

**REMOVAL & DISPOSAL OF GUARD RAIL**

REV. STA. 113+60 - 114 + 57 LT.  
 REV. STA. 113+33 - 114 + 04 RT.  
 T.H. 49 @ 30+41 - 31 + 41 RT.  
 T.H. 49 @ 30+41 - 31 + 41 LT.

**CONSTRUCT T.H. 56 APPROACH**

REV. P.O.T. 104+07.58, 20LT.

**CONSTRUCT T.H. 49 APPROACH**

REV. P.O.T. 112+66.83, 29' RT.

**CONSTRUCT BIT. SIDEWALK RAMP**

T.H. 49 @ 31+31 - 31+41.4 LT.

**LT. CONSTRUCT DRIVE RT.**

REV. STA. 107+29 (14' WIDE, GRAV.) TH #49 STA. 30+67  
 REV. STA. 108+83 (20' WIDE, GRAV.) (14' WIDE, GRAV.)  
 REV. STA. 111+81 (24' WIDE, GRAV.)  
 REV. STA. 117+73 (14' WIDE, GRAV.)

**LT. EROSION MATTING RT.**

REV. STA. 110+50 - 111 + 56 REV. STA. 110+75 - 112 + 25

**STEEL BEAM GUARD RAIL (W/STEEL POSTS)**

LT. RT.

REV. STA. 112+75 - 117+00 T.H. 49 @ STA. 31+05.63 - 31+11.88  
 T.H. 49 @ STA. 31+12.55 - REV. STA. 114+00

**LT. BREAKAWAY CABLE TERMINAL RT.**

REV. STA. 112+50 - 112+75 T.H. 49 @ 30+80.63 - 31+05.63  
 REV. STA. 117+00 - 117+25 REV. STA. 114+00 - 114+25

**LT. ALUMINUM APPROACH RAIL RT.**

T.H. 49 @ 31+11.88 - 31+39.15 T.H. 49 @ 31+12.55 - 31+39.82

**LT. ANCHOR FOR STEEL BEAM GUARD RAIL RT.**

T.H. 49 @ 31+06.30 T.H. 49 @ 30+99.38

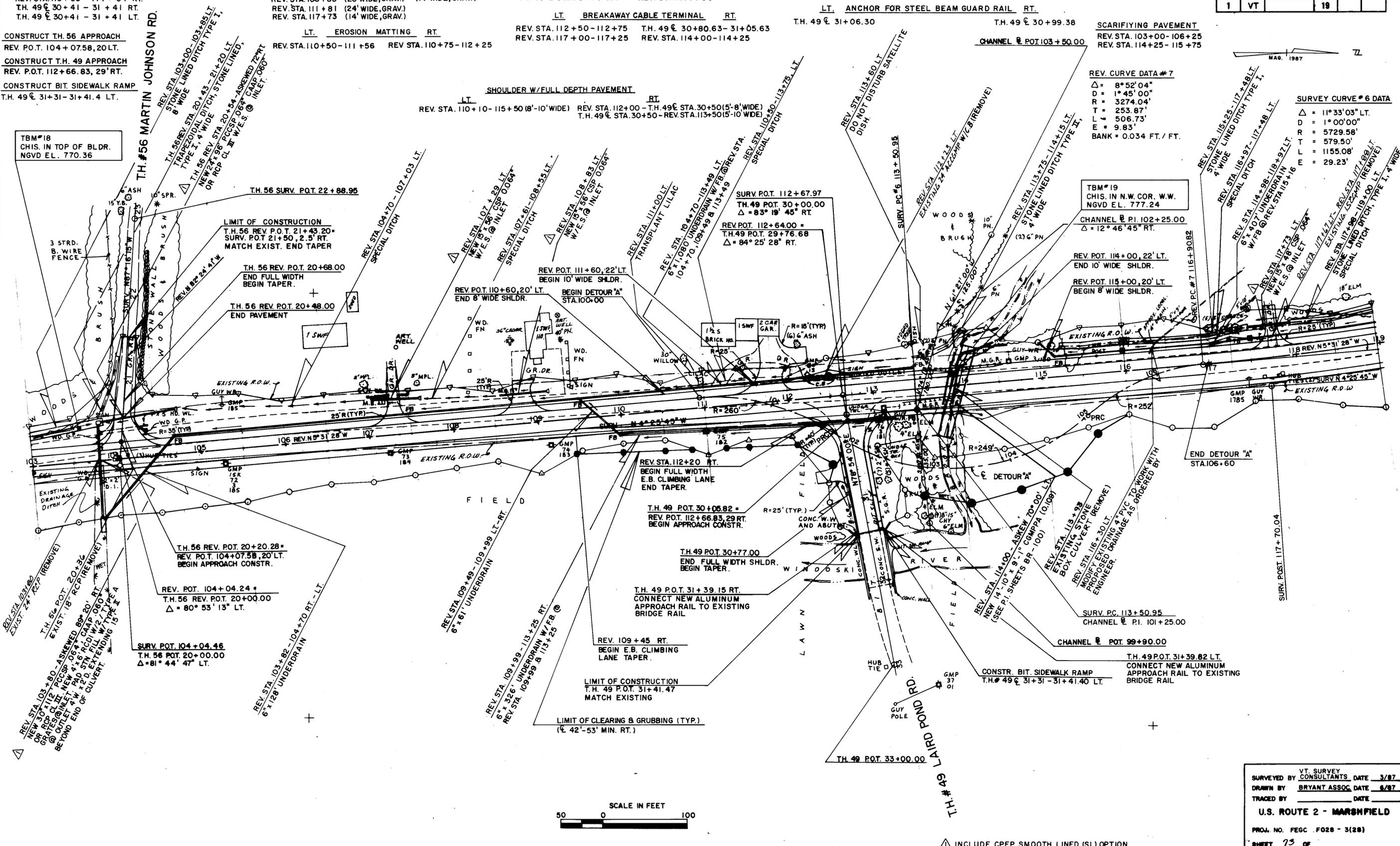
**SCARIFYING PAVEMENT**

REV. STA. 103+00 - 106+25  
 REV. STA. 114+25 - 115 + 75

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

REV. CURVE DATA #7  
 $\Delta = 8^{\circ}52'04"$   
 $D = 1^{\circ}45'00"$   
 $R = 3274.04'$   
 $T = 253.87'$   
 $L = 506.73'$   
 $E = 9.83'$   
 BANK = 0.034 FT. / FT.

SURVEY CURVE #6 DATA  
 $\Delta = 11^{\circ}33'03"$  LT.  
 $D = 1^{\circ}00'00"$   
 $R = 5729.58'$   
 $T = 579.50'$   
 $L = 1155.08'$   
 $E = 29.23'$



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 73 OF