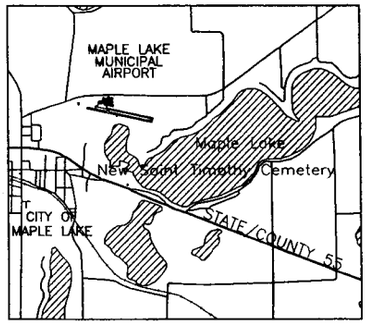
AIRPORT LAYOUT PLAN

MAPLE LAKE MUNICIPAL AIRPORT
MAPLE LAKE, MINNESOTA

INDEX TO SHEETS	
SHEET	TITLE
1	TITLE SHEET
2	AIRPORT LAYOUT PLAN
3	BUILDING AREA PLAN
4	RUNWAY END AREA DRAWING – RUNWAY 10
5	RUNWAY END AREA DRAWING – RUNWAY 28
6	MN/DOT IMAGINARY SURFACES
7	AIRPORT PROPERTY MAP



VICINITY MAP
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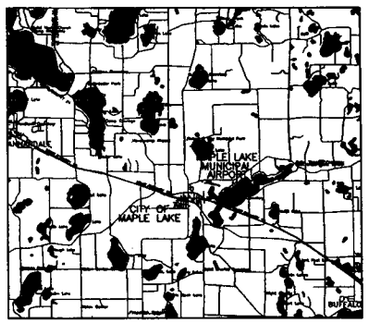

LOCATION MAP
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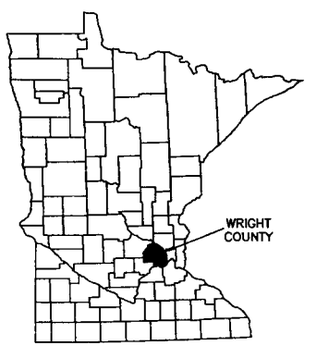
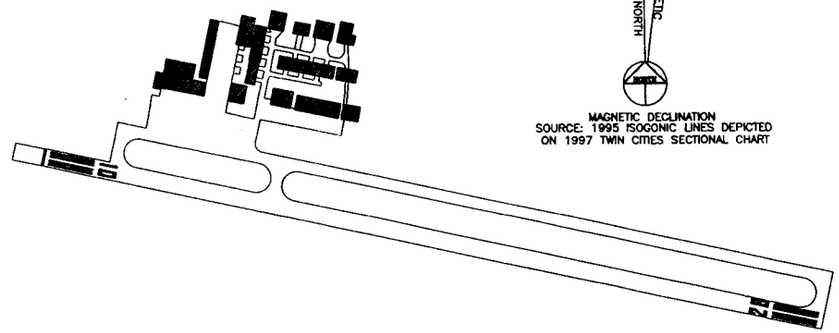
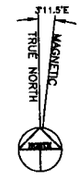
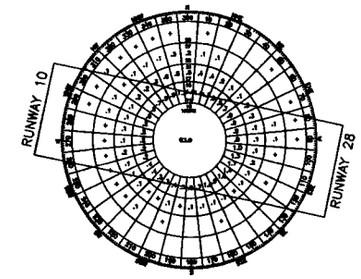


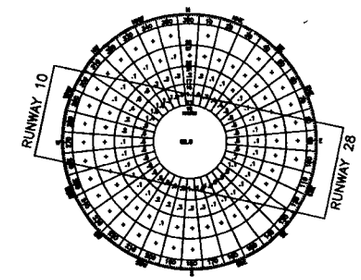




MAGNETIC DECLINATION
SOURCE: 1995 ISOGONIC LINES DEPICTED ON 1997 TWIN CITIES SECTIONAL CHART



IFR WEATHER



ALL WEATHER
SOURCE: MINNEAPOLIS, MN WEATHER STATION
1980 – 1990
NATIONAL CLIMATIC DATA

DESIGN CRITICAL AIRCRAFT DATA	RUNWAY 10–28	
	EXISTING	ULTIMATE
RUNWAY LENGTH (FT.)	2,796'	3,350'
RUNWAY WIDTH (FT.)	60'	SAME
CRITICAL AIRCRAFT	BEECH KING AIR B100	SAME
APPROACH SPEED (KTS.)	111	111
WING SPAN (FT.)	45.8'	45.8'
TAIL HEIGHT (FT.)	15.3'	15.3

AIRPORT DATA		EXISTING	ULTIMATE
AIRPORT REFERENCE POINT COORDINATES (NAD 83)	LATITUDE (N)	45° 14' 09.574"	45° 14' 10.163"
	LONGITUDE (W)	93° 59' 08.120"	93° 59' 11.920"
AIRPORT ELEVATION (MSL)		1028'	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		81.5° F	SAME
AIRPORT & TERMINAL NAVIGATION AIDS		NONE	SAME
VISUAL AIDS		ROTATING BEACON, LIGHTED WIND CONE	SAME
AIRPORT REFERENCE CODE		B–I (SMALL AC ONLY)	SAME

WIND DATA						
RUNWAY	EXISTING COVERAGE			ULTIMATE COVERAGE		
	[illegible]	ALL WEATHER	IFR	[illegible]	ALL WEATHER	IFR
10–28	10.5	82.70%	85.32%	10.5	SAME	SAME

MINNESOTA DEPARTMENT OF TRANSPORTATION	CITY OF MAPLE LAKE	HNTB CORPORATION
APPROVED: [signature]	APPROVED: [signature]	APPROVED: [signature]
DATE: 8/10/98	DATE: 6/16/98	DATE: 6/4/98

NO.	REVISIONS	BY	APR.	DATE

CITY OF MAPLE LAKE
TITLE SHEET
MAPLE LAKE MUNICIPAL AIRPORT
MAPLE LAKE, MINNESOTA

PREPARED BY HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

SCALE: AS SHOWN | DATE: MAY 1996 | DRAWN BY: RMV | SHEET: 1 OF 7

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SCHEDULE OF OBSTRUCTIONS
(PENETRATION IN FEET)

KEY NO.	TYPE	ELEVATION (MSL)	EXISTING PENETRATION	ULT. PENETRATION	ULTIMATE MARKING/LIGHTING
T-1	SILO	1125.4'	63.0' (7:1 FROM AP 40:1)	63.0' (7:1 FROM AP 40:1)	OBSTRUCTION LIGHT
T-2	SILO	1128.1'	66.4' (7:1 FROM AP 40:1)	66.4' (7:1 FROM AP 40:1)	OBSTRUCTION LIGHT
T-3	SILO	1107.8'	38.9' (7:1 FROM AP 40:1)	38.9' (7:1 FROM AP 40:1)	OBSTRUCTION LIGHT
T-4	SILO	1113.5'	47.8' (7:1 FROM AP 40:1)	47.8' (7:1 FROM AP 40:1)	OBSTRUCTION LIGHT
T-5	TREE	1058.0'	22.2' (7:1)	31.7' (7:1)	TO BE REMOVED
T-6	HOUSE	1040.0'	4.7' (7:1)	11.5' (7:1 FROM AP 30:1)	TO BE REMOVED
T-7	TREE	1070.7'	34.0' (AP 30:1)	49.6' (7:1 FROM AP 30:1)	TO BE REMOVED
T-8	TREE	1065.7'	26.8' (7:1 FROM AP 30:1)	38.0' (7:1)	TO BE REMOVED
T-9	PWR POLE (OL)	1059.7'	17.6' (AP 30:1)	35.5' (7:1)	AS IS
T-10	PWR POLE (OL)	1080.0'	14.5' (AP 30:1)	26.6' (7:1 FROM AP 30:1)	AS IS
T-11	PWR POLE (OL)	1080.0'	21.3' (7:1 FROM AP 30:1)	32.8' (7:1 FROM AP 30:1)	AS IS
T-12	PWR POLE (OL)	1058.0'	6.3' (AP 30:1)	24.5' (7:1 FROM AP 30:1)	AS IS
T-13	PWR POLE (OL)	1076.0'	CLEAR	20.3' (7:1 FROM AP 30:1)	AS IS
P-1	ROAD	1006.2'	NONE	PRIMARY SURFACE	TO BE REMOVED
P-2	BLDG	1025.8'	NONE	PRIMARY SURFACE	TO BE REMOVED
P-3	TREE	1064.1'	33.5' (AP 30:1)	PRIMARY SURFACE	TO BE REMOVED
P-4	BLDG	1028.3'	NONE	PRIMARY SURFACE	TO BE REMOVED
P-5	TOWER	1047.4'	16.0' (AP 30:1)	PRIMARY SURFACE	TO BE REMOVED
P-6	TREE	1055.8'	23.5' (AP 30:1)	PRIMARY SURFACE	TO BE REMOVED
P-7	TREE	1066.8'	34.8' (AP 30:1)	PRIMARY SURFACE	TO BE REMOVED
P-8	TREE	1058.1'	25.0' (AP 30:1)	PRIMARY SURFACE	TO BE REMOVED
P-9	TREE	1074.0'	39.3' (AP 30:1)	PRIMARY SURFACE	TO BE REMOVED

RUNWAY DATA

	RUNWAY 10/28			
	EXISTING		ULTIMATE	
EFFECTIVE GRADIENT (IN %)	.011%		SAME	
RUNWAY CATEGORY	UTILITY		SAME	
AIRPORT REFERENCE CODE	B-I		SAME	
VISIBILITY MINIMUMS	1 MILE		SAME	
PAVEMENT STRENGTH (SEE NOTE 1)	31		SAME	
APPROACH SLOPE (DESIGN)	10	28	10	28
	30:1	40:1	30:1	40:1
APPROACH SLOPE (ACTUAL)	10	28	10	28
	21:1	40:1	30:1	40:1
RUNWAY LIGHTING	MIRL		SAME	
RUNWAY MARKING	VISUAL		SAME	
RUNWAY PAVEMENT TYPE	BITUMINOUS		SAME	
TAXIWAY MARKING	C/L MARK.		SAME	
VISUAL AND NAVIGATIONAL AIDS	BEACON, LIGHTED WIND CONE		SAME	

RUNWAY SAFETY AREA

RUNWAY SAFETY AREA DIMENSIONS

	RUNWAY	WIDTH	LENGTH BEYOND RUNWAY END
EXISTING	10	120'	125' (SEE NOTE 4)
	28	120'	240'
ULTIMATE	RUNWAY	WIDTH	LENGTH BEYOND RUNWAY END
	10-28	120'	240'

RUNWAY OBJECT FREE AREA

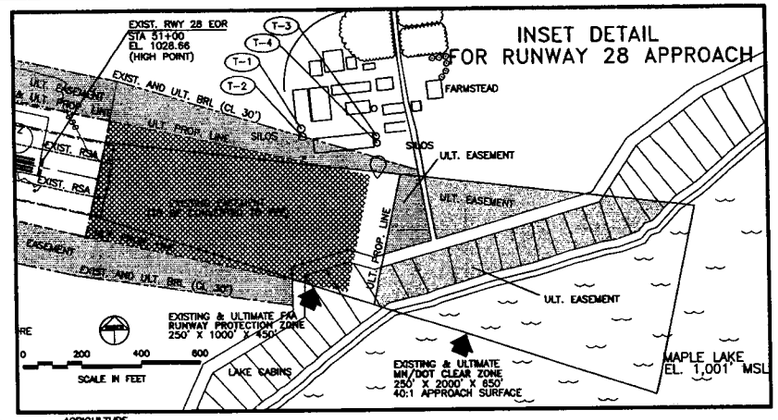
RUNWAY OBJECT FREE AREA DIMENSIONS

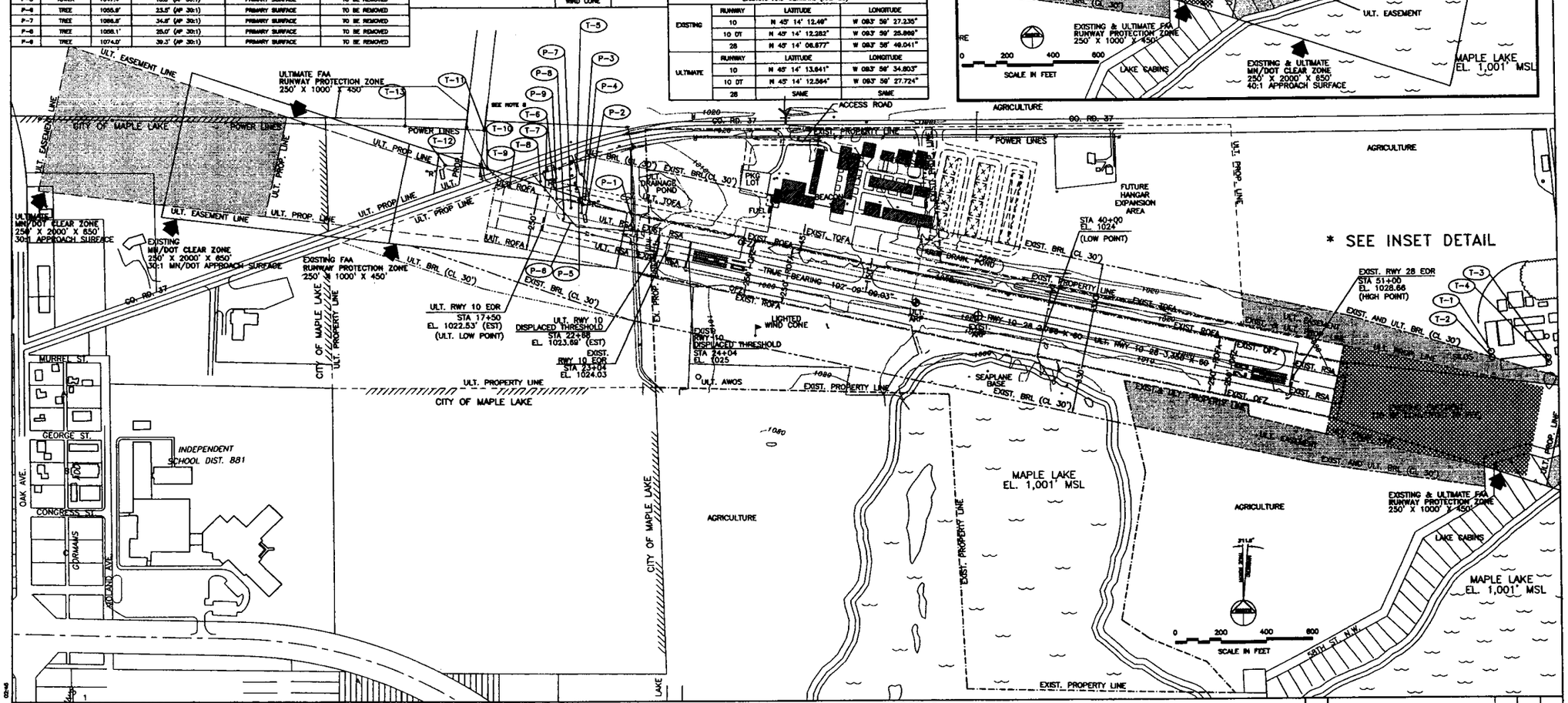
	RUNWAY	WIDTH	LENGTH BEYOND RUNWAY END
EXISTING	10	250'	125' (SEE NOTE 4)
	28	250'	240'
ULTIMATE	RUNWAY	WIDTH	LENGTH BEYOND RUNWAY END
	10-28	250'	240'

RUNWAY END COORDINATES

EXISTING AND ULTIMATE (NAD 83)

	RUNWAY	LATITUDE	LONGITUDE
EXISTING	10	N 45° 14' 12.49"	W 093° 58' 27.235"
	10 DT	N 45° 14' 12.282"	W 093° 58' 25.889"
	28	N 45° 14' 06.877"	W 093° 58' 49.041"
	RUNWAY	LATITUDE	LONGITUDE
ULTIMATE	10	N 45° 14' 13.641"	W 093° 58' 34.803"
	10 DT	N 45° 14' 12.564"	W 093° 58' 27.724"
	28	SAME	SAME





NOTES:
1) VALUES ARE GROSS AIRCRAFT WEIGHT IN 1000 LBS. PAVEMENT STRENGTH FROM AIRPORT/FACILITY DIRECTORY DATED JULY 1997. S = SINGLE, D = DUAL WHEEL LANDING GEAR.
2) THE KEY NUMBERS LABELED "P" DENOTE PENETRATION TO THE PRIMARY SURFACE, AND THE KEY NUMBERS LABELED "T" DENOTE PENETRATION TO THE TRANSITIONAL SURFACE. ELEVATIONS OF ROADS ADD 15' AGL AND RAILROADS ADD 23' AGL. APPROACH SURFACE OBSTRUCTIONS ARE SHOWN ON THE RUNWAY END AREA DRAWINGS.
3) ALPHA NUMERIC OBSTRUCTION NOMENCLATURE IS BASED ON THE ULTIMATE SURFACE PENETRATED.
4) THE EXISTING ROFA AND RSA FOR RWY 10 DOES NOT MEET CURRENT STANDARDS.
5) THIS AIRPORT IS DESIGNED FOR SMALL AIRCRAFT EXCLUSIVELY.
6) SEE RUNWAY END AREA DRAWINGS FOR MN/DOT STATE SAFETY ZONE INFORMATION.
7) ULTIMATE FAA RUNWAY PROTECTION ZONE DIMENSIONS ARE BASED ON MN/DOT CLEAR ZONE DIMENSIONS.
8) ELEVATIONS FOR THESE FEATURES ARE ESTIMATED.

LEGEND

EXISTING	ULTIMATE		EXISTING	ULTIMATE		EXISTING	ULTIMATE	
		RUNWAY SAFETY AREA (RSA)			FENCE LINE			DRAINAGE
		RUNWAY OBJECT FREE AREA (ROFA)	★		BEACON			TREES
		TAXIWAY OBJECT FREE AREA (TOFA)			WIND CONE			POWERLINES
		OBSTACLE FREE ZONE (OFZ)	⊕	⊕	AIRPORT REFERENCE POINT (ARP)			EASEMENT
		AIRPORT PROPERTY LINE			THRESHOLD LIGHTS (REILS)			
		BUILDING RESTRICTION LINE (BRL)			BUILDINGS			
		PAVEMENT		"R"	TO BE REMOVED			

NO.	REVISED	BY	APR.	DATE

CITY OF MAPLE LAKE
AIRPORT LAYOUT PLAN
MAPLE LAKE MUNICIPAL AIRPORT
MAPLE LAKE, MINNESOTA

PREPARED BY HNTB ARCHITECTS ENGINEERS PLANNERS

SCALE: AS SHOWN | DATE: MAY 1998 | DRAWN BY: RMV | SHEET: 2 OF 7

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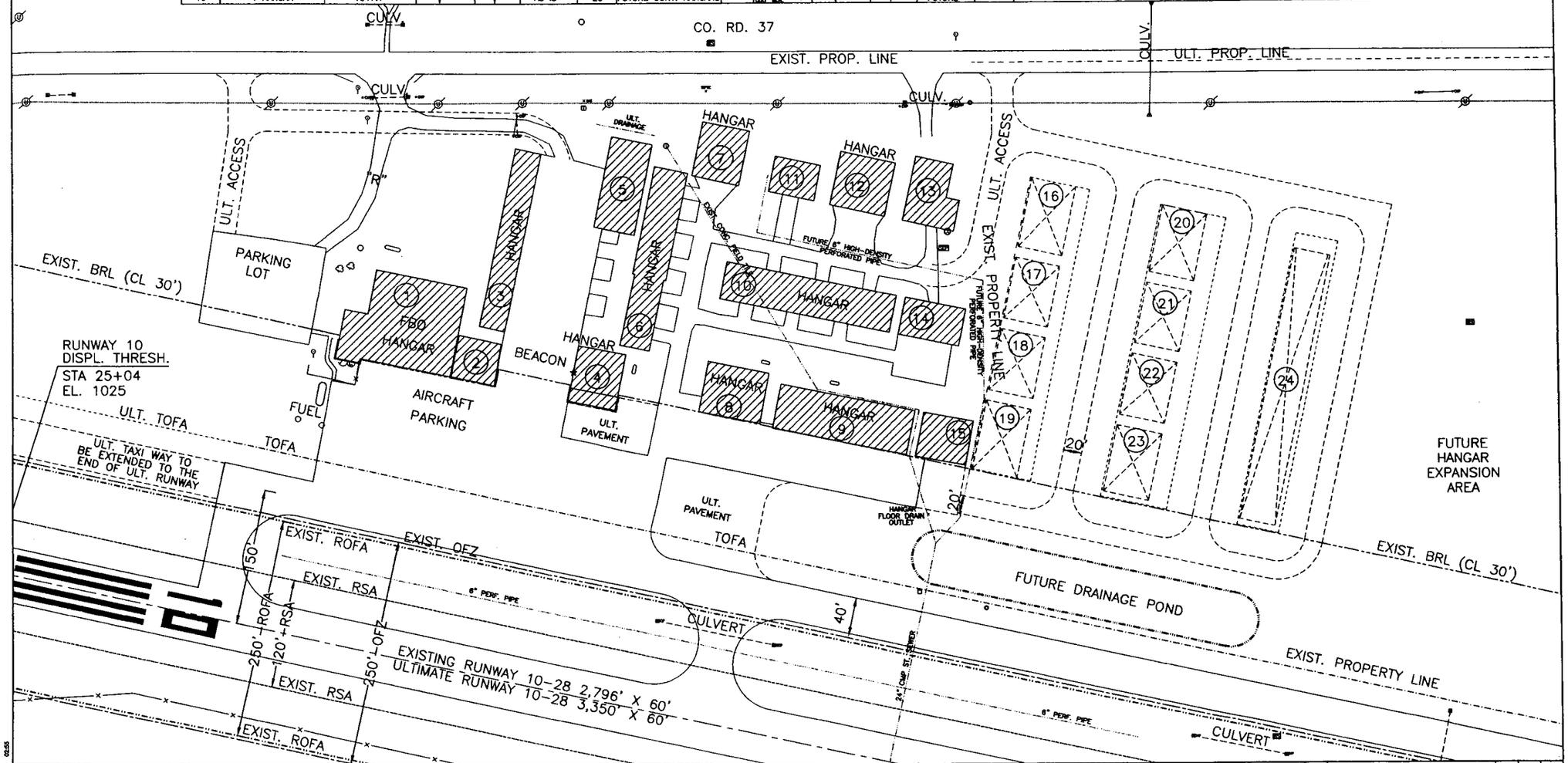
BUILDING DATA TABLE

BLDG. ID	DESCRIPTION	ELEVATION	PENETRATIONS	MARKINGS	DISPOSITION	BLDG. ID	DESCRIPTION	ELEVATION	PENETRATIONS	MARKINGS	DISPOSITION	BLDG. ID	DESCRIPTION	ELEVATION	PENETRATIONS	MARKINGS	DISPOSITION
1	FBO HANGAR	1050.92'	NONE	NONE	AS IS	11	CONVENTIONAL HANGAR	1050.3'	NONE	NONE	AS IS	21	FUTURE CONV. HANGARS	NOT TO EXCEED 1060' MSL	NONE	NONE	FUTURE
2	CONVENTIONAL HANGAR	1050.1'			AS IS	12	CONVENTIONAL HANGAR	1054.95'			AS IS	22	FUTURE CONV. HANGARS	NOT TO EXCEED 1060' MSL			FUTURE
3	T HANGAR	1038.76'			AS IS	13	CONVENTIONAL HANGAR	1048.46'			AS IS	23	FUTURE CONV. HANGARS	NOT TO EXCEED 1060' MSL			FUTURE
4	FBO HANGAR	1044.8'			AS IS	14	CONVENTIONAL HANGAR	1054.11'			AS IS	24	FUTURE T HANGARS	NOT TO EXCEED 1060' MSL			FUTURE
5	CONVENTIONAL HANGAR	1046.1'			AS IS	15	CONVENTIONAL HANGAR	1046.98'			AS IS						
6	T HANGAR	1046.1'			AS IS	16	FUTURE CONV. HANGARS	NOT TO EXCEED 1060' MSL			FUTURE						
7	CONVENTIONAL HANGAR	1050.08'			AS IS	17	FUTURE CONV. HANGARS	NOT TO EXCEED 1060' MSL			FUTURE						
8	CONVENTIONAL HANGAR	1050.73'			AS IS	18	FUTURE CONV. HANGARS	NOT TO EXCEED 1060' MSL			FUTURE						
9	CONVENTIONAL HANGAR	1045.6'			AS IS	19	FUTURE CONV. HANGARS	NOT TO EXCEED 1060' MSL			FUTURE						
10	T HANGAR	1047.1'			AS IS	20	FUTURE CONV. HANGARS	NOT TO EXCEED 1060' MSL			FUTURE						



LEGEND

EXISTING	ULTIMATE		EXISTING	ULTIMATE		EXISTING	ULTIMATE	
		RUNWAY SAFETY AREA (RSA)			DRAINAGE		"R"	TO BE REMOVED
		RUNWAY OBJECT FREE AREA (ROFA)			FENCE LINE			
		TAXIWAY OBJECT FREE AREA (TOFA)			POWERLINES			
		OBSTACLE FREE ZONE (OFZ)	★		BEACON			
		AIRPORT PROPERTY LINE			BUILDINGS			
		BUILDING RESTRICTION LINE (BRL)	⊕		MANHOLE			
		PAVEMENT			CULVERT			

NORTH

0 50 100 150
SCALE IN FEET

NO.	REVISIONS	BY	APR.	DATE

CITY OF MAPLE LAKE
BUILDING AREA PLAN

MAPLE LAKE MUNICIPAL AIRPORT
MAPLE LAKE, MINNESOTA

PREPARED BY: HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

SCALE: AS SHOWN | DATE: MAY 1998 | DRAWN BY: RMV | SHEET: 3 OF 7

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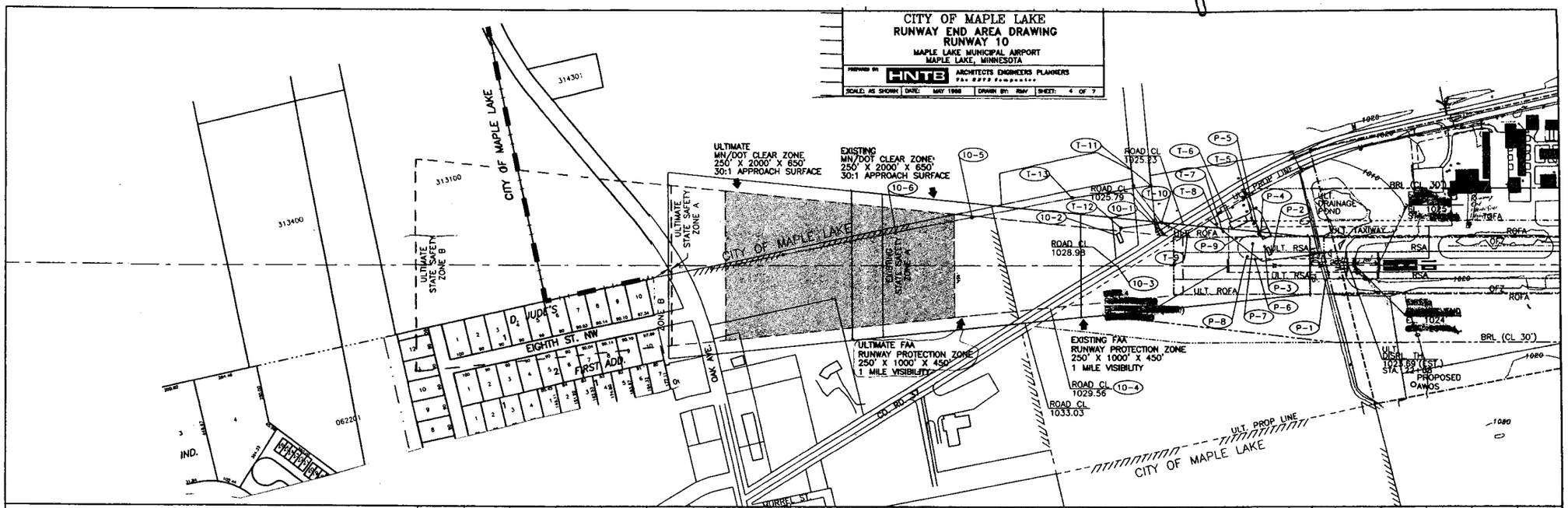
CITY OF MAPLE LAKE
RUNWAY END AREA DRAWING
RUNWAY 10

MAPLE LAKE MUNICIPAL AIRPORT
MAPLE LAKE, MINNESOTA

PREPARED BY: HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

SCALE: AS SHOWN	DATE: MAY 1998	DRAWN BY: RMV	SHEET: 4 OF 7

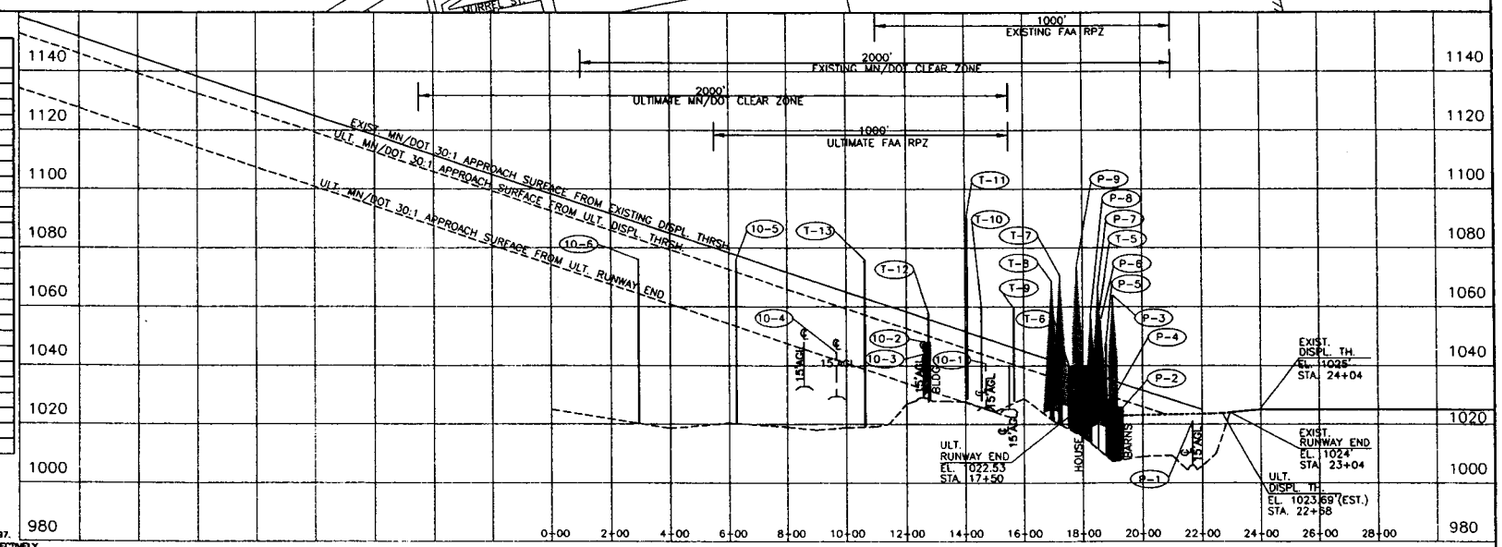


SCHEDULE OF OBSTRUCTIONS
(PENETRATION IN FEET)

KEY NO.	TYPE	ELEVATION (MSL)	EXIST. 30:1 FROM EXIST. D.T.	ULT. 30:1 FROM ULT. D.T.	ULT. 30:1 FROM ZONE	ULTIMATE DISPOSITION
P-1	ROAD	1008.2'	CLEAR	N/A	N/A	TO BE REMOVED
P-2	BLDG	1025.8'	CLEAR	N/A	N/A	TO BE REMOVED
P-3	TREE	1064.1'	29.0'	N/A	N/A	TO BE REMOVED
P-4	BLDG	1028.3'	CLEAR	N/A	N/A	TO BE REMOVED
P-5	TOWER	1047.4'	11.2'	N/A	N/A	TO BE REMOVED
P-6	TREE	1055.9'	19.5'	N/A	N/A	TO BE REMOVED
P-7	TREE	1066.8'	30.0'	N/A	N/A	TO BE REMOVED
P-8	TREE	1058.1'	20.5'	N/A	N/A	TO BE REMOVED
P-9	TREE	1074.0'	35.0'	N/A	N/A	TO BE REMOVED
T-5	TREE	1059.0'	CLEAR	CLEAR	CLEAR	TO BE REMOVED
T-6	HOUSE	1040.0'	1.0'	CLEAR	CLEAR	TO BE REMOVED
T-7	TREE	1070.7'	30.0'	N/A	N/A	TO BE REMOVED
T-8	TREE	1068.7'	CLEAR	CLEAR	CLEAR	TO BE REMOVED
T-9	PWR POLE (OL)	1059.7'	13.8'	CLEAR	CLEAR	AS IS
T-10	PWR POLE (OL)	1080.0'	10.1'	CLEAR	CLEAR	AS IS
T-11	PWR POLE (OL)	1090.0'	CLEAR	CLEAR	CLEAR	AS IS
T-12	PWR POLE (OL)	1058.0'	2.1'	CLEAR	CLEAR	AS IS
T-13	PWR POLE (OL)	1076.0'	CLEAR	CLEAR	CLEAR	AS IS
10-1	ROAD	1025.79'	CLEAR	CLEAR	15.4'	AS IS
10-2	HOUSE	1048.0'	CLEAR	CLEAR	15.8'	TO BE REMOVED
10-3	ROAD	1028.98'	CLEAR	CLEAR	12.7'	AS IS
10-4	ROAD	1029.6'	CLEAR	CLEAR	2.6'	AS IS
10-5	PWR POLE (OL)	1076.0'	CLEAR	4.0'	22.4'	AS IS
10-6	PWR POLE (OL)	1076.0'	CLEAR	CLEAR	11.5'	AS IS

NOTES:

1. THE KEY NUMBERS LABELED "10" DENOTE PENETRATION TO THE RUNWAY 10 APPROACH SURFACE.
2. THIS OPTION SHOWS AN ULTIMATE MNDOT 30:1 APPROACH SURFACE BEGINNING 200' BEYOND BOTH THE ULTIMATE DISPLACED THRESHOLD AND THE ULTIMATE RUNWAY END.
3. ULT. MN/DOT SAFETY ZONES SUBJECT TO CHANGE BASED ON NEW POLICY DISCUSSIONS IN JULY AND AUG. 1997.
4. THE KEY NUMBERS LABELED "T" AND "P" ARE TRANSITIONAL AND PRIMARY SURFACE OBSTRUCTIONS, RESPECTIVELY. THEY ARE LISTED ON THE ALP SHEET AND ARE NOT OBSTRUCTIONS TO THE ULTIMATE APPROACH SURFACE.
5. ALPHA NUMERIC NOMENCLATURE IS BASED ON PENETRATION OF THE ULTIMATE APPROACH SURFACES.



VERTICAL 1" = 20'
0
20
40

NORTH

0 200 400 600
SCALE IN FEET

LEGEND

EXISTING	ULTIMATE		EXISTING	ULTIMATE		EXISTING	ULTIMATE	
		RUNWAY SAFETY AREA (RSA)			FENCE LINE			DRAINAGE
		RUNWAY OBJECT FREE AREA (ROFA)	★		BEACON			TREES
		TAXIWAY OBJECT FREE AREA (TOFA)			WIND CONE			POWERLINES
		OBSTACLE FREE ZONE (OFZ)	⊕	⊕	AIRPORT REFERENCE POINT (ARP)			EASEMENT
		AIRPORT PROPERTY LINE	—	—	THRESHOLD LIGHTS (REILS)			
		BUILDING RESTRICTION LINE (BRL)	▬		BUILDINGS			
		PAVEMENT		"R"	TO BE REMOVED			

SYM.	REVISIONS	BY	APR.	DATE

CITY OF MAPLE LAKE
RUNWAY END AREA DRAWING
RUNWAY 10
MAPLE LAKE MUNICIPAL AIRPORT
MAPLE LAKE, MINNESOTA
PREPARED BY: HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies
SCALE: AS SHOWN | DATE: MAY 1998 | DRAWN BY: RMV | SHEET: 4 OF 7

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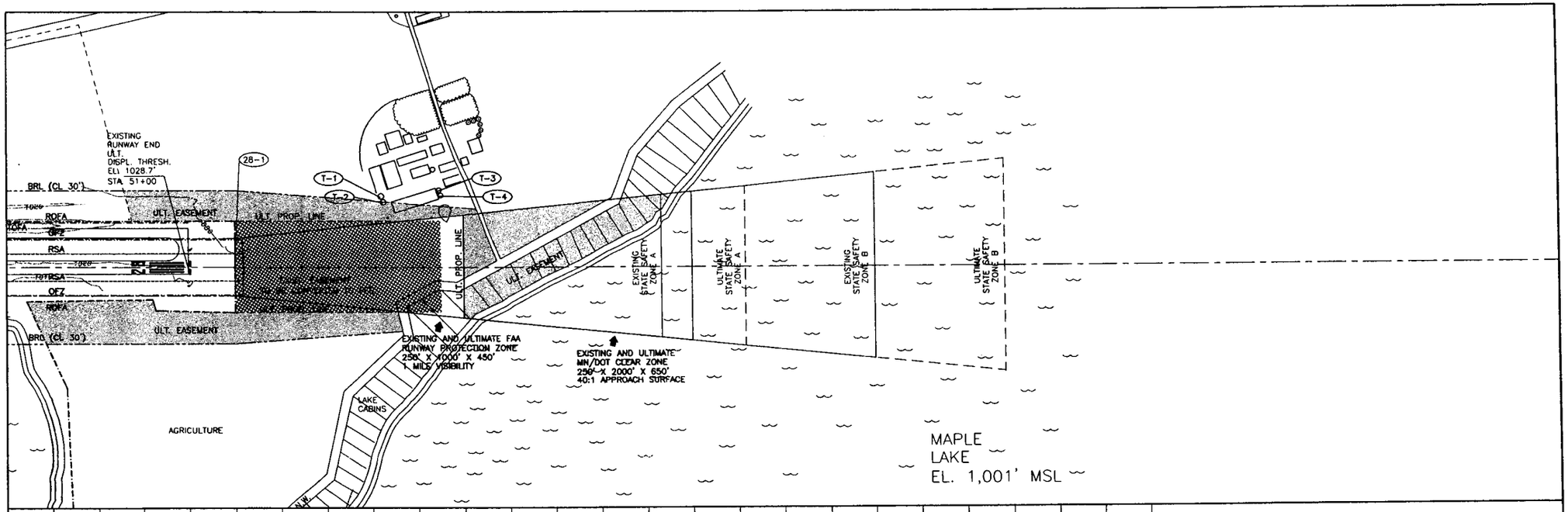

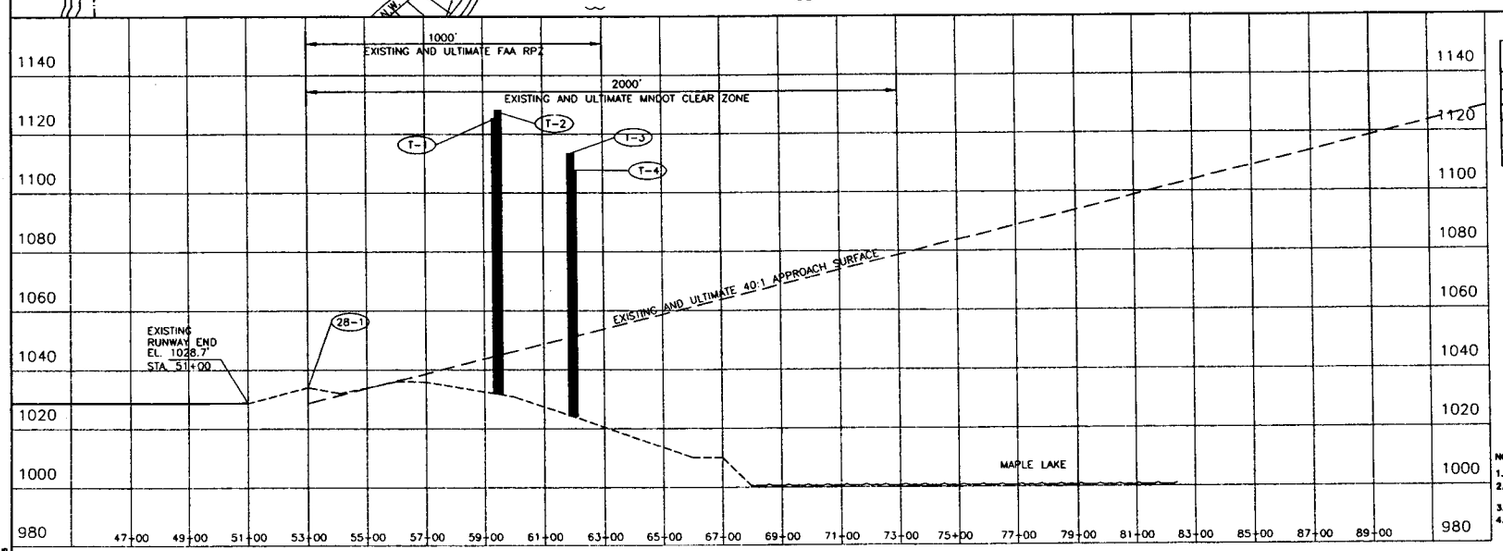

SCHEDULE OF OBSTRUCTIONS
(PENETRATION IN FEET)

KEY NO.	TYPE	ELEVATION (MSL)	EXIST. 40:1	ULTIMATE DISPOSITION
28-1	GROUND	1032	3.34'	GRADE TO AC-5300-13 STAND.
T-1	SILO	1125.35	CLEAR	AS IS
T-2	SILO	1128.12	CLEAR	AS IS
T-3	SILO	1113.46	CLEAR	AS IS
T-4	SILO	1107.81	CLEAR	AS IS

NOTES:
1. THE KEY NUMBERS LABELED "28" DENOTE PENETRATION TO THE RUNWAY 28 APPROACH SURFACE.
2. THE KEY NUMBERS LABELED "T" ARE TRANSITIONAL SURFACE OBSTRUCTIONS AND ARE LISTED ON THE ALP SHEET. THEY ARE NOT OBSTRUCTIONS TO THE ULTIMATE APPROACH SURFACE.
3. ULT. MN/DOT SAFETY ZONES SUBJECT TO CHANGE BASED ON NEW POLICY DISCUSSIONS IN JULY AND AUG. 1997.
4. ALPHA NUMERIC NOMENCLATURE IS BASED ON PENETRATION OF THE ULTIMATE APPROACH SURFACE.

VERTICAL 1" = 20'
0 20 40
NORTH
0 200 400 600
SCALE IN FEET

LEGEND

EXISTING	ULTIMATE		EXISTING	ULTIMATE		EXISTING	ULTIMATE	
		RUNWAY SAFETY AREA (RSA)			FENCE LINE			DRAINAGE
		RUNWAY OBJECT FREE AREA (ROFA)	★		BEACON			TREES
		TAXIWAY OBJECT FREE AREA (TOFA)			WIND CONE			POWERLINES
		OBSTACLE FREE ZONE (OFZ)	⊕	⊕	AIRPORT REFERENCE POINT (ARP)			EASEMENT
		AIRPORT PROPERTY LINE			THRESHOLD LIGHTS (REILS)			
		BUILDING RESTRICTION LINE (BRL)			BUILDINGS			
		PAVEMENT		"R"	TO BE REMOVED			

NO.	REVISION	BY	APP.	DATE

CITY OF MAPLE LAKE
RUNWAY END AREA DRAWING
RUNWAY 28
MAPLE LAKE MUNICIPAL AIRPORT
MAPLE LAKE, MINNESOTA

PREPARED BY: HNTB ARCHITECTS ENGINEERS PLANNERS The HNTB Companies

SCALE: AS SHOWN | DATE: MAY 1998 | DRAWN BY: RMV | SHEET: 5 OF 7

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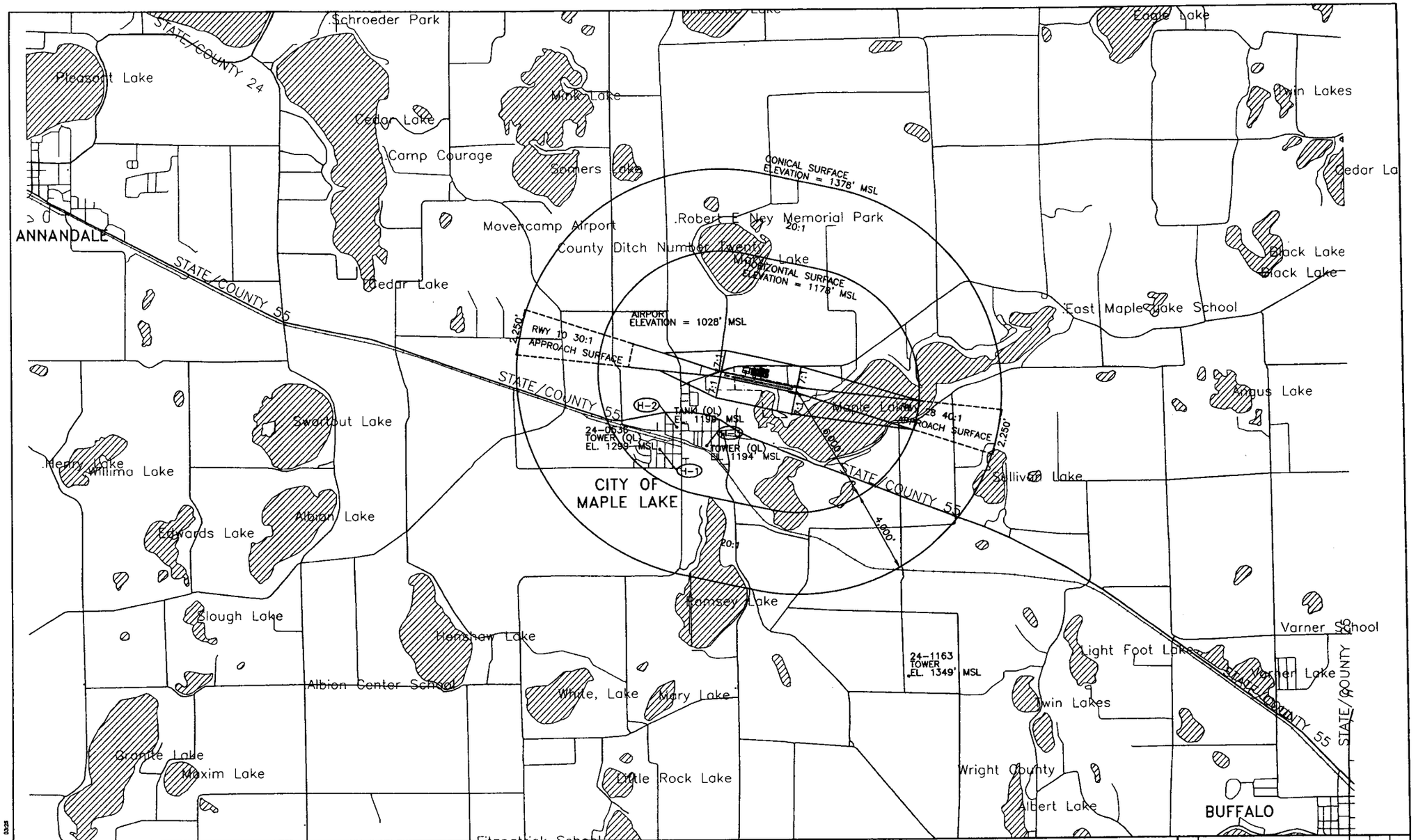

SCHEDULE OF OBSTRUCTIONS						APPROACH SURFACE				
KEY NO	TYPE	ELEVATION (MSL)	PENETRATION (FEET)	SURFACE IMPACTED	ULTIMATE DISPOSITION	RUNWAY	INNER WIDTH	LENGTH	APPROACH SURFACE	OUTER WIDTH
H-1	TOWER (OL)	1299'	121'	HORIZONTAL SURFACE	LEAVE AS IS	10	250	10,000	30:1	2,250
H-2	TANK (OL)	1199'	21'	HORIZONTAL SURFACE	LEAVE AS IS	28	250	10,000	40:1	2,250
H-3	TOWER (OL)	1194'	16'	HORIZONTAL SURFACE	LEAVE AS IS					

NOTES:

(1) ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL.
(2) ESTABLISHED AIRPORT ELEVATION IS 1028'
(3) ALPHA NUMERIC KEY LABELS INDICATE OBSTRUCTIONS BY SURFACE IMPACTED. H = HORIZONTAL SURFACE AND C = CONICAL SURFACE.
(4) APPROACH SURFACE PENETRATIONS ARE DEPICTED ON THE RUNWAY END AREA DRAWING. PRIMARY AND TRANSITIONAL SURFACE PENETRATIONS ARE DEPICTED ON THE ALP SHEET.

NORTH

0 2000 4000 6000
SCALE IN FEET

NO.	REVISIONS	BY	APP.	DATE

CITY OF MAPLE LAKE
MN/DOT IMAGINARY SURFACES
(ULTIMATE RUNWAYS)
MAPLE LAKE MUNICIPAL AIRPORT
MAPLE LAKE, MINNESOTA

PREPARED BY: HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

SCALE: AS SHOWN | DATE: MAY 1998 | DRAWN BY: RMV | SHEET: 6 OF 7

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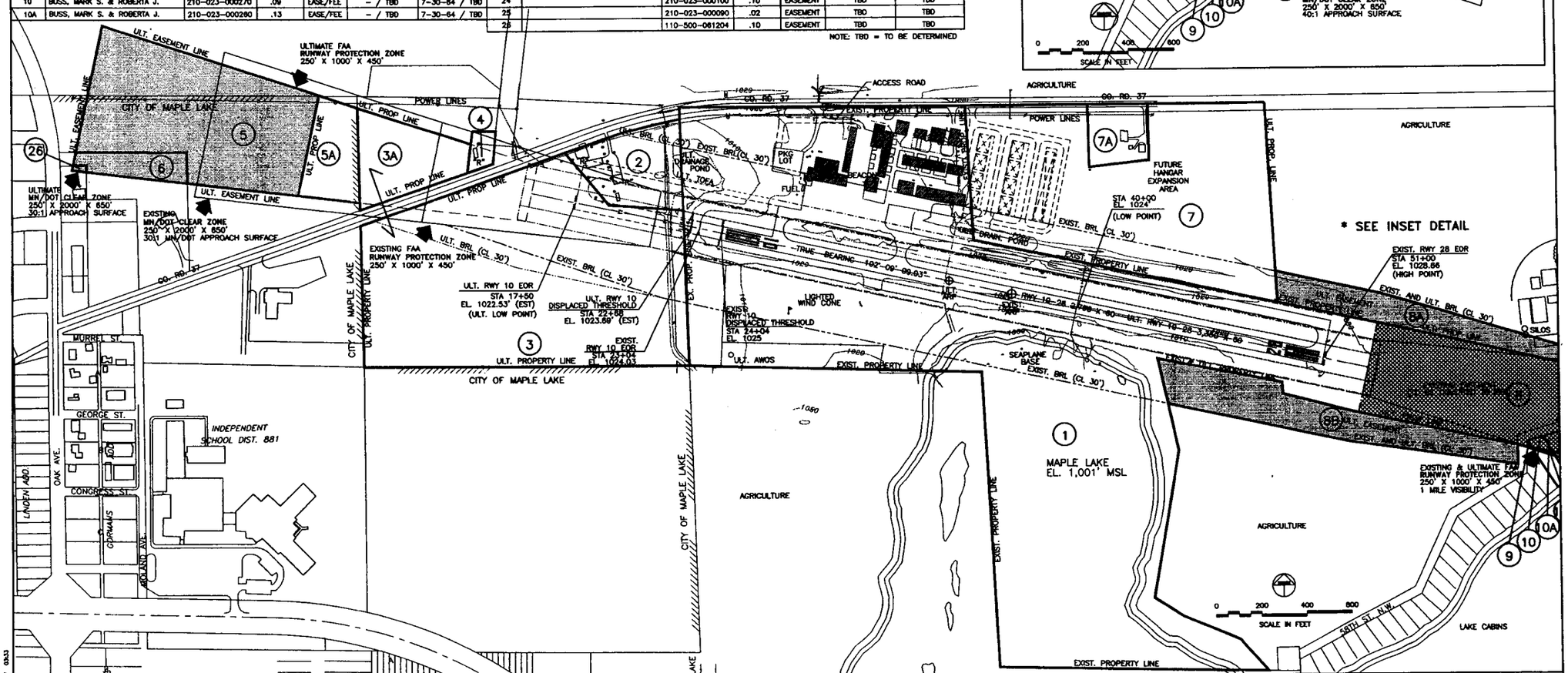
PROPERTY TABLE

KEY NO.	OWNER	LOT NUMBER	ACRES	TYPE	MN/DOT PROJECT NUMBER	ACQUISITION DATE	KEY NO.	OWNER	LOT NUMBER	ACRES	TYPE	MN/DOT PROJECT NUMBER	ACQUISITION DATE
1	CITY OF MAPLE LAKE	110-500-052200	75.75	FEE	-	1964	10B	BUSS, MARK S. & ROBERTA J.	210-023-000270	.02	FEE	TBD	TBD
2	DAFOE, RICHARD & PATRICIA	110-500-061100	3.5	FEE	TBD	TBD	10C	BUSS, MARK S. & ROBERTA J.	210-023-000260	.18	FEE	TBD	TBD
3	ELLESTON, DEWEY F. JR. & M.	110-500-061101	25.09	FEE	TBD	TBD	11	THOMPSON, MERTON J. & BONNIE K.	210-023-000240	.23	EASEMENT	TBD	TBD
3A	ELLESTON, DEWEY F. JR. & M.	110-500-061101	3.15	FEE	TBD	TBD	11A	THOMPSON, MERTON J. & BONNIE K.	210-023-000240	.10	FEE	TBD	TBD
4	LANDMESSER, MARJORIE J.	110-500-061102	.39	FEE	TBD	TBD	12	HADRATH, KERRY W & JONI L.	210-023-000230	.20	EASEMENT	TBD	TBD
5		110-500-061207	11.5	EASEMENT	TBD	TBD	13	SCHUMACHER, CATHERINE A.	210-023-000220	.32	EASEMENT	TBD	TBD
5A		110-500-061207	2.20	FEE	TBD	TBD	14	PRIBYL, DANIEL J.	210-023-000200	.25	EASEMENT	TBD	TBD
6		110-500-061210	1.24	EASEMENT	TBD	TBD	15		210-023-000190	.20	EASEMENT	TBD	TBD
7	MOONEY, LUVERNE T.	110-000-052100	16.5	FEE	TBD	TBD	16		210-023-000180	.20	EASEMENT	TBD	TBD
7A		110-000-052101	1.38	FEE	TBD	TBD	17		210-023-000170	.20	EASEMENT	TBD	TBD
8	PRIBYL, JAMES F. & MARGARET A.	110-500-051100	8.26	EASEMENT	-	7-30-64	18		210-023-000160	.20	EASEMENT	TBD	TBD
8A	PRIBYL, JAMES F. & MARGARET A.	110-500-051100	4.11	EASEMENT	TBD	TBD	19		210-023-000150	.20	EASEMENT	TBD	TBD
8B	PRIBYL, JAMES F. & MARGARET A.	110-500-051100	5.56	EASEMENT	TBD	TBD	20		210-023-000140	.21	EASEMENT	TBD	TBD
8C	PRIBYL, JAMES F. & MARGARET A.	110-500-051100	1.21	EASEMENT	TBD	TBD	21		210-023-000130	.20	EASEMENT	TBD	TBD
8D	PRIBYL, JAMES F. & MARGARET A.	110-500-051100	.65	FEE	TBD	TBD	22		210-023-000120	.20	EASEMENT	TBD	TBD
9	PRIBYL, JAMES F. & MARGARET A.	210-023-000270	.02	EASEMENT	TBD	TBD	23		210-023-000110	.20	EASEMENT	TBD	TBD
10	BUSS, MARK S. & ROBERTA J.	210-023-000270	.09	EASE/FEE	- / TBD	7-30-64 / TBD	24		210-023-000100	.10	EASEMENT	TBD	TBD
10A	BUSS, MARK S. & ROBERTA J.	210-023-000260	.13	EASE/FEE	- / TBD	7-30-64 / TBD	25		210-023-000090	.02	EASEMENT	TBD	TBD
							26		110-500-061204	.10	EASEMENT	TBD	TBD

NOTE: TBD = TO BE DETERMINED



NOTES:

1) ALL PROPERTY INFORMATION SHOWN WAS OBTAINED FROM WRIGHT COUNTY ASSESSORS OFFICE ON 7/29/97.

2) ACRES SHOWN ARE ESTIMATED BASED UPON PLAT MAPS AND CAD DRAWINGS. A SURVEY COMPLETED BY A REGISTERED LAND SURVEYOR WILL BE NEEDED PRIOR TO ANY LAND ACQUISITION.

3) PARCEL DRAWINGS OBTAINED FROM BRA IN JUNE OF 1997. LOT LINES FOR LAKE CABINS WERE DIGITIZED FROM PLAT MAPS DATED AUGUST 1993.

4) EXISTING PROPERTY AND EASEMENT INFORMATION PROVIDED BY THE CITY OF MAPLE LAKE.

LEGEND

EXISTING	ULTIMATE		EXISTING	ULTIMATE		EXISTING	ULTIMATE	
		RUNWAY SAFETY AREA (RSA)			FENCE LINE			DRAINAGE
		RUNWAY OBJECT FREE AREA (ROFA)	★		BEACON			TREES
		TAXIWAY OBJECT FREE AREA (TOFA)			WIND CONE			POWERLINES
		OBSTACLE FREE ZONE (OFZ)	⊕	⊕	AIRPORT REFERENCE POINT (ARP)			EASEMENT
		AIRPORT PROPERTY LINE			THRESHOLD LIGHTS (REILS)			PARCEL ACQUISITION/EASEMENT
		BUILDING RESTRICTION LINE (BRL)			BUILDINGS			
		PAVEMENT		"R"	TO BE REMOVED			

NO.	REVISIONS	BY	APR.	DATE

CITY OF MAPLE LAKE
AIRPORT PROPERTY MAP

MAPLE LAKE MUNICIPAL AIRPORT
MAPLE LAKE, MINNESOTA

PREPARED BY: HNTB ARCHITECTS ENGINEERS PLANNERS
An HNTB Companies

SCALE: AS SHOWN | DATE: MAY 1998 | DRAWN BY: RAV | SHEET: 7 OF 7

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