

SCARIFYING PAVEMENT
 REV. STA. 229+00 - 229+75
 REV. STA. 237+25 - 239+25

LT. STEEL BEAM GUARD RAIL RT.
 REV. STA. 229+00 - 231+00 REV. STA. 229+00 - 229+75

LT. BREAKAWAY CABLE TERMINAL RT.
 REV. STA. 231+00-231+25 REV. STA. 229+75 - 230+00

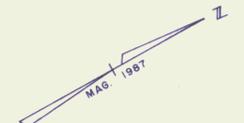
LT. CONSTRUCT DRIVE RT.
 REV. STA. 232+20 (20' WIDE, GRAV.)
 REV. STA. 240+54 (14' WIDE, GRAV.)

LT. EROSION MATTING RT.
 REV. STA. 231+00 - 231+90
 REV. STA. 232+50 - 235+54
 REV. STA. 239+08 - 240+09
 REV. STA. 242+59 - 244+00

REV. STA. 237+63 (14' WIDE, GRAV.)
 REV. STA. 240+22 (24' WIDE, GRAV.)
 REV. STA. 241+27 (20' WIDE, GRAV.)

LT. SHOULDER W/FULL DEPTH PAVEMENT RT.
 REV. STA. 237+00 - 241+50 (8' WIDE)

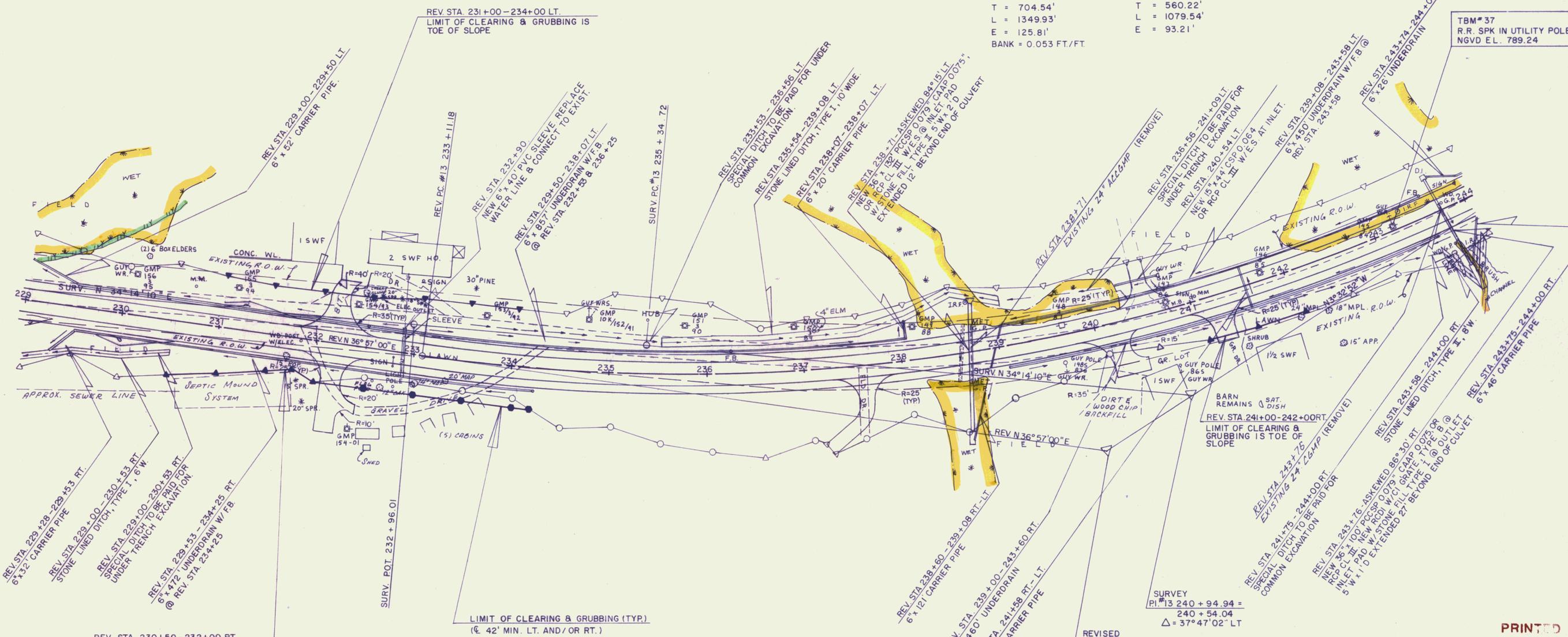
PUB. RE. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	VT		19		



REV. CURVE DATA #13
 $\Delta = 40^\circ 29' 52''$ LT.
 $D = 3^\circ 00' 00''$
 $R = 1909.86'$
 $T = 704.54'$
 $L = 1349.93'$
 $E = 125.81'$
 BANK = 0.053 FT/FT.

SURVEY CURVE DATA #13
 $\Delta = 37^\circ 47' 02''$ LT.
 $D = 3^\circ 30' 00''$
 $R = 1637.02'$
 $T = 560.22'$
 $L = 1079.54'$
 $E = 93.21'$

TBM# 37
 R.R. SPK IN UTILITY POLE
 NGVD EL. 789.24



REV. STA. 229+28 - 229+53 RT.
 6" x 32" CARRIER PIPE
 REV. STA. 229+00 - 230+53 RT.
 SPECIAL DITCH TO BE PAID FOR UNDER TRENCH EXCAVATION
 REV. STA. 229+00 - 230+53 RT.
 6" x 472" UNDERDRAIN W/F.B.
 @ REV. STA. 234+25

REV. STA. 230+50 - 232+00 RT.
 LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

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

SURVEY
 PI. #13 240+94.94 =
 240+54.04
 $\Delta = 37^\circ 47' 02''$ LT.

REVISED
 PI. #13 240+15.72 =
 239+56.57
 $\Delta = 40^\circ 29' 52''$ LT.



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 BRYANT ASSOC. P.C.
 SYRACUSE

VT. SURVEY	
SURVEYED BY	CONSULTANTS DATE 3/87
DRAWN BY	BRYANT ASSOC. DATE 6/87
TRACED BY	DATE
U.S. ROUTE 2 - MARSHFIELD	
PROJ. NO.	FEGC F028 - 3(28)
SHEET	89 OF 352