

REV. CURVE DATA #2

Δ = 20° 17' 41" LT.  
D = 4° 00' 00"  
R = 1432.39'  
T = 256.37'  
L = 507.37'  
E = 22.76'  
BANK = 0.063 FT/FT

SURVEY CURVE DATA #1

Δ = 21° 01' 00" LT.  
D = 5° 00' 00"  
R = 1145.92'  
T = 212.56'  
L = 420.33'  
E = 19.55'

LT. CONSTRUCT DRIVE RT.  
REV. STA 56+73 (14' WIDE, GRAV.)  
REV. STA 60+60 (40' WIDE, GRAV.)  
REV. STA 62+97 (14' WIDE, GRAV.)  
REV. STA 64+15 (40' WIDE, BIT.)  
REV. STA 65+75 (40' WIDE, BIT.)

LT. EROSION MATTING RT.  
REV. STA 55+50-56+48  
REV. STA 57+14-58+04  
REV. STA 59+55-60+18  
REV. STA 60+96-62+53  
REV. STA 63+26-63+75  
REV. STA 69+50-70+25  
REV. STA 70+98-71+00

LT. BITUMINOUS CONCRETE CURB, TYPE A RT.  
REV. STA 61+00-62+50  
REV. STA 63+95-65+10  
REV. STA 63+50-66+50 (8' WIDE)  
SHOULDER W/FULL DEPTH PAVEMENT

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

CONSTRUCT TURNOUT  
REV. STA. 55+50 - 57+00 RT.

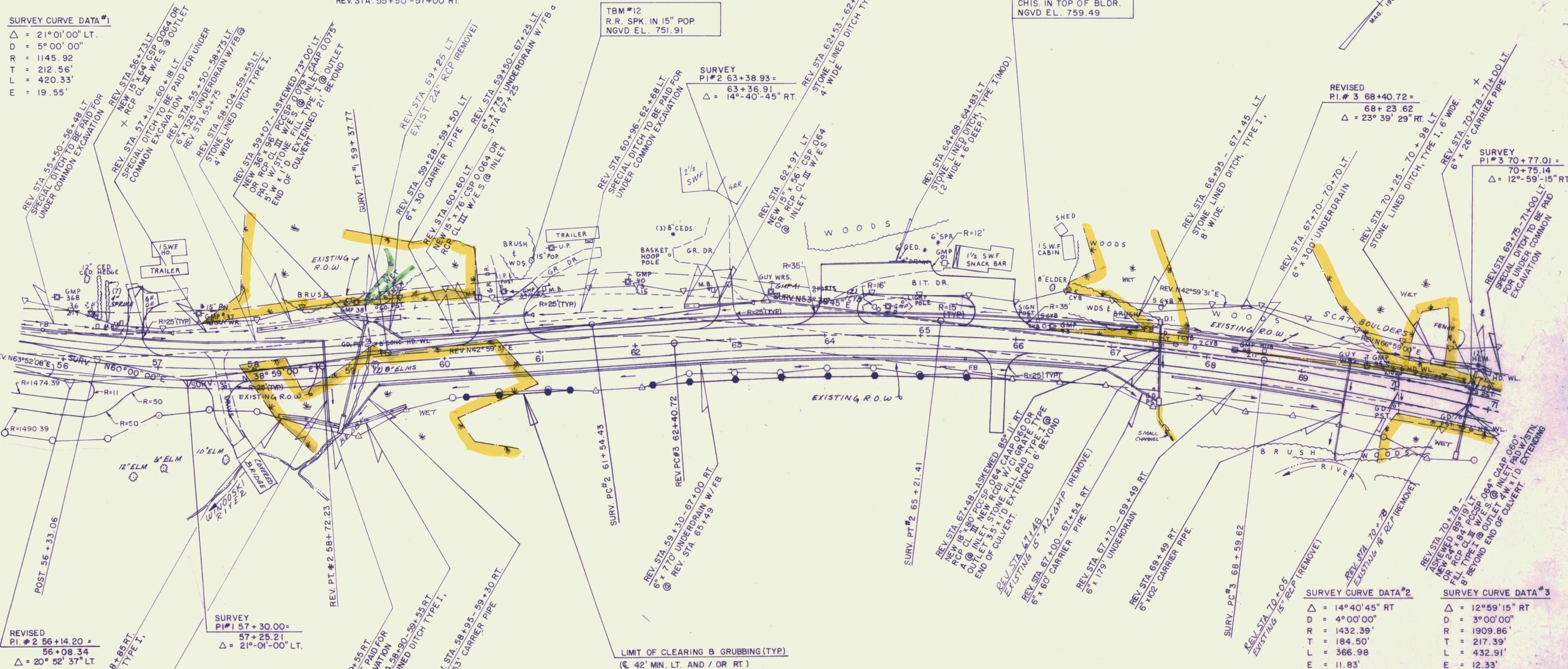
TBM #12  
R.R. SPK. IN 15" POP.  
NGVD EL. 751.91

TBM #13  
CHIS. IN TOP OF BLDG.  
NGVD EL. 759.49

SURVEY  
PI #2 63+38.93 =  
63+36.91  
Δ = 14°-40'-45" RT.

REVISED  
PI #3 68+40.72 =  
68+23.62  
Δ = 23° 39' 29" RT.

SURVEY  
PI #3 70+77.01 =  
70+75.14  
Δ = 12°-59'-15" RT.



REVISED  
PI #2 56+14.20 =  
56+08.34  
Δ = 20° 52' 37" LT.

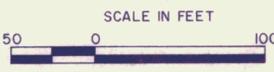
SURVEY  
PI #1 57+30.00 =  
57+25.21  
Δ = 21°-01'-00" LT.

SURVEY CURVE DATA #2  
Δ = 14° 40' 45" RT  
D = 4° 00' 00"  
R = 1432.39'  
T = 184.50'  
L = 366.98'  
E = 11.83'

SURVEY CURVE DATA #3  
Δ = 12° 59' 15" RT  
D = 3° 00' 00"  
R = 1909.86'  
T = 217.39'  
L = 432.91'  
E = 12.33'

REV. CURVE DATA #3  
Δ = 23° 17' 37" RT.  
D = 2° 00' 00"  
R = 2864.79'  
T = 590.50'  
L = 1164.68'  
E = 60.22'  
BANK = 0.038 FT/FT

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



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VT SURVEY  
CONSULTANTS DATE 3/87  
DRAWN BY BRYANT ASSOC. DATE 6/87  
TRACED BY DATE  
U.S. ROUTE 2 - MARSHFIELD  
PROJ. NO. FEGC F028-3(26)  
SHEET 67 OF 952