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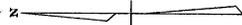
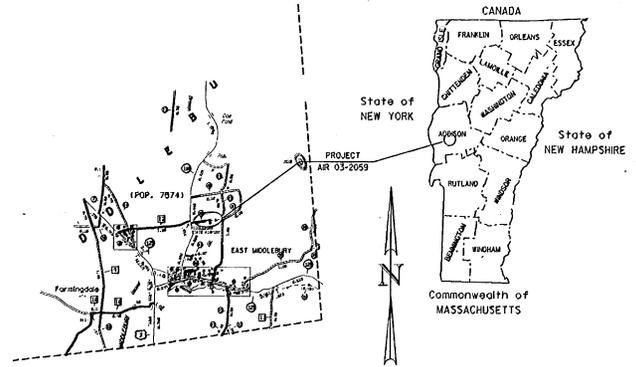
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STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
TOWN OF MIDDLEBURY
COUNTY OF ADDISON

MIDDLEBURY STATE AIRPORT
CONSTRUCTION OF AN AIRCRAFT TIEDOWN APRON TO ACCOMODATE 42 BASED AIRCRAFT.
INCLUDED IN THIS PROJECT IS A STUB TAXIWAY, TIEDOWN ANCHORS
AND INADVERTANT ACCESS FENCING.



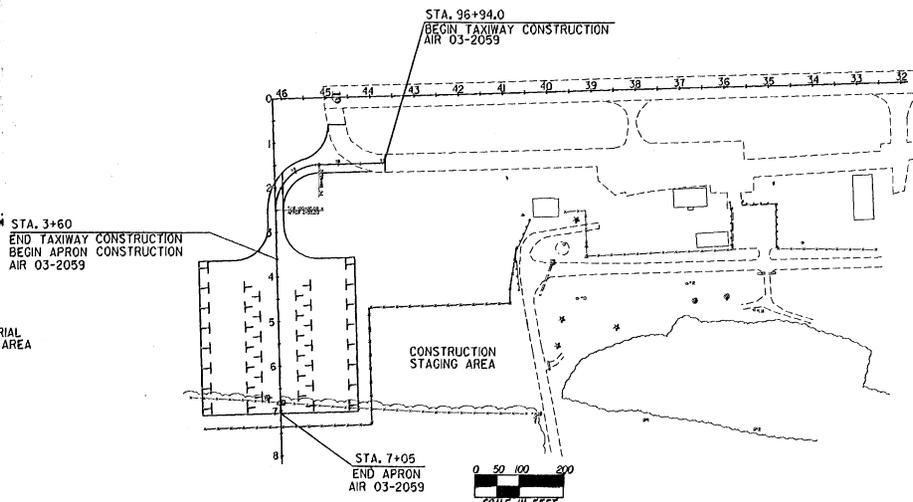
RECORD PLANS

CONTRACTOR: *Blair Corp, Inc*
 RESIDENT ENGINEER: *Frederick A Reed*
 RECORD PLANS BY: *Richard Russell*

I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.

By: *F. A. Reed* Resident Engineer
 Date: *3/20/74*

NOTE: Any further information concerning final quantities, quantities of materials, or other data should be obtained from the microfilm in Central Files.



CONVENTIONAL SIGNS

COUNTY LINE	---
TOWN LINE	- - - -
LIMITS OF ACCESS	o - - - o
POINT OF ACCESS	X
FENCE LINE	- x - x -
STONE WALL	o o o o o o o o
TRAVELED WAY	o o o o o o o o
GUARD RAIL	o o o o o o o o
RAILROAD	
SURVEY LINE	- - - -
CULVERT	- - - -
POWER POLE	o
TELEPHONE POLE	o
TREES	o
CONTROL OF ACCESS	///
PROPERTY LINE	---
R.O.W. TAKING LINE	---
SLOPE RIGHTS	SR
TOP OF CUT	△
TOE OF SLOPE	○

DATUM	N/A
VERTICAL	
HORIZONTAL	N/A

AS BUILT PLANS

I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.

By: *F. A. Reed* Resident Engineer
 Date: *3/20/74*

THESE PLANS WERE DESIGNED IN ACCORDANCE WITH ADVISORY CIRCULAR CHECKLIST DATED OCTOBER 15, 1969.

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL AVIATION ADMINISTRATION OR THE AGENCY SECRETARY. CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1966, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON NOVEMBER 21, 1965 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD

APPROVED: *Frederick A Reed* DATE: *3/20/74*
 DIRECTOR OF PLANNING & PRECONSTRUCTION

DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

APPROVED: _____ DATE: _____
 DIVISION ADMINISTRATOR

PROJECT: AIR 03-2059
 AIP 3-60-0011-01
 SHEET 1 OF 22 SHEETS

TYPICAL SECTION

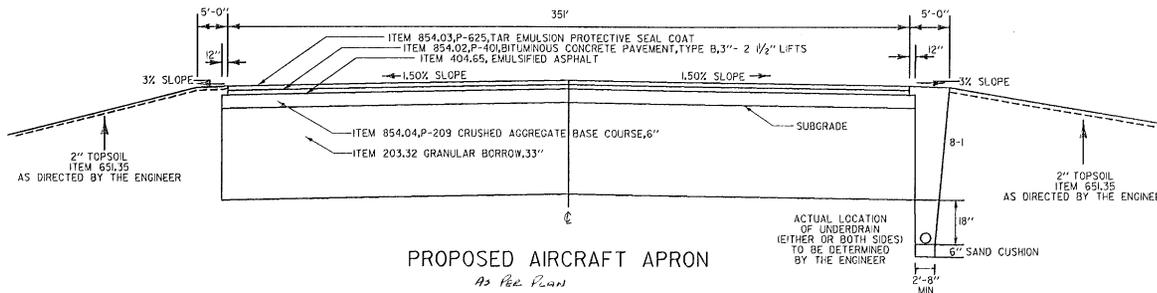
3" BITUMINOUS CONCRETE PAVEMENT, ITEM 854.02, P-40, TYPE B, 2-1/2" LIFTS
 EMULSIFIED ASPHALT FOR PRIME COAT, ITEM 404.65 (0.25 GAL/S.Y. APPLICATION RATE)
 6" CRUSHED AGGREGATE BASE COURSE, ITEM 854.04, P-209 (GRADATION 3)
 TAR EMULSION PROTECTIVE SEAL COAT, ITEM 854.03, P-625 (APRON ONLY) (0.15 GAL/S.Y. APPLICATION RATE)
 33" GRANULAR BORROW, ITEM 203.32

SEEDING FORMULA, ITEM 651.35 RURAL AREAS

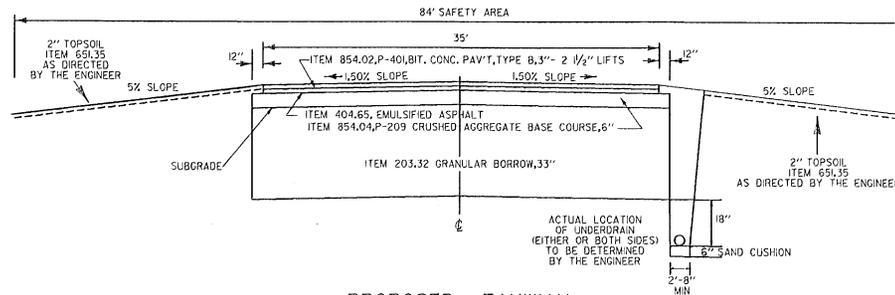
% WT.	LBS./A.	NAME	PUR %	GERM %
3.33	2	CROWN VETCH	97	15
30.00	20	CREeping RED FESCUE	99	95
8.33	5	TIPOTTI	99	95
8.67	5	PERENNIAL RYE GRASS (VAR. PENFID)	98	95
8.34	5	ALPHA (VAR. SARANO)	99	95
8.33	5	BIRDFOOT TREFOIL (VAR. EMPIRE)	98	95
5.00	5	HIGHLAND BENT GRASS	92	95
100.00	80			

THE SEED MIXTURE SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS WEED SEED.
 SEED - TO BE APPLIED PER SEEDING FORMULAS DIRECTED BY THE ENGINEER.
 FERTILIZER - FORMULA 10-20-10 TO BE USED WITH SEED, APPLIED AT THE RATE OF 500 LBS./ACRE.
 AGRICULTURAL LIMESTONE - TO BE APPLIED AT THE RATE OF 2 TONS/ACRE OR AS DIRECTED BY THE ENGINEER.
 HAY MULCH - TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.
 TOPSOIL - TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
 MARKER POSTS - TO BE PLACED AS DIRECTED BY THE ENGINEER.
 SLOPE ROUNDING - ALL CUT SLOPES TO BE ROUNDED IN ACCORDANCE WITH STANDARD SHEET B-5.
 PAY LIMITS OF SAND BORROW WHEN USED IN CONJUNCTION WITH UNDERDRAIN - SEE STANDARD SHEET D-2.

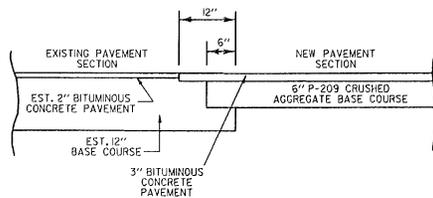
SUB-GRADE UNDER AREAS TO BE PAVED TO BE COMPACTED TO 95% DENSITY AS PER FAA T-54 (AASHTO T-99).
 BITUMINOUS PRIME COAT TO BE APPLIED AS PER ITEM 404.5 SUBSECTION 404.06, TYPE 1, FIRST APPLICATION USING M-250.
 FOR UNDERDRAIN FLUSHING BASIN DETAIL REFER TO STANDARD D-4.



PROPOSED AIRCRAFT APRON
As Per Plan



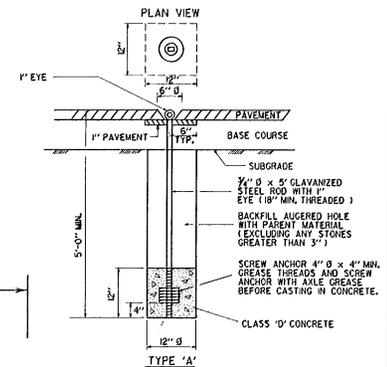
PROPOSED TAXIWAY
As Per Plan



VERTICAL SAWCUT EXISTING PAVEMENT SECTION 12" BACK AND PAINT SAWCUT WITH BIT. PRIME COAT, PAID SUBSIDIARY TO ITEM 854.02, P-40 BITUMINOUS CONCRETE PAVEMENT

TAXIWAY BUTT SECTION DETAIL

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

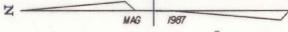


AIRCRAFT TIE DOWN ANCHOR
As Per Plan

AS BUILT PLANS
 I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.
 By *[Signature]* Resident Engineer
 Date 3/13/88

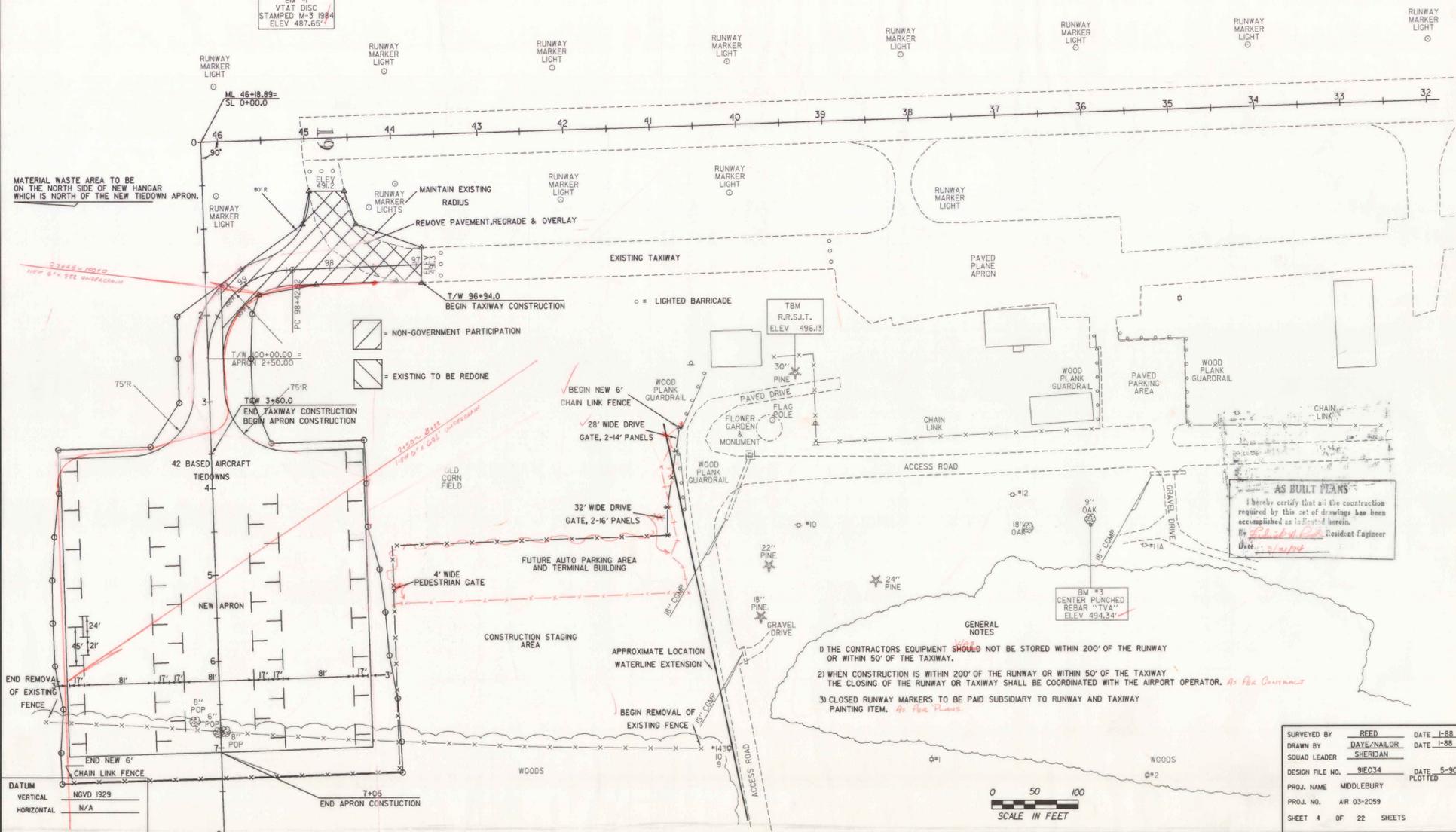
SURVEYED BY	REED	DATE	2-88
DRAWN BY	DATE/NAULOR	DATE	2-88
SOLID LEADER	SHERIDAN		
DESIGN FILE NO.	8E034	DATE	2-88
PROJ. NAME	MIDDLEBURY STATE AIRPORT	PLOTTED	
PROJ. NO.	AIR 03-2059		
SHEET	2	OF	22 SHEETS

NOT TO SCALE



BM #1
VTAT DISC
STAMPED M-3 1984
ELEV 487.657

BM #2
VTAT DISC
STAMPED M-2 1984
ELEV 486.9



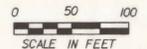
MATERIAL WASTE AREA TO BE ON THE NORTH SIDE OF NEW HANGAR WHICH IS NORTH OF THE NEW TIEDOWN APRON.

- = NON-GOVERNMENT PARTICIPATION
- = EXISTING TO BE REDONE

AS BUILT PLANS
I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.
By: *[Signature]* Resident Engineer
Date: *5/21/88*

- GENERAL NOTES**
- 1) THE CONTRACTORS EQUIPMENT SHOULD NOT BE STORED WITHIN 200' OF THE RUNWAY OR WITHIN 50' OF THE TAXIWAY.
 - 2) WHEN CONSTRUCTION IS WITHIN 200' OF THE RUNWAY OR WITHIN 50' OF THE TAXIWAY THE CLOSING OF THE RUNWAY OR TAXIWAY SHALL BE COORDINATED WITH THE AIRPORT OPERATOR. *As Per Contract*
 - 3) CLOSED RUNWAY MARKERS TO BE PAID SUBSIDIARY TO RUNWAY AND TAXIWAY PAINTING ITEM. *As Per Plans*

DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A



SURVEYED BY	REED	DATE	1-88
DRAWN BY	DATE/HAILOR	DATE	1-88
SQUAD LEADER	SHERIDAN		
DESIGN FILE NO.	91E034	DATE	5-90
PROJ. NAME	MIDDLEBURY	DATE	PLOTTED
PROJ. NO.	AIR 03-2059		
SHEET	4	OF	22 SHEETS

DATE	
BY	
DESIGNED BY	
CHECKED BY	
APPROVED BY	
DATE	

DATE	
BY	
DESIGNED BY	
CHECKED BY	
APPROVED BY	
DATE	

Areas for stations 97+50 to 99+50 were taken from Sections 1000 to 2+00.

DATUM
VERTICAL N/A
HORIZONTAL N/A

V.C.	% GRADE	STATION	GRADES		CPR V.C.	DIST	TOTAL EXCAVATION EARTH AND ROCK		ROCK EXCAVATION		EMBANKMENT		AREA	CU YDS.
			ELEVATION ON TANGENT	EN CURVES			AREA	CU YDS.	AREA	CU YDS.	AREA	CU YDS.		
		7+96+94	491.30											
		97+00	491.27											
		+33												
		+50	491.00			19	0							
		98+00	490.73			33	85							
		+23				27	480							
		+50	490.47			50								
		99+00	490.20			N/A	537			0				
		+50	489.93			50	100			7				
		100+00	489.67	489.67	0.00	50	162			17				
		100+00	489.40	489.32	-0.08	50	148			23				
		+50	488.80	488.80	0.00	50	138			36				
		+10	488.07			10	24			9				
		1+00	488.19			40	927			0				
		+50	487.29			50	1029			10				
		3+00	486.98			50	485			215				
		+50	486.98			50	105			225				
		6+00	485.77			50	129			608				
		+50	485.77			50	34			432				
		6+00	485.77			50	87			1039				
		+50	485.17			50	54			890				
		7+00	484.56			50	133			1485				
		+10	484.44			50	62			1070				
		+36				10	23			404				
						26	0			1090				
						26	30			523				
						TOTAL	4437			6240				

EXCAVATION = 4651 c/

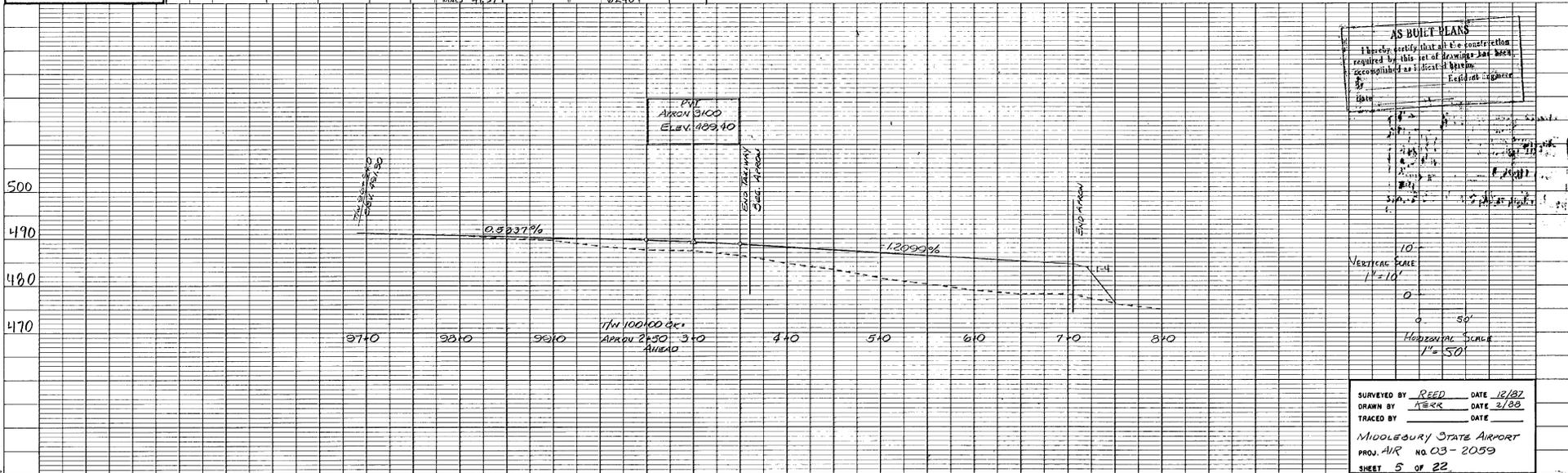
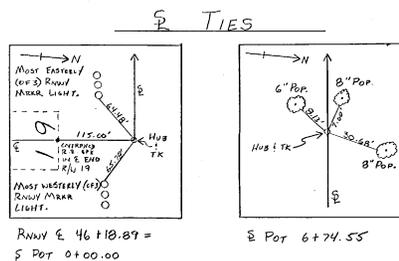
Less Unusable Material (ETP) - 500 c/

AVAIL. FOR FILL 4151 c/

EMBANKMENT 6240 c/

(FILL FAC 1.15) 7176 c/

EARTH BOTTOM 3025 c/



AS BUILT MEANS

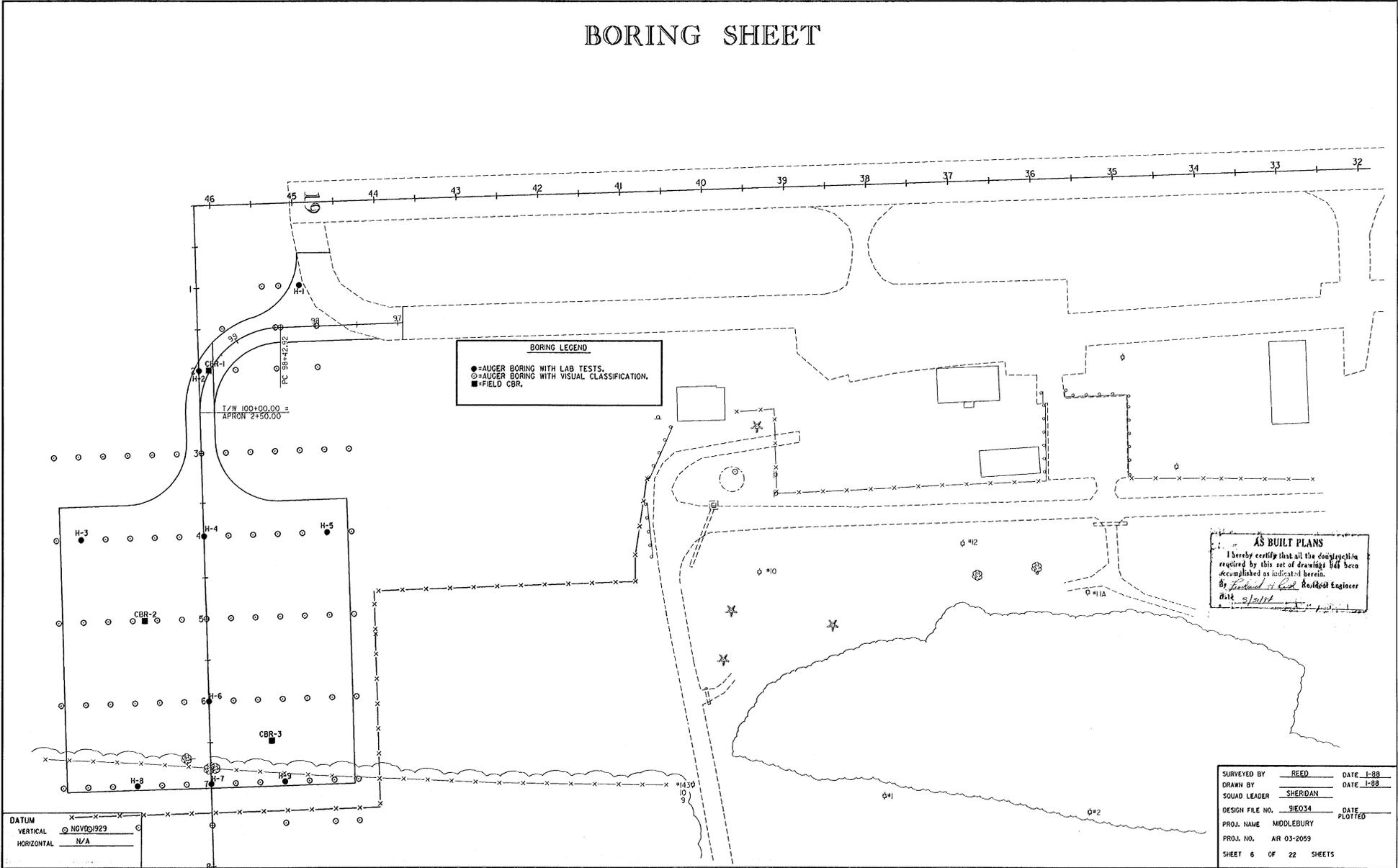
I hereby certify that all the information required by this set of drawings has been accomplished as directed by me.

Professional Engineer

SURVEYED BY REED DATE 12/82
DRAWN BY AER DATE 2/89
TRACED BY _____ DATE _____

MIDDLEBURY STATE AIRPORT
PROJ. AVR NO 03-2059
SHEET 5 OF 22

BORING SHEET



BORING LEGEND

- = AUGER BORING WITH LAB TESTS.
- = AUGER BORING WITH VISUAL CLASSIFICATION.
- = FIELD CBR.

AS BUILT PLANS

I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.

By *[Signature]* Registered Engineer
Date *2/21/11*

DATUM

VERTICAL ○ NGVD 1923

HORIZONTAL N/A

SURVEYED BY	REED	DATE	1-88
DRAWN BY	SHERIDAN	DATE	1-88
DESIGN FILE NO.	91E034	DATE	
PROJ. NAME	MIDDLEBURY	DATE	PLOTTED
PROJ. NO.	AR 03-2059		
SHEET 6 OF 22 SHEETS			

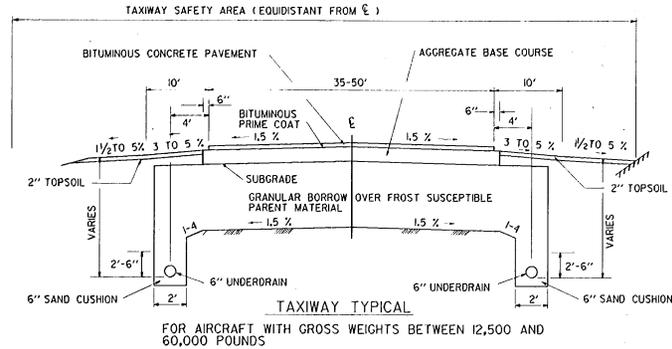
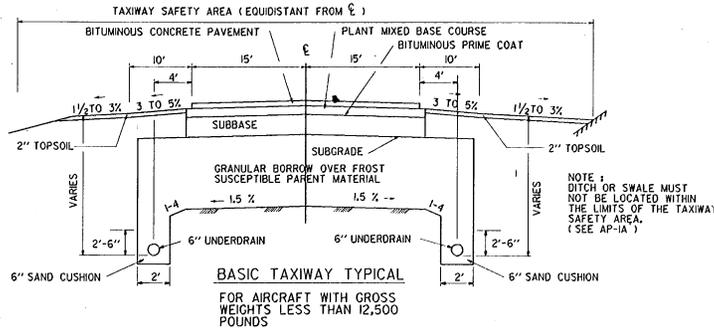
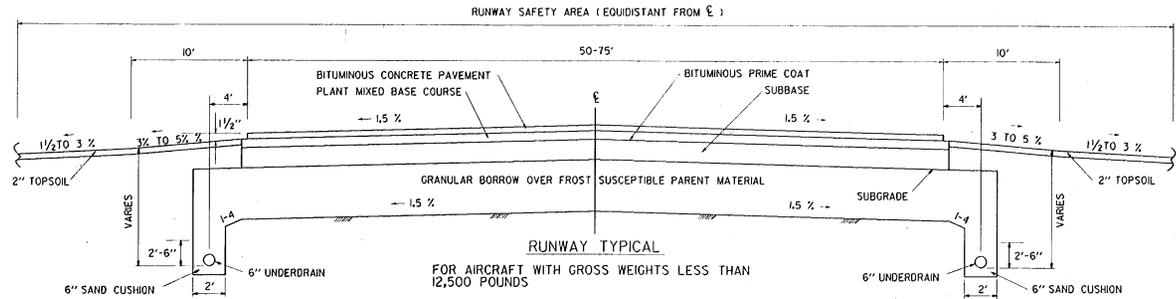
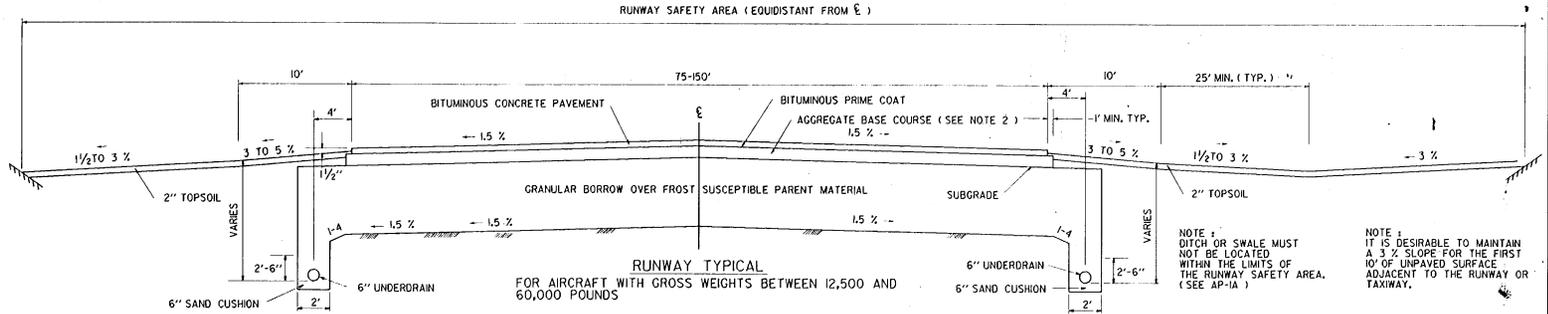
NOTES

1. PAVEMENT DESIGN IS BASED ON CURRENT FAA ADVISORY CIRCULAR .

AIRPORT	AVG. FROST PENETRATION	REQUIRED PAVEMENT THICKNESS FOR DESIGN FROST PROTECTION	
		65 % (MINIMUM)	80 % (DESIRED)
BENNINGTON	59"	38"	46"
CALEDONIA	72"	47"	58"
E.F. KNAPP	70"	45"	56"
FRANKLIN	70"	45"	56"
MIDDLEBURY	65"	42"	52"
MORRISVILLE-STOWE	72"	47"	58"
NEWPORT	75"	49"	60"
RUTLAND	65"	42"	52"
HARTNESS	60"	39"	48"

2. FOR SURFACES DESIGNED FOR AIRCRAFT WITH GROSS TAKEOFF WEIGHTS GREATER THAN 30,000 POUNDS, USE CRUSHED AGGREGATE BASE COURSE, TYPE II.
 FOR SURFACES DESIGNED FOR AIRCRAFT WITH GROSS TAKEOFF WEIGHTS BETWEEN 12,500 POUNDS AND 30,000 POUNDS, USE EITHER CRUSHED AGGREGATE BASE COURSE, TYPE I OR UNCRUSHED AGGREGATE BASE COURSE.

3. FOR AIRPORT DESIGN GROUP CRITERIA, REFER TO CURRENT FAA ADVISORY CIRCULAR .



REVISIONS AND CORRECTIONS
 SHEET UPDATED MARCH 5, 1990

APPROVED *March 13, 1990*
 DATE
Stephen S. MacCallum
 DIRECTOR, PLANNING AND
 CONSTRUCTION
Christen M. ...
 DIRECTOR, DESIGN DIVISION

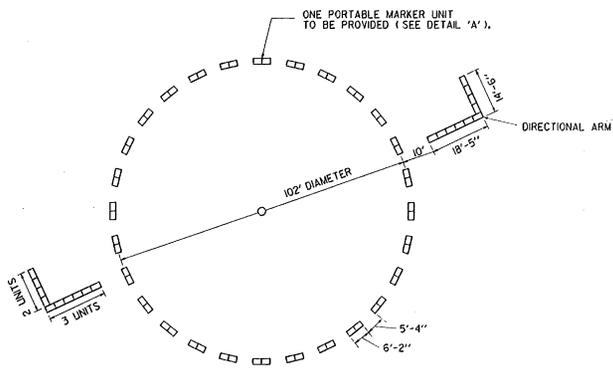
RUNWAY AND TAXIWAY TYPICALS



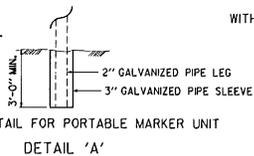
STANDARD
 AP-1

NOTES

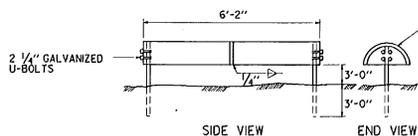
1. THE LOCATION OF THE PORTABLE MARKER UNIT SHALL BE AS ORDERED BY THE ENGINEER.
2. DIRECTIONAL ARMS ARE INSTALLED ONLY ON AIRPORTS WITH A NON-STANDARD TRAFFIC PATTERN (RIGHT-HAND PATTERN). WHEN INSTALLED, DIRECTIONAL ARMS WILL BE MAGNETICALLY ORIENTED TO THE RUNWAY AND WILL SHOW TRAFFIC PATTERN ON EACH RUNWAY.



SEGMENTED CIRCLE LAYOUT WITH DIRECTIONAL ARMS

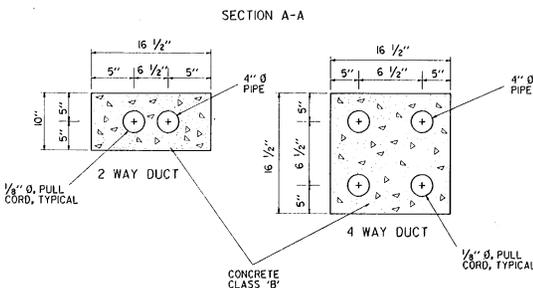


LEG DETAIL FOR PORTABLE MARKER UNIT
DETAIL 'A'



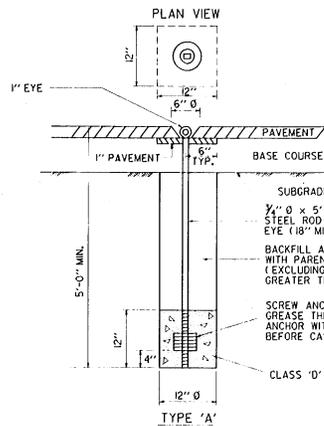
SEGMENTED CIRCLE MARKER UNIT

PORTABLE UNIT HAS LEGS OF 2" Ø GALVANIZED PIPE. STATIONARY UNITS HAVE LEGS OF 2" Ø GALVANIZED PIPE OR 1 1/2" x 3/8" L 1 GALV. I.

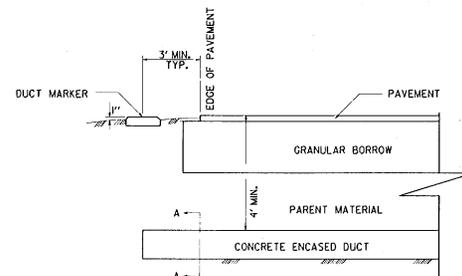


ALL DUCTS, EXCEPT STEEL CONDUIT, INSTALLED UNDER RUNWAYS, TAXIWAYS, APRONS, AND OTHER PAVED AREAS SHALL BE ENCASED IN A CONCRETE ENVELOPE

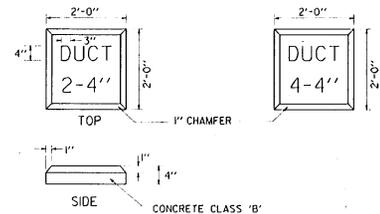
SEE STANDARD AP-2 FOR DIRECT BURIAL CABLE DETAILS.



AIRCRAFT TIE DOWN ANCHOR

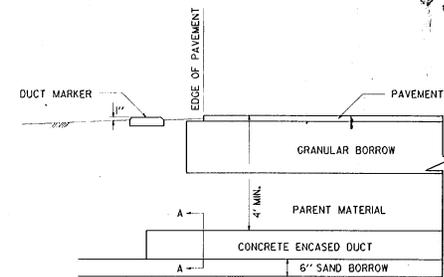


AIRPORT UNDERGROUND ELECTRICAL DUCT (IN EARTH)



DUCT MARKERS

- NOTES**
1. LETTERING ON DUCT MARKERS TO BE EMBOSSED, V CUT, 1/2" DEEP.
 2. HAND LETTERING NOT ALLOWED.



AIRPORT UNDERGROUND ELECTRICAL DUCT (IN ROCK)

REVISIONS AND CORRECTIONS
SHEET UPDATED MARCH 5, 1990

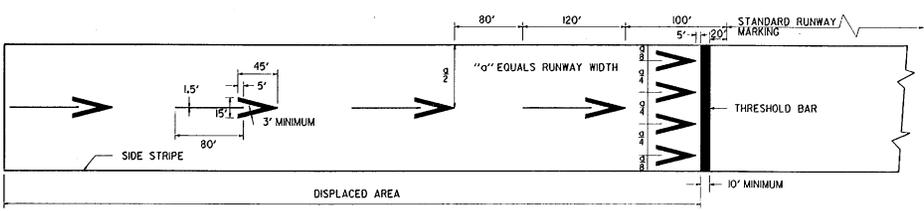
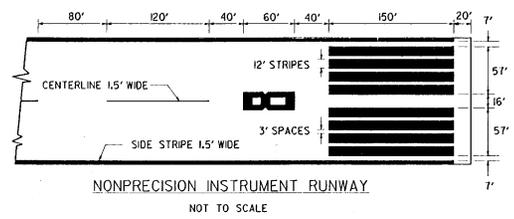
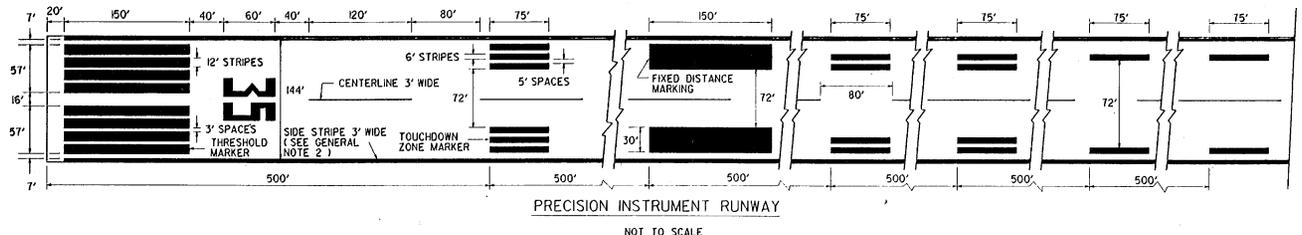
APPROVED *March 13, 1990*
DATE

Robert S. MacArthur
DIRECTOR, PLANNING AND
PRECONSTRUCTION
Robert MacArthur
DIRECTOR, DESIGN DIVISION

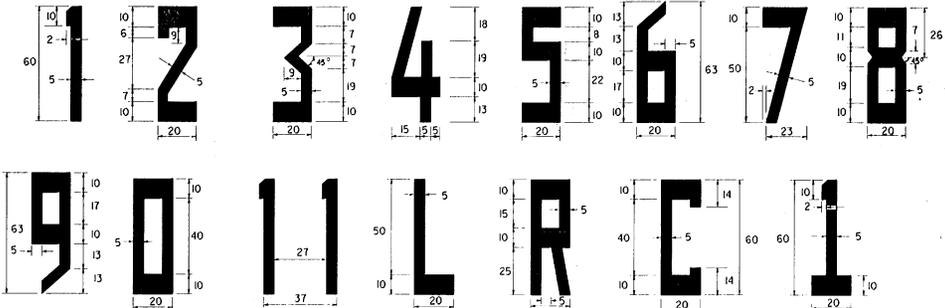
MISCELLANEOUS AIRPORT DETAILS



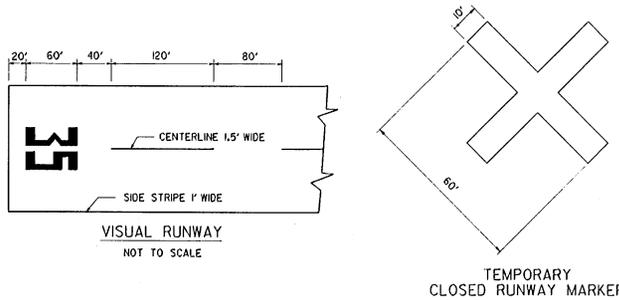
STANDARD
AP-3



- NOTES**
1. FOUR ARROWHEADS ARE PLACED SYMMETRICALLY ACROSS RUNWAY WITH UNIFORM LATERAL SPACING AS INDICATED.
 2. ALL MARKINGS IN THE DISPLACED AREA ARE YELLOW EXCEPT THE THRESHOLD BAR WHICH IS WHITE.
 3. RUNWAY SIDE STRIPES, WHEN USED ON THE RUNWAY, EXTEND INTO THE DISPLACED AREA.



- NOTES**
1. ALL LETTERS AND NUMERALS, EXCEPT THE NUMBER ELEVEN AS SHOWN, ARE HORIZONTALLY SPACED 15 FEET APART.
 2. DIMENSIONS ARE EXPRESSED IN FEET.
 3. THE NUMERAL ONE, WHEN USED ALONE, CONTAINS A HORIZONTAL BAR TO DIFFERENTIATE IT FROM THE RUNWAY CENTERLINE MARKING.



- TEMPORARY CLOSED RUNWAY MARKER NOTES :**
1. MARKERS TO BE YELLOW PLYWOOD OR SNOW FENCE.
 2. MARKERS TO BE SUBSIDIARY TO OTHER PAVEMENT ITEMS.
 3. MARKERS TO BE PLACED OVER RUNWAY NUMERALS OR OFF THE RUNWAY ENDS AS APPLICABLE.
 4. MARKERS TO BE ANCHORED TO THE SATISFACTION OF THE ENGINEER.

- GENERAL NOTES**
1. ALL RUNWAY MARKINGS ARE WHITE EXCEPT IN THE DISPLACED THRESHOLD AREA AND NON FULL STRENGTH SHOULDER MARKINGS.
 2. FOR RUNWAYS LESS THAN 150' IN WIDTH, THE WIDTH OF THE MARKINGS, SPACES BETWEEN MARKINGS, AND DISTANCE OF MARKINGS FROM THE RUNWAY EDGE ARE CHANGED PROPORTIONALLY.
 3. ADJUSTMENTS TO THE LENGTH OF THE CENTERLINE STRIPES AND GAPS, WHERE NECESSARY TO ACCOMMODATE THE RUNWAY LENGTH, ARE MADE NEAR THE RUNWAY MIDPOINT.
 4. ALL RUNWAY MARKINGS ARE TO BE STRIATED WITH ALL STRIPES AND SPACES EQUAL IN WIDTH (4" TO 6").

NOTE :
MARKING OF RUNWAY SHOULD BE BASED ON FAA SPECIFICATIONS. SEE CURRENT FAA ADVISORY CIRCULAR.

REVISIONS AND CORRECTIONS
SHEET UPDATED MARCH 5, 1990

APPROVED *March 23, 1990*
DATE

Stephen S. McArthur
DIRECTOR, PLANNING AND
RECONSTRUCTION
Robert M. Douglas
DIRECTOR, DESIGN DIVISION

RUNWAY MARKING DETAILS



STANDARD AP-10

FINAL DRAINAGE SUMMARY

PREPARED BY U.C. KEN-3-7-90 PROJECT
 CHECKED BY ASD 3-5-90 NO.

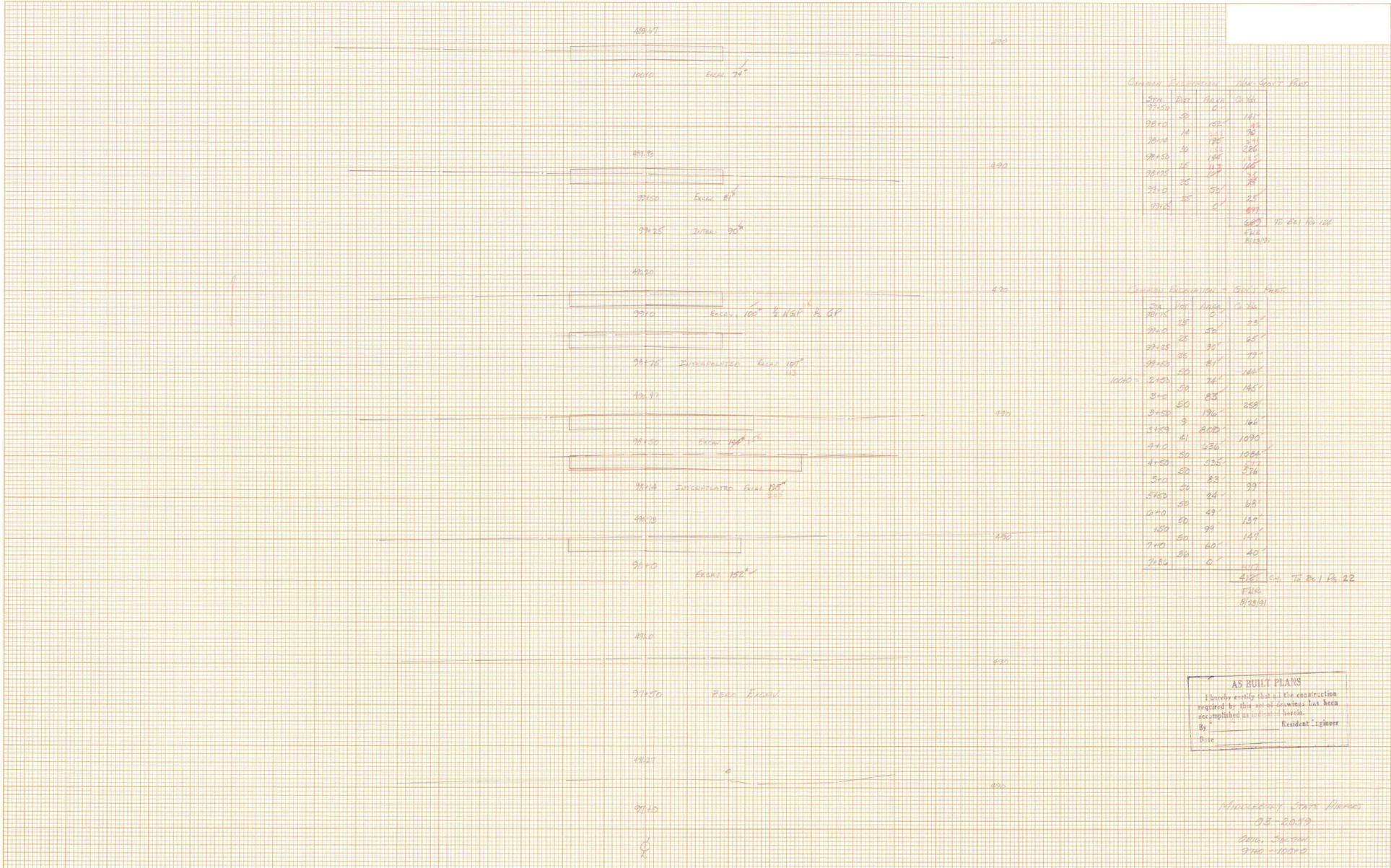
DANVILLE FEG F 028-3(16)

UNDER DRAIN

STATION	STATION	Pos	D.	I	L	L	THICK	TRUCK	WASH	FB	MP
					C	U	EAFT	AREA	SG		
161+00	161+25	BOUL	6		79						
161+25	161+50	LT	6			825	846.9	7.7		2	1
167+00	167+50	BOUL	6		90						
169+50	173+00	LT	6			350	127.4			1	1
167+00	167+25	RT	6		33						
163+25	172+00	RT	6			228	90.0			1	
173+00		E	6		123						
173+00	178+00	LT	6			500	202.4			1	1
178+10	181+88	LT	6		37	338	128.2				
181+90	184+50	LT	6		17	250	61.0				
184+50	186+30	LT	6		3	180	48.0				
186+30	188+35	LT	6		35	170	63.6				
183+00	197+00	RT	6			400	166.0			1	1
197+00	197+50	RT	6		65						
193+10	200+20	LT	6			650	261.8			1	1
200+20	200+50	LT	6		35						
209+00	214+00	RT	6			64	470	93.8	4.6	1	1
210+75	211+00	RT	6		78						
211+00	215+00	LT	6			400	108.4			1	
208+00	218+70	LT	6			268	89.2	28.7			
209+00		E	6		82						
201+46	202+60	LT	6		20	100	41.2			1	
202+95.5					70						
TOTALS						153	5208	1778.8	41.0	13	7

PROJECT: _____
 DRAWING NO.: _____
 DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 IN CHARGE: _____
 NO. _____

PROJECT: _____
 DRAWING NO.: _____
 DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 IN CHARGE: _____
 NO. _____

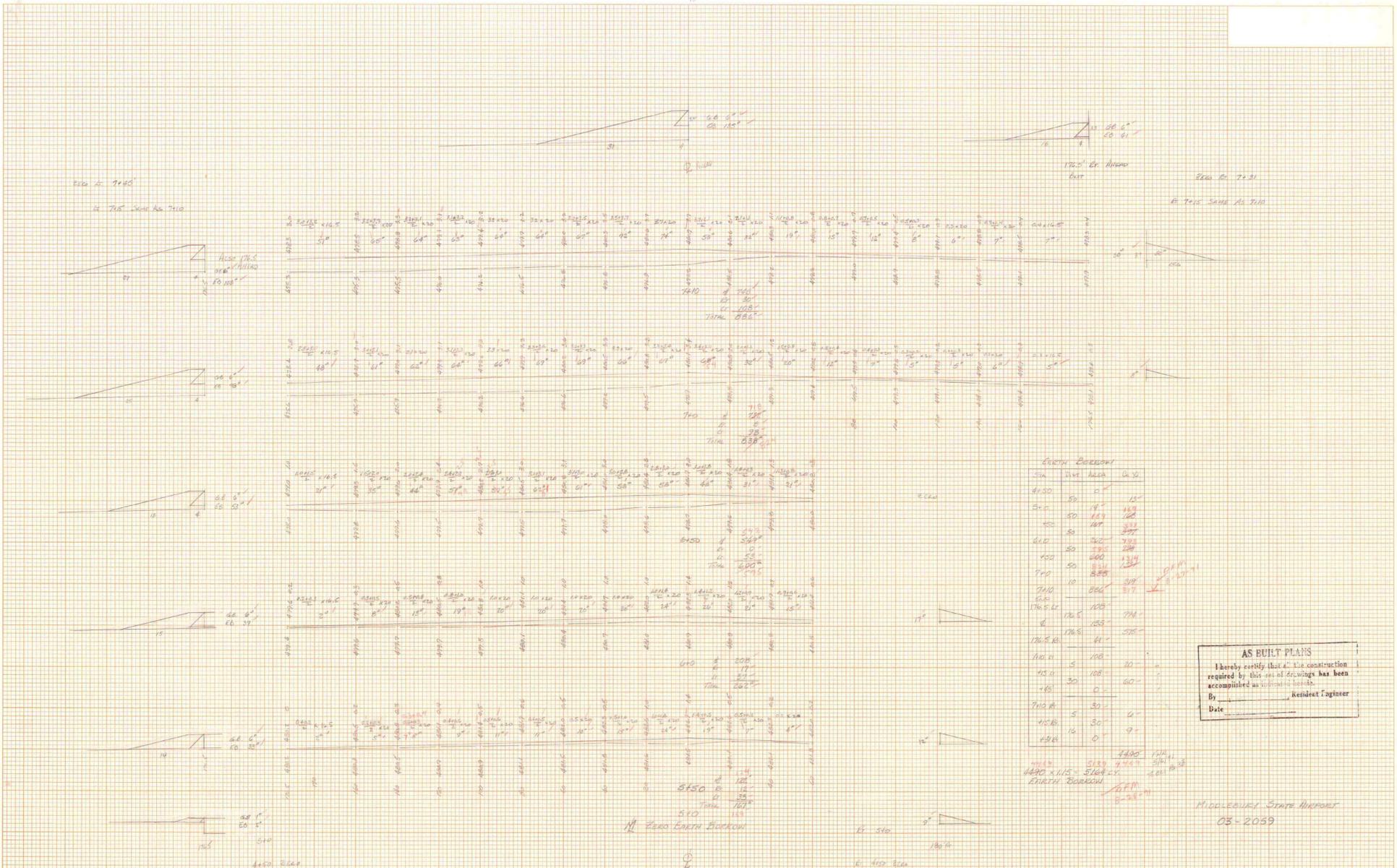


Summary Excavation - 11/2" - 500' PAINT

SPR	DOT	THICK	CU YDS
92450	0	0	0
92470	30	288	181
92490	16	144	90
92510	30	288	181
92530	26	166	103
92550	25	157	98
92570	25	157	98
92590	0	0	0
92610	0	0	0
92630	0	0	0
92650	0	0	0
92670	0	0	0
92690	0	0	0
92710	0	0	0
92730	0	0	0
92750	0	0	0
92770	0	0	0
92790	0	0	0
92810	0	0	0
92830	0	0	0
92850	0	0	0
92870	0	0	0
92890	0	0	0
92910	0	0	0
92930	0	0	0
92950	0	0	0
92970	0	0	0
92990	0	0	0
93010	0	0	0
93030	0	0	0
93050	0	0	0
93070	0	0	0
93090	0	0	0
93110	0	0	0
93130	0	0	0
93150	0	0	0
93170	0	0	0
93190	0	0	0
93210	0	0	0
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93250	0	0	0
93270	0	0	0
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99590	0	0	0
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99630	0	0	0
99650	0	0	0
99670	0	0	0
99690	0		

SCALE	
DATE	
PROJECT	
CLIENT	
ENGINEER	
NO.	

SCALE	
DATE	
PROJECT	
CLIENT	
ENGINEER	
NO.	

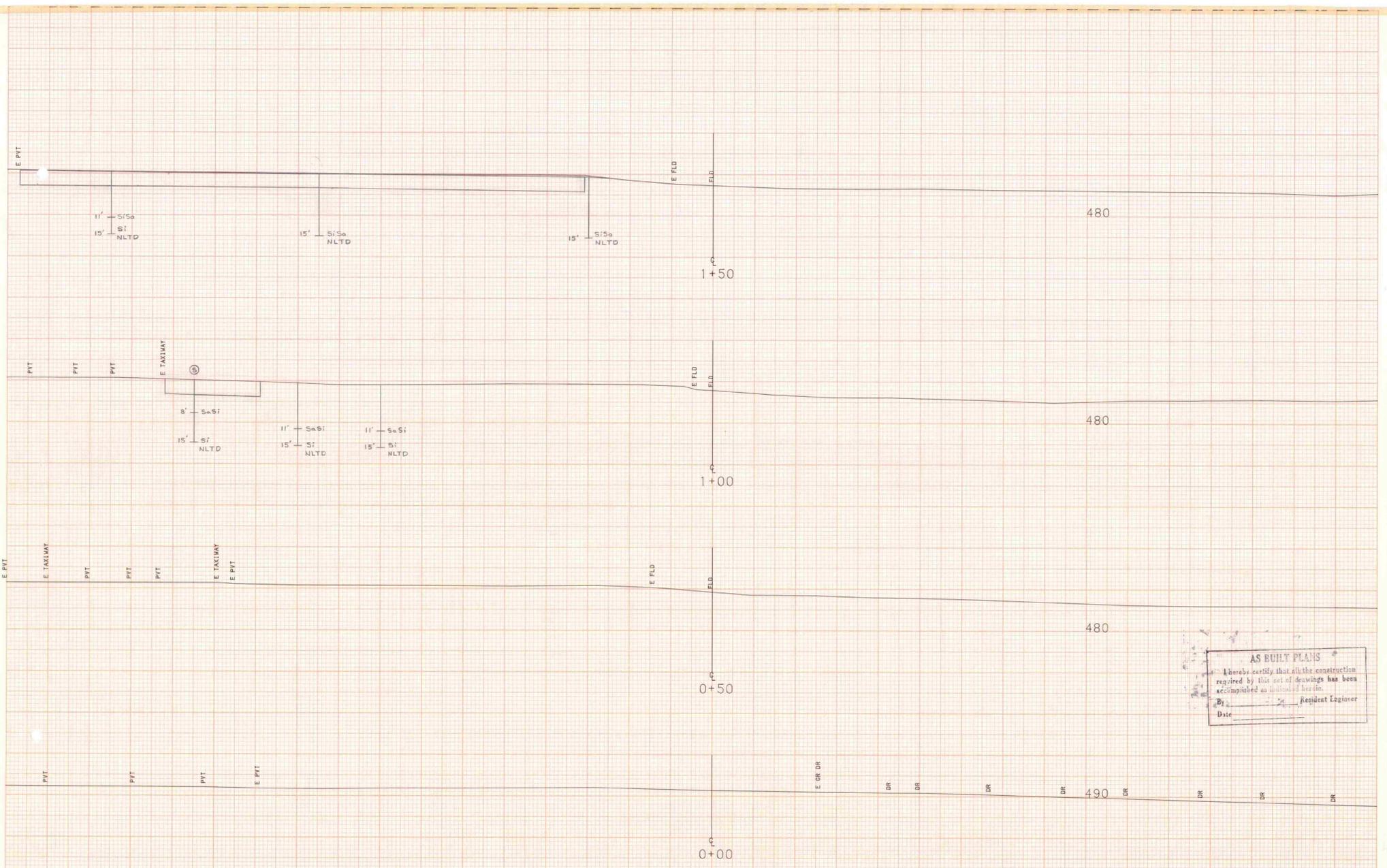


EARTH BLOWDOWN

Sta	Wt. Area	Cu Yd.
4150	50	0
4200	14	15
4250	14.3	14.3
4300	14.7	14.7
4350	15.1	15.1
4400	15.5	15.5
4450	15.9	15.9
4500	16.3	16.3
4550	16.7	16.7
4600	17.1	17.1
4650	17.5	17.5
4700	17.9	17.9
4750	18.3	18.3
4800	18.7	18.7
4850	19.1	19.1
4900	19.5	19.5
4950	19.9	19.9
5000	20.3	20.3
5050	20.7	20.7
5100	21.1	21.1
5150	21.5	21.5
5200	21.9	21.9
5250	22.3	22.3
5300	22.7	22.7
5350	23.1	23.1
5400	23.5	23.5
5450	23.9	23.9
5500	24.3	24.3
5550	24.7	24.7
5600	25.1	25.1
5650	25.5	25.5
5700	25.9	25.9
5750	26.3	26.3
5800	26.7	26.7
5850	27.1	27.1
5900	27.5	27.5
5950	27.9	27.9
6000	28.3	28.3
6050	28.7	28.7
6100	29.1	29.1
6150	29.5	29.5
6200	29.9	29.9
6250	30.3	30.3
6300	30.7	30.7
6350	31.1	31.1
6400	31.5	31.5
6450	31.9	31.9
6500	32.3	32.3
6550	32.7	32.7
6600	33.1	33.1
6650	33.5	33.5
6700	33.9	33.9
6750	34.3	34.3
6800	34.7	34.7
6850	35.1	35.1
6900	35.5	35.5
6950	35.9	35.9
7000	36.3	36.3
7050	36.7	36.7
7100	37.1	37.1
7150	37.5	37.5
7200	37.9	37.9
7250	38.3	38.3
7300	38.7	38.7
7350	39.1	39.1
7400	39.5	39.5
7450	39.9	39.9
7500	40.3	40.3
7550	40.7	40.7
7600	41.1	41.1
7650	41.5	41.5
7700	41.9	41.9
7750	42.3	42.3
7800	42.7	42.7
7850	43.1	43.1
7900	43.5	43.5
7950	43.9	43.9
8000	44.3	44.3
8050	44.7	44.7
8100	45.1	45.1
8150	45.5	45.5
8200	45.9	45.9
8250	46.3	46.3
8300	46.7	46.7
8350	47.1	47.1
8400	47.5	47.5
8450	47.9	47.9
8500	48.3	48.3
8550	48.7	48.7
8600	49.1	49.1
8650	49.5	49.5
8700	49.9	49.9
8750	50.3	50.3
8800	50.7	50.7
8850	51.1	51.1
8900	51.5	51.5
8950	51.9	51.9
9000	52.3	52.3
9050	52.7	52.7
9100	53.1	53.1
9150	53.5	53.5
9200	53.9	53.9
9250	54.3	54.3
9300	54.7	54.7
9350	55.1	55.1
9400	55.5	55.5
9450	55.9	55.9
9500	56.3	56.3
9550	56.7	56.7
9600	57.1	57.1
9650	57.5	57.5
9700	57.9	57.9
9750	58.3	58.3
9800	58.7	58.7
9850	59.1	59.1
9900	59.5	59.5
9950	59.9	59.9
10000	60.3	60.3

AS BUILT PLANS
 I hereby certify that the construction required by this set of drawings has been accomplished as indicated on the drawings.
 By _____ Resident Engineer
 Date _____

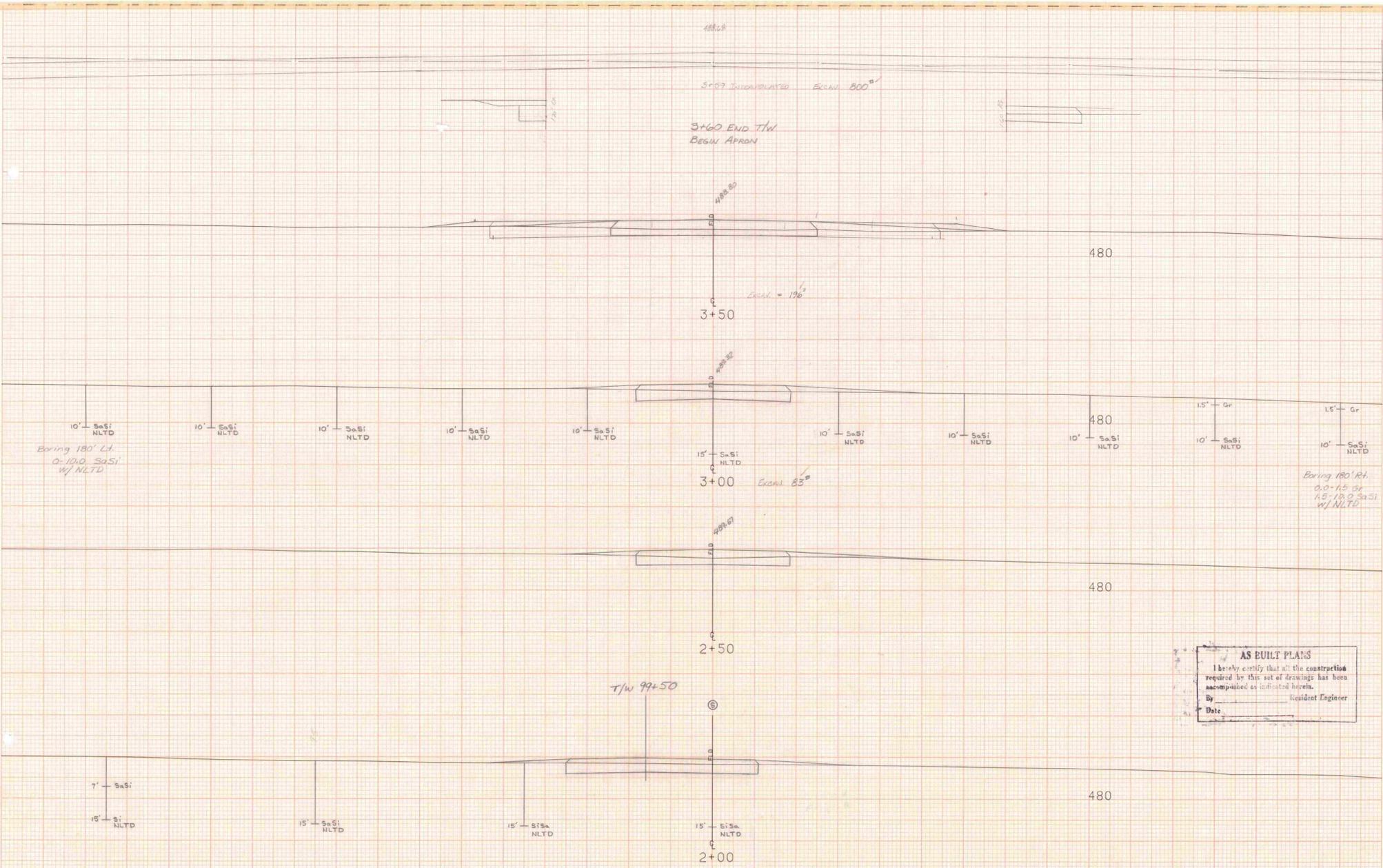
MIDDLEBURY STATE AIRPORT
 03-2059



AS BUILT PLANS
 I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.
 By: _____ Resident Engineer
 Date: _____

FROM STA. 0+00 TO STA. 1+50
 PROJECT NAME MIDDLEBURY STATE AIRPORT
 NO. A1R03-2059 PLOTTED 12/16/87
 SURVEYED BY REED 12/87 0086
 SHEET 7 OF 22 SHEETS

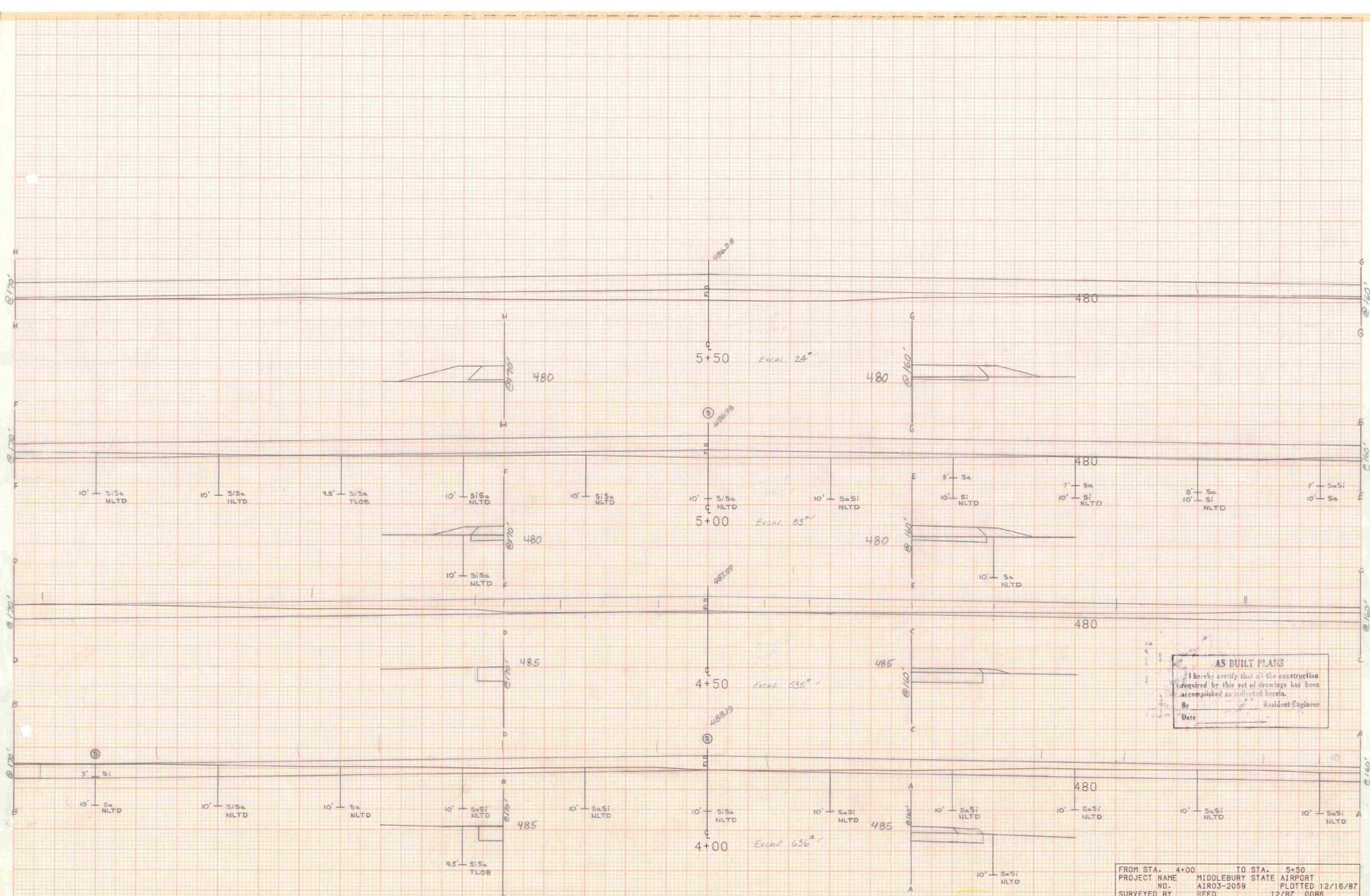
SCALE 1" = 10 FEET



AS BUILT PLANS
 I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.
 By _____ Resident Engineer
 Date _____

FROM STA. 2+00 TO STA. 3+50
 PROJECT NAME MIDDLEBURY STATE AIRPORT
 NO. AI03-2059 PLOTTED 12/16/87
 SURVEYED BY REED 12/87 0086
 SHEET 2 OF 22 SHEETS

SCALE 1" = 10 FEET



AS BUILT PLANS

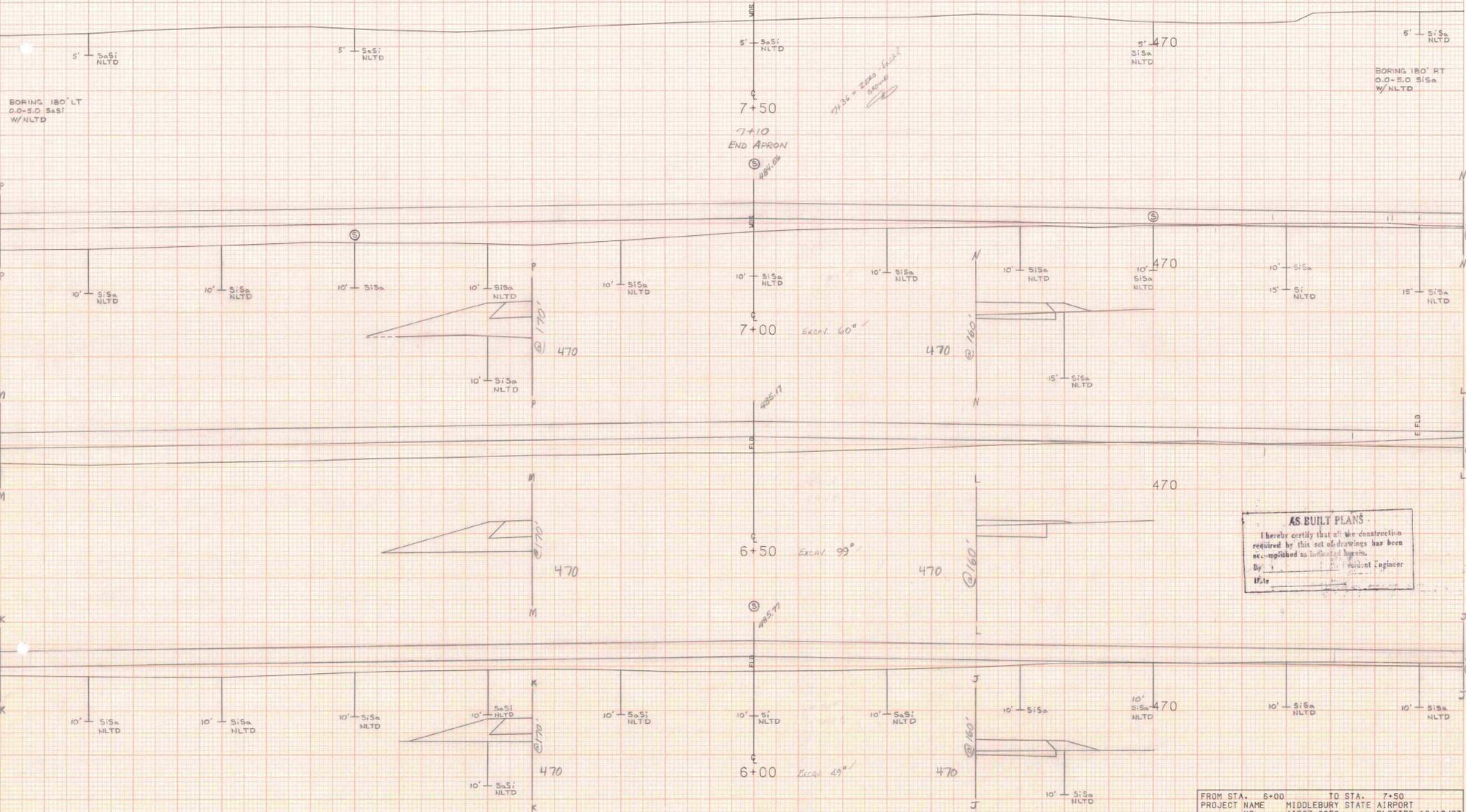
I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.

By _____ Resident-Engineer

Date _____

FROM STA. 4+00 TO STA. 5+50
 PROJECT NAME MIDDLEBURY STATE AIRPORT
 NO. A1903-2059 PLOTTED 12/16/87
 SURVEYED BY REED 12/87 0086
 SHEET 9 OF 22 SHEETS

SCALE 10 FEET



BORING 180' LT
0.0-5.0 S&S
W/NLTD

BORING 180' RT
0.0-5.0 S&S
W/NLTD

7.36 = 2200' / 300'

AS BUILT PLANS
I hereby certify that all the construction
required by this set of drawings has been
accomplished as indicated herein.
By: _____ Resident Engineer
Date: _____

FROM STA. 6+00 TO STA. 7+50
PROJECT NAME MIDDLEBURY STATE AIRPORT
NO. A1903-2059 PLOTTED 12/16/87
SURVEYED BY REED 12/87 0086
SHEET 10 OF 22 SHEETS

SCALE 1" = 10 FEET

AS BUILT PLANS
I hereby certify that all the construction
required by this set of drawings has been
accomplished as indicated herein.
E. _____ Resident Engineer
D. _____

MS
8+00

470

FROM STA. 8+00 TO STA. 8+00
PROJECT NAME MIDDLEBURY STATE AIRPORT
NO. AIRO3-2059 PLOTTED 12/16/87
SURVEYED BY REED 12/87 0086
SHEET 5 OF 22 SHEETS

SCALE 1" = 10 FEET

REV. PT. 122+49.75

T CONC
P-LINE
E DR

E DR

18" CLUMP
APPLES
L 94

793.14
1.65' RT

1.4
-0.010 +0.060 +0.068
-0.068
1.2

FLAT
E BRK
780
B
U B

F+383

122+00 =
REV. 121+99.51

E ADS
E DR
E DR

E ADS

E ADS

NET

INA 789.0

795.96
2.53' RT

1.4
-0.010 +0.060 +0.080
-0.080
1.0

785.0 Outlet Elev. (P+44.20 RT)

FLAT
BRK
780
B
U B

F+402

121+50 = Rev. 121+49.72

121+50.11 ~ 121+60 RT
New 18" x 94" PCCSP, 0.64' GAP, 0.60' or CPEP(SL)
w/ Straight Headwall @ Inlet, Stone Fill Type I
@ Inlet & Outlet

FROM STA.	121+50	TO STA.	122+00
PROJECT NAME	BRATTLEBORO, REV.		
NO.	HES010-1 (30)		
SURVEYED BY	FALL		
SHEET	29	OF	122 SHEETS
PLOTTED		12/09/87	
SCALE		1" = 10 FEET	
1/87		0084	

Airport
1994

Middlebury
AIR-03-2059

1-9-94

Vermont Agency of
Transportation
PHASE 2-INTERSTATE
#122302-01
 INITIALS
Hanger 2588 DONE