

REMOVAL & DISPOSAL OF GUARD RAIL

REV. STA. 134+00 - 134+38 LT.
REV. STA. 136+12 - 136+87 LT.

TREATED TIMBER CURB

REV. STA. 134+50 - 141+00 RT.
REV. STA. 148+50 - 150+00 RT.

STEEL BEAM GUARD RAIL (W/ STEEL POSTS)

REV. STA. 134+00 - 145+61
REV. STA. 146+37 - 150+00

LT. BREAKAWAY CABLE TERMINAL RT.

REV. STA. 145+61 - 145+86
REV. STA. 146+12 - 146+37

LT. CONSTRUCT DRIVE RT.

REV. STA. 146+00 (14' WIDE, GRAV.)
REV. STA. 146+00, 120' LT.
(14' WIDE, GRAV.)

REV. STA. 146+00
(14' WIDE, GRAV.)
T.H. 55 REV. STA. 52+80 AND
PARKING LOT ACCESS
(14' WIDE, GRAV.)

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

LT. EROSION MATTING RT.

REV. STA. 137+91 - 140+70
REV. STA. 141+90 - 143+25
REV. STA. 148+70 - 150+00

CONSTRUCT T.H. 55 APPROACH

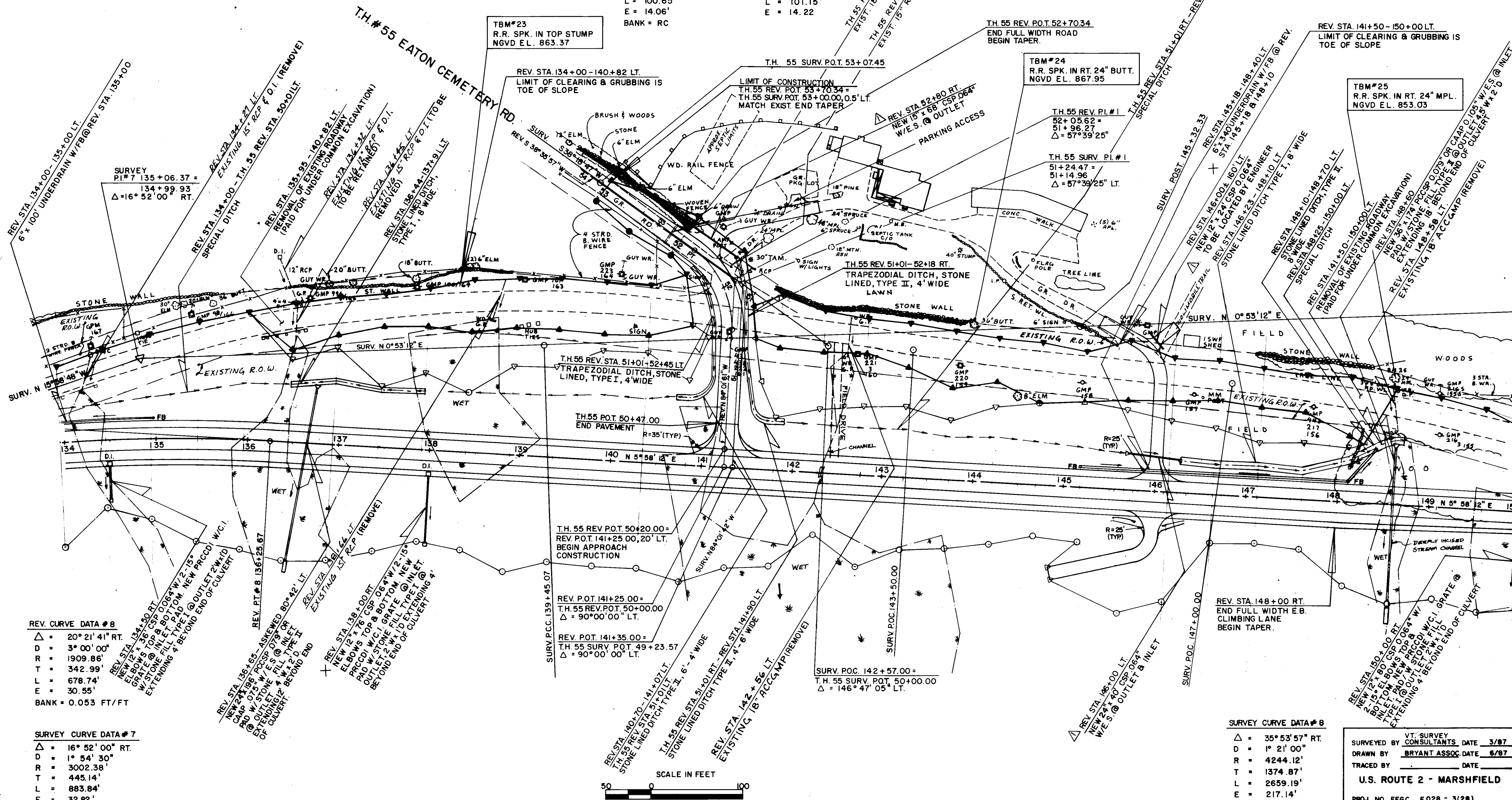
REV. P.O.T. 141+25.00, 20' LT.

T.H. 55 REV. CURVE DATA #1

$\Delta = 57^{\circ}22'12''$ LT.
D = 56°59'58"
R = 100.52'
T = 55.00'
L = 100.65'
E = 14.06'
BANK = RC

T.H. 55 SURV. CURVE DATA #1

$\Delta = 57^{\circ}39'25''$ LT.
D = 56°59'58"
R = 100.52'
T = 55.33'
L = 101.15'
E = 14.22



REV. CURVE DATA #8

$\Delta = 20^{\circ}21'41''$ RT.
D = 3°00'00"
R = 1909.86'
T = 342.99'
L = 678.74'
E = 30.55'
BANK = 0.053 FT/FT

SURVEY CURVE DATA #7

$\Delta = 16^{\circ}52'00''$ RT.
D = 1°54'30"
R = 3002.38'
T = 445.14'
L = 883.84'
E = 32.82'

SURVEY CURVE DATA #8

$\Delta = 35^{\circ}53'57''$ RT.
D = 1°21'00"
R = 4244.12'
T = 1374.87'
L = 2659.19'
E = 217.14'

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 77 OF

INCLUDE CPEP SMOOTH LINED (SL) OPTION