

LT. CONSTRUCT DRIVE RT.
REV. STA. 53+23 (20' WIDE, GRAV.)
REV. STA. 54+29 (14' WIDE, GRAV.)

LT. EROSION MATTING RT.
REV. STA. 47+50 - 51+00
REV. STA. 52+05 - 52+93
REV. STA. 53+51 - 54+04
REV. STA. 54+50 - 55+50

LT. STEEL BEAM GUARD RAIL RT.
REV. STA. 49+50 - 53+25
LT. BREAKAWAY CABLE TERMINAL RT.
REV. STA. 49+25 - 49+50
REV. STA. 53+25 - 53+50

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

CONSTRUCT TURNOUT
REV. STA. 54+00 - 55+50 RT.

BEGIN APPROACH CONSTRUCTION
MATCH EXISTING
REV. STA. 47+00.00 =
SURV. STA. 46+99.93, 3.67' LT.

BEGIN PROJECT
REV. STA. 49+00.00
END APPROACH CONSTRUCTION

SURVEY
PI. 43+25.00
 $\Delta = 18^\circ 42' 00''$ RT.

SURV. & P.O.T. STA. 46+00.00 =
REV. & P.O.T. STA. 46+00.00
 $\Delta = 2^\circ 06' 00''$ LT.

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

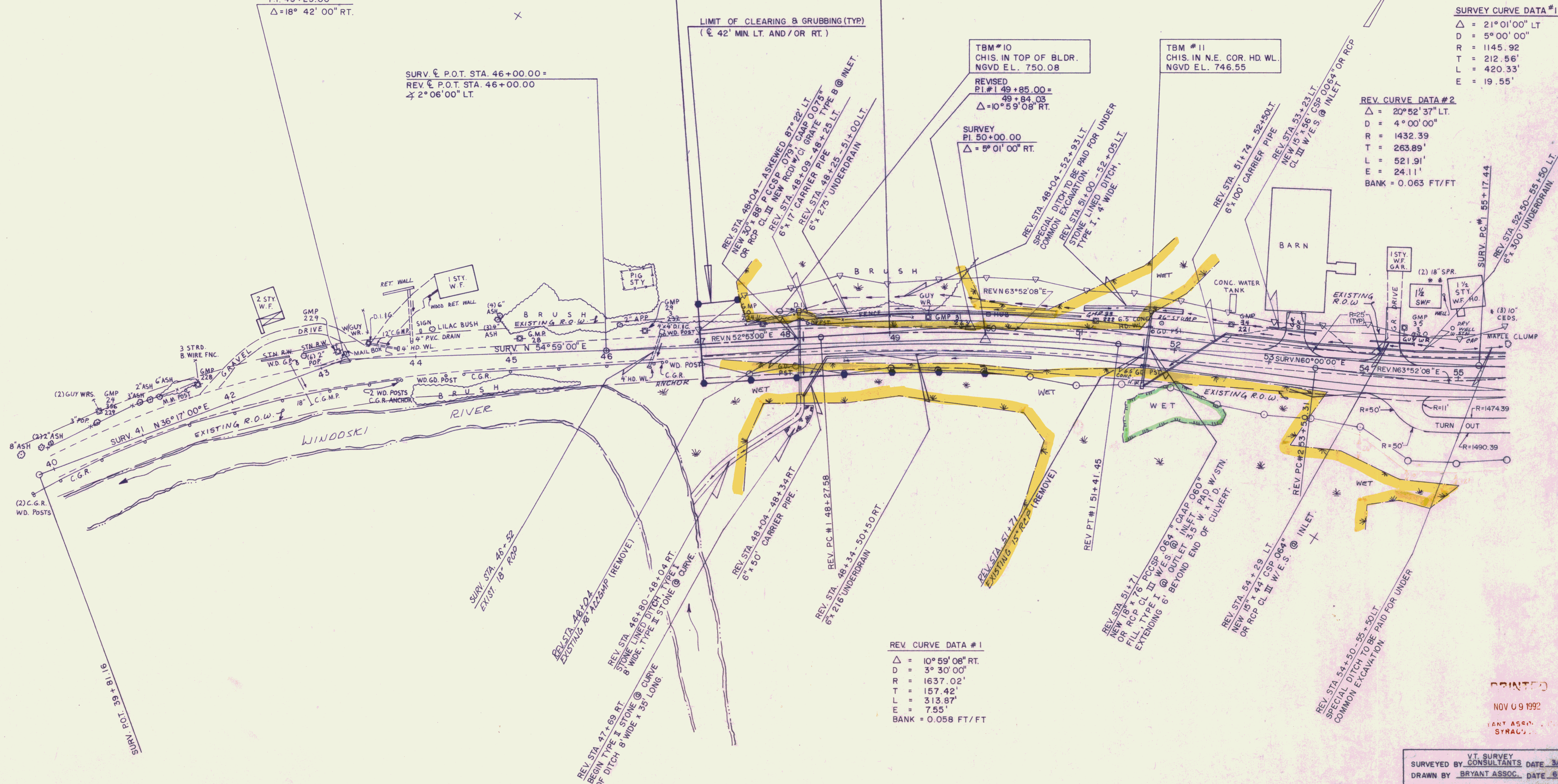
TBM #10
CHIS. IN TOP OF BLDG.
NGVD EL. 750.08
REVISED
PI. #1 49+85.00 =
49+84.03
 $\Delta = 10^\circ 59' 08''$ RT.

SURVEY
PI. 50+00.00
 $\Delta = 5^\circ 01' 00''$ RT.

TBM #11
CHIS. IN N.E. COR. HD. WL.
NGVD EL. 746.55

REV. CURVE DATA #2
 $\Delta = 20^\circ 52' 37''$ LT.
D = 4' 00' 00"
R = 1432.39
T = 263.89'
L = 521.91'
E = 24.11'
BANK = 0.063 FT/FT

SURVEY CURVE DATA #1
 $\Delta = 21^\circ 01' 00''$ LT.
D = 5' 00' 00"
R = 1145.92
T = 212.56'
L = 420.33'
E = 19.55'



REV. CURVE DATA #1
 $\Delta = 10^\circ 59' 08''$ RT.
D = 3' 30' 00"
R = 1637.02'
T = 157.42'
L = 313.87'
E = 7.55'
BANK = 0.058 FT/FT

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NOV 09 1992

ANT ASSOC.
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. FECC F028-3(28)
SHEET 65 OF 352