

**TECHNICAL REVIEW COMMITTEE
MEETING MINUTES
August 28, 2018**

Bryant Niehoff: We'll go ahead and call to order the Tuesday, August 28th meeting of the Technical Review Committee. We have one item on the agenda today and that is the proposed hangar at the Shelbyville Municipal Airport so is there a representative for the project here today?

No audible reply.

Niehoff: Awesome and we just ask, we transcribe these meeting minutes for the Plan Commission so we'd ask that you approach the podium and state your name for the record and all that fun formal business. So....

John Tierney: Hi, I'm John Tierney. I'm with Civil and Environmental Consultants. We are the civil on the project.

Niehoff: Thank you very much. Thank you.

Gordon Clark: My name is Gordon Clark. I'm the architect for the project in Indianapolis, Indiana. I can give you my office address if you need it, but Gordon Clark, Indianapolis.

Niehoff: That's perfect. Thank you so much. Alright, so normally the standard process we go here, it gets much more informal after that, thank you, but we really just start down the line and each of the technical review committee members that's here will just have an informal conversation with you about their comments and we just open it up to discussion at that point. So we'll go ahead and start on the left here. Mr. Fix?

Bradley Fix: Thank you. I'm Bradley Fix. I'm the superintendent of the Water Resource Recovery Facility; deal with the sanitary sewers for the city. And I apologize. I just got the plans today so I don't have written comments, but I by reviewing page C500, I see that you have a sanitary line. You're gonna have a public restroom inside the facility and the one you're tearing down has no public facilities in it now?

Tierney: Public facilities?

Fix: Or has restrooms in it.

Tierney: I think it does, doesn't it? The one they're tearing down?

(?): I thought it did....(inaudible)....

Several people talking at once; no one is clearly audible.

Fix: But does....I don't know if it was connected to the sewer at that or not.

Tierney: No. I'd have to get.....I've got old plans. I don't know if it's on there.

Fix: Okay. Well I know we have a sanitary sewer that runs on the property there. There's a manhole about center of the building. But your drawings show that you're gonna take the sanitary lines through the oil/water separator. You don't wanna do that. I mean your floor drains, you want to. But you don't want your.....(inaudible)....

Tierney: Oh, you know you're right. I was thinking it was a grease separator. My bad. You're exactly right. Okay.

Fix: So you wanna, I mean you wanna have the floor drains go through the oil/water separator.

Tierney: Right.

Fix: And then your restrooms just go connect straight in to the line on the other side of it.

Tierney: Yeah.

Fix: So that change will have to be made on the plans. And there is if it's connected already and you're tearing one down and connecting it back up, you won't have to have a new sewer tap permit other than inspection fee of \$25.00.

Tierney: Okay. I don't think I can get back to the existing. It's pretty far away. I'll look at it.

Fix: But if it's already connected and you tear it down, we don't require you to build a purchase a new tap permit, okay? Not you may have to put a new tap in location, but we don't require you to pay the tap on fee.

Tierney: Okay.

Fix: Other than an inspection fee so we come out and look at the way it's done. That is about 10' deep, 10-12' deep in that area.

Tierney: Yeah.

Fix: So if you're not gonna go into the manhole that's there, you will have to put a saddle t on that.

Tierney: Okay.

Fix: And you're probably going to get some ground water, so...

Tierney: Okay.

Fix:just (?) that.

Tierney: Do you want us to go into the manhole? Because we can. Usually municipalities don't want us to, so.....

Fix: You have to bore it though and it's gotta be down at the bottom of the manhole. So you're gonna still be digging down to that same elevation.

Tierney: Okay.

Fix: But if you wanna tie into that, that's fine.

Tierney: Okay.

Fix: But you'll have to bore and put a boot.

Tierney: Can I do a drop right at the manhole? Just a drop and the come in?

Fix: A drop, if it's...it's gotta be an outside drop.

Tierney: Yeah, that's what I was thinking.

Fix: And there's a...on our city specs, there's a drawing of an outside drop, what it's supposed to look like 'cause you gotta have your....you'll go ahead and put a (?) in but it's gonna drop down outside.

Tierney: Right. Yeah.

Fix: That's just in case a (?) flows it'll still flow over and in to it.

Tierney: Yeah I was just thinking that the cost obviously would be less if I could keep it shallower.

Fix: Right. Keeping it deep.

Tierney: So...

Fix: But our city specs and I don't know, I didn't see if they were attached here or not. I don't think they are, but they show (?) inspection.

Tierney: Okay, I'll get it. Alright. Okay, thanks.

Fix: But those, that's the changes I seen that have to be made.

Tierney: Okay.

Fix: And if you want some help locating, just call that number and we can come out and locate that line for you out there.

Tierney: Okay. Sounds good. I appreciate that.

Fix: I think that's all I have.

Derrick Byers: Good morning. Derrick Byers, Shelbyville storm water utility. What is the timeline on this project?

Tierney: We're gonna go to Pan Commission. All things go well and then they're going as fast as they can. So they were talking first of the year.

Byers: Okay. I had sent you an email where I sent the erosion control plan out to the county, so....

Tierney: Yeah.

Byers: ...I told him I'd let him know how quickly he needed to turn that around, so hopefully this week would be something back on that.

Tierney: Yeah, okay.

Byers: That's all I have.

Tierney: Okay.

Matt House: Matt House, city engineer. We have a few comments. The like Brad mentioned, the construction standards, the city requires those be attached, the full standards to your final set.

Tierney: Okay.

House: We have a version of that that has 4 sheets per page so it'll only be 5 sheets instead of 15.

Tierney: Okay.

House: A lot of people like to use that. And then any detail drawings in your plan set that match the detail that's in our standards, we like to only have those in the standards unless it's some specialized thing.

Tierney: Yeah.

House: For the pavement design, is there how did you come up with the pavement thicknesses?

Tierney: We used heavy duty everything, but we've contracted ATC to do soil borings. They just signed this week so they're gonna do analysis for us as well.

House: Okay. Is that a standard thickness to use for aircraft?

Tierney: Six inches is like the 6" we enforce we use on roadways which would be as heavy as most aircraft. The numbers would float between 30 and 50,000 lbs. So and I would've gone further with it except that when we brought on the soil on the geotech I thought well that's what they're paid to do as well.

House: Sure.

Tierney: So and they even cited that in their verbiage that they understand.

House: Okay.

Tierney: So and they're aiming high, like 60,000. I haven't heard that number before in our discussions, so I think that's a good idea.

House: Okay.

Tierney: So we'll probably bump that up to 8 I betcha by the time that we're done. The hangar you mean and the apron as well? The heavy duty asphalt, I don't see that changing though. But we'll see what they say.

House: Sure. Okay. That outlet pipe, I take it the surveyors couldn't find the I'm talking about the one that's right in the center of the project going to the southeast.

Tierney: Right.

House: ...(inaudible)...find the end of that?

Tierney: Didn't see it. No, they couldn't find it.

House: Okay. We canwell I don't know what your guys' contract looks like with the airport, but we can if you if that's not something you could find, we can help you do that depending on if it's not already in your contract.

Tierney: No we had a budget in there for private locates. I guess that would be private.

House: Okay. So we should probably do that and you can I left my number on here and Doug Hunt. We can we should probably figure that out....

Tierney: Okay.

House:before the end of the project. And you said in the and the is there a separator that's clogged?

Tierney: There is. I mean I saw it on your notes here. It's an interesting thing because they are talking about moving the tank farm.

House: Oh, are they? Okay.

Tierney: But I don't know where that's gonna go. A code thing is really pushing this project all over the place.

House: Okay.

Tierney: As far as fuel and fire and everything else, so.....

House: Is it just something that we need a regular vac truck or.....

Tierney: Oh to clean it out? I don't know. I didn't see that. Have to ask the guys.

House: Some of those have.....

Tierney: I have a feeling it's been clogged for a while.

House: Okay.

Tierney: But I don't know that for a fact.

House: Okay.

Tierney: So....

House: Well if it needs done and it's not already in someone else's contract, just let me and Doug know and....

Tierney: That'd be good.

House: Okay.

Tierney: Okay.

House: And then for the runoff, I've put in here please provide a short narrative describing how the runoff will be handled in the hangar area and a rough sketch of the sub-basins and discuss what a current configuration of the drainage for the parking lot along the county road is acceptable. So the parking lot just runs directly into the county road and it may not be something that we need to make a big deal of, but I wanted to see if that was at least looked into whether it has some kind of shallow (?) or something.

Tierney: On our side of the street you mean?

House: Yeah or just....

Tierney: There's a ditch. There's a swale that picks up. I'm trying, I'm pretty much running to the swale. Like the pavement falls off and there's a culvert pipe that kind of lays under one of the entrances and then it goes into the swale.

House: Okay.

Tierney: So I was kind of trying to hit that. I mean kind of trying means I can get there. Everything is just so flat out there. I'm really trying to stay away from piping anything.

House: Sure.

Tierney: Because we discussed the shallowness even of the existing storm.

House: Right.

Tierney: You know I don't think we have cover under the paved areas.

House: Right, probably not.

Tierney: So I got the numbers to work. I wanted to look at 'em more. I wanna see what our comments were coming out of here which I'm happy nothing's drastic, so we can make it work. I can show you in greater detail.

House: Okay, that's fine.

Tierney: Alright.

House: Yeah that's kind of, a lot of these comments I would just like to know that someone has looked at it.

Tierney: Yeah.

House: And there's a reason, but....okay. And then this last one, some of the topo points on the survey sheet, I forget which number is or they're a little close together to read.

Tierney: Yeah. Okay.

House: A couple of minor things. That's all I have.

Clark(?): I have a question.

House: Okay.

Clark: You talked about putting standards on the plans.

House: Yes.

Clark: Should I anticipate doing that with the architectural set or will it just be on the civil set. And just to clarify, I think we're planning on putting this out for bid as a unified set of plans with the civil and the architectural.

House: It would just be with the civil set. I don't think there's any kind of a (?) thing that goes into the architectural.

Niehoff: No. No we have our zoning standards for architectural but honestly for light industrial, which this property's zoned, they're pretty minimal. So yeah there's nothing you'll have to add on your end.

Clark: Okay, great.

Niehoff: Yep, good question. Alright Bryant, Niehoff, Planning and building department for the city. We don't have very many comments at all. Just the first two are that you know and

obviously you already know this, John applying for the variances for the number of accessory structures and the front yard setback. So we've been working on that paperwork with you and that'll be the meeting here in the next couple of weeks, September 11th.

Tierney: Yeah.

Niehoff: The last item we had as far as the parking standards, please disregard that. That was an error on our end as far as the ADA spaces, you guys are meeting that requirement. We double checked that here.

Tierney: Okay.

Niehoff: So that is all I have on our end, alright?

Tierney: Okay.

Robbie Stonebraker: Morning, John.

Tierney: Good morning.

Stonebraker: I've just got a couple of comments. It's about the hydrant location 'cause I know we've moved the building....

Tierney: Right.

Stonebraker:through all our last couple of months of conversations. So I think we're good with the hydrant location and all that stuff after we've reviewed several different standards.

Tierney: Right.

Stonebraker: But hydrant just needs, the drawing needs to show that the five inch gets a Stortz fitting instead of a conventional.

Tierney: On the hydrant?

Stonebraker: Yes, sir.

Tierney: Okay.

Stonebraker: Bollard, there's no curb protection where you've got that in that island.

Tierney: Okay.

Stonebraker: To protect that. I know the gate now has a KNOX box and we'll need to make sure when you move that gate that KNOX box gets (?) that.

Tierney: Yeah.

Stonebraker: And then the standard is you'll have to add a KNOX box to the new building.

Tierney: Right, okay. I was gonna put one on the construction fence as well.

Stonebraker: If you want. We'd probably be okay with the one that's there now and use....

Tierney: Just go ahead and use the construction fence?

Stonebraker: Yeah as a temporary.

Tierney: Okay. We're probably gonna have two gates on the north and south side. You just want one entrance?

Stonebraker: Yeah one will be fine.

Tierney: Do I need to dedicate that? Do I need to call it out as anything?

Stonebraker: We may look at some signage if we've got more than one.

Tierney: Yeah.

Stonebraker: When we get the other plans John, we may wanna look and see about some signage.

Tierney: Alright.

Stonebraker: Since this is just site review today.

Tierney: Right, right.

Stonebraker: So yeah we certainly may when we get the regular drawings.

Tierney: Okay. Sounds good.

Stonebraker: Okay? And that's all I've got.

Tierney: Alright, thank you.

Stonebraker: And if you'll look at the city standards, page 15, it spells out about the hydrants and all that stuff as well.

Tierney: Okay.

Stonebraker: How far they have to be aware from that curb and those types of things as well, John.

Tierney: Okay.

Stonebraker: And that's all I have.

Tierney: Alright, thanks.

Niehoff: Thank you, Robbie. Yes, so you should've gotten received one more set of plans. Excuse me, not plans, review forms from Vectren Energy.

Tierney: Yeah.

Niehoff: And those should've come to you. So they had a few comments there but nothing too major at all. Do you guys have any questions for us at this point?

Tierney: I the only question I had was the last thing I saw an interpretation from the city's I mean they called you the local jurisdiction person and they kept saying state fire marshal. I didn't know if we wanted.....

Stonebraker: It's us, so....

Tierney: Okay, good.

Stonebraker: And that's why I sent you that out of the NFPA.

Tierney: Yeah.

Stonebraker: It kind of mirrored what you and I talked about that came out of the International Fire Code.

Tierney: Yeah.

Stonebraker: That 50' thing. And I think with you moving that building farther to the north,

Tierney: Right.

Stonebraker:I think we're meeting that. So.....

Tierney: We're okay there?

Stonebraker: Yeah I think so.

Tierney: Okay. The guy from aerial management was talking about he didn't know if he could move the fuel tanks south or not. He had a different interpretation of the nozzle. Have you spoken with him?

Stonebraker: No.

Tierney: Okay. I haven't heard from him since then, but I think we're covered either way.

Stonebraker: Right.

Tierney: I just wanted didn't know if you....

Stonebraker: No I think you're fine with the (?) question and with moving that building where the old hangar was, that got us that distance.

Tierney: Yeah. That helped.

Stonebraker: When I met, yeah it I mean it's 10'.

Tierney: Right.

Stonebraker: So you know I'm good.

Tierney: Right.

Stonebraker: We're meeting the intent, I think.

Tierney: Alright, good.

Stonebraker: Okay?

Tierney: Sounds good to me.

Stonebraker: Alright?

Tierney: Okay. That's all we had.

Niehoff: Good deal. Well the next steps we have here, John just to be straightforward with that. You have all the written comments from each of the board members. When you go to submit for Plan Commission, we would like for you to make the revisions as necessary to each of the comments that were made here on the plans and in addition to those revisions to the plans, we'd also like you to go through and respond in writing to each of the comments that were made here just letting us know yes, revision made on page C500 or you know if you had a conversation since then and that assumption has changed, then you know give us a heads up there. That really helps us out as the plan commission improving to the plan commission that you're meeting the requirements of the Technical Review Committee here.

Tierney: Okay.

Niehoff: So whenever you have all of that information pulled together, get that to us. The next step, before you go to Plan Commission, we require 11 hard copies of the plans and then a digital copy as well a revised digital copy and we'll send all of that out to the Plan Commission with their meeting packets. Alright?

Tierney: Yep.

Niehoff: Any other questions as far as next steps go?

Clark: Inaudible comment.

Niehoff: If they're legible at a size that's beneath the standard 24 x 36, then that's fine. Sometimes we'll get 11 x 17s of those and that's fine for the Plan Commission, but I really just tell you guys to use your best judgement as far as whether that's gonna be legible or not. If not, if it's kind of a tough call, then we just say full size sets. Yeah, yeah.

Clark: Inaudible comment.

Niehoff: So and then you guys are aware you know and I'm sure you're going through the process for a construction design release and all of that.

Tierney: Yeah.

Niehoff: Yes so that'll be required obviously before we can issue local building permits and get started on the inspections and all that.

Tierney: Okay.

Niehoff: But yeah after the Plan Commission, that approval, at that point, you'll be allowed to begin moving dirt as long as you're meeting these other guys' requirements here and then after

the construction design release obviously at that point, we can issue permits and you can start going vertical.

Tierney: Sounds good.

Niehoff: Alright? Anything else?

Fix: Bryant, one other.

(?): Inaudible comment.

Niehoff: What's that?

Fix: I have one other thing.

Niehoff: Oh yes, go ahead, Brad.

Fix: It's just I mean it's just a small thing but you reference the standard specs as of the town of Shelbyville on your plans.

Tierney: No, it's city.

Niehoff: There you go. Good call. Good eye. Awesome. Alright, well anyone else?

Clark: I think we're anticipating filing with the state prior to getting the plans.....(inaudible).....approval.

Niehoff: Okay.

Clark: Because we're on kind of a fast track.

Niehoff: Sure.

Clark: So I just wanna warn everybody that we'll go in.....(inaudible)....

Niehoff: That's fine. Yeah typically we see that a lot.

Clark: Yes.

Niehoff: Typically there aren't many changes to the building unless there's a major issue, so yeah I think you're absolutely fine to go ahead(inaudible)....

Clark: Yeah we can probably pick up a couple of weeks that way and

Niehoff: Absolutely.

Clark:make the airport happy.

Niehoff: Sure, that's right.

Clark: Okay.

Niehoff: Perfect. Alright? Thank you so much.

Meeting adjourned.