

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

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.)  
 SLOPE STABILIZATION  
 LT. W/TYPE II STONE RT.  
 REV. STA. 87+00 - 92+00

SHOULDER W/FULL DEPTH PAVEMENT  
 LT. RT.  
 STA. 87+00 - REV. STA. 89+00 (8' WIDE)

CONSTRUCT T.H.57 APPROACH  
 REV. P.O.T. 95+25.71, 20' RT.

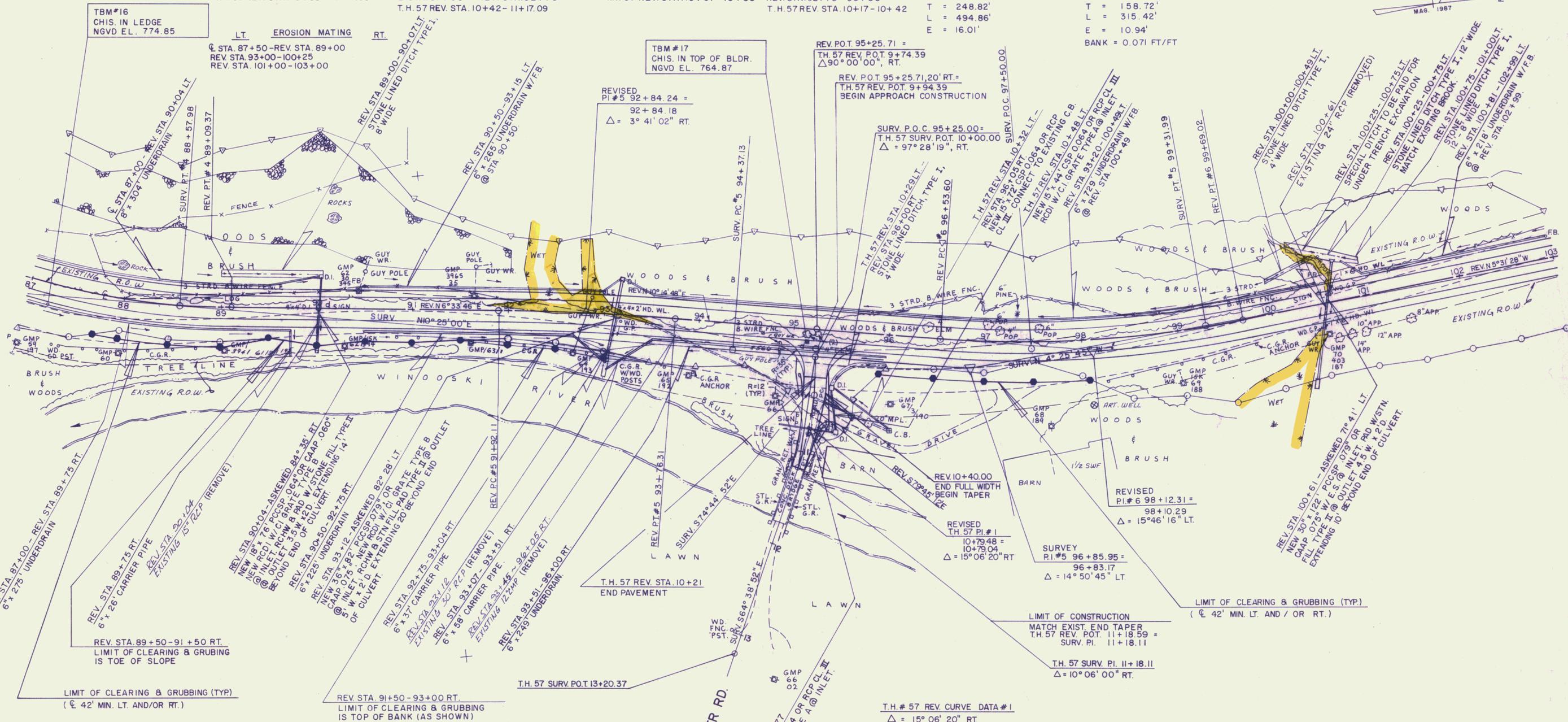
SCARIFYING PAVEMENT  
 REV. STA. 88+75 - 89+75  
 REV. STA. 97+25 - 103+00

EXCAVATION OF SURFACES & PAVT.  
 STA. 87+25 - REV. STA. 89+00  
 REV. STA. 93+75 - 94+90 RT.  
 REV. STA. 95+75 - 98+00 RT.  
 DRILLING & BLASTING SOLID ROCK SUBGRADE  
 STA. 87+00 - REV. STA. 90+75 LT.

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

SURVEY CURVE DATA #5  
 $\Delta = 14^{\circ}50'45''$  LT.  
 $D = 3^{\circ}00'00''$   
 $R = 1909.86'$   
 $T = 248.82'$   
 $L = 494.86'$   
 $E = 16.01'$

REV. CURVE DATA #6  
 $\Delta = 15^{\circ}46'16''$  LT.  
 $D = 5^{\circ}00'00''$   
 $R = 1145.92'$   
 $T = 158.72'$   
 $L = 315.42'$   
 $E = 10.94'$   
 BANK = 0.071 FT/FT



REV. CURVE DATA #5  
 $\Delta = 3^{\circ}41'02''$  RT.  
 $D = 2^{\circ}00'00''$   
 $R = 2864.79'$   
 $T = 92.13'$   
 $L = 184.20'$   
 $E = 1.48'$   
 BANK = 0.038 FT/FT

T.H.#57 REV. CURVE DATA #1  
 $\Delta = 15^{\circ}06'20''$  RT.  
 $D = 20^{\circ}00'00''$   
 $R = 286.48'$   
 $T = 37.98'$   
 $L = 75.53'$   
 $E = 2.51'$   
 BANK = N.C.  
 $PC = 10+41.50$   
 $PT = 11+17.02$



PRINTED  
 NOV 09 1992  
 BRYANT ASSOC., P.C.  
 SYRACUSE

VT. SURVEY CONSULTANTS DATE 3/87  
 DRAWN BY BRYANT ASSOC. DATE 6/87  
 TRACED BY DATE  
 U.S. ROUTE 2 - MARSHFIELD  
 PROJ. NO. FECC F028 - 3(28)  
 SHEET 71 OF 352