

REMOVAL & DISPOSAL OF GUARD RAIL
REV. STA. 273+05 - 275+00, RT.

TREATED TIMBER CURB
REV. STA. 264+50 - 274+00, LT.

SLOPE STABILIZATION - TYPE II
LT. REV. STA. 267+25 - 267+75
RT. REV. STA. 273+75 - 274+25

CONSTRUCT DRIVE
LT. STA. 261+50 (14' WIDE)
RT. REV. STA. 263+32 (14' WIDE)
REV. STA. 265+35 (14' WIDE)
REV. STA. 275+39 (14' WIDE)

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

SHOULDER W/ FULL DEPTH PAVEMENT
STA. 260+75 - REV. STA. 262+25, LT. (8' WIDE)

EROSION MATTING
LT. STA. 260+00 - 261+13
REV. STA. 261+90 - 264+25
REV. STA. 274+25 - 275+03
RT. REV. STA. 275+50 - 276+00

STEEL BEAM GUARD RAIL
LT. REV. STA. 263+00 - 276+00
RT. STA. 260+00 - 260+75
REV. STA. 266+50 - 275+00

BREAKAWAY CABLE TERMINAL
LT. REV. STA. 262+75 - 263+00
RT. STA. 260+75 - 261+00
REV. STA. 266+25 - 266+50
REV. STA. 275+00 - 275+25

SURV. P.I. # 16 276+03.61 = 275+85.96
Δ = 22°52'22" RT.

SURVEY CURVE DATA # 15

Δ = 15°26'32" LT.
D = 3°30'00"
R = 1637.02'
T = 221.95'
L = 441.21'
E = 14.98'
BANK = 0.058 FT/FT

REVISED CURVE DATA # 15

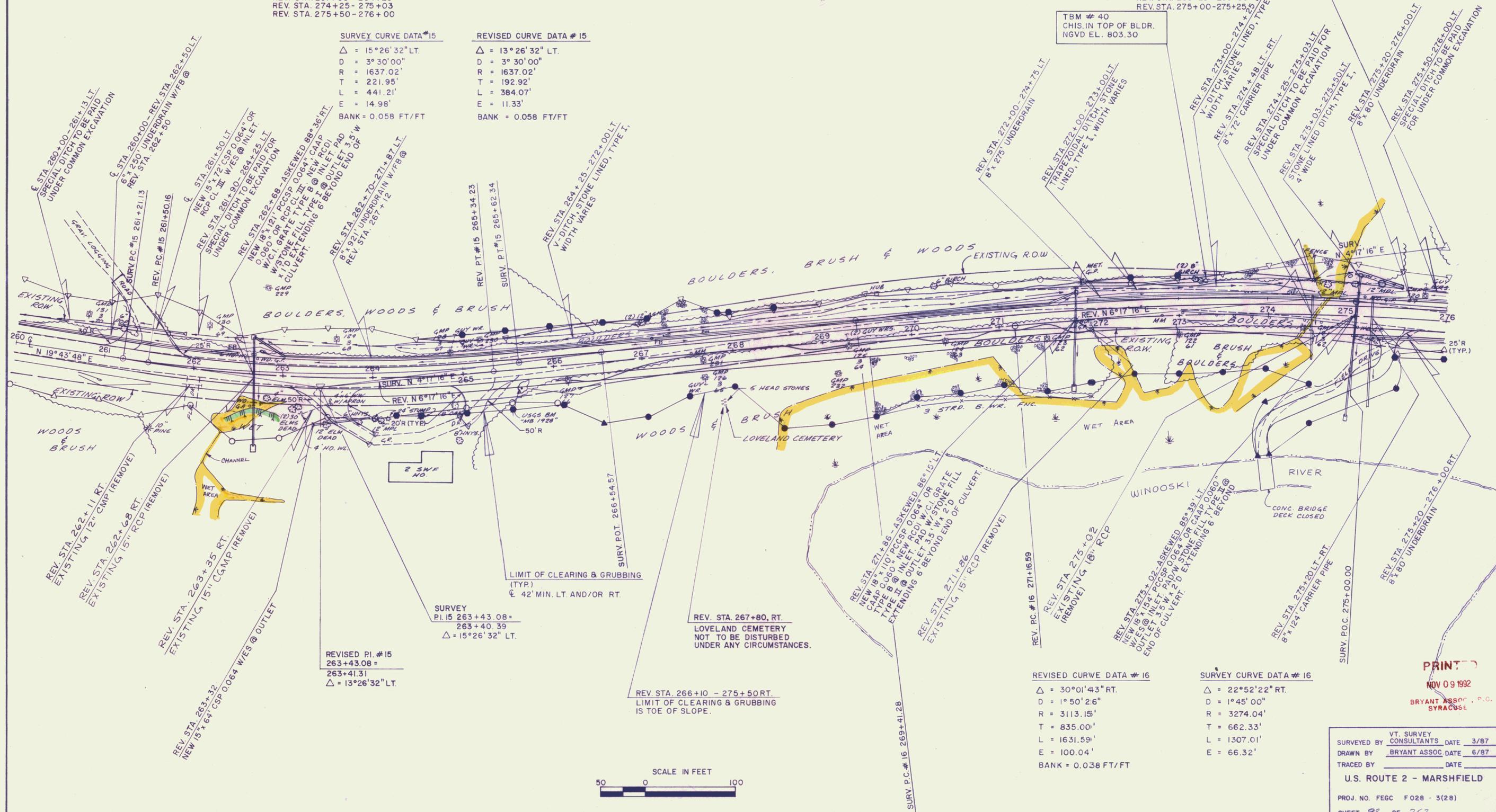
Δ = 13°26'32" LT.
D = 3°30'00"
R = 1637.02'
T = 192.92'
L = 384.07'
E = 11.33'
BANK = 0.058 FT/FT

SURVEY P.I. # 15 263+43.08 = 263+40.39
Δ = 15°26'32" LT.

REVISED P.I. # 15 263+43.08 = 263+41.31
Δ = 13°26'32" LT.

REVISED CURVE DATA # 16
Δ = 30°01'43" RT.
D = 1°50'26"
R = 3113.15'
T = 835.00'
L = 1631.59'
E = 100.04'
BANK = 0.038 FT/FT

SURVEY CURVE DATA # 16
Δ = 22°52'22" RT.
D = 1°45'00"
R = 3274.04'
T = 662.33'
L = 1307.01'
E = 66.32'



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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 F028 - 3(28)
SHEET 28 OF 352