

REMOVAL & DISPOSAL OF GUARD RAIL
 REV. STA. 204+00 - 205+69 RT.

SCARIFYING PAVEMENT
 REV. STA. 197+00 - 200+75
 REV. STA. 210+25 - 213+00

LT. CONSTRUCT DRIVE RT.
 REV. STA. 198+78 (14' WIDE, BIT.)
 REV. STA. 201+47 (20' WIDE, GRAV.)
 REV. STA. 202+62 (40' WIDE, GRAV.)
 REV. STA. 201+16 (14' WIDE, GRAV.)
 REV. STA. 201+49 (14' WIDE, GRAV.)
 REV. STA. 202+83 (20' WIDE, GRAV.)

LT. SHOULDER W/FULL DEPTH PAVEMENT RT.
 REV. STA. 201+00 - 203+00 (8' WIDE)
 LT. EROSION MATTING RT.
 REV. STA. 197+99 - 198+53
 REV. STA. 210+04 - 210+54

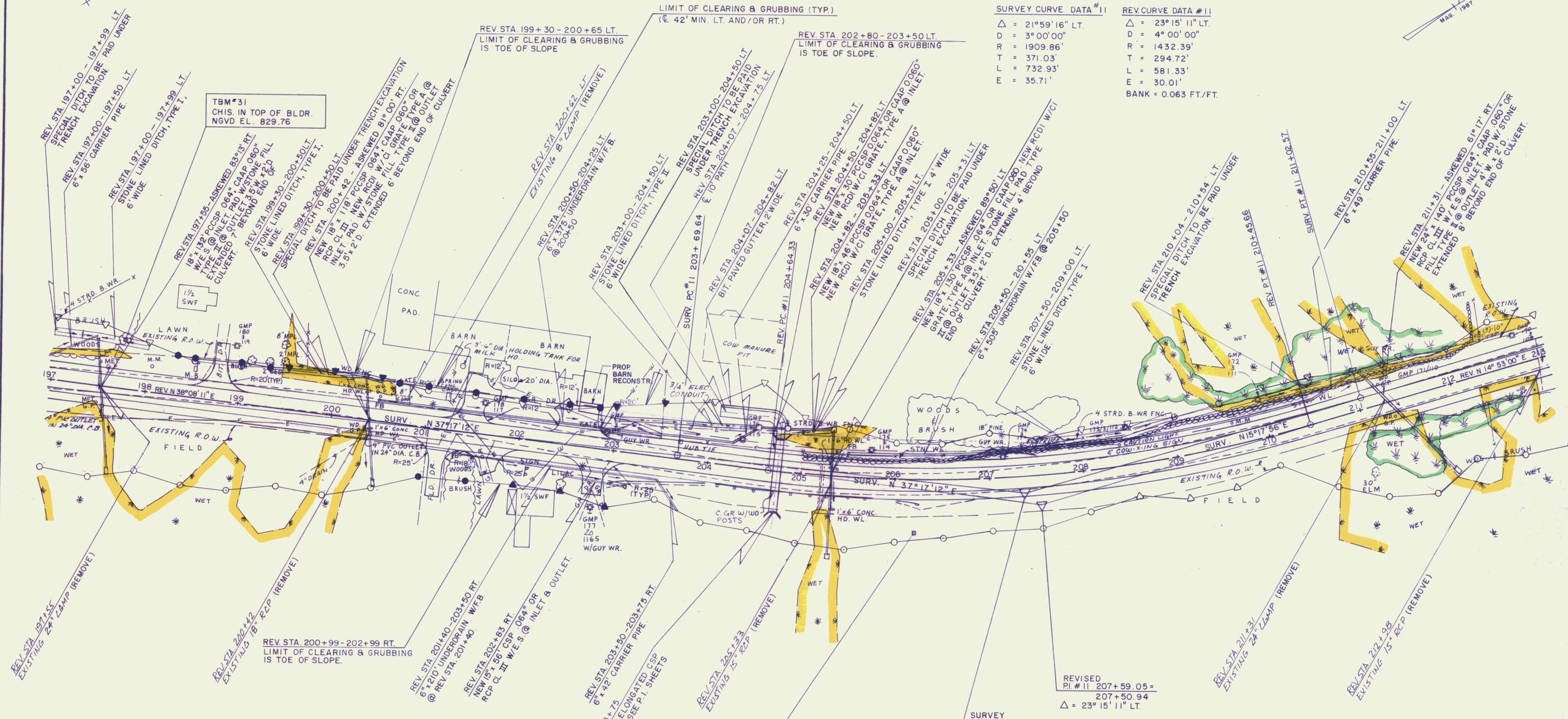
LT. BREAKAWAY CABLE TERMINAL RT.
 REV. STA. 203+25 - 203+50
 REV. STA. 206+75 - 207+00
 REV. STA. 203+00 - 203+25
 REV. STA. 206+00 - 206+25

LT. STEEL BEAM GUARD RAIL RT.
 REV. STA. 203+50 - 206+75
 REV. STA. 203+25 - 206+00

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

SURVEY CURVE DATA #11
 $\Delta = 21^\circ 59' 16''$ LT.
 $D = 3^\circ 00' 00''$
 $R = 1909.86'$
 $T = 371.03'$
 $L = 732.93'$
 $E = 35.71'$

REV. CURVE DATA #11
 $\Delta = 23^\circ 15' 11''$ LT.
 $D = 4^\circ 00' 00''$
 $R = 1432.39'$
 $T = 294.72'$
 $L = 581.33'$
 $E = 30.01'$
 BANK = 0.063 FT./FT.



REVISED
 PI. #11 207+59.05=
 207+50.94
 $\Delta = 23^\circ 15' 11''$ LT.

SURVEY
 PI. #11 207+40.67=
 207+31.54
 $\Delta = 21^\circ 59' 16''$ LT.

TBM# 32
 CHIS. IN TOP OF BLDR.
 NGVD EL. 815.80



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 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 F 028 - 3(28)
 SHEET 85 OF 352