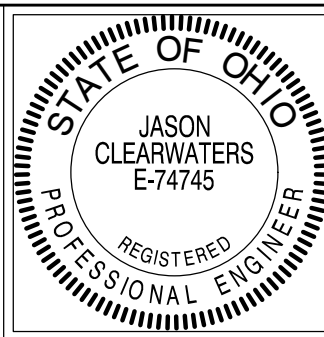
RECOMMENDED FOR APPROVAL:	<i>Jason R. Clearwaters</i>	DATE	3/10/2025
DESIGNED:	MTV	DRAWN:	MTV
CHECKED:	JRC	CHECKED:	JRC

DARKE COUNTY AIRPORT - CONSTRUCT/EXPAND HANGAR		HORIZONTAL SCALE	
CONSTRUCTION SAFETY PHASING NOTES		VERTICAL SCALE	
VERSAILLES OHIO			
Headquarters 8450 WESTFIELD BLVD., SUITE 300 INDIANAPOLIS, IN. 46240-8302 TEL 317-713-4615 FAX 317-713-4616 www.BFSengr.com		Branch Locations 260-459-1532 FORT WAYNE LOUISVILLE 502-593-1996 LAFAYETTE 765-423-5602 MERRILLVILLE 219-769-2333 PLAINFIELD 317-839-3242	
SHEET		4 OF 17	
PROJECT		3-39-0082-023/024-2025	






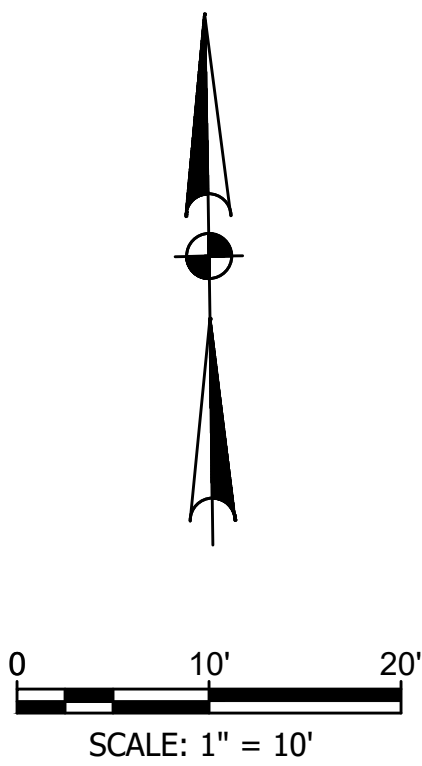
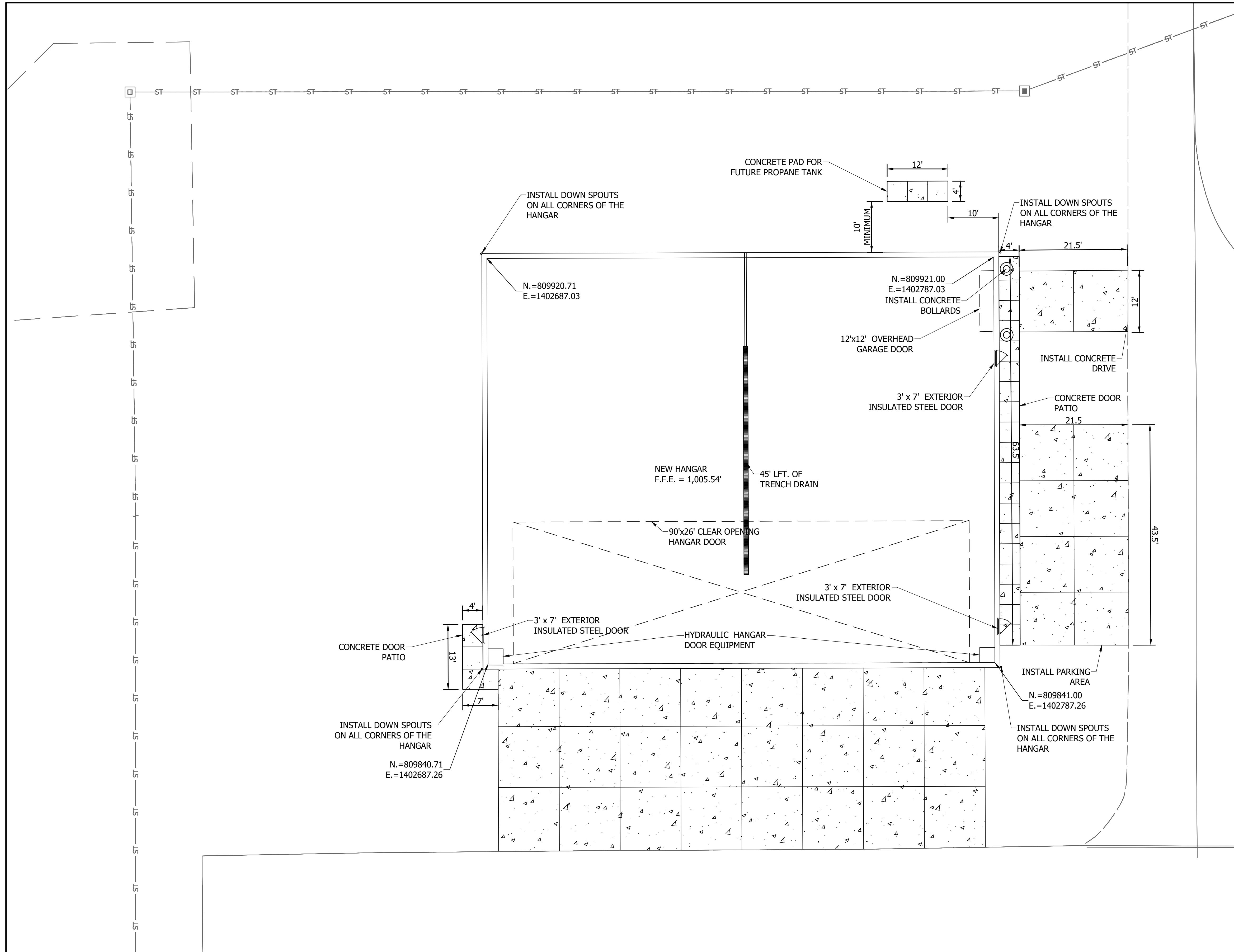
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RECOMMENDED FOR APPROVAL: <i>Jason R. Clearwaters</i> 3/10/2025 DESIGN ENGINEER DATE	
DESIGNED: MTV	DRAWN: MTV
CHECKED: JRC	CHECKED: JRC

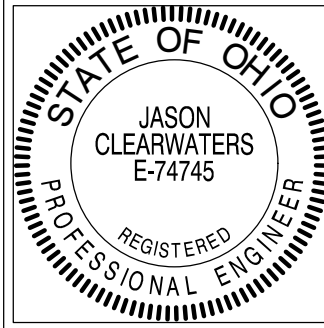
DARKE COUNTY AIRPORT - CONSTRUCT/EXPAND HANGAR	
SITE PLAN	
VERSAILLES	OHIO
Headquarters 8450 WESTFIELD BLVD., SUITE 300 INDIANAPOLIS, IN 46240-8302 TEL 317-713-4615 FAX 317-713-4616 www.BFSengr.com	
Branch Locations FORT WAYNE 260-459-1532 LOUISVILLE 502-593-1996 LAFAYETTE 765-423-5602 MERRILLVILLE 219-769-2333 PLAINFIELD 317-839-3242	
	
HORIZONTAL SCALE 1" = 20'	
VERTICAL SCALE	
SHEET 5 OF 17	
PROJECT 3-39-0082-023/024-2025	

BFS NO. 7189.9804



- NOTES:
1. THE BUILDING EVE HEIGHT SHALL ACCOMMODATE THE CLEAR HEIGHT OF THE DOOR FOR THE ENTIRE BUILDING ENVELOPE.
  2. BUILDING COORDINATES ARE LOCATED AT THE INSIDE BUILDING CORNERS.
  3. COORDINATES SHOWN ARE OHIO STATE PLANE SOUTH, 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 A MAX TRAVEL DISTANCE 75 FEET, AT A MINIMUM. FIRE EXTINGUISHERS SHALL BE IN ACCORDANCE WITH NFPA AND ALL STATE AND LOCAL FIRE PROTECTION REQUIREMENTS.


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RECOMMENDED FOR APPROVAL:	<i>Jason R. Clearwaters</i>	DATE: 3/10/2025
DESIGNED:	MTV	DRAWN: MTV
CHECKED:	JRC	CHECKED: JRC

DARKE COUNTY AIRPORT - CONSTRUCT/EXPAND HANGAR	
HANGAR FLOOR PLAN - 100' X 80'	
VERSAILLES	OHIO

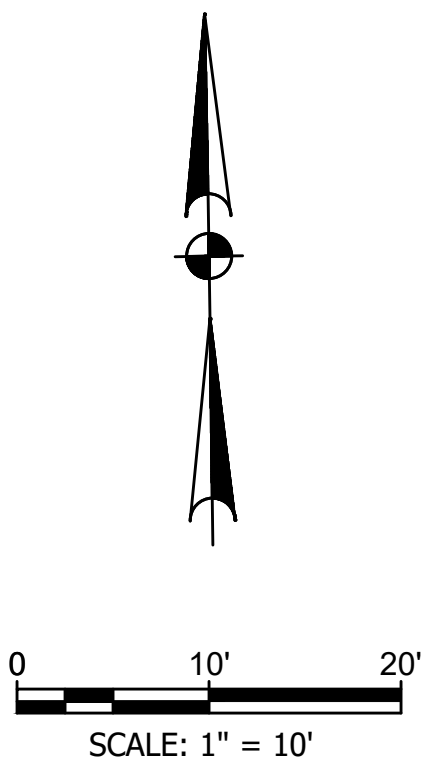
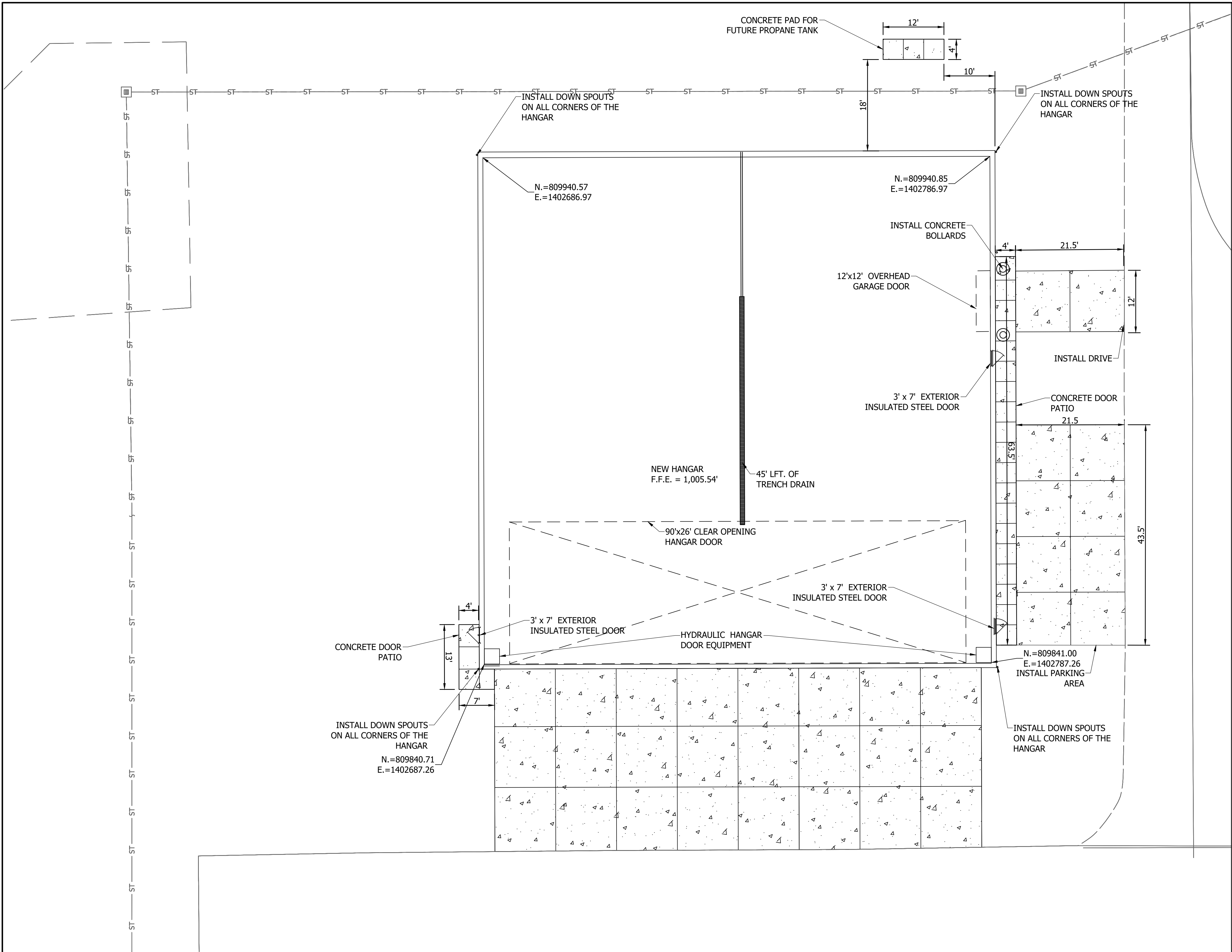
  

Headquarters 8450 WESTFIELD BLVD., SUITE 300 INDIANAPOLIS, IN. 46240-8302 TEL. 317-713-4615 FAX 317-713-4616 www.BFSengr.com				Branch Locations FORT WAYNE 260-459-1532 LOUISVILLE 502-593-1996 LAFAYETTE 765-423-5602 MERRILLVILLE 219-769-2333 PLAINFIELD 317-839-3242	
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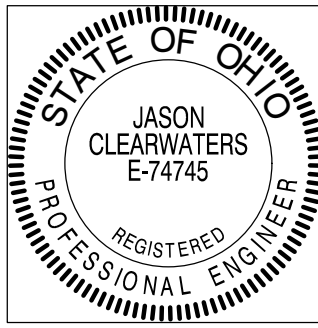
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PROJECT	
3-39-0082-023/024-2025	





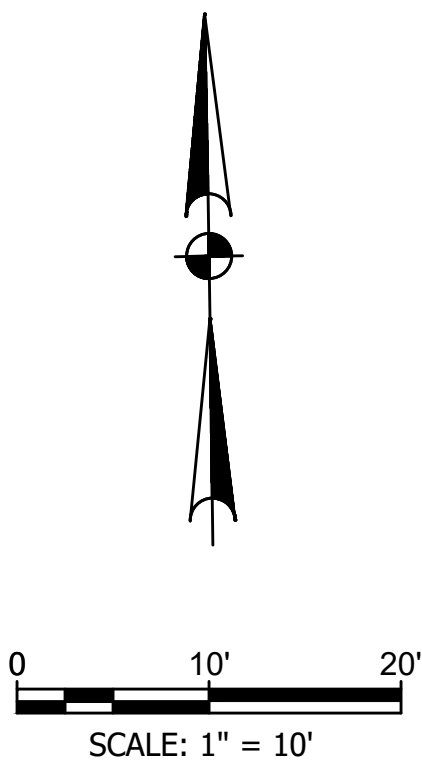
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RECOMMENDED FOR APPROVAL:	<i>Jason R. Clearwaters</i>	DATE	3/10/2025
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DARKE COUNTY AIRPORT - CONSTRUCT/EXPAND HANGAR	
HANGAR FLOOR PLAN - 100' X 100'	
VERSAILLES	OHIO
Headquarters 8450 WESTFIELD BLVD., 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 765-423-5602 MERRILLVILLE 219-769-2333 PLAINFIELD 317-839-3242	
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SHEET 7 OF 17	
PROJECT 3-39-0082-023/024-2025	

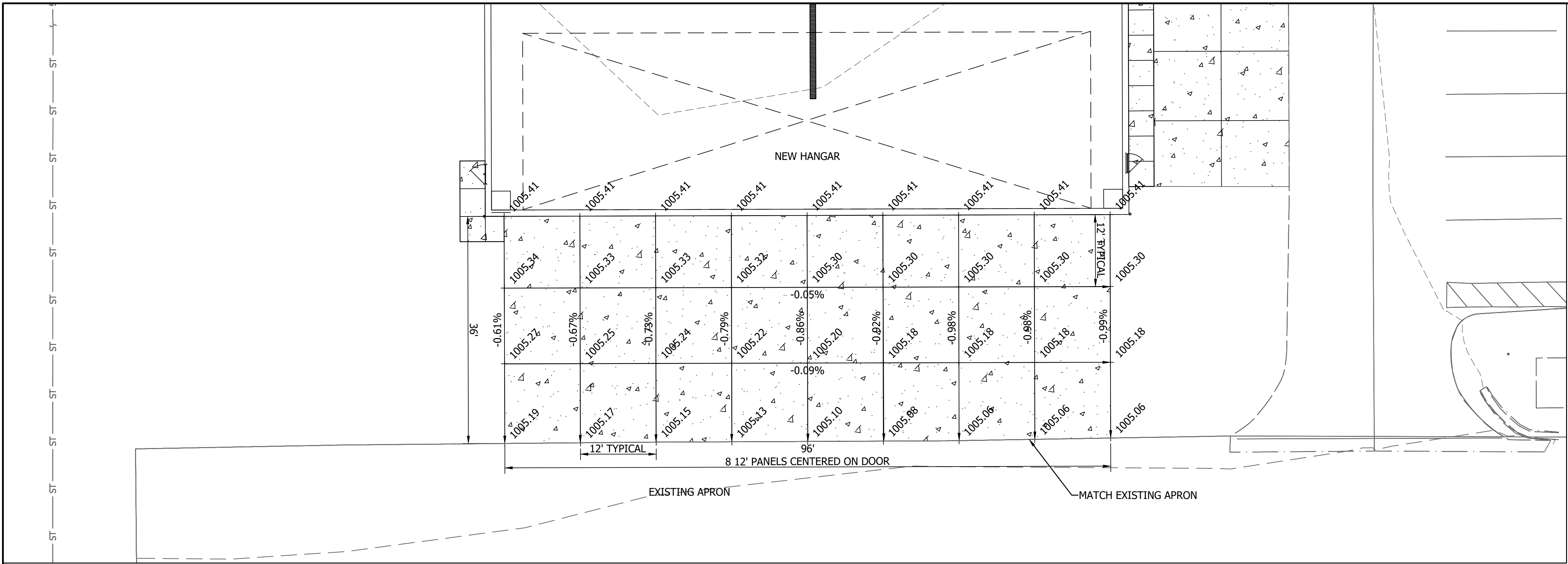


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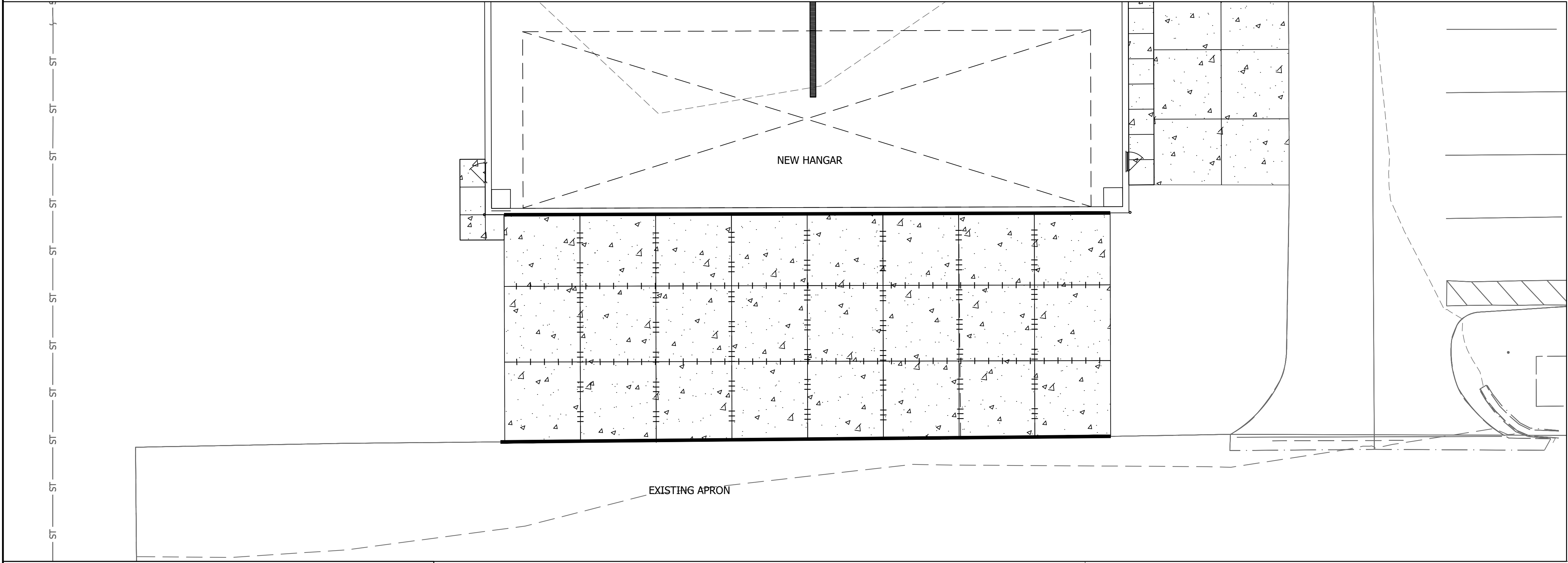
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SPOT ELEVATION PLAN

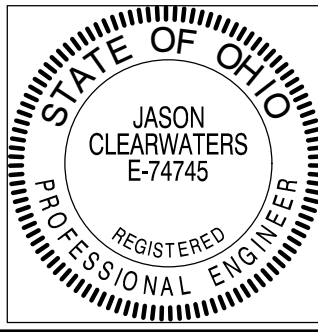
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JOINTING PLAN

Scale: 1"=10'



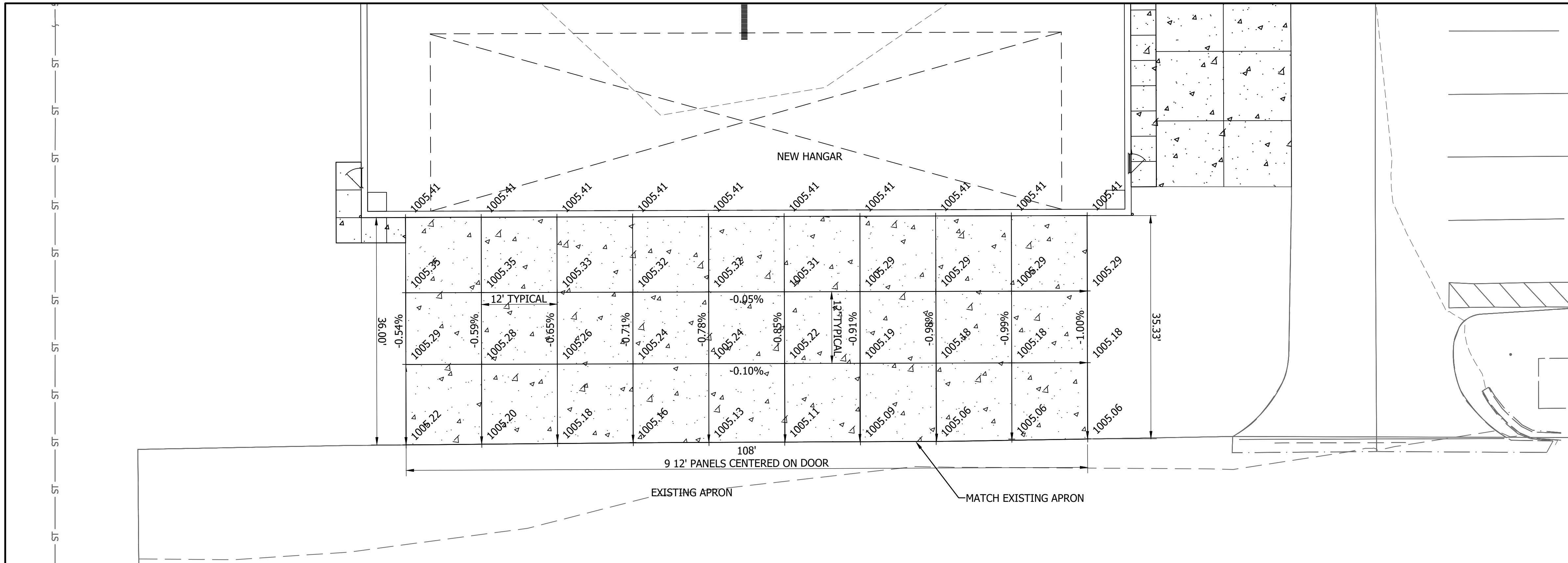
RECOMMENDED FOR APPROVAL:	<i>Jason R. Clearwaters</i>	DATE	3/10/2025
DESIGNED:	MTV	DRAWN:	MTV
CHECKED:	JRC	CHECKED:	JRC

DARKE COUNTY AIRPORT - CONSTRUCT/EXPAND HANGAR	
SPOT ELEVATIONS & JOINTING PLAN 100' WIDE	
VERSAILLES OHIO	
Headquarters	Branch Locations
8450 WESTFIELD BLVD., SUITE 300	FORT WAYNE 260-459-1532
INDIANAPOLIS, IN 46240-8302	LOUISVILLE 502-593-1996
TEL 317-713-4615	LAFAYETTE 765-423-5602
FAX 317-713-4616	MERRILLVILLE 219-769-2333
www.BFSengr.com	PLAINFIELD 317-839-3242

HORIZONTAL SCALE	
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3-39-0082-023/024-2025	

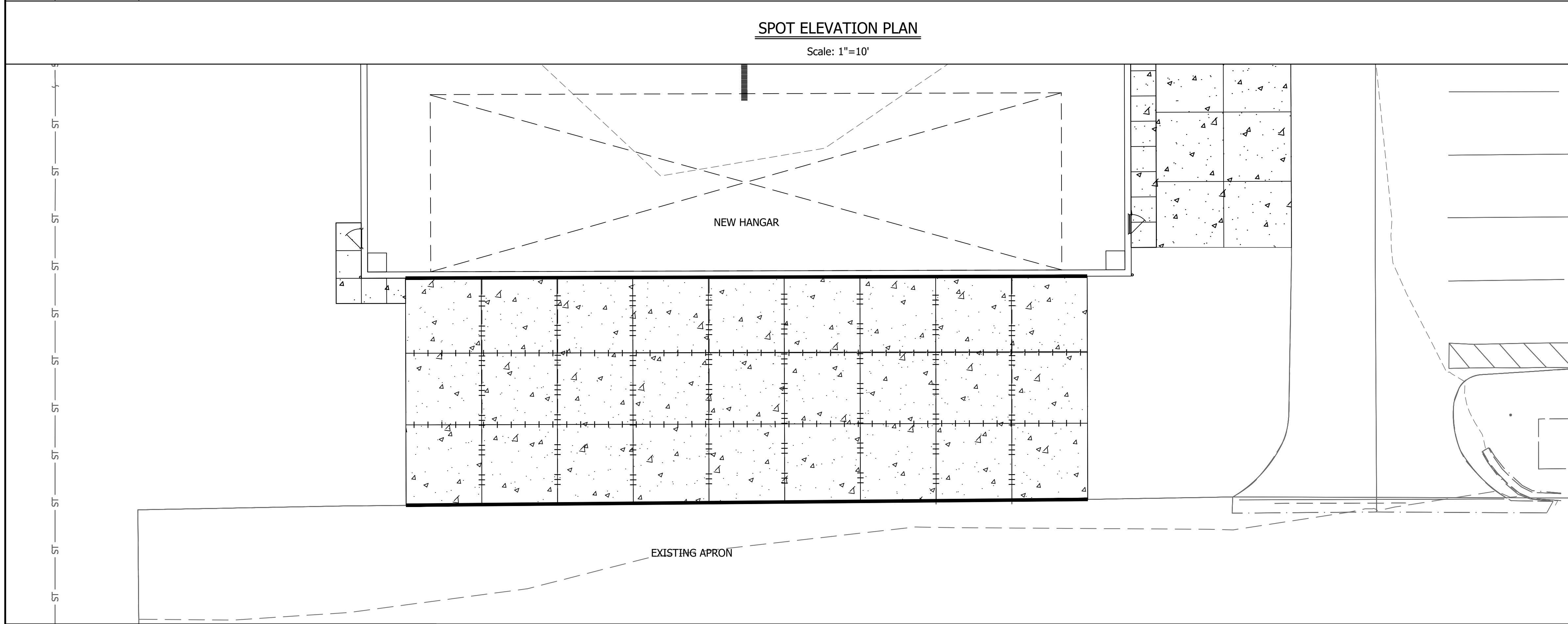
- LEGEND
- PROPOSED SPOT ELEVATIONS
- SPOT ELEVATION GRID LINES
- LEGEND
- TYPE A - THICKENED EDGE JOINT
- TYPE E - DOWELED CONSTRUCTION JOINT
- TYPE C - DOWELED CONTRACTION JOINT

- NOTES:
- CONTRACTOR CONCRETE PLACEMENT PLAN MAY REQUIRE THE TYPE E + C JOINTS TO BE ADJUSTED
  - CONCRETE AUTO DRIVE, PARKING LOT, AND SIDEWALKS DO NOT NEED TO BE DOWELED.



SPOT ELEVATION PLAN

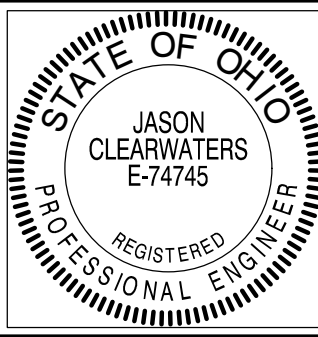
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JOINTING PLAN

Scale: 1"=10'

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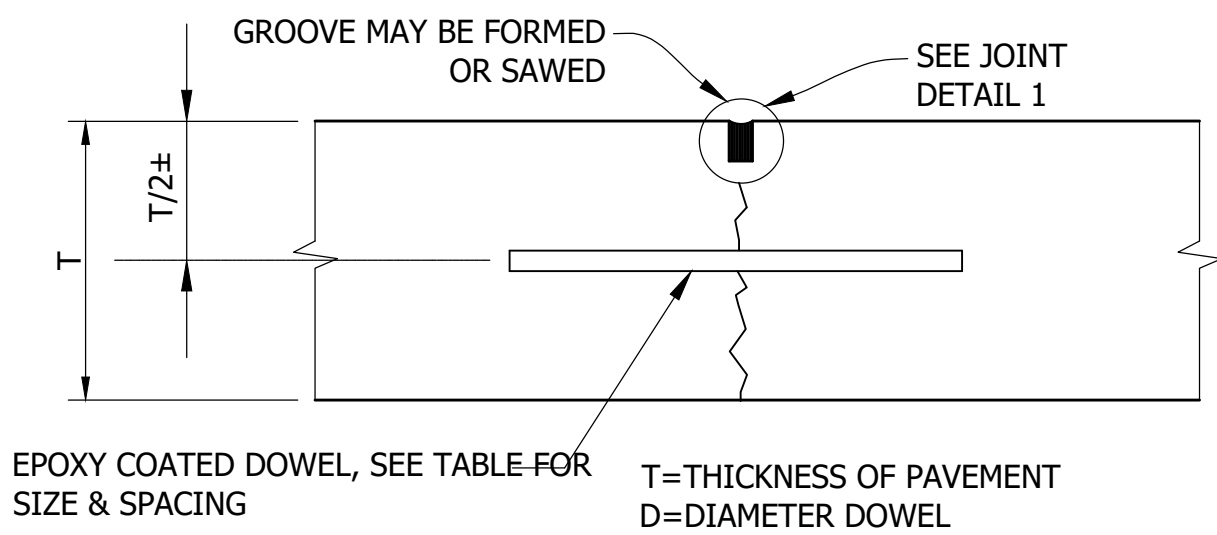
RECOMMENDED FOR APPROVAL:	<i>Jason R. Clearwaters</i>	DATE	3/10/2025
DESIGNED:	MTV	DRAWN:	MTV
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DARKE COUNTY AIRPORT - CONSTRUCT/EXPAND HANGAR	
SPOT ELEVATIONS & JOINTING PLAN 120' WIDE	
VERSAILLES OHIO	
Headquarters	Branch Locations
8450 WESTFIELD BLVD., SUITE 300	FORT WAYNE 260-459-1532
INDIANAPOLIS, IN 46240-8302	LOUISVILLE 502-593-1996
TEL 317-713-4616	LAFAYETTE 765-423-5602
FAX 317-713-4616	MERRILLVILLE 219-769-2333
www.BFSengr.com	PLAINFIELD 317-839-3242

HORIZONTAL SCALE	
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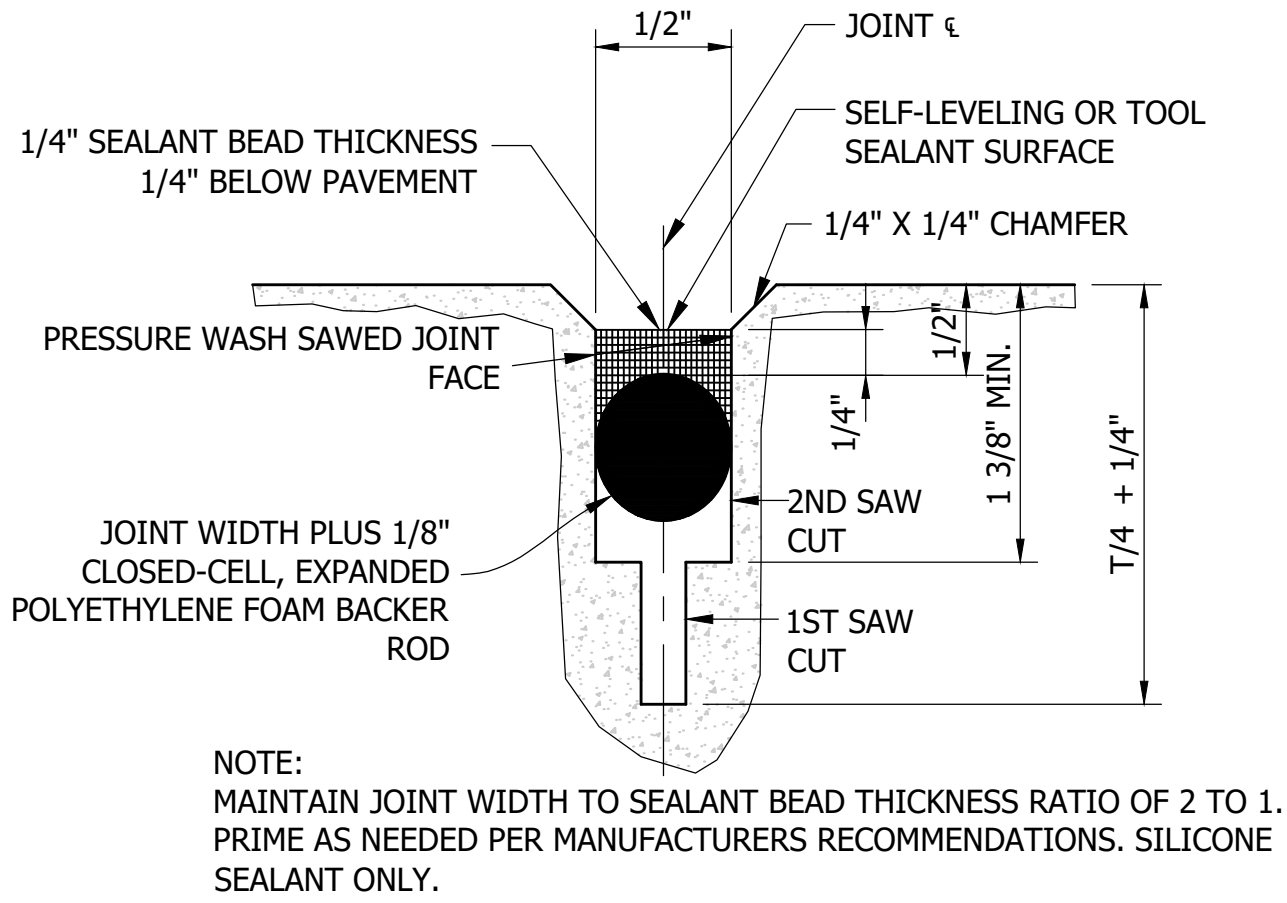
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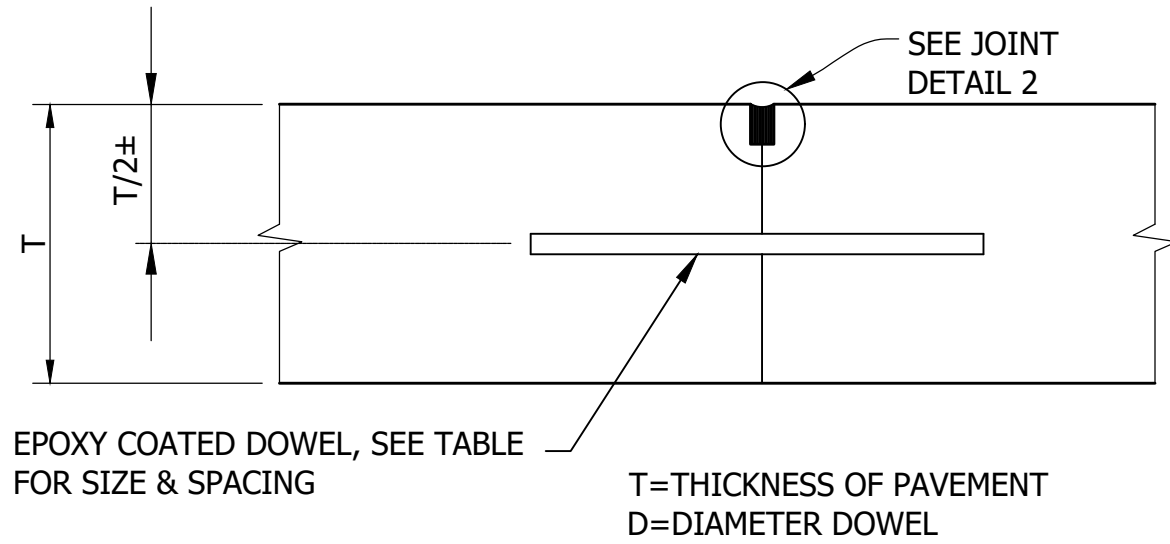
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CONTRACTION JOINT

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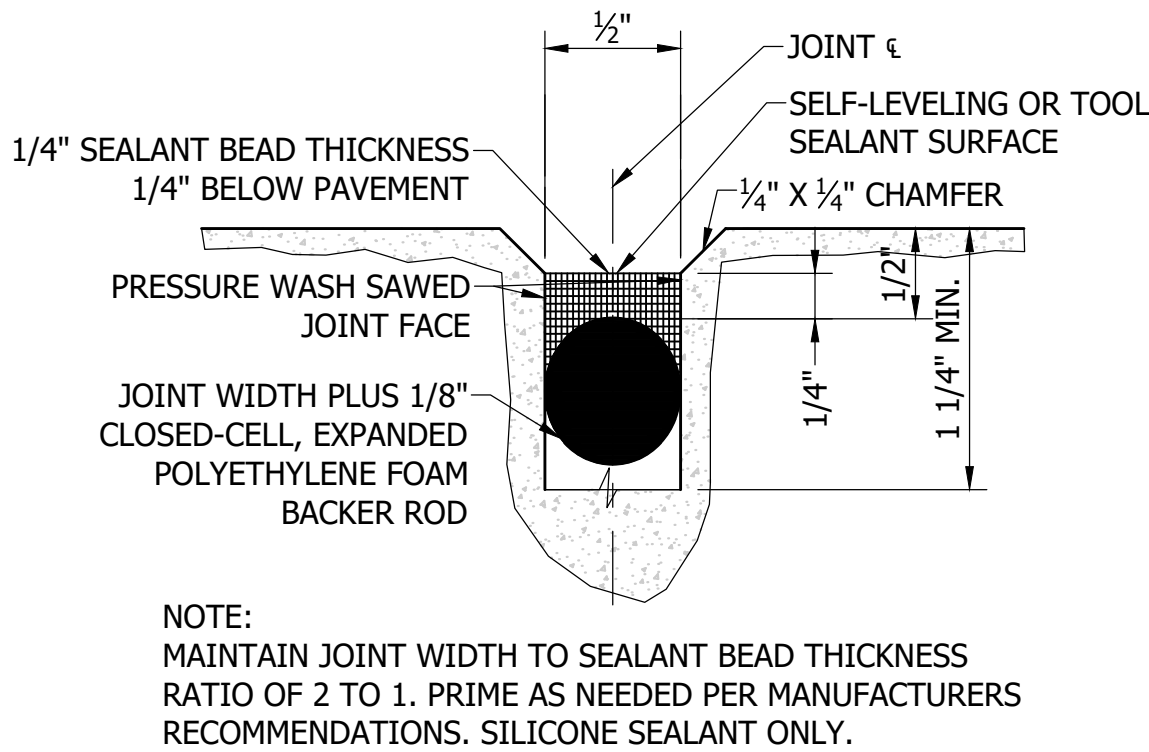
JOINT DETAIL 1

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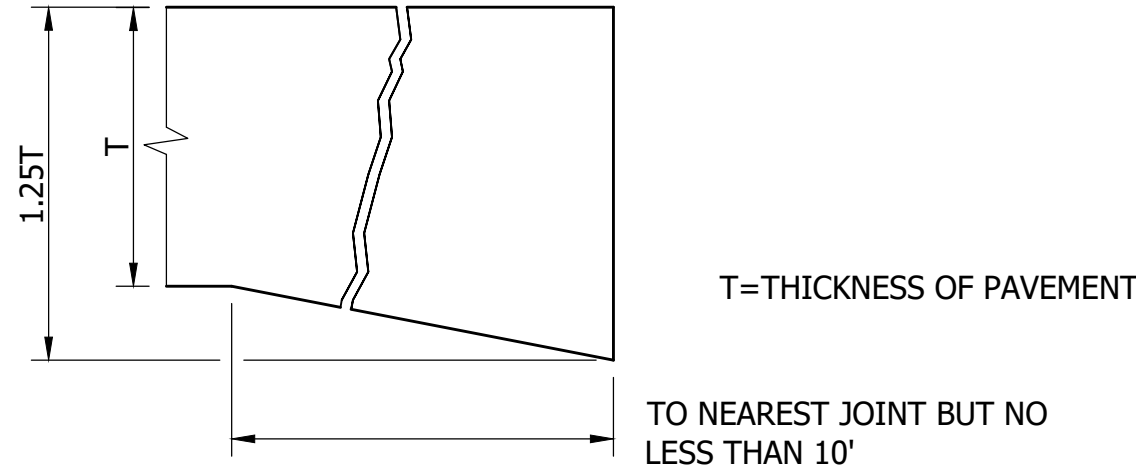
TYPE E-DOWELED  
CONSTRUCTION JOINT

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JOINT DETAIL 2

Scale: NOT TO SCALE



TYPE A THICKENED EDGE  
EXPANSION JOINT

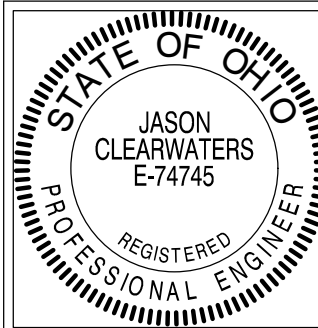
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DOWEL SIZE & SPACING			
SLAB DEPTH (T) (IN.)	DOWEL DIAMETER (D) (IN.)	TOTAL DOWEL LENGTH (L) (IN.)	DOWEL SPACING (S) C TO C (IN.)
7	3/4"	18	12

GENERAL NOTES

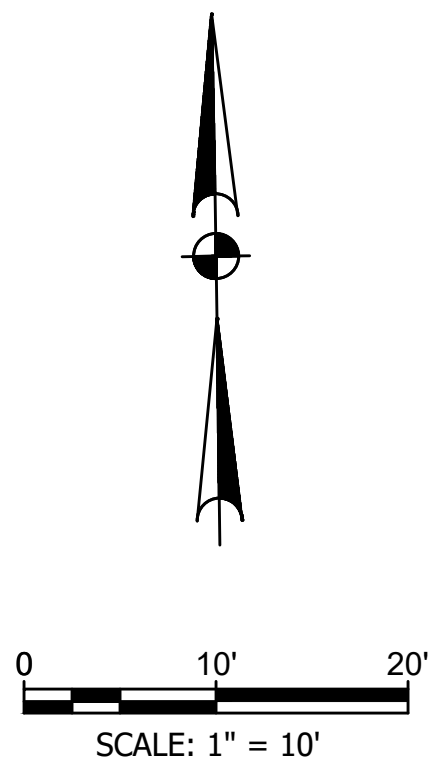
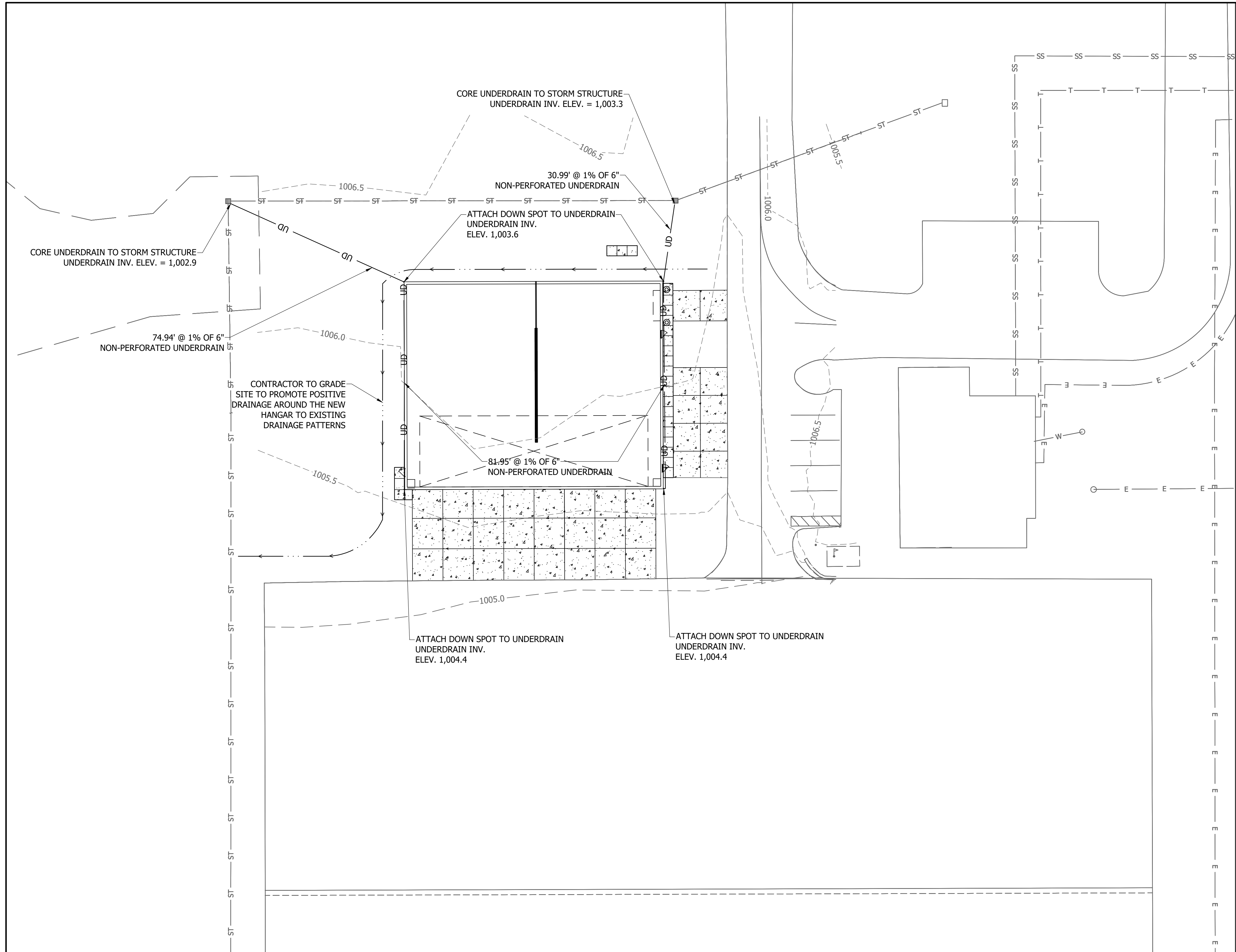
- ALL JOINTS FOR 7" PCC TO BE TYPE "C" OR "E" UNLESS SHOWN OTHERWISE.
- DOWEL POSITIONING IN EITHER THE HORIZONTAL OR VERTICAL PLANE SHALL HAVE A TOLERANCE OF NO MORE THAN ±2%.
- ONLY SOLID DOWELS SHALL BE ACCEPTABLE. NO HIGH-STRENGTH PIPE WILL BE ALLOWED.
- NO CONCRETE SHALL BE PLACED UNTIL STEEL LAYOUT 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 ARE 12'-0" SQUARE UNLESS OTHERWISE NOTED.
- GRADE TO DRAIN AND MULCH SEED ENTIRE PERIMETER DISTURBED BY WORK.
- ALL NON-RECTANGULAR SHAPED SLABS 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. 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.

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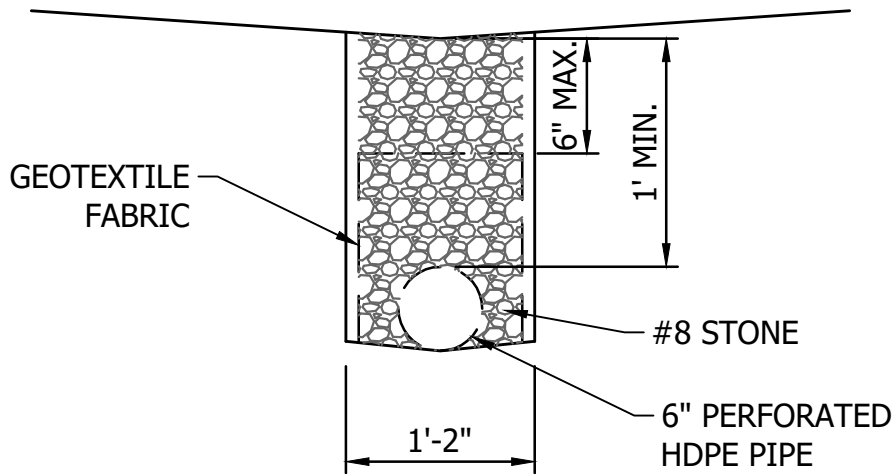
RECOMMENDED FOR APPROVAL: <i>Jason R. Clearwaters</i> DESIGN ENGINEER DATE: 3/10/2025	
DESIGNED: MTV DRAWN: MTV	
CHECKED: JRC CHECKED: JRC	

DARKE COUNTY AIRPORT - CONSTRUCT/EXPAND HANGAR		JOINTING DETAILS	
VERSAILLES		OHIO	
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 502-593-1996 LAFAYETTE 765-423-5602 MERRILLVILLE 219-769-2333 PLAINFIELD 317-839-3242	
HORIZONTAL SCALE N/A		VERTICAL SCALE	
SHEET		PROJECT	
11 OF 17		3-39-0082-023/024-2025	



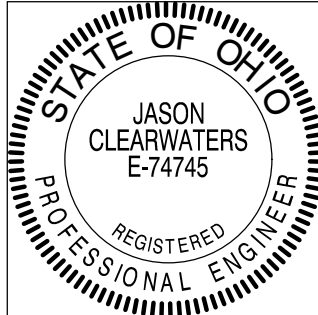
LEGEND		
DESCRIPTION	EXISTING	PROPOSED
MAJOR CONTOUR	---1115.0---	—1115.0—
MINOR CONTOUR	---1117.5---	—1117.5—
SWALE FLOWLINE	→	→

FINISH FLOOR ELEVATIONS:  
100' x 80' HANGAR - 1,005.54'



UNDERDRAIN DETAIL  
SCALE: NOT TO SCALE

REVISIONS			
NO.	REMARK	DATE	BY
1			
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RECOMMENDED FOR APPROVAL:	<i>Jason R. Clearwaters</i>	DATE	3/10/2025
DESIGNED:	MTV	DRAWN:	MTV
CHECKED:	JRC	CHECKED:	JRC

DARKE COUNTY AIRPORT - CONSTRUCT/EXPAND HANGAR  
VERSAILLES OHIO

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

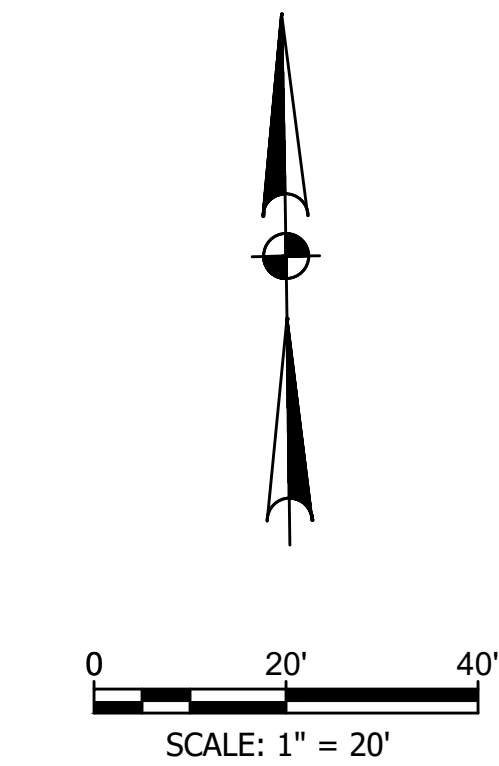
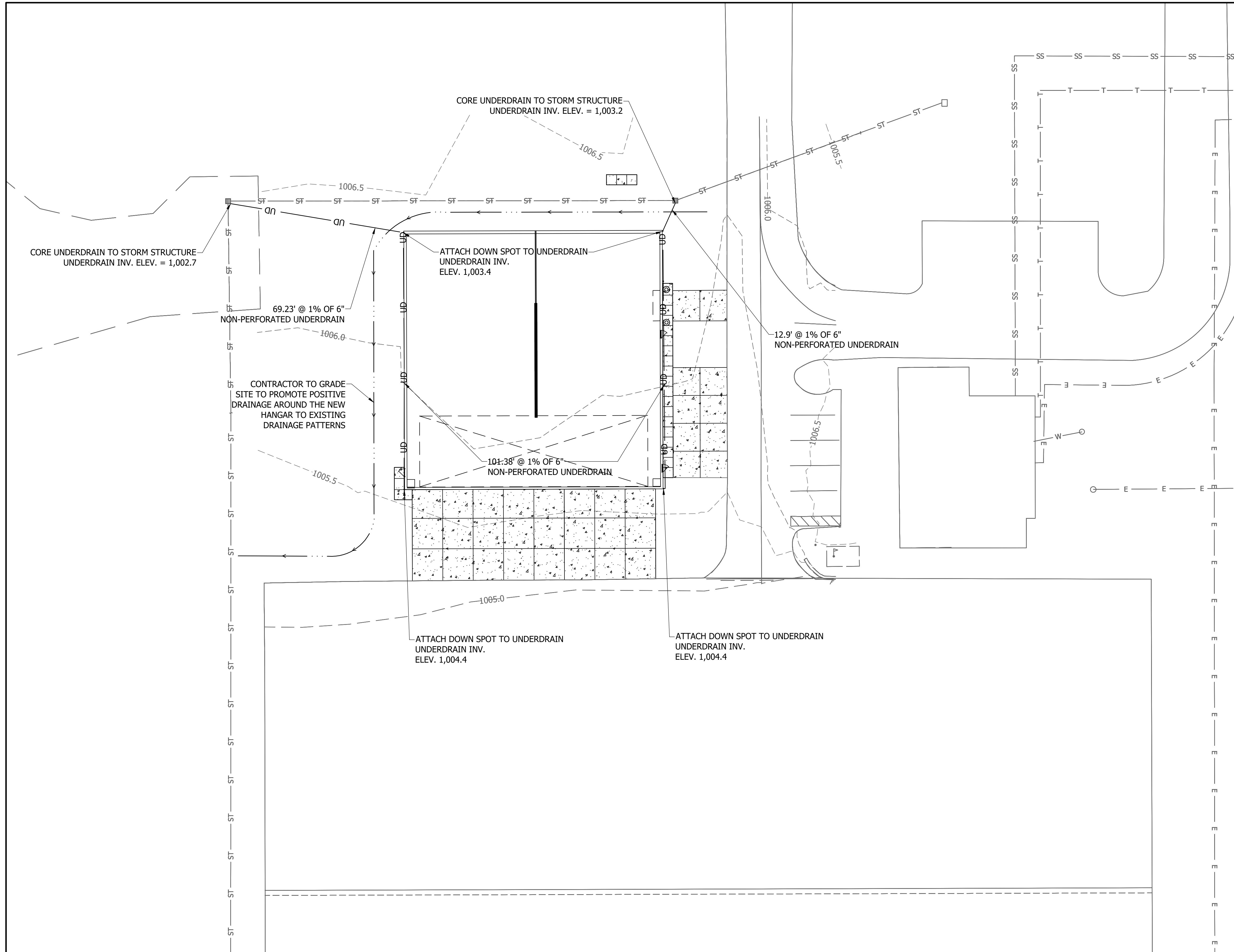
Butler Fairman Seufert  
ENGINEERS

Branch Locations  
FORT WAYNE 260-459-1532  
LOUISVILLE 502-593-1996  
LAFAYETTE 765-423-5602  
MERRILLVILLE 219-769-2333  
PLAINFIELD 317-839-3242

HORIZONTAL SCALE		1" = 20'	
VERTICAL SCALE			
SHEET			
12	OF	17	
PROJECT			
3-39-0082-023/024-2025			

BFS NO. 7189.9804

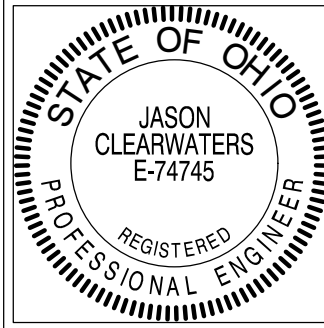




LEGEND		
DESCRIPTION	EXISTING	PROPOSED
MAJOR CONTOUR	---1115.0---	——1115.0——
MINOR CONTOUR	-----1117.5-----	————1117.5————
SWALE FLOWLINE	→	→

FINISH FLOOR ELEVATIONS:  
100' x 100' HANGAR - 1,005.54'

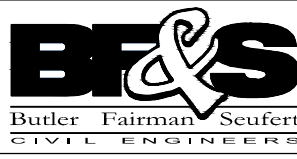
REVISIONS			
NO.	REMARK	DATE	BY
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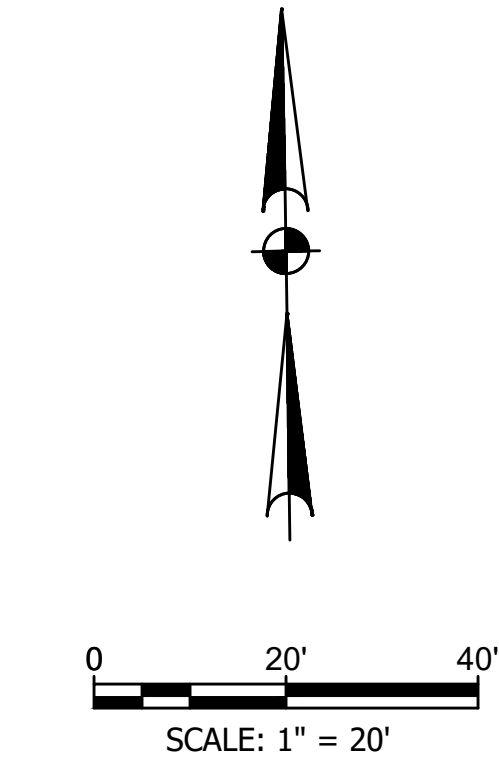
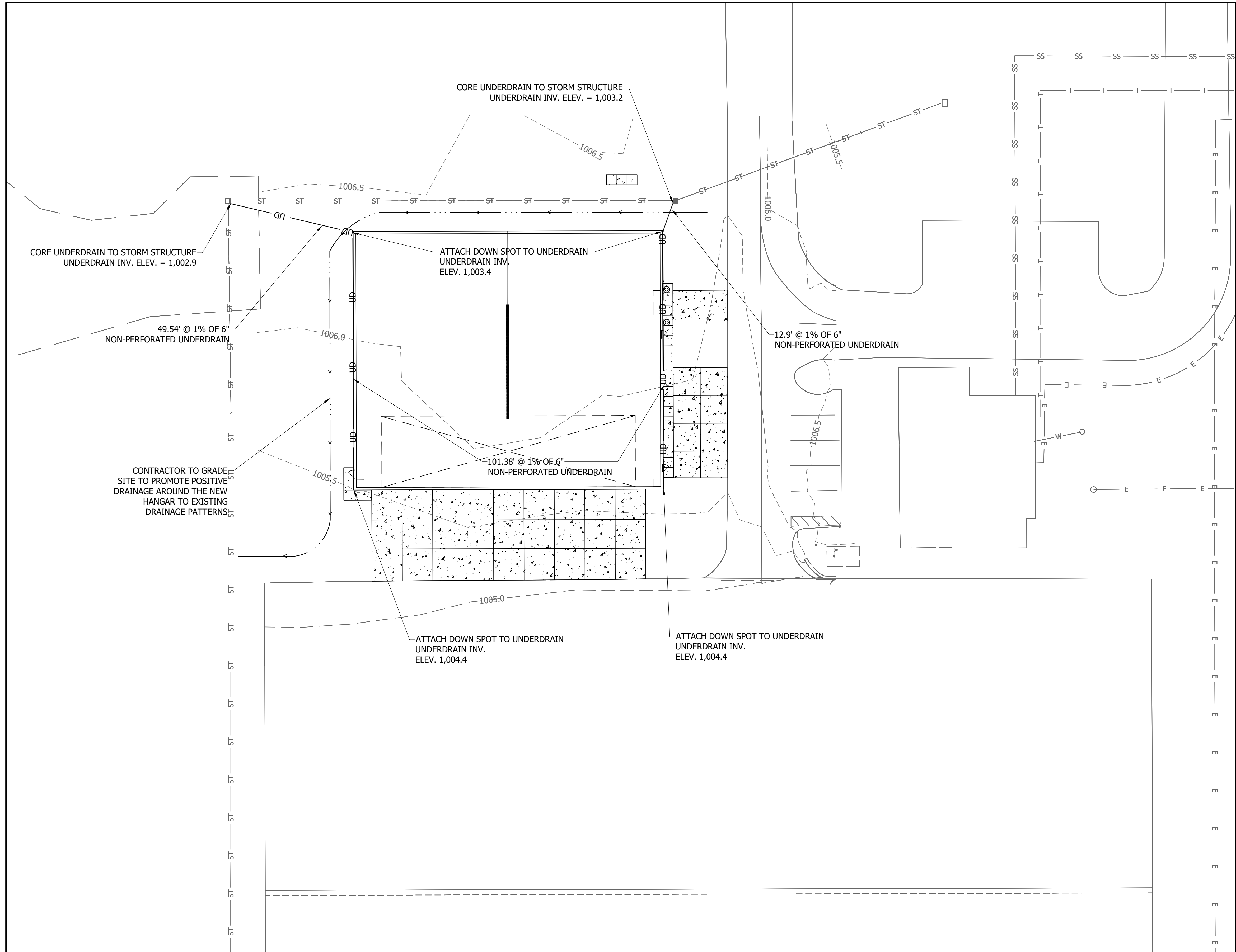
RECOMMENDED FOR APPROVAL:	<i>Jason R. Clearwaters</i>	DATE	3/10/2025
DESIGNED:	MTV	DRAWN:	MTV
CHECKED:	JRC	CHECKED:	JRC

DARKE COUNTY AIRPORT - CONSTRUCT/EXPAND HANGAR		HORIZONTAL SCALE	
VERSAILLES		1" = 20'	
OHIO		VERTICAL SCALE	
		SHEET	
		13	OF 17
		PROJECT	
		3-39-0082-023/024-2025	

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



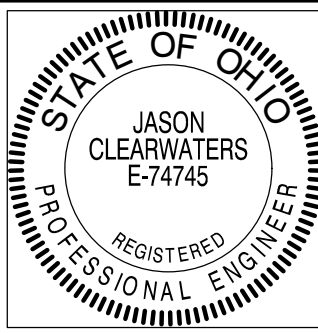
Branch Locations  
FORT WAYNE 260-459-1532  
LOUISVILLE 502-593-1996  
LAFAYETTE 765-423-5602  
MERRILLVILLE 219-769-2333  
PLAINFIELD 317-839-3242




LEGEND		
DESCRIPTION	EXISTING	PROPOSED
MAJOR CONTOUR	---1115.0---	—1115.0—
MINOR CONTOUR	-----1117.5-----	—1117.5—
SWALE FLOWLINE	→	→

FINISH FLOOR ELEVATIONS:  
120' x 100' HANGAR - 1,005.54'

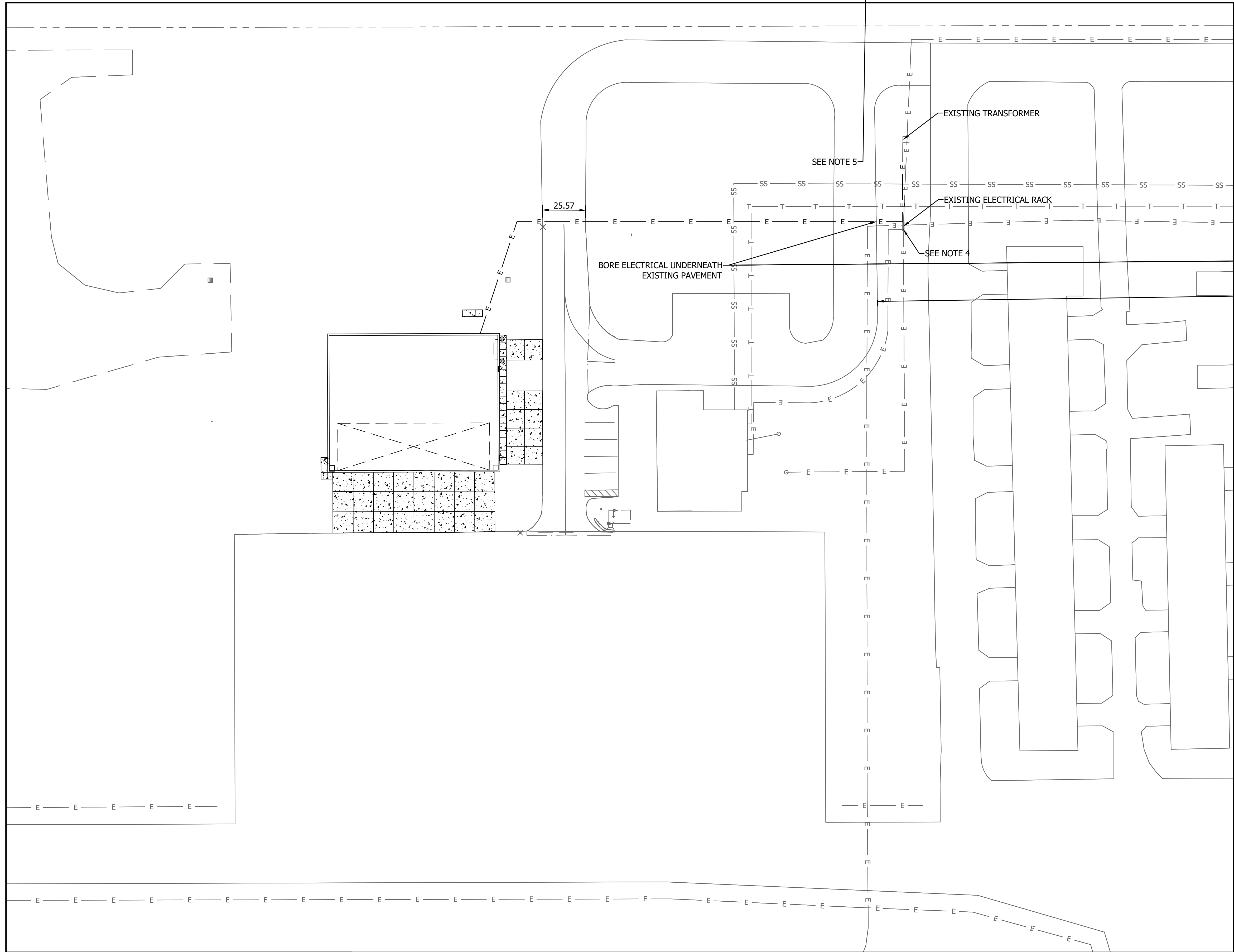
REVISIONS			
NO.	REMARK	DATE	BY
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RECOMMENDED FOR APPROVAL:	<i>Jason R. Clearwaters</i>	DATE	3/10/2025
DESIGNED:	MTV	DRAWN:	MTV
CHECKED:	JRC	CHECKED:	JRC

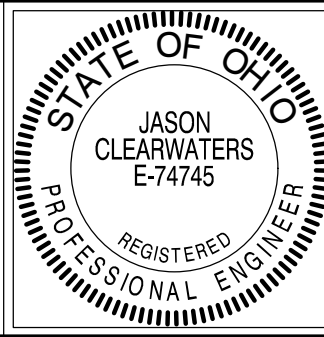
DARKE COUNTY AIRPORT - CONSTRUCT/EXPAND HANGAR		HORIZONTAL SCALE	
GRADING PLAN - 120' X 100'		1" = 20'	
VERSAILLES		VERTICAL SCALE	
OHIO			
Headquarters		SHEET	
8450 WESTFIELD BLVD., SUITE 300		14 OF 17	
INDIANAPOLIS, IN. 46240-8302		PROJECT	
TEL. 317-713-4615		3-39-0082-023/024-2025	
FAX 317-713-4616			
www.BFSengr.com			
			
Branch Locations			
FORT WAYNE		260-459-1532	
LOUISVILLE		502-593-1996	
LAFAYETTE		765-423-5602	
MERRILLVILLE		219-769-2333	
PLAINFIELD		317-839-3242	





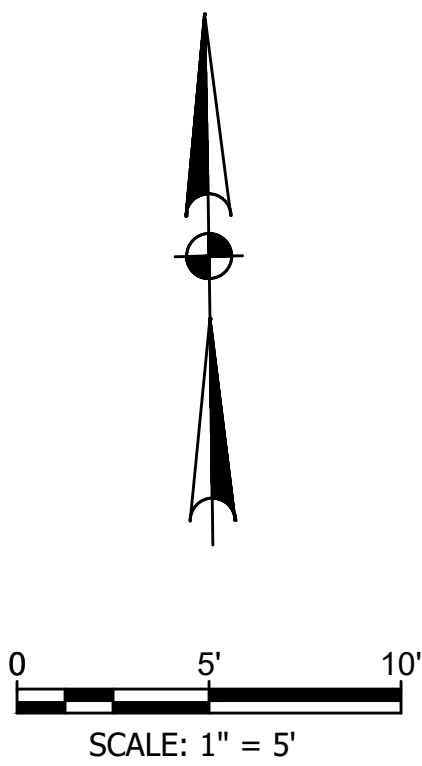
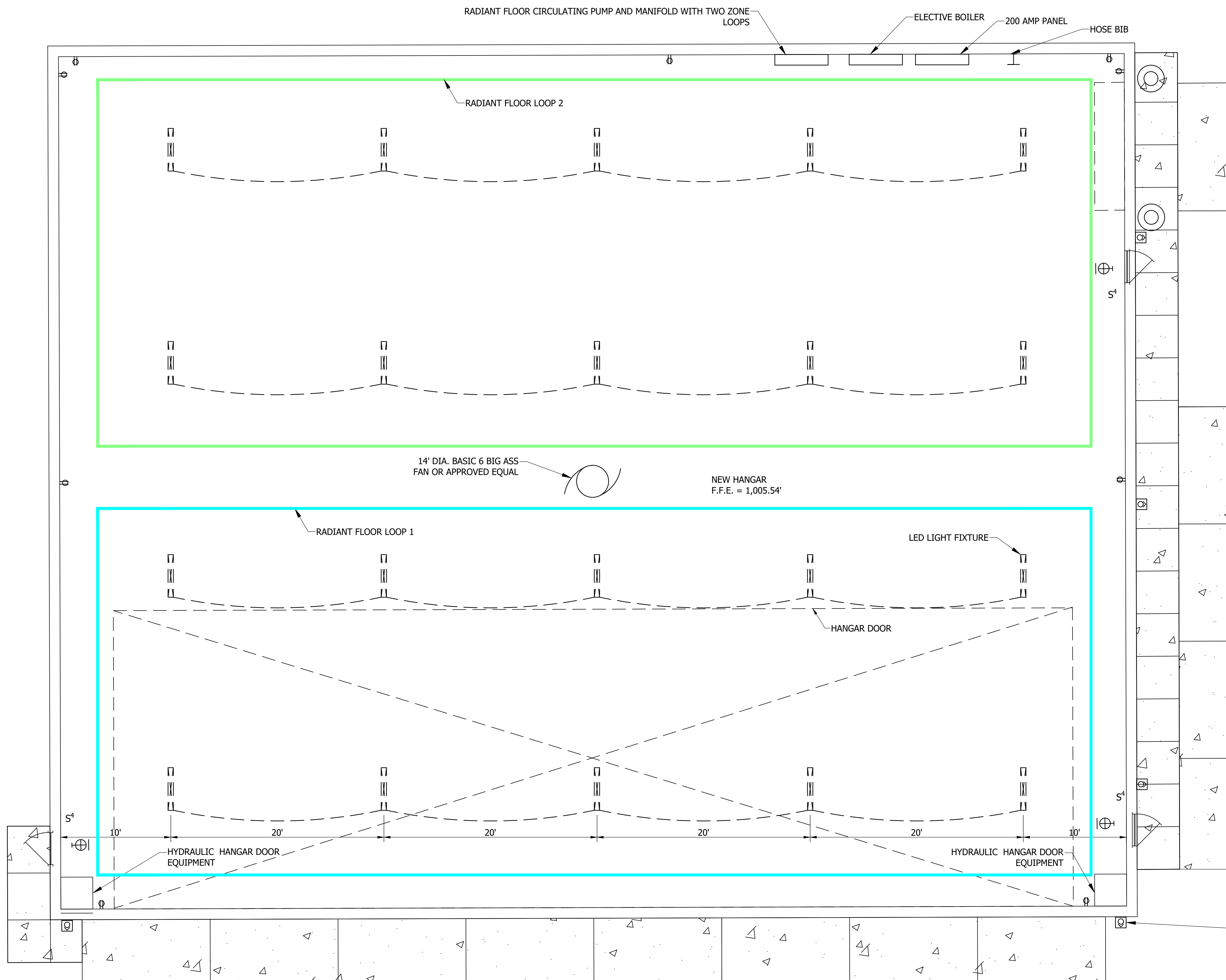
- NOTES:
1. PROVIDE A MINIMUM OF 100 AMP SERVICE TO THE BUILDING.
  2. 100' X 80' HANGAR SHOWN.
  3. INSTALL NEW CONDUIT FROM EXISTING TRANSFORMER TO NEW METER ON ELECTRICAL RACK
  4. ELECTRICAL SERVICE SHALL BE COORDINATED WITH AES PRIOR TO COMMENCEMENT. ALL CONTRACTOR WORK, PERMIT FEES, AND AES COSTS SHALL BE INCIDENTAL TO ELECTRICAL SERVICE PAY ITEM.

REVISIONS			
NO.	REMARK	DATE	BY
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RECOMMENDED FOR APPROVAL:	<i>Jason R. Clearwaters</i>	DATE	3/10/2025
DESIGNED:	MTV	DRAWN:	MTV
CHECKED:	JRC	CHECKED:	JRC

DARKE COUNTY AIRPORT - CONSTRUCT/EXPAND HANGAR	
VERSAILLES OHIO	
ELECTRICAL PLAN	
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 765-423-5602 MERRILLVILLE 219-769-2333 PLAINFIELD 317-839-3242	
SHEET 15 OF 17 PROJECT 3-39-0082-023/024-2025	



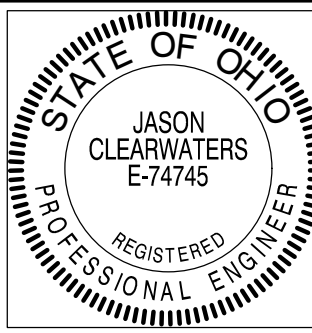
**LEGEND**

- DUPLEX 110 VOLT RECEPTACLE OUTLET
- LED LIGHT FIXTURE
- EMERGENCY EXIT LIGHT
- 4 - WAY SWITCHES
- WALL MOUNTED FLOOD LIGHT
- HOSE BIB
- FAN
- RADIANT FLOOR LOOP 1
- RADIANT FLOOR LOOP 2

NOTE:  
1. 100'x80' HANGAR OPTION SHOWN. OVERHEAD LIGHTING SHALL BE DESIGNED AND INSTALLED PER PROJECT SPECIFICATIONS FOR EACH HANGAR SIZE. THIS LAYOUT PROVIDES A GENERAL GUIDANCE OF INTENT.

WALL MOUNTED OUTDOOR AREA LED FIXTURE WITH BUILT-IN PHOTOCELL AND MULTI-LEVEL MOTION CONTROL

REVISIONS			
NO.	REMARK	DATE	BY
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RECOMMENDED FOR APPROVAL:	<i>Jason R. Clearwaters</i>	DATE	3/10/2025
DESIGNED:	MTV	DRAWN:	MTV
CHECKED:	JRC	CHECKED:	JRC

DARKE COUNTY AIRPORT - CONSTRUCT/EXPAND HANGAR		HORIZONTAL SCALE	
VERSAILLES		1" = 5'	
OHIO		VERTICAL SCALE	
		SHEET	
		16 OF 17	
		PROJECT	
		3-39-0082-023/024-2025	

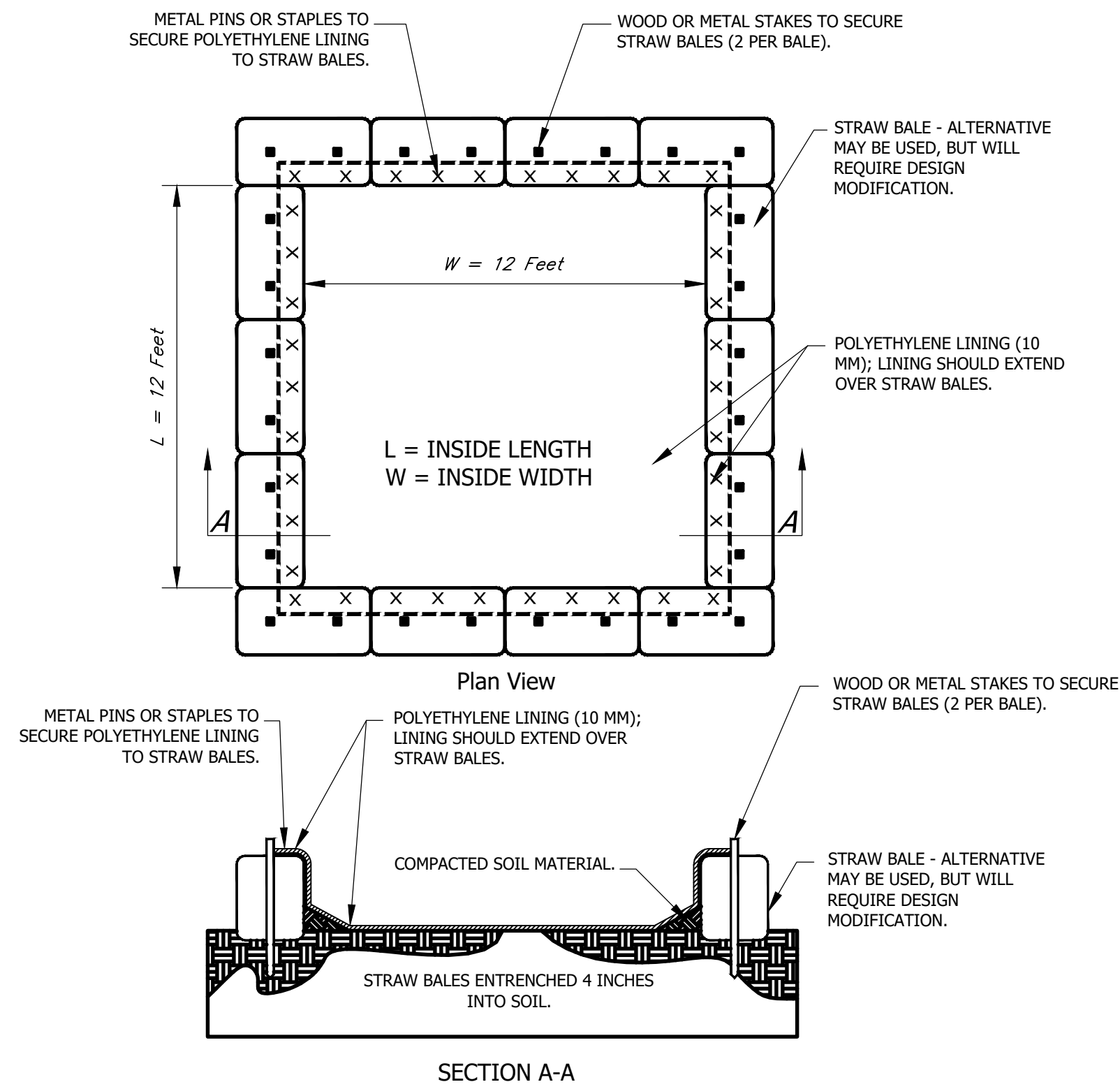
Headquarters  
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INDIANAPOLIS, IN 46240-8302  
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www.BFSengr.com

**BFS**  
Butler Fairman Seufert  
ENGINEERS

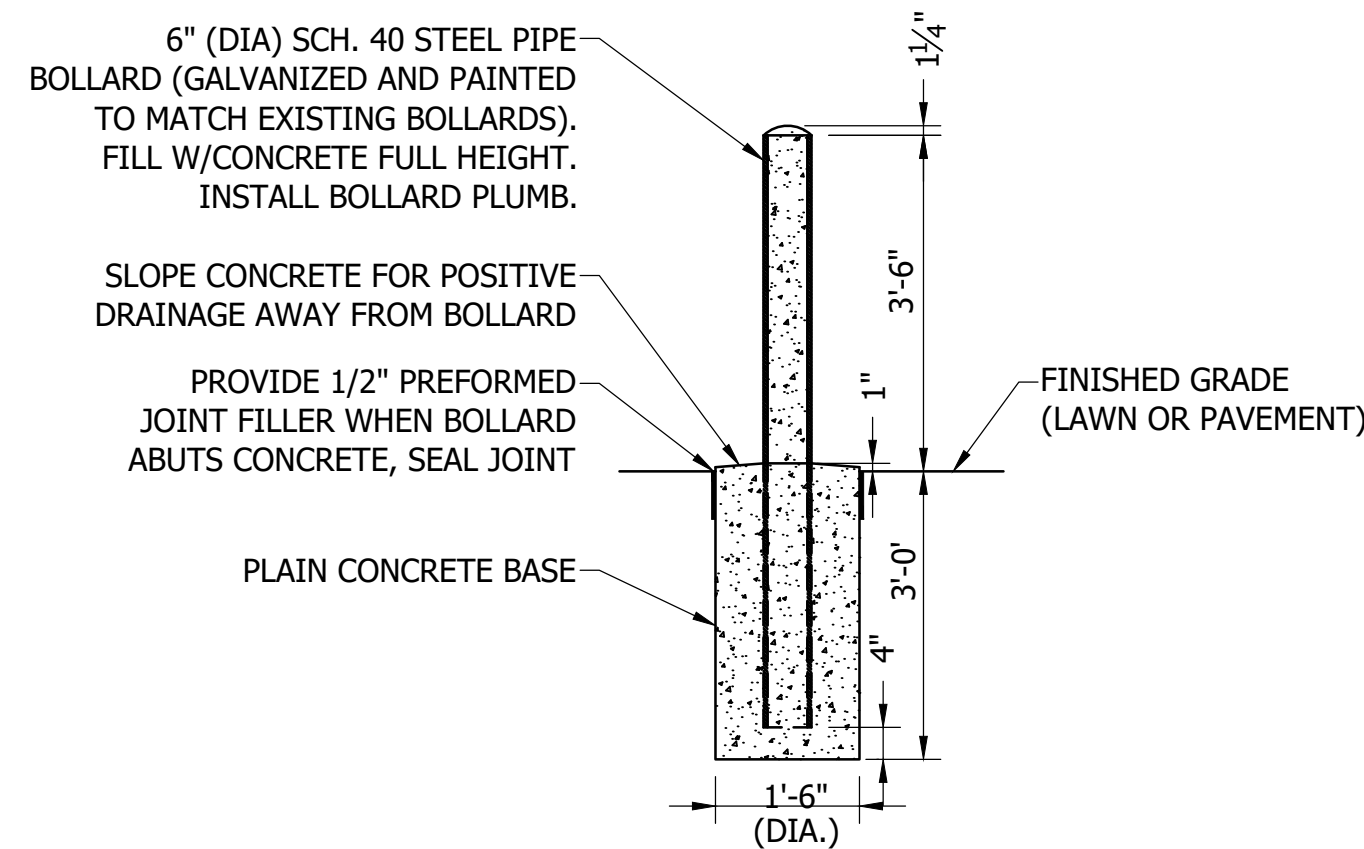
Branch Locations  
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LOUISVILLE 502-593-1996  
LAFAYETTE 765-423-5602  
MERRILLVILLE 219-769-2333  
PLAINFIELD 317-839-3242

BFS NO. 7189.9804

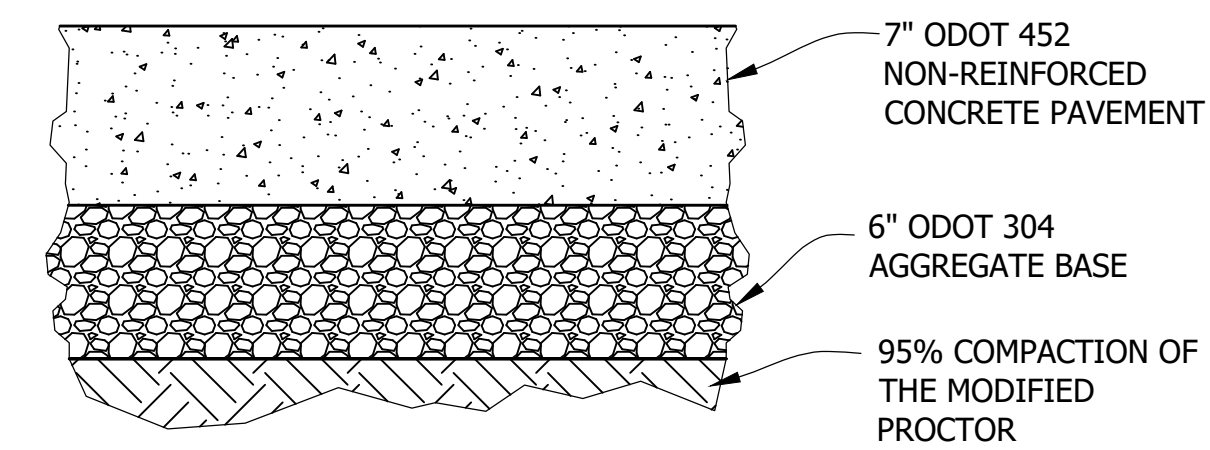
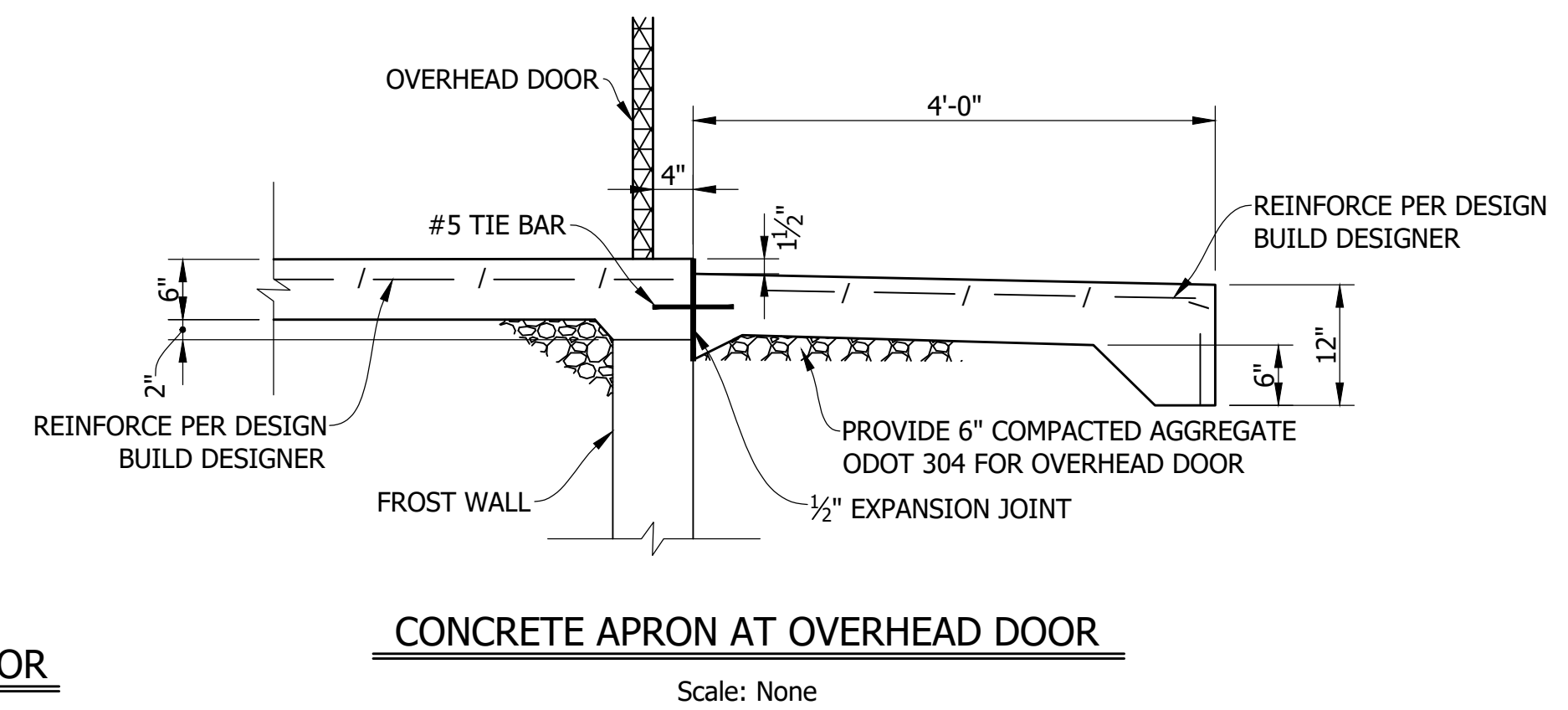
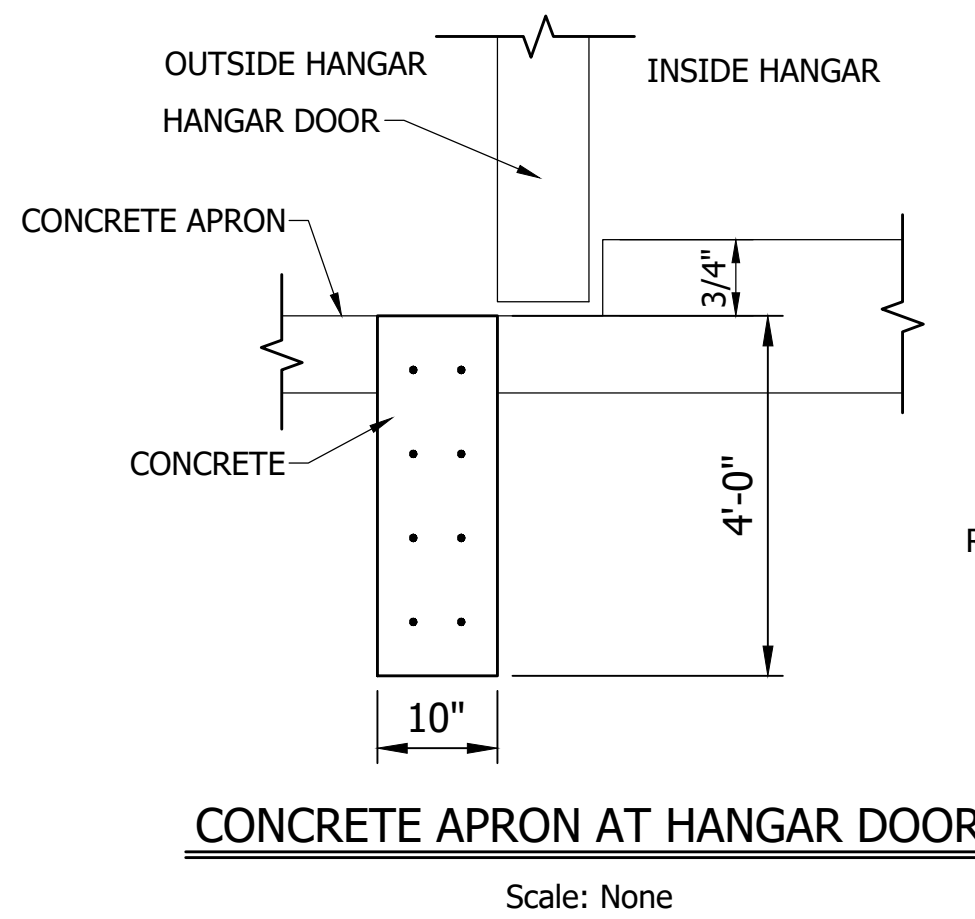




**CONCRETE WASHOUT - ABOVE GRADE**  
Scale: No Scale



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



**TYPICAL CONCRETE SECTION-APRON**  
Scale: NOT TO SCALE

REVISIONS			
NO.	REMARK	DATE	BY
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	RECOMMENDED FOR APPROVAL: <i>Jason R. Clearwaters</i> 3/10/2025 DESIGN ENGINEER DATE	DARKE COUNTY AIRPORT - CONSTRUCT/EXPAND HANGAR <b>MISC. DETAILS</b> VERSAILLES OHIO		HORIZONTAL SCALE 1" = 5' VERTICAL SCALE	
	DESIGNED: MTV DRAWN: MTV CHECKED: JRC CHECKED: JRC	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 765-423-5602 MERRILLVILLE 219-769-2333 PLAINFIELD 317-839-3242
	SHEET 17 OF 17 PROJECT 3-39-0082-023/024-2025			SHEET NO. 7189.9804	