

EROSION MATTING  
 10+50 - 10+85 RT  
 13+50 - 17+00 LT (MEET EXIST 3' DITCH)  
 16+00 - 20+00 RT

GUARD RAIL STD. STL. BEAM  
 W/MO. POSTS, TYPE II  
 16+40 - 17+15 LT

DRILLING & BLASTING OF  
 SOLID ROCK SUBGRADE  
 14+00 - 15+50

SCARIFYING EXIST PAVEMENT  
 18+00 - 19+50 RT

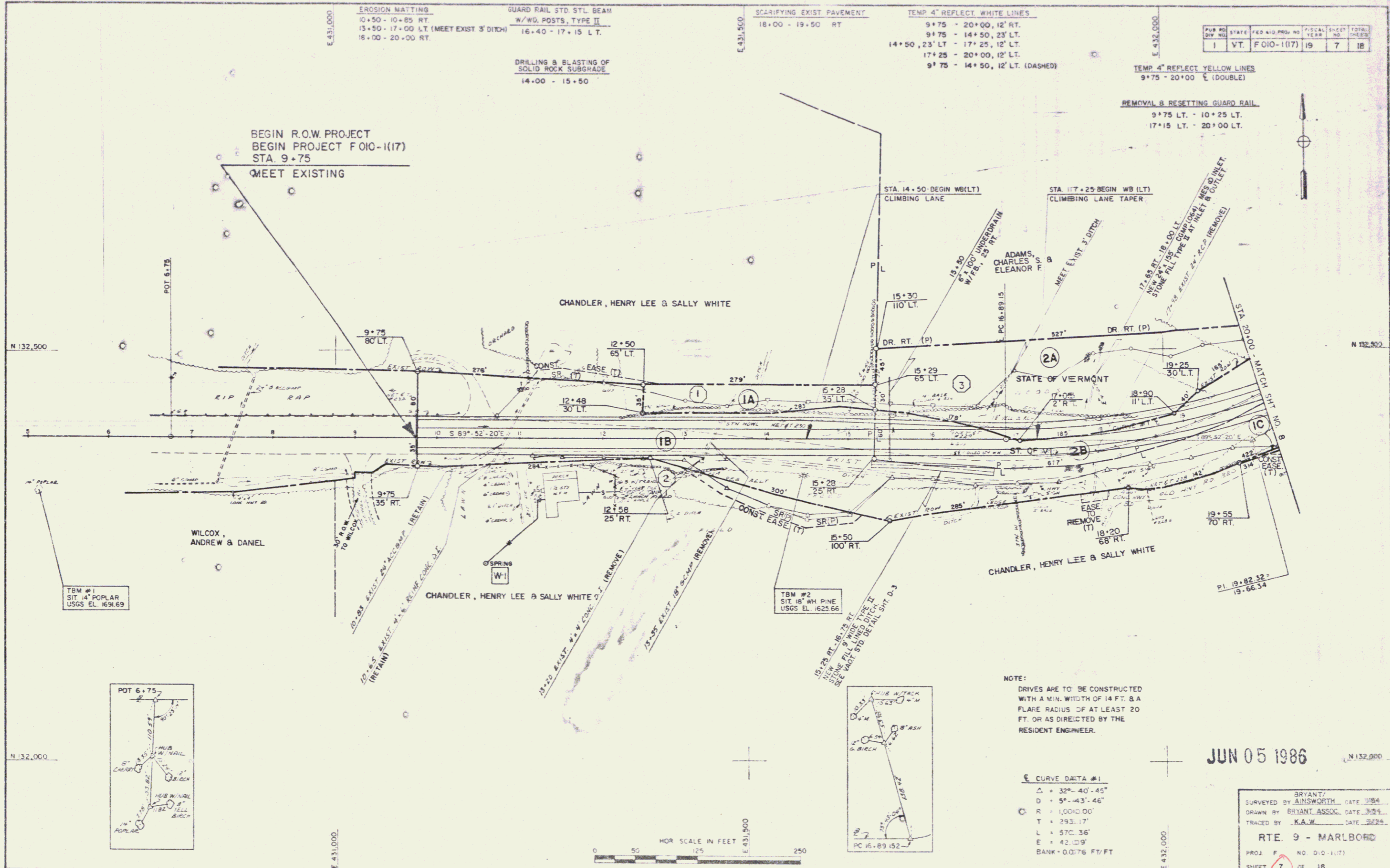
TEMP 4" REFLECT WHITE LINES  
 9+75 - 20+00, 12' RT.  
 9+75 - 14+50, 23' LT.  
 14+50, 23' LT - 17+25, 12' LT.  
 17+25 - 20+00, 12' LT.  
 9+75 - 14+50, 12' LT. (DASHED)

TEMP 4" REFLECT YELLOW LINES  
 9+75 - 20+00 E (DOUBLE)

REMOVAL & RESETTING GUARD RAIL  
 9+75 LT. - 10+25 LT.  
 17+15 LT. - 20+00 LT.

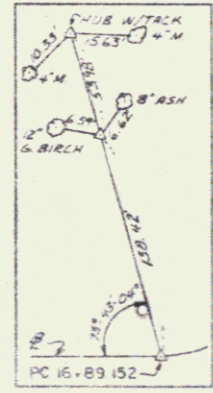
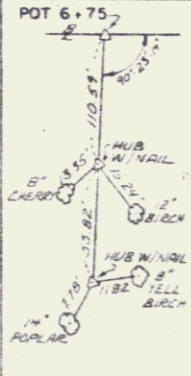
PROJ. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	VT.	FOIO-117	19	7	18

BEGIN R.O.W. PROJECT  
 BEGIN PROJECT FOIO-117  
 STA. 9+75  
 MEET EXISTING



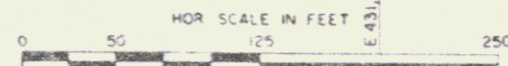
TBM #1  
 SIT. 4" POPLAR  
 USGS EL. 1691.69

TBM #2  
 SIT. 18" WH. PINE  
 USGS EL. 1625.66



NOTE:  
 DRIVES ARE TO BE CONSTRUCTED  
 WITH A MIN. WIDTH OF 14 FT. & A  
 FLARE RADIUS OF AT LEAST 20  
 FT. OR AS DIRECTED BY THE  
 RESIDENT ENGINEER.

E CURVE DATA #1  
 $\Delta = 32^\circ - 40' - 45''$   
 $D = 5^\circ - 43' - 46''$   
 $R = 1,000.00'$   
 $T = 293.17'$   
 $L = 370.36'$   
 $E = 42.09'$   
 $BANK = 0.0176 \text{ FT/FT}$



JUN 05 1986

SURVEYED BY BRYANT/  
 AINSWORTH DATE 3/84  
 DRAWN BY BRYANT ASSOC. DATE 3/84  
 TRACED BY K.A.W. DATE 3/84  
**RTE. 9 - MARLBORO**  
 PROJ. NO. FOIO-117  
 SHEET 7 OF 18