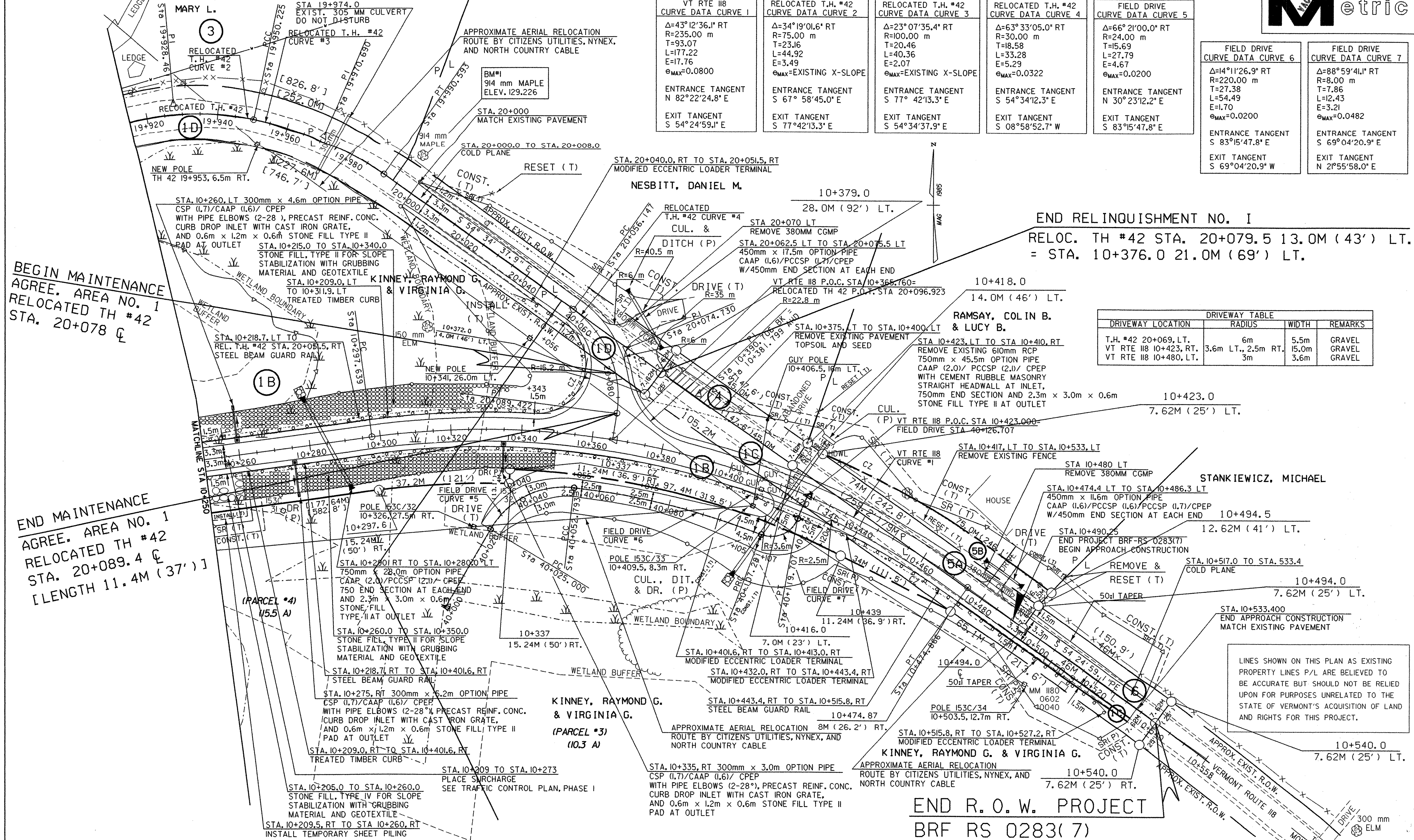


VT RTE 118 CURVE DATA CURVE 1	RELOCATED T.H. #42 CURVE DATA CURVE 2	RELOCATED T.H. #42 CURVE DATA CURVE 3	RELOCATED T.H. #42 CURVE DATA CURVE 4	FIELD DRIVE CURVE DATA CURVE 5	FIELD DRIVE CURVE DATA CURVE 6	FIELD DRIVE CURVE DATA CURVE 7
$\Delta=43^{\circ}12'36.1''$ RT $R=235.00$ m $T=93.07$ $L=177.22$ $E=17.76$ $\Theta_{MAX}=0.0800$ ENTRANCE TANGENT $N 82^{\circ}22'24.8'' E$ EXIT TANGENT $S 54^{\circ}24'59.1'' E$	$\Delta=34^{\circ}19'01.6''$ RT $R=75.00$ m $T=23.16$ $L=44.92$ $E=3.49$ $\Theta_{MAX}=\text{EXISTING X-SLOPE}$ ENTRANCE TANGENT $S 67^{\circ}58'45.0'' E$ EXIT TANGENT $S 77^{\circ}42'13.3'' E$	$\Delta=23^{\circ}07'35.4''$ RT $R=100.00$ m $T=20.46$ $L=40.36$ $E=2.07$ $\Theta_{MAX}=\text{EXISTING X-SLOPE}$ ENTRANCE TANGENT $S 77^{\circ}42'13.3'' E$ EXIT TANGENT $S 54^{\circ}34'37.9'' E$	$\Delta=63^{\circ}33'05.0''$ RT $R=30.00$ m $T=18.58$ $L=33.28$ $E=4.67$ $\Theta_{MAX}=0.0322$ ENTRANCE TANGENT $S 54^{\circ}34'12.3'' E$ EXIT TANGENT $S 08^{\circ}58'52.7'' W$	$\Delta=66^{\circ}21'00.0''$ RT $R=24.00$ m $T=15.69$ $L=27.79$ $E=4.67$ $\Theta_{MAX}=0.0200$ ENTRANCE TANGENT $N 30^{\circ}23'12.2'' E$ EXIT TANGENT $S 83^{\circ}15'47.8'' E$	$\Delta=14^{\circ}11'26.9''$ RT $R=220.00$ m $T=27.38$ $L=54.49$ $E=1.70$ $\Theta_{MAX}=0.0200$ ENTRANCE TANGENT $S 83^{\circ}15'47.8'' E$ EXIT TANGENT $S 69^{\circ}04'20.9'' W$	$\Delta=88^{\circ}59'41.1''$ RT $R=8.00$ m $T=7.86$ $L=12.43$ $E=3.21$ $\Theta_{MAX}=0.0482$ ENTRANCE TANGENT $S 69^{\circ}04'20.9'' E$ EXIT TANGENT $N 2^{\circ}55'58.0'' E$



BEGIN MAINTENANCE
AGREE. AREA NO. 1
RELOCATED TH #42
STA. 20+078.4

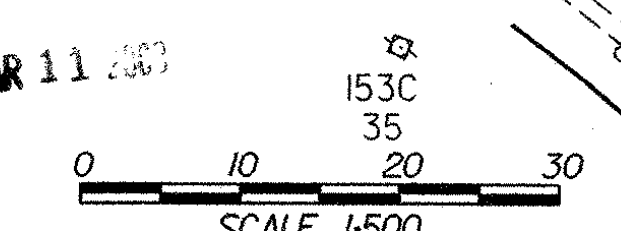
END MAINTENANCE
AGREE. AREA NO. 1
RELOCATED TH #42
STA. 20+089.4
[LENGTH 11.4M (37')]

END RELINQUISHMENT NO. 1
RELOC. TH #42 STA. 20+079.5 13.0M (43') LT.
= STA. 10+376.0 21.0M (69') LT.

DRIVEWAY LOCATION	RADIUS	WIDTH	REMARKS
T.H. #42 20+069, LT.	6m	5.5m	GRAVEL
VT RTE 118 10+423, RT.	3.6m LT., 2.5m RT.	15.0m	GRAVEL
VT RTE 118 10+480, LT.	3m	3.6m	GRAVEL

Lines shown on this plan as existing property lines P/L are believed to be accurate but should not be relied upon for purposes unrelated to the state of Vermont's acquisition of land and rights for this project.

END R.O.W. PROJECT
BRF RS 0283(7)
STA. 10+540.0



FOR ROW
USE ONLY

VERMONT ROUTE 118		RELOCATED T.H. #42			
P.K. NAIL IN PAVEMENT PI 10+390.706 BK= PI 10+381.799 AHD.	P.K. NAIL IN PAVEMENT PT 10+474.866	P.K. NAIL IN PAVEMENT P.O.T. 20+000.000	P.K. NAIL IN PAVEMENT PC 20+056.147	P.K. NAIL IN PAVEMENT P. 20+074.730 BK= PI 20+070.839 AHD	PT 20+089.422 P.O.T. 20+096.923
CONC. NAILS 305mm FROM EDGE OF PAVEMENT	CONC. NAILS 305mm FROM EDGE OF PAVEMENT	CONC. NAILS 305mm FROM EDGE OF PAVEMENT	CONC. NAILS 305mm FROM EDGE OF PAVEMENT	CONC. NAILS 305mm FROM EDGE OF PAVEMENT	CONC. NAILS 305mm FROM EDGE OF PAVEMENT

DATUM	
VERTICAL	NGVD 1929
HORIZONTAL	N/A

PLAN	PROJECT:	BERKSHIRE	PROJECT NO.:	BRF-RS 0283(7)
	DESIGN FILE NAME:	/prop/78f184/rf184zzz.dgn		
	IPARM FILE NAME:	rf18412r.j		
	SURVEYED BY:	PLOT DATE: 8-OCT-1999		
SQUAD LEADER:	SURVEY DATE:			DRAWN BY: C. MABY
R.O.W. SHEET 18 OF 140 SHEETS				