

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+94 - 286+47
RT. REV. STA. 276+25 - 276+85

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

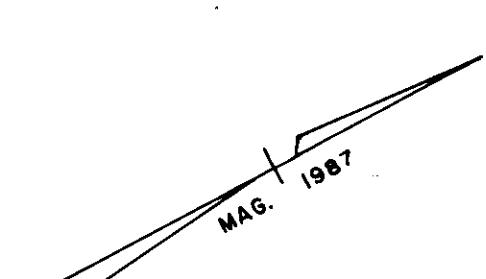
STEEL BEAM GUARD RAIL WITH STEEL POSTS
LT. REV. STA. 276+00 - 276+25
RT.

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



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'

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'

SCALE IN FEET
0 50 100

INCLUDE CPEP SMOOTH LINED (SL) OPTION

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 95 OF