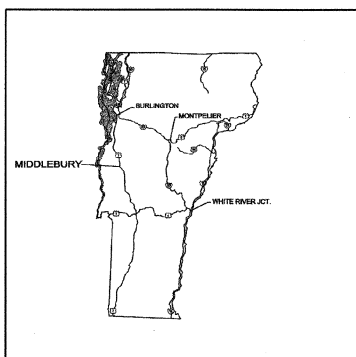
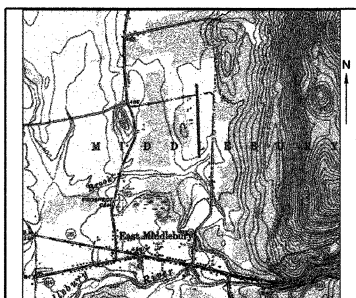




LOCATION MAP



VICINITY MAP

PLANS FOR IMPROVEMENTS TO MIDDLEBURY STATE AIRPORT

TO INCLUDE:
RECONSTRUCTION OF RUNWAY 1-19
RECONSTRUCTION OF TAXIWAY A
RECONSTRUCTION OF ACCESS ROAD

MIDDLEBURY, VERMONT

VAOT EA 043150

RECORD PLANS

CONTRACTOR: FW WHITCOMB, CORP

RESIDENT ENGINEER: DALE NORTON

CONSTRUCTION BEGAN: JULY 12, 2000

CONSTRUCTION COMPLETE: OCTOBER 30, 2001

RECORD PLANS BY: K. NORTH & N. GARBACK

I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

BY: *Robert P. Norton* RESIDENT ENGINEER

DATE: *24 May 2004*

NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.

DUFRESNE-HENRY, INC.

SUBMITTED BY: *Michael J. Chel*

SENIOR PROJECT MANAGER

DATE: *5/10/00*

VERMONT AGENCY OF TRANSPORTATION

APPROVED BY: *David C. Allen*

DIRECTOR, MAINTENANCE & AVIATION DIVISION

DATE: *May 17, 2000*

ITEM	DESCRIPTION	UNIT	QUANTITIES
203.15	Common Excavation	CY	10
203.16	Solid Rock Excavation	CY	10
203.31	Sand Borrow	CY	10
204.30	Granular Backfill for Structures	CY	10
404.65	Emulsified Asphalt	OWT	35
406.25	Bituminous Concrete Pavement	TON	4305
406.50	Price Adjustment Asphalt Cement (N.A.B.I.)	LS	1
524.11	Joint Sealer Hot Poured (MOD)	LF	150
631.17	Testing Equipment-Bituminous	LS	1
635.10	Mobilization	LS	1
646.50	Durable Letter of Symbol (MOD)(#1 Single)	Each	1
646.50	Durable Letter of Symbol (MOD)(#1)	Each	1
646.50	Durable Letter of Symbol (MOD)(#9)	Each	1
864.01	P-208A Cold Mixed Recycled Base Course	CY	5850
864.01	P-208A Cold Mixed Recycled Base Course(MOD)	CY	500
864.03	P-620 Runway and Taxiway Painting(Durable White)	SF	1400
864.03	P-620 Runway and Taxiway Painting(Durable Yellow)	SF	700
864.03	P-620 Runway and Taxiway Painting(Temporary White)	SF	1400
864.03	P-620 Runway and Taxiway Painting(Temporary Yellow)	SF	700

QUANTITIES

SHEET	TITLE
1	TITLE SHEET
2	CONSTRUCTION PHASING PLAN
3	CONSTRUCTION NOTES
4	PLAN & PROFILE STA. 20+00 TO STA. 31+00
5	PLAN & PROFILE STA. 31+00 TO STA. 41+00
6	PLAN & PROFILE STA. 41+00 TO STA. 45+03.77
7	PLAN & PROFILE STA. 100+00 TO STA. 107+08
8	TAXIWAY INTERSECTION GRADING PLANS
9	TYPICAL DETAILS
10	RUNWAY 1-19 MARKING PLAN
VTRANS STANDARD DRAWINGS	
AP-10	RUNWAY MARKING DETAILS 6-1-94
AP-11	TAXIWAY AND APRON MARKING DETAILS 6-1-94
E-106	TRAFFIC CONTROL AND MISCELLANEOUS DETAILS 8-8-95
T-2	TEMPORARY EROSION CONTROL DETAILS 6-1-94

INDEX OF SHEETS

MAY 2000

DH
Dufresne-Henry

SOUTH BURLINGTON, VERMONT
Tel. (802) 864-0223 • FAX (802) 864-0165
www.dufresne-henry.com

REVISED 6/21/00 PLD



OFFICES:

VERMONT
Montpelier
N. Springfield
S. Burlington
Williston

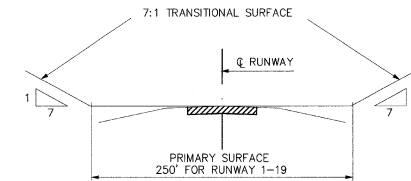
NEW YORK
Newburgh
Pawling
Rochester
Saratoga Springs
Westfield

MASSACHUSETTS
Boston
Concord
Westford

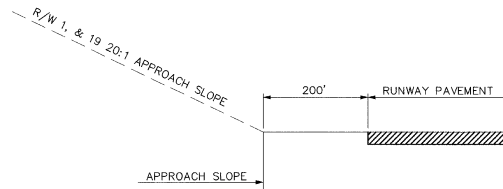
FLORIDA
Fort Charlotte
Sarasota

MAINE
Portland

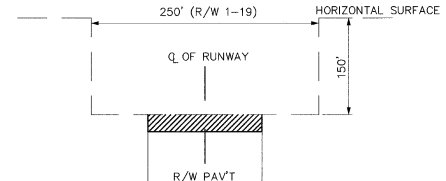
NEW HAMPSHIRE
Manchester



(A) TYPICAL SECTION F.A.R. PART 77 IMAGINARY SURFACES
NOT TO SCALE



(B) TYPICAL PROFILE F.A.R. PART 77 IMAGINARY SURFACES
NOT TO SCALE



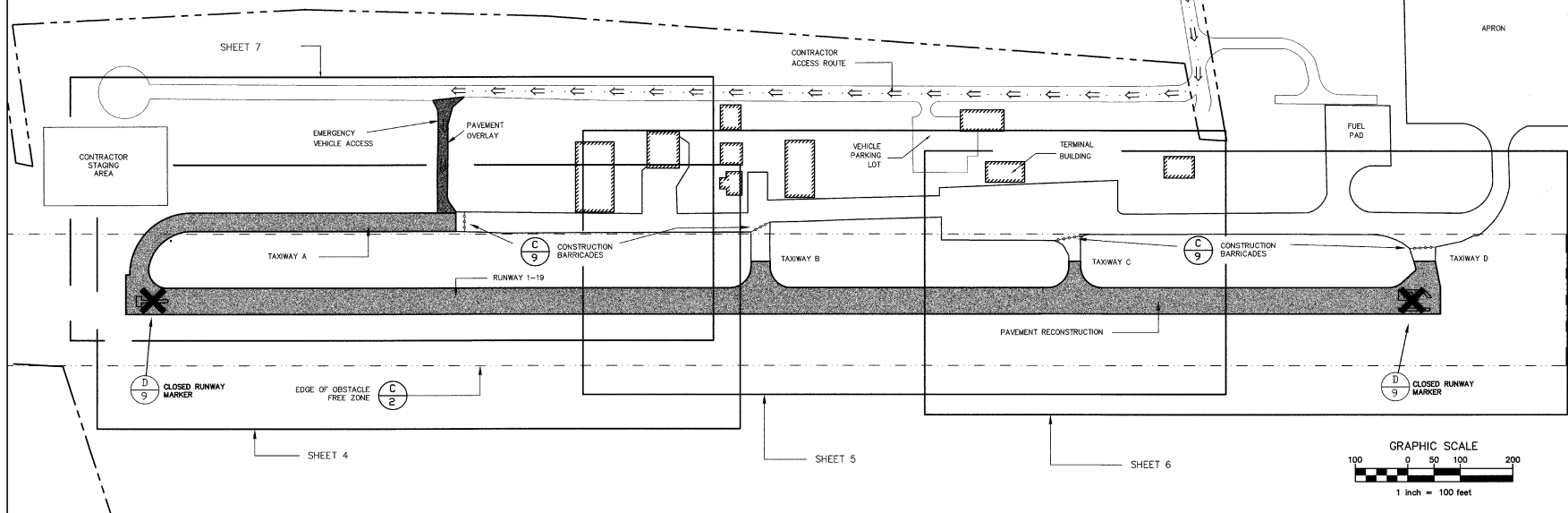
(C) RUNWAY OBSTACLE FREE ZONE TYPICAL SECTION
NOT TO SCALE

Construction sequencing notes:
Runway 1-19 will be closed to air traffic during the runway reconstruction project activities. The runway can be closed for a maximum of 21 days. All work shall comply with the requirements of FAA AC 150/5370-2C, operational safety during construction. See General Construction and Safety Notes for additional information.

The Contractor shall submit a project schedule to the Resident Engineer prior to commencing work on the airport. This project schedule shall be updated weekly. No work will be allowed outside the areas included in the approved schedule.

Phase I
Airport Management shall issue a NOTAM for closure of Runway 1-19. Install closed Runway markers on Runway 1-19 and safety barricades on Taxiways A, B, C, and D. Commence construction activities, cold recycled bituminous pavement, placement of new pavement, and installation of temporary runway pavement markings. Phase I work will be completed within 21 calendar days of commencement of the project.

Phase II
Reconstruction of Taxiway A (outside of the object free area), overlaying of the emergency vehicle access road, final clean up, permanent installation of pavement marking, and other miscellaneous work will be accomplished within 65 calendar days of the commencement of the project. The runway will not be closed for Phase II work, with the exception of a 24 hour period during which the permanent markings will be installed.



Rev.	Description	By	Date

MIDDLEBURY STATE AIRPORT
VTS GEN 4505
CONSTRUCTION PHASING PLAN
MIDDLEBURY VERMONT



Project No.	818045-01
Drawn By	MLC
Checked By	MLC
Scale	1" = 100'
Approved	DCD
Date	MAY 2000

2

1. This project shall be constructed in accordance with the contract plans and specifications referenced therein. The project is subject to inspection by representatives of the Vermont Agency of Transportation (VAOT).
2. The project is to be completed in conformance with the Construction Phasing Plans and the Construction Schedule. The project is to be constructed in strict accordance with the Contractor's approved project schedule. The schedule shall provide for completion of the phases as shown on the plans and described in the contract specifications.
3. The Contractor is expected to meet completion critical portions of the project and open specified airfield segments to traffic by the stated times and to complete the entire project on time.
4. Middlebury State Airport will be in operation during the construction of this project. Coordination of all work with the Airport Manager and the Resident Engineer is mandatory.
5. Construction and maintenance operations by others may occur concurrently and at times in the vicinity of construction associated with this project. The Contractor shall coordinate his operations and cooperate with maintenance crews and other Contractors operating on the airport.
6. Access to the site — The Contractor's access points to the site are shown on the Construction Phasing Plan, Sheet 2.
7. Haul routes — approximate location of haul routes on the airport site are shown on the phasing plans. It shall be the Contractor's responsibility to coordinate off-site haul routes to the site or to other locations. The Contractor shall coordinate haul routes or access points on the affected route. On-site haul routes shall be maintained by the Contractor and shall be restored at the Contractor's expense to their original condition upon completion of being used as a haul route. The before and after condition of on-site haul routes shall be jointly inspected by the Contractor and the Engineer. Fencing, drainage, grading and other work on haul routes shall be the Contractor's responsibility. All haul routes on the airport will be the Contractor's responsibility and shall be approved by the Engineer prior to commencing the work. Existing access roads to airport facilities shall remain open and maintained at all times.
8. Contractor's staging areas — an area will be made available for Contractor's mobilization and storage of equipment as shown on the Construction Phasing Plan, Sheet 2. The Contractor's staging area shall be graded, topsoiled, seeded, and mulched upon completion of use, at the Contractor's expense.
9. Safety — The Contractor shall conduct his activities in a safe manner as specified in the section titled, "Safety Requirements During Construction" on the sheet.
10. Interruption of existing utilities — The Contractor shall be responsible for the location and responsibility of the Contractor. The location of these utilities must be verified by the Contractor. Repair of cables damaged due to Contractor's operations must be started immediately and continued until completed. All such repairs shall be in accordance with the specifications and shall be at the Contractor's expense. When FAA cables are damaged, repairs shall be done in accordance with FAA requirements and in the presence of an FAA representative. The FAA may elect to have the repair performed by others in which case the Contractor shall be responsible for paying the incurred cost of repairs.
11. Existing airfield lighting systems — interruption of existing airfield lighting systems not included in this project shall not be permitted. All airfield lighting circuits affected by this project shall be repaired during the construction period in accordance with the specifications and/or as directed by the Engineer.
12. Construction limits — all Contractor vehicles and traffic (unless otherwise authorized) shall remain within the designated construction limits or haul routes construction. Storage and stockpiling limits are further defined in the section titled, "Safety Requirements During Construction" on the sheet.
13. Portable floodlighting — The Contractor shall provide portable floodlighting when required for construction operations. The Contractor shall provide sufficient units so that all work areas are illuminated to a level of 5 horizontal foot candles. The lighting levels shall be calculated and measured in accordance with the current standards of the Illuminating Engineering Society.
14. The Contractor shall obtain all the permits and licenses required for the project work at his own expense.
15. Existing topographic field surveys for this project area were performed by Little River Survey, Inc.
16. The horizontal control on this project is tied to the NAD 1983 and NAVD 1988.

(A) Federal Aviation Administration (FAA) Advisory Circulars (AC), Orders and Federal Aviation Regulations (FAR).

The following publications contain definitions/descriptions of critical airport operating areas. The areas defined below pertain to airfield safety requirements and are referenced throughout the contract documents. Copies of these publications are available through the FAA or can be ordered by mail from:

U.S. Department of Transportation
Subsequent Distribution Office
Ardmore East Business Center
3341 O 75th Avenue
Landover, MD 20785

and can be reviewed at the Division of Maintenance and Aviation Offices of the Vermont Agency of Transportation.

(1) AC 150/5370-2, "Operational Safety on Airports During Construction", current edition

(2) FAR Part 139, "Safety: Affecting Navigable Airspace", current edition.

(3) AC 150/5300-13, "Airport Design", current edition, establishes design, operational, and maintenance standards for airports. Standard terms used in the contract plans and specifications are defined below:

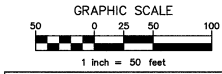
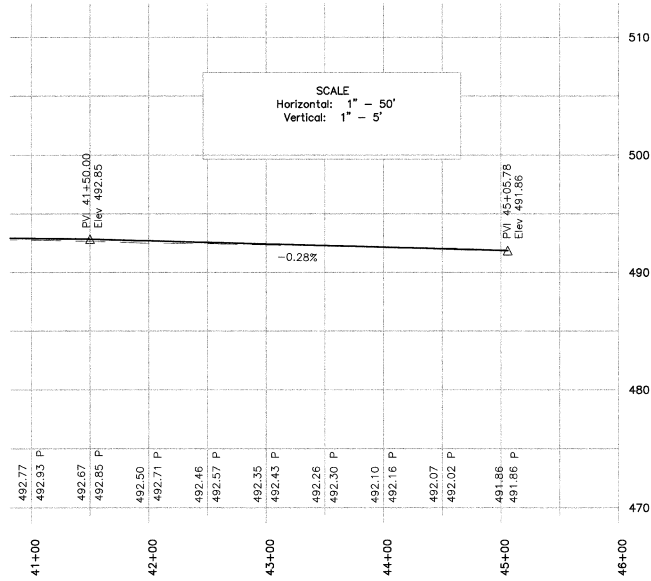
(a) Obstacle Free Zone (OFZ) -- a volume of space which is free of all fixed objects and clear of vehicles in the proximity of an airplane conducting an approach, missed approach, and takeoff, or departure. An OFZ typcial section is shown on the general project layout plan.

(b) Runway Protection Zone (RPZ): a trapezoidal area centered on the runway beginning at a point 200 feet beyond the end of the runway, useable for takeoff or landing.

(c) Object Free Area (OFA): a two dimensional ground area surrounding runways, taxiways, and taxiways which is clear of objects except for objects whose location is fixed by function.

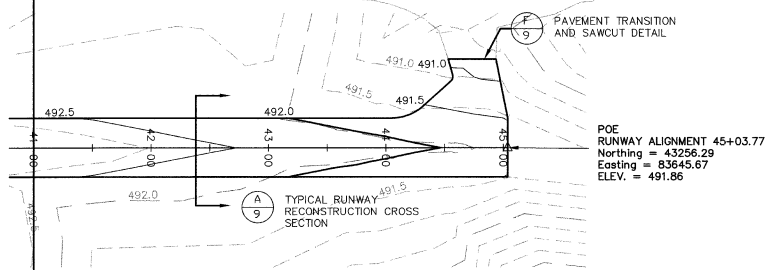
- MIX RECYCLED IN PLACE AND ADDED AUGMENTED 8 3/4" CRUSHED STONE.
HENCE FINISHED GRADES ON THE PLANS.





LEGEND	
DESIGN PAVEMENT EDGE	—————
EXISTING 2' CONTOUR	-----
EXISTING 1.0' AND 0.5' CONTOURS	-----
DESIGN 2' CONTOUR	-----
DESIGN 0.5' CONTOUR	-----
RUNWAY OBSTACLE FREE ZONE (OFZ)	- - - - -

MATCH LINE
NEXT SHEET



Project No.	618046-21
Proj. Manager	M.C.
Proj. Designer	OPR
Drawn By	OPR
Checked By	M.C.
Approved	DCI
Date	MAY 2000



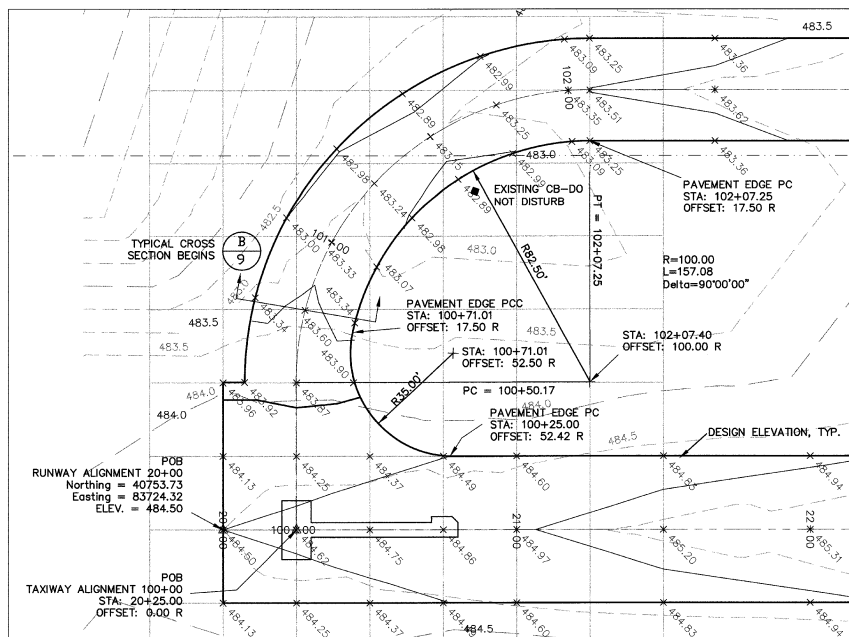
MIDDLEBURY STATE AIRPORT
VACTEAS150

PLAN & PROFILE
STATION 41+00 TO STATION 45+03.77

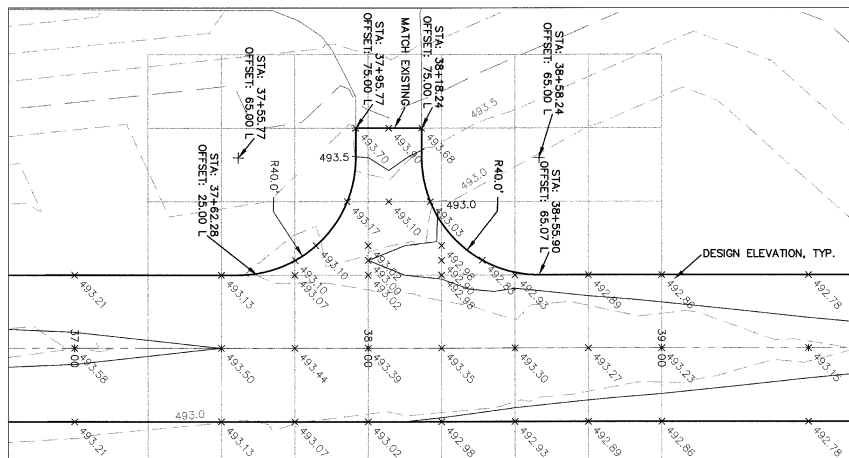
MIDDLEBURY
VERMONT

Rev.	Description	By	Date

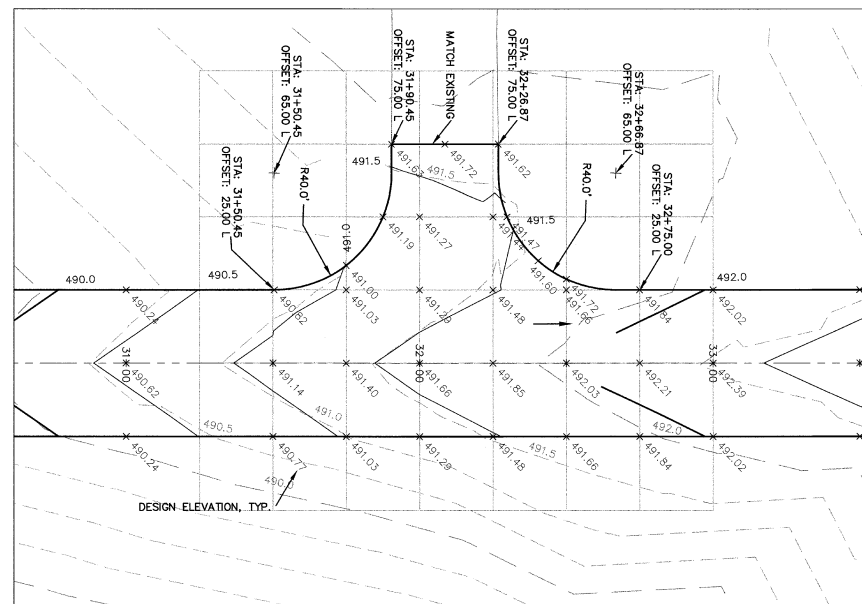




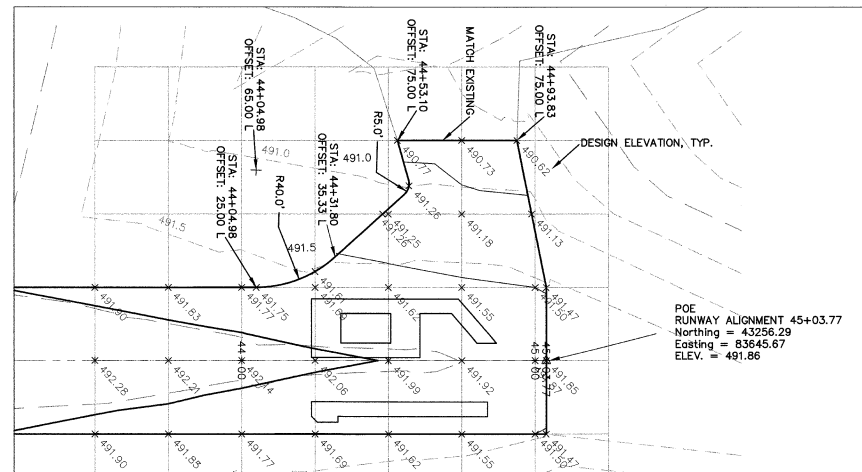
(A) TAXIWAY A GRADING PLAN
1"=20'



(C) TAXIWAY C GRADING PLAN
1"=20'



(B) TAXIWAY B GRADING PLAN
1"=20'



(D) TAXIWAY D GRADING PLAN
1"=20'

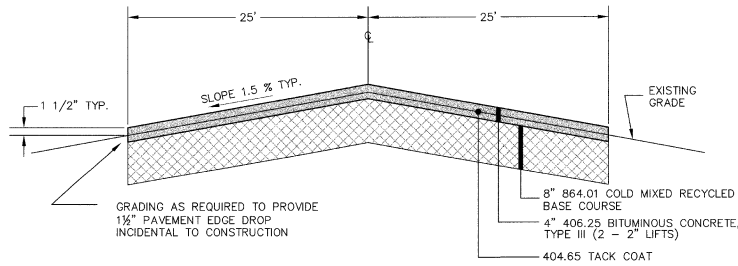


Rev.	Description	By	Date

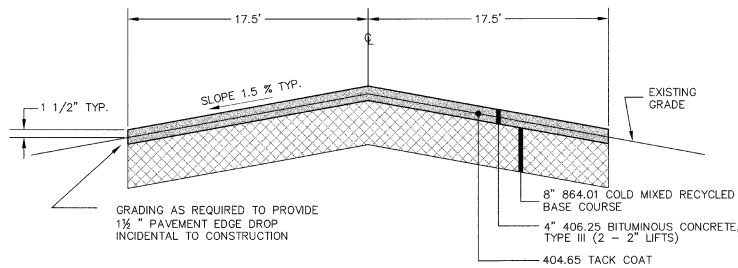
MIDDLEBURY STATE AIRPORT
VAC 12-04-05
TAXIWAY INTERSECTION
GRADING LAYOUT PLAN



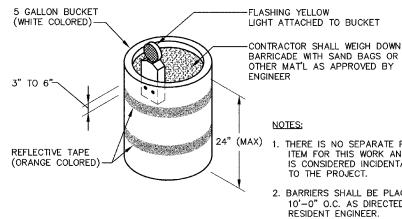
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Proj. Manager	M.C.
Proj. Designer	G.R.
Checked By	M.C.
Scale	1"=40'
Approved	D.C.D.
Date	MAY 2000



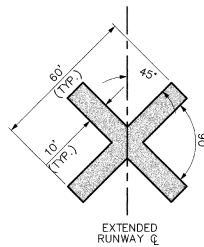
(A) TYPICAL RUNWAY RECONSTRUCTION CROSS SECTION
 NOT TO SCALE



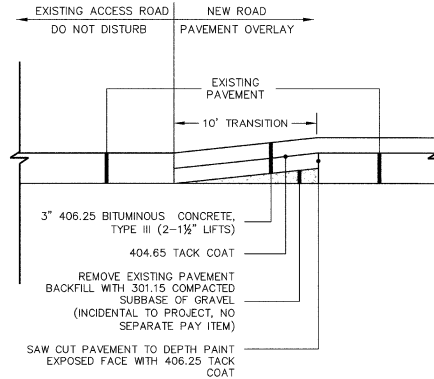
(B) TYPICAL TAXIWAY RECONSTRUCTION CROSS SECTION
 NOT TO SCALE



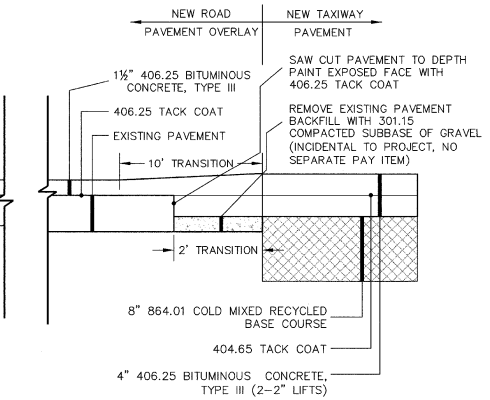
(C) TYPICAL SAFETY BARRICADE (SEE STD. E-106)
 NOT TO SCALE



(D) CLOSED RUNWAY MARKER
 NOT TO SCALE



(E) EMERGENCY VEHICLE ACCESS ROAD TRANSITION DETAIL
 NOT TO SCALE



(F) PAVEMENT TRANSITION AND SAWCUT DETAIL
 NOT TO SCALE

MARKER NOTES:

1. CLOSED RUNWAY MARKER TO BE IN PLACE DURING CONSTRUCTION PERIOD WHEN DIRECTED BY ENGINEER.
2. CLOSED RUNWAY MARKER MAY BE EITHER SNOW FENCE OR PLYWOOD PAINTED YELLOW AND SECURELY FASTENED IN PLACE.
3. COST OF PLACING AND MAINTAINING THE CLOSED RUNWAY MARKER IS CONSIDERED NECESSARY AND INCIDENTAL TO CONSTRUCTION AND IS NOT A SEPARATE PAY ITEM.
4. CLOSED RUNWAY MARKER TO BE PLACED OVER RUNWAY NUMERALS OR ADJACENT TO RUNWAY END.



By	Date
Description	Rev.

MIDDLEBURY STATE AIRPORT
 VAOT EA 043150

TYPICAL DETAILS



Project No.	61000001
Project Manager	MLC
Project Designer	GPB
Drawn By	GPB
Checked By	MLC
Scale	AS SHOWN
Approved	DDO
Date	MAY 2000

9

