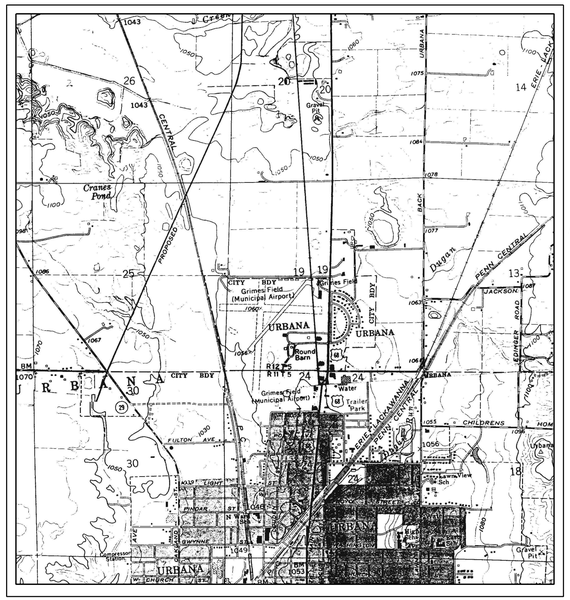
CITY OF URBANA
GRIMES FIELD
URBANA, OHIO
AIRPORT LAYOUT PLAN

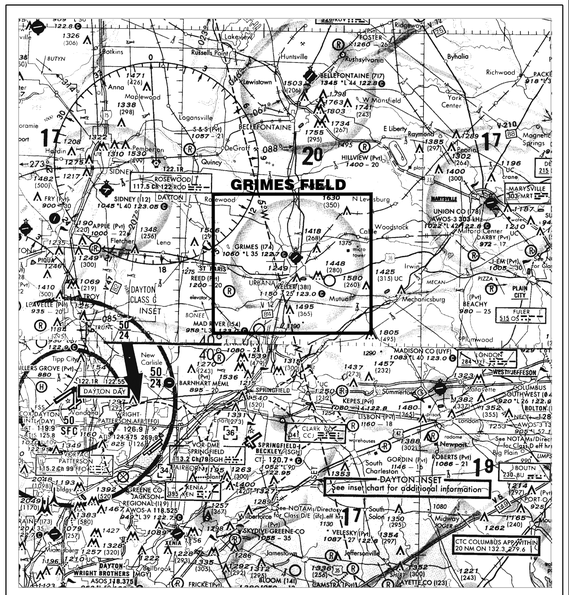


VICINITY MAP

SCALE 1" = 2,000'

MAGNETIC DECLINATION
5°32'W
7' W ANNUALLY
JUNE 1999

N



LOCATION MAP

SCALE 1" = 500,000'

FAA APROVAL LETTER

U.S. Department of Transportation
Federal Aviation Administration

Airports District Office
Willow Run Airport, East
8820 Beck Road
Belleville, MI 48111

March 23, 2000

Mr. Bernard J. Ray, Sr.
Director of Administration
City of Urbana
205 S. Main Street
Urbana, OH 43078

Dear Mr. Ray:

Grimes Field, Urbana, Ohio
Airport Master Plan
Airspace Case No. 99-AGL-1006-NRA
Airport Layout Plan Approval

The Master Plan (MP) documents for the subject airport are acceptable from a contractual standpoint with respect to the terms and conditions for the grant agreement. The contents of the MP reflect the views of the City of Urbana, who is responsible for the accuracy of the document. The MP does not necessarily reflect the views or policies of the Federal Aviation Administration (FAA), and the determination of acceptability does not imply that the FAA agrees with the MP conclusions and recommendations.

This letter cancels or supersedes all prior ALP approvals. The ALP conditional approval is based upon recognition of and adherence to the following:

a. The approval is not to be considered a commitment of Federal funding for the proposed development. The FAA has concurred with the proposed development for planning purposes only based on current safety, utility, and efficiency standards. Actual development should comply with approved standards applicable at the time of construction. Design standard modifications have been granted as follows:

(1) NONE

If any of the design critical aircraft or aircraft groups change, this ALP must be reevaluated by FAA.

b. Our approval does not infer or imply that the land in the airport vicinity is considered compatible with airport operations. Federal requirements stipulate:

(1) All development programs should be reasonably consistent with the plans of local and state planning agencies for the development in the airport vicinity.

(2) That fair consideration has been given to the interest of communities in or near the airport.

(3) That development programs provide for the protection and enhancement of the environment.

c. The FAA offers no objection to the proposed ultimate airspace utilization as depicted on the ALP based on considerations of safe and efficient use of airspace. The ALP has the status of "Plan on File" for the purpose of 14 CFR 77, Obstruction Evaluations, and Airport and Airway Improvement Act (AAIA), Airport Aid Program. A review of the airside landing area development was conducted according to the following 14 CFRs: -77 and -157, Notice of Construction, Alteration, Activation, and Deactivation of Airports (reference Airspace Case No. 99-AGL-1006-NRA). It should be noted that FAA cannot prevent erection of any structure near an airport. Airport environs can only be protected through state and local zoning ordinances, building regulations, and like requirements.

d. Approval is given subject to the condition that the proposed airport development identified by item herein as requiring environmental processing shall not be undertaken without prior written environmental approval by the FAA. The development requiring review for consistency with FAA policies and procedures for considering environmental impacts are itemized as follows:

(1) New Runway 3-21.

(2) Runway extension to Runway 3-21.

(3) Runway strengthening which would result in a 1.5 DNL or greater increase in noise over any noise sensitive area located within the 65 DNL contour.

(4) Construction or relocation of entrance or service road connections to public roads which adversely affect the capacity of such public roads.

(5) Land acquisition associated with any of the above items plus land acquisition which results in relocation of residential units when there is evidence of insufficient comparable replacement dwellings, major disruption of business activities, or acquisition which involves land covered under Section 4(f) of the DOT Act (rectified 49 USC Subtitle I, Section 303, January 12, 1983).

(6) Any airport development action that falls within the scope of Paragraph 24 of FAA Order 5050.4A, or which involves any of the following:

(a) Use of Section 4(f) land.

(b) Effect on property included in or eligible for inclusion in the National Register of Historic Places or other property of state or local historical, architectural, archeological, or cultural significance.

(c) Land acquisition for conversion of farmland, scoring over 160 on Form AD-1006, protected under the Farmland Protection Policy Act (FPPA) to nonagricultural use through federal financial assistance or through conveyance of government land.

(d) Wetlands, coastal zones, or flood plains.

(e) Endangered or threatened species.

Any of the mentioned development shall not take place until the environmental processing has been approved by the FAA. All development

items must comply with the National Environmental Policy Act of 1969 (P.L. 91-190).

To avoid conflicts with future development, we recommend you utilize the ALP when preparing leases. We further recommend you provide copies to the local and state planning zoning boards and county and city officials and encourage them to adopt compatible land use criteria in and around the airport. Copies should also be distributed to Fixed Base Operators (FBOs) and airport users.

The Airport and Airway Improvement Act (Section 511(a)(15)) requires the sponsor to eliminate any adverse effects on Federal facilities, or bear all costs to relocate those facilities, that are a result of an airport change. However, if AIP eligible construction/development items adversely affect FAA facilities, then the cost of relocating the facilities may be eligible under AIP.

This approval does not include a detailed evaluation of actual construction. Prior to constructing any development on the airport, notice (FAA Form 7460-1) consistent with 14 CFR 77 must be filed with this office. This approval does not include approval for temporary construction equipment which may be used during actual construction, e.g., cranes, equipment staging areas, site access routes, etc. A separate construction safety/phasing plan for any project (unless specifically approved by attachment to this letter) should be reviewed by the FAA no less than 60 days prior to beginning any project.

If development is planned without aviation trust fund investments that will change the status or geometrics of runways, taxiways, aprons, or other operating airport surfaces, notice (FAA Form 7480-1) must be filed with this office consistent with 14 CFR 157.

We trust this letter provides a clear explanation of the conditions and terms of our approval. If you desire further clarification, please contact this office at 734-487-7293.

Sincerely,

Lawrence C. King

Lawrence C. King
Detroit Airports District Office

Enclosure

cc:
CHI-FPO (w/ALP)
AGL-620 (w/ALP & Master Plan)
AGL-620 (w/o enclosure)
ODOT Office of Aviation (w/ALP & Master Plan)
Ohio SMO (w/ALP)
Columbus FSDO (w/o enclosure)

INDEX

SHEET	SHEET DESCRIPTION
1	TITLE SHEET
2	AIRPORT DATA SHEET
3	EXISTING AIRPORT LAYOUT PLAN
4	FUTURE AIRPORT LAYOUT PLAN
5	AERIAL LAYOUT PLAN
6	PLAN AND PROFILE RUNWAY 5-23
7	PLAN AND PROFILE RUNWAY 3-21
8	PLAN AND PROFILE RUNWAY 2-20
9	TERMINAL AREA PLAN
10	LAND USE PLAN
11	F.A.R. PART 77 OBSTRUCTION PLAN
12	EXHIBIT "A" PROPERTY MAP

CERTIFICATION FOR AIRSPACE REVIEW

On behalf of R.W. Armstrong, Inc., I certify that the ALP prepared for Grimes Field, was prepared according to the ALP checklist and accurately depicts the proposed use of airspace. The ALP conforms with FAA design standards, except as noted:

Longer holdline setback for Runway 3 to keep aircraft clear of Runway 2 approach.
Existing approach slopes to Runway 5-23 conform with Threshold Siting Requirements shown in Appendix 2 to AC 150/5300-13 Change 5, except for trees identified on sheet 6 as Runway 23 obstructions 10, 11, 12 and 13.

CERTIFIED _____ 11-22-99
DATE

XREFERENCES : None
XREF OVERLAYS : None XX ALL
DIRECTORY PATH : M:\Urbana\974230.3R\ALP\
LAYOUT NAME : 1-Title Sheet
LASER DISK : XXX-X
PLOTTED : R. Brewer-99, 11:19:02 / 8j

NO.	DATE	REVISIONS	BY	APPR.
3				
2				
1				

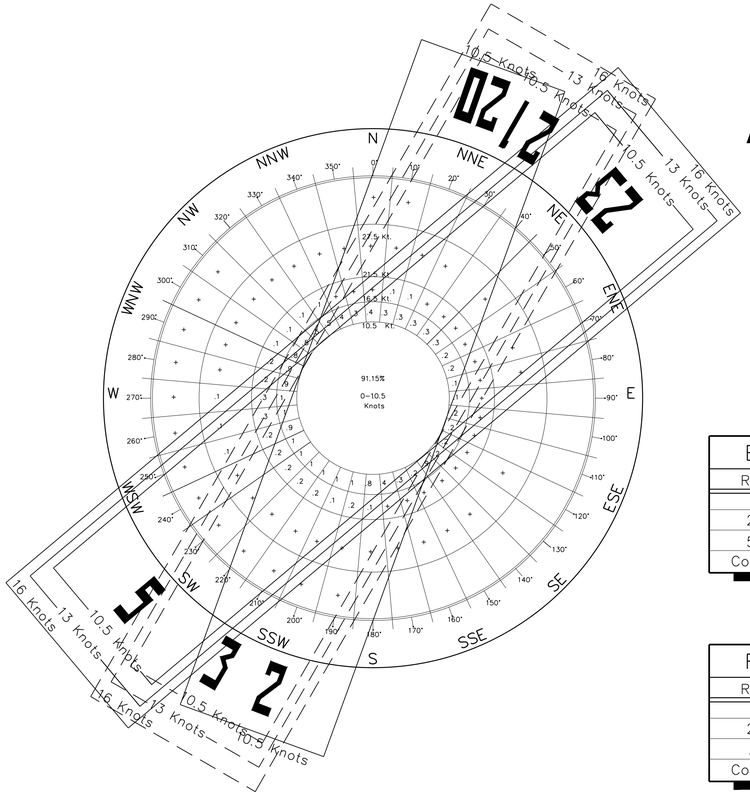
CITY OF URBANA

APPROVED _____ DATE 2/8/00

APPROVED _____ DATE 2-08-00

R.W. ARMSTRONG
ENGINEERS • ARCHITECTS
INDUSTRIAL • TRANSPORTATION
2801 S. PENNSYLVANIA STREET
INDIANAPOLIS, INDIANA 46225 (317) 786-0461

APPROVED _____ DATE 11-22-99
Susan M. Schalk, A.A.E.,AICP Vice President



ALL WEATHER WINDROSE

OBSERVATIONS : 1988–1997
87,539 Observations
Dayton International Airport
Dayton, Ohio

SOURCE: National Climatic Data Center
Information Services Division
Federal Building
Asheville, NC 28801

EXISTING WIND COVERAGE BY RUNWAY			
RUNWAY	ALL WEATHER		
	10.5 Knots	13 Knots	16 Knots
2–20	89.78%	---	---
5–23	91.15%	95.61%	98..98%
Combined	94.20%	---	---

FUTURE WIND COVERAGE BY RUNWAY			
RUNWAY	ALL WEATHER		
	10.5 Knots	13 Knots	16 Knots
2–20	89.78%	---	---
3–21	90.47%	94.72%	98.51%
Combined	92.44%	---	---

IFR WINDROSE*

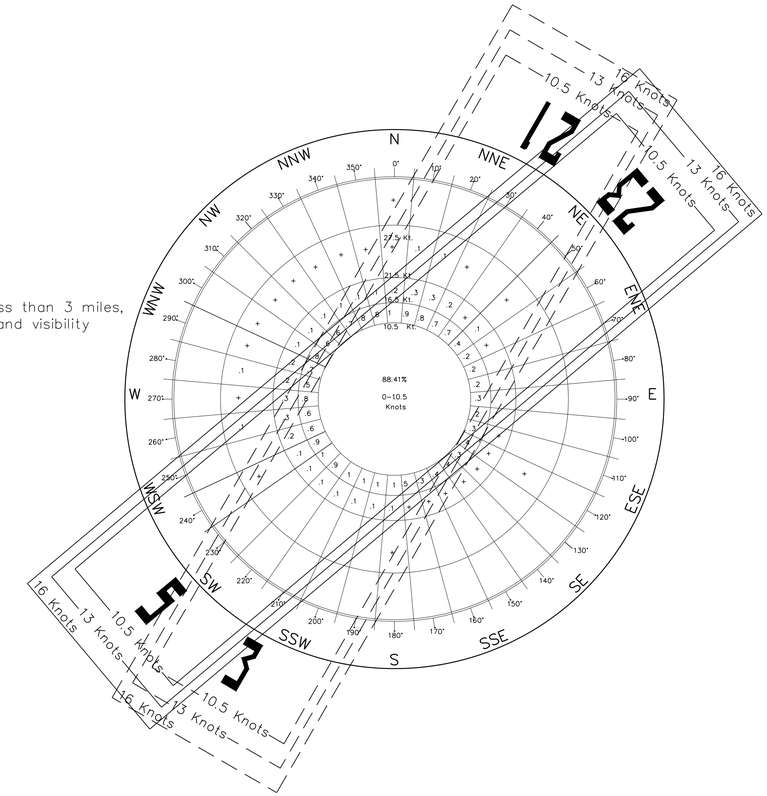
OBSERVATIONS : 1988–1997
9,171 Observations
Dayton International Airport
Dayton, Ohio

SOURCE: National Climatic Data Center
Information Services Division
Federal Building
Asheville, NC 28801

*Ceiling less than 1,000 ft. and/or visibility less than 3 miles, but ceiling greater than or equal to 200 ft. and visibility greater than or equal to 1/2 mile.

EXISTING WIND COVERAGE BY RUNWAY			
RUNWAY	IFR		
	10.5 Knots	13 Knots	16 Knots
5–23	88.41%	94.08%	98.56%

FUTURE WIND COVERAGE BY RUNWAY			
RUNWAY	IFR		
	10.5 Knots	13 Knots	16 Knots
3–21	89.84%	94.43%	98.34%



RUNWAY AND APPROACH DATA

Runway	EXISTING 2	EXISTING 20	EXISTING 5	EXISTING 23	FUTURE 2 Ultimate	FUTURE 20 Ultimate	FUTURE 3 Phase I	FUTURE 21 Phase I	FUTURE 3 Phase II	FUTURE 21 Phase II	FUTURE 3 Ultimate	FUTURE 21 Ultimate
Runway Length	2,787'	2,787'	2,813'	2,813'	3,000'	3,000'	4,400'	4,400'	5,000'	5,000'	5,500'	5,500'
Runway Width	164'	164'	75'	75'	164'	164'	75'	75'	100'	100'	100'	100'
Displaced Threshold	N/A	N/A	205'	90'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Landing Length	2,787'	2,787'	2,608'	2,723'	3,000'	3,000'	4,400'	4,400'	5,000'	5,000'	5,500'	5,500'
Takeoff Length	2,787'	2,787'	2,813'	2,723'	3,000'	3,000'	4,400'	4,400'	5,000'	5,000'	5,500'	5,500'
Runway Gradient	0%	0%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
Pavement Type	TURF	TURF	ASPHALT	ASPHALT	TURF	TURF	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT
Pavement Strength												
Single Wheel	N/A	N/A	12,500 Lbs.	12,500 Lbs.	N/A	N/A	12,500 Lbs.	12,500 Lbs.	12,500 Lbs.	12,500 Lbs.	30,000 Lbs.	30,000 Lbs.
Dual Wheel	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	65,000 Lbs.	65,000 Lbs.
Runway Lighting	NONE	NONE	LIRL	LIRL	NONE	NONE	MIRL	MIRL	MIRL	MIRL	MIRL	MIRL
Runway Marking	Edge Markers	Edge Markers	Basic	Basic	Edge Markers	Edge Markers	Non–Prec.	Non–Prec.	Non–Prec.	Non–Prec.	Non–Prec.	Non–Prec.
Navigational Aids	NONE	NONE	REILs	REILs,AVASI	NONE	NONE	REILs,PAPIs	REILs,PAPIs	REILs,PAPIs	REILs,PAPIs	REILs,PAPIs	REILs,PAPIs
Approach Lighting	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Aircraft App. Cat.	B	B	B	B	B	B	B	B	B	B	C	C
Airplane Design Gr.	I, Small Aircraft Only		I, Small Aircraft Only		I, Small Aircraft Only		II	II	II	II	II	II
Critical Aircraft	Beech Baron		Beech Baron		Beech Baron		Beech King Air 200		King Air 200/	Citation Bravo	Learjet/Citiation	
Approach	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	34:1	34:1
Departure RPZ	250'x1,000'x450'	250'x1,000'x450'	250'x1,000'x450'	250'x1,000'x450'	250'x1,000'x450'	250'x1,000'x450'	500'x1,000'x700'	500'x1,000'x700'	500'x1,000'x700'	500'x1,000'x700'	500'x1,700'x1,010'	500'x1,700'x1,010'
Appendix 2 Threshold Siting Surface	N/A	N/A	250'x2,250'x700'x2,750'		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Runway Safety Area (RSA)	3,267' x 120'	3,267' x 120'	3,293' x 120'	3,293' x 120'	3,480' x 120'	3,480' x 120'	5,000' x 150'	5,000' x 150'	5,600' x 150'	5,600' x 150'	7,500' x 500'	7,500' x 500'
Runway Object Free Area (OFA)	3,267' x 250'	3,267' x 250'	3,293' x 250'	3,293' x 250'	3,480' x 250'	3,480' x 250'	5,000' x 500'	5,000' x 500'	5,600' x 500'	5,600' x 500'	7,500' x 800'	7,500' x 800'
Runway OFZ (Inner)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Runway OFZ (Outer)	3,187' x 250'	3,187' x 250'	3,213' x 250'	3,213' x 250'	3,400' x 250'	3,400' x 250'	4,800' x 250'	4,800' x 250'	5,400' x 250'	5,400' x 250'	5,900' x 400'	5,900' x 400'
Taxiway Safety Area Width	49'	49'	49'	49'	49'	49'	79'	79'	79'	79'	79'	79'
Taxiway Object Free Area Width	89'	89'	89'	89'	89'	89'	131'	131'	131'	131'	131'	131'
Taxilane Object Free Area Width	79'	79'	79'	79'	79'	79'	115'	115'	115'	115'	115'	115'
Runway ℄ to Holdline	125'	125'	125'	125'	125'	125'	*300'	200'	*300'	*300'	*300'	250'
Runway Holdline Signs	None	None	None	None	None	None	None	None	None	None	Yes	Yes
Runway End Coord. LAT:	40°07'30.953"	40°07'58.233"	40°07'37.781"	40°07'57.787"	40°07'40.810"	40°08'10.174"	40°07'36.550"	40°08'17.92"	40°07'36.550"	40°08'23.56"	40°07'36.550"	40°08'28.257"
NAD 83 LONG:	83°45'21.844"	83°45'16.913"	83°45'27.493"	83°45'02.357"	83°45'20.062"	83°45'14.754"	83°45'21.443"	83°45'03.99"	83°45'21.443"	83°45'01.61"	83°45'21.443"	83°44'59.622"

* Longer hold lines for Runway 3 to keep aircraft clear of Runway 2 approach.

RUNWAY VISIBILITY MINIMUMS

Runway*	Visibility	Ceiling (AGL)
5	VISUAL	N/A
23	VISUAL	N/A
2	VISUAL	N/A
20	VISUAL	N/A
3	1 STATUTE MILE	≥300' ft.
21	1 STATUTE MILE	≥300' ft.

*Circling VOR–A approach available to airport with minimums as low as 1 mile and 640' ceiling.

TAXIWAY LIGHTING AND MARKING DATA TABLE

	ALL TAXIWAYS			
	EXISTING	PHASE I	PHASE II	ULTIMATE
Lighting	NONE	MITL	MITL	MITL
Markings	NONE	CENTERLINE	CENTERLINE	CENTERLINE

AIRPORT DATA TABLE

County: Champaign	Associated City: Urbana, Ohio		Township: 5	
Mean Maximum Temp.	84°F		Range: 11/12	
Airport Reference Point: NAD83	LAT: 40°07'59.97"		LONG: 83°45'12.94"	
	EXISTING	PHASE I	PHASE II	ULTIMATE
Airport Elevation	1,060' MSL	1,061' MSL	1,062' MSL	1,063' MSL
Airport and Terminal Navaids	Beacon	Beacon,GPS	Beacon,GPS	Beacon,GPS
Service Level	General Aviation	General Aviation	General Aviation	General Aviation
Airport Reference Code (ARC)	B–I, Small Aircraft Only	B–I	B–II	C–II

NO.	DATE	REVISIONS	BY	APPR.
3				
2				
1				

GRIMES FIELD
URBANA, OHIO

AIRPORT DATA SHEET

AIRPORT • ARCHITECTURE
R.W. ARMSTRONG
ENGINEERS • PLANNERS • SCIENTISTS
1801 S. PENNSYLVANIA STREET
INDIANAPOLIS, INDIANA 46203 (317) 781-0487

JOB NO.	974230.38	DRAWN	ILJ	CHECKED	SJZ	SHEET 2 OF 12
DATE:	12–30–99	DESIGNED	SJZ	APPROVED	SMS	

20:1 APPENDIX 2 APPROACH SLOPE
250' X 2,250' X 700' X 2,750'

EXISTING RPZ
250' X 1,000' X 450'

STA. 100+00

CONRAIL RAILROAD

END OF RUNWAY
STA. 103+50
LAT. 40°07'37.781"
LONG. 83°45'27.493"
ELE. = 1,052'
LOW POINT

DISPLACED TRESHOLD
STA. 105+55
LAT. 40°07'37.781"
LONG. 83°45'27.493"
ELE. = 1,052'

FOR TAXI USE ONLY

REILs

205'

EXISTING RUNWAY 5-23

2,287' X 164' (True Bearing N07°53'57.14"E)

2,813' X 75' (True Bearing N43°57'41.82"E)

EXISTING TURF RUNWAY

END OF TURF RUNWAY
STA. 100+00
LAT. 40°07'30.953"
LONG. 83°45'21.844"
ELE. = 1,060'est.

RUNWAY INTERSCTION
STA. 112+52 R/W 5-23
STA. 113+52 R/W 2-20
LAT. 40°07'44.181"
LONG. 83°45'19.453"
ELE. = 1,052'

EXISTING RPZ
250' X 1,000' X450'

ULTIMATE ARP
LAT. 40°07'59.97"
LONG. 83°45'12.94"

EXISTING RPZ
250' X 1,000' X 450'

LIGHTED WIND TEE AND
UNLIGHTED WIND CONE

END OF TURF RUNWAY
STA. 127+87
LAT. 40°07'58.233"
LONG. 83°45'16.913"
ELE. = 1,060'est.

DISPLACED THRESHOLD
STA. 130+73
LAT. 40°07'57.147"
LONG. 83°45'03.161"
ELE. = 1,058'

T-HANGARS

90°

END OF RUNWAY
STA. 131+63
LAT. 40°07'57.787"
LONG. 83°45'02.357"
ELE. = 1,058'
HIGH POINT

AVASI

REILs

FOR TAXIWAY USE ONLY

EXISTING RPZ
250' X 1,000' X 450'

FUEL PUMPS

TERMINAL
BUILDING

APRON

AUTO
PARKING

WINDCONE
ELE. 1,095'

AIRPORT
BEACON
ELE. 1,100'

T-HANGAR

HANGARS

PAINT SHOP

AIRPORT SERVICE ROAD

QUARRY

BURY POLES FOR 4,400' RUNWAY

POWER POLES (TYP.)

BURY TO 3,300' (FROM R/W

U.S. HIGHWAY 68

20:1 APPENDIX 2 APPROACH SLOPE
250' X 2,250' X 700' X 2,750'

BURY POLES FOR 5,500' RUNWAY

LEGEND

DESCRIPTION	EXISTING
FACILITIES	
PROPERTY LINE	
RUNWAY SAFETY AREA	RSA
OBJECT FREE AREA	OFA
AVIGATION EASEMENTS	
ELEVATION CONTOURS	800
TREES	
AIRPORT BUILDINGS	
NON AIRPORT BUILDINGS	
FENCE	
AVASI	
RUNWAY END IDENTIFIER LIGHT	

Note: See Terminal Area Plan for elevations of existing airport buildings.

MAGNETIC DECLINATION
5°52'W
JUNE 1999
ANNUAL
7'W

N

SCALE
1" = 300'

0 150' 300' 600'

NO.	DATE	REVISIONS	BY	APPR.
3				
2				
1				

GRIMES FIELD
URBANA, OHIO

EXISTING AIRPORT LAYOUT PLAN

ENGINEERS • ARCHITECTS
R.W. ARMSTRONG
ENVIRONMENTAL • TRANSPORTATION
2801 S. PENNSYLVANIA STREET
INDIANAPOLIS, INDIANA 46225 (317) 780-0481

JOB NO.	974230.38	DRAWN	ILJ	CHECKED	SJZ
DATE:	12-30-99	DESIGNED	SJZ	APPROVED	SMS

SHEET 3 OF 12

XREFERENCES : ...\RW-BRD; E-LEG; ...\RW-BAS; ...\RW-DTM; ...\RW-AL; ...\RW-AP
DIRECTORY PATH: M:\Urbana\J2001280.80\ALP\
FILENAME : 974230-1.dwg / Model
LASER DISK : XXX-XXX
MOD\INT : 15-AUG-05, 10:37:20 / fscapp

PROPOSED U.S 68 BYPASS

CONRAIL RAILROAD

SERVICE ROAD TO BE CLOSED

QUARRY

ULTIMATE TURF RPZ
250' X 1,000' X 450'

PHASE I/ PHASE II RPZ
500' X 1,000' X 700'

END OF ULTIMATE TURF AND R/W INTERSECTION
STA. 110+07
LAT. 40°07'40.810"
LONG. 83°45'20.062"
ELE. = 1,057' est.
LOW POINT

FUTURE SUPPLEMENTAL WINDCONE

ULTIMATE ARP
LAT. 40°07'59.97"
LONG. 83°45'12.94"

ULTIMATE TURF RUNWAY
(True Bearing N07°53'57.14"E)
2-20 3,000' X 164'

END OF TURF ULTIMATE
STA. 140+07
LAT. 40°08'10.174"
LONG. 83°45'14.754"
ELE. = 1,060' est.
HIGH POINT

ULTIMATE TURF RPZ
250' X 1,000' X 450'

POWER LINES TO BE BURIED FOR 4,400' RUNWAY

ULTIMATE RELOCATED ROAD

PHASE II RPZ
500' X 1,000' X 700'

PHASE I REILs

PHASE II REILs

ULTIMATE REILs

21-5,500' X 100'

BLAST PAD
150'X100'

T-HANGARS TO BE REMOVED

PHASE I PAPIs

PHASE II PAPIs

ULTIMATE PAPIs

FUTURE REILs

FUTURE PAPIs

FUTURE HOLDLINE

35' (TYP.)

WIND TEE TO BE REMOVED

CONVERT TO TAXIWAY PHASE I

TO BE REMOVED PHASE II

AVASI REMOVE PHASE I

AREA RESERVED FOR FUTURE HANGAR DEVELOPMENT

TERMINAL BUILDING

APRON

AUTO PARKING

WINDCONE ELE. 1,092'

AIRPORT BEACON ELE. 1,100'

HANGARS

PAINT SHOP

FUTURE APRON

FUEL PUMPS

FUTURE APRON EXPANSION AREA

SPACE FOR NEW BUILDING/HANGAR OR TERMINAL EXPANSION

SPACE FUTURE FBO HANGAR

SPACE FOR FUTURE AUTO PARKING AND ENTRANCE ROAD

RESERVED FOR AVATION RELATED DEVELOPMENT

FUTURE LIGHTED WIND CONE AND WIND TEE

END OF PHASE I RUNWAY
STA. 145+50
LAT. 40°08'17.92"
LONG. 83°45'03.99"
ELE. = 1,062' est.
HIGH POINT

PHASE I RPZ
500' X 1,000' X 700'

END OF PHASE II RUNWAY
STA. 151+50
LAT. 40°08'23.56"
LONG. 83°45'01.61"
ELE. = 1,062' est.

ULTIMATE RPZ
500' X 1,750' X 1,010'

END OF RUNWAY
STA. 101+50
LAT. 40°07'36.550"
LONG. 83°45'21.443"
ELE. = 1,057' est.
LOW POINT

U.S. HIGHWAY 68

POWER POLES (TYP.)

ULTIMATE END RUNWAY
STA. 156+50
LAT. 40°08'28.257"
LONG. 83°44'59.622"
ELE. = 1,063' est.
HIGH POINT

BURY FOR 2,500' FROM R/W FOR 5,500' RUNWAY

ULTIMATE RPZ
500' X 1,750' X 1,010'

LEGEND

DESCRIPTION	EXISTING	PHASE I	PHASE II	ULTIMATE
FACILITIES				
NEW PAVEMENT	N/A			
PAVEMENT TO BE REMOVED	N/A			N/A
NEW TURF SURFACE	N/A	N/A	N/A	
PROPERTY LINE			N/A	
RUNWAY SAFETY AREA	RSA	PH-I-RSA	PH-II-RSA	U-RSA
OBJECT FREE AREA	OFA	PH-I-OFA	PH-II-OFA	U-OFA
AVIGATION EASEMENTS		N/A	N/A	
ELEVATION CONTOURS	800	800	800	800
TREES				
AIRPORT BUILDINGS				
NON AIRPORT BUILDINGS				
FENCE				
AVASI				
PAPIs				
REILs				

Note: See Terminal Area Plan for elevations of existing airport buildings.

MAGNETIC DECLINATION
5°32'W
JUNE 1999
ANNUAL
7'W

N

SCALE
1" = 300'

0 150' 300' 600'

NO.	DATE	REVISIONS	BY	APPR.
3				
2				
1				

GRIMES FIELD
URBANA, OHIO

FUTURE AIRPORT LAYOUT PLAN

ROADS • ARCHITECTURE
R.W. ARMSTRONG
ENGINEERS • PLANNERS • SURVEYORS
2801 S. POWDER HORN STREET
INDIANAPOLIS, INDIANA 46235 (317) 780-0481

JOB NO.	974230.38	DRAWN	ILJ	CHECKED	SJZ	SHEET 4 OF 12
DATE:	12-30-99	DESIGNED	SJZ	APPROVED	SMS	

XREFERENCES : LIRB-BRD, LIRB-BAS, LEGEND, XRUA-BASE, LIRB-DTM, LIRB-TOP, LIRB-TXT
DIRECTORY PATH: M:\Urbana\20021180.80\ALP\
LAYOUT NAME : XRX-ALP-dwg / Model
LASER DISK : XRX-ALP-dwg / Model
UNITS/UNIT : 05-Oct-05, 16:29:29 / RSingh

PHOTO DATE: 7-3-1998

EXISTING PROPERTY LINE

EXISTING EASEMENT LINE

MAGNETIC DECLINATION
5°33'W
JUNE 1999
ANNUAL
7'W

N

SCALE
1" = 300'

0 150' 300' 600'

NO.	DATE	REVISIONS	BY	APPR.
3				
2				
1				

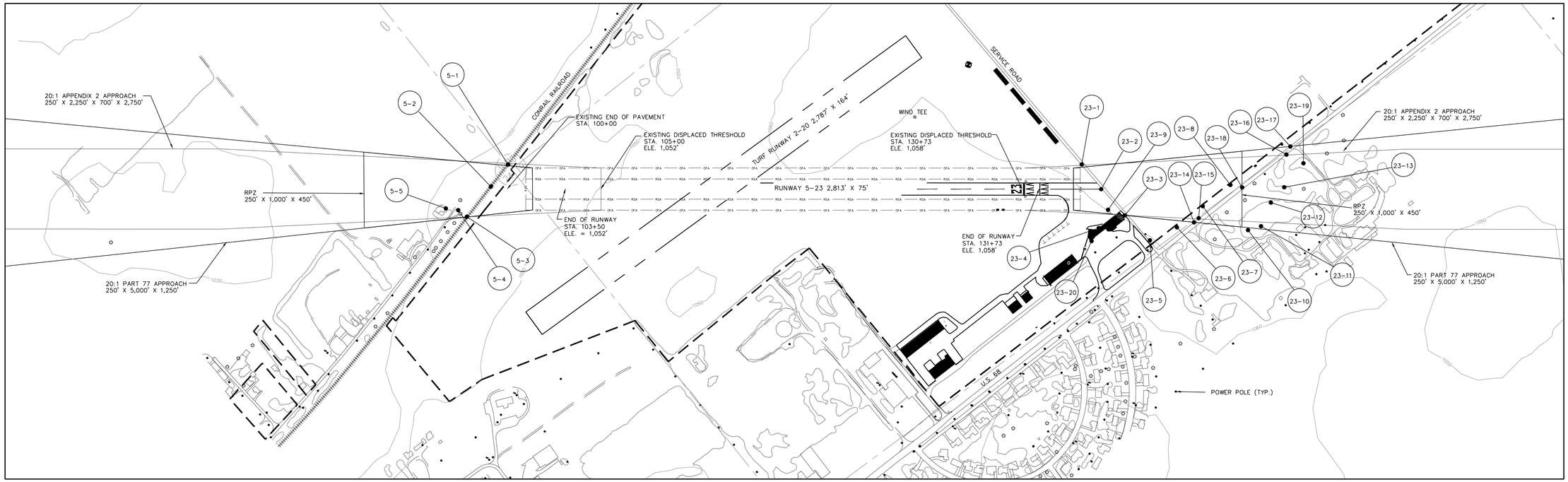
GRIMES FIELD
URBANA, OHIO

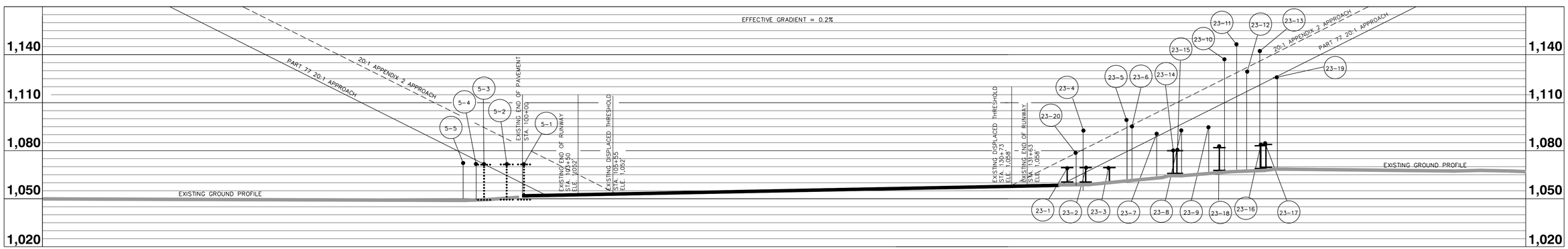
AERIAL LAYOUT PLAN

ARCHITECTS • ENGINEERS
R.W. ARMSTRONG
ESTABLISHED 1946
ENGINEERING & TECHNOLOGY
2801 S. POWDER VIVIAN STREET
INDIANAPOLIS, INDIANA 46203 (317) 780-0487

JOB NO.	974230.38	DRAWN	ILJ	CHECKED	SJZ	SHEET 5 OF 12
DATE:	12-30-99	DESIGNED	SJZ	APPROVED	SMS	

XREFERENCES : JOB=BRO; __JRB=BAS;
JOB=BRO; __JRB=BAS;
DIRECTORY PATH: M:\Urbana\974230.38\ALP\
FILE NAME : 974230.dwg
LASER DISK : MON-Jan
MRO\INT : 05-JAN-00, 16:31:04 / 3j





RUNWAY 5 OBSTRUCTION SUMMARY TABLE

ITEM NUMBER	OBJECT	OBJECT ELEVATION	MAX. ALL. ELEV.		AMOUNT OF PENETRATION		DISPOSITION
			PART 77	APPENDIX 2	PART 77	APPENDIX 2	
1	Conrail Railroad	1,072'	1,059'	1,079'	13'	---	Apply Appendix 2
2	Conrail Railroad	1,072'	1,064'	1,084'	8'	---	Apply Appendix 2
3	Conrail Railroad	1,072'	1,072'	1,092'	---	---	
4	Power Pole	1,071'	1,074'	1,094'	---	---	
5	Building	1,074'	1,077'	1,100'	---	---	

* Regular road +15', service roads +10', interstate roads +17', and railroads +23' added to actual elevations.

RUNWAY 23 OBSTRUCTION SUMMARY TABLE

ITEM NUMBER	OBJECT	OBJECT ELEVATION	MAX. ALL. ELEV.		AMOUNT OF PENETRATION		DISPOSITION
			PART 77	APPENDIX 2	PART 77	APPENDIX 2	
1	Service Road	1,070'	1,060'	1,075'	10'	---	Apply Appendix 2
2	Service Road	1,070'	1,066'	1,081'	4'	---	Apply Appendix 2
3	Service Road	1,070'	1,073'	1,087'	3'	---	Apply Appendix 2
4	Ant. on Terminal Bldg.	1,093'	1,066'	1,081'	27'	12'	Apply Appendix 2
5	Power Pole	1,100	1,097'	1,113'	3'	---	Apply Appendix 2
6	Power Pole	1,091'	1,093'	1,117'	---	---	
7	Power Pole	1,093'	1,096'	1,113'	---	---	
8	Power Pole	1,095'	1,104'	1,118'	---	---	
9	Fuel Form	1,064'	1,068'	1,083'	---	---	
10	Tree	1,136'	1,109'	1,125'	27'	11'	Req. Mod. to Stnd./New R/W
11	Tree	1,147'	1,114'	1,130'	33'	17'	Req. Mod. to Stnd./New R/W
12	Tree	1,130'	1,117'	1,130'	13'	---	Req. Mod. to Stnd./New R/W
13	Tree	1,143'	1,120'	1,135'	23'	8'	Req. Mod. to Stnd./New R/W
14	U.S. 68	1,080'	1,108'	1,108'	---	---	
15	U.S. 68	1,081'	1,109'	1,109'	---	---	
16	U.S. 68	1,084'	1,130'	1,130'	---	---	
17	U.S. 68	1,085'	1,136'	1,143'	---	---	
18	U.S. 68	1,083'	1,122'	1,122'	---	---	
19	Tree	1,141'	1,126'	1,140'	15'	1'	Remove/Trim
20	Terminal Building	1,078'	1,077'	1,090'	1'	---	Apply Appendix 2

LEGEND

DESCRIPTION	EXISTING
FACILITIES	
PROPERTY LINE	
RUNWAY SAFETY AREA	RSA
OBJECT FREE AREA	OFA
AVIGATION EASEMENTS	
ELEVATION CONTOURS	800
TREES	
AIRPORT BUILDINGS	
NON AIRPORT BUILDINGS	
FENCE	
AVASI	
RUNWAY END IDENTIFIER LIGHT	

SYMBOLS

Railroad
Elevation Plus Part 77 Requirement

Road
Elevation Plus Part 77 Requirement

Actual Elevation

Actual Elevation

MAGNETIC DECLINATION
5°32'W
JUNE 1999
ANNUAL
7'W

N

VERTICAL SCALE 1"=30'
0 15 30' 60'

HORIZONTAL SCALE 1"=300'
0 150' 300' 600'

NO.	DATE	REVISIONS	BY	APPR.
3				
2				
1				

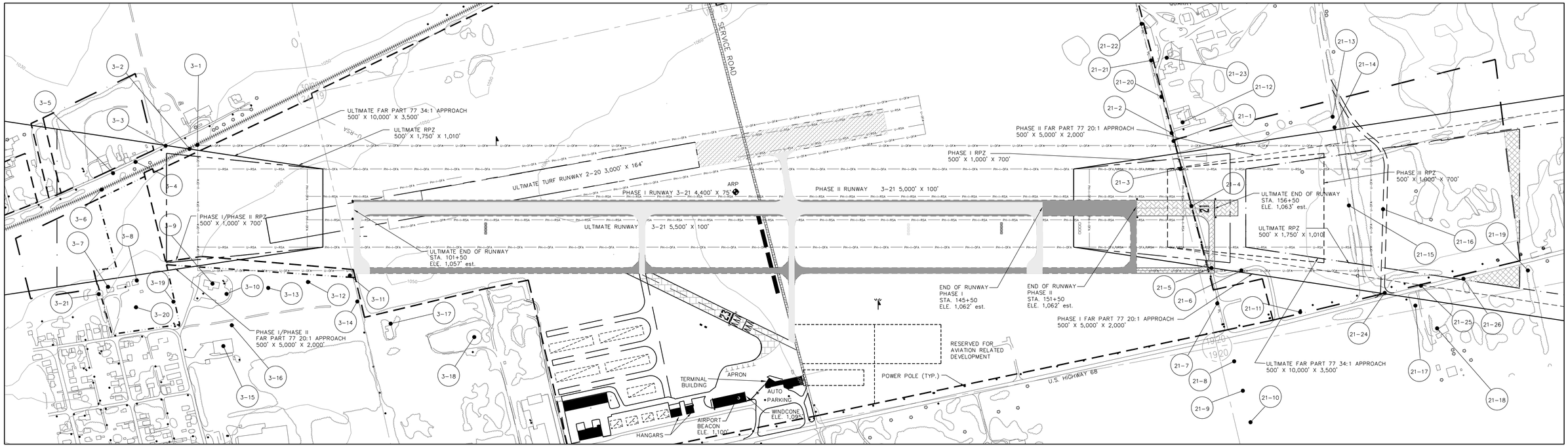
GRIMES FIELD
URBANA, OHIO

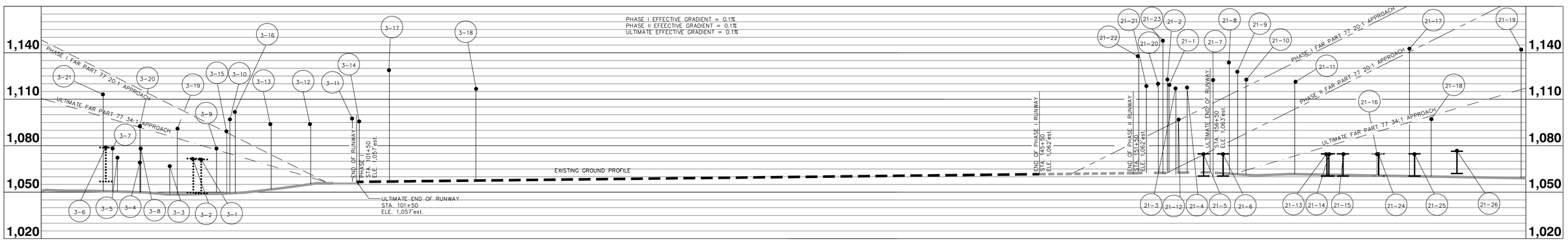
PLAN AND PROFILE
RUNWAY 5-23

R.W. ARMSTRONG
ENGINEERS • ARCHITECTS
ENVIRONMENTAL SCIENTISTS
2801 S. FRANDLIN MAN STREET
INDIANAPOLIS, INDIANA 46203 (317) 786-0461

JOB NO.	974230.38	DRAWN	ILJ	CHECKED	SJZ
DATE:	12-30-99	DESIGNED	SJZ	APPROVED	SMS

SHEET 6 OF 12





RUNWAY 3 OBSTRUCTION SUMMARY TABLE

ITEM NUMBER	OBJECT	OBJECT ELEVATION	MAXIMUM ALLOWABLE ELEVATION			AMOUNT OF PENETRATION			DISPOSITION
			PHASE I	PHASE II	ULTIMATE	PHASE I	PHASE II	ULTIMATE	
3-1	Conrail Railroad	1,072'	1,110'	1,110'	1,077'	---	---	---	
3-2	Conrail Railroad	1,072'	1,101'	1,101'	1,083'	---	---	---	
3-3	Power Pole	1,067'	1,107'	1,107'	1,087'	---	---	---	
3-4	Power Pole	1,070'	1,116'	1,116'	1,092'	---	---	---	
3-5	Power Pole	1,073'	1,123'	1,123'	1,096'	---	---	---	
3-6	Conrail Railroad	1,072'	1,126'	1,126'	1,084'	---	---	---	
3-7	Building	1,079'	1,132'	1,132'	1,098'	---	---	---	
3-8	Building	1,078'	1,119'	1,119'	1,092'	---	---	---	
3-9	Building	1,078'	1,108'	1,108'	1,089'	---	---	---	
3-10	Power Pole	1,098'	1,107'	1,107'	1,085'	---	---	13'	Ult. Remove Pole
3-11	Power Pole	1,098'	1,083'	1,083'	1,083'	15'	15'	15'	Ph.I Remove Pole
3-12	Power Pole	1,095'	1,192'	1,192'	1,077'	3'	3'	18'	Ph. I Remove
3-13	Power Pole	1,094'	1,103'	1,103'	1,088'	---	---	6'	Ult. Remove Pole
3-14	Power Pole	1,096'	1,104'	1,104'	1,104'	---	---	---	
3-15	Building	1,089'	1,155'	1,155'	1,131'	---	---	---	
3-16	Tree	1,104'	1,143'	1,143'	1,118'	---	---	---	
3-17	Tree	1,129'	1,131'	1,131'	1,131'	---	---	---	
3-18	Building	1,117'	1,138'	1,138'	1,138'	---	---	---	
3-19	Power Pole	1,091'	1,131'	1,131'	1,093'	---	---	---	
3-20	Power Pole	1,093'	1,144'	1,144'	1,095'	---	---	---	
3-21	Tree	1,113'	1,138'	1,138'	1,099'	---	---	14'	Trim/Remove

* Regular road +15', service roads +10', interstate roads +17', and railroads +23' added to actual elevations.

RUNWAY 21 OBSTRUCTION SUMMARY TABLE

ITEM NUMBER	OBJECT	OBJECT ELEVATION	MAXIMUM ALLOWABLE ELEVATION			AMOUNT OF PENETRATION			DISPOSITION
			PHASE I	PHASE II	ULTIMATE	PHASE I	PHASE II	ULTIMATE	
21-1	Access Road	1,075'	1,106'	1,083'	1,088'	---	---	15'	Ult. Repl. Road
21-2	Power Pole	1,123'	1,112'	1,096'	1,095'	12'	27'	28'	Phase I Remove
21-3	Power Pole	1,117'	1,097'	1,066'	1,063'	20'	51'	54'	Phase I Remove
21-4	Power Pole	1,118'	1,100'	1,069'	1,063'	18'	49'	55'	Phase I Remove
21-5	Road	1,075'	1,105'	1,108'	1,071'	---	---	4'	Ult. Repl. Road
21-6	Road	1,075'	1,111'	1,092'	1,063'	---	---	8'	Ult. Repl. Road
21-7	Power Pole	1,123'	1,134'	1,143'	1,113'	---	---	10'	Phase II Remove
21-8	Power Pole (Tower)	1,134'	1,195'	1,179'	1,167'	---	---	---	
21-9	Power Pole (Tower)	1,129'	1,221'	1,208'	1,194'	---	---	---	
21-10	Power Pole (Tower)	1,123'	1,252'	1,212'	1,220'	---	---	---	
21-11	Power Pole	1,122'	1,160'	1,141'	1,072'	---	---	50'	Ultimate Remove
21-12	Building	1,097'	1,125'	1,110'	1,105'	---	---	---	
21-13	Road	1,075'	1,154'	1,136'	1,101'	---	---	---	
21-14	Road	1,075'	1,156'	1,124'	1,093'	---	---	---	
21-15	Road	1,075'	1,150'	1,119'	1,082'	---	---	---	
21-16	Proposed Road	1,075'	1,161'	1,130'	1,095'	---	---	---	
21-17	Tree	1,143'	1,177'	1,151'	1,102'	---	---	41'	Ult. Trim/Remove
21-18	Building	1,098	1,199'	1,179'	1,120'	---	---	---	
21-19	Tree	1,142'	1,207'	1,177'	1,101'	---	---	41'	Ult. Trim/Remove
21-20	Power Pole	1,121'	1,144'	1,128'	1,128'	---	---	---	
21-21	Power Pole	1,119'	1,163'	1,160'	1,163'	---	---	---	
21-22	Power Pole	1,137'	1,208'	1,194'	1,187'	---	---	---	
21-23	Antenna	1,148'	1,181'	1,159'	1,165'	---	---	---	
21-24	U.S. 68	1,075'	1,163'	1,140'	1,089'	---	---	---	
21-25	U.S. 68	1,075'	1,172'	1,142'	1,095'	---	---	---	
21-26	U.S. 68	1,062'	1,287'	1,154'	1,104'	---	---	---	

LEGEND

DESCRIPTION	EXISTING	PHASE I	PHASE II	ULTIMATE
FACILITIES				
NEW PAVEMENT	N/A			
PAVEMENT TO BE REMOVED	N/A			N/A
NEW TURF SURFACE	N/A	N/A	N/A	
PROPERTY LINE			N/A	
RUNWAY SAFETY AREA	RSA	PH-I-RSA	PH-II-RSA	U-RSA
OBJECT FREE AREA	OFA	PH-I-OFA	PH-II-OFA	U-OFA
AVIGATION EASEMENTS		N/A	N/A	
ELEVATION CONTOURS	800	800	800	800
TREES				
AIRPORT BUILDINGS				
NON AIRPORT BUILDINGS				
FENCE				
AVASI				
PAPIs				
REILs	1,075'			

SYMBOLS

Railroad
Elevation Plus Part 77 Requirement

Road
Elevation Plus Part 77 Requirement

Actual Elevation

Actual Elevation

VERTICAL SCALE 1"=30'
0 15 30' 60'

HORIZONTAL SCALE 1"=300'
0 150' 300' 600'

MAGNETIC DECLINATION
5°32'W
JUNE 1999
ANNUAL
7'W
N

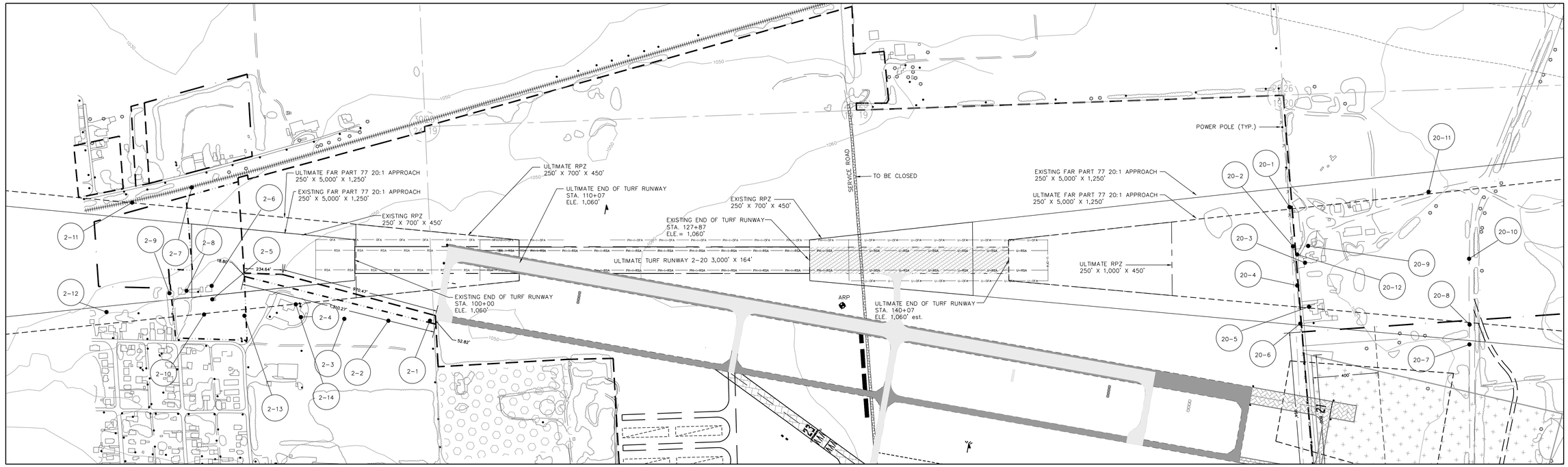
NO.	DATE	REVISIONS	BY	APPR.
3				
2				
1				

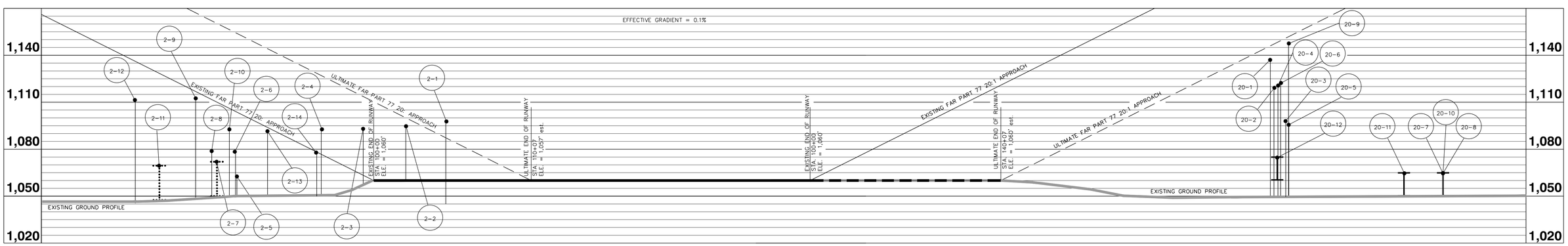
GRIMES FIELD
URBANA, OHIO

PLAN AND PROFILE
RUNWAY 3-21

R.W. ARMSTRONG
ENGINEERS • ARCHITECTS • PLANNERS • SURVEYORS
2905 S. PENNSYLVANIA STREET
INDIANAPOLIS, INDIANA 46225 (317) 780-0481

JOB NO.	974230.38	DRAWN	ILJ	CHECKED	SJZ	SHEET 7 OF 12
DATE:	12-30-99	DESIGNED	SJZ	APPROVED	SMS	





RUNWAY 2 OBSTRUCTION SUMMARY TABLE

ITEM NUMBER	OBJECT	OBJECT ELEVATION	MAX. ALL. ELEV.		AMOUNT OF PENETRATION		DISPOSITION
			EXISTING	ULTIMATE	EXISTING	ULTIMATE	
2-1	Power Pole	1,098'	1,095'	1,112'	3'	---	Remove Pole/Shift R/W
2-2	Power Pole	1,095'	1,094'	1,121'	1'	---	Remove Pole/Shift R/W
2-3	Power Pole	1,094'	1,093'	1,127'	1'	---	Remove Pole/Shift R/W
2-4	Power Pole	1,093'	1,102'	1,138'	---	---	---
2-5	Building	1,063'	1,106'	1,153'	---	---	---
2-6	Building	1,078'	1,103'	1,154'	---	---	---
2-7	Conrail Railroad	1,072'	1,141'	1,178'	---	---	---
2-8	Power Pole	1,079'	1,111'	1,162'	---	---	---
2-9	Tree	1,113'	1,116'	1,167'	---	---	---
2-10	Power Pole	1,093'	1,120'	1,156'	---	---	---
2-11	Conrail Railroad	1,070'	1,142'	1,177'	---	---	---
2-12	Power Pole	1,111'	1,129'	1,186'	---	---	---
2-13	Power Pole	1,091'	1,113'	1,149'	---	---	---
2-14	Building	1,078'	1,174'	1,129'	---	---	---

* Regular road +15', service roads +10', interstate roads +17', and railroads +23' added to actual elevations.

RUNWAY 20 OBSTRUCTION SUMMARY TABLE

ITEM NUMBER	OBJECT	OBJECT ELEVATION	MAX. ALL. ELEV.		AMOUNT OF PENETRATION		DISPOSITION
			EXISTING	ULTIMATE	EXISTING	ULTIMATE	
20-1	Power Pole	1,137'	1,209'	1,145'	---	---	Recom. Remove
20-2	Power Pole	1,119'	1,208'	1,147'	---	---	Recom. Remove
20-3	Building	1,097'	1,212'	1,151'	---	---	---
20-4	Power Pole	1,121'	1,209'	1,148'	---	---	Recom. Remove
20-5	Building	1,096'	1,212'	1,151'	---	---	---
20-6	Power Pole	1,123'	1,210'	1,159'	---	---	---
20-7	Road	1,065'	1,261'	1,214'	---	---	---
20-8	Road	1,065'	1,261'	1,200'	---	---	---
20-9	Antenna	1,148'	1,213'	1,151'	---	---	---
20-10	Road	1,065'	1,262'	1,200'	---	---	---
20-11	Road	1,065	1,250'	1,189'	---	---	---
20-12	Road	1,075	1,250'	1,149'	---	---	---

LEGEND

DESCRIPTION	EXISTING	PHASE I	PHASE II	ULTIMATE
FACILITIES				
NEW PAVEMENT	N/A			
PAVEMENT TO BE REMOVED	N/A		N/A	N/A
NEW TURF SURFACE	N/A	N/A	N/A	
PROPERTY LINE			N/A	
RUNWAY SAFETY AREA	RSA	PH-I-RSA	PH-II-RSA	U-RSA
OBJECT FREE AREA	OFA	PH-I-OFA	PH-II-OFA	U-OFA
AVIGATION EASEMENTS		N/A	N/A	
ELEVATION CONTOURS	800	800	800	800
TREES				
AIRPORT BUILDINGS				
NON AIRPORT BUILDINGS				
FENCE				
AVASI				
PAPIs				
REILs				

SYMBOLS

Railroad
Elevation Plus Part 77 Requirement

Road
Elevation Plus Part 77 Requirement

Actual Elevation

Actual Elevation

MAGNETIC DECLINATION
5°27'W
MAY 1998
ANNUAL
7'W

N

VERTICAL SCALE 1"=30'

0 15 30' 60'

HORIZONTAL SCALE 1"=300'

0 150' 300' 600'

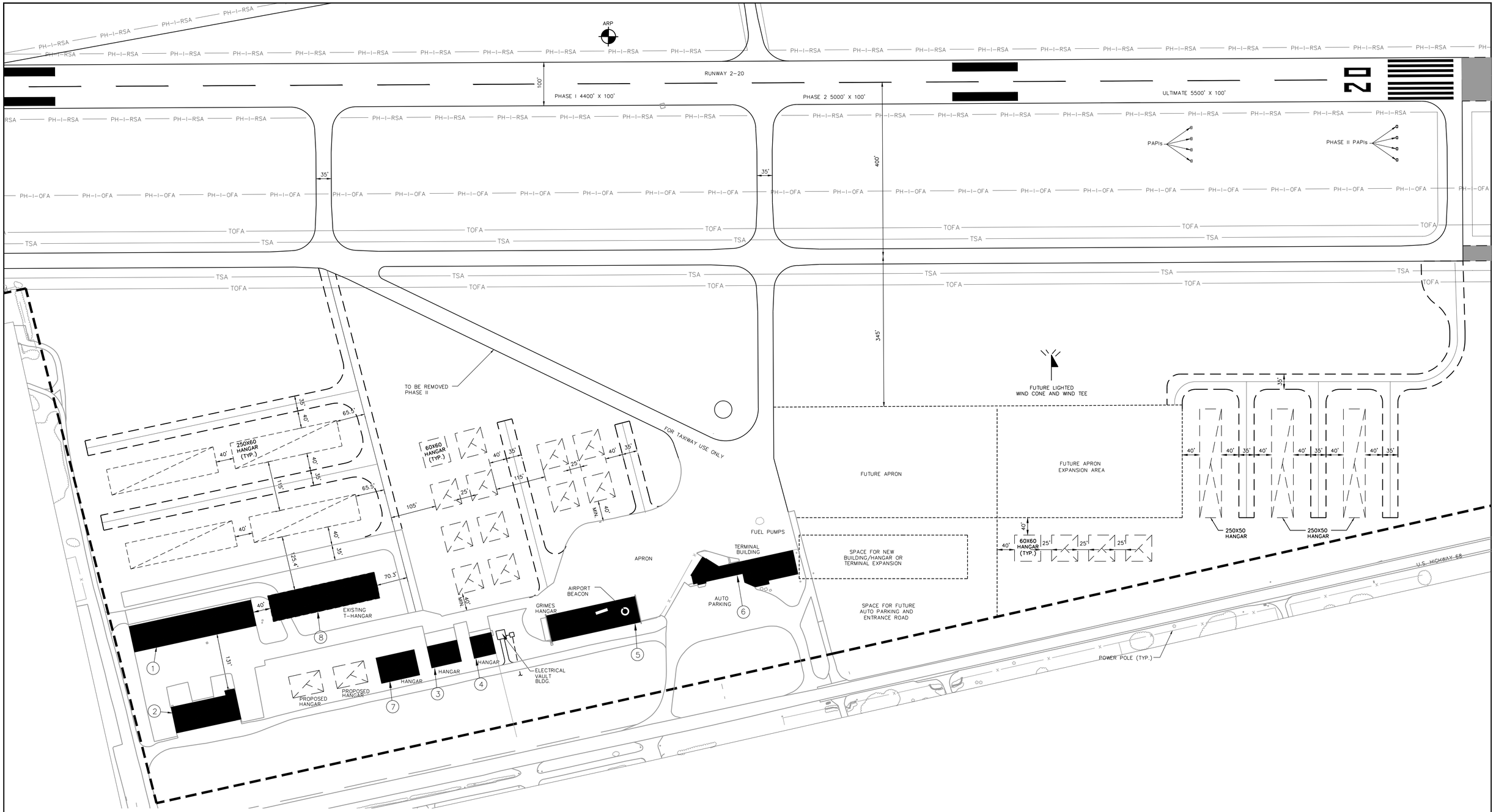
NO.	DATE	REVISIONS	BY	APPR.
3				
2				
1				

GRIMES FIELD
URBANA, OHIO

PLAN AND PROFILE
RUNWAY 2-20

ENGINEERS ARCHITECTS
H.W. ARMSTRONG
& ASSOCIATES, INC.
2801 S. STANCO ARMA STREET
INDIANAPOLIS, INDIANA 46203 (317) 786-0461

JOB NO.	974230.38	DRAWN	ILJ	CHECKED	SJZ	SHEET 8 OF 12
DATE:	12-30-99	DESIGNED	SJZ	APPROVED	SMS	



BUILDING DATA TABLE

BUILDING NUMBER	BUILDING DESCRIPTION	BUILDING ELEVATION
1	T-hangar	1,070'
2	Aircraft Paint Shop	1,070'
3	Hangar	1,081.2'
4	Hangar	1,077.4'
5	Grimes Hangar	1,085.5'
6	Terminal Building	1,078'
7	Hangar	1,074.3'
8	T-Hangar	1,074.3'

LEGEND

DESCRIPTION	EXISTING	PHASE I	PHASE II	ULTIMATE
FACILITIES				
NEW PAVEMENT	N/A			
PAVEMENT TO BE REMOVED	N/A			N/A
NEW TURF SURFACE	N/A	N/A	N/A	
PROPERTY LINE			N/A	
RUNWAY SAFETY AREA	RSA	PH-I-RSA	PH-II-RSA	U-RSA
OBJECT FREE AREA	OFA	PH-I-OFA	PH-II-OFA	U-OFA
AVIGATION EASEMENTS		N/A	N/A	
ELEVATION CONTOURS	800	800	800	800
TREES				
AIRPORT BUILDINGS				
NON AIRPORT BUILDINGS				
FENCE				
AVASI				
PAPIs				
REILs				

Note: BRL based on 35' clearance with primary surface for precision approach.

MAGNETIC DECLINATION
5°32' W
JUNE 1999
ANNUAL
7' W

N

SCALE
1" = 100'

0 50' 100' 200'

NO.	DATE	REVISIONS	BY	APPR.
3				
2				
1	7-16-01	ADDITIONAL FUTURE HANGARS	KLG	PTF

GRIMES FIELD
URBANA, OHIO

TERMINAL AREA PLAN

R.W. ARMSTRONG
ENGINEERS • ARCHITECTS
EST. 1946
ENVIRONMENTAL • TRANSPORTATION
2801 S. PENNSYLVANIA STREET
INDIANAPOLIS, INDIANA 46225 (317) 780-0481

JOB NO.	974230.38	DRAWN	ILJ	CHECKED	SJZ
DATE:	12-30-99	DESIGNED	SJZ	APPROVED	SMS

SHEET 9 OF 12

XREFERENCES : LEGEND, _ur-base, _ur-prop;
USER ID : 1000, ALL, ALL, ALL, ALL
DIRECTORY PATH : M:\rdesign\2001\185.80\ALP\
LAYOUT : 9-GRIMES-TAP-Dwg / Model
LASER DISK : 9000-Red
AREWINT : 30-JUL-01, 14:47:34 / RGardwich

Land Use within Existing Airport Property

- Airfield Operations Area
- Aviation Related Development Area
- Aviation Related After Closure of Runway 5-23

* Existing Airport Property is Zoned M-1 by the City of Urbana

- R-1 = Low Density Residential District
- R-2 = Medium Density Residential District
- R-3 = High Density Residential District
- B-2 = General Business District
- M-1 = Manufacturing District
- Outside City Zoning

Source: City of Urbana, Ohio Land Use Zoning, 1996

LEGEND

DESCRIPTION	EXISTING	PHASE I	PHASE II	ULTIMATE
FACILITIES				
NEW PAVEMENT	N/A			
PAVEMENT TO BE REMOVED	N/A			N/A
NEW TURF SURFACE	N/A	N/A	N/A	
PROPERTY LINE			N/A	
RUNWAY SAFETY AREA	RSA	PH-I-RSA	PH-II-RSA	U-RSA
OBJECT FREE AREA	OFA	PH-I-OFA	PH-II-OFA	U-OFA
AVIGATION EASEMENTS		N/A	N/A	
ELEVATION CONTOURS	800	800	800	800
TREES				
AIRPORT BUILDINGS				
NON AIRPORT BUILDINGS				
FENCE				
AVASI				
PAPIs				
REILs				

MAGNETIC DECLINATION
5°33' W
JUNE 1999
ANNUAL
7' W

N

SCALE
1" = 300'

0 150' 300' 600'

NO.	DATE	REVISIONS	BY	APPR.
3				
2				
1				

GRIMES FIELD
URBANA, OHIO

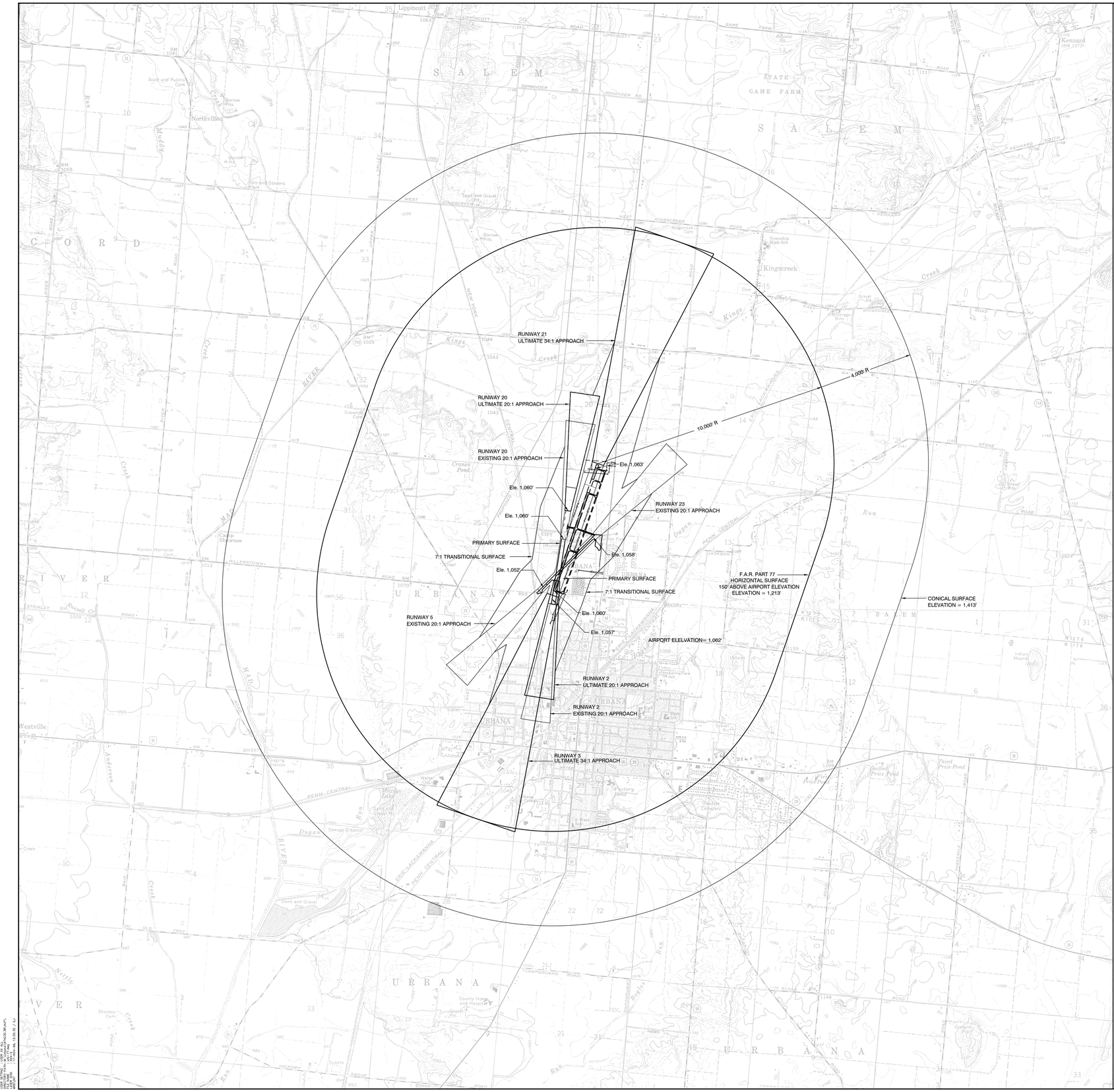
LAND USE PLAN

ENGINEERS • ARCHITECTS
R.W. ARMSTRONG
2501 S. PENNSYLVANIA STREET
INDIANAPOLIS, INDIANA 46225 (317) 780-0481

JOB NO.	974230.38	DRAWN	ILJ	CHECKED	SJZ
DATE:	12-30-99	DESIGNED	SJZ	APPROVED	SMS

SHEET 10 OF 12

XREFERENCES : LIBRARY: ...\LIBRARY\BASE\LEGEND;
XREFERENCES : LIBRARY: ...\LIBRARY\BASE\LEGEND;
DIRECTORY PATH: M:\Urbana\974230.38\ALP\;
LAYOUT NAME: 10-LAND USE.dwg
LASER DISK: V06-
MACHINE: DR-JAN-00, 08:37:43 / ILJ

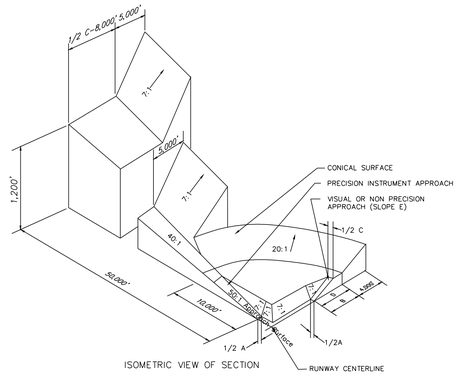


MAGNETIC DECLINATION
5°32'W
JUNE 1999
ANNUAL
7'W

N

SCALE
1" = 2,000'

0 1,000' 2,000' 4,000'



ISOMETRIC VIEW OF SECTION

Federal Aviation Regulations Part 77, and the Ohio Airport Protection–OC 5501:1–10–01 thru 1–10–15, states that a structure is presumed to have a substantial adverse effect upon the safe and efficient use of navigable airspace if its height exceeds the following standards:

1. A height of five hundred (500) feet above ground level at the site of the object anywhere in the state.
2. A height that is two hundred (200) feet above ground level or above the established airport elevation, whichever is higher, within three (3) nautical miles of the established referenced point of a public–use airport, excluding heliports, and the height increases in the proportion of one hundred (100) feet for each additional nautical mile of distance from the airport up to a maximum of five hundred (500) feet.
3. A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, as defined by federal laws and regulations, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.
4. A height within an en route obstacle clearance area, as defined by federal laws and regulations, including turn and termination areas, of a federal airway or approved off–airway route, that would increase the minimum obstacle clearance altitude.
5. The surface of a takeoff and landing area of a public–use airport or any imaginary surface as established by FAR PART 77 and OC 5501:1–10–01. However, no part of the takeoff or landing area itself will be considered to be an obstruction.

NOTE: FAR Part 77 imaginary surfaces are as shown on this sheet for the Grimes Field. These surfaces are depicted based upon ultimate airport development.

DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON–PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL RUNWAY		NON–PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A – UTILITY RUNWAYS
B – RUNWAYS LARGER THAN UTILITY
C – VISIBILITY MINIMUMS GREATER THAN 3/4 MILES
D – VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* – PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 Approach Surface FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET

NO.	DATE	REVISIONS	BY	APPR.
3				
2				
1				

GRIMES FIELD
URBANA, OHIO

F.AR. PART 77
OBSTRUCTION PLAN

ENGINEERS • ARCHITECTS
R.W. ARMSTRONG
ESTD. 1946
ENVIRONMENTAL • TRANSPORTATION
2001 S. PENNSYLVANIA STREET
INDIANAPOLIS, INDIANA 46225 (317) 780-0481

JOB NO.	974230.38	DRAWN	ILJ	CHECKED	SJZ
DATE:	12–30–99	DESIGNED	SJZ	APPROVED	SMS

SHEET 11 OF 12

REFERENCES: BASE MAP: USGS QUADS: LAKE, URBANA, LUDLOW-WEST
FILE NAME: 974230.38 FILE TYPE: MICROSTATION V8 FILE LOCATION: \\CAPVA\PROJECTS\974230.38\DGN\
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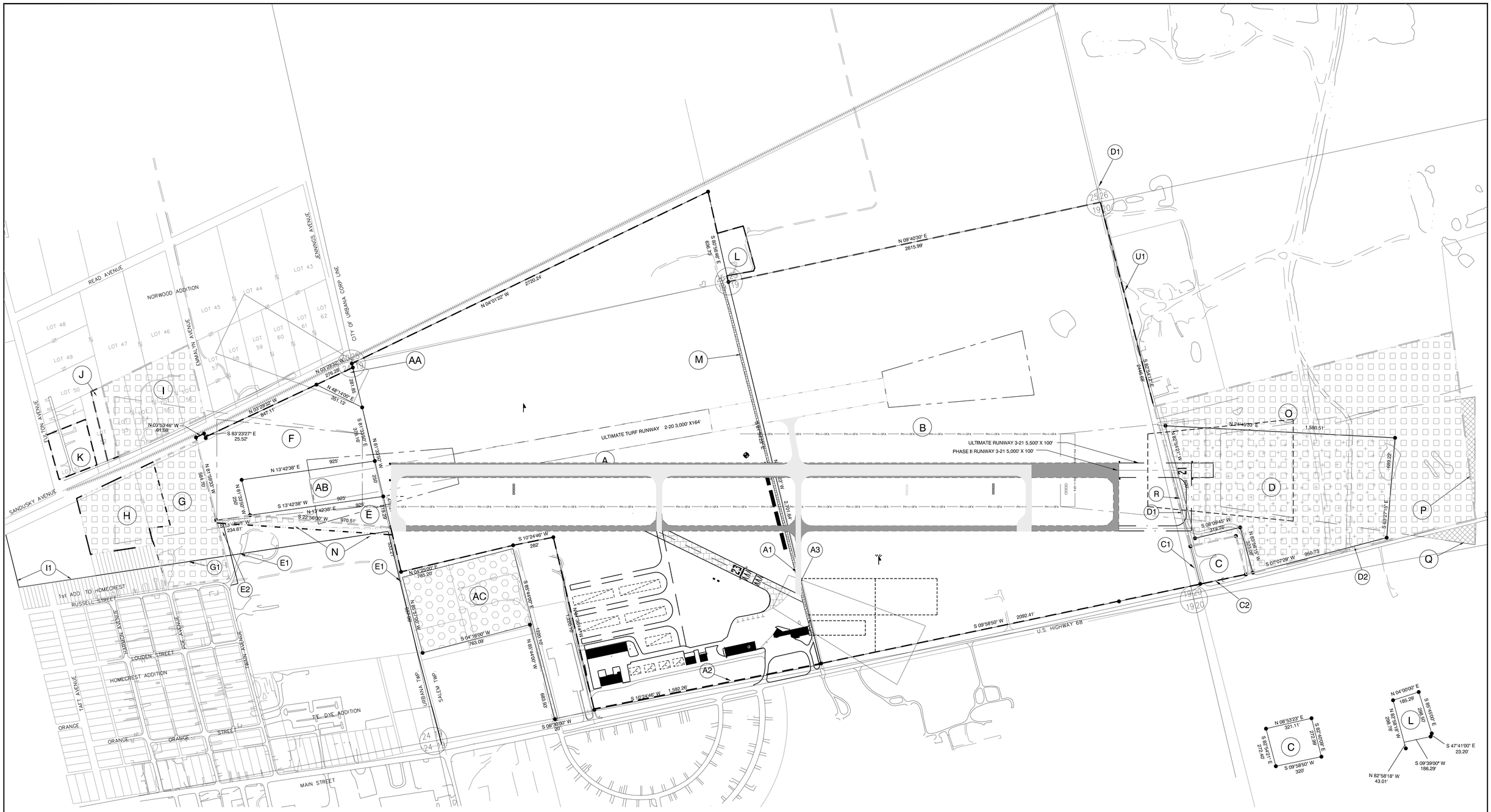

CITY OF URBANA SCHEDULE OF PROPERTY ACQUISITION

PARCEL	PRESENT OWNER	FORMER OWNER	INSTRUMENT	TYPE OF INTEREST	VOLUME-PAGE	DATE RECORDED	ACRES	FEDERAL PROJECT NO.
A	CITY OF URBANA	JOHNSON,CHARLES F. ET.UX.	WD	FS	136-17,18	10-02-41	154.000	NONE
AA	CITY OF URBANA	C.I.C. OF CHAMPAIGN COUNTY	WD	FS	180-725	12-15-42	0.882	NONE
AB	CITY OF URBANA	GRIMES, WARREN G.	WD	FS	139-323,324	9-14-43	5.286	NONE
B	CITY OF URBANA	LINVILLE, AVERY ET.UX.	WD	FS	131-286,287	1-10-94	164.000	AIP 3-39-0080-03
C	CITY OF URBANA	OBER, HOMER	WD	FS	64-791,792,793	5-13-91	2.000	AIP 3-39-0080-04
D	CITY OF URBANA	JACOBS, FRANCINE		FS	FUTURE	FUTURE	25.777	
E	CITY OF URBANA	DAVIS GROUP	WD	FS	168,935-937	9-22-95	2.317	AIP 3-39-0080-06
F	CITY OF URBANA	C.I.C. OF CHAMPAIGN COUNTY	WD	FS	132,921-924	2-2-94	13.444	AIP 3-39-0080-06
G	ROPP, MARVIN E. ET.UX.			FS	FUTURE	FUTURE	7.930	
H	ROBERTS, ROBERT W.			FS	FUTURE	FUTURE	6.012	
I	STEVENS, DORIS ANN			FS	FUTURE	FUTURE	7.337	
J	CITY OF URBANA	HALLEY, DAISY MAE	WD	FS	86-1011	5-11-92	0.810	AIP 3-39-0080-06
K	CITY OF URBANA	MAXWELL, ARTHUR M. ET.UX.	WD	FS	48,680-682	4-6-90	2.061	AIP 3-39-0080-06
L	CITY OF URBANA	LOWE, JAMES E. ET.UX.	WD	FS	252,411-412	9-10-98	1.370	AIP 3-39-0080-07
M	MILLER, JANE McCONNELL, TRUSTEE			FS			.86	AIP 3-39-0080-07
N	DAVIS GROUP			FS	FUTURE	FUTURE	1.54	
O	JACOBS, FRANCINE			FS	FUTURE	FUTURE	55.400	
P	McCAIN, M.		EASEMENT	FUTURE	FUTURE	FUTURE	.980	
Q	DEKER, JAMES		EASEMENT	FUTURE	FUTURE	FUTURE	.660	
R	MOORE, DOROTHY, TRUST			FS	FUTURE	FUTURE	1.67	

CITY OF URBANA SCHEDULE OF EASEMENTS

PARCEL	GRANTOR	TYPE OF EASEMENT	TYPE OF INTEREST	VOLUME-PAGE	DATE RECORDED	ACRES	FEDERAL PROJECT NO.
AC	LEWIS, RUTH E.	INGRESS AND EGRESS	BEACON LIGHT EASEMENT	194-402	7-19-66	9.976	NONE
D	JACOBS, FRANCINE I.	CLEARING EASEMENT	AIR RIGHTS EASEMENT			25.777	AIP 3-39-0080-06

OTHER VESTED INTERESTS IN LAND HAVING GRIME'S FIELD MUNICIPAL AIRPORT LAND INTERESTS

AREA OF VESTED INTEREST	*TYPE OF INTEREST*	*INTEREST HOLDER*
A1	*INGRESS EGRESS*	*MILLER,LOWE, JAMES E. ET.UX AND MILLER JANE McCONNELL ET.AL.*
A2	*SLOPE AND RIGHT-OF-WAY EASEMENTS*	*STATE OF OHIO*
A3	*UNRECORDED U.G.TELEPHONE*	*CHAMPAIGN TELEPHONE COMPANY*
C1,D1,U1	*ELECTRIC LINE EASEMENT*	*DAYTON POWER AND LIGHT COMPANY*
C2,D2	*ELECTRIC LINE EASEMENT*	*OHIO EDISON COMPANY*
E1,G1,I1	*ELECTRIC AND\OR TELEPHONE EASEMENT*	*OHIO ELECTRIC RAILWAY COMPANY*

EXISTING PROPERTY BOUNDARY
PHASE I PROPERTY BOUNDARY
FUTURE PROPERTY BOUNDARY
EASEMENTS TO BE ACQUIRED
EXISTING AVIGATION EASEMENT
EXISTING INGRESS/EGRESS EASEMENT
PROPERTY TO BE ACQUIRED

MAGNETIC DECLINATION
5°32'W
JUNE 1999
ANNUAL
7'W
N

SCALE
1" = 300'

0 150' 300' 600'

NO.	DATE	REVISIONS	BY	APPR.
3				
2				
1				

GRIMES FIELD
URBANA, OHIO

EXHIBIT "A"
PROPERTY MAP

H.W. ARMSTRONG ENGINEERS + ARCHITECTS
2801 S. STANDIFORD STREET
INDIANAPOLIS, INDIANA 46235 (317) 786-0461

JOB NO.	974230.38	DRAWN	ILJ	CHECKED	SJZ	SHEET 12 OF 12	
DATE:	12-30-99	DESIGNED	SJZ	APPROVED	SMS		