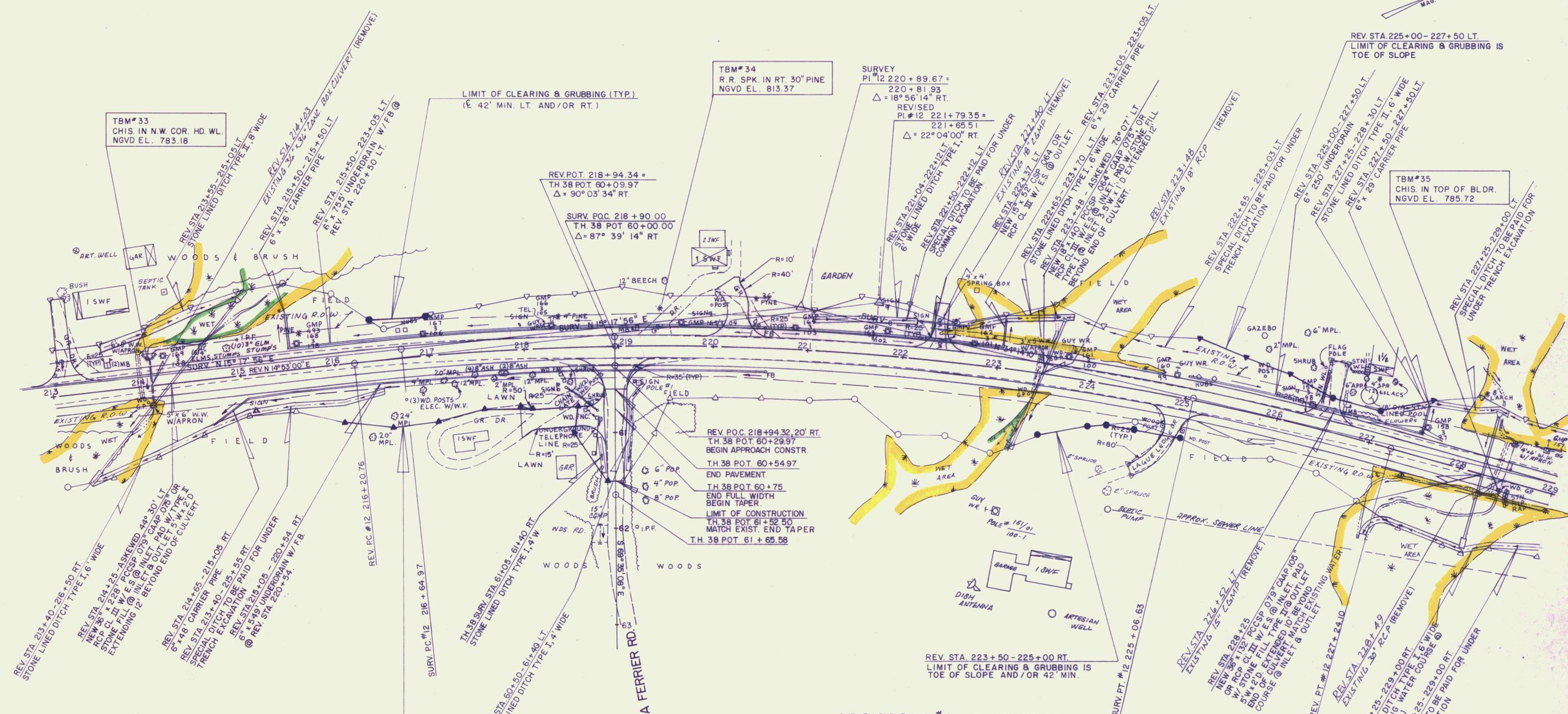


SCARIFYING PAVEMENT REV. STA. 213+00 - 215+75 REV. STA. 226+25 - 229+00	LT. EROSION MATTING REV. STA. 218+00 - 220+00 REV. STA. 220+50 - 221+04 REV. STA. 223+70 - 224+53 REV. STA. 226+75 - 227+25	RT. EROSION MATTING REV. STA. 216+50 - 218+55	LT. STEEL BEAM GUARD RAIL REV. STA. 227+75 - 229+00	RT. STEEL BEAM GUARD RAIL REV. STA. 226+00 - 229+00	LT. BREAKAWAY CABLE TERMINAL REV. STA. 227+50 - 227+75	RT. BREAKAWAY CABLE TERMINAL REV. STA. 225+75 - 226+00	LT. CONSTRUCT DRIVE REV. STA. 213+15 (14' WIDE, GRAV.) REV. STA. 220+27 (20' WIDE, GRAV.) REV. STA. 222+37 (14' WIDE, GRAV.) REV. STA. 226+50 (20' WIDE, GRAV.)	RT. CONSTRUCT DRIVE REV. STA. 224+90 (14' WIDE, LAGUE LEDGE) T.H. 38 P.O.T. 60+80 (20' WIDE, GRAV.)
-------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------	--------------------------------------------------------	--------------------------------------------------------	-----------------------------------------------------------	-----------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------

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

CONSTRUCT T.H. 38 APPROACH
REV. P.O.C. 218+94.32, 20' RT.

SHOULDER W/FULL DEPTH PAVEMENT
LT. RT.
REV. STA. 218+00 - T.H. 38 STA. 60+54.97 (0'-8' WIDE)
T.H. 38 STA. 60+54.97 - REV. STA. 220+00 (0'-8' WIDE)



TBM#33
CHIS. IN N.W. COR. HD. WL.
NGVD EL. 783.18

TBM#34
R.R. SPK. IN RT. 30" PINE
NGVD EL. 813.37

TBM#35
CHIS. IN TOP OF BLDG.
NGVD EL. 785.72

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

REV. P.O.T. 218+94.34 =
T.H. 38 P.O.T. 60+09.97
 $\Delta = 90^{\circ} 03' 34''$ RT.

SURV. P.O.C. 218+90.00
T.H. 38 P.O.T. 60+00.00
 $\Delta = 87^{\circ} 39' 14''$ RT.

SURVEY
PI #12 220+89.67 =
220+81.93
 $\Delta = 18^{\circ} 56' 14''$ RT.
REVISED
PI #12 221+79.35 =
221+65.51
 $\Delta = 22^{\circ} 04' 00''$ RT.

REV. P.O.C. 218+94.32, 20' RT.
T.H. 38 P.O.T. 60+29.97
BEGIN APPROACH CONSTR.
T.H. 38 P.O.T. 60+54.97
END PAVEMENT.
T.H. 38 P.O.T. 60+75
END FULL WIDTH
BEGIN TAPER.
LIMIT OF CONSTRUCTION
T.H. 38 P.O.T. 61+52.50
MATCH EXIST. END TAPER
T.H. 38 P.O.T. 61+65.58

REV. STA. 223+50 - 225+00 RT.
LIMIT OF CLEARING & GRUBBING IS
TOE OF SLOPE AND/OR 42' MIN.

SURVEY CURVE DATA #12
 $\Delta = 18^{\circ} 56' 14''$ RT.
D = 2° 15' 00"
R = 2546.48'
T = 424.70'
L = 841.66'
E = 35.17'

REV CURVE DATA #12
 $\Delta = 22^{\circ} 04' 00''$ RT.
D = 2° 00' 00"
R = 2864.79'
T = 558.59'
L = 1103.34'
E = 53.95'

BANK = 0.038 FT./FT.



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BRYANT ASSOC., P.C.
SYRACUSE

SURVEYED BY 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 87 OF 352