

LT. CONSTRUCT DRIVE RT. LT. EROSION MATTING RT. LT. STEEL BEAM GUARD RAIL (W/STEEL POSTS) RT.
 REV. STA. 52+30 (24' WIDE, FIELD)
 REV. STA. 53+23 (20' WIDE, GRAV.)
 REV. STA. 54+29 (14' WIDE, GRAV.)
 REV. STA. 48+50 - 51+00
 REV. STA. 52+05 - 52+93
 REV. STA. 53+51 - 54+04
 REV. STA. 54+50 - 55+50
 REV. STA. 49+50 - 53+25
 LT. BREAKAWAY CABLE TERMINAL RT.
 REV. STA. 49+25 - 49+50
 REV. STA. 53+25 - 53+50

PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	VT		19		

BEGIN APPROACH CONSTRUCTION
 MATCH EXISTING
 REV. STA. 47+00.00 =
 SURV. STA. 46+99.93, 3.67' LT.
 BEGIN PROJECT
 REV. STA. 49+00.00
 END APPROACH CONSTRUCTION
 CONSTRUCT TURNOUT
 REV. STA. 53+93 - 55+50 RT.

SURVEY
 P.I. 43+25.00
 $\Delta = 18^\circ 42' 00''$ RT.

SURV. P.O.T. STA. 46+00.00 =
 REV. P.O.T. STA. 46+00.00
 $\Delta = 2^\circ 06' 00''$ LT.

LIMIT OF CLEARING & GRUBBING (TYP.)
 (42' MIN. LT. AND/OR RT.)

TBM #10
 CHIS. IN TOP OF BLDR.
 NGVD EL. 750.08

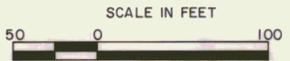
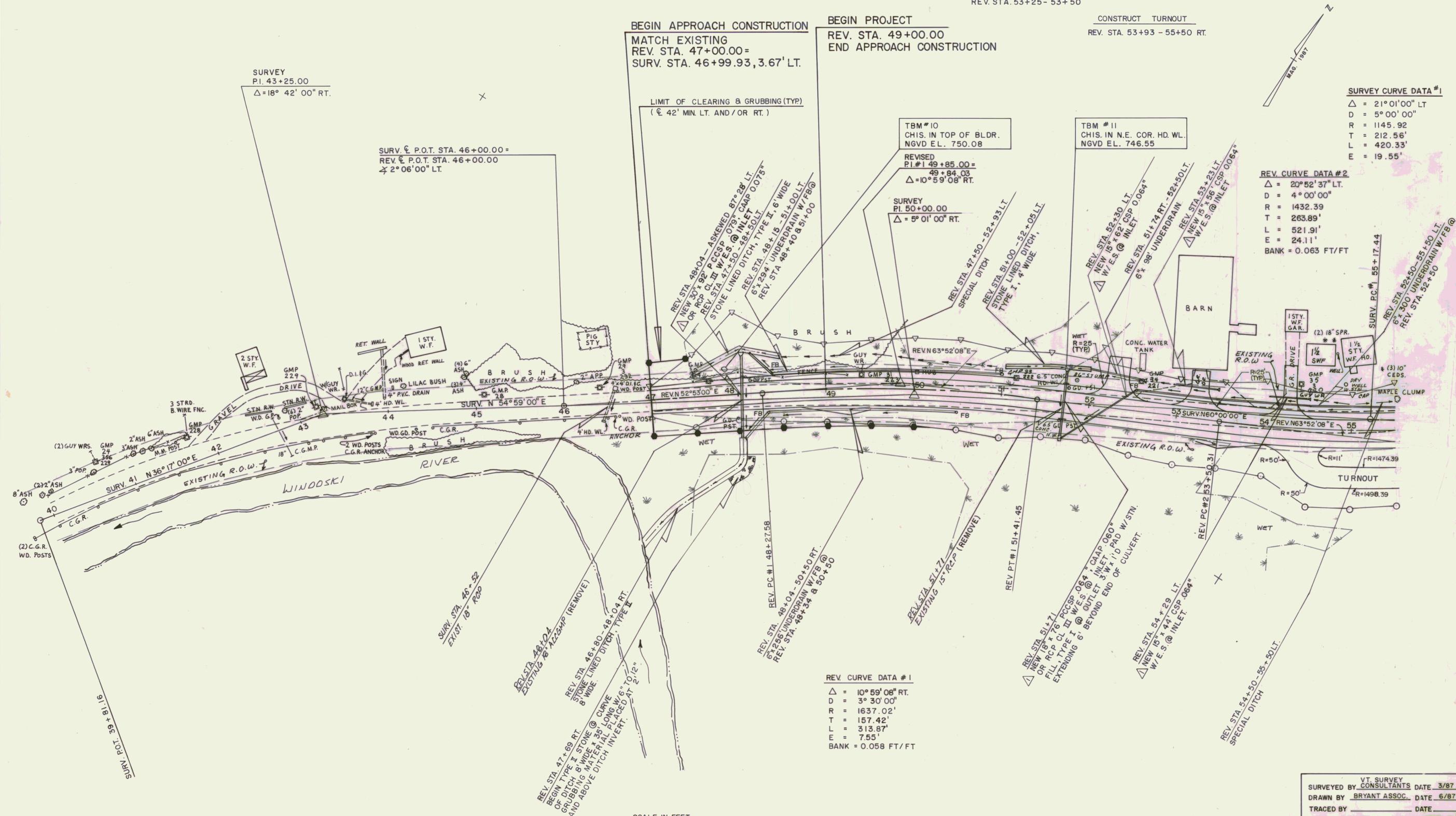
TBM #11
 CHIS. IN N.E. COR. HD. WL.
 NGVD EL. 746.55

SURVEY
 P.I. 50+00.00
 $\Delta = 5^\circ 01' 00''$ RT.

SURVEY CURVE DATA #1
 $\Delta = 21^\circ 01' 00''$ LT
 D = 5° 00' 00"
 R = 1145.92
 T = 212.56'
 L = 420.33'
 E = 19.55'

REV. CURVE DATA #2
 $\Delta = 20^\circ 52' 37''$ LT.
 D = 4° 00' 00"
 R = 1432.39
 T = 263.89'
 L = 521.91'
 E = 24.11'
 BANK = 0.063 FT/FT

REV. CURVE DATA #1
 $\Delta = 10^\circ 59' 08''$ RT.
 D = 3° 30' 00"
 R = 1637.02'
 T = 157.42'
 L = 313.87'
 E = 7.55'
 BANK = 0.058 FT/FT



VT. SURVEY
 SURVEYED BY CONSULTANTS DATE 3/87
 DRAWN BY BRYANT ASSOC. DATE 6/87
 TRACED BY DATE
 U.S. ROUTE 2 - MARSHFIELD
 PROJ. NO. FEFC F028-3(28)
 SHEET 65 OF

INCLUDE CPEM SMOOTH LINED (SL) OPTION