

REV. CURVE DATA #4

Δ = 60°05'14" LT.  
 D = 7°30'00"  
 R = 763.94'  
 T = 441.84'  
 L = 801.16'  
 E = 118.57'  
 BANK = 0.080 FT/FT

REMOVAL & DISPOSAL OF GUARD RAIL

STA. 87+41 - REV. STA. 89+00 RT.  
 REV. STA. 90+85 - 94+00 RT.  
 REV. STA. 98+25 - 99+81 RT.  
 T.H. 57 REV. STA. 10+79.41 - 11+18.59 LT.  
 T.H. 57 REV. STA. 10+89.41 - 11+18.59 RT.

LT. CONSTRUCT DRIVE RT.

T.H. 57 REV. STA. 10+48 (14' WIDE, GRAV.)  
 REV. STA. 97+24 (14' WIDE, GRAV.)  
 TYPE II STONE FOR SHOULDER W/FULL DEPTH PAVEMENT  
 LT. SLOPE STABILIZATION RT.  
 STA. 87+00 - REV. STA. 89+00 (8' WIDE)

CONSTRUCT T.H. 57 APPROACH

REV. P.O.T. 95+25.71, 20' RT.

SCARIFYING PAVEMENT

REV. STA. 88+75 - 89+75  
 REV. STA. 97+25 - 103+00

EXCAVATION OF SURFACES & PAV'T.

STA. 87+25 - REV. STA. 89+00  
 REV. STA. 93+75 - 94+90 RT.  
 REV. STA. 95+75 - 98+00 RT.

PUB. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	VT		18		

DRILLING & BLASTING SOLID ROCK SUBGRADE

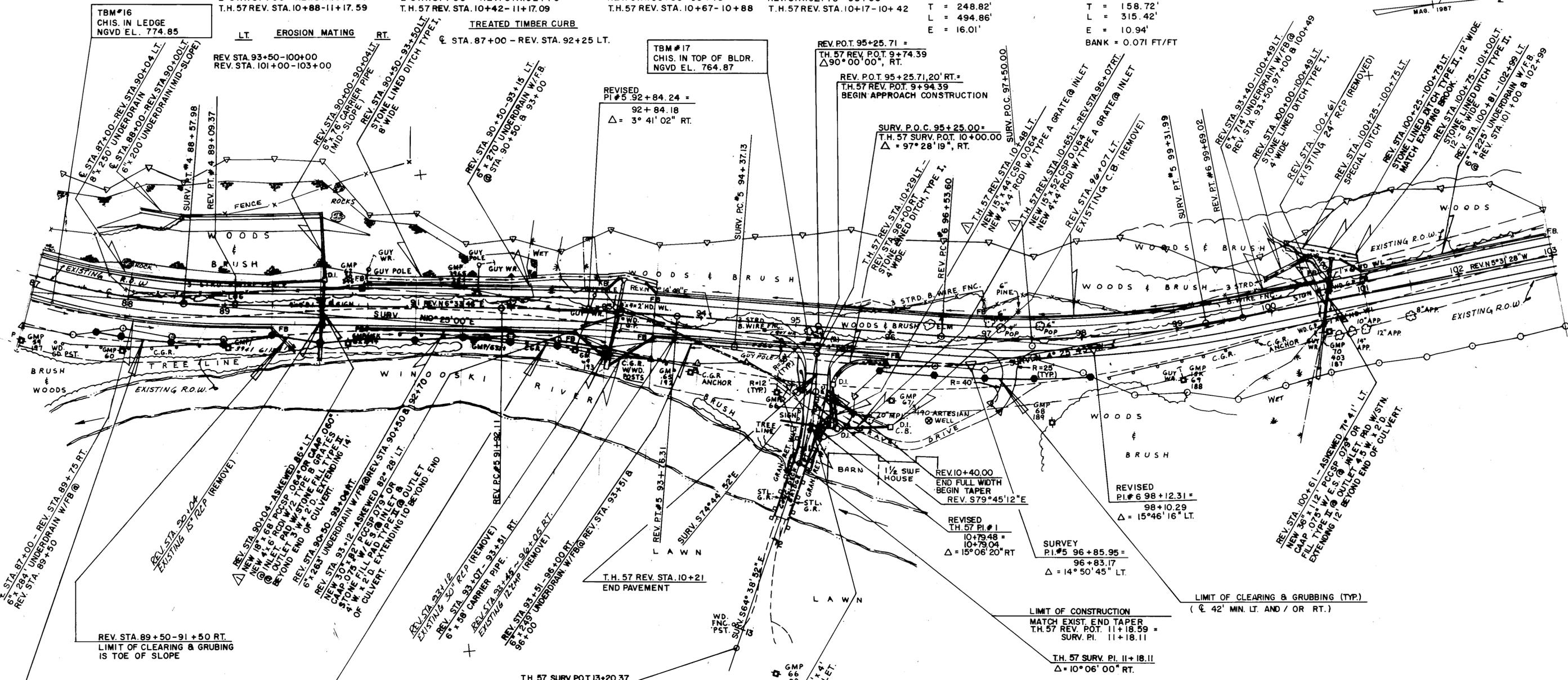
STA. 87+00 - REV. STA. 90+75 LT.

SURVEY CURVE DATA #5

Δ = 14°50'45" LT.  
 D = 3°00'00"  
 R = 1909.86'  
 T = 248.82'  
 L = 494.86'  
 E = 16.01'

REV. CURVE DATA #6

Δ = 15°46'16" LT.  
 D = 5°00'00"  
 R = 1145.92'  
 T = 158.72'  
 L = 315.42'  
 E = 10.94'  
 BANK = 0.071 FT/FT



REVISED  
 PI # 5 92+84.24 =  
 92+84.18  
 Δ = 3°41'02" RT.

REV. P.O.T. 95+25.71 =  
 T.H. 57 REV. P.O.T. 9+74.39  
 Δ 90°00'00", RT.  
 REV. P.O.T. 95+25.71, 20' RT. =  
 T.H. 57 SURV. P.O.T. 10+00.00  
 Δ = 97°28'19", RT.

SURV. P.O.C. 95+25.00 =  
 T.H. 57 SURV. P.O.T. 10+00.00  
 Δ = 97°28'19", RT.

REVISED  
 TH. 57 PI # 1  
 10+79.48 =  
 10+79.04  
 Δ = 15°06'20" RT

SURVEY  
 PI # 5 96+85.95 =  
 96+83.17  
 Δ = 14°50'45" LT.

REVISED  
 PI # 6 98+12.31 =  
 98+10.29  
 Δ = 15°46'16" LT.

LIMIT OF CONSTRUCTION  
 MATCH EXIST. END TAPER  
 T.H. 57 REV. P.O.T. 11+18.59 =  
 SURV. PI. 11+18.11

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

REV. STA. 89+50-91+50 RT.  
 LIMIT OF CLEARING & GRUBBING  
 IS TOE OF SLOPE

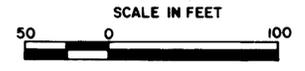
LIMIT OF CLEARING & GRUBBING (TYP.)  
 (Δ 42' MIN. LT. AND/OR RT.)

REV. STA. 91+50-93+00 RT.  
 LIMIT OF CLEARING & GRUBBING  
 IS TOP OF BANK (AS SHOWN)

T.H. 57 SURV. P.O.T. 13+20.37

REV. CURVE DATA #5  
 Δ = 3°41'02" RT.  
 D = 2°00'00"  
 R = 2864.79'  
 T = 92.13'  
 L = 184.20'  
 E = 1.48'  
 BANK = 0.038 FT/FT

T.H. # 57 REV. CURVE DATA #1  
 Δ = 15°06'20" RT.  
 D = 20°00'00"  
 R = 286.48'  
 T = 37.98'  
 L = 75.53'  
 E = 2.51'  
 BANK = N.C.  
 PC = 10+41.50  
 PT = 11+17.02



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. FE9C F028 - 3(28)  
 SHEET 71 OF

INCLUDE CPEP SMOOTH LINED (SL) OPTION.