

SHELBY COUNTY AIRPORT and LANDING FIELD COMMISSION

REGULAR MEETING MINUTES

February 10, 2025

Members present at meeting:

Commissioners--John Hall, Walt Lookofsky, Steve Wempen

Members not present at meeting:

Commissioners--Rick Brown, Paul Canaday

Others Present

Airport Manager--Scott Jefson

County Board Members--Carol Cole

Farm Manager--Jim Schwerman

Steve calls the meeting to order.

Steve has Jim Schwerman start the meeting with his farm report. Jim says he'll know more about how the wheat turns out in another month or so. He said he hadn't sold any yet, but the market had been moving higher. At present it is \$5.75 a bushel and wanting to sell at \$6.00 or close to it. Jim explained some on the wheat market. He said he doesn't sell double crop beans this early, just to early too tell how they'll turn out. Jim mentions the chances of a drought this season and explained some about it. The old crops are pretty well sold. Jim mentions that he did distribute \$30,000 over to the airports checking account and that left him enough to run on. We'll also have the wheat crop mid year and that will help. Jim said he still needs to get done, concerning the farming of row crop stuff, is to get some spraying done or mowed or both. He talked to a drone pilot and he was interested in it until he found out where it was. Then he was less interested when he learned of a close pond and the chance of fish kill. Some discussion ensued on the issue. Jim said that was all he had and excused himself.

Steve said he would go ahead and give Lindsay Hausman a call to discuss the Additive Alternate to the Ramp Project. Lindsay answered and is on speaker phone. Steve mentions to Lindsay that the airport was getting six new hangar doors that the county was going to finance with ARPA money and since there is a project in the works for ten new doors, could the project be changed to nine remaining doors of fifteen and free up some money too help fund the additive alternate for additional patching on the ramp project. Scott mentioned his concern that only four would be available because the other five doors were in the south set of T-Hangars. Lindsay said the ten doors in the north set of T-Hangars is the way it was discussed but it is written up for ten doors and not building specific, so that could happen.

Lindsay mentions that part of the apron project is to do some major crack repair and patching. The general scope of the project is that they will mill the entire apron. Once milled they will lay out cracks, some will just be sealed, some they will do a full depth patch on. Lindsay said there are different methods and the on site RE will lay those out based on severity of the crack after it has been milled. Lindsay explained their patching is based on what the surface looks like and obviously it will look different once two inches is milled out. She said they included some quantity of patching in the base bid so that is in the project no matter what. Because of the tight budget on this project, they minimized it to keep the cost down, but will also include an additive alternate with additional patching and crack repair. If the bids come in good they could also include that additional quantity. Lindsay said the bid came in high, that there was only one bidder and that a couple of weeks ago she put together a justification to still award the project even thou it was high, so she requested that the state add additional funding to award the project. We have to write a justification basically saying this is why we think the numbers were higher than theirs and mention market condition, oil prices, etc. that would affect the cost. Lindsay explained some on the affecting factors. The state did reply and said they would need a letter from the airport saying they want the additive alternate. She explained some more on why we need to do that. Lindsay said the additional funds for more patching would be \$100,000.

Lindsay said what we could do because of the hangar doors is offer an additional year of BIL money to help fund the additive alternate. What the state might do thou is apply it to the base bid and not the additive alternate. Lindsay explained more on why the state would/could do that.

Lindsay said she felt they included enough patching and crack repair in the base bid and the additive would get us more. A lengthy discussion ensued with Lindsay on the ramp project. Scott asks Lindsay if they are putting a fabric over the entire area and Lindsay said no, but there would be fabric over every single patch. The fabric is four feet wide and there would be six feet of fabric over every patch.

Lindsay explained how they will patch the worst cracks first, the remaining patch material would then so to the next level of crack repair, then down to the next level of repair until they run out. Then the additive alternate patching would kick in.

Lindsay said there could be more cracks now because the survey was a year ago, but all of the big cracks would be dealt with in way. All in all Lindsay said the worst cracks needing patching and repair would be covered with the base bid. Scott asks Lindsay that if we did offer one year of BIL money, could IDOT apply it to the base bid. Lindsay said yes, but that we could stipulate in the email we send them that if we were to get the additive alternate, we would be willing to offer one year of BIL money, but if you don't feel we need the additive alternate, then we want to reserve that money for the hangar project. Some discussion ensued. IDOT uses the BIL money at their own discretion, so we're not sure if they have used any or not, but the BIL money is \$144,000 vs the additive alternate of \$100,000, so they would have \$44,000 additional funding to apply to the base bid. Steve asks Lindsay if the airport's share would be 5% or 2 1/2% and Lindsay said any BIL money that is spent in 2025 and 2026 would be 2 1/2%.

Carol asks Lindsay what the project cost is. Lindsay the bid came in at \$980,000, rounded up, and the alternate at \$99,000, so \$1,079,000. Lindsay also said that only the BIL money used is at 2 1/2% the balance is at 5%, the airports cost is roughly \$38,000. Scott asks Lindsay if we did the base bid and the add on, when would we be able to get hangar doors, at least enough to finish off the first set of T-Hangars. Lindsay said that project isn't even programmed, it is first on our TIPS sheet. Also Program Letters usually go out in June or July and once that is done we can start that project. The door project would physically start maybe in early 2026, but has nothing to do with getting the base bid or alternate for the ramp project. A lengthy discussion ensued on the hangar door project.

Lindsay asks if she could talk about the Main Hangar Rehab project a little. Lindsay said the project has gotten tied up with the Historical Preservation Office a little bit. They want us to maintain the visual look of the building as best we can if we use BIL money to help fund the project. Lindsay said they had come to an agreement with them and that we actually got more than she expected. One of the main things they said we need to keep is the look and placement of the windows. When asks about adding additional windows, they said no that we need to maintain that visual look of the hangar. We can replace the old windows thou but with simulated divided lites to look like the original ones.

The man doors can be replaced. If they are replaced in the same location, there's no problem. The original location of doors show they are under a window, so if we do relocate a door, it must be lined up under a window from either end.

Lindsay also said we can skin the hangar but to get as close to the rib design as we could and color wasn't an issue.

Steve asks Lindsay about spray foam under the roof to insulate and also seal the leaks so we can keep the design on top of the roof. Lindsay said they wouldn't allow that because it is considered more permanent but we could use a closed cell rigid foam sheet and put up on the underside of the roof. A discussion ensued on the insulation.

Lindsay said they included the windows, man doors and exterior skin in the base bid, anything else would be added as alternates. Roof insulation first, then wall insulation would be the second alternate. The insulation is something like Dow board and can't be higher than the rib. The wall insulation would be allowed between the two exterior skins and not the interior. A lengthy discussion ensued on the wall insulation. We need to look at the insulation application again.

Scott asks Lindsay if they were going to remove the shop ceiling and she said yes or we can leave it.

Lindsay finished up asking us to let her know what we want to do with insulation, that they are putting packages together, she thanked us for our time and ended the call.

The minutes for the Regular Meeting held January 13th were read by all. Walt made a motion to approve the minutes. It was second by John and was approved by all saying aye.

The January Treasurer's Report was read by all. Walt made a motion to approve the Treasurer's Report. It was second by John and approved by all saying aye.

Bills Presented

Big D's Septic Service--Annual Maintenance Contract	\$ 240.00
Shelbyville Ace Hardware--Building Maintenance	\$ 1.76
Shelby County Aviation--Swiney Prop Repair	\$ 1,065.70

John made a motion to accept the bills as presented. Steve second it and it was approved by all saying aye.

Managers Report

Scott said he talked the door guy and 4 of the six doors are built, 3 of them are painted and he is planning on being here the last week of February or first week of March. Also talked to the weather station guy and there is a hold up on one of the sensors, the visibility sensor. As soon as that's in he can assemble it and get it to us. Scott mention that he hasn't talked to John Deere although Paul went out there and talked to them about a loader. He said the loader would cost \$11,600 and would take a couple days to get ready. Some discussion ensued about the purchase of the loader. Fuel sales have been slow because of the weather. We have about a thousand gallon left in the tank. We have sold a little jet fuel.

Walt makes a motion to purchase the loader for \$11,600 and John second it.

End of Managers Report

Steve mentions having everything figured up to settle with Aerinova with his rent and per gallon draw charge minus our Jet fuel sales. We have a few dollars credit at present with them. Steve also mentioned having all the paper work submitted for our Aviation Fuel Tax reimbursement.

More discussion ensued on the Main Hangar Rehab.

Old Business

Covered

New Business

Covered

Steve made a motion to adjourn and John second it. Motion approved by all saying aye.