REMOVAL & DISPOSAL OF GUARD RAIL

REV. STA. 124+69 – 129+78 RT.
REV. STA. 132+33 – 134+00 LT.

SLOPE STABILIZATION
W/ TYPE II STONE

REV. STA. 126+00 – 127+00 RT.

LT.   EROSION MATTING   RT.

REV. STA. 121+96 – 122+45
REV. STA. 123+50 – 124+50
REV. STA. 125+62 – 126+62
REV. STA. 127+48 – 132+82

SCARIFYING PAVEMENT

REV. STA. 124+75 – 128+25

CONTRUCT T.H. 48 APPROACH

REV. P.O.T. 124+25.54, 29' RT.

LT.   BREAKAWAY CABLE TERMINAL   RT.

T.H. 48 ₵ STA. 41+00 – 40+81   REV. STA. 123+35 – 123+60 RT.
                                T.H. 48 ₵ STA. 42+40 – 42+67

LT.   STEEL BEAM GUARD RAIL   RT.

REV. STA. 123+60 – T.H. 48 ₵ 42+40
T.H. 48 ₵ STA. 40+81 – REV. STA. 134+00

LT.   CONSTRUCT DRIVE   RT.

REV. STA 122+77 (14' WIDE, GRAV.)   REV. STA. 122+26 (14' WIDE, GRAV.)
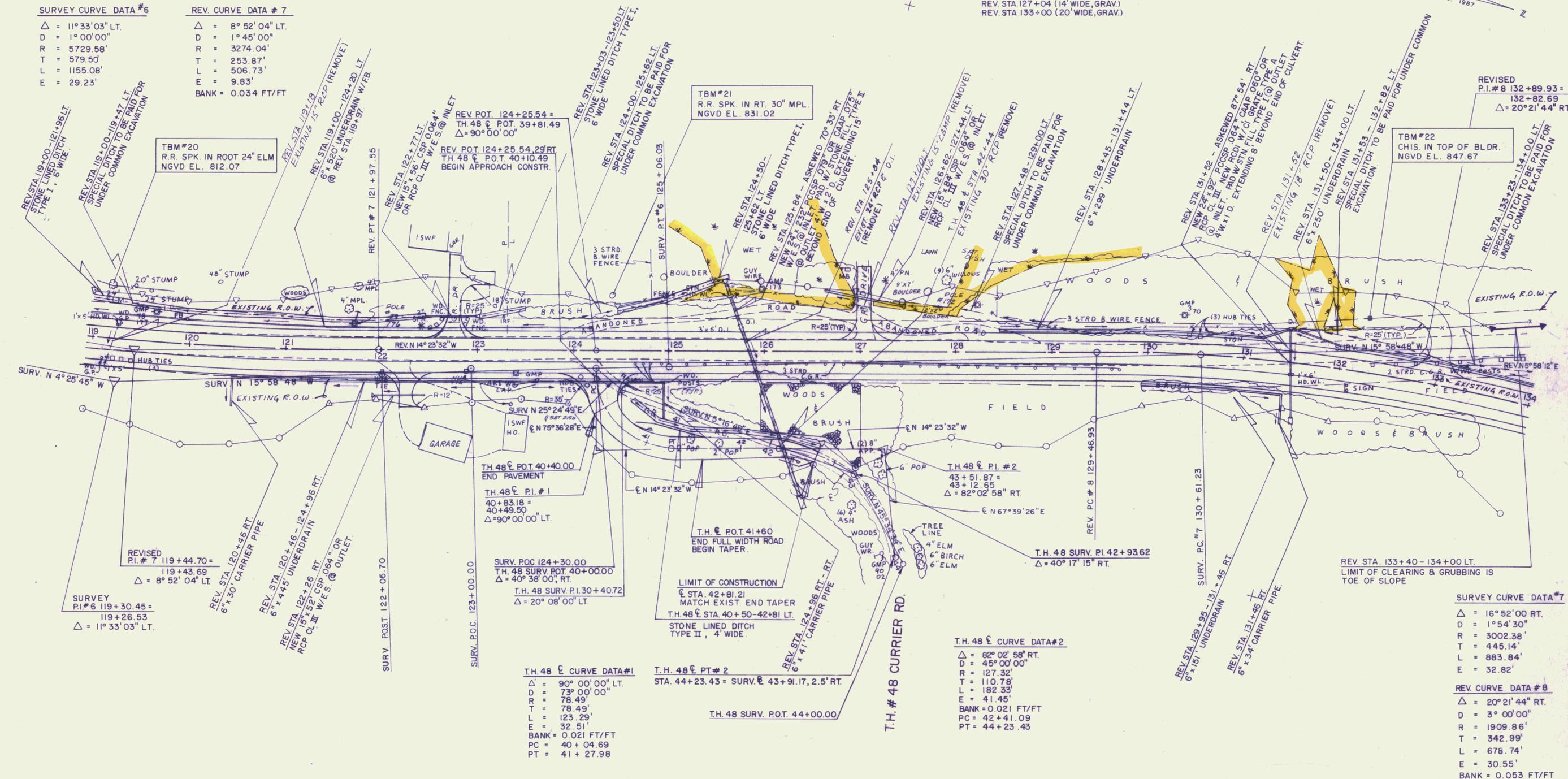REV. STA. 127+04 (14' WIDE, GRAV.)
REV. STA. 133+00 (20' WIDE, GRAV.)

SURVEY CURVE DATA #6
Δ = 11° 33' 03" LT.
D = 1° 00' 00"
R = 5729.58'
T = 579.50'
L = 1155.08'
E = 29.23'

REV. CURVE DATA # 7
Δ = 8° 52' 04" LT.
D = 1° 45' 00"
R = 3274.04'
T = 253.87'
L = 506.73'
E = 9.83'
BANK = 0.034 FT/FT

TBM#20
R.R. SPK. IN ROOT 24" ELM
NGVD EL. 812.07

TBM#21
R.R. SPK. IN RT. 30" MPL.
NGVD EL. 831.02

TBM#22
CHIS. IN TOP OF BLDR.
NGVD EL. 847.67

REVISED
P.I. #8 132+89.93 =
132+82.69
Δ = 20°21' 44" RT.

REV. POT. 124+25.54 =
T.H. 48 ₵ P.O.T. 39+81.49
Δ = 90°00'00"

REV. P.O.T. 124+25.54, 29' RT.
T.H. 48 ₵ P.O.T. 40+10.49
BEGIN APPROACH CONSTR.

REVISED
P.I. #7 119+44.70 =
119+43.69
Δ = 8° 52' 04" LT.

SURVEY
P.I. #6 119+30.45 =
119+26.53
Δ = 11° 33' 03" LT.

GARAGE

T.H. 48 ₵ P.O.T. 40+40.00
END PAVEMENT

T.H. 48 ₵ P.I. #1
40+83.18 =
40+49.50
Δ = 90°00'00" LT.

T.H. ₵ P.O.T. 41+60
END FULL WIDTH ROAD
BEGIN TAPER.

SURV. P.O.C. 124+30.00
T.H. 48 SURV. POT. 40+00.00
Δ = 40° 38' 00", RT.

T.H. 48 SURV. P.I. 30+40.72
Δ = 20° 08' 00" LT.

LIMIT OF CONSTRUCTION
₵ STA. 42+81.21
MATCH EXIST. END TAPER
T.H. 48 ₵ STA. 40+50 – 42+81 LT.
STONE LINED DITCH
TYPE II , 4' WIDE.

T.H. 48 ₵ P.I. #2
43 + 51.87 =
43 + 12.65
Δ = 82°02' 58" RT.

T.H. 48 SURV. P.I. 42+93.62
Δ = 40° 17' 15" RT.

REV. STA. 133+40 – 134+00 LT.
LIMIT OF CLEARING & GRUBBING IS
TOE OF SLOPE

T.H. 48 ₵ CURVE DATA#1
Δ = 90° 00' 00" LT.
D = 73° 00' 00"
R = 78.49'
T = 78.49'
L = 123.29'
E = 32.51'
BANK = 0.021 FT/FT
PC = 40 + 04.69
PT = 41 + 27.98

T.H. 48 ₵ PT #2
STA. 44+23.43 = SURV. ₵ 43+91.17, 2.5' RT.

T.H. 48 SURV. P.O.T. 44+00.00

T.H. 48 ₵ CURVE DATA#2
Δ = 82° 02' 58" RT.
D = 45° 00' 00"
R = 127.32'
T = 110.78'
L = 182.33'
E = 41.45'
BANK = 0.021 FT/FT
PC = 42 + 41.09
PT = 44 + 23.43

SURVEY CURVE DATA #7
Δ = 16° 52' 00" RT.
D = 1° 54' 30"
R = 3002.38'
T = 445.14'
L = 883.84'
E = 32.82'

REV. CURVE DATA #8
Δ = 20° 21' 44" RT.
D = 3° 00' 00"
R = 1909.86'
T = 342.99'
L = 678.74'
E = 30.55'
BANK = 0.053 FT/FT

T.H. #48 CURRIER RD.

SCALE IN FEET
50   0   100

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