

SHOULDER W/ FULL DEPTH PAVEMENT
REV. STA. 289+25 - 292+00, LT. (8' WIDE)

CONSTRUCT DRIVE
LT. REV. STA. 276+92 (14' WIDE)
REV. STA. 281+26 (14' WIDE)
REV. STA. 289+73 (20' WIDE)
REV. STA. 291+41 (20' WIDE)
RT. REV. STA. 277+13 (14' WIDE)
REV. STA. 289+47 (14' WIDE)

SCARIFYING PAVEMENT
REV. STA. 284+75 - 289+25

EROSION MATTING
LT. REV. STA. 276+00 - 276+67
REV. STA. 280+00 - 281+07
REV. STA. 285+47 - 286+47
RT. REV. STA. 276+25 - 276+85

TRANSPLANTING SHRUBS
REV. STA. 280+55 - 281+06 LT.

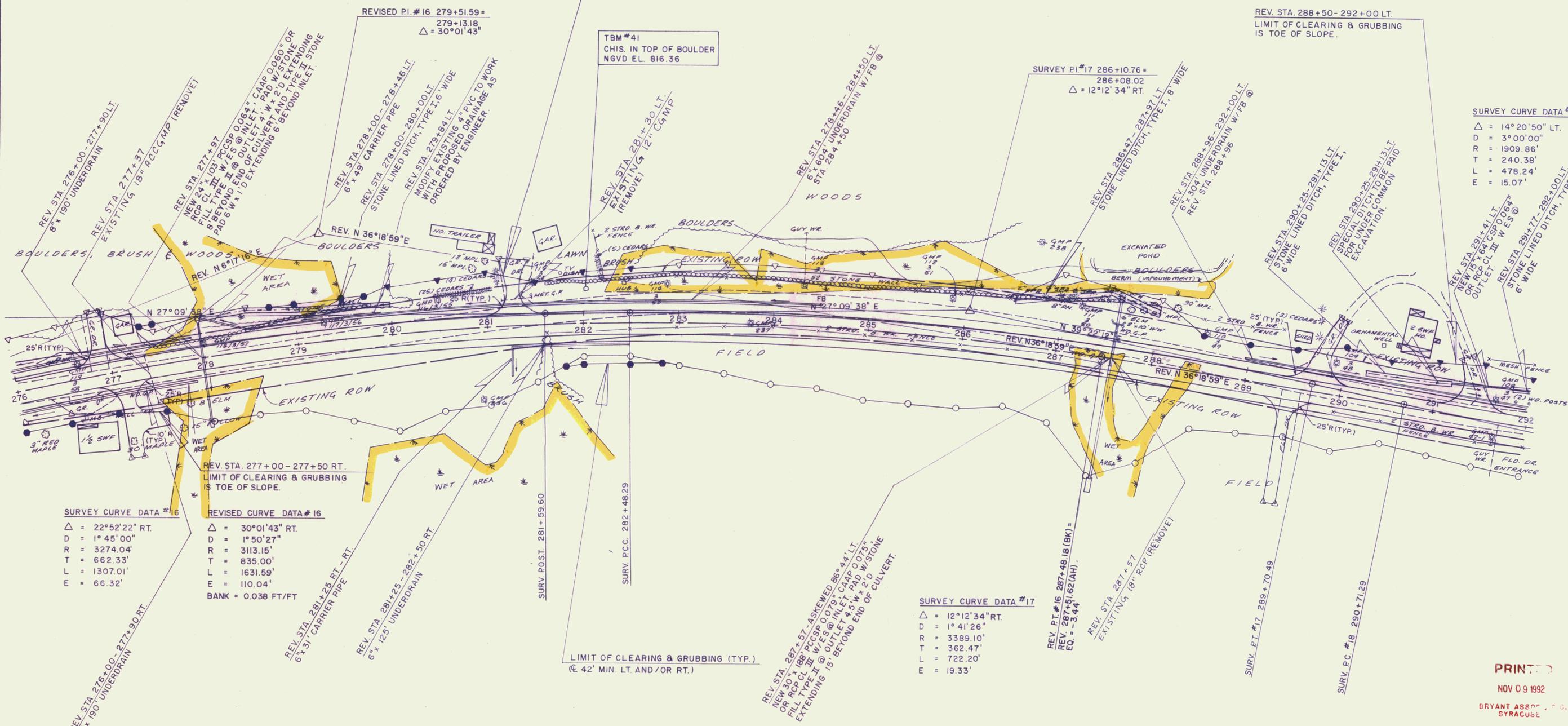
STEEL BEAM GUARD RAIL
LT. REV. STA. 276+00 - 276+25
RT.

BREAKAWAY CABLE TERMINAL
LT. REV. STA. 276+25 - 276+50
RT.

REV. STA. 279+75 - 282+50 LT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE.

REV. STA. 288+50 - 292+00 LT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE.

PUB. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
I	VT		19		



SURVEY CURVE DATA #16
 $\Delta = 22^\circ 52' 22''$ RT.
 $D = 1^\circ 45' 00''$
 $R = 3274.04'$
 $T = 662.33'$
 $L = 1307.01'$
 $E = 66.32'$

REVISED CURVE DATA #16
 $\Delta = 30^\circ 01' 43''$ RT.
 $D = 1^\circ 50' 27''$
 $R = 3113.15'$
 $T = 835.00'$
 $L = 1631.59'$
 $E = 110.04'$
 BANK = 0.038 FT/FT

SURVEY CURVE DATA #17
 $\Delta = 12^\circ 12' 34''$ RT.
 $D = 1^\circ 41' 26''$
 $R = 3389.10'$
 $T = 362.47'$
 $L = 722.20'$
 $E = 19.33'$

SURVEY CURVE DATA #18
 $\Delta = 14^\circ 20' 50''$ LT.
 $D = 3^\circ 00' 00''$
 $R = 1909.86'$
 $T = 240.38'$
 $L = 478.24'$
 $E = 15.07'$



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BRYANT ASSOC. P.C.
SYRACUSE

VT SURVEY	DATE	3/87
SURVEYED BY	CONSULTANTS	
DRAWN BY	BRYANT ASSOC.	DATE 6/87
TRACED BY		DATE
U.S. ROUTE 2 - MARSHFIELD		
PROJ. NO.	FEGC F028 - 3(28)	
SHEET	95	OF 352