

REMOVAL & DISPOSAL OF GUARD RAIL

STA. 77+64 - 79+38 RT.

LT. CONSTRUCT DRIVE RT.

STA. 84+83 (14' WIDE, GRAV.)

STA. 85+27 (20' WIDE, GRAV.)

STA. 85+73 (14' WIDE, GRAV.)

SCARIFYING PAVEMENT

STA. 77+25 - 83+25

LT. STEEL BEAM GUARD RAIL RT.

STA. 79+00 - 84+25

SLOPE STABILIZATION

W/ TYPE I STONE

STA. 73+75 - 79+75

MUCK EXCAVATION

STA. 76+25 - 76+75 RT.

REMOVAL OF SURFACES & PAVEMENT

STA. 77+29 - 79+00 RT.

DRILLING & BLASTING SOLID ROCK SUBGRADE

STA. 85+75 - 87+00 LT.

LT. EROSION MATTING RT.

REV. STA. 71+00 - STA. 75+00

STA. 75+16 - 80+00

STA. 83+75 - 84+70

STA. 85+10 - 85+50

LT. BREAKAWAY CABLE TERMINAL RT.

STA. 78+75 - 79+00

STA. 84+25 - 84+50

STA. 86+75 - 87+00

SLOPE STABILIZATION

W/ TYPE II STONE

STA. 85+50 - 87+00

SHOULDER W/ FULL DEPTH PAVEMENT

LT. STA. 81+00 - 87+00 (8' WIDE) RT.

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

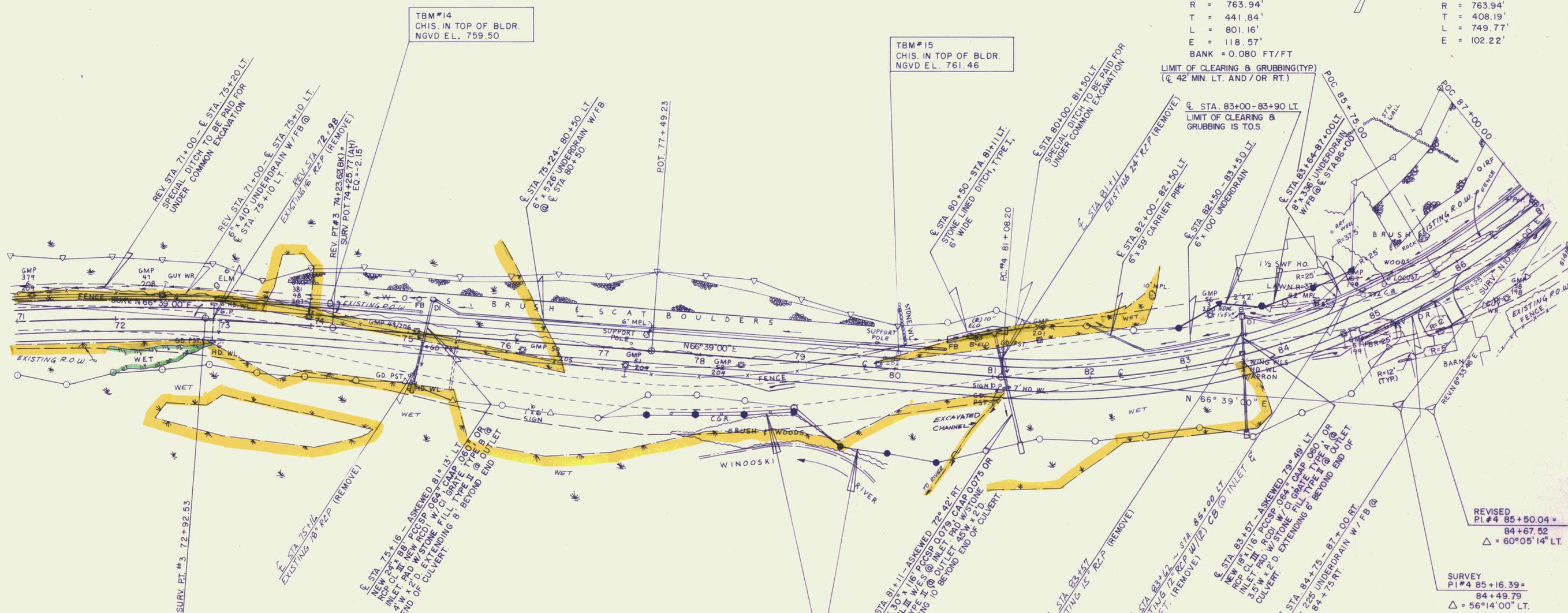
REV. CURVE DATA #4

$\Delta = 60^{\circ}05'14''$ LT
 $D = 7^{\circ}30'00''$
 $R = 763.94'$
 $T = 441.84'$
 $L = 801.16'$
 $E = 118.57'$
 BANK = 0.080 FT/FT

SURVEY CURVE DATA #4

$\Delta = 56^{\circ}14'00''$ LT
 $D = 7^{\circ}30'00''$
 $R = 763.94'$
 $T = 408.19'$
 $L = 749.77'$
 $E = 102.22'$

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



SURVEY CURVE DATA #3
 $\Delta = 12^{\circ}59'15''$ RT.
 $D = 3^{\circ}00'00''$
 $R = 1909.86'$
 $T = 217.39'$
 $L = 432.91'$
 $E = 12.33'$

REV. CURVE DATA #3
 $\Delta = 21^{\circ}18'16''$ RT
 $D = 2^{\circ}00'00''$
 $R = 2864.79'$
 $T = 538.83'$
 $L = 1065.22'$
 $E = 50.23'$
 BANK = 0.038 FT/FT

STA. 77+50 - 79+00 RT.
 LIMIT OF CLEARING & GRUBBING IS RIGHT MOST EDGE OF REMOVAL OF SURFACE & PAVEMENTS.

STA. 79+00 - 80+50 RT.
 LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE.



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 BRYANT ASSOCIATES
 SYRACUSE, NY

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.	FEGC F 028 - 3 (28)
SHEET	69 OF 352