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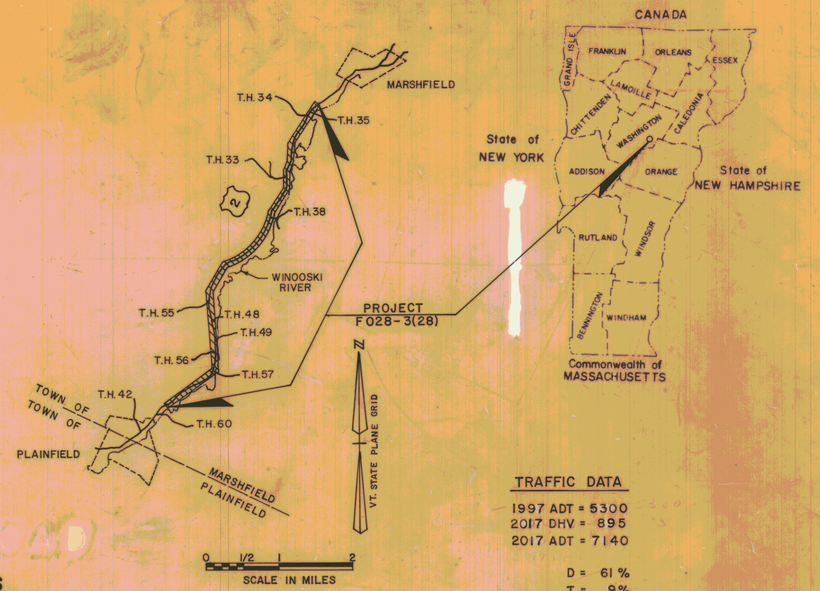
STATE OF VERMONT
AGENCY OF TRANSPORTATION

PROPOSED IMPROVEMENT
TOWN OF MARSHFIELD
COUNTY OF WASHINGTON
U.S. ROUTE 2 (F.A.P.)
PRINCIPAL ARTERIAL HIGHWAY

BEGINNING AT A POINT ON U.S. ROUTE 2 APPROXIMATELY 0.64 MILES NORTHEAST OF THE PLAINFIELD — MARSHFIELD TOWN LINE AND EXTENDING IN AN NORTHEASTERLY DIRECTION APPROXIMATELY 4.943 MILES.

LENGTH OF ROADWAY 26,101.02 FEET OR 4.943 MILES
LENGTH OF PROJECT 26,101.02 FEET OR 4.943 MILES

PROJECT INVOLVES RECONSTRUCTION AND WIDENING OF A PORTION OF U.S. ROUTE 2, INCLUDING GRADING, DRAINAGE, SUBBASE, PAVEMENT AND RELATED WORK.

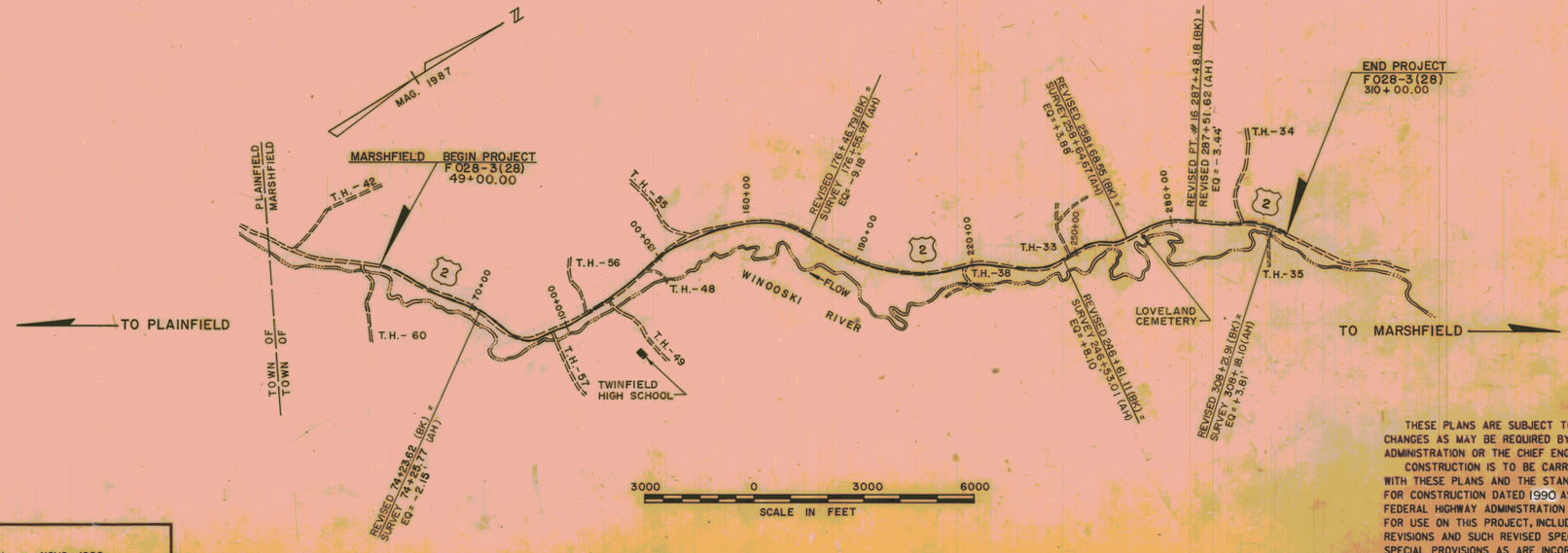


TRAFFIC DATA

1997 ADT = 5300
2017 DHV = 895
2017 ADT = 7140

D = 61 %
T = 9%
V = 50 mph.

ESAL
(1997-2017) 7,060,000



CONVENTIONAL SIGNS

COUNTY LINE
TOWN LINE
LIMITS OF ACCESS
POINT OF ACCESS X
FENCE LINE
STONE WALL
TRAVELED WAY
GUARD RAIL
RAILROAD
SURVEY LINE
CULVERT
POWER POLE
TELEPHONE POLE
TREES
CONTROL OF ACCESS
PROPERTY LINE
R.O.W TAKING LINE
SLOPE RIGHTS SR
TOP OF CUT
TOE OF SLOPE

DATUM
VERTICAL NGVD-1929
HORIZONTAL N/A

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE CHIEF ENGINEER.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1990 AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON MARCH 15, 1990 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD

APPROVED _____ DATE _____
DIRECTOR OF ENGINEERING

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED _____ DATE _____
DIVISION ADMINISTRATOR

MARSHFIELD
PROJECT NO. FEGC F028-3(028)

SHEET 1 OF SHEETS

D-10

78D079

INDEX OF SHEETS

(**) NOT INCLUDED IN THIS SUBMISSION

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	16	ITEM DETAIL AND DRAINAGE (DRAINAGE STRUCTURES)
	17	ITEM DETAIL AND DRAINAGE (DITCHES)
	18	ITEM DETAIL AND DRAINAGE (UNDERDRAIN)
	19	ITEM DETAIL AND DRAINAGE (MISC.)
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	319 –320	CROSS SECTIONS – T.H. #38
	321 –322	CROSS SECTIONS – T.H. #33
	323 –324	CROSS SECTIONS – T.H. #34
	325 –326	CROSS SECTIONS – T.H. #35
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	328 –333	BR – 100 @ STA. 114+00 (KING BROOK)
	334 –336	CHANNEL CROSS SECTIONS (KING BROOK)
	336A –336B	DETOUR 'A' (KING BROOK)
	336C –336E	CROSS SECTIONS DETOUR 'A' (KING BROOK)
	337 –338	BR – 110 @ 204+75 (BICKFORD FARM CATTLE PASS)
	338A	DETOUR 'D' (BICKFORD FARM CATTLE PASS)
	338B –338F	CROSS SECTIONS DETOUR 'D' (BICKFORD FARM CATTLE PASS)
	339 –341	BR – 120 @ 205+68 (BEAVER MEADOW BROOK)
	342 –345	CHANNEL CROSS SECTIONS (BEAVER MEADOW BROOK)
	345A –345B	DETOUR 'B' (BEAVER MEADOW BROOK)
	345C –345E	CROSS SECTIONS DETOUR 'B' (BEAVER MEADOW BROOK)
	346 –348	BR – 130 @ 296+54 (UN–NAMED BROOK)
	349 –352	CHANNEL CROSS SECTIONS DETOUR 'C' (UN–NAMED BROOK)
(**)	XXX–XXX	DETOUR 'C' (UN–NAMED BROOK)
(**)	XXX–XXX	CROSS SECTIONS DETOUR 'C' (UN–NAMED BROOK)

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B–5	SLOPE GRADING, EMBANKMENTS, MUCK	12/06/71
B–11	UNDERDRAIN–ROCK SUBGRAGE, SLOPE STABLIZATION	12/12/74 R
C–1	CURBS, BITUMINOUS CONCRETE SIDEWALKS	10/25/85 R
D–1	PRECAST RCP DROP INLET	12/06/71
D–2	C.R.M. HEADWALLS, UNDERDRAIN	10/30/85 R
D–3	TREATED GUTTERS	4/02/86
D–4	FLUSHING BASINS, END SECTIONS, ELBOWS	10/30/85 R
D–6	REINF. CONC. DROP INLET W/GRATE (DITCHES)	4/04/73
D–8	REINF. CONC. DROP INLET	12/06/71
D–9	REINF. CONC. DROP INLET TOPS	12/06/71
D–10	REINF. CONC. DROP INLET TOPS	12/06/71
D–11	GRATES AND COVERS	8/24/81 R
D–16	PRECAST CURB DROP INLET, GRATE, RCP END SECTION ETC.	10/30/85 R
D–17	CGM DROP INLET, REDUCER, RISER	10/30/85 R
D–20	HIGHWAY CROSSING FOR UNDER GROUND UTILITIES	10/30/85 R
D–22	SANITARY SEWER SYSTEMS	10/01/76
E–9	UTILITY WORK ZONES	2/03/86 R
E–10	APPROACH SIGNS, MINOR MAINTENANCE	2/03/86 R
E–10A	APPROACH SIGNS, TYPICAL MOVING	2/03/86 R
E–100	CONSTRUCTION APPROACH SIGNS	5/26/89 R
E–101	CONSTRUCTION SIGNAL DETAILS	10/30/87
E–102	CONSTRUCTION SIGN DETAILS	1/23/89 R
E–103	MAINLINE TRAFFIC CONTROL DIVIDED HIGHWAY – ONE LANE CLOSED	1/23/89 R
E–106	TRAFFIC CONTROL MISCELLANEOUS DETAILS	1/23/89 R
E–107	DELINEATION, BARRICADES & DETOURS FOR CONSTRUCTION AREAS	4/29/88 R
E–107A	BREAKAWAY BARRICADE DETAILS	9/10/87
E–110	MAJOR MAINTENANCE OPERATION LANE CLOSURE	3/01/88 R
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E–123	GUIDE SIGN PLACEMENT MISCELLANEOUS DETAILS	1/23/89 R
E–124	TOWN LINE SIGNS	1/23/89
E–125	TRAVEL INFORMATION SIGNS	8/22/88
E–136	US AND STATE ROUTE MARKER SIGN DETAILS	4/29/88 R
E–138	MILE MARKER DETAILS	10/20/88
E–141	REGULATORY SIGN DETAILS	10/30/87
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E–143	REGULATORY SIGN DETAILS	10/30/87
E–144	REGULATORY SIGN DETAILS	1/23/89
E–150	WARNING SIGN DETAILS	10/30/87
E–151	WARNING SIGN DETAILS	10/30/87
E–160	FLANGED CHANNEL STEEL SIGN DETAILS	3/01/88 R
E–162	TUBULAR ALUMINUM SIGN POST	3/01/88 R
E–191	PAVEMENT MARKING DETAILS	1/23/89 R
E–198	DELINEATORS AND MILEPOSTS	9/10/87
F–1	WOVEN WIRE FENCE	12/10/87 R
F–2	CHAIN LINK FENCE, TYPE I	2/01/79 R
G–1	STEEL BEAM GUARD RAIL (50MPH AND OVER)	10/31/85 R
G–1d	STEEL BEAM GUARD RAIL (40MPH AND LESS)	10/31/85 R
G–4	MARKERS – GUIDE POSTS – PLANK GUARD RAIL	10/31/85 R
G–6	CABLE GUARD RAIL WITH STEEL POSTS – ANCHORS	10/31/85 R
G–15	BREAKAWAY CABLE TERMINAL WITH STEEL POSTS	11/13/89 R
G–16	STEEL BEAM GUARD RAIL ATTACHMENTS TO EXISTING BRIDGE	11/25/80 R
G–18	PRECAST CONCRETE TEMPORARY TRAFFIC BARRIER	1/19/88
H–1A	METAL BIN TYPE RETAINING WALL	12/14/71
H–1b	METAL BIN TYPE RETAINING WALL	12/14/71
H–2	TIMBER BIN WALLS (1 OF 3)	1/11/90
H–2	TIMBER BIN WALLS (2 OF 3)	1/11/90
H–2	TIMBER BIN WALLS (3 OF 3)	1/11/90
J–1	PROJECT BOUNDARY MARKERS	6/27/80
L–1	SETTLEMENT PLATFORM	2/09/77 R
T–1	DETAILS	12/07/76 R
T–2	DETAILS	7/05/72

VT. SURVEY
SURVEYED BY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 8/90
TRACED BY SMB DATE 5/92

U.S. ROUTE 2 – MARSHFIELD

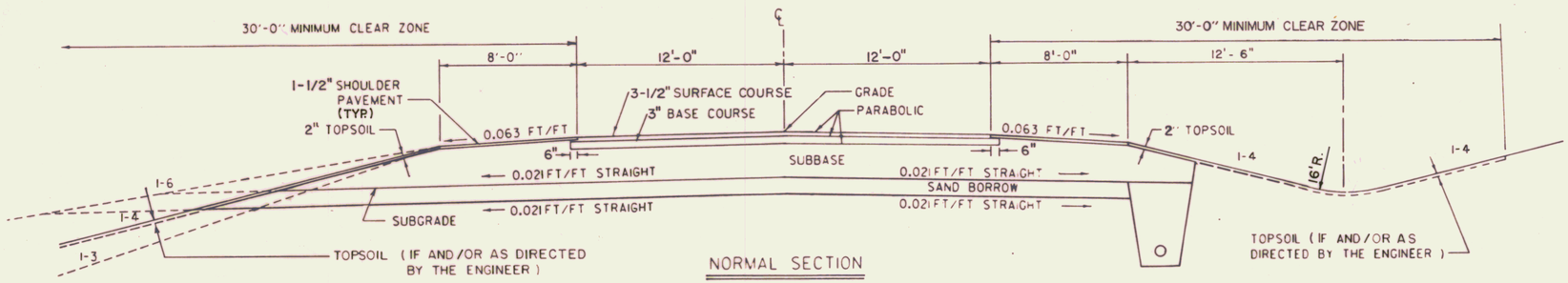
PROJ. FEGC NO. F 028-3(28)

SHEET **2** OF

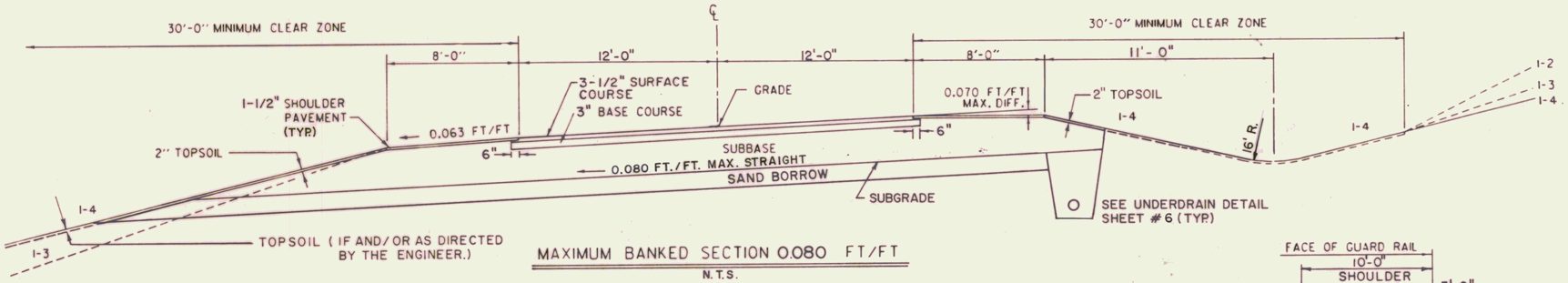
TYPICAL SECTIONS

MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT(TOTAL DEPTH)	± 1/4"
SUBBASE	± 1"
SAND BORROW	± 1"

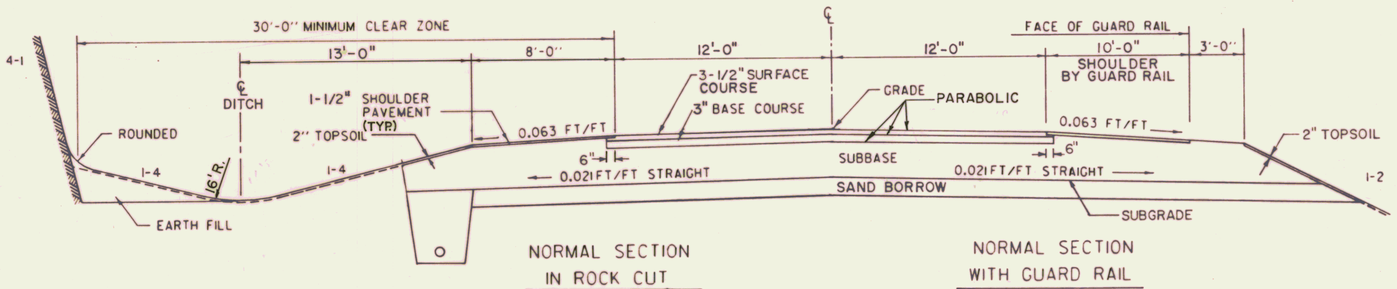
3-1/2" BITUMINOUS CONCRETE PAVEMENT 1-1/2" TYPE III, 2" TYPE II)	406.25
3" BASE COURSE, BITUMINOUS CONCRETE, TYPE I (SINGLE LIFT)	406.25
32" SUBBASE OF DENSE GRADED CRUSHED STONE	301.35
18" SAND BORROW	203.31
SHOULDERS : 1-1/2" BITUMINOUS CONCRETE PAVEMENT, TYPE III	406.25



NORMAL SECTION
N.T.S.



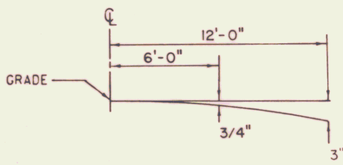
MAXIMUM BANKED SECTION 0.080 FT/FT
N.T.S.



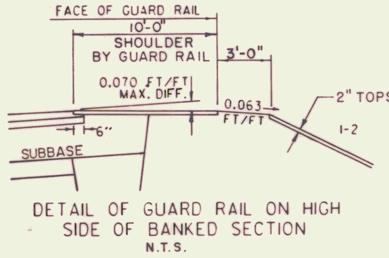
NORMAL SECTION IN ROCK CUT
N.T.S.

NORMAL SECTION WITH GUARD RAIL
N.T.S.

FOR SLOPES IN SOLID ROCK EXCAVATION AND DRILLING AND BLASTING OF SOLID ROCK SUBGRADE, SEE STANDARD SHEET A-60.



PARABOLIC DETAIL
N.T.S.



DETAIL OF GUARD RAIL ON HIGH SIDE OF BANKED SECTION
N.T.S.

SEEDING FORMULA, ITEM 651.15
RURAL AREAS

% WT.	LBS./A	NAME	PUR %	GERM %
37.5	22.5	CREEPING RED FESCUE	98	85
37.5	22.5	TALL FESCUE	95	90
5.0	3.0	ANNUAL RYE GRASS	95	85
5.0	3.0	RED TOP	95	90
15.0	9.0	BIRDSFOOT TREFOIL	98	85
100.0	60.0			

THE SEED MIXTURE SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS WEED SEED.

SEED- TO BE APPLIED PER SEEDING FORMULA AS DIRECTED BY THE ENGINEER

FERTILIZER- FORMULA 20-20-20 TO BE USED WITH SEEDING APPLIED AT THE RATE OF 500 LBS./ACRE

AGRICULTURAL LIMESTONE- TO BE APPLIED AT THE RATE OF 2 TONS/ACRE OR AS DIRECTED BY THE ENGINEER.

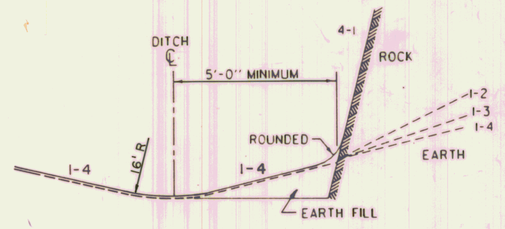
HAY MULCH- TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.

TOPSOIL- TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

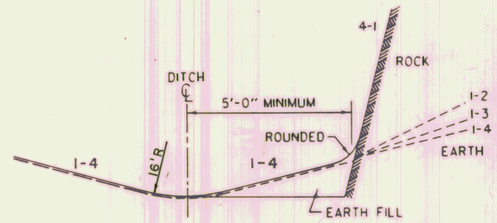
MARKER POSTS- TO BE PLACED AS DIRECTED BY THE ENGINEER.

SLOPE ROUNDING- ALL CUT SLOPES TO BE ROUNDED IN ACCORDANCE WITH STANDARD SHEET B-5.

PAY LIMITS OF SAND BORROW WHEN USED IN CONJUNCTION WITH UNDERDRAIN- SEE STANDARD SHEET D-2.



DETAILS OF DITCH AND BACKSLOPE FOR LOW SIDE OF BANK < 0.042 FT/FT
N.T.S.



DETAILS OF DITCH AND BACKSLOPE FOR LOW SIDE OF BANK ≥ 0.042 FT/FT
N.T.S.

SEEDING FORMULA, ITEM 651.15
URBAN AREAS

% WT.	LBS./AC.	NAME	PUR%	GERM%
42.5	34.0	CREEPING RED FESCUE	98	85
10.0	8.0	PERENNIAL RYE GRASS	95	90
42.5	34.0	KENTUKY BLUE GRASS	85	85
5.0	4.0	ANNUAL RYE GRASS	95	85
100.0	80.0			

THE SEED MIXTURE SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS WEED SEED.

*(FOLLOW PRESENT SPEC FOR TURF ESTABLISHMENT)

*NEW FERTILIZER FORMULA: 20-20-20

DRAWING N.T.S.

VT. SURVEY
SURVEYED BY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD
PROJ F-EGC NO. 028-3(28)
SHEET 3 OF

August 5, NEW

TYPICAL SECTIONS

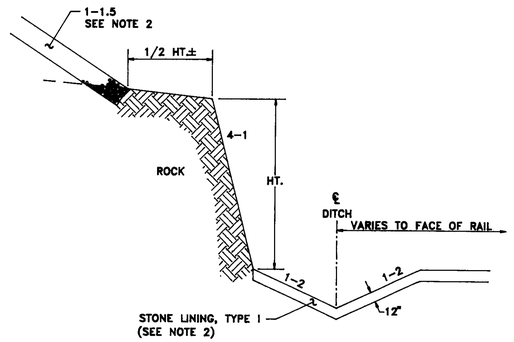
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (TOTAL DEPTH)	±1/4"
SUBBASE	±1"
SAND BORROW	±1"

3-1/2"	BITUMINOUS CONCRETE PAVEMENT (1-1/2" TYPE II, 2" TYPE II)	406.25
3"	BASE COURSE, BITMINOUS CONCRETE, TYPE I (SINGLE LIFT)	406.25
32"	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35
18"	SAND BORROW	203.31
SHOULDER 1-1/2"	BITUMINOUS CONCRETE PAVEMENT, TYPE III	406.25

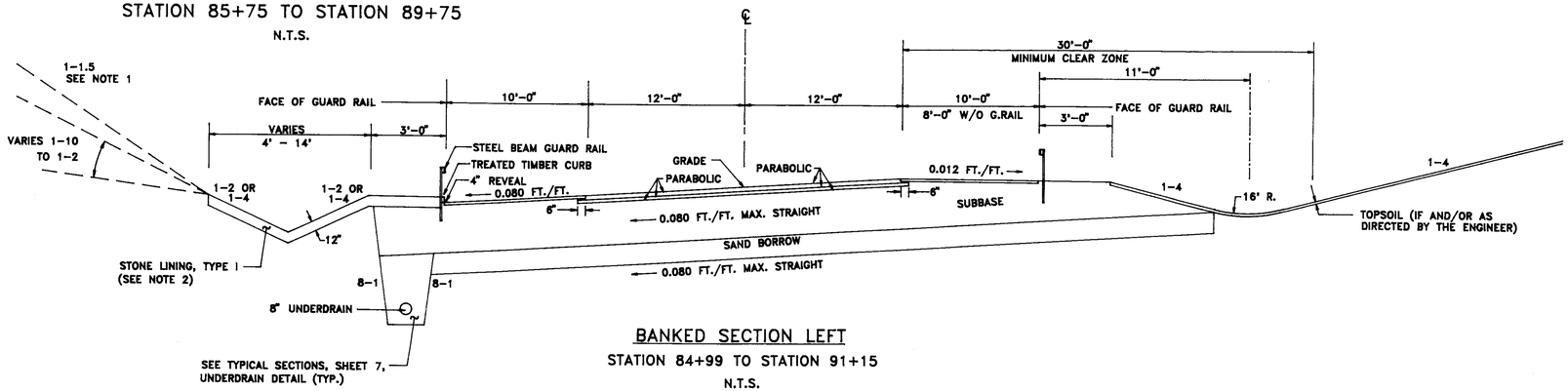
NOTES

1. ALL SLOPES STEEPER THAN 1-2 SHALL HAVE STONE FILL FOR STABILZATION, TYPE II, 2'-0" DEPTH WITH 6" - 12" GRUBBING MATERIAL ON STONE FILL.

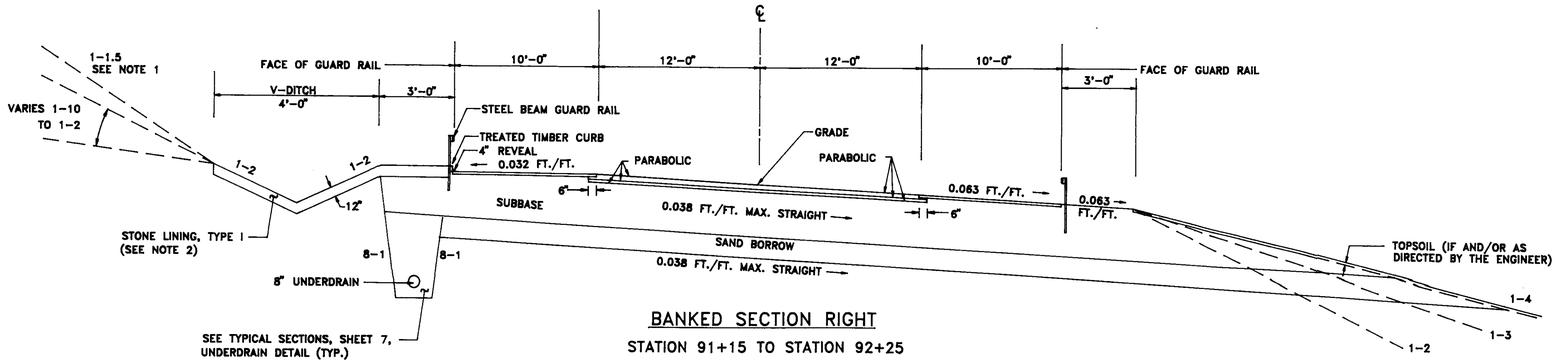
2. V-DITCH EROSION CONTROL: STONE FILL TYPE I SHALL BE PLACED AT LOCATIONS AS INDICATED ON THE PLANS. IN AREAS WHERE THE V-DITCH OCCURS WITHIN ROCK EXCAVATION, STONE FILL TYPE I SHALL BE PLACED IN DEFICIENT SECTIONS AS DIRECTED BY THE V.A.O.T.



DETAILS OF DITCH AND BACKSLOPE
STATION 85+75 TO STATION 89+75
N.T.S.



BANKED SECTION LEFT
STATION 84+99 TO STATION 91+15
N.T.S.



BANKED SECTION RIGHT
STATION 91+15 TO STATION 92+25
N.T.S.

VT. SURVEY
SURVEYED BY CONSULTANTS DATE AUG.,1986
DRAWN BY BRYANT ASSOC.,P.C. DATE MAY, 1987
TRACED BY _____ DATE _____

U.S. ROUTE 2
MARSHFIELD

PROJ. FEGC NO. F028-3(28)

SHEET 4 OF

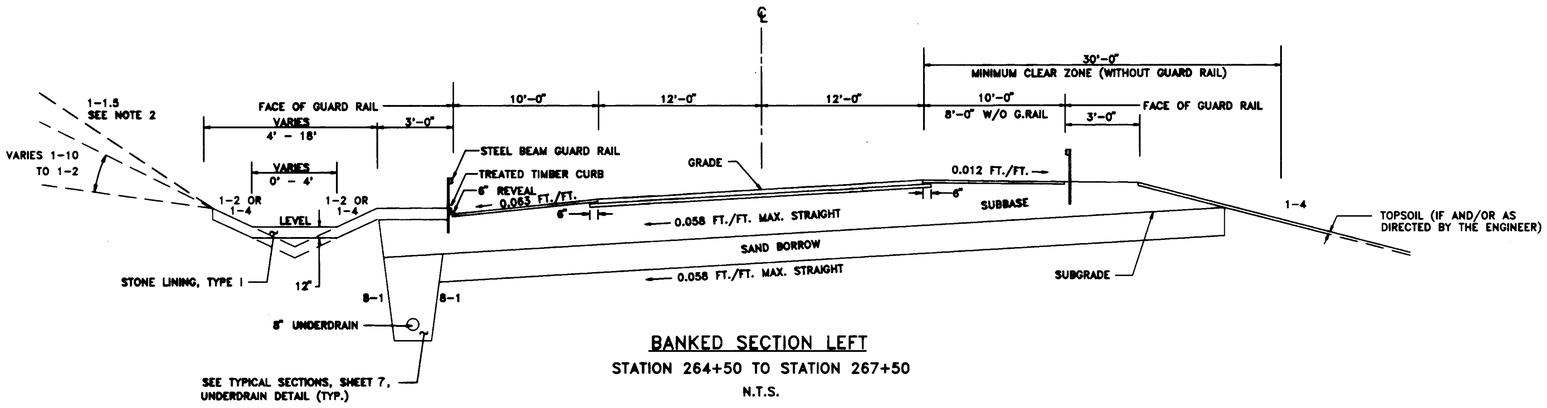
TYPICAL SECTIONS

MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (TOTAL DEPTH)	± 1/4"
SUBBASE	± 1"
SAND BORROW	± 1"

	3-1/2"	BITUMINOUS CONCRETE PAVEMENT (1-1/2" TYPE III, 2" TYPE II)	406.25
	3"	BASE COURSE, BITMINOUS CONCRETE, TYPE I (SINGLE LIFT)	406.25
	32"	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35
	18"	SAND BORROW	203.31
SHOULDER	1-1/2"	BITUMINOUS CONCRETE PAVEMENT, TYPE III	406.25

NOTES

1. ALL SLOPES STEEPER THAN 1-2 SHALL HAVE STONE FILL FOR SLOPE STABILIZATION TYPE II, 2'-0" DEPTH WITH 6" - 12" GRUBBING MATERIAL ON STONE FILL.



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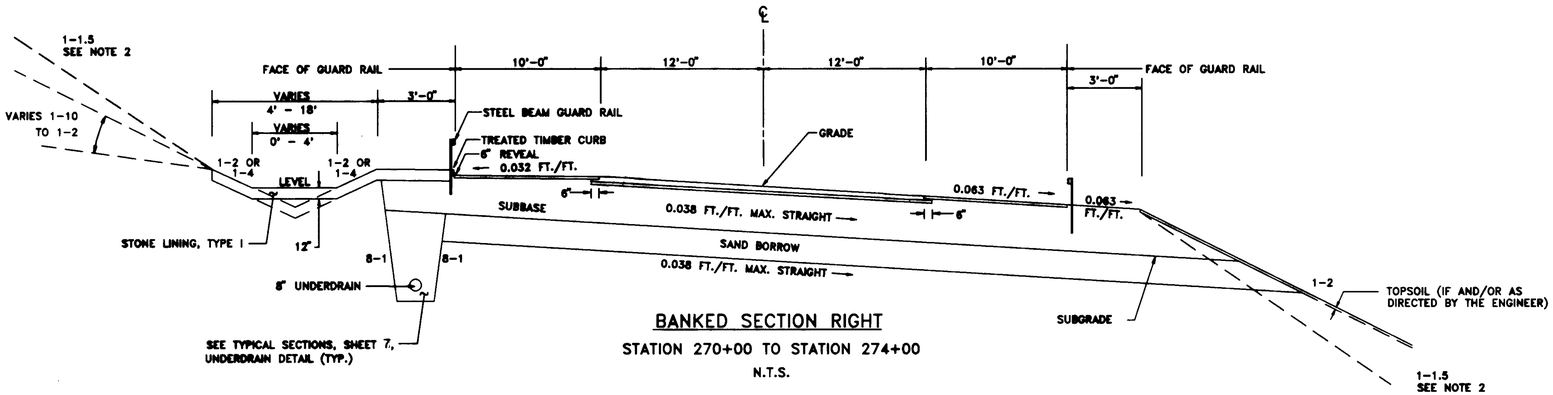
STATION 264+50 TO STATION 267+50

N.T.S.



BANKED SECTION RIGHT

STATION 270+00 TO STATION 274+00

N.T.S.

VT. SURVEY
SURVEYED BY CONSULTANTS DATE AUG.,1986
DRAWN BY BRYANT ASSOC.,P.C. DATE MAY, 1987
TRACED BY _____ DATE _____

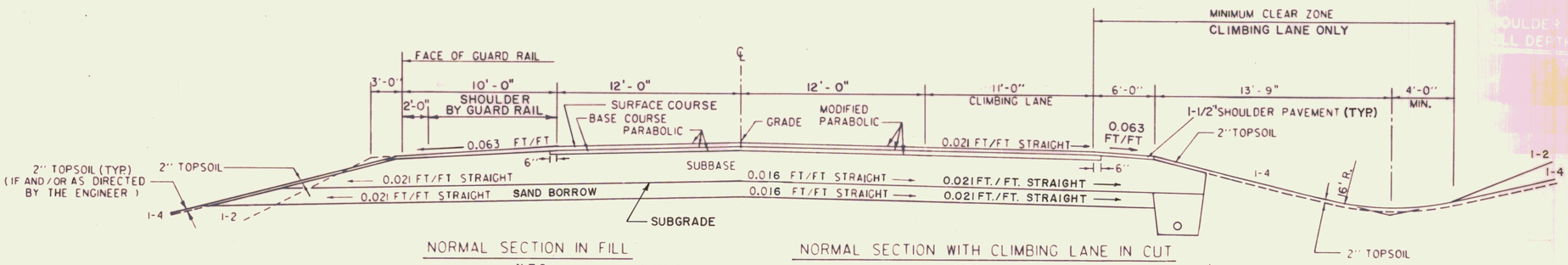
U.S. ROUTE 2
MARSHFIELD
PROJ. FEGC NO. F028-3(28)

SHEET 5 OF

CLIMBING LANE
TYPICAL SECTIONS

3-1/2" BITUMINOUS CONCRETE PAVEMENT (1-1/2" TYPE III, 2" TYPE II)	406.25
3" BASE COURSE, BITUMINOUS CONCRETE, TYPE I (SINGLE LIFT)	406.25
32" SUBBASE OF DENSE GRADED CRUSHED STONE	301.35
18" SAND BORROW	203.31
SHOULDERS: 1-1/2" BITUMINOUS CONCRETE PAVEMENT, TYPE III	406.25

MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (TOTAL DEPTH)	± 1/4"
SUBBASE	± 1"
SAND BORROW	± 1"



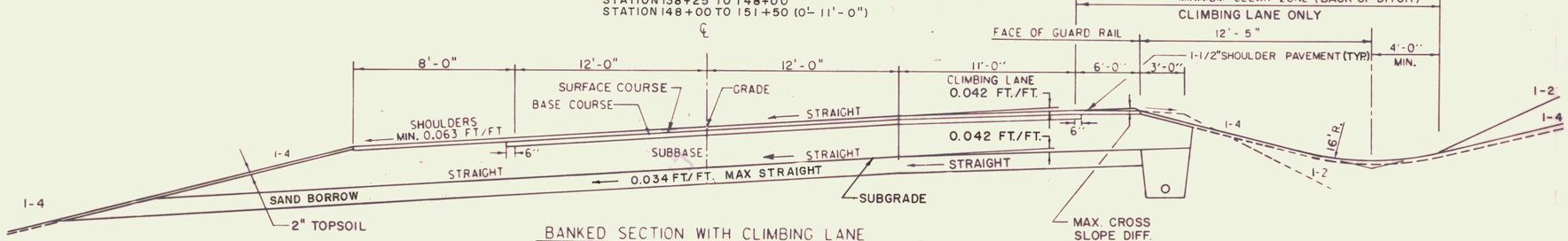
NORMAL SECTION IN FILL

N.T.S.

NORMAL SECTION WITH CLIMBING LANE IN CUT

N.T.S.

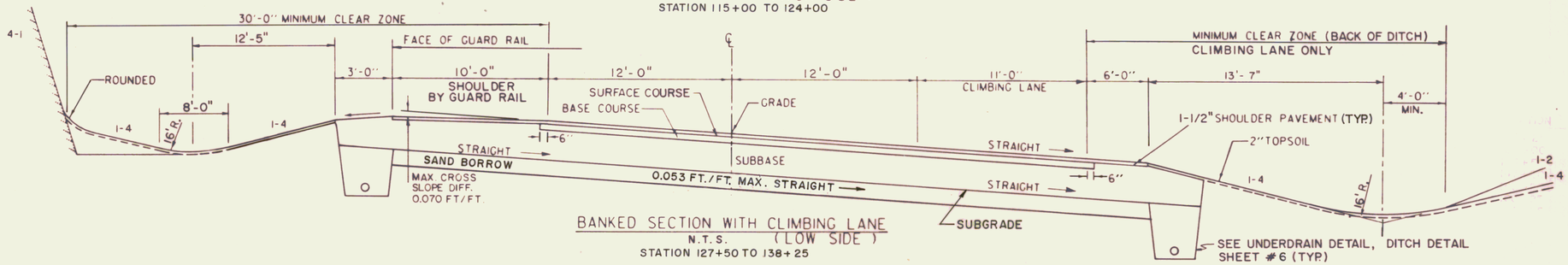
STATION 109+45 TO 112+20 (0'-11'-0")
STATION 112+20 TO 115+00
STATION 124+00 TO 127+50
STATION 138+25 TO 148+00
STATION 148+00 TO 151+50 (0'-11'-0")



BANKED SECTION WITH CLIMBING LANE

N.T.S. (HIGH SIDE)

STATION 115+00 TO 124+00



BANKED SECTION WITH CLIMBING LANE

N.T.S. (LOW SIDE)

STATION 127+50 TO 138+25

DRAWING N.T.S.

VT. SURVEY
SURVEYED BY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

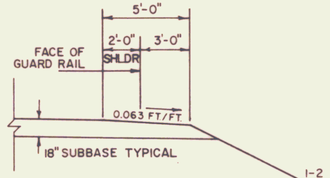
U.S. ROUTE 2 - MARSHFIELD

PROJ. FEGC NO. 028-3(28)

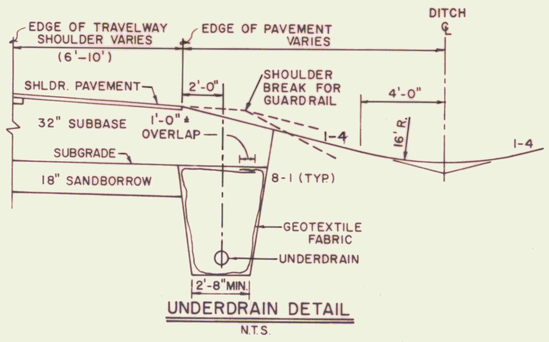
SHEET 6 OF

August 5, 1992 NEW

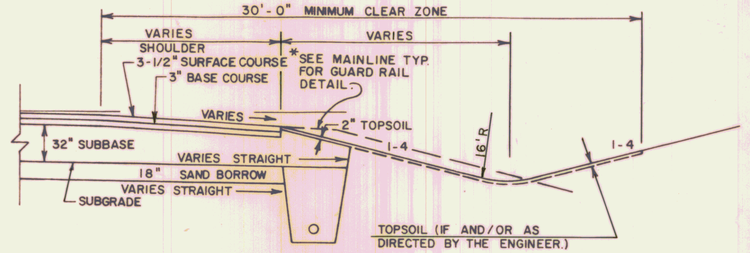
TYPICAL SECTIONS & MISC. DETAILS



TOWN HIGHWAY TYPICAL GUARD RAIL DETAIL
N.T.S.

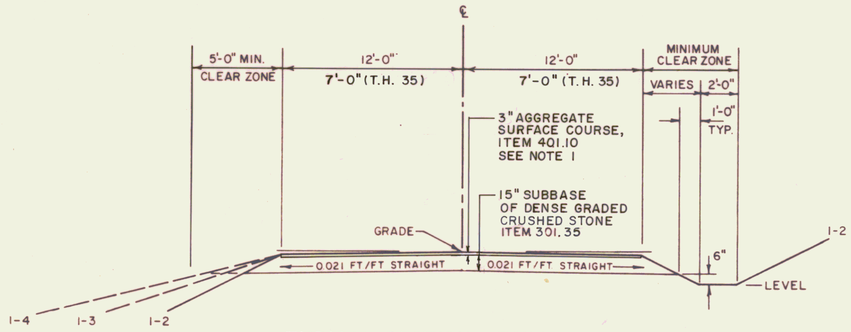


UNDERDRAIN DETAIL
N.T.S.



SHOULDER DETAIL WITH FULL DEPTH PAVEMENT
N.T.S.

LT.	RT
STA. 63+50 - 66+50 (8' WIDE)	STA. 112+00 - 113+50 (5'-10' WIDE)
STA. 81+00 - 89+00 (8' WIDE)	STA. 218+00 - 220+00 (0'- 8' WIDE)
*STA. 110+60 - 115+50 (8' - 10' WIDE)	STA. 237+00 - 241+50 (8' WIDE)
STA. 184+75 - 185+75 (8' WIDE)	
STA. 201+00 - 203+00 (8' WIDE)	
STA. 260+75 - 262+25 (8' WIDE)	
STA. 289+25 - 292+00 (8' WIDE)	

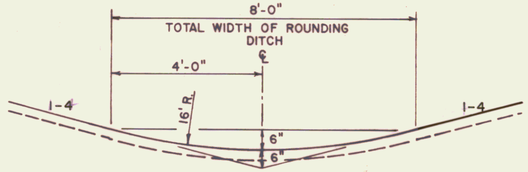


TYPICAL SECTION - TOWN HIGHWAYS

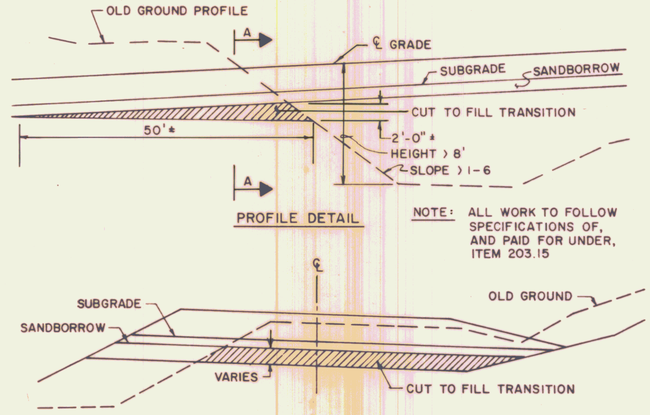
N.T.S.

T.H. - 33, T.H. - 34, T.H. - 35, T.H. - 38
T.H - 48, T.H. - 55, T.H. - 56, T.H. - 57

NOTE:
1. T.H. 48 TO RECEIVE 3" BITUMINOUS CONCRETE PAVEMENT, ITEM 406.25 (1" TYPE III, 2" TYPE II) IN PLACE OF 3" AGGREGATE SURFACE COURSE, ITEM 401.10



TYPICAL DITCH DETAIL
N.T.S.



PROFILE DETAIL

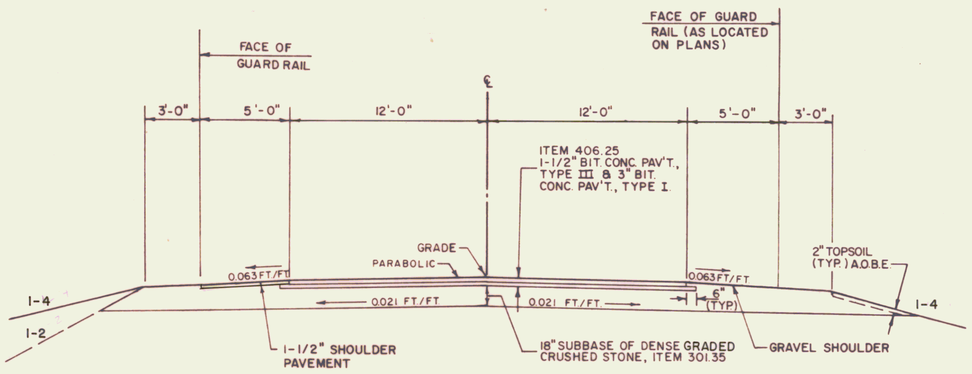
NOTE: ALL WORK TO FOLLOW SPECIFICATIONS OF, AND PAID FOR UNDER, ITEM 203.15

SECTION A-A DETAIL

CUT TO FILL TRANSITION DETAILS

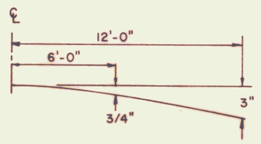
N.T.S.

STATION	TO	STATION
57+25	-	57+75
84+00	-	84+50
144+50	-	145+00
147+20	-	147+70
153+20	-	153+70
168+85	-	169+35
234+05	-	234+55

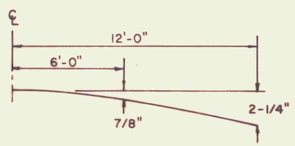


TYPICAL SECTION - TOWN HIGHWAYS

T.H. - 49
(LAIRD POND RD.)
N.T.S.



NORMAL SECTION



CLIMBING LANE MODIFIED

PARABOLIC DETAILS

N.T.S.

DRW'G N.T.S.

VT SURVEY
SURVEYED BY CONSULTANTS DATE AUG., 1986
DRAWN BY BRYANT ASSOC DATE MAY, 1987
TRACED BY _____ DATE _____

U. S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)

SHEET 17 OF 22

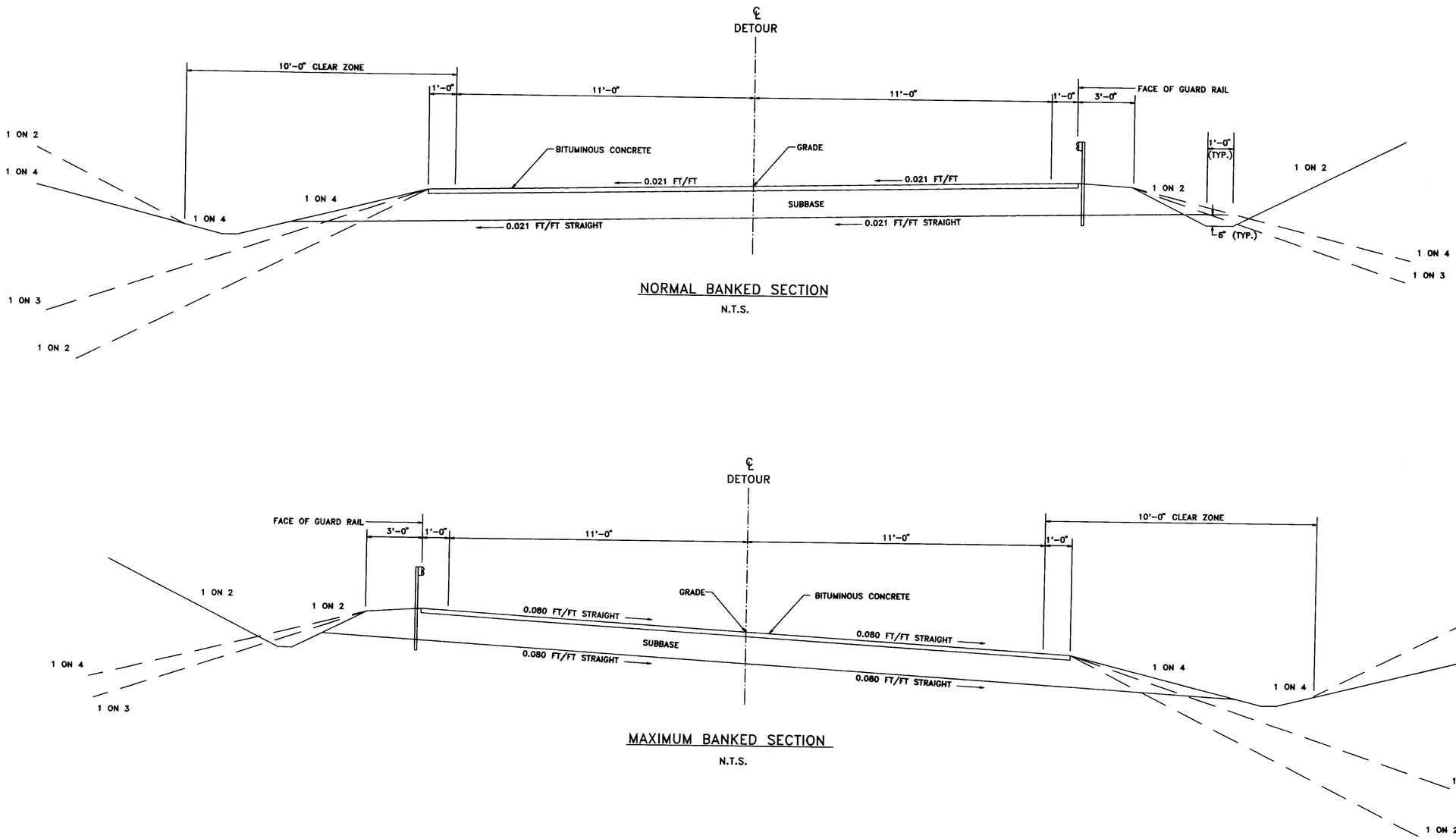
August 5, 1997 NEW

DETOUR TYPICAL SECTIONS

MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (TOTAL DEPTH)	± 1/4"
SUBBASE	± 1"

2"	BITUMINOUS CONCRETE PAVEMENT (1 LIFT TYPE II OR TYPE III)	406.25
12"	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35

DETOUR	LOCATION STATION TO STATION	MAX. BANK
A	100+00 – 106+60	0.080 FT/FT
D	110+00 – 116+58	0.080 FT/FT
B	120+00 – 127+18	0.080 FT/FT
C	130+00 – 135+60	0.080 FT/FT



NORMAL BANKED SECTION

N.T.S.

MAXIMUM BANKED SECTION

N.T.S.

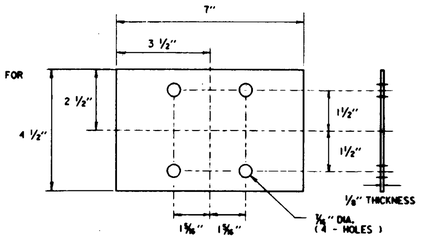
D:\MARSH\VT8-ABM PLOTTED 2/3/93 AT 2:40 PM

VT. SURVEY
SURVEYED BY CONSULTANTS DATE AUG., 1986
DRAWN BY BRYANT ASSOC., P.C. DATE MAY, 1987
TRACED BY _____ DATE _____

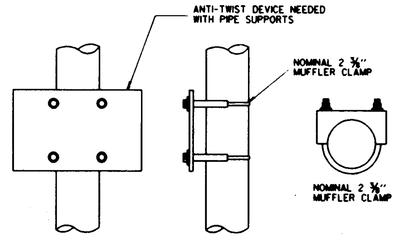
U.S. ROUTE 2
MARSHFIELD
PROJ. FEGC NO. F028-3(28)
SHEET 8 OF

NOTES

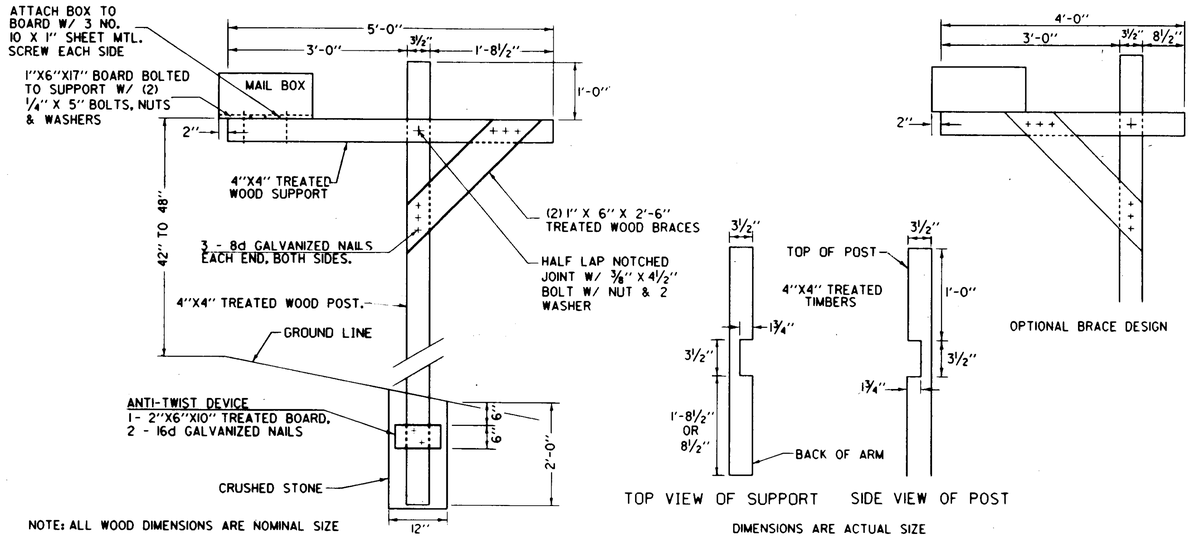
1. ONLY LIGHTWEIGHT MAILBOXES MADE OF LIGHT SHEET METAL OR PLASTIC SHALL BE USED. MAILBOXES SHALL MEET REQUIREMENTS AND APPROVAL OF THE U.S. POSTAL SERVICE.
2. AN ALTERNATE MAILBOX SUPPORT STRUCTURE DESIGN AND CONSTRUCTION MAY BE USED AS LONG AS PROVEN CRASHWORTHY AND MEETS GUIDELINES AS SET OUT IN AASHTO'S "GUIDE FOR ERECTING MAILBOXES ON HIGHWAYS". SUPPORT STRUCTURE SHALL ALSO MEET REQUIREMENTS OF THE U.S. POSTAL SERVICE.
3. MAILBOX TURNOUT SHALL MEET B-17 STANDARD AS SET OUT IN "STATE OF VERMONT AGENCY OF TRANSPORTATION DESIGN STANDARDS FOR ROAD AND BRIDGE CONSTRUCTION".
4. IF THE STANDARD TURNOUT OFFSET CANNOT BE ATTAINED DUE TO RIGHT-OF-WAY CONSTRAINTS OR OTHER REASONS THE TURNOUT SHALL BE MODIFIED AS DIRECTED BY THE ENGINEER.



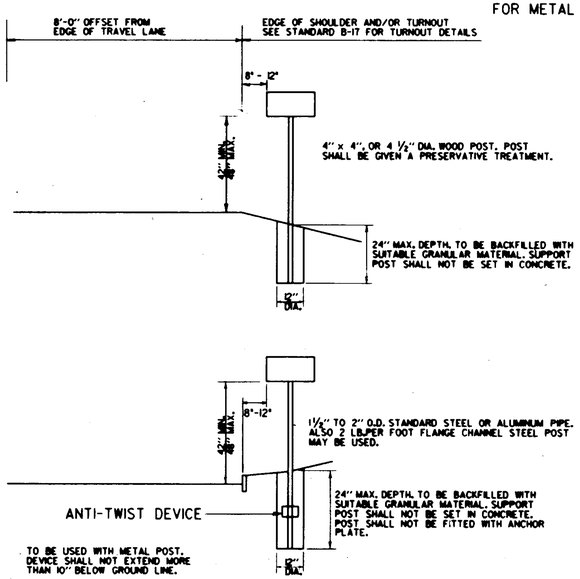
ANTI-TWIST DEVICE DETAIL FOR METAL PIPE

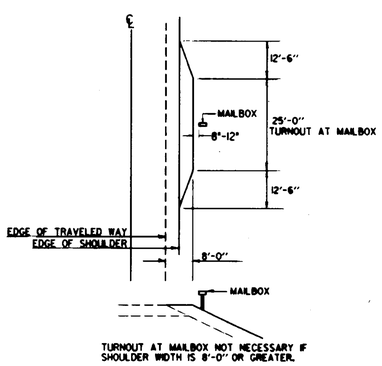


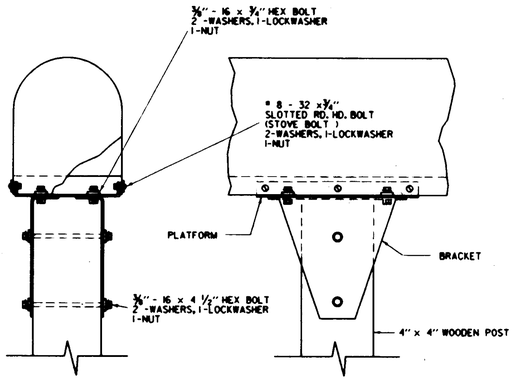
ANTI-TWIST DEVICE ASSEMBLY FOR METAL PIPES
(USED FOR SINGLE AND MULTIPLE INSTALLATIONS)

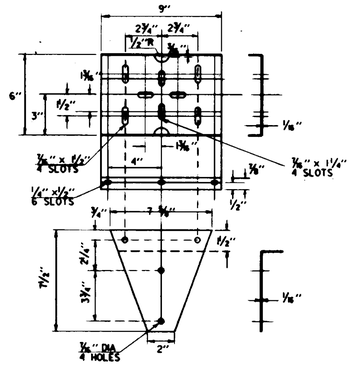


CANTILEVER TYPE MAILBOX SINGLE SUPPORT



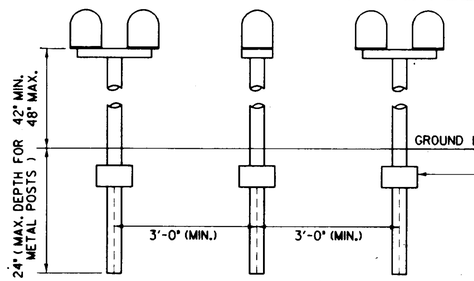






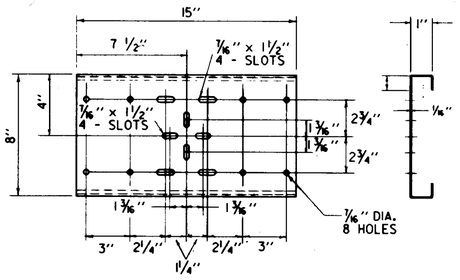
PLATFORM AND BRACKET DETAIL FOR METAL OR WOOD POSTS
(USED FOR SINGLE AND MULTIPLE BOXES)

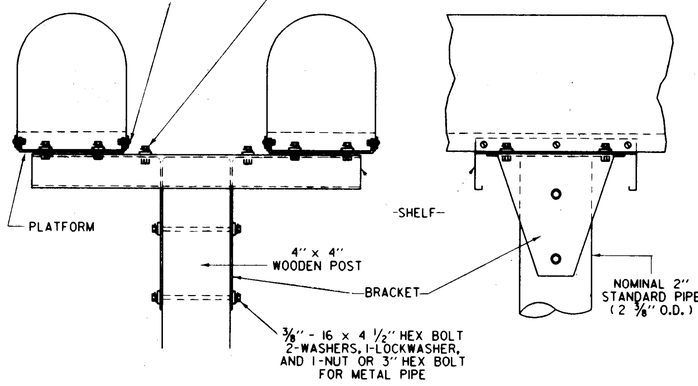
SINGLE MAILBOX SUPPORT



SPACING FOR MULTIPLE POST INSTALLATION
(APPLIES TO BOTH SINGLE AND MULTIPLE MAILBOX SUPPORTS)

SHELF FOR TWO BOXES





MULTIPLE MAILBOX SUPPORT

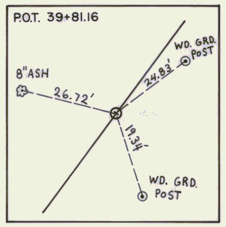
MAILBOX SUPPORT HARDWARE

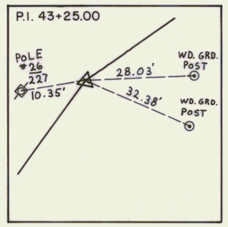
(SINGLE AND MULTIPLE SUPPORT)

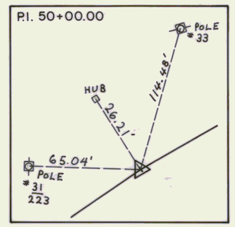
DATUM
VERTICAL _____
HORIZONTAL _____

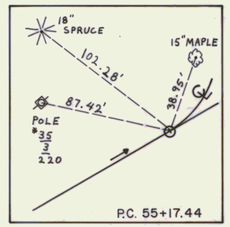
SURVEYED BY _____ DATE _____
DRAWN BY BRYANT ASSOC. DATE 11/92
TRACED BY _____ DATE _____
U.S. ROUTE 2 - MARSHFIELD
PROJ. NO. FEGC F028-3(28)
SHEET 9 OF

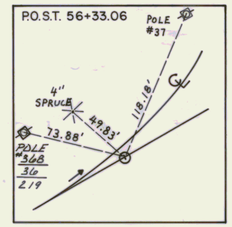
PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	VT				

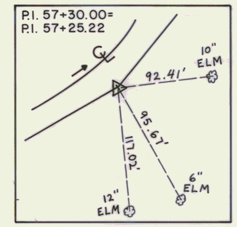


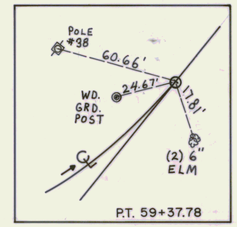




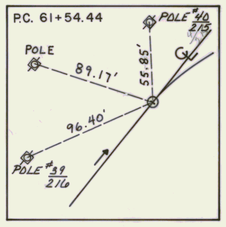


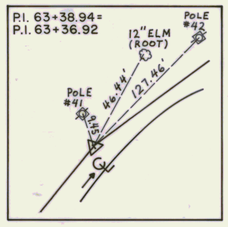


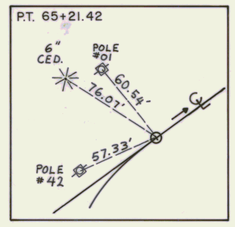


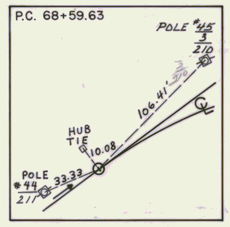


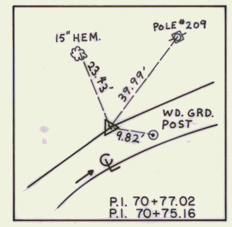


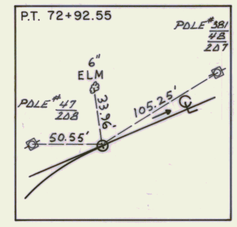


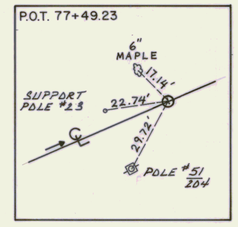


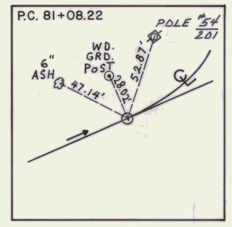


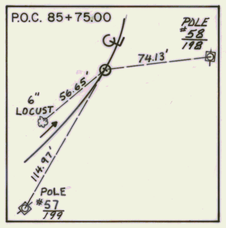


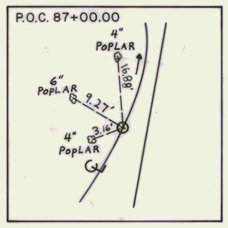


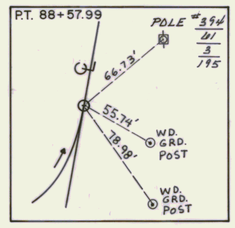


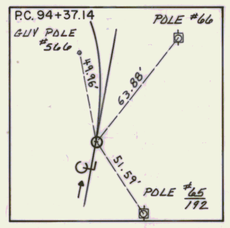


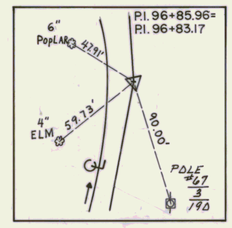


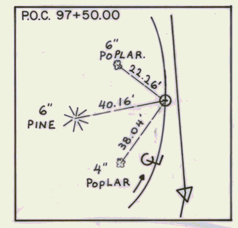


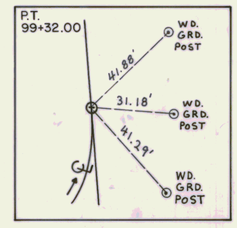


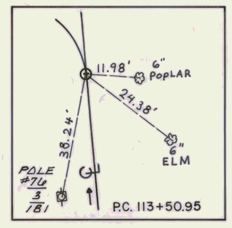


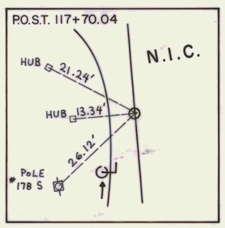


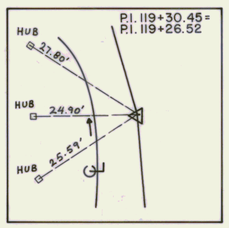


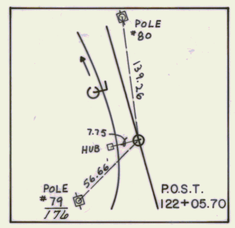


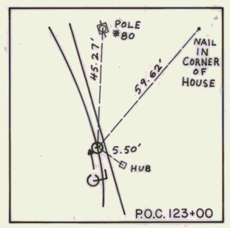


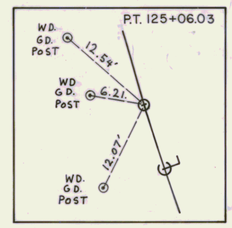


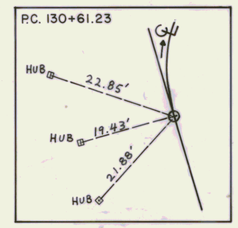


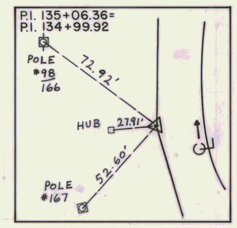


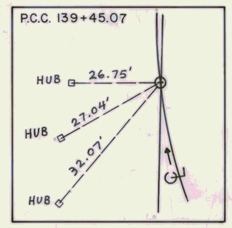


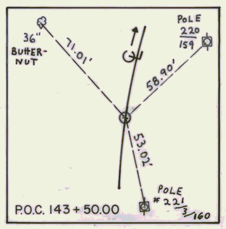


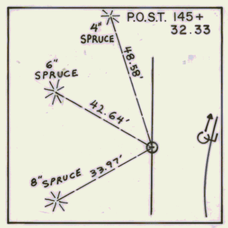


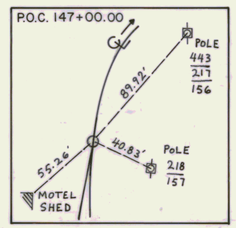


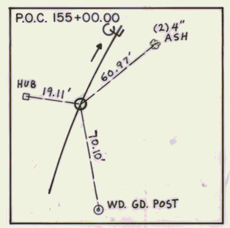


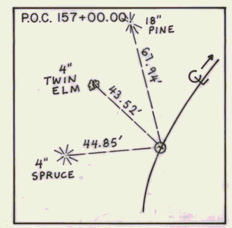


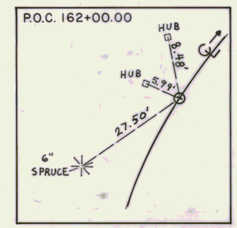


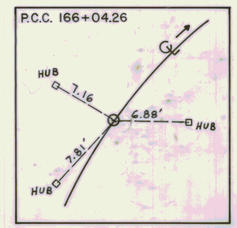












DRW'G. N.T.S.

BASELINE TIE DATA SHEET

SURVEYED BY V.T. SURVEY CONSULTANTS DATE SEPT., 1986
DRAWN BY BRYANT ASSOC. DATE JAN., 1987
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028-3(28)

SHEET 10 OF

PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO	TOTAL SHEETS
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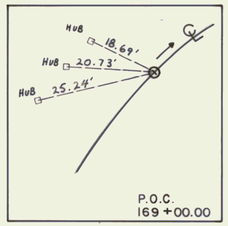

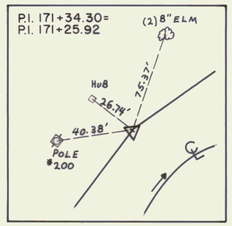

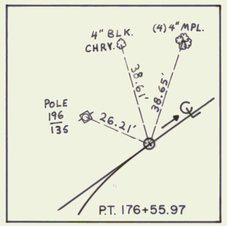

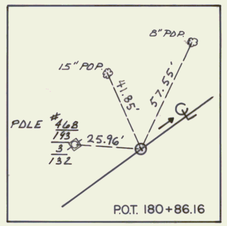

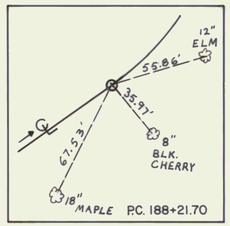

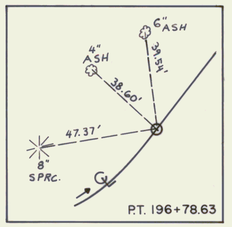



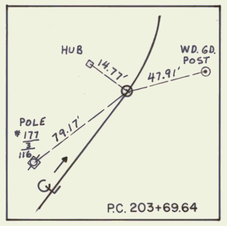

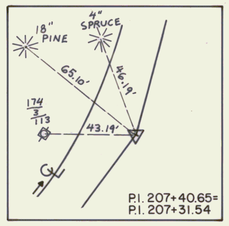

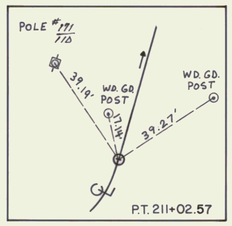

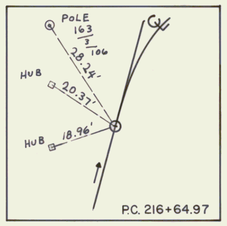

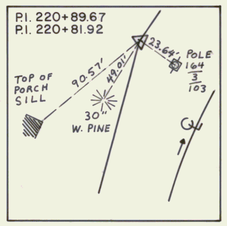

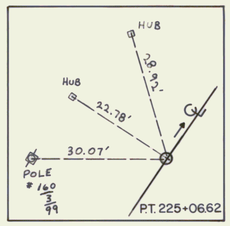

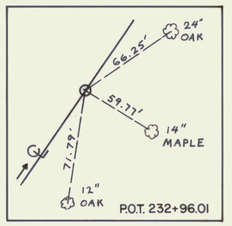

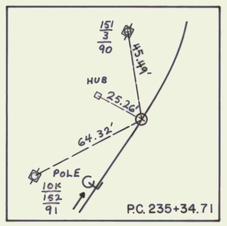

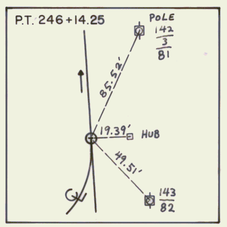

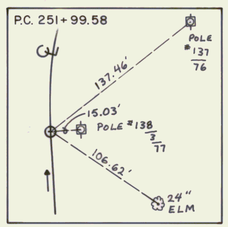

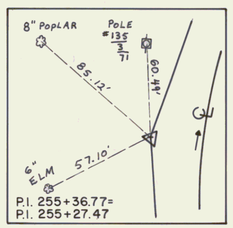

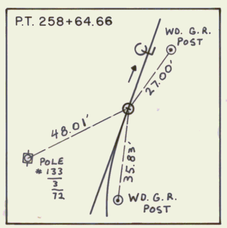

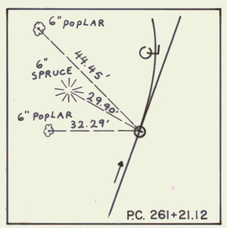

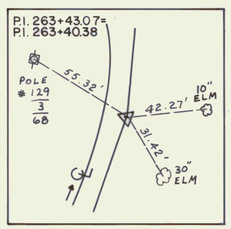

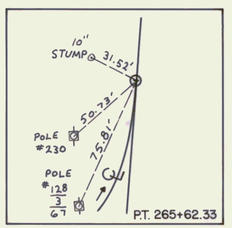

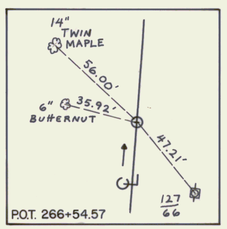

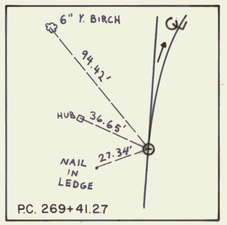

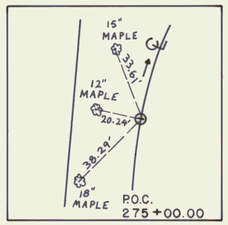

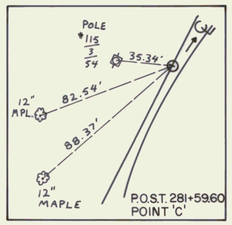

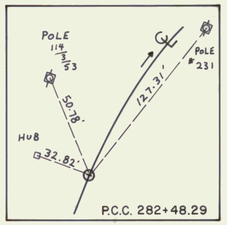

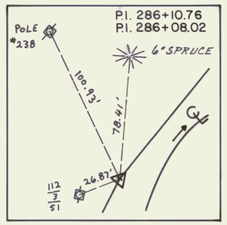

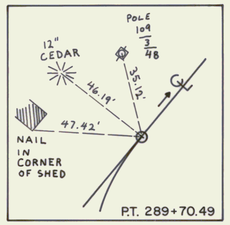

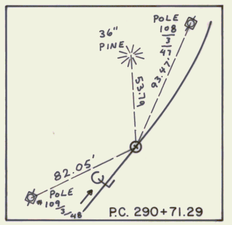

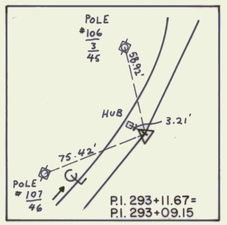

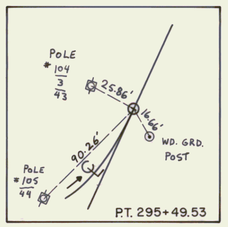

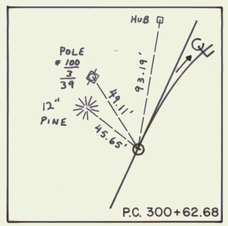

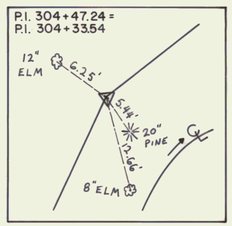

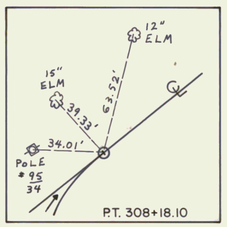

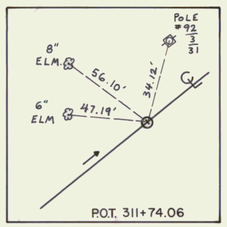

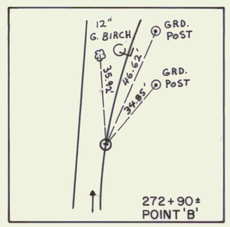

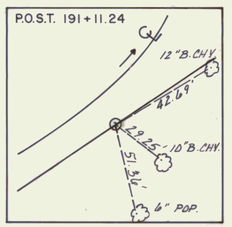

DRW'G. N.T.S.

BASELINE TIE DATA SHEET

SURVEYED BY VT. SURVEY CONSULTANTS DATE SEPT., 1986
DRAWN BY BRYANT ASSOC. DATE JAN., 1987
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)

SHEET 11 OF

PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO	TOTAL SHEETS
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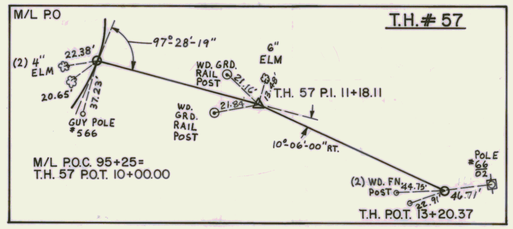

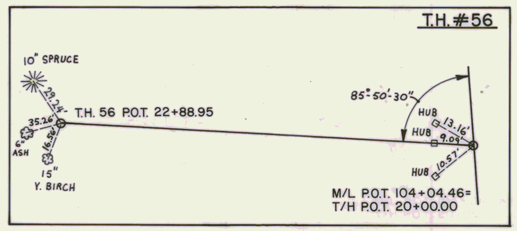

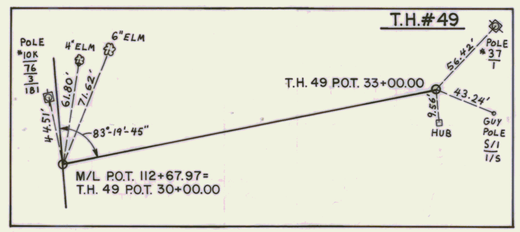





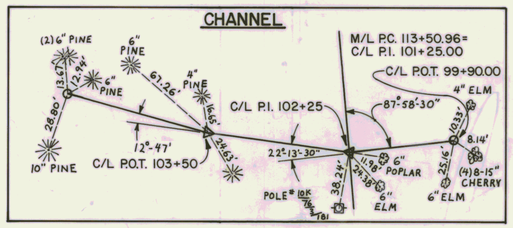

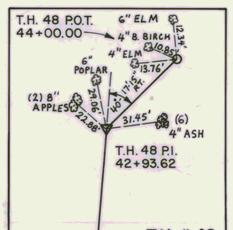

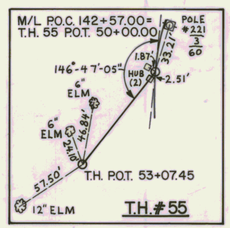

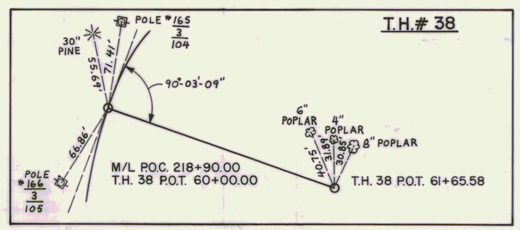

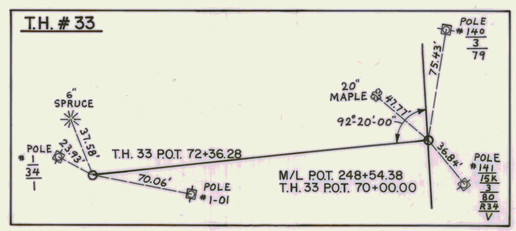

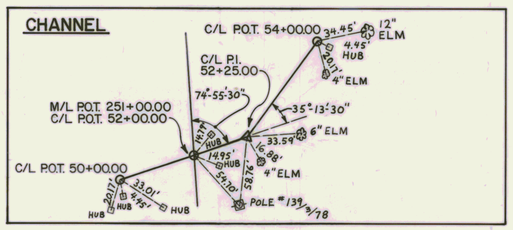

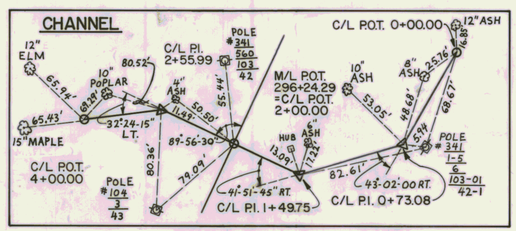

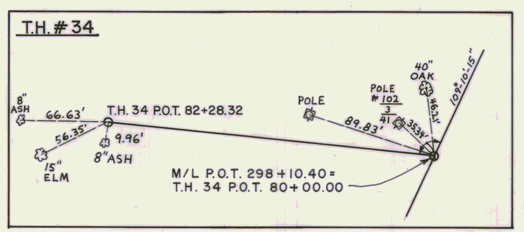

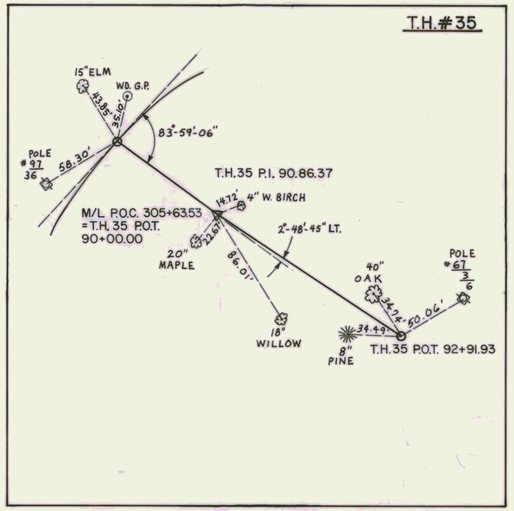

DRW'G. N.T.S.

BASELINE TIE DATA SHEET

SURVEYED BY VT. SURVEY CONSULTANTS DATE SEPT., 1986
DRAWN BY BRYANT ASSOC. DATE JAN., 1987
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)

SHEET 11A OF

QUANTITY SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

APPROXIMATE SUMMARY OF QUANTITIES

EROSION CONTROL	R.O.W.	BR-100 KING BROOK	BR-110 COW PASS	BR-120 BEAVER MEADOW BROOK	BR-130 BROOK @ STA.296+55	ROADWAY	QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NO.	ROUNDING
						1	1	LS	CLEARING AND GRUBBING (PLUS INDIVIDUAL TREES)	201.10	
						236,623	236,623	CY	COMMON EXCAVATION (SEE EARTHWORK SHEETS)	203.15	
		60		36	43	15,301	15,440	CY	SOLID ROCK EXCAVATION	203.16	
						200	200	CY	MUCK EXCAVATION	203.20	5.6
		62		61	38		161	CY	CHANNEL EXCAVATION OF EARTH	203.25	
						500	500	CY	UNCLASSIFIED CHANNEL EXCAVATION	203.27	28
						325	325	CY	EXCAVATION OF SURFACES AND PAVEMENTS	203.28	14.4
						301,786	301,786	CY	EARTH BORROW	203.30	
						80,134	80,134	CY	SAND BORROW	203.31	
		1,350	695	395	567	4,400	7,407	CY	GRANULAR BORROW	203.32	
						81,725	81,725	SY	FINE GRADING – SUBGRADE	203.40	3,891.6
494						41,330	41,824	CY	TRENCH EXCAVATION OF EARTH	204.20	
						1,106	1,106	CY	TRENCH EXCAVATION OF ROCK	204.21	
		3,353	1,135	1,233	1,065		6,786	CY	STRUCTURE EXCAVATION	204.25	
		400	550	80	80	200	X	CY	GRANULAR BACKFILL FOR STRUCTURES	204.30	2.3
						7,500	7,500	SY	DRILLING & BLASTING OF SOLID ROCK SUBGRADE	205.20	145.7
						13,000	13,000	SY	SCARIFYING PAVEMENT	212.20	112
			35				35	CY	SUBBASE OF GRAVEL	301.15	
2,472						145,000	147,472	CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35	2,686
						2,500	2,500	CY	AGGREGATE SURFACE COURSE	401.10	41.5
						33,000	33,000	TON	BITUMINOUS CONCRETE PAVEMENT	406.25	243.6
		98	70	51	31	120	370	CY	CONCRETE, CLASS B	501.25	12.9
								SF	TEMPORARY STEEL SHEET PILING	505.36	
		7,126	X	6,556	4,604		18,546	LBS	STRUCTURAL STEEL	506.60	
		6,638	280	347	260	6,666	7,000	LB	REINFORCING STEEL	507.15	334
								LS	TWO-WAY TEMPORARY BRIDGE (DETOUR A)	528.11XX	
								LS	TWO-WAY TEMPORARY BRIDGE (DETOUR B)	528.11XX	
								LS	TWO-WAY TEMPORARY BRIDGE (DETOUR C)	528.11XX	
								LS	TWO-WAY TEMPORARY BRIDGE (DETOUR D)	528.11XX	
						0.1	0.1	CY	REMOVAL OF CONCRETE OR MASONRY	529.25	
									BEGIN OPTION ITEMS		
									STATION 204+75 – CATTLE PASS		
						1	1	EA	96" CGMPP (.109) (6" X 2" CORR.)–80 LF	511.1501	
								EA	96" CAAPP (.125) (9" X 2–1/2" CORR.)–80 LF	511.2501	
									STATION 114+00 – KING BROOK		
						1	1	EA	14'–10" X 9'–1" CGMPPA (.109) (6" X 2" CORR.)–110 LF	511.26100	
									STATION 250+68 – BEAVER MEADOW BROOK		
						1	1	EA	15'–6" X 9'–6" CGMPPA (.109) (6" X 2" CORR.)–98 LF	511.16120	
									STATION 296+55 – UNNAMED BROOK		
						1	1	EA	12'–11" CGMPPA (.109) (6" X 2" CORR.)–90 LF	511.16130	
						318	318	LF	12" CSP (.064)	601.0005	
						24	24	LF	12" CSP (.064)	601.0005	
									12" CPEP (SL)	601.2605	
						236	236	LF	15" CSP (.064)	601.0010	
						1,720	1,720	LF	15" CSP (.064)	601.0010	
								LF	15" CPEP (SL)	601.2610	
						76	76	LF	18" CSP (.064)	601.0415	
									18" CPEP (SL)	601.2615	
						588	588	LF	18" CAAP (.060)	601.0215	
								LF	18" PCCSP (.064)	601.0415	
									(CONTINUED ON NEXT SHEET)		

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
		ITEM 203.15 – COMMON EXCAVATION
223,009	CY	MAINLINE
192	CY	T.H. # 57
69	CY	T.H. # 56
126	CY	T.H. # 49
34	CY	T.H. # 48
1,137	CY	T.H. # 55
752	CY	T.H. # 38
421	CY	T.H. # 33
222	CY	T.H. # 34
19	CY	T.H. # 35
2,076	CY	DRIVES
279	CY	TURNOUT 1
634	CY	TURNOUT 2
53,067	CY	EXCAVATION FOR SAND BORROW (EST.)
7,441	CY	REMOVAL OF EXISTING ROADWAY
522	CY	ROUNDING
290,000	CY	TOTAL
		ITEM 203.16 – SOLID ROCK EXCAVATION
2,749	CY	MAINLINE
3,024	CY	MAINLINE (WITH 10% OVER BREAKAGE.)
76	CY	ROUNDING
3,100	CY	TOTAL
		ITEM 203.27 – UNCLASSIFIED CHANNEL EXCAVATION
327	CY	46+80 – 48+04 RT.
23	CY	ROUNDING
350	CY	TOTAL
		ITEM 203.40 – FINE GRADING – SUBGRADE
63,087	SY	MAINLINE
389	SY	T.H. #49
524	SY	ROUNDING
64,000	SY	TOTAL

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
		ITEM 204.20 – TRENCH EXCAVATION OF EARTH
9,930	CY	REMOVAL OF EXISTING ROADWAY
8,953	CY	UNDERDRAIN
2,379	CY	CULVERTS
4,728	CY	DITCHES
7,068	CY	SLOPE STABILIZATION
494	CY	TEMPORARY EROSION CONTROL
48	CY	ROUNDING
33,600	CY	TOTAL
		ITEM 204.21 – TRENCH EXCAVATION OF ROCK
200	CY	DITCHES
250	CY	CULVERTS
50	CY	ROUNDING
500	CY	TOTAL
		ITEM 301.15 – SUBBASE OF GRAVEL
35	CY	COW PASS
X	CY	ROUNDING
35	CY	TOTAL
		ITEM 301.35 – SUBBASE OF DENSE GRADED CRUSHED STONE
52,039	CY	MAINLINE
1,753	CY	GUARD RAIL FLARES
2,472	CY	EROSION CONTROL
220	CY	T.H. #49
2,183	CY	DRIVES
33	CY	ROUNDING
58,700	CY	TOTAL
		ITEM 401.10 – AGGREGATE SURFACE COURSE
176	CY	T.H. # 57
156	CY	T.H. # 56
360	CY	T.H. # 48
549	CY	T.H. # 55
148	CY	T.H. # 38
232	CY	T.H. # 33
195	CY	T.H. # 34
14	CY	T.H. # 35
526	CY	DRIVES
44	CY	ROUNDING
2,400	CY	TOTAL
		(CONTINUED ON NEXT SHEET)

STATIONS FROM	STATIONS TO				EQUATIONS +	EQUATIONS –	FEET	MILES	REMARKS
SUBTOTALS									

PROJECT NAME U.S. RTE. 2, MARSHFIELD
PROJECT NUMBER FEGC – F028 – 3(28)

SHEET 12 OF SHEETS

BMPC \AUBREY\MARSH2.dwg 12-14-1992 MLW

QUANTITY SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

APPROXIMATE SUMMARY OF QUANTITIES

EROSION CONTROL	R.O.W.	BR-100 KING BROOK	BR-110 COW PASS	BR-120 BEAVER MEADOW BROOK	BR-130 BROOK @ STA.296+55	ROADWAY	QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NO.	ROUNDING
									(CONTINUED FROM LAST SHEET)		
									OPTION ITEMS		
						130	130	LF	18" RCP CL III	601.0815	
									18" CPEP (SL)	601.2615	
						68	68	LF	18" CAAP (.060)	601.0215	
									18" PCCSP (.064)	601.0415	
									18" CPEP (SL)	601.2615	
						622	622	LF	18" CAAP (.060)	601.0215	
									18" PCCSP (.064)	601.0415	
									18" RCP CL III	601.0815	
									18" CPEP (SL)	601.2615	
						100	100	LF	18" CAAP (.075)	601.0216	
									18" PCCSP (.079)	601.0416	
									18" RCP CL III	601.0815	
									18" CPEP (SL)	601.2615	
						40	40	LF	24" CSP (.064)	601.0025	
									24" CPEP (.060)	601.2620	
						670	670	LF	24" CAAP (.060)	601.0225	
									24" PCCSP (.064)	601.0425	
						80	80	LF	24" CAAP (.060)	601.0225	
									24" PCCSP (.064)	601.0425	
									24" CPEP (SL)	601.2620	
						340	340	LF	24" CAAP (.060)	601.0225	
									24" PCCSP (.064)	601.0425	
									24" RCP CL III	601.0825	
									24" CPEP (SL)	601.2620	
						316	316	LF	24" CAAP (.075)	601.0226	
									24" PCCSP	601.0426	
						812	812	LF	30" CAAP (.075)	601.0236	
									30" PCCSP (.079)	601.0436	
						132	132	LF	30" RCP CL III	601.0835	
									30" CPEP (SL)	601.2625	
						288	288	LF	30" CAAP (.075)	601.0236	
									30" PCCSP (.079)	601.0436	
									30" RCP CL III	601.0835	
									30" CPEP (SL)	601.2625	
									(CONTINUED ON NEXT SHEET)		

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
		(CONTINUED FROM LAST SHEET)
		ITEM 406.25 – BITUMINOUS CONCRETE PAVEMENT
		WEARING COURSE – TYPE III
8,659.40	TN	MAINLINE
		BINDER COURSE – TYPE II
7,402.30	TN	MAINLINE
		BASE COURSE – TYPE I
13,334.40	TN	MAINLINE
		WEARING COURSE – TYPE III
37.44	TN	T.H. #49
		BASE COURSE – TYPE I
46.60	TN	T.H. #49
41.33	TN	DRIVES
478.53	TN	ROUNDING
30,000	TN	TOTAL
		ITEM 501.25 – CONCRETE, CLASS B
47	CY	DROP INLETS
	CY	HEADWALLS
RD	CY	ROUNDING
SUB	CY	TOTAL
		ITEM 507.15 – REINFORCING STEEL
3,901	LB	DROP INLETS
	LB	HEADWALLS
99	LB	ROUNDING
4,000	LB	TOTAL
		ITEM 613.10 – STONE FILL, TYPE I
24	CY	CULVERTS
1,242	CY	STONE LINED DITCHES
247	CY	TEMPORARY EROSION CONTROL
37	CY	ROUNDING
1,550	CY	TOTAL
		ITEM 613.11 – STONE FILL, TYPE II
92	CY	CULVERTS
164	CY	STONE LINED DITCHES
7,316	CY	SLOPE STABILIZATION
28	CY	ROUNDING
7,600	CY	TOTAL

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
		ITEM 651.35 – TOPSOIL
	CY	MAINLINE
	CY	LAWN AREAS
	CY	ROUNDING
	CY	TOTAL
		ITEM 654.10 – EROSION MATTING
4,447	SY	MAINLINE
22	SY	T.H. #33
989	SY	EROSION CONTROL
42	SY	ROUNDING
5,500	SY	TOTAL
		(CONTINUED ON NEXT SHEET)

STATIONS FROM	STATIONS TO				EQUATIONS +	EQUATIONS –	FEET	MILES	REMARKS
TOTALS									

PROJECT NAME U.S. RTE. 2, MARSHFIELD
PROJECT NUMBER FEGC – F028 – 3(28)

SHEET 13 OF SHEETS

ALW 2021-12-1 Aug 2021 QUANTITY SHEET

QUANTITY SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

APPROXIMATE SUMMARY OF QUANTITIES

EROSION CONTROL	R.O.W.	BR-100 KING BROOK	BR-110 COW PASS	BR-120 BEAVER MEADOW BROOK	BR-130 BROOK @ STA.296+55	ROADWAY	QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NO.	ROUNDING
									(CONTINUED FROM LAST SHEET)		
									OPTION ITEMS		
						5	5	EA	24" CSPES (.064) (2-2/3 X 1/2)	601.6025	
									24" CAAPES (.060)	601.6225	
						1	1	EA	24" CSPES (.064) (2-2/3 X 1/2)	601.6025	
									24" CAAPES (.060)	601.6225	
									24" CPEPES	601.7020	
						3	3	EA	24" CSPES (.064) (2-2/3 X 1/2)	601.6025	
									24" CAAPES (.060)	601.6225	
									24" RCPES CL III	601.6825	
									24" CPEPES	601.7020	
						2	2	EA	24" CSPES (.064) (2-2/3 X 1/2)	601.6025	
									24" CPEPES	601.7020	
						6	6	EA	30" CSPES (.079) (2-2/3 X 1/2)	601.6036	
									30" CAAPES (.075)	601.6236	
						1	1	EA	30" RCP CL III	601.6835	
									30" CPEPES	601.7025	
						2	2	EA	30" CSPES (.079) (2-2/3 X 1/2)	601.6036	
									30" CAAPES (.075)	601.6236	
									30" RCPES CL III	601.6835	
									30" CPEPES	601.7025	
						4	4	EA	36" CSPES (.079) (2-2/3 X 1/2)	601.6046	
									36" CAAPES (.075)	601.6246	
						1	1	EA	36" RCPES CL III	601.6845	
									36" CPEPES	601.7030	
						2	2	EA	36" CSPES (.079) (2-2/3 X 1/2)	601.6046	
									36" CAAPES (.075)	601.6246	
									36" RCPES CL III	601.6845	
									36" CPEPES	601.7030	
						1	1	EA	42" CSPES (.109) (2-2/3 X 1/2)	601.6052	
									42" CAAPES (.105)	601.6252	
								LF	RELAYING PIPE CULVERTS	601.99	
									END OPTION ITEMS		

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS

STATIONS FROM	STATIONS TO				EQUATIONS +	EQUATIONS -	FEET	MILES	REMARKS
TOTALS									

PROJECT NAME MARSHFIELD - U.S. ROUTE 2
PROJECT NUMBER FEGC 028-3(28)

SHEET 14 OF SHEETS

D:\MARSH\QUANTITY\MARSHQUA.DWG

QUANTITY SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

APPROXIMATE SUMMARY OF QUANTITIES

EROSION CONTROL	R.O.W.	BR-100 KING BROOK	BR-110 COW PASS	BR-120 BEAVER MEADOW BROOK	BR-130 BROOK @ STA.296+55	ROADWAY	QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NO.	ROUNDING
									(CONTINUED FROM LAST SHEET)		
247			6			2,599	3,000	CY	STONE FILL, TYPE I	613.10	148
		135		115	101	6,400	6,751	CY	STONE FILL, TYPE II	613.11	241.1
				40			40	CY	STONE FILL, TYPE III	613.12	241.1
						2,500	2,500	LF	TREATED TIMBER CURB	616.35	150
			20				20	TON	BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS	616.47	150
						25	25	EA	RELOCATE MAILBOX, SINGLE SUPPORT (EST.)	617.10	
						4	4	EA	RELOCATE MAILBOX, MULTIPLE SUPPORT (EST.)	617.12	
						120	120	EA	BOUNDARY MARKERS (EST.)	619.10	16
						1,200	1,200	EA	WOOD MARKER POSTS (MODIFIED)	619.15	42
						60	60	EA	REMOVING AND RESETTING PROPERTY MARKERS (EST.)	619.20	
						830	830	LF	REMOVING AND RESETTING FENCE	620.50	29
						5,200	5,200	LF	REMOVAL OF EXISTING FENCE	620.55	349
						13,900	13,900	LF	STEEL BEAM GUARD RAIL (WITH STEEL POSTS)	621.20	
						48	48	EA	BREAKAWAY CABLE TERMINAL	621.50	
						2	2	EA	ANCHOR FOR STEEL BEAM RAIL	621.60	
						55	55	LF	ALUMINUM APPROACH RAILING	621.74	
						3,700	3,700	LF	REMOVAL AND DISPOSAL OF GUARD RAIL	621.80	88
						100	100	EA	REMOVAL AND DISPOSAL OF GUIDE POSTS	621.81	7
						X	X	LF	SLEEVES FOR UTILITIES	625.10	
						X	X	LF	SEAMLESS COPPER WATER TUBE	629.23	
						X	X	EA	EXTENSION SERVICE BOX AND CURB STOP	629.25	
						2,750	2,750	HR	UNIFORMED TRAFFIC OFFICERS (EST.)	630.10	
						7,600	7,600	HR	FLAGGERS (EST.)	630.15	101
						1	1	LS	FIELD OFFICE – ENGINEERS	631.10	
						1	1	LS	FIELD OFFICE – SOILS AND MATERIALS	631.11	
						1	1	LS	TESTING EQUIPMENT – CONCRETE	631.16	
						1	1	LS	TESTING EQUIPMENT – BITUMINOUS	631.17	
						1	1	HR	EMPLOYEE TRAINEESHIP	634.10	
						1	1	LS	MOBILIZATION	635.10	
						5,700	5,700	LF	DURABLE 4" WHITE LINE	646.40	1,395
						48,000	48,000	LF	DURABLE 4" YELLOW LINE	646.41	1,076
						210	210	LF	DURABLE 24" STOP BAR	646.46	12
						16	16	EA	DURABLE LETTER OR SYMBOL	646.50	
						X	X	LF	TEMPORARY 4" WHITE LINE	646.60	X
						X	X	LF	TEMPORARY 4" YELLOW LINE	646.61	X
		1204	250	850	670		2,974	SY	GEOTEXTILE UNDER STONE FILL	649.31	
						65,000	65,000	SY	GEOTEXTILE FOR UNDERDRAIN TRENCH LINING	649.41	1,704
							2,300	SY	GEOTEXTILE FABRIC FOR SILT FENCE	649.51	105
						3,717	5,912	LB	SEED	651.15	167
593						157	750	LB	SEED – WINTER RYE (EST.)	651.17	57
						33,000	33,000	LB	FERTILIZER	651.18	310
						140	140	TON	AGRICULTURAL LIMESTONE	651.20	9.24
10						140	150	TON	HAY MULCH	651.25	9
500		100		120	85		805	EA	HAY BALES FOR EROSION CONTROL	651.26	
2,000							2,000	SY	SODDING (EST.)	651.30	
						3,000	3,000	CY	TOPSOIL	651.35	200
								SY	GRUBBING MATERIAL	651.40	
989						10,101	11,000	SY	EROSION MATTING	654.10	118
								EA	TRANSPLANTING SHRUBS	656.50	
						280	280	SF	TRAFFIC SIGNS, TYPE A	675.20	13.5
						2,154	2,250	LB	FLANGED CHANNEL SIGN POSTS	675.30	96
						35	35	EA	REMOVING SIGNS	675.50	
									FEDERAL NON-PARTICIPATION		
						4,900	4,900	LF	REMOVING AND RESETTING FENCE	620.50	132
						12	12	SF	TRAVEL INFORMATION SIGNS (MODIFIED)	680.20	

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
		TEMPORARY EROSION CONTROL
494	CY	TRENCH EXCAVATION OF EARTH
2,472	CY	SUBBASE OF DENSE GRADED CRUSHED STONE
247	CY	STONE FILL – TYPE I
150	TN	HAY MULCH
100	LB	SEED – WINTER RYE
989	SY	EROSION MATTING
2,000	SY	GEOTEXTILE FABRIC FOR SILT FENCE

STATIONS FROM	STATIONS TO				EQUATIONS +	EQUATIONS –	FEET	MILES	REMARKS
TOTALS									

PROJECT NAME U.S. RTE. 2, MARSHFIELD
PROJECT NUMBER FEGC – F028 – 3(28)

SHEET 15 OF SHEETS

\\MPC\...\MARSH2.dwg 12-14-1992 MJB

ITEM DETAIL AND DRAINAGE SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

DRAINAGE STRUCTURES

STA.	STA.	POSITION	ASKEW	TYPE IN/OUT	DITCH IN	DITCH OUT	PIPE ARCH S IN	PIPE ARCH R IN	PIPE ARCH L FT	PIPE D IN	PIPE L FT	ALLOWABLE OPTIONS CSP TH	CAAP TH	PCCSP CL	RCP TH	CPEP SL	PIPE ELBOW NO.	PIPE ELBOW DEG	ES EA	CB EA	PRCC DI EA	DEPTH DI FT	CONC. CLASS B CY	REINF. STEEL LBS	DI GRATE TYPE	CHANGE ELEV	TR EXCAV EARTH CY	TR EXCAV ROCK CY	COMM EXCAV CY	UNC EXCAV CY	STRUC EXCAV CY	GRAN BKF STRUC CY	GRAN BORR CY	STONE FILL CY	STONE FILL TYPE	MRKR POSTS LT	MRKR POSTS RT	REMARKS
48+04		℄	87°28'LT	ES		X				30	92		.075	.079	III	X			1								81									1	1	EXIST. 18" ACCGMP – REMOVE
51+71		℄		ES						18	76		.060	.064	III	X			1								20							1	I	1	1	EXIST. 15" RCP – REMOVE
52+30		LT		ES						15	62	.064				X			1																		DRIVE CULVERT
53+23		LT		ES						15	56	.064				X			1																		DRIVE CULVERT
54+29		LT		ES						15	44	.064				X			1																		DRIVE CULVERT
56+73		LT		ES						15	64	.064				X			1																		DRIVE CULVERT
59+07		℄	73°00'LT	ES						36	92				III	X			1								70							9	II			EXIST. 24" RCP – REMOVE (STA. 59+25)
60+60		LT		ES						18	76	.064				X			1																		DRIVE CULVERT
62+97		LT		ES						15	56	.064				X			1																		DRIVE CULVERT
67+48		℄	85°11'RT	RCDI						18	80		.060	.064	III	X						4.0	2.9	246	2/A		53							2	II	1	1	EXIST. 15" ACCGMP. – REMOVE
70+05		℄																									3											EXIST. 15" RCP – REMOVE
70+78		℄	89°19'LT	ES		X				30	84		.060	.064	III	X			1								42							4	II	1	1	EXIST. 18" RCP – REMOVE
72+98		℄																									3											EXIST. 18" RCP – REMOVE
75+16		℄	81°13'LT	RCDI						24	88		.060	.064	III	X						4.5	3.1	246	2/A		67							1	I	1	1	EXIST. 18" RCP – REMOVE
81+11		℄	72°42'RT	ES						36	116		.075	.079					1								48							5	II	1	1	EXIST. 24" RCP – REMOVE
83+57		℄	79°49'LT	RCDI						18	116		.060	.064								6.0	2.5	231	A		27							1	II	1	1	EXIST. 15" RCP – REMOVE
83+62	85+00	LT	84°35'RT																								18	6										EXIST. 12" RCP W/(2) CB'S – REMOVE
83+64	84+96	LT		RCDI						15	124	.064				X						4.0	2.1	193	A		82											
90+04		℄	86°00'LT	RCDI						18	68		.060	.064		X						7.0	4.7	402	2/B		29	32						3	II	1	1	EXIST. 15" RCP – REMOVE
93+12		℄	82°28'LT	ES						30	82		.075	.079					1								65							3	II			EXIST. 30" RCP – REMOVE
93+45	96+05	RT																									20											EXIST. 12" CMP – REMOVE
100+61		℄	71°41'LT	ES	X					36	112		.075	.079					1								40							4	II	1	1	EXIST. 24" RCP – REMOVE
103+80		℄	89°20'RT	RCDI						30	112		.060	.064	III	X						6.5	4.2	348	2/A		59	7						5	II	1	1	EXIST. 24" RCP W/DI – REMOVE
107+29		LT		ES						15	56	.064				X			1																		DRIVE CULVERT
108+83		LT		ES						15	56	.064				X			1																		DRIVE CULVERT
112+23		LT																									7	13										EXIST. 24" ACCGMP W/(2) CB'S – REMOVE
113+93		LT																																				EXIST. STONE BOX CULVERT – REMOVE
114+00		℄	70°0' LT.	HW HW			14'–10"	9'–1"	110'–0"																													CGMPPA (SEE PI SHEETS BR–100)
117+67	117+88	LT																									5											EXIST. 15" CGMP – REMOVE
117+73		LT		ES						15	48	.064				X			1																		DRIVE CULVERT
119+18		℄																									3											EXIST. 15" RCP – REMOVE
122+26		RT		ES						15	52	.064				X			1																		DRIVE CULVERT
125+84		℄	70°33'RT	ES						30	228		.075	.079					1								194	6						5	II	1	1	EXIST. (1–24" RCP & 1–24" ACCGMP W/DI & HW) – REMOVE
127+00		LT																									2											EXIST. 15" CGMP – REMOVE
127+04		LT		ES						15	84	.064				X			1																		DRIVE CULVERT
131+52		℄		RCDI						18	92		.060	.064	III	X						5.0	2.5	231	A		44							1	I	1	1	EXIST. 18" RCP – REMOVE
134+27		LT																									6											EXIST. 15" RCP AND D.I. – REMOVE
134+50		RT		PRCCDI						12	36	.064					2	15			1						13							1	I		1	SEE STD. DWG. D–16
136+32		LT																																				EXIST. 12" RCP AND D.I. – RETAIN
136+45		LT																																				EXIST. 15" RCP AND DI – REMOVE
136+65		℄	80°42'LT	ES						24	196		.075	.079					1								74							2	II	1	1	
138+00		RT		PRCCDI						12	76	.064					2	15			1						23							1	I		1	SEE STD. DWG. D–16
138+66		LT																																				EXIST. 15" RCP – INCL. IN REM. EXIST. RDWY.
142+56		LT																																				EXIST. 18" ACCGMP – INCL. IN REM. EXIST. RDWY.
146+00		LT		ES						24	40	.064				X			2																		DRIVE CULVERT
146+00		160' LT								12	24	.064				X																						V.A.S.T. TRAIL CULVERT
148+58		LT																																				EXIST. 18" ACCGMP – INCL. IN REM. EXIST. RDWY.
SUB–TOTALS																	4	15	22		2		22.0	1897	9–A / 2–B		1098	64						5 / 43	I / II	13	15	

PROJECT NAME U.S. ROUTE 2, MARSHFIELD
PROJECT NUMBER FEGC – F028 – 3(28)

SHEET 16 OF SHEETS

ENTRY LAST BY: SB 3-4-93 @ 10:10 AM
Q:\MARSHFIELD\DGN\DRAINAGE

ITEM DETAIL AND DRAINAGE SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

DRAINAGE STRUCTURES

STA.	STA.	POSITION	ASKEW	TYPE IN/OUT	DITCH IN	DITCH OUT	PIPE ARCH S IN	PIPE ARCH R IN	PIPE ARCH L FT	PIPE D IN	PIPE L FT	ALLOWABLE OPTIONS CSP TH	CAAP TH	PCCSP CL	RCP TH	CPEP (SL)	PIPE ELBOW NO.	PIPE ELBOW DEG	ES EA	CB EA	PRCC DI EA	DEPTH DI FT	CONC. CLASS B CY	REINF. STEEL LBS	DI GRATE TYPE	CHANGE ELEV	TR EXCAV EARTH CY	TR EXCAV ROCK CY	COMM EXCAV CY	UNC EXCAV CY	STRUC EXCAV CY	GRAN BKF STRUC CY	GRAN BORR CY	STONE FILL CY	STONE FILL TYPE	MRKR POSTS LT	MRKR POSTS RT	REMARKS
148+60		℄		ES		X				36	174		.105	.079					1								63							6	II			
150+00		RT		PRCCDI						12	80	.064					2	15			1						28							1	I		1	SEE STD. DWG. D-16
153+02		℄																									33											EXISTING 30" RCP - REMOVE
153+07		℄	85°00'LT	ES						24	150		.060	.064					1								123							3	II	1	1	
153+10		RT		PRCCDI						12	70	.064					2	20			1						26							1	I			SEE STD. DWG. D-16
159+13		℄	71°13'RT	ES						18	86		.060	.064					1								29							2	I	1	1	EXISTING 15" RCP - REMOVE
161+27		℄	89°15'LT	ES						24	86		.060	.064					1								43							3	II	1	1	EXISTING 24" CGMP - REMOVE
163+72		℄																									25											EXISTING 30" RCP - REMOVE
163+79		℄	82°00'RT	ES		X				30	98		.075	.079					1								34							5	II	1	1	
165+40		RT		PRCCDI						12	40	.064					2	10			1						15							1	I			SEE STD. DWG. D-16
165+82		RT								15	96	.064				X																					DRIVE CULVERT
167+00		RT		PRCCDI						12	16	.064					2	20			1						7							1	I			
168+20		℄	83°15'RT	ES						24	80		.060	.064		X			1								28							3	II	1	1	EXISTING 15" RCP - REMOVE
171+34		℄	85°19'LT	HW HW						42	108		.105	.109									16.0	27			126	7						18	II			EXISTING 30" RCP - REMOVE / REINF. CONC. HDWL @ INLET AND OUTLET
172+59		LT		ES						15	76	.064							1																			DRIVE CULVERT
172+70		LT																									2											EXISTING 12" CGMP - REMOVE
175+71		℄																									30											EXISTING 24" RCP - REMOVE
176+17		℄	72°45'LT	ES	X	X				42	140		.105	.109					1								199							9	II	1	1	
179+50		RT		ES						15	56	.064							1																			DRIVE CULVERT
179+66		LT								15	64	.064				X			1																			DRIVE CULVERT
181+00		RT		ES						15	40	.064							1																			DRIVE CULVERT
186+11		℄	88°48'LT	ES						24	138		.060	.064					1								25							6	II	1	1	EXISTING 18" RCP - REMOVE
197+55		℄	83°13'RT	ES						18	132		.060	.064					1								41							1	II	1	1	EXISTING 24" CGMP - REMOVE
200+42		℄	81°00'RT	RCDI						18	118		.060	.064	III	X						4.5	2.3	200	A		48							1	II	1	1	EXISTING 18" CGMP - REMOVE
200+62		LT																									5											EXISTING 8" CGMP - REMOVE (DRIVE CULVERT)
202+83		RT		ES ES						15	56	.064				X			2																			DRIVE CULVERT
204+50	204+82	LT		RCDI						18	30		.060	.064								8.5	4.1	355	A		50											
204+75		℄		HW HW						96	80																												
204+82	205+33	LT		RCDI						18	46		.060	.064								5.5	2.8	239	A		66											96" ø (ELONGATED) CATTLE PASS, (SEE PI SHEET BR-110)
205+33		℄	89°50'LT	RCDI						18	130				III	X						11.0	4.9	433	A		88							1	I			
211+31		℄	61°17'RT	ES						30	148		.075	.079					1								74							3	II			EXISTING 15" RCP - REMOVE
212+98		℄																									10											EXISTING 24" CGMP - REMOVE
214+03		℄																										27										EXISTING 15" RCP - REMOVE
214+25		℄	44°30'LT	ES		X				36	228		.075	.079	III	X			1																			EXISTING 36" x 36" x 45' BOX CULVERT - REMOVE
222+37		LT		ES						15	52	.064				X			1								140							9	II			
222+40		℄																																				DRIVE CULVERT
223+48		℄	76°07'LT	ES						18	140		.060	.064	III	X			1								3											EXISTING 18" CGMP - REMOVE
226+52		LT																									52							2	I	1	1	EXISTING 18" RCP - REMOVE
228+25		℄		ES						36	132		.105	.079	III	X			1								4											EXISTING 15" CGMP - REMOVE
228+49		℄																									105							4	II			MATCH EXISTING WATER COURSE @ INLET AND OUTLET (227+50±)
238+71		℄	84°15'LT	ES						36	128		.075	.079					1								72											EXISTING 30" RCP - REMOVE
240+54		℄		ES						15	48	.064				X			1								96							4	II			EXISTING 24" ACCGMP - REMOVE
243+76		℄	86°30'RT	RCDI		X				18	100		.075	.079	III	X						5.0	3.4	297	B		129	15										DRIVE CULVERT
248+20	249+00	LT																									82							4	I			EXISTING 24" CGMP - REMOVE
249+73		℄																									9											EXISTING 12" RCP - REMOVE
250+57		℄																									28											EXISTING 15" ACCGMP - REMOVE
250+68		℄	66°00'RT				15'-6"	9'-5"	98'-0"																		38											EXISTING 8' x 4' BOX CULVERT - REMOVE
252+50		LT		ES	X					15	80	.064				X			1																			CGMPPA (SEE PI SHEET BR-120)
253+25		℄	63°00'RT	ES	X					30	132				III	X			1															1	I			DRIVE CULVERT
253+52		℄																									67							4/8	I/II	1	1	MATCH EXIST. WATER COURSE W/ STONE PAD @ INLET
255+80		LT		ES						15	64	.064				X			1								10											EXISTING 24" ACCGMP - REMOVE
257+85		℄	76°51'LT	RCDI						24	120		.075	.079								4.5	2.3	200	B		3											DRIVE CULVERT, EXISTING 12" CGMP - REMOVE
261+50		LT		ES						15	72	.064				X			1								93							13	II	1	1	EXISTING 15" RCP AND 24" CGMP - REMOVE
262+11		RT																																				DRIVE CULVERT
262+68		℄	88°36'RT	RCDI						18	116		.060	.064	III	X						4.0	2.1	193	B		1											EXISTING 12" CMP - REMOVE
																											43							1	I	1	1	EXISTING 15" RCP - REMOVE
SUB-TOTALS																	2 2 4	10 15 20	26		4		37.9	1944	4-A 3-B		2193	49						19 86	I II	13	14	

PROJECT NAME U.S. ROUTE 2, MARSHFIELD
PROJECT NUMBER FEGC - F028 - 3(28)

SHEET 17 OF SHEETS

LAST EDITED BY KM ON 4-4-12 @ 8:59 A
G:\MARSH\DRAINAGE\DRCOL2.DGN

ITEM DETAIL AND DRAINAGE SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

DRAINAGE STRUCTURES

STA.	STA.	POSITION	ASKEW	TYPE IN/OUT	DITCH IN	DITCH OUT	PIPE ARCH S IN	PIPE ARCH R IN	PIPE ARCH L FT	PIPE D IN	PIPE L FT	ALLOWABLE OPTIONS CSP TH	CAAP TH	PCCSP CL	RCP TH	CPEP (SL)	PIPE ELBOW NO.	PIPE ELBOW DEG	ES EA	CB EA	PRCC DI EA	DEPTH DI FT	CONC. CLASS B CY	REINF. STEEL LBS	DI GRATE TYPE	CHANGE ELEV	TR EXCAV EARTH CY	TR EXCAV ROCK CY	COMM EXCAV CY	UNC EXCAV CY	STRUC EXCAV CY	GRAN BKF STRUC CY	GRAN BORR CY	STONE FILL CY	STONE FILL TYPE	MRKR POSTS LT	MRKR POSTS RT	REMARKS
263+32		RT		ES						15	64	.064				X			1																		DRIVE CULVERT
263+35		RT																																			
271+86		℄	86°15'LT	RCDI						18	108		.060	.060								8.0	5.3	447	2/B		56						2	II	1	1	EXISTING 15" CGMP W/ HW & 4'x6' HW/APRON – REMOVE
																											3	6									EXISTING 15" RCP – REMOVE
275+02		℄	85°39'LT	ES						24	154		.060	.060						1							73						3	II	1	1	EXISTING 18" RCP – REMOVE
277+37		℄																									5										EXISTING 18" ACCGMP – REMOVE
277+97		℄		ES						24	96		.060	.064	III	X			1								29						4	II	1	1	
279+84		LT																																			
281+30		LT																																			MODIFY EXISTING 4" PVC (SEE LAYOUT SHEET)
																											1										EXISTING 12" CGMP – REMOVE
287+57		℄	86°44'LT	ES						30	180		.075	.079					1																		
291+41		LT		ES						15	64	.064							1								35						5	II	1	1	EXISTING 18" RCP – REMOVE
294+45		LT																																			DRIVE CULVERT
294+48		LT		ES						15	60	.064				X			1								1										EXISTING 15" CGMP – REMOVE
295+45		RT																																			DRIVE CULVERT
296+47		℄																																			MODIFY EXISTING 2" PVC AND 4" PIPE (SEE LAYOUT SHT.)
296+55		℄	79°00'RT		X	X	12'–6"	7'–11"	90'–0"																		67										EXISTING 10' x 4.5' BOX CULVERT – REMOVE
																																					CGMPPA (SEE PI SHEET BR–130)
299+03		LT								15	48	.064				X																					
																																					DRIVE CULVERT CONNECTS TO D.I. ● OUTLET
299+44		℄																																			
299+45		℄	87°00'RT	RCDI		X				24	74		.060	.064								5.5	3.7	297	A		1											EXISTING 18" RCP – REMOVE
302+32		℄	86°45'LT	RCHW						24	68		.060	.064								4.5	3.1	246	2/A		40						1	I	1	1	NEW REINFORCED CONCRETE HEADWALL
304+67		℄	86°47'RT	ES RCHW						18	70		.060	.064						1			1.8	8			39						4	II	1	1	EXISTING 15" RCP – REMOVE (NEW REINFORCED CONCRETE HEADWALL)
305+93		℄																									20						3	II	1	1	EXISTING 18" RCP – REMOVE (NEW REINFORCED CONCRETE HEADWALL)
																											3										EXISTING 15" RCP – REMOVE
307+34		℄	89°37'LT	ES RCHW						30	76		.075	.079						1			2.7	8			23						4	II	1	1	EXISTING 24" RCP – REMOVE (NEW REINFORCED CONCRETE HEADWALL)
309+50		LT																									4										EXISTING 15" CGMP – REMOVE
311+95		℄	71°05'LT	ES		X				24	60		.060	.064	III	X			1								13						1	I	1	1	EXISTING 18" RCP – REMOVE
T.H. 57																																					
10+48		LT		RCDI						15	44	.064				X						4.0	2.1	193	A		27										DRIVE CULVERT
10+65	(REV) 96+07	LT		RCDI						15	52	.064				X						4.5	2.3	200	A		26										DRIVE CULVERT (REMOVE CB ● STA. 96+07,RT.)
10+75		℄		RCDI						15	56	.064				X						4.5	2.3	200	A		32										
T.H. 56																																					
20+36		℄																																			
20+54		℄	72°00'RT	ES RCDI						24	96		.060	.064	III	X			1								14	1									EXISTING 18" RCPW/ HW ● INLET – REMOVE
																											9										
T.H. 48																																					
42+44		℄																																			EXISTING 30" – REMOVE
T.H. 55																																					
52+18		RT																									3										EXISTING 15" RCP – REMOVE
52+80		RT		ES						15	68	.064				X			1								12										DRIVE CULVERT
52+82		℄																									3										EXISTING 18" ACCGMP – REMOVE
T.H. 33																											1										
71+07		LT																									13										EXISTING 12" CGMP – REMOVE
71+12		LT		ES						15	44	.064				X			1																		DRIVE CULVERT
SUB–TOTALS																			12				23.3	1599	6–A / 2–B		553	7					2 / 25	I / II	9	9	
TOTALS																	2 6 4	10 15 20	61		6		83.2	5440	19–A / 6–B		3844	120					26 / 154	I / II	35	38	

PROJECT NAME U.S. ROUTE 2, MARSHFIELD
PROJECT NUMBER FEGC – F028 – 3(28)

SHEET 18 OF SHEETS

LAST EDITED BY BJB ON 1-5-10 @ 9:10A
G:\MARSH\DRAINAGE\DDDALL.DGN

ITEM DETAIL AND DRAINAGE SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

DITCHES

STATION	STATION	POSITION	EXCAVATION COMMON CY	EXCAVATION SOL. ROCK CY	STONE FILL CY	STONE FILL TYPE	REMARKS
46+80	48+04	RT	116		116	II	STONE LINED DITCH, 8' WIDE, 614.3 CY OF UNCLASSIFIED CHANNEL EXCAVATION
47+50	48+50	LT	48		48	II	STONE LINED DITCH, 6' WIDE
47+69		RT	21		21	II	ADD. STN @ CURVE OF SLD @ 48+00
51+00	52+05	LT	16		16	I	STONE LINED DITCH, 4' WIDE
58+25	58+85	RT	9		9	I	STONE LINED DITCH, 4' WIDE
58+04	59+55	LT	23		23	I	STONE LINED DITCH, 4' WIDE
58+90	59+55	RT	11		11	I	STONE LINED DITCH, 4' WIDE
64+68	64+83	LT	1		1	I (M00)	STONE LINED DITCH, 2' WIDE
69+49	70+98	LT	45		45	I	STONE LINED DITCH, 8' WIDE
70+35	70+90	RT	34		34	II	STONE LINED DITCH, 8' WIDE
80+50	81+11	LT	14		14	I	STONE LINED DITCH, 6' WIDE
90+50	93+50	LT	99		99	I	STONE LINED DITCH, 8' WIDE
T.H. 57 10+29	(REV.) 96+00	LT–RT	10		10	I	STONE LINED DITCH, 4' WIDE
100+00	100+49	LT	8		8	I	STONE LINED DITCH, 4' WIDE
100+25	100+75	LT	49		49	II	STONE LINED DITCH, 12' WIDE
100+75	101+00	LT	21		21	II	STONE LINED DITCH, 8' – 12' WIDE
103+00	103+85	LT	26		26	I	STONE LINED DITCH, 8' WIDE
T.H. 56 20+43	21+20	LT	13		13	I	TRAPEZOIDAL DITCH, 4' WIDE
113+00	113+50	LT	11		11	I	STONE LINED DITCH, 6' WIDE
113+50	113+75	LT	7		3/4	I/II	TAPER STONE LINED DITCH TYPE I, 6' WIDE – TYPE II, 4' WIDE
113+75	114+15	LT	12		12	II	STONE LINED DITCH, 4' WIDE
115+25	117+48	LT	34		34	I	STONE LINED DITCH, 4' WIDE
117+98	121+96	LT	60		60	I	STONE LINED DITCH, 4' WIDE
T.H. 48 40+50	42+81	LT	76		76	II	STONE LINED DITCH, 4' WIDE
124+50	126+62	LT	49		49	I	STONE LINED DITCH, 6' WIDE
136+44	137+91	LT	34		34	I	STONE LINED DITCH, 6' WIDE
SUB–TOTALS			847		466/381	I/II	

STATION	STATION	POSITION	EXCAVATION COMMON CY	EXCAVATION SOL. ROCK CY	STONE FILL CY	STONE FILL TYPE	REMARKS
140+70	T.H. 55 51+01	LT	23		23	II	STONE LINED DITCH, 6'–4' WIDE
T.H. 55 51+01	52+18	RT	44		44	II	STONE LINED DITCH, 4' WIDE
T.H. 55 51+01	52+45	LT	21		21	I	STONE LINED DITCH, 4' WIDE
T.H. 55 51+01	141+90	LT–RT	25		25	II	STONE LINED DITCH, 4'–6' WIDE
146+23	148+10	LT	57		57	I	STONE LINED DITCH, 8' WIDE
148+10	148+70	LT	43		43	II	STONE LINED DITCH, 8' WIDE
148+70	153+60	LT	112		112	I	STONE LINED DITCH, 6' WIDE
155+10	159+10	LT	92		92	I	STONE LINED DITCH, 6' WIDE
161+21	161+71	LT	11		11	I	STONE LINED DITCH, 6' WIDE
163+25	164+26	LT	31		31	I	STONE LINED DITCH, 8' WIDE
167+82	168+26	LT	13		13	I	STONE LINED DITCH, 8' WIDE
170+55	171+36	LT	31		31	II	STONE LINED DITCH, 8' WIDE
171+42	171+85	LT	13		13	I	STONE LINED DITCH, 8' WIDE
173+03	176+55	LT	81		81	I	STONE LINED DITCH, 6' WIDE
177+30	179+21	RT	29		29	I	STONE LINED DITCH, 4' WIDE
178+57	179+07	LT	12		12	I	STONE LINED DITCH, 6' WIDE
179+71	181+50	LT	42		42	I	STONE LINED DITCH, 6' WIDE
179+78	180+80	RT	16		16	I	STONE LINED DITCH, 4' WIDE
185+50	186+15	LT	15		15	I	STONE LINED DITCH, 6' WIDE
186+11	189+50	RT	161		161	II	STONE LINED DITCH, 6' WIDE
196+00	197+99	LT	46		46	I	STONE LINED DITCH, 6' WIDE
199+30	200+50	LT	28		28	I	STONE LINED DITCH, 6' WIDE
203+00	204+50	LT	69		69	II	STONE LINED DITCH, 6' WIDE
205+00	205+31	LT	5		5	I	STONE LINED DITCH, 4' WIDE
207+50	211+10	LT	106		106	I	STONE LINED DITCH, 8' WIDE
213+40	216+50	RT	71		71	I	STONE LINED DITCH, 6' WIDE
213+55	215+05	LT	92		92	II	STONE LINED DITCH, 8' WIDE
T.H. 38 60+50	61+40	LT	15		15	I	STONE LINED DITCH, 4' WIDE
T.H. 38 61+05	61+40	RT	6		6	I	STONE LINED DITCH, 4' WIDE
221+04	222+12	LT	25		25	I	STONE LINED DITCH, 6' WIDE
SUB–TOTALS			1335		847/488	I/II	

STATION	STATION	POSITION	EXCAVATION COMMON CY	EXCAVATION SOL. ROCK CY	STONE FILL CY	STONE FILL TYPE	REMARKS
222+65	223+70	LT	24		24	I	STONE LINED DITCH, 6' WIDE
227+25	228+30	LT	49		49	II	STONE LINED DITCH, 6' WIDE
227+25	230+53	RT	85		85	I	STONE LINED DITCH, 6' WIDE
236+56	237+06	LT	19		19	I	STONE LINED DITCH, 10' WIDE
237+06	239+08	LT	154		154	II	STONE LINED DITCH, 10' WIDE
243+58	244+00	RT	50		50	II	STONE LINED DITCH, 8' WIDE
252+85	253+00	LT	3		3	I	STONE LINED DITCH, 6' WIDE
254+00	255+44	LT	33		33	I	STONE LINED DITCH, 6' WIDE
256+12	257+31	LT	27		27	I	STONE LINED DITCH, 6' WIDE
257+94	258+54	LT	13		13	I	STONE LINED DITCH, 6' WIDE
264+25	272+00	LT	322		322	I	V–DITCH, WIDTH VARIES
272+00	273+00	LT	38		38	I	TRAPEZOIDAL DITCH, WIDTH VARIES
273+00	274+25	LT	48		48	I	V–DITCH, WIDTH VARIES
275+03	275+50	LT	7		7	I	STONE LINED DITCH, 4' WIDE
277+95	280+00	LT	47		47	I	STONE LINED DITCH, 8' WIDE
286+47	288+37	LT	58		58	I	STONE LINED DITCH, 8' WIDE
291+77	292+34	LT	9		9	I	STONE LINED DITCH, 4' WIDE
T.H. 34 80+47	81+15	RT	11		11	I	STONE LINED DITCH, 4' WIDE
304+00	305+10	LT	17		17	I	STONE LINED DITCH, 4' WIDE
306+50	307+50	LT	15		15	I	STONE LINED DITCH, 4' WIDE
SUB–TOTALS			1029		776/253	I/II	
TOTALS			3211		2089/1122	I/II	

PROJECT NAME U.S. ROUTE 2, MARSHFIELD
PROJECT NUMBER FEGC – F028 – 3(28)

SHEET 19 OF SHEETS

LAST EDIT BY SB 8-4-12 @ 10:25 AM
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ITEM DETAIL AND DRAINAGE SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

UNDERDRAIN

STATION	STATION	TYP.	POSITION	D (IN.)	LENGTH	TRENCH EARTH	TRENCH ROCK	SAND BRW	FB	MKR PST
48+04	50+50	U	RT	6	256	153		171	2	2
48+15	51+00	U	LT	6	294	178		173	2	2
51+74	52+50	U	RT–LT	6	98	27		46		
52+50	55+75	U	LT	6	325	211		208	2	2
55+76	58+75	U	LT	6	299	161		164	2	2
58+75	58+75	U	LT–RT	6	81	8		38		
59+28	67+25	U	LT	6	805	405		423	3	3
58+95	59+30	C	RT	6	53	5		15		
59+30	65+49	U	RT	6	619	278		379	3	3
65+50	67+00	U	RT	6	150	88		88	2	2
67+00	67+54	C	RT	6	63	21		21		
67+70	70+70	U	LT	6	300	182		194	3	3
67+70	69+49	U	RT	6	179	116		116	2	2
69+49	69+49	U	LT–RT	6	102	41		41		
70+83	75+10	U	LT	6	434	159		161	1	2
75+24	80+50	U	LT	6	526	268		291	2	2
82+00	82+50	C	LT	6	59	6		13		
82+50	83+50	U	LT	6	100	36		64	2	2
83+64	86+00	U	LT	8	232	138	31	138	1	1
84+75	89+75	U	RT	6	509	347	86	374	2	2
86+01	90+04	U	LT	8	403	223	229	227	1	2
(•) 88+00	90+00	U	LT	6	200	140		29		
(•) 90+00	90+04	C	LT	6	76	4		4		
90+50	93+15	U	LT	6	270	141	7	147	2	2
90+50	93+04	U	RT	6	263	151		153	2	2
93+07	93+51	C	RT	6	58	11		11		
93+51	96+00	U	RT	6	249	136		143	2	2
93+40	100+49	U	LT	6	714	409		419	3	3
100+81	102+99	U	LT	6	225	20		115	2	2
103+82	104+70	U	RT–LT	6	128	60		144		
104+70	113+49	U	LT	6	1080	679		719	3	3
109+49	109+99	C	RT–LT	6	61	23		23		
109+99	113+25	U	RT	6	326	183		205	2	2
114+98	124+20	U	LT	6	930	483		502	3	3
120+17	123+46	U	RT	6	341	188		200	2	2
123+47	124+95	U	RT	6	188	57		82	2	2
128+45	131+44	U	LT	6	302	177	92	170	1	1
129+95	131+50	U	RT	6	180	89	23	89	2	2
SUBTOTALS					11468	6001	461	6463	56	58

(•) MID-SLOPE UNDERDRAIN

STATION	STATION	TYP.	POSITION	D (IN.)	LENGTH	TRENCH EARTH	TRENCH ROCK	SAND BRW	FB	MKR PST
131+50	135+00	U	LT	6	352	195		203	1	1
145+18	148+40	U	LT	6	340	169		182	2	2
154+11	158+67	U	LT	6	456	243		243	2	2
158+67	158+67	U	LT–RT	6	46	17		17		
158+67	158+92	U	RT	6	35				1	1
159+17	161+00	U	LT	6	183	111		111	2	2
161+00	161+26	U	LT–RT	6	79	22		22		
161+39	163+55	U	LT	6	216	91		143	2	2
163+55	163+85	U	LT–RT	6	93	141		180		
164+00	168+09	U	LT	6	409	245		256	2	2
168+09	168+24	U	LT–RT	6	72	24		24		
168+30	170+66	U	LT	6	146			243	2	2
176+55	177+00	C	LT	6	66	3		16		
177+00	184+50	U	LT	6	750	390		412	3	3
177+25	183+00	U	RT	6	598	297		297	3	3
189+50	190+00	C	LT	6	60	6		23		1
190+00	192+50	U	LT	6	250	78		153	2	2
192+51	197+37	U	LT	6	493	225		274	2	2
200+50	204+50	U	LT	6	406	206		221	2	2
201+40	203+75	U	RT	6	249	126		138	2	2
205+50	211+00	U	LT	6	553	256		290	3	3
214+65	220+54	U	RT	6	597	272		312	3	3
215+25	220+52	U	LT	6	542	310		328	2	2
220+53	223+35	U	LT	6	295	100		172	2	2
225+00	227+87	U	LT	6	300	116		168	2	2
229+00	229+53	C	LT	6	57	8		14		
229+30	234+25	U	RT	6	504	282		282	2	2
229+53	232+53	U	LT	6	300	164		177	2	2
232+54	238+39	U	LT	6	598	305		347	3	3
SUBTOTALS					9202	4565	0	5276	47	48

STATION	STATION	TYP.	POSITION	D (IN.)	LENGTH	TRENCH EARTH	TRENCH ROCK	SAND BRW	FB	MKR PST
238+60	239+08	U	RT–LT	6	121	23		50		
239+08	243+58	U	LT	6	450	278		278	3	3
239+08	243+58	U	RT	6	450	261		276	3	3
241+59	241+59	U	RT–LT	6	44	14		14		
243+74	250+00	U	LT	6	630	397		399	3	3
243+75	247+50	U	RT	6	398	268		254	2	2
247+51	249+75	U	RT	6	237	140		158	2	2
256+75	257+96	U	LT	6	131	55		72	2	2
257+98	262+50	U	LT	6	462	269		273	2	2
262+66	267+12	U	LT	8	449	319		330	2	2
267+13	271+87	U	LT	8	475	326		332	2	2
272+00	274+75	U	LT	8	275	172	29	183	3	3
274+48	274+48	U	LT–RT	8	72	35		35		
275+20	275+20	U	LT–RT	8	124	60		60		
275+20	277+90	U	RT	8	270	186		186	2	2
275+20	277+90	U	LT	8	270	198		198	2	2
278+00	282+50	U	LT	6	453	205		252	2	2
280+04	282+50	U	RT	6	167	81		102	2	2
288+96	292+46	U	LT	6	350	186		197	2	2
292+46	292+96	C	LT	6	59	11		14		1
296+97	299+46	U	LT	6	251	90		118	3	3
297+67	297+67	U	LT	6	45	20		20	1	1
299+60	302+32	U	RT	6	273	167		164	3	3
301+25	301+25	U	LT–RT	6	46	14		14		
301+25	302+25	U	LT	6	100	74		74	2	2
302+50	304+55	U	LT	6	205	129		134	3	3
302+50	304+56	U	RT	6	206	137		137	3	3
304+01	304+01	C	LT–RT	6	46	26		26		
304+56	304+67	U	RT	6	15	7		6		
304+75	307+25	U	LT	6	250	135		146	2	2
304+80	307+25	U	RT	6	258	151		154	2	2
307+25	307+25	U	LT–RT	6	46	16		16		
309+00	310+50	U	RT	6	150	66		68	2	2
309+00	310+50	U	LT	6	150	34		59	2	2
310+50	310+50	C	LT–RT	6	134	39		39		
SUBTOTALS					8062	4588	29	4838	57	58
TOTALS					28732	15153	490	16577	160	164

PROJECT NAME U.S. ROUTE 2, MARSHFIELD
PROJECT NUMBER FEGC – F028 – 3(28)

SHEET 20 OF SHEETS

C:\USERS\JRAHAUS\DESKTOP\ITEMS LAST EDIT BY JAR ON 4-14-20 @ 10:19A

ITEM DETAIL AND DRAINAGE SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

MISCELLANEOUS

STEEL BEAM GUARDRAIL (WITH STEEL POSTS)

STATION	STATION	LT.	RT.	TERMINAL ANCHOR	B.C.T.
REV. 49+50	REV. 53+25		375.0		2
79+00	84+25		525.0		2
85+25	95+50	1025.0			2
87+00	REV. 92+75		575.0		2
T.H. 57 10+42.00	T.H. 57 11+17.09		75.0		1
T.H. 57 10+88.00	T.H. 57 11+17.59	37.5			1
T.H. 49 31+05.63	T.H. 49 31+11.88		12.5	1	1
T.H. 49 31+12.55	REV. 114+00		212.5	1	1
REV. 112+75	REV. 117+00	425.0			2
REV. 123+60	T.H. 48 42+40.00		300.0		2
T.H. 48 40+81.00	REV. 145+61		2162.5		2
REV. 146+37	REV. 165+47		1912.5		2
REV. 166+17	REV. 172+60		650.0		2
REV. 169+75	REV. 172+25	250.0			2
REV. 173+38	177+25		387.5		2
203+50	206+75	325.0			2
203+25	206+25		300.0		2
REV. 226+00	REV. 229+75		375.0		2
REV. 227+75	REV. 231+00	325.0			2
248+50	251+15		275.0		2
249+65	252+15	250.0			2
252+00	260+75		875.0		2
263+00	276+25	1325.0			2
266+50	REV. 275+00		850.0		2
REV. 295+50	REV. 297+50	200.0			2
REV. 296+00	REV. 297+50		150.0		2
REV. 298+25	T.H. 35 90+34.46		762.5		1
T.H. 35 90+34.46	REV. 307+75		212.5		1
SUBTOTALS		4162.5	10987.5		
TOTAL		15150.0		2	48

ALUMINUM APPROACH RAIL

STATION	STATION	LT.	RT.
31+11.88	31+39.15		27.27
31+12.55	31+39.82	27.27	
SUBTOTALS		27.27	27.27
TOTALS		54.54	

REMOVAL OF EXISTING FENCE

STATION	STATION	LT.	RT.	TYPE
47+47	49+25	198		BW
70+45	70+67	22		BW
70+67	80+10	943		BW
86+50	92+15	565		BW
94+50	94+88	38		BW
95+65	99+87	422		BW
99+87	100+50	63		BW
100+50		30		BW
101+00	103+70	270		BW
103+70	TH # 56, 21+50	100		BW
108+20		7		WD
108+20		10		WD
109+42		5		WD
109+42		10		WD
122+50	122+65	16		WD
122+90		8		WD
128+40		30		BW
128+40	133+40	505		BW
140+34	141+00	66		BW
TH# 55, 51+40	53+50	210		BW
152+00	154+50	250		BW
154+50	160+00	550		BW
160+00	160+70	70		BW
171+00			40	BW
179+90	180+50		60	BW
212+35			40	BW
218+40			8	WD
274+30	274+50	20		BW
274+50		20		BW
293+00	293+50	50		BW
294+73	295+48	75		BW
299+00	300+50	150		BW
SUBTOTALS		4703	148	
TOTAL		4851		

REMOVAL AND RESETTING FENCE

124+69	126+30	161		BW
176+40	178+95		255	BW
184+40	184+50	10		BW/GATE
187+50		60		BW
192+40		40		BW
193+70		40		BW
196+65	197+00	25		BW
199+70		10		BW
202+90		10		BW
203+40		20		BW
212+40		30		BW
287+00	288+30	130		BW
311+54		10		ELEC
SUBTOTALS		546	255	
TOTAL		801		

REMOVAL AND RESETTING FENCE (NON-FEDERAL PARTICIPATION)

184+50	192+40	790		BW/GATE
193+70	196+65	295		BW
199+70	201+35	225		BW & WD W/ GATE
202+90	212+40	850		BW
204+00	212+30		830	ELEC
218+40	218+75		45	WD POST W/ GATE
281+60	287+45		587	BW
282+20	287+00	480		BW
290+00	293+50		350	BW
293+50			50	BW
TH #34 80+85	80+90	20		WD
311+54	312+00	46		ELEC
SUBTOTALS		2706	1862	
TOTAL		4568		

EROSION MATTING

STATION	STATION	LT.	RT.
48+50	51+00	250	
52+05	52+93	88	
53+51	54+04	53	
54+50	56+48	198	
57+14	58+04	90	
59+55	60+18	63	
60+96	62+68	162	
61+00	62+50		150
63+26	63+75	49	
70+98	74+00	302	
75+16	80+00	484	
83+75	84+70	95	
93+50	100+00	650	
101+00	103+00	200	
110+50	111+56	106	
110+75	112+25		150
121+96	122+45	49	
123+50	124+50	100	
127+48	132+82	534	
137+91	140+70	279	
141+90	143+25	146	
148+70	150+00	130	
153+60	155+10	150	
160+70	161+21	51	
181+20	183+00		180
181+50	184+60	310	
191+00	192+77	177	
194+50	196+00	150	
197+99	198+53	54	
216+50	218+55		205
218+00	220+00	200	
SUB-TOTALS		5120	685

STATION	STATION	LT.	RT.
220+50	221+04	54	
223+70	224+53	83	
226+75	227+25	50	
230+53	231+90		137
233+53	234+53	100	
235+54	236+56	102	
242+59	248+00	541	
253+00	254+00	100	
258+54	261+13	259	
261+90	264+25	235	
274+25	275+03	83	
275+50	276+67	117	
276+25	276+85		60
280+00	281+07	107	
285+94	286+47	53	
296+55	297+55	100	
301+48	304+00	252	
305+50	306+50	100	
T.H. 33 70+50	71+00	50	
SUB-TOTAL		2386	197
TOTAL		8388	

REMOVAL & DISPOSAL OF GUARDRAIL

STATION	STATION	LT.	RT.
77+64	79+38		174
87+41	89+00		159
90+85	94+00		315
T.H. 57, 10+79.41	11+18.59	40	
T.H. 57, 10+89.41	11+18.59		30
98+25	99+81		156
T.H. 49, 30+41	31+41	100	
T.H. 49, 30+41	31+41		100
113+33	114+44		111
113+60	114+57	97	
124+69	129+78		509
132+33	134+38	205	
136+12	136+67	55	
152+09	154+10		201
158+23	161+24		301
204+00	205+69		169
250+01	251+06	105	
250+10	251+14		104
255+28	259+14		386
273+05	275+00		195
295+95	296+93		98
296+01	297+04	103	
SUB-TOTAL		705	3008
TOTAL		3713	

TREATED TIMBER CURB

STATION	STATION	LT.	RT.
84+99	92+25	726	
134+50	141+50		650
148+50	153+00		450
164+00	167+00		300
264+50	274+00	950	
SUB-TOTAL		1676	1400
TOTAL		3076	

PROJECT NAME U.S. ROUTE 2, MARSHFIELD
PROJECT NUMBER FEGC – F028 – 3(28)

SHEET 21 OF SHEETS

LAST EDITED BY KLB 4-13-12 @ 8:18 AM
D:\AGENCY\DRAWINGS\000LOMS

EARTHWORK SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

V.C.	% GRADE	STATION	ELEVATION ON TANGENT	ELEVATION ON CURVES	CORR. V.C.	DIST.	TOTAL EXCAVATION EARTH AND ROCK AREA	TOTAL EXCAVATION EARTH AND ROCK CU. YDS.	ROCK EXCAVATION AREA	ROCK EXCAVATION CU. YDS.	EMBANKMENT AREA	EMBANKMENT CU. YDS.		
		46+00.00				50.03								
	+0.4000 %	46+50.03												
		47+00	BEGIN	APPROACH		50.03								
		+00.06					3				0			
		+50				50.04		104				19		
		+50.10					109				20			
		48+00				50.03		247				24		
		+00.13	748.90				158				6			
		+50	749.10			50.03		374				70		
		+50.16	749.10				246				70			
		49+00	749.30			50.00		405				134	C	2531
		+00.16	749.30				191				75		R	0
		+50	749.50			50.02		348				88	F	602
		+50.18	749.50				185				20		FAC	1.15
		50+00	749.70			50.07		339				43		
		+00.25	749.70				181				26		EXC	1839
		+50	749.90			50.49		283				61		
		+50.74	749.90				122				39			
		51+00	750.10	750.10	0	50.02		170				49		
		+00.76	750.10	750.10	+0.00		62				14			
		+50	750.30	750.37	+0.07	50.09		128				38		
		+50.85	750.30	750.37	+0.07		76				27			
VC = 200' K = 182		52+00	750.50	750.78	+0.28	50.11		133				76		
		+00.96	750.51	750.78	+0.27		67				55			
		+50	751.25	751.32	+0.07	50.11		120				144		
		+51.07	751.27	751.33	+0.06		62				100			
		53+00	752.00	752.00	0	50.12		105				199		
		+01.19	752.02				51				114			
		+50	752.75			50.11		107				223		
		+51.30	752.77				64				126			
	+1.5013 %	+75	753.13	753.13	0	50.06		97				286		
		54+00	753.50	753.48	−0.02								C	912
		+01.36	753.52	753.49	−0.03		41				183		R	0
		+50	754.25	754.02	−0.23	50.01		82				349	F	2953
		+51.37	754.27	754.03	−0.24		48				194		FAC	1.15
		55+00	755.00	754.36	−0.64	50.01		78				368		
		+01.38	755.02	754.37	−0.65		36				203		EXF	2484
		+50	755.75	754.49	−1.26	50.42		97				358		
		+51.80	755.78	754.49	−1.29		68				180			
VC = 400' SSD = 401'		+75	756.13	754.48	−1.65	50.52		108				346		
		56+00	755.68	754.42	−1.26									
		+02.32	755.64	754.41	−1.23		47				190			
		+50	754.78	754.14	−0.64	50.42		70				355		
		+52.74	754.73	754.11	−0.62		28				190			
		57+00	753.88	753.65	−0.23	50.34		48				325		
	−1.8000 %	+03.08	753.82	753.61	−0.21		23				159			
		+50	752.98	752.95	−0.03	50.30		64				210		
		+53.38	752.92	752.90	−0.02		46				66			
		+75	752.53	752.53		50.26		99				238		
		58+00	752.08	752.11	+0.03									
		+03.64	752.01	752.05	+0.04		60				190			
		+50	751.18	751.42	+0.24	50.26		136				282		
		+53.90	751.11	751.37	+0.26		86				113			
		59+00	750.28	750.94	+0.66	50.28		198				226	C	1604
		+04.18	750.20	750.91	+0.71		127				130		R	0
		+50	749.38	750.67	+1.29	50.36		230				236	F	1482
		+54.54	749.30	750.66	+1.36		120				123		FAC	1.15
VC = 450' K = 118		60+00	748.48	750.62	+2.14	50.12		219				162		
		+04.66	748.57	750.62	+2.05		116				52		EXF	100
		+50	749.48	750.77	+1.29	50.12		182				68		
		+54.78	749.58	750.80	+1.22		80				21			
		61+00	750.48	751.14	+0.66	50.12		149				36		
		+04.90	750.58	751.19	+0.61		81				18			
		+50	751.48	751.72	+0.24	50.13		160				19		
		+55.03	751.58	751.79	+0.21		91				2			
	+2.0000 %	62+00	752.48	752.51	+0.03	49.27		167				5		
		+04.30	752.57	752.58	+0.01		92				4			

EARTHWORK SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

V.C.	% GRADE	STATION	GRADES ELEVATION ON TANGENT	GRADES ELEVATION ON CURVES	GRADES CORR. V.C.	GRADES DIST.	TOTAL EXCAVATION EARTH AND ROCK AREA	TOTAL EXCAVATION EARTH AND ROCK CU. YDS.	ROCK EXCAVATION AREA	ROCK EXCAVATION CU. YDS.	EMBANKMENT AREA	EMBANKMENT CU. YDS.		
													AREA	CU. YDS.
		92+00.68	760.18	762.12	+1.94		300				68			
		+50	758.83	761.84	+3.01	50.08		405				168		
		+50.76	758.84	761.83	+2.99		137				113			
		93+00	759.86	761.79	+1.93	50.04		484				214		
		+00.80	759.88	761.79	+1.91		385				118			
		+50	760.90	761.98	+1.08	50.01		663				174		
		+50.81	760.91	761.98	+1.07		331				70			
		94+00	761.93	762.41	+0.48	50.00		1018				73	C	14914
		+00.81	761.95	762.42	+0.47		768				9		R	0
		+50	762.96	763.08	+0.12	49.82		1879				12	F	920
		+50.63	762.98	763.09	+0.11		1269				4		FAC	1.15
						49.30		2398				22		
		+99.93	764.00	764.00	+0.00		1358				20		EXC	13856
		95+00	764.00	764.00	0	49.37		2462				80		
		+49.30	765.02				1335				67			
		+50	765.03			49.53		2364				114		
		+98.83	766.04				1242				57			
		96+00	766.06			49.73		1872				55		
		+48.56	767.07				791				3			
		+50	767.10			49.91		1369				8		
		+98.47	768.10				690				6			
		97+00	768.13			49.96		1110				10		
		+48.43	769.13				510				5			
		+50	769.17			49.99		1365				43		
		+98.42	770.17				965				41			
		98+00	770.20	770.20	0	50.02		1674				166		
		+48.44	771.20	771.15	−0.05		842				138			
		+50	771.23	771.18	−0.05	50.04		1125				369		
		+98.48	772.23	772.02	−0.21		372				260			
		99+00	772.27	772.05	−0.22	50.03		474				620	C	7904
		+48.51	773.27	772.80	−0.47		140				409		R	0
		+50	773.30	772.82	−0.48	49.99		289				759	F	5729
		+98.50	774.30	773.46	−0.84		172				411		FAC	1.15
		100+00	774.33	773.48	−0.86	50.01		159				813		
		+48.51	775.34	774.02	−1.32		0				467		EXC	1316
		+50	775.37	774.03	−1.34	50.01		399				861		
		+98.52	776.37	774.46	−1.91		431				463			
		101+00	776.40	774.47	−1.93	50.01		723				971		
		+48.53	776.16	774.81	−1.35		350				585			
		+50	776.15	774.81	−1.34	50.01		586				1117		
		+98.54	775.91	775.04	−0.87		283				621			
		102+00	775.90	775.04	−0.86	50.01		341				1170		
		+48.55	775.66	775.17	−0.49		85				642			
		+50	775.65	775.17	−0.48	50.01		83				1145		
		+98.56	775.41	775.19	−0.22		5				594			
		103+00	775.40	775.19	−0.21	50.01		9				976		
		+48.57	775.16	775.10	−0.06		5				460			
		+50	775.15	775.10	−0.05	50.01		34				769		
		+98.58	774.91	774.91	−0.00		32				370		C	575
		104+00	774.90	774.90	0	50.00		69				603	R	0
		+48.58	774.66				42				281		F	6914
		+50	774.65			50.01		39				578	FAC	1.15
		+98.59	774.41				0				343			
		105+00	774.40			50.01						635	EXF	7376
		+48.60	774.16								343			
		+50	774.15			50.01						479		
		+98.61	773.91								174			
		106+00	773.90			50.01						283		
		+48.62	773.66								132			
		+50	773.65			50.01						276		
		+98.63	773.41								166			
		CARRIED FORWARD												
		COLUMN FOOTING						23393		0		13563		

V.C.	% GRADE	STATION	GRADES ELEVATION ON TANGENT	GRADES ELEVATION ON CURVES	GRADES CORR. V.C.	GRADES DIST.	TOTAL EXCAVATION EARTH AND ROCK AREA	TOTAL EXCAVATION EARTH AND ROCK CU. YDS.	ROCK EXCAVATION AREA	ROCK EXCAVATION CU. YDS.	EMBANKMENT AREA	EMBANKMENT CU. YDS.		
													AREA	CU. YDS.
		106+98.63	773.41				0				166			
		107+00	773.40			50.01		12				269		
		+48.64	773.16				13				124			
		+50	773.15			50.01		12				205		
		+98.65	772.91				0				97			
		108+00	772.90			50.01		9				133		
		+48.66	772.66				10				47			
		+50	772.65			50.01		35				81		
		+98.67	772.41				28				41		C	1252
		109+00	772.40	772.40	0	50.01		61				59	R	0
		+48.68	772.16	772.28	+0.12		38				23		F	811
		+50	772.15	772.27	+0.12	50.01		101				31	FAC	1.15
		+98.69	771.91	772.39	+0.48		71				11			
		110+00	771.90	772.40	+0.50	50.00		168				19	EXC	319
		+48.69	771.66	772.76	+1.10		110				9			
		+50	771.65	772.77	+1.12	50.01		243				10		
		+98.70	771.41	773.37	+1.96		152				2			
		111+00	771.40	773.39	+1.99	50.01		313				2		
		+48.71	771.16	774.23	+3.07		186				0			
		+50	771.15	774.26	+3.11	50.01		298				2		
		+98.72	771.91	775.34	+4.43		136				2			
		112+00	771.90	775.37	+4.47	50.01		201				174		
		+48.73	770.66	776.70	+6.04		81				186			
		+50	770.65	776.74	+6.09	50.01		100				257		
		+98.74	773.80	778.31	+4.51		27				91			
		113+00	773.88	778.35	+4.47	50.01		36				232		
		+48.75	777.03	780.17	+3.14		12				160			
		+50	777.11	780.21	+3.10	49.78		11				628		
		+98.53	780.24	782.26	+2.02		0				521			
		114+00	780.34	782.33	+1.99	49.78						933	C	610
		+48.31	783.46	784.60	+1.14						491		R	0
		+50	783.57	784.68	+1.12	49.78						690	F	3700
		+98.09	786.67	787.19	+0.52		0				257		FAC	1.15
		115+00	786.80	787.29	+0.49	49.78		65				325		
		+47.87	789.89	790.03	+0.14		71				96		EXF	3645
		+50	790.02	790.15	+0.13	49.79		119				102		
		+97.66	793.10	793.10	+0.00		58				15			
		116+00	793.25	793.25	0	49.82		65				109		
		+47.48	796.32				12				103			
		+50	796.48			49.85		13				250		
		+97.33	799.54				2				168			
		117+00	799.71			49.86		49				156		
		+47.19	802.76				51				1			
		+50	802.94			49.86		95				20		
		+97.05	805.98				52				21			
		118+00	806.17			49.87		79				121		
		+46.92	809.20				34				110			
		+50	809.40			49.86		57				318		
		+75	811.01	811.01	0									
		+96.78	812.42	812.40	−0.02		28				234		C	2157
		119+00	812.63	812.60	−0.03	49.87		49				555	R	0
		+46.65	815.64	815.43	−0.21		25				367		F	3006
		+50	815.86	815.63	−0.23	49.87		90				755	FAC	1.15
		+96.52	818.86	818.26	−0.60		72				450			
		120+00	819.09	818.44	−0.64	49.88		197				682	EXF	1300
		+46.40	822.08	820.88	−1.20		141				288			
		+50	822.31	821.06	−1.25	49.87		334				331		
		+96.27	825.30	823.29	−2.01		221				70			
		121+00	825.54	823.47	−2.07	49.86		498				66		
		+46.13	828.52	825.51	−3.01		318				1			
		+50	828.77	825.68	−3.09	49.87		709				2		
		+96.00	831.74	827.52	−4.22		450				1			
		CARRIED FORWARD												
		COLUMN FOOTING						4019		0		7517		

V.C.	% GRADE	STATION	GRADES ELEVATION ON TANGENT	GRADES ELEVATION ON CURVES	GRADES CORR. V.C.	GRADES DIST.	TOTAL EXCAVATION EARTH AND ROCK AREA	TOTAL EXCAVATION EARTH AND ROCK CU. YDS.	ROCK EXCAVATION AREA	ROCK EXCAVATION CU. YDS.	EMBANKMENT AREA	EMBANKMENT CU. YDS.		
													AREA	CU. YDS.
		121+96.00	831.74	827.52	−4.22		450					1		
		122+00	832.00	827.68	−4.32	49.86		958				1		
		+45.86	834.96	829.33	−5.63		588					0		
		+50	835.23	829.47	−5.76	49.84		999				10		
		+95.70	838.18	830.93	−7.25		494					11		
		123+00	838.46	831.06	−7.40	49.84		754				13		
		+45.54	838.23	832.33	−5.90		323					3		
		+50	838.21	832.45	−5.76	49.83		421				6		
		+95.37	837.98	833.53	−4.45		133					3	C	3263
		124+00	837.96	833.63	−4.33	49.84		123				114	R	0
		+45.22	837.83	834.52	−3.21		0					121	F	8679
		+50	837.70	834.61	−3.09	49.85		2				627	FAC	1.15
		+95.07	837.48	835.32	−2.16		2					558		
		125+00	837.45	835.38	−2.07	50.00		4				1461	EXF	6718
		+45.07	837.22	835.90	−1.32		2					1020		
		+50	837.20	835.94	−1.26	50.02		2				2112		
		+95.09	836.97	836.28	−0.69		0					1260		
		126+00	836.95	836.31	−0.64	50.02						2153		
		+45.11	836.72	836.46	−0.26							1064		
		+50	836.69	836.46	−0.23	50.02						2182		
		+95.13	836.47	836.43	−0.04							1292		
		127+00	836.44	836.42	−0.02	50.02						2118		
		+25	836.31	836.31	0									
		+45.15	836.21								0			
		+50	836.19			50.02		36				994		
		+95.17	835.96								39			
		128+00	835.94			50.02		106				1354		
		+45.19	835.71								75			
		+50	835.68			50.02		317		0		468		
		+95.21	835.46								267		0	
		129+00	835.43			50.02		774		73		322		
		+45.23	835.20								569		79	
		+50	835.18			50.04		1575		557		385		
		+95.27	834.95								1131		522	
		130+00	834.93			50.11		2244		931		453		
		+45.64	834.70								1287		481	
		+50	834.67			50.15		2175		447		104		
		+95.53	834.45								1055		0	
		131+00	834.42	834.42	0	50.11		1647		0		99		
		+45.64	834.19	834.27	+0.08		720					0		
		+50	834.17	834.26	+0.09	50.08		1492				3		
		+95.72	833.94	834.28	+0.34		889					3		
		132+00	833.92	834.29	+0.37	50.03		1480				0		
		+45.75	833.69	834.48	+0.79		708					3		
		+50	833.66	834.50	+0.84	50.00		1127				16		
		+95.75	833.44	834.87	+1.43		516					14		
		133+00	833.41	834.90	+1.49	49.94		787				74		
		+45.69	833.18	835.43	+2.25		330					66		
		+50	833.16	835.49	+2.33	49.89		580				281		
		+95.59	834.63	836.18	+1.55		298					238		
		134+00	834.77	836.26	+1.49	49.85		537				644		
		+45.43	836.23	837.12	+0.89		284					460		
		+50	836.38	837.21	+0.83	49.79		262				1129	C	5805
		+95.22	837.83	838.24	+0.41		0					764	R	0
		135+00	837.98	838.36	+0.38	49.72		123				2022	F	17366
		+44.94	839.43	839.54	+0.11		134					1432	FAC	1.15
		+50	839.59	839.69	+0.10	49.66		286				3356	EXF	14166
		+94.60	841.03	841.03	+0.00		177					2217		
		136+00	841.20	841.20	0	50.22		331				4636		
		+44.17	842.62				184					2833		
		+50	842.81			48.66		292				5205		
		+93.48	844.21				136					2867		
		CARRIED FORWARD												
		COLUMN FOOTING						19434		2008		31471		

PROJECT NAME U.S. ROUTE 2 MARSHFIELD
PROJECT NUMBER FEGC – F028 – 3(28)

SHEET 23 OF SHEETS

EARTHWORK SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

V.C.	% GRADE	STATION	ELEVATION ON TANGENT	ELEVATION ON CURVES	CORR. V.C.	DIST.	TOTAL EXCAVATION EARTH AND ROCK AREA	TOTAL EXCAVATION EARTH AND ROCK CU. YDS.	ROCK EXCAVATION AREA	ROCK EXCAVATION CU. YDS.	EMBANKMENT AREA	EMBANKMENT CU. YDS.	AREA	CU. YDS.
		136+93.48	844.21				136				2867			
		137+00	844.42			49.03		210				4888		
		+42.51	845.79				95				2517			
		+50	846.03			48.77		205				4260		
		+91.28	847.35				132				2200			
		138+00	847.63	847.63	0	48.55		327				4120		
		+39.83	848.92	848.86	−0.06		232				2382			
		+50	849.24	849.14	−0.10	48.36		370				4374	C	2275
		+88.19	850.47	850.16	−0.31		181				2502		R	0
		139+00	850.85	850.45	−0.40	48.25		321				4555	F	43549
		+36.44	852.02	851.28	−0.74		178				2596		FAC	1.15
		+50	852.46	851.56	−0.90	48.68		307				4556		
		+85.12	853.59	852.23	−1.36		163				2458		EXF	47806
		140+00	854.07	852.47	−1.59	48.59		269				4233		
		+33.71	855.15	852.97	−2.18		136				2246			
		+50	855.68	853.19	−2.49	48.51		266				4782		
		+82.22	856.71	853.54	−3.17		160				3077			
		141+00	857.28	853.70	−3.58	48.46						4587		
		+30.68	858.27	853.92	−4.35	TH#55					2034			
		+50	858.89	854.01	−4.88	48.41						3194		
		+79.09	859.83	854.11	−5.72		225				1529			
VC = 800' SSD = 408'		142+00	860.50	854.13	−6.37	48.38		349				2031		
		+27.47	859.63	854.10	−5.53		164				738			
		+50	858.92	854.04	−4.88	48.36		257				1430		
		+75.83	858.11	853.93	−4.18		123				859			
		143+00	857.35	853.76	−3.59	48.35		248				1474		
		+24.18	856.58	853.55	−3.03		154				787			
		+50	855.77	853.28	−2.49	48.36		287				1351		
		+72.54	855.06	853.00	−2.06		166				722		C	6645
		144+00	854.19	852.60	−1.59	48.38		262				1096	R	0
		+20.92	853.53	852.25	−1.28		126				501		F	9231
		+50	852.61	851.72	−0.89	48.42		719				568	FAC	1.15
		+69.34	852.00	851.32	−0.68		676				132			
		145+00	851.04	850.64	−0.40	48.46		1343				214	EXF	3971
		+17.80	850.47	850.20	−0.27		821				107			
		+50	849.46	849.36	−0.10	48.52		1352				222		
		+66.32	848.94	848.89	−0.05		684				140			
		146+00	847.88	847.88	0	48.60		1029				474		
		+14.92	847.41				459				387			
		+50	846.30			48.69		799				371		
		+63.61	845.87				427				24			
		147+00	844.72			48.80		811				77		
		+12.41	844.33				470				61			
		+50	843.15			48.90		920				269		
		+61.31	842.79				546				236			
		148+00	841.57			49.04		901				1052		
		+10.35	841.24				446				922			
		+50	839.99			49.19		696				2956		
		+59.54	839.69				318				2323			
		149+00	838.42			49.34		696				3592	C	5972
		+08.88	838.13				444				1608		R	0
		+50	836.84			49.52		658				3113	F	19271
		+58.40	836.57				274				1787		FAC	1.15
		150+00	835.26			49.70		428				3054		
		+08.10	835.00				191				1531		EXF	16190
		+50	833.68			49.91		323				2337		
		+58.01	833.43				159				998			
		151+00	832.11			50.13		287				1610		
		+08.14	831.85				150				736			
		+50	830.53			50.33		252				1211		
		+58.47	830.26				120				563			
	−3.1550 %													
		CARRIED FORWARD												
		COLUMN FOOTING						14892		0		72051		

V.C.	% GRADE	STATION	ELEVATION ON TANGENT	ELEVATION ON CURVES	CORR. V.C.	DIST.	TOTAL EXCAVATION EARTH AND ROCK AREA	TOTAL EXCAVATION EARTH AND ROCK CU. YDS.	ROCK EXCAVATION AREA	ROCK EXCAVATION CU. YDS.	EMBANKMENT AREA	EMBANKMENT CU. YDS.	AREA	CU. YDS.
		151+58.47	830.26				120				563			
		152+00	828.95			50.40		181				1063		
		152+08.87	828.67				74				576			
		+50	827.37			50.43		79				1093		
		+59.30	827.08				11				594			
		153+00	825.80			50.47		11				1404		
		+09.77	825.49				1				908			
		+50	824.22			50.50		36				1291		
		+59.30	827.08				38		0		472			
		154+00	822.64			50.53		231		10		786	C	10191
		+10.80	822.30				209		11		368		R	3683
		+50	821.06			50.56		975		381		370	F	6032
		+61.36	820.70				832		396		27		FAC	1.15
		155+00	819.48			50.59		1767		840		25		
		+11.95	819.11				1054		501		0		EXC	5077
		+50	817.91			50.61		2126		1075				
		+62.56	817.51				1214		646					
		156+00	816.33	816.33	0	50.64		2419		905				
		+13.20	815.91	815.91	+0.00		1365		319					
		+50	814.75	814.82	+0.07	50.67		2366		472				
		+63.87	814.31	814.42	+0.11		1157		184					
		157+00	813.18	813.45	+0.27	50.68		2078		284				
		+14.55	812.72	813.08	+0.36		1057		119					
VC = 400' K = 186		+50	811.60	812.21	+0.61	50.70		1883		118				
		+65.25	817.12	811.87	+0.75		949		7					
		158+00	810.02	811.12	+1.10	50.73		1636		7				
		+15.98	809.87	810.80	+0.93		792		0					
		+50	809.54	810.16	+0.62	50.74		1168						
		+62.72	809.38	809.87	+0.49		451				0			
		159+00	809.06	809.33	+0.27	50.75		691				8		
		+17.47	808.89	809.08	+0.19		284				9			
		+50	808.58	808.65	+0.07	50.77		436				28	C	8796
		+68.24	808.40	808.43	+0.03		180				21		R	409
		160+00	808.10	808.10	0	50.79		328				23	F	266
		+19.03	807.92				169				3		FAC	1.15
		+50	807.62			50.79		309				23		
		+69.87	807.43				160				21		EXC	8693
		161+00	807.14			50.80		181				86		
		+20.62	806.94				32				70			
		+50	806.66			50.81		86				98		
		+71.43	806.45				59				34			
		162+00	806.18			50.82		98				44		
		+22.25	805.96				45				13			
		+50	805.70			50.82		107				56		
		+73.07	805.47				69				46			
		163+00	805.21			50.82		65				155		
		+23.89	804.99				0				119			
		+50	804.73			50.83		42				503		
		+74.72	804.50				45				415			
		164+00	804.25			50.83		42				639		
		+25.55	804.01				0				264		C	1114
		+50	803.77			50.82		18				455	R	0
		+76.37	803.52				19				219		F	4484
		165+00	803.29			50.83		86				558	FAC	1.15
		+27.20	803.03				72				374			
		+50	802.81			50.82		162				708	EXF	4043
		+78.02	802.54				100				378			
		166+00	802.33			50.98		207				755		
		+29.00	802.05				119				422			
		+50	801.85			50.98		287				611		
		+79.98	801.56				185				225			
	−0.9611 %													
		CARRIED FORWARD												
		COLUMN FOOTING						20101		4092		10782		

V.C.	% GRADE	STATION	ELEVATION ON TANGENT	ELEVATION ON CURVES	CORR. V.C.	DIST.	TOTAL EXCAVATION EARTH AND ROCK AREA	TOTAL EXCAVATION EARTH AND ROCK CU. YDS.	ROCK EXCAVATION AREA	ROCK EXCAVATION CU. YDS.	EMBANKMENT AREA	EMBANKMENT CU. YDS.	AREA	CU. YDS.
		166+79.98	801.56				185				225			
		167+00	801.37			50.97		511				212		
		+30.95	801.07				356				0			
		+50	800.89			50.94		566				4		
		+81.89	800.73				244				4			
		168+00	800.64			50.92		481				23		
		+32.81	800.48				266				20			
		+50	800.39			50.89		611				19	C	2771
		+83.70	800.22				382				0		R	0
		169+00	800.14			50.86		447				335	F	7167
		+34.57	799.97				93				356		FAC	1.15
		+50	799.89			50.82		121				898		
		+85.38	799.71				36				598		EXF	5471
		170+00	799.64			50.80		34				1128		
		+36.18	799.46				0				601			
		+50	799.39			50.75						1214		
		+86.93	799.21								691			
		171+00	799.14			50.71						1582		
		+37.64	798.95								994			
		+50	798.89			50.68						1752		
		+88.32	798.70								873			
		172+00	798.64			50.62						1645		
		+38.94	798.45				0				882			
		+50	798.39	798.39	0	50.58		7				1293		
		+89.52	798.19	798.25	+0.06		7				498			
		173+00	798.14	798.24	+0.10	50.47		7				740		
		+39.99	797.94	798.27	+0.33		0				294			
		+50	797.89	798.29	+0.40	50.35						549		
		+90.34	797.69	798.49	+0.80						295		C	47
		174+00	797.64	798.55	+0.91	50.23						696	R	0
		+40.57	797.44	798.91	+1.47						453		F	10618
		+50	797.39	799.01	+1.62	50.14						1025	FAC	1.15
		+90.71	797.19	799.53	+1.34						651			
		175+00	797.14	799.67	+2.53	50.07						1097	EXF	12164
		+40.78	796.14	800.36	+3.42						532			
VC = 600' K = 124		+50	796.89	800.53	+3.64	50.03						1095		
		+90.81	798.67	801.39	+3.72						650			
		176+00	799.07	801.59	+2.52	50.01						1247		
		+40.82	800.84	802.61	+1.77		0				696			
		+50	801.24	802.86	+1.62									
		176+46.79	(BK) =			59.18		33				1231		
		176+55.97	(AH)	EQ=−9.18'										
		177+00	803.02	804.04	+1.02		30				427			
						50		125				401		
		+50	805.19	805.68	+0.49		105				6			
						50		392				6		
		178+00	807.37	807.51	+0.14		318				0			
						50		533				6		
		+50	809.55	809.55	+0.00		258				7			
		+59.18	809.95	809.95	0	50		564				6		
		+75	810.63	810.63	0								C	7782
		179+00	811.72	811.70	−0.02		351				0		R	0
						50		801					F	529
		+50	813.90	813.66	−0.24		514						FAC	1.15
						50		1071						
		180+00	816.07	815.42	−0.65		643				0		EXC	7174
						50		1061				55		
VC = 350' SSD = 403'		+50	818.25	816.98	−1.27		503				59			
						50		991				55		
		181+00	818.97	818.32	−0.65		567				0			
						50		1069						
		+50	819.69	819.46	−0.23		588							
						50		1175						
		182+00	820.41	820.38	−0.03		681							
	−4.3519 %													
	+1.4400 %													
		CARRIED FORWARD												
		COLUMN FOOTING						10600		0		18314		

PROJECT NAME U.S. ROUTE 2 MARSHFIELD
PROJECT NUMBER FEGC − F028 − 3(28)

SHEET 24 OF SHEETS

BMC G:\MARK\PROJ\2000 2-3-02 © 1011 AAL REV. BY BJB

EARTHWORK SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

V.C.	% GRADE	STATION	ELEVATION ON TANGENT	ELEVATION ON CURVES	CORR. V.C.	DIST.	TOTAL EXCAVATION EARTH AND ROCK AREA	TOTAL EXCAVATION EARTH AND ROCK CU. YDS.	ROCK EXCAVATION AREA	ROCK EXCAVATION CU. YDS.	EMBANKMENT AREA	EMBANKMENT CU. YDS.			
	+1.4400 %	182+00	820.41	820.38	−0.03		681								
		+25	820.77	820.77	0	50		1281							
		+50	821.13	821.13	0		703								
						50		1206							
		183+00	821.85	821.88	+0.03		599				0				
						50		931				4			
		+50	822.57	822.69	+0.12		407				4				
						50		562				19	C	4165	
		184+00	823.29	823.56	+0.27		200				16		R	0	
						50		185				168	F	7795	
VC = 400' K = 411		+50	824.01	824.50	+0.49		0				165		FAC	1.15	
						50						687			
		185+00	825.22	825.49	+0.27						577		EXF	4799	
						50						1490			
		+50	826.42	826.54	+0.12						1032				
						50						1826			
		186+00	827.63	827.66	+0.03						940				
						50						1773			
		+50	828.83	828.83	0						975				
						50						1828			
		187+00	830.04								999				
						50						1903			
		+50	831.25								1056				
						50						2025			
	+2.4120 %	188+00	832.45								1131				
						50						2007			
		+50	833.66								1037				
						50						1627			
		189+00	834.86								720		C	9	
						50.02						1059	R	0	
		+50	836.07	836.07	0								F	10806	
		+50.02	836.07	836.07	0.00						423		FAC	1.15	
		190+00	837.28	837.19	−0.09	50.01						637			
		+00.03	837.28	837.19	−0.09						265		EXF	12418	
		+50	838.48	838.12	−0.36	50.01						417			
		+50.04	838.48	838.12	−0.36						185				
		191+00	839.69	838.87	−0.82	50.01						294			
		+00.05	839.69	838.88	−0.81						132				
		+50	840.89	839.45	−1.44	50.00						326			
		+50.05	840.90	839.45	−1.45		0				220				
		192+00	842.10	839.84	−2.26	50.00		9				511			
VC = 500' SSD = 434'		+00.05	842.10	839.84	−2.26		10				332				
		+50	841.50	840.05	−1.44	49.99		52				545			
		+50.04	841.50	840.05	−1.44		46				257				
						49.96		90				450			
		193+0.00	840.90	840.08	−0.82		51				229				
						50.00		163				278			
		+50.00	840.30	839.94	−0.36		125				71				
						49.95		147				134	C	1142	
		+99.95	839.70	839.61	−0.09		34				74		R	0	
		194+00	839.70	839.60	−0.10	49.94		74				109	F	3805	
		+49.89	839.10	839.10	0.00		46				44		FAC	1.15	
		+50	839.09	839.09	0	49.93		155				93			
		+99.82	838.49				122				57		EXF	3234	
	−1.2024 %	195+00	838.49			49.91		287				153			
		+49.73	837.89				188				108				
		+50	837.89			49.89		174				362			
		+99.62	837.29				0				284				
		196+00	837.29			49.87						687			
		+49.49	836.70								460				
		+50	836.69			49.93						994			
		+99.42	836.09								615				

EARTHWORK SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

V.C.	% GRADE	STATION	GRADES ELEVATION ON TANGENT	GRADES ELEVATION ON CURVES	CORR. V.C.	DIST.	TOTAL EXCAVATION EARTH AND ROCK AREA	TOTAL EXCAVATION EARTH AND ROCK CU. YDS.	ROCK EXCAVATION AREA	ROCK EXCAVATION CU. YDS.	EMBANKMENT AREA	EMBANKMENT CU. YDS.		
		227+02.75	796.86	797.90	+1.04						408			
		+50	795.67	797.45	+1.78	50.05						1066		
		+52.80	795.60	797.42	+1.82						742			
VC = 500'	-2.5089 %	228+00	794.42	797.19	+2.77	50.06						1474		
K = 113		+02.86	794.48	797.19	+2.71						848			
		+50	795.38	797.16	+1.78	50.05						1522		
		+52.91	795.44	797.16	+1.72						794			
		229+00	796.35	797.35	+1.00	50.06						1268	C	862
		+02.97	796.41	797.37	+0.96						574		R	0
		+50	797.32	797.76	+0.44	50.06						757	F	6398
		+53.03	797.37	797.79	+0.42		0				243		FAC	1.15
		230+00	798.28	798.39	+0.11	50.05		34				267		
		+03.08	798.34	798.44	+0.10		37				45		EXF	6496
		+50	799.24	799.24	0	50.06		134				42		
		+53.14	799.30	799.30	0		108				0			
	+1.9300 %	231+00	800.21	800.11	−0.10	50.05		210				1		
		+03.19	800.27	800.16	−0.11		119				1			
		+50	801.18	800.79	−0.39	50.06		214				1		
		+53.25	801.24	800.84	−0.40		112				0			
		232+00	802.14	801.28	−0.86	50.06		270						
		+03.31	802.20	801.31	−0.89		179				0			
		+50	803.10	801.58	−1.52	50.05		285				2		
		+53.36	803.17	801.60	−1.57		128				2			
		233+00	804.07	801.69	−2.38	50.06		261				4		
		+03.42	804.14	801.70	−2.44		154				2			
		+50	805.04	801.61	−3.43	50.04		293				4		
VC = 700'		+53.46	805.10	801.60	−3.50		162				2			
SSD = 418'		234+00	806.00	801.34	−4.66	50.00		313				22	C	2181
		+03.46	805.88	801.31	−4.57		176				22		R	0
		+50	804.30	800.87	−3.43	50.01		324				102	F	2556
		+53.47	804.18	800.83	−3.35		174				88		FAC	1.15
		235+00	802.60	800.22	−2.38	50.04		287				194		
		+03.51	802.48	800.17	−2.31		136				121		EXF	758
		+50	800.90	799.38	−1.52	50.37		235				326		
		+53.88	800.77	799.31	−1.46		116				228			
		236+00	799.20	798.34	−0.86	50.91		146				548		
		+04.79	799.04	798.24	−0.80		39				353			
		+50	797.50	797.12	−0.38	50.78		37				693		
		+55.57	797.31	796.97	−0.34		0				384			
	−3.4000 %	237+00	795.80	795.70	−0.10	50.68						661		
		+06.25	795.59	795.52	−0.07						320			
		+50	794.10	794.10	0	50.58						545		
		+56.83	793.87	793.87	0						262			
		238+00	792.40	792.51	+0.11	50.48						467		
		+07.31	792.15	792.29	+0.14						238			
		+50	790.70	791.14	+0.44	50.39						667		
		+57.70	790.44	790.95	+0.51						477			
		239+00	789.00	789.99	+0.99	50.31						626	C	1160
		+08.01	788.73	789.83	+1.10						195		R	0
		+50	787.30	789.06	+1.76	50.24						258	F	2654
		+58.25	787.02	788.92	+1.90		0				82		FAC	1.15
VC = 500'		240+00	785.60	788.34	+2.74	50.35		21				84		
K = 114		+08.60	785.68	788.24	+2.56		23				8		EXF	1892
		+50	786.10	787.85	+1.75	49.94		105				7		
		+58.54	786.18	787.79	+1.61		90				0			
		241+00	786.59	787.58	+0.99	50.06		187						
		+08.60	786.68	787.56	+0.88		112							
		+50	787.08	787.52	+0.44	50.02		317						
		+58.62	787.17	787.54	+0.37		230							
	+0.9900 %	242+00	787.58	787.69	+0.11	49.98		530						
		+08.60	787.66	787.74	+0.08		343							
		CARRIED FORWARD						4203		0		11608		
		COLUMN FOOTING												

V.C.	% GRADE	STATION	GRADES ELEVATION ON TANGENT	GRADES ELEVATION ON CURVES	CORR. V.C.	DIST.	TOTAL EXCAVATION EARTH AND ROCK AREA	TOTAL EXCAVATION EARTH AND ROCK CU. YDS.	ROCK EXCAVATION AREA	ROCK EXCAVATION CU. YDS.	EMBANKMENT AREA	EMBANKMENT CU. YDS.		
		242+08.60	787.66	787.74	+0.08		343							
		+50	788.08	788.08	0	49.96		649						
		+58.56	788.16				358							
		243+00	788.57			49.93		608						
		+08.49	788.65				300							
		+50	789.06			49.92		634						
		+58.41	789.15				386							
		244+00	789.56			49.92		529					C	4445
		+08.33	789.64				186						R	0
		+50	790.06			49.92		351					F	62
		+58.25	790.14				194						FAC	1.15
		245+00	790.55			49.93		365						
		+08.18	790.63				201						EXC	4374
		+50	791.04			49.95		339				7		
		+58.13	791.12				165				8			
		246+00	791.54			49.97		341				13		
		+08.10	791.62				203				6			
		+50	792.04			50.00		356				20		
		+58.10	792.12	792.12	0		182				16			
		246+61.11	(BK) =			41.90		273				22		
		246+53.01	(AH)	EQ=+8.10										
		247+00	792.61	792.56	−0.05		170				12			
						50		288				19		
		+50	793.10	792.91	−0.19		141				9			
						50		194				30		
		248+00	793.60	793.16	−0.44		68				23			
						50		99				60		
		+50	794.10	793.32	−0.78		39				42			
						50		56				75	C	679
VC = 500'		249+00	794.59	793.37	−1.22		22				39		R	0
SSD = 599'						50		31				105	F	3290
		+50	794.11	793.33	−0.78		12				74		FAC	1.15
						50		11				267		
		250+00	793.63	793.19	−0.44		0				214		EXF	3104
						50						567		
		+50	793.15	792.96	−0.19						398			
						50						670		
		251+00	792.67	792.62	−0.05						326			
						50						631		
	−0.9600 %	+50	792.19	792.19	0						356			
						50						866		
		252+00	791.71	791.78	+0.07						579			
		+50	791.23	791.50	+0.27	50.02						1049		
		+50.02	791.23	791.50	+0.27		0				553			
		253+00	790.75	791.36	+0.61	50.11		19				1011		
		+00.13	790.75	791.36	+0.61		20				537			
		+50	790.27	791.35	+1.08	50.29		53				877		
		+50.42	790.27	791.35	+1.08		37				405			
VC = 500'		254+00	789.79	791.48	+1.69	50.40		36				908		
K = 185		+00.82	789.84	791.49	+1.65		2				568		C	110
		+50	790.67	791.75	+1.08	50.41		2				1065	R	0
		+51.23	790.69	791.76	+1.07		0				573		F	9025
		255+00	791.54	792.15	+0.61	50.43						1046	FAC	1.15
		+01.66	791.57	792.17	+0.60						547			
		+50	792.42	792.69	+0.27	50.44						912	EXF	10269
		+52.10	792.45	792.71	+0.26						429			
		256+00	793.29	793.36	+0.07	50.43						773		
		+02.53	793.33	793.40	+0.07						399			
		+50	794.17	794.17	0	50.42						699		
		+52.95	794.22								350			
		257+00	795.04			50.40						685		
		+03.35	795.10								384			
		CARRIED FORWARD						5234		0		12377		
		COLUMN FOOTING												

V.C.	% GRADE	STATION	GRADES ELEVATION ON TANGENT	GRADES ELEVATION ON CURVES	CORR. V.C.	DIST.	TOTAL EXCAVATION EARTH AND ROCK AREA	TOTAL EXCAVATION EARTH AND ROCK CU. YDS.	ROCK EXCAVATION AREA	ROCK EXCAVATION CU. YDS.	EMBANKMENT AREA	EMBANKMENT CU. YDS.		
		257+03.35	795.10									384		
		+50	795.92			50.35								720
		+53.70	795.98				0					388		
		258+00	796.79			50.15		42						785
		+03.85	796.86				45					457		
		+50	797.67			50.03		105						691
		+53.88	797.73				68					289		
		258+68.55	(BK) =			46.12		181						424
		258+64.67	(AH)	EQ=+3.88'										
		259+00	798.61				144					207		
						50		326						248
		+50	799.48				208					61		
						50		411						122
		260+00	800.36				236					71		
						50		453						66
		+50	801.23				253					0		
						50		466						
		261+00	802.11				250							
						50		390						
		+50	802.98				171					0		
						50.03		293						13
		262+00	803.86											
		+00.03	803.86				145					14		
		+50	804.73			50.06		142						331
		+50.09	804.74				8					343		
		263+00	805.61			50.08		25						554
		+00.17	805.61				19					254		
		+50	806.48			50.11		35						296
		+50.28	806.49				19					65		
		264+00	807.36			50.14		46						117
		+00.42	807.37				31					61		
		+50	808.23			50.16		67						77
		+50.58	808.24				41					22		
		265+00	809.11	809.11	0	50.19		98						29
		+00.77	809.12	809.12	−0.00		64					9		
		+50	809.98	809.88	−0.10	50.23		158						9
		+51.00	810.00	809.90	−0.10		106					1		
		266+00	810.86	810.45	−.041	50.08		202				2		
		+01.08	810.88	810.46	−0.42		112					1		
		+50	811.73	810.81	−0.92	50.03		258				1		
		+51.11	811.75	810.81	−0.94		166					0		
		267+00	812.61	810.96	−1.65	50.03		274				27		
		+01.14	812.63	810.96	−1.67		130					29		
		+50	813.48	810.91	−2.57	50.03		235				102		
		+51.17	813.50	810.90	−2.60		124		0			81		
VC = 600'		268+00	814.36	810.65	−3.71	50.03		201	2			120		
SSD = 401'		+01.20	814.32	810.64	−3.68		93		2			48		
		+50	812.76	810.18	−2.58	50.03		117	2			804		
		+51.23	812.72	810.17	−2.55		33		0			820		
		269+00	811.16	809.51	−1.65	50.03		65				1712		
		+01.26	811.12	809.49	−1.63		37					1028		
		+50	809.56	808.63	−0.93	49.98		44				2002		
		+51.24	809.52	808.61	−0.91		11					1135		
		270+00	807.96	807.55	−0.41	49.68		10				1928		
		+00.92	807.93	807.52	−0.41		0					961		
		+50	806.36	806.26	−0.10	49.66						1813		
		+50.58	806.34	806.24	−0.10							1010		
		271+00	804.76	804.76	0	49.65						1486		
		+00.23	804.75	804.75	+0.00							606		
						49.67						1189		
		+49.90	803.16	803.27	+0.11							687		
		+50	803.16	803.27	+0.11	49.68						1201		
		+99.58	801.57	802.02	+0.55							618		
	−3.2000 %													
		CARRIED FORWARD												
		COLUMN FOOTING						4644		4		16869		

PROJECT NAME U.S. ROUTE 2 MARSHFIELD
PROJECT NUMBER FEGC − F028 − 3(28)

SHEET 26 OF SHEETS

DGN: C:\MARSHFIELD\F028 MARCH 5, 1993 10:25 AM SS

EARTHWORK SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

GRADES V.C.	% GRADE	STATION	ELEVATION ON TANGENT	ELEVATION ON CURVES	CORR. V.C.	DIST.	TOTAL EXCAVATION EARTH AND ROCK AREA	TOTAL EXCAVATION EARTH AND ROCK CU. YDS.	ROCK EXCAVATION AREA	ROCK EXCAVATION CU. YDS.	EMBANKMENT AREA	EMBANKMENT CU. YDS.		
		271+99.58	801.57	802.02	+0.55		0				618			
	-3.2000 %	272+00	801.56	801.01	+0.45	49.69		7				870		
		+49.27	799.98	800.98	+1.00		8				327			
		+50	799.96	800.97	+1.01	49.71		11				600		
		+98.98	798.39	800.17	+1.78		4				325			
		273+00	798.36	800.16	+1.80	49.72		6				788		
		+48.70	796.80	799.58	+2.78		3				531			
		+50	796.76	799.56	+2.80	49.73		77				864	C	1054
		+98.43	795.21	799.21	+4.00		81				407		R	0
		274+00	795.16	799.20	+4.04	49.74		113				776	F	5219
VC = 700' K = 111		+48.17	793.62	799.06	+5.44		42				435		FAC	1.15
		+50	793.56	799.06	+5.50	49.75		62				840		
		+97.92	795.03	799.13	+4.10		25				477		EXF	4948
		275+00	795.10	799.14	+4.04	49.76		129				447		
		+47.68	796.57	799.43	+2.86		115				8			
		+50	796.64	799.45	+2.81	49.77		247				9		
		+97.45	798.10	799.95	+1.85		153				2			
		276+00	798.18	799.98	+1.80	49.77		235				7		
		+47.22	799.64	800.79	+1.15		102				6			
		+50	799.72	800.73	+1.01	49.79		167				18		
		+97.01	801.17	801.65	+0.48		79				14			
		277+00	801.27	801.72	+0.45	49.79		98				86		
		+46.80	802.71	802.84	+0.13		27				79			
		+50	802.81	802.92	+0.11	49.80		25				260		
		+96.60	804.24	804.24	+0.00		0				203			
	+3.0825 %	278+00	804.35	804.35	0	49.81						386		
		+46.41	805.78								215			
		+50	805.89			49.81						374		
		+96.22	807.31				0				191		C	529
		279+00	807.43			49.82		5				389	R	0
		+46.04	808.85				5				231		F	3056
		+50	808.97			49.82		33				422	FAC	1.15
		+95.86	810.39				31				226			
		280+00	810.51	810.51	0	49.83		52				351	EXF	2985
		+45.69	811.92	811.84	−0.08		25				154			
		+50	812.06	811.96	−0.10	49.83		69				408		
		+95.52	813.46	813.10	−0.36		50				288			
		281+00	813.60	813.21	−0.39	49.83		102				317		
		+45.35	814.99	814.17	−0.82		61				56			
		+50	815.14	814.26	−0.88	49.84		145				63		
		+95.19	816.53	815.04	−1.49		96				12			
		282+00	816.68	815.12	−1.56	49.85		186				21		
VC SSD = 500' = 413'		+45.04	818.07	815.72	−2.35		105				11			
		+50	818.22	815.78	−2.44	49.84		164				54		
		+94.88	817.85	816.21	−1.64		73				48			
		283+00	817.81	816.25	−1.56	49.85		135				149		
		+44.73	817.44	816.50	−0.94		73				113			
		+50	817.40	816.52	−0.88	49.85		107				290	C	776
		+94.58	817.04	816.60	−0.44		43				201		R	0
		284+00	816.99	816.60	−0.39	49.84		61				403	F	4630
		+44.42	816.63	816.51	−0.12		23				236		FAC	1.15
		+50	816.58	816.49	−0.10	49.85		33				560		
		+94.27	816.22	816.22	−0.00		13				371		EXF	4549
		285+00	816.17	816.17	0	49.84		12				707		
	−0.8185 %	+44.11	815.81				0				395			
		+50	815.76			49.84		6				799		
		+93.95	815.40				6				471			
		286+00	815.36			49.83		13				802		
		+43.78	815.00				8				398			
		+50	814.95			49.83		59				845		
		+93.61	814.59				56				518			
		CARRIED FORWARD												
		COLUMN FOOTING						2359		0		12905		

GRADES V.C.	% GRADE	STATION	ELEVATION ON TANGENT	ELEVATION ON CURVES	CORR. V.C.	DIST.	TOTAL EXCAVATION EARTH AND ROCK AREA	TOTAL EXCAVATION EARTH AND ROCK CU. YDS.	ROCK EXCAVATION AREA	ROCK EXCAVATION CU. YDS.	EMBANKMENT AREA	EMBANKMENT CU. YDS.		
		286+93.61	814.59				56				518			
	−0.8185 %	287+00	814.54			49.82		56				1352		
		+43.43	814.18				5				947			
		287+48.18	(BK) =			49.80		16				1359		
		287+51.62	(AH)	EQ=−3.44										
		+96.67	813.77				12				527			
		288+00	813.75			49.82		11				795		
		+46.49	813.36				0				335			
		+50	813.34	813.34	0	49.85						470	C	409
		+96.34	812.96	812.88	−0.08						174		R	0
		289+00	812.93	812.83	−0.10	49.89						242	F	4644
		+46.23	812.55	812.20	−0.35		0				88		FAC	1.15
		+50	812.52	812.14	−0.38	50.02		8				136		
		+96.25	812.14	811.33	−0.81		9				59		EXF	4932
		290+00	812.11	811.26	−0.85	50.07		26				89		
		+46.32	811.73	810.27	−1.46		19				37			
		+50	811.70	810.18	−1.52	50.09		73				52		
		+96.41	809.91	809.01	−0.90		60				19			
		291+00	809.77	808.92	−0.85	50.03		129				54		
		+46.44	807.99	807.58	−0.41		79				39			
		+50	807.85	807.47	−0.38	49.99		90				95		
		+96.43	806.06	805.96	−0.10		18				64			
		292+00	805.92	805.83	−0.09	50.02		17				182		
		+46.45	804.13	804.13	−0.00		0				133			
		+50	804.00	804.00	0	50.05						311		
	−3.8509 %	+96.50	802.21								203			
		293+00	802.07			50.08						428		
		+46.58	800.28								259			
		+50	800.15	800.15	0	50.10						598		
		+96.68	798.35	798.43	+0.08		0				386		C	23
		294+00	798.22	798.31	+0.09	50.12		2				638	R	0
		+46.80	796.42	796.74	+0.32		2				301		F	3999
		+50	796.30	796.64	+0.34	50.15		2				542	FAC	1.15
		+96.95	794.49	795.23	+0.74		0				283			
		295+00	794.37	795.15	+0.78	50.18						493	EXF	4576
		+47.13	792.56	793.90	+1.34						247			
		+50	792.45	793.83	+1.38	50.01						412		
		+97.14	790.63	792.74	+2.11						198			
VC = 500' K = 145		296+00	790.52	792.68	+2.16	50.01						263		
		+47.15	790.33	791.75	+1.42		0				86			
		+50	790.32	791.70	+1.38	50.04		2				132		
		+97.19	790.13	790.93	+0.80		2				56			
		297+00	790.12	790.90	+0.78	50.05		23				57		
		+47.24	789.93	790.30	+0.36		23				5			
		+50	789.92	790.26	+0.34	50.05		21				15		
		+97.29	789.73	789.83	+0.10		0				11			
		298+00	789.72	789.81	+0.09	50.05		23				48		
		+47.34	789.53	789.53	+0.00		25				41			
		+50	789.52	789.52	0	50.05		79				98		
		+97.39	789.33				60				65		C	1028
		299+00	789.32			47.05		56				257	R	0
	−0.4003 %	+47.44	789.13				0				212		F	1285
		+50	789.12			53.05						322	FAC	1.15
		+97.49	788.93								135			
		300+00	788.92			50.05						224	EXF	450
		+47.54	788.73				0				107			
		+50	788.72			50.35		21				174		
		+97.89	788.53				22				80			
		301+00	788.52			50.46		285				82		
		+48.37	788.33				283				8			
		+50	788.32			50.51		520				8		
		+98.88	788.12				273				1			
		CARRIED FORWARD												
		COLUMN FOOTING						1460		0		9928		

GRADES V.C.	% GRADE	STATION	ELEVATION ON TANGENT	ELEVATION ON CURVES	CORR. V.C.	DIST.	TOTAL EXCAVATION EARTH AND ROCK AREA	TOTAL EXCAVATION EARTH AND ROCK CU. YDS.	ROCK EXCAVATION AREA	ROCK EXCAVATION CU. YDS.	EMBANKMENT AREA	EMBANKMENT CU. YDS.		
		301+98.88	788.12					273				1		
	−0.4003 %	302+00	788.12			50.54		738				2		
		+49.42	787.92					516				1		
		+50	787.92			50.54		812				1		
		+99.96	787.72					352				0		
		303+00	787.72			50.55		499				1		
		+50	787.52											
		+50.51	787.52					181				1	C	3668
		304+00	787.32			50.55		246				3	R	0
		+01.06	787.32					82				2	F	138
		+50	787.12			50.52		175				14	FAC	1.15
		+51.58	787.11					105				13		
		305+00	786.92			50.50		208				17	EXC	3509
		+02.08	786.91					117				5		
		+50	786.72			50.46		288				7		
		+52.54	786.71					191				2		
		306+00	786.52			50.42		306				12		
		+02.96	786.51					137				11		
		+50	786.32			50.35		223				31		
		+53.31	786.31					102				22		
		307+00	786.12			50.30		173				50		
		+03.61	786.10					84				32		
		+50	785.92			50.16		154				83		
		+53.77	785.90					82				57		
		308+00	785.72			50.04		138				108		
		+03.81	785.70					67				60		
		308+21.91	(BK) =			46.19		105				79		
		308+18.10	(AH)	EQ=+3.81										
		+50	785.50					56				32	C	1124
						50		112				73	R	0
		309+00	785.30					65				47	F	690
						50		119				51	FAC	1.15
		+50	785.10					64				8		
						50		114				52	EXC	331
		310+00	784.90	END PROJECT				59				48		
				BEGIN APPROACH		50		118				89		
		+50	784.70					68				48		
						50		125				69		
		311+00	784.50					67				26		
						50		84				55		
		+50	784.30					24				33		
						50		55				31		
		312+00	784.10	END APPROACH				35				0		
		CARRIED FORWARD												
		COLUMN FOOTING						4792		0		828		

PROJECT NAME U.S. ROUTE 2 MARSHFIELD
PROJECT NUMBER FEGC – F028 – 3(28)

SHEET 27 OF SHEETS

EARTHWORK SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

GRADES V.C.	GRADES % GRADE	STATION	ELEVATION ON TANGENT	ELEVATION ON CURVES	CORR. V.C.	DIST.	TOTAL EXCAVATION EARTH AND ROCK AREA	TOTAL EXCAVATION EARTH AND ROCK CU. YDS.	ROCK EXCAVATION AREA	ROCK EXCAVATION CU. YDS.	EMBANKMENT AREA	EMBANKMENT CU. YDS.			
		TH # 57	95+25.71	RT.											
							BEGIN APPROACH CONSTRUCTION								
		9+94.39	764.32				0								
		10+00	764.10			43.75		111							
		+05	763.90	763.90	0										
		+38.14	762.57	762.71	+0.14		137								
						11.04		55					C	307	
		+49.18	762.13	762.38	+0.25		132				0		R	0	
		+50	762.10	762.36	+0.26	29.02		91				1	F	20	
		+55	761.90	762.22	+0.32								FAC	1.15	
		+78.20	761.57	761.66	+0.09		37				2				
		11+00	761.26	761.26	+0.00	22.07		30				11	EXC	284	
		+00.27	761.25	761.25	+0.00		36				24				
		+05	761.18	761.18	0	18.32		20				8			
		+18.59	760.99				23				0				
							END APPROACH CONSTRUCTION								
		TH # 56	104+04.24	LT.											
							BEGIN APPROACH CONSTRUCTION								
		20+20.28	774.11	774.11	0		0				0				
						22.90		5				111	C	101	
		+43.18	773.59	774.03	+0.44		12				262		R	0	
		+50	773.43	774.18	+0.75	50.01		43				244	F	356	
		+70.28	772.97	775.09	+2.11								FAC	1.15	
		+93.19	776.32	776.94	+0.62		34				1				
		21+00	777.31	777.66	+0.35	50.01		53				1	EXF	308	
		+20.28	780.28	780.28	0										
		+43.20	783.63				23				0				
							END APPROACH CONSTRUCTION								
		TH # 49	112+64.00	RT.											
							BEGIN APPROACH CONSTRUCTION								
		30+05.82	776.39				0				0				
		+10	776.24	776.24	0										
		+50	774.83	775.07	+0.24	69.18		37				59	C	159	
		+70	774.12	774.56	+0.44								R	0	
		+75	774.09	774.46	+0.37		29				46		F	185	
						25		36				54	FAC	1.15	
		31+00	773.94	774.05	+0.11		49				71				
						30		64				63	EXF	54	
		+30	773.76	773.76	0		67				43				
						11.40		22				9			
		+41.40	773.70				37				0				
							END APPROACH CONSTRUCTION								
							CARRIED FORWARD								
							COLUMN FOOTING	567	0			561			

GRADES V.C.	GRADES % GRADE	STATION	ELEVATION ON TANGENT	ELEVATION ON CURVES	CORR. V.C.	DIST.	TOTAL EXCAVATION EARTH AND ROCK AREA	TOTAL EXCAVATION EARTH AND ROCK CU. YDS.	ROCK EXCAVATION AREA	ROCK EXCAVATION CU. YDS.	EMBANKMENT AREA	EMBANKMENT CU. YDS.			
		TH # 48	124+25.54	RT.											
							BEGIN APPROACH CONSTRUCTION								
		40+10.49	833.29	833.29	0							0			
						39.51									
		+50	831.91	831.11	−0.80							192			
		+60.49	831.54	830.25	−1.29	500							C	12	
		41+00	826.09	826.03	−0.06							327	R	0	
		+10.49	824.64	824.64	0	500							F	1750	
		+50	819.20				0					224	FAC	1.15	
						50		6							
		42+00	812.30				6					179	EXF	2000	
						50		6							
		+50	805.40				0					36			
						31.21									
		+81.21	801.10									46			
							END APPROACH CONSTRUCTION								
		TH # 55	141 + 25	LT.											
							BEGIN APPROACH CONSTRUCTION								
		50+20			0							0			
		+26.44	852.98	853.00	+0.02	36.00									
		+50	852.44	852.78	+0.34		0					549			
		+56	852.30	852.79	+0.49										
						20.44		16				398			
		+76.44	851.83	853.04	+1.21		32					263			
		+95	851.40	853.53	+2.13	50.00		69				244			
		51+00	851.85	853.71	+1.86										
		+26.44	854.25	854.97	+0.72		43					0	C	1334	
		+50	856.39	856.54	+0.15	47.20		330					R	0	
		+70	858.20	858.20	0								F	964	
		+73.64	858.54				334						FAC	1.15	
		52+00	860.93			47.12		469							
		+20.76	862.81				203					0	EXC	225	
		+50	865.46			49.58		269				3			
		+60	866.37	866.37	0										
		+70.34	867.31	867.29	−0.02		90					3			
		53+00	870.00	869.71	−0.29	50.00		120				8			
		+20.34	871.26	871.19	−0.07		40					6			
		+40	872.48	872.48	0	50.00		61				6			
		+50	873.10												
		+70.34	874.36				26					1			
							END APPROACH CONSTRUCTION								
		TH # 38	218+94.34	RT.											
							BEGIN APPROACH CONSTRUCTION								
		60+29.97	806.90				0								
		+50	806.34			35.03		166					C	762	
		+60	806.06	806.06	0								R	0	
		+65	805.91	805.90	−0.01		256						F	0	
						35		328					FAC	1.15	
		61+00	804.93	804.29	−0.64		250								
		+05	804.79	803.98	−0.81	52.50		268					EXC	762	
		+50	800.27	800.27	−0.00										
		+52.50	800.02	800.02	0		26								
							END APPROACH CONSTRUCTION								
							CARRIED FORWARD								
							COLUMN FOOTING	2108	0			2714			

GRADES V.C.	GRADES % GRADE	STATION	ELEVATION ON TANGENT	ELEVATION ON CURVES	CORR. V.C.	DIST.	TOTAL EXCAVATION EARTH AND ROCK AREA	TOTAL EXCAVATION EARTH AND ROCK CU. YDS.	ROCK EXCAVATION AREA	ROCK EXCAVATION CU. YDS.	EMBANKMENT AREA	EMBANKMENT CU. YDS.			
		TH # 33	248+54.38	LT.											
							BEGIN APPROACH CONSTRUCTION								
		70+20	792.56	792.56	0		0								
		+20.02	792.56	792.56	+0.00	20.00		11							
		+40	792.09	792.20	+0.11		30								
						10		11					C	356	
		+50	791.85	792.16	+0.31		27						R	0	
		+65	791.50	792.07	+0.57	50		111					F	0	
		71+00	792.44	792.47	+0.03		93						FAC	1.15	
		+10	792.71	792.71	0	50		141					EXC	356	
		+50	793.78	793.66	−0.12		59								
		+55	793.92	793.76	−0.16	50		82							
		72+00	794.50	794.50	0		30								
							END APPROACH CONSTRUCTION								
		TH # 34	298+07.12	RT.											
							BEGIN APPROACH CONSTRUCTION								
		80+20.75	789.03	789.03	0		0					0			
						12.20		8				9			
		+32.95	788.78	788.85	+0.07		34					42			
						15.00		26				12	C	210	
		+47.95	788.47	788.82	+0.35		58					0	R	0	
		+50	788.43	788.83	+0.40								F	21	
		+60.75	788.21	788.96	+0.75	50.00		118					FAC	1.15	
		+95	790.06	790.08	+0.02										
		+97.95	790.22	790.22	+0.00		69						EXC	186	
		81+00	790.33	790.33	+0.00	37.05		58							
		+00.75	790.37	790.37	0										
		+35	792.22				15								
							END APPROACH CONSTRUCTION								
		TH # 35	305+64.81	RT.											
							BEGIN APPROACH CONSTRUCTION						C	19	
		90+07.58	785.34				0						R	0	
						23.42		13					F	0	
		+31	785.05				31						FAC	1.15	
						6.00		6							
		+37	784.98				23						EXC	19	
		+37.46	784.98												
							END APPROACH CONSTRUCTION								
							CARRIED FORWARD								
							COLUMN FOOTING	585	0		21				

PROJECT NAME U.S. ROUTE 2 MARSHFIELD
PROJECT NUMBER FEGC – F028 – 3(28)

SHEET 28 OF SHEETS

EARTHWORK SUMMARY SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

SUMMARY OF BALANCES

STATION TO STATION		TOTAL EXCAV. EARTH & ROCK CUBIC YARDS	ROCK EXCAV. CUBIC YARDS	EMBANKMENT CUBIC YARDS	EXCESSES CUT	EXCESSES FILL	ACCUMULATIVE EXCESSES CUT	ACCUMULATIVE EXCESSES FILL		BASE CUBIC YARDS
47+00.06	52+00.96	2531		602	1839		1839			
52+00.96	57+03.08	912		2953		2484		645		
57+03.08	62+04.30	1604		1482		100		745		
62+04.30	66+99.40	1759		311	1401		656			
66+99.40	71+97.97	3219		665	2454		3110			
71+97.97	77+00.00	4890		485	4332		7442			
77+00.00	82+00.00	3509		5852		3221	4221			
82+00.00	87+00.00	10051	1548	6835	2957		7178			
87+00.00	92+00.68	24684	2344	1512	24105		31283			
92+00.68	96+98.47	14914		920	13856		45139			
96+98.47	101+98.54	7904		5729	1316		46455			
101+98.54	106+98.63	575		6914		7376	39079			
106+98.63	111+98.72	1252		811	319		39398			
111+98.72	116+97.33	610		3700		3645	35753			
116+97.33	121+96.00	2157		3006		1300	34453			
121+96.00	126+95.13	3263		8679		6718	27735			
126+95.13	131+95.72	10366	2008	5426	5120		32855			
131+95.72	136+93.48	5805		17366		14166	18689			
136+93.48	141+79.09	2275		43549		47806		29117		
141+79.09	146+63.61	6645		9231		3971		33088		
146+63.61	151+58.47	5972		19271		16190		49278		
151+58.47	156+63.87	10191	3683	6032	5077			44201		
156+63.87	161+71.43	8796	409	266	8693			35508		
161+71.43	166+79.98	1114		4484		4043		39551		
166+79.98	171+88.32	2771		7167		5471		45022		
171+88.32	177+00.00	47		10618		12164		57186		
177+00.00	182+00.00	7782		529	7174			50012		
182+00.00	187+00.00	4165		7795		4799		54811		
187+00.00	192+00.05	9		10806		12418		67229		
192+00.05	196+99.42	1142		3805		3234		70463		
196+99.42	201+99.47	194		7363		8273		78736		
201+99.47	207+01.60	800		2989		2637		81373		
207+01.60	212+05.19	1044		3919		3463		84836		
212+05.19	217+05.08	1188		8705		8823		93659		
217+05.08	222+03.24	7341		217	7091			86568		
222+03.24	227+02.75	182		3338		3657		90225		
227+02.75	232+03.31	862		6398		6496		96721		
232+03.31	237+06.25	2181		2556		758		97479		
237+06.25	242+08.60	1160		2654		1892		99371		
242+08.60	247+00.00	4445		62	4374			94997		
247+00.00	252+00.00	679		3290		3104		98101		
252+00.00	257+03.35	110		9025		10269		108370		
257+03.35	262+00.03	2667		3069		862		109232		
262+00.03	267+01.14	1305		1443		354		109586		
267+01.14	271+99.58	672	4	12357		13537		123123		
271+99.58	276+97.01	1054		5219		4948		128071		
276+97.01	281+95.19	529		3056		2985		131056		
281+95.19	286+93.61	776		4630		4549		135605		
286+93.61	291+96.43	409		4644		4932		140537		
291+96.43	296+97.19	21		3999		4576		145113		
296+97.19	301+98.88	1028		1285		450		145563		
301+98.88	307+03.61	3688		138	3509			142054		
307+03.61	312+00.00	1124		690	331			141723		
MAINLINE	SUBTOTAL	184534	9996	288500	93733	236116		141723		

SUMMARY OF BALANCES (CONTINUED)

STATION TO STATION			TOTAL EXCAV. EARTH & ROCK CUBIC YARDS	ROCK EXCAV. CUBIC YARDS	EMBANKMENT CUBIC YARDS	EXCESSES CUT	EXCESSES FILL	ACCUMULATIVE EXCESSES CUT	ACCUMULATIVE EXCESSES FILL		BASE CUBIC YARDS
TH #57	95+25.71	LT.							141439		
9+94.39	11+18.59		307		20	284					
TH #56	104+04.24	LT.							141747		
20+20.28	21+43.20		101		356		308				
TH #49	112+64.00	RT.							141801		
30+05.82	31+41.40		159		185		54				
TH #48	124+25.54	RT.							143801		
40+10.49	42+81.21		12		1750		2000				
TH #55	142+25.00	LT.							143576		
50+20.00	53+70.34		1334		964	225					
TH #38	218+94.34	RT.							142814		
60+29.97	61+52.50		762			762					
TH #33	248+54.58	LT.							142458		
70+20.00	72+00.00		356			356					
TH #34	298+07.12	RT.							142272		
80+20.75	81+35.00		210		21	186					
TH #35	305+64.81	RT.							142253		
90+07.58	90+37.00		19			19					
EXCAVATION FOR SAND BORROW			34955	1622		35758			106495		
DRIVES			3260		9790	7999			114494		
CUT/FILL TRANSITIONS			325			325			114169		
TURNOUT			0		2169		2494		116663		
TOTAL PROJECT			222895	11618	299806	95565	238478	0	116663		

SUMMARY BY COLUMNS

SHEET NO.	COL. NO.	EXCAVATION TOTAL CU YDS	EXCAVATION ROCK CU YDS	EMBANKMENT CUBIC YARDS	BASE CUBIC YARDS
1	1	5047		5037	
	2	9868		1461	
	3	38244	3892	14199	
2	1	23393		13563	
	2	4019		7517	
	3	19434	2008	32106	
3	1	14892		72051	
	2	16009	4092	10782	
	3	10600		18314	
4	1	5316		22406	
	2	2038		14271	
	3	8711		12260	
5	1	4597		11608	
	2	5019		12377	
	3	4644	4	16869	
6	1	2359		12905	
	2	1460		9928	
	3	4792		828	
7	1	567		561	
	2	2108		2714	
	3	585		21	
EXCAVATION FOR SAND BORROW		34955	1622		
DRIVES		3260		9790	
TURNOUT		0		2494	
CUT/FILL TRANSITIONS		325			
COMPOSITE SUMMARY OF COLUMNS		222895	11618	299806	

REMARKS

EARTH AND ROCK EXCAVATION	252200 CY
SOLID ROCK EXCAVATION	15303 CY
EARTH EXCAVATION	236897 CY
PLANIMETERED FILL	301786 CY
LESS FACTORED SOLID ROCK	15303 CY
LESS DISPLACEMENT OF ANY LARGE STRUCTURES	– CY
NET PLANIMETERED FILL	286483 CY
FACTOR	42972 CY
NET PLANIMETERED FILL	329455 CY
MATLS. AVAILABLE FOR FILLS	– CY
EARTH EXCAVATION	236897 CY
CHANNEL EXCAVATION	472 CY
STRUCTURE EXCAVATION	2208 CY
TRENCH EXCAVATION OF EARTH	40430 CY
TRENCH EXCAVATION OF ROCK	805 CY
TOTAL MATERIAL AVAILABLE FOR FILL	280812 CY
TOTAL FILL INCL. FACTOR	329455 CY
TOTAL MATERIAL FOR FILL	280812 CY
TOTALS	48643 CY

PROJECT NAME U.S. RTE. 2 MARSHFIELD
PROJECT NUMBER FEGC – F028 – 3(28)

SHEET 29 OF SHEETS

DATE: 2-24-2012 TIME: 15:16:08 BY: BB FILE: G:\MARSHFIELD\...

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

LT. CONSTRUCT DRIVE RT.
REV. STA. 52+30 (24' WIDE, FIELD)
REV. STA. 53+23 (20' WIDE, GRAV.)
REV. STA. 54+29 (14' WIDE, GRAV.)

LT. EROSION MATTING RT.
REV. STA. 48+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 (W/STEEL POSTS) RT.
REV. STA. 49+50 - 53+25

LT. BREAKAWAY CABLE TERMINAL RT.
REV. STA. 49+25 - 49+50
REV. STA. 53+25 - 53+50

CONSTRUCT TURNOUT
REV. STA. 53+93 - 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

MAG. 1987

SURVEY
P.I. 43+25.00
Δ = 18° 42' 00" RT.

SURV. ℄ P.O.T. STA. 46+00.00 =
REV. ℄ P.O.T. STA. 46+00.00
∡ 2° 06' 00" LT.

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

TBM #10
CHIS. IN TOP OF BLDR.
NGVD EL. 750.08

REVISED
P.I. #1 49+85.00 =
49+84.03
Δ = 10° 59' 08" RT.

SURVEY
P.I. 50+00.00
Δ = 5° 01' 00" RT.

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

SURVEY CURVE DATA #1
Δ = 21° 01' 00" LT
D = 5° 00' 00"
R = 1145.92
T = 212.56'
L = 420.33'
E = 19.55'

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

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

REV. STA. 48+04 - ASKEWED 87° 28' LT. △ NEW 30" x 92' PCCSP 0.079" CAAP 0.075" OR RCP CL. III W.E.S. @ INLET REV. STA. 47+50 - 48+50 LT. STONE LINED DITCH, TYPE II, 6' WIDE

REV. STA. 48+15 - 51+00 LT. 6" x 294' UNDERDRAIN W/FB @ REV. STA 48+40 & 51+00

REV. STA. 47+50 - 52+93 LT. SPECIAL DITCH

REV. STA. 51+00 - 52+05 LT. STONE LINED DITCH, TYPE I, 4' WIDE

REV. STA. 52+30 LT. △ NEW 15" x 62' CSP 0.064" W.E.S. @ INLET

REV. STA. 51+74 RT. - 52+50 LT. 6" x 98' UNDERDRAIN

REV. STA. 53+23 LT. △ NEW 15" x 56' CSP 0.064" W.E.S. @ INLET

REV. STA. 52+50 - 55+50 LT. 6" x 300' UNDERDRAIN W/FB @ REV. STA. 52+50

SURV. P.C. #1 55+17.44

REV. STA. 46+80 - 48+04 FT. STONE LINED DITCH, TYPE II 8' WIDE.

REV. STA. 47+69 RT. BEGIN TYPE II STONE @ CURVE OF DITCH 8' WIDE, 35' LONG W/6" STONE GRUBBING MATERIAL PLACED AT 2" AND ABOVE DITCH INVERT.

REV. STA. 48+04 - 48+04 FT. EXISTING 18" RCCMP (REMOVE)

SURV. STA. 46+52 EXIST. 18" RCP

REV. PC #1 48+27.58

REV. STA. 48+04 - 50+50 RT. 6" x 256' UNDERDRAIN W/FB @ REV. STA. 48+34 & 50+50

REV. STA. 51+71 EXISTING 15" RCP (REMOVE)

REV. PT #1 51+41.45

REV. STA. 51+71 △ NEW 18" x 76' PCCSP 064" x CAAP 060" OR RCP CL III W.E.S. @ OUTLET 3' W x 1' D PAD W/STN. FILL TYPE I @ OUTLET EXTENDING 6' BEYOND END OF CULVERT.

REV. STA. 54+29 LT. △ NEW 15" x 44' CSP 064" W/E.S. @ INLET.

REV. STA. 54+50 - 55+50 LT. SPECIAL DITCH

REV. PC #2 53+50.31

REV. PT #1 55+17.44

REV. STA. 53+93 - 55+50 RT. TURNOUT R=50' R=11' R=1474.39 R=1498.39

SURV. P.O.T. 38+81.16

SURV. 41 N 36° 17' 00" E

SURV. N 54° 59' 00" E

REV. N 52° 53' 00" E

REV. N 63° 52' 08" E

SURV. N 60° 00' 00" E

REV. N 63° 52' 08" E

EXISTING R.O.W.

WINDOOSKI RIVER

BRUSH

BARN

1 STY. W.F.

2 STY. W.F.

1 STY. W.F. GAR.

1½ STY. W.F. HO.

1½ SWF

PIG STY

CONC. WATER TANK

DRIVE

GRAVEL DRIVE

3 STRD. B. WIRE FNC.

(2) GUY WRS.

(2) C.G.R. WD. POSTS

(2) 18" SPR.

(3) 10" CEDS.

MAPLE CLUMP

WET

SCALE IN FEET
50 0 100

△ 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. FEGC F028-3(23)

SHEET 65 OF

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

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

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
P.I. 43+25.00
Δ = 18° 42' 00" RT.

SURV. ℄ P.O.T. STA. 46+00.00 =
REV. ℄ P.O.T. STA. 46+00.00
∢ 2° 06' 00" LT.

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

TBM #10
CHIS. IN TOP OF BLDR.
NGVD EL. 750.08

REVISED
P.I. #1 49+85.00 =
49+84.03
Δ = 10° 59' 08" RT.

SURVEY
P.I. 50+00.00
Δ = 5° 01' 00" RT.

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

MAG. 1987

SURVEY CURVE DATA #1
Δ = 21° 01' 00" LT
D = 5° 00' 00"
R = 1145.92
T = 212.56'
L = 420.33'
E = 19.55'

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

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

REV. STA. 48+04 - NEW 30" x 88" PCCSP 079 OR RCP CL. III
REV. STA. 48+09 - NEW RCD w/ CI. CAAP 0.075" 6' x 17' CARRIER PIPE
REV. STA. 48+25 - 6' x 2.75' UNDERDRAIN
REV. STA. 48+04 - 52+93 LT. SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION.
REV. STA. 51+00 - 52+05 LT. STONE LINED DITCH, TYPE I, 4' WIDE
REV. STA. 51+74 - 52+50 LT. 6" x 100' CARRIER PIPE
REV. STA. 53+23 LT. NEW 15" x 36" CSP 0064" OR RCP CL III W/ E.S. @ INLET
REV. STA. 48+04 - 48+34 RT. 6" x 50' CARRIER PIPE.
REV. PC #1 48+27.58
REV. STA. 48+34 - 50+50 RT. 6" x 216' UNDERDRAIN
REV. STA. 46+80 - 48+04 RT. STONE LINED DITCH, TYPE I 8' WIDE, TYPE II STONE @ CURVE
REV. STA. 47+69 RT. BEGIN TYPE II STONE @ CURVE OF DITCH 8' WIDE x 55' LONG.
REV. STA. 48+04 EXIST. 8" ALCMP (REMOVE)
SURV. STA. 46+52 EXIST. 18" RCP
REV. STA. 51+71 EXISTING 15" RCP (REMOVE)
REV. PT #1 51+41.45
REV. STA. 51+71 NEW 18" x 76" PCCSP 064" CAAP 060" OR RCP CL III W/ E.S. @ OUTLET FILL, TYPE I, 3.5' W. x I.D. EXTENDING 6' BEYOND END OF CULVERT.
REV. STA. 54+29 LT. NEW 15" x 44' CSP 064" OR RCP CL III W/ E.S. @ INLET
REV. PC #2 53+50.31
REV. STA. 52+50 - 55+50 LT. SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION
SURV. P.C. #1 55+17.44
REV. STA. 52+50 - 55+50 LT. 6" x 300' UNDERDRAIN

SURV. P.O.T. 43+18.16

SURV. 41 N 36° 17' 00" E
SURV. N 54° 59' 00" E
REV. N 52° 53' 00" E
REV. N 63° 52' 08" E
SURV. N 60° 00' 00" E
REV. N 63° 52' 08" E

EXISTING R.O.W.
WINDOOSKI RIVER
BRUSH
BARN
CONC. WATER TANK
MAPLE CLUMP
WET
FENCE
GRAVEL DRIVE
RET. WALL
WOOD RET. WALL
3 STRD. B. WIRE FNC.
2 STY. W.F.
1 STY. W.F.
1 STY. W.F. GAR.
PIG STY.
SIGN
LILAC BUSH
6" PVC. DRAIN
MAIL BOX
(2) GUY WRS.
(3) 2" ASH
8" ASH
(2) C.G.R. W.D. POSTS
2 WD. POSTS C.G.R. ANCHOR
(2) 18" SPR.
(3) 10" CEDS.
TURN OUT
R=50'
R=11'
R=1474.39
R=1490.39

SCALE IN FEET
50 0 100

PRINTED
NOV 09 1992
[illegible] ASSOC.
[illegible], VT.

V.T. SURVEY
SURVEYED BY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028-3(28)
SHEET 65 OF 352

PLAN

SURVEYED _____ BY _____ DATE _____
PLOTTED _____
ALIGNMENT CHECKED _____
R/T. OF WAY CHECKED _____
NOTE BOOK _____
No. _____

PROFILE

SURVEYED _____ BY _____ DATE _____
PLOTTED _____
GRADES CHECKED _____
B. M.'s NOTED _____
STRUCTURE NOTATIONS CHECKED _____
NOTE BOOK _____
No. _____

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

BEGIN PROJECT FEGC-F028-3(28)
REV. STA. 49+00
END APPROACH CONSTRUCTION

REV. P.O.T. STA. 46+00 =
SURV. P.O.T. STA. 46+00

STA. 52+00
EL. 750.50
VC = 200'
K = 182

PVC 51+00

PVT 53+00

PVC 53+75

-1.4 ± %
(EXIST.)

TRANSITION TO EXISTING GRADE

+0.4000 %

+1.5013 %

GRADE

OLD GROUND

770
760
750
740

40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55

SCALE FEET
H 0 25 50 100
V 0 5 10 20

U.S. RTE. 2 - MARSHFIELD
FEGC-F028-3(28)
SHT. 66 of SHTS.

PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

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

REV. CURVE DATA #2
- Δ = 20° 17' 41" LT.
- D = 4° 00' 00"
- R = 1432.39'
- T = 256.37'
- L = 507.37'
- E = 22.76'
- BANK = 0.063 FT/FT

SURVEY CURVE DATA #1
- Δ = 21° 01' 00" LT.
- D = 5° 00' 00"
- R = 1145.92'
- T = 212.56'
- L = 420.33'
- E = 19.55'

CONSTRUCT DRIVE

LT.	RT.
REV. STA. 56+73 (14' WIDE, GRAV.)	REV. STA. 57 + 63 (14' WIDE, GRAV.)
REV. STA. 60+60 (40' WIDE, GRAV.)	REV. STA. 65 + 83 (14' WIDE, GRAV.)
REV. STA. 62+97 (14' WIDE, GRAV.)	
REV. STA. 64+15 (40' WIDE, BIT.)	
REV. STA. 65+75 (40' WIDE, BIT.)	

CONSTRUCT TURNOUT
REV. STA. 55+50 - 57+07 RT.

EROSION MATTING

LT.	RT.
REV. STA. 55+50-56+48	REV. STA. 61+00 - 62+50
REV. STA. 57+14-58+04	
REV. STA. 59+55-60+18	
REV. STA. 60+96-62+68	
REV. STA. 63+26-63+75	
REV. STA. 70+98-71+00	

BITUMINOUS CONCRETE CURB, TYPE A
LT.
REV. STA. 63+95 - 65+10

SHOULDER W/FULL DEPTH PAVEMENT

LT.	RT.
REV. STA. 63+50-66+50 (8' WIDE)	

TBM #12
R.R. SPK. IN 15" POP.
NGVD EL. 751.91

TBM #13
CHIS. IN TOP OF BLDR.
NGVD EL. 759.49

MAG. 1987

REVISED
P.I. # 3 68+40.72 =
68+ 23.62
Δ = 23° 39' 29" RT.

SURVEY
P.I. # 2 63+38.93 =
63+36.91
Δ = 14°-40'-45" RT.

SURVEY
P.I. # 3 70+77.01 =
70+75.14
Δ = 12°-59'-15" RT.

REVISED
P.I. # 2 56+14.20 =
56+08.34
Δ = 20° 52' 37" LT.

SURVEY
P.I. # 1 57+30.00 =
57+25.21
Δ = 21°-01'-00" LT.

REV. STA. 55+50-55+75 LT. 6"x 25' UNDERDRAIN W/FB @ REV. STA. 55+75 SPECIAL DITCH

REV. STA. 55+50-56+48 LT.

REV. STA. 56+73 LT. NEW 15"x 64' CSP 0.064 W/E.S. @ OUTLET

REV. STA. 57+14 - 60+18 LT. SPECIAL DITCH

REV. STA. 55+76 - 58+75 LT. 6"x 299' UNDERDRAIN W/FB @ REV. STA. 55+76 & 58+75

REV. STA. 58+04-59+55 LT. STONE LINED DITCH TYPE I, 4' WIDE

REV. STA. 59+07 - ASKEWED 73° 00' LT. NEW 36"x 92' RCP CL. III W/E.S. @ INLET. PAD W/STONE FILL TYPE II @ 45° W/ 2' D EXTENDED 25' BEYOND END OF CULVERT.

REV. STA. 59+25 LT. EXIST. 24" RCP (REMOVE)

REV. STA. 59+28 - 67+25 LT. 6"x 805' UNDERDRAIN W/FB @ REV. STA. 59+50, 63+50 & 67+25

REV. STA. 60+60 LT. NEW 18"x 76' CSP 0.064 W/E.S. @ INLET

REV. STA. 60+96 - 62+68 LT. SPECIAL DITCH

REV. STA. 62+97 LT. NEW 15"x 56' CSP.064 W/E.S. @ INLET

REV. STA. 64+68 - 64+83 LT. STONE LINED DITCH (2' WIDE x 6" DEEP.) TYPE I (MOD.)

REV. STA. 67+70 - 70+70 LT. 6" x 300' UNDERDRAIN W/FB @ REV. STA. 67+70, 69+49 & 70+70

REV. STA. 69+49 - 70+98 LT. STONE LINED DITCH, TYPE I, 8' WIDE

REV. STA. 70+83 - 71+00 LT. 6" x 24' UNDERDRAIN W/FB @ REV. STA. 71+00

REV. STA. 69+75 - 71+00 LT. SPECIAL DITCH

REV. STA. 70+78 - ASKEWED 89° 19' LT. NEW 72" x 84' RCSP. .064" CAAP 060" OR RCP CL. III W/E.S. @ OUTLET. PAD W/STN. FILL TYPE II @ 45° W/ 4' D EXTENDING 4' BEYOND END OF CULVERT.

REV. STA. 67+48 - ASKEWED 85° 11' RT. NEW 18" 180° RCCSP. .064 CAAP 060 OR RCP CL. III W/ 4"x 6" RCB W/ 2' TYPE A GRATES @ INLET. STONE FILL PAD TYPE II @ OUTLET 9' x 2' D EXTENDED 9' BEYOND END OF CULVERT.

REV. STA. 67+48 EXISTING 15" ALUMP (REMOVE)

REV. STA. 67+00 - 67+54 RT. 6" x 53' CARRIER PIPE.

REV. STA. 67+70 - 69+49 RT. 6" x 179' UNDERDRAIN W/FB @ REV. STA. 67+70 & 69+49

REV. STA. 69+49 LT. - RT. 6" x 102' UNDERDRAIN

REV. STA. 70+78 EXISTING 18" RCP (REMOVE)

REV. STA. 70+05 EXISTING 15" RCP (REMOVE)

REV. STA. 70+35 - 70+90 RT. STONE LINED DITCH TYPE II, 8' WIDE. MATCH EXISTING CHANNEL AT STA. 70+35

REV. STA. 58+25 - 58+65 RT. STONE LINED DITCH TYPE I, 4' WIDE

REV. STA. 58+75 LT. - RT. 6" x 81' UNDERDRAIN

REV. STA. 58+04 - 59+55 RT. SPECIAL DITCH

REV. STA. 58+90 - 59+55 RT. STONE LINED DITCH TYPE I, 4' WIDE

REV. STA. 58+95 - 59+30 RT. 6" x 53' CARRIER PIPE

REV. STA. 59+30 - 65+49 RT. 6" x 619' UNDERDRAIN W/FB @ REV. STA. 59+30, 62+65 & 65+49

REV. STA. 65+50 - 67+00 RT. 6" x 150' UNDERDRAIN W/FB @ REV. STA. 65+50 & 67+00

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

REV. CURVE DATA #3
- Δ = 23° 17' 37" RT.
- D = 2° 00' 00"
- R = 2864.79'
- T = 590.50'
- L = 1164.68'
- E = 60.22'
- BANK = 0.038 FT/FT

SURVEY CURVE DATA #2
- Δ = 14° 40' 45" RT
- D = 4° 00' 00"
- R = 1432.39'
- T = 184.50'
- L = 366.98
- E = 11.83'

SURVEY CURVE DATA #3
- Δ = 12° 59' 15" RT
- D = 3° 00' 00"
- R = 1909.86'
- T = 217.39'
- L = 432.91'
- E = 12.33'

SCALE IN FEET
50 0 100

⚠ 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. FEGC F028-3(28)

SHEET 67 OF 75

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

REV. CURVE DATA #2
Δ = 20° 17' 41" LT.
D = 4° 00' 00"
R = 1432.39'
T = 256.37'
L = 507.37'
E = 22.76'
BANK = 0.063 FT/FT

SURVEY CURVE DATA #1
Δ = 21° 01' 00" LT.
D = 5° 00' 00"
R = 1145.92
T = 212.56'
L = 420.33'
E = 19.55'

CONSTRUCT DRIVE

LT.
REV. STA. 56+73 (14' WIDE, GRAV.)
REV. STA. 60+60 (40' WIDE, GRAV.)
REV. STA. 62+97 (14' WIDE, GRAV.)
REV. STA. 64+15 (40' WIDE, BIT.)
REV. STA. 65+75 (40' WIDE, BIT.)

RT.
REV. STA. 57+63 (14' WIDE, GRAV.)
REV. STA. 65+83 (14' WIDE, GRAV.)

CONSTRUCT TURNOUT
REV. STA. 55+50 - 57+00 RT.

EROSION MATTING

LT.
REV. STA. 55+50-56+48
REV. STA. 57+14-58+04
REV. STA. 59+55-60+18
REV. STA. 60+96-62+53
REV. STA. 63+26-63+75
REV. STA. 69+50-70+25
REV. STA. 70+98-71+00

RT.
REV. STA. 61+00 - 62+50

BITUMINOUS CONCRETE CURB, TYPE A
LT.
REV. STA. 63+95 - 65+10

SHOULDER W/FULL DEPTH PAVEMENT
LT. RT.
REV. STA. 63+50-66+50 (8' WIDE)

TBM #12
R.R. SPK. IN 15" POP.
NGVD EL. 751.91

TBM #13
CHIS. IN TOP OF BLDR.
NGVD EL. 759.49

SURVEY
P.I. # 2 63+38.93 =
63+36.91
Δ = 14°-40'-45" RT.

REVISED
P.I. # 3 68+40.72 =
68+23.62
Δ = 23° 39' 29" RT.

SURVEY
P.I. # 3 70+77.01 =
70+75.14
Δ = 12°-59'-15" RT.

REV. STA. 56+73 LT. NEW 15"x64' CSP 0.064 OR RCP CL III W/E.S. @ OUTLET
REV. STA. 57+14 - 60+18 LT. SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION
REV. STA. 55+50 - 58+75 LT. 6"x325' UNDERDRAIN W/FB @ REV. STA. 55+75
REV. STA. 58+04 - 59+55 LT. STONE LINED DITCH TYPE I, 4' WIDE
REV. STA. 59+07 - ASKEWED 73°00' LT. NEW 36"x96' RCSP 0.079 OR RCP CL III W/E.S. @ INLET, CAAP 0.075 PAD W/ STONE FILL, TYPE I @ OUTLET 6'W x 1'D EXTENDED 2' BEYOND END OF CULVERT.
SURV. PT #1 59+37.77
REV. STA. 59+25 LT. EXIST. 24" RCP (REMOVE)
REV. STA. 59+28 - 59+50 LT. 6"x30' CARRIER PIPE
REV. STA. 60+60 LT. NEW 15"x76' CSP 0.064 OR RCP CL III W/E.S. @ INLET
REV. STA. 59+50 - 67+25 LT. 6"x775' UNDERDRAIN W/FB @ STA. 67+25
REV. STA. 60+96-62+68 LT. SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION
REV. STA. 62+97 LT. NEW 15" x 56' CSP 0.064 OR RCP CL III W/E.S. @ INLET
REV. STA. 62+53 - 62+68 LT. STONE LINED DITCH TYPE I, 4' WIDE
REV. STA. 64+68 - 64+83 LT. STONE LINED DITCH, TYPE I (MOD.) (2' WIDE x 6" DEEP)
REV. STA. 66+95 - 67+45 LT. STONE LINED DITCH, TYPE I, 8' WIDE
REV. STA. 67+70 - 70+70 LT. 6"x300' UNDERDRAIN
REV. STA. 70+25 - 70+98 LT. STONE LINED DITCH, TYPE I, 6' WIDE
REV. STA. 70+78 - 71+00 LT. 6"x26' CARRIER PIPE
REV. STA. 69+75 - 71+00 LT. SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION

REVISED
P.I. # 2 56+14.20 =
56+08.34
Δ = 20° 52' 37" LT.

SURVEY
P.I. # 1 57+30.00 =
57+25.21
Δ = 21°-01'-00" LT.

POST 56+33.06
REV. PT. # 2 58+72.23
SURV. PC #2 61+54.43
REV. PC #3 62+40.72
SURV. PT #2 65+21.41
SURV. PC #3 68+59.62

REV. STA. 58+25 - 58+85 RT. STONE LINED DITCH TYPE I, 4' WIDE
REV. STA. 58+75 LT - RT. 6"x 81' CARRIER PIPE
REV. STA. 58+04 - 59+55 RT. SPECIAL DITCH TO BE PAID FOR UNDER TRENCH EXCAVATION
REV. STA. 58+90 - 59+55 RT. STONE LINED DITCH TYPE I, 4' WIDE
REV. STA. 58+95 - 59+30 RT. 6"x 53' CARRIER PIPE
REV. STA. 59+30 - 67+00 RT. 6"x 770' UNDERDRAIN W/FB @ REV. STA. 65+49
REV. STA. 67+48 - ASKEWED 85°-11' RT. NEW 18"x 80' RCSP 0.064 CAAP 0.060 OR RCP CL III W/E.S. @ INLET, CAAP 0.060 PAD W/ STONE FILL, PAD TYPE I @ OUTLET 13.5'x 1'D EXTENDED 6' BEYOND END OF CULVERT.
REV. STA. 67+48 EXISTING 15" ALUMP (REMOVE)
REV. STA. 67+00 - 67+54 RT. 6"x 60' CARRIER PIPE.
REV. STA. 67+70 - 69+49 RT. 6"x 179' UNDERDRAIN
REV. STA. 69+49 RT. 6"x 102' CARRIER PIPE.
REV. STA. 70+05 EXISTING 15" RCP (REMOVE)
REV. STA. 70+78 EXISTING 18" RCP (REMOVE)
REV. STA. 70+78 - ASKEWED 89°-19' LT. 6"x 84' RCSP 0.064 OR RCP CL III W/E.S. @ INLET, PAD W/ STN. FILL, TYPE I @ OUTLET 4'W x 1'D EXTENDING 8' BEYOND END OF CULVERT.

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

SURVEY CURVE DATA #2
Δ = 14°40'45" RT
D = 4°00'00"
R = 1432.39'
T = 184.50'
L = 366.98
E = 11.83'

SURVEY CURVE DATA #3
Δ = 12°59'15" RT
D = 3°00'00"
R = 1909.86'
T = 217.39'
L = 432.91'
E = 12.33'

REV. CURVE DATA #3
Δ = 23°17'37" RT.
D = 2°00'00"
R = 2864.79'
T = 590.50'
L = 1164.68'
E = 60.22'
BANK = 0.038 FT/FT

SCALE IN FEET
50 0 100

PRINTED
NOV 09 1992
BRYANT ASSOC. SYRACUSE

SURVEYED BY VT SURVEY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

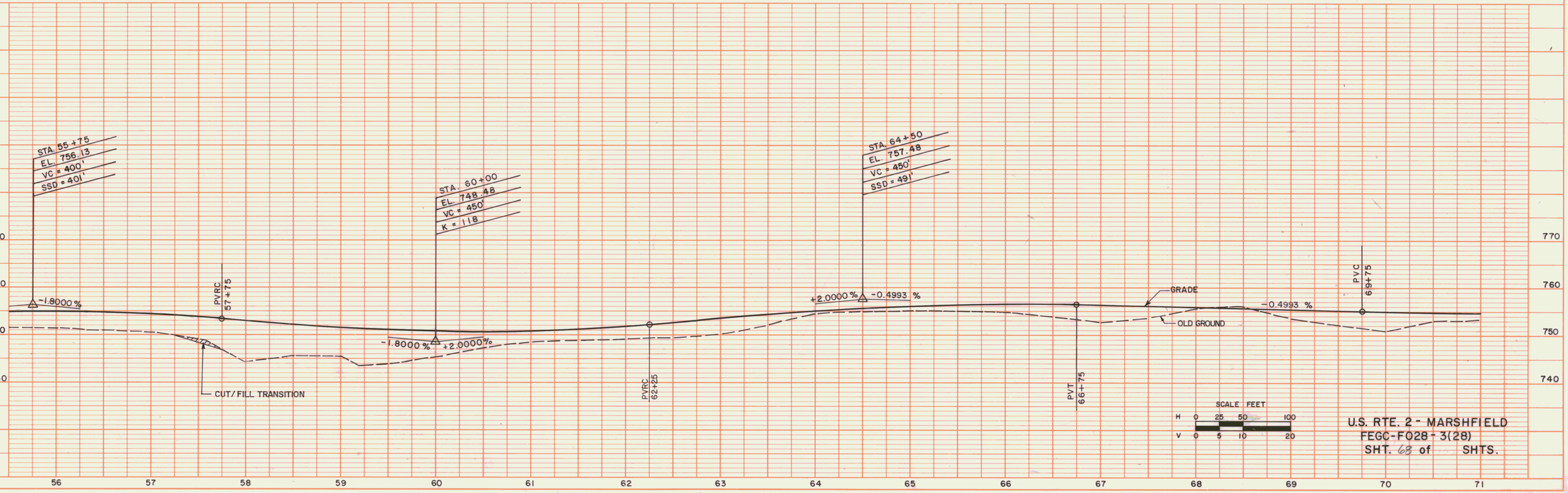
PROJ. NO. FEGC F028-3(28)
SHEET 67 OF 352

PLAN

SURVEYED _____ BY _____ DATE _____
PLOTTED _____
NOTE BOOK _____ ALIGNMENT CHECKED _____
No. _____ RT. OF WAY CHECKED _____

PROFILE

SURVEYED _____ BY _____ DATE _____
PLOTTED _____
NOTE BOOK _____ GRADES CHECKED _____
No. _____ R. W.'s NOTED _____
STRUCTURE HOUSINGS CHECKED _____



U.S. RTE. 2 - MARSHFIELD
FEGC-F028-3(28)
SHT. 68 of SHTS.

PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

REMOVAL & DISPOSAL OF GUARD RAIL
℄ STA. 77+64 – 79+38 RT.

MUCK EXCAVATION
℄ STA. 76+25 – 76+75 RT.

REMOVAL OF SURFACES & PAVEMENT
℄ STA. 77+29 – 79+00 RT.

DRILLING & BLASTING SOLID ROCK SUBGRADE
℄ STA. 85+75 – 87+00 LT.

TREATED TIMBER CURB
℄ STA. 84+99 – 87+00 LT.

CONSTRUCT DRIVE
LT: ℄ STA. 84+83 (14' WIDE, GRAV.)
RT: ℄ STA. 85+27 (20' WIDE, GRAV.); ℄ STA. 85+73 (14' WIDE, GRAV.)

SCARIFYING PAVEMENT
℄ STA. 77+25 – 83+25

EROSION MATTING
LT: REV. STA. 71+00 – REV. STA. 74+00; ℄ STA. 75+16 – 80+00; ℄ STA. 83+75 – 84+70

SHOULDER W/ FULL DEPTH PAVEMENT
LT. & RT.: ℄ STA. 81+00 – 87+00 (8' WIDE)

STEEL BEAM GUARD RAIL (W/ STEEL POSTS)
LT: ℄ STA. 85+25 – 87+00
RT: ℄ STA. 79+00 – 84+25

BREAKAWAY CABLE TERMINAL
LT: ℄ STA. 85+00 – 85+25
RT: ℄ STA. 78+75 – 79+00; ℄ STA. 84+25 – 84+50; ℄ STA. 86+75 – 87+00

TYPE I STONE FOR SLOPE STABILIZATION
LT. & RT.: ℄ STA. 73+75 – 79+75

TYPE II STONE FOR SLOPE STABILIZATION
LT. & RT.: ℄ STA. 85+25 – 87+00

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

TBM #14
CHIS. IN TOP OF BLDR.
NGVD EL. 759.50

TBM #15
CHIS. IN TOP OF BLDR.
NGVD EL. 761.46

REV. STA. 71+00 – ℄ STA. 75+20 LT. SPECIAL DITCH

REV. STA. 71+00 – ℄ STA. 75+10 LT. 6" x 410' UNDERDRAIN W/FB @ ℄ STA. 75+10

EXISTING 16" RCP (REMOVE)

REV. STA. 72+98

REV. PT #3 74+23.68 (BK) = SURV. P.O.T. 74+25.77 (AH) EQ. = -2.15

℄ STA. 75+24 – 80+50 LT. 6" x 526' UNDERDRAIN W/FB @ ℄ STA. 75+50 & 80+50

P.O.T. 77+49.23

℄ STA. 80+50 – STA. 81+11 LT. STONE LINED DITCH, TYPE I, 6' WIDE

℄ STA. 80+00 – 81+50 LT. SPECIAL DITCH

℄ STA. 81+11 EXISTING 24" RCP (REMOVE)

℄ STA. 82+00 – 82+50 LT. 6" x 59' CARRIER PIPE

℄ STA. 82+50 – 83+50 LT. 6" x 100' UNDERDRAIN W/FB @ ℄ STA. 82+50 & 83+50

℄ STA. 83+64 – 86+00 LT. 8" x 232' UNDERDRAIN W/FB @ ℄ STA. 86+00

℄ STA. 86+01 – 87+00 LT. 8" x 99' UNDERDRAIN W/FB @ ℄ STA. 86+01

NEW 15" x 12" CSP 0.064" NEW 4'x4' RCOI W/TYPE A GRATE @ INLET. ℄ STA. 87+64 – 84+96 LT.

POC 85+70

POC 87+00.00

REV. CURVE DATA #4
Δ = 60° 05' 14" LT
D = 7° 30' 00"
R = 763.94'
T = 441.84'
L = 801.16'
E = 118.57'
BANK = 0.080 FT/FT

SURVEY CURVE DATA #4
Δ = 56° 14' 00" LT
D = 7° 30' 00"
R = 763.94'
T = 408.19'
L = 749.77'
E = 102.22'

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

℄ STA. 83+00 – 83+90 LT.
LIMIT OF CLEARING & GRUBBING IS T.O.S.

N 66° 39' 00" E

SURV. PT #3 72+92.53

℄ STA. 75+16 EXISTING 18" RCP (REMOVE)

℄ STA. 75+16 – ASKEWED 81° 13' LT. NEW 24" x 86' PCCSP 0.064" CAAP 0.060" OR RCP W/ CI. II PAD W/ STONE FILL, TYPE 2 @ INLET. NEW 4'x6' RCOI W/ TYPE A GRATES @ 4'W x 2'D. EXTENDING 8' BEYOND END OF CULVERT. OUTLET

℄ STA. 77+50 – 79+00 RT.
LIMIT OF CLEARING & GRUBBING IS RIGHT MOST EDGE OF REMOVAL OF SURFACE & PAVEMENTS.

℄ STA. 79+00 – 80+50 RT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE.

℄ STA. 81+11 – ASKEWED 72° 42' RT. NEW 36" x 116' PCCSP 0.075" OR CAAP 0.075 W/ E.S. @ INLET. NEW 4'x4' RCDI W/ TYPE A GRATE @ OUTLET. PAD W/ STONE FILL, TYPE II @ OUTLET 45° W x D. EXTENDING 15' BEYOND END OF CULVERT.

℄ STA. 83+57 EXISTING 15" RCP (REMOVE)

℄ STA. 83+42 – 5' LT. ASKEWED 65° 20' LT. EXISTING 12" RCP W/ (12) CB @ INLET ℄ OUTLET. (REMOVE)

℄ STA. 83+157 – ASKEWED 79° 49' LT. NEW 18" x 116' PCCSP 0.064" OR CAAP 0.060" W/ CI. II PAD W/ STONE FILL TYPE A GRATE @ OUTLET. 3'W x 2'D. EXTENDING 6' BEYOND END OF CULVERT.

℄ STA. 84+75 – 87+00 RT. 6" x 225' UNDERDRAIN W/ FB @ ℄ STA. 84+75

REVISED
P.I. #4 85+50.04 =
84+67.52
Δ = 60° 05' 14" LT.

SURVEY
P.I. #4 85+16.39 =
84+49.79
Δ = 56° 14' 00" LT.

SURVEY CURVE DATA #3
Δ = 12° 59' 15" RT.
D = 3° 00' 00"
R = 1909.86'
T = 217.39'
L = 432.91'
E = 12.33"

REV. CURVE DATA #3
Δ = 21° 18' 16" RT
D = 2° 00' 00"
R = 2864.79'
T = 538.83'
L = 1065.22'
E = 50.23'
BANK = 0.038 FT/FT

SCALE IN FEET
50 0 100

⚠ INCLUDE CPEP SMOOTH LINED (SL) OPTION

VT. SURVEY CONSULTANTS
SURVEYED BY _____ DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F 028 - 3 (28)
SHEET 69 OF

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

REMOVAL & DISPOSAL OF GUARD RAIL
℄ STA. 77+64 - 79+38 RT.

MUCK EXCAVATION
℄ STA. 76+25 - 76+75 RT.

REMOVAL OF SURFACES & PAVEMENT
℄ STA. 77+29 - 79+00 RT.

DRILLING & BLASTING SOLID ROCK SUBGRADE
℄ STA. 85+75 - 87+00 LT.

CONSTRUCT DRIVE
LT: ℄ STA. 84+83 (14' WIDE, GRAV.)
RT: ℄ STA. 85+27 (20' WIDE, GRAV.); ℄ STA. 85+73 (14' WIDE, GRAV.)

SCARIFYING PAVEMENT
℄ STA. 77+25 - 83+25

EROSION MATTING
LT: REV. STA. 71+00 - ℄ STA. 75+00; ℄ STA. 75+16 - 80+00; ℄ STA. 83+75 - 84+70; ℄ STA. 85+10 - 85+50
RT:

SHOULDER W/ FULL DEPTH PAVEMENT
LT: ℄ STA. 81+00 - 87+00 (8' WIDE)
RT:

STEEL BEAM GUARD RAIL
LT: ℄ STA. 79+00 - 84+25
RT:

BREAKAWAY CABLE TERMINAL
LT: ℄ STA. 78+75 - 79+00; ℄ STA. 84+25 - 84+50; ℄ STA. 86+75 - 87+00
RT:

SLOPE STABILIZATION W/TYPE I STONE
LT: ℄ STA. 73+75 - 79+75
RT:

SLOPE STABILIZATION W/ TYPE II STONE
LT: ℄ STA. 85+50 - 87+00
RT:

REV. CURVE DATA #4
Δ = 60°05'14" LT
D = 7°30'00"
R = 763.94'
T = 441.84'
L = 801.16'
E = 118.57'
BANK = 0.080 FT/FT

SURVEY CURVE DATA #4
Δ = 56°14'00" LT
D = 7°30'00"
R = 763.94'
T = 408.19'
L = 749.77'
E = 102.22'

SURVEY CURVE DATA #3
Δ = 12°59'15" RT.
D = 3°00'00"
R = 1909.86'
T = 217.39'
L = 432.91'
E = 12.33"

REV. CURVE DATA #3
Δ = 21°18'16" RT
D = 2°00'00"
R = 2864.79'
T = 538.83'
L = 1065.22'
E = 50.23'
BANK = 0.038 FT/FT

TBM #14
CHIS. IN TOP OF BLDR.
NGVD EL. 759.50

TBM #15
CHIS. IN TOP OF BLDR.
NGVD EL. 761.46

REV. STA 71+00 - ℄ STA. 75+20 LT. SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION

REV. STA 71+00 - ℄ STA. 75+10 LT. 6" x 410' UNDERDRAIN W/FB @ ℄ STA. 75+10 LT.

EXISTING 6" RCP

REV. STA. 72+38

REV. PT #3 74+23.68 (BK) = SURV. POT. 74+25.77 (AH) EQ - 2.15

POT. 77+49.23

℄ STA. 75+24 - 80+50 LT. 6" x 526' UNDERDRAIN W/FB @ ℄ STA. 80+50

℄ STA. 80+50 - STA. 81+11 LT. STONE LINED DITCH, TYPE I, 6' WIDE

℄ STA. 80+00 - 81+50 LT. SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION

℄ STA. 81+11 EXISTING 24" RCP (REMOVE)

PC #4 81+08.20

℄ STA. 82+00 - 82+50 LT. 6" x 59' CARRIER PIPE.

℄ STA. 82+50 - 83+50 LT. 6" x 100' UNDERDRAIN

℄ STA. 83+64 - 87+00 LT. 8" x 336' UNDERDRAIN W/FB @ ℄ STA. 86+00

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

℄ STA. 83+00 - 83+90 LT. LIMIT OF CLEARING & GRUBBING IS T.O.S.

POC 85+75.00

POC 87+00.00

REVISED PI #4 85+50.04 = 84+67.52 Δ = 60°05'14" LT.

SURVEY PI #4 85+16.39 = 84+49.79 Δ = 56°14'00" LT.

SURV. PT #3 72+92.53

℄ STA. 75+16 EXISTING 18" RCP (REMOVE)

℄ STA. 75+16 - ASKEWED 81°13' LT. NEW 24" x 88' PCCSP.0674 CAAP.060 OR RCP CL III. NEW RCDI W/ ℄ GRATE TYPE II @ OUTLET INLET PAD W/ STONE FILL TYPE II @ OUTLET 4' W. x 2' D. EXTENDING 8' BEYOND END OF CULVERT.

℄ STA. 77+50 - 79+00 RT. LIMIT OF CLEARING & GRUBBING IS RIGHT MOST EDGE OF REMOVAL OF SURFACE & PAVEMENTS.

℄ STA. 79+00 - 80+50 RT. LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE.

℄ STA. 81+11 - ASKEWED 72°42' RT. NEW 30" x 116' PCCSP.0079 CAAP.0075 OR RCP CL III W/ ℄ INLET PAD W/ STONE FILL TYPE II @ OUTLET PAD 45' W. x 2' D. EXTENDING 10' BEYOND END OF CULVERT.

℄ STA. 83+57 EXISTING 15" RCP (REMOVE)

℄ STA. 83+42 - STA. 85+00 LT. EXISTING 12" RCP W/(2) CB @ INLET & OUTLET. (REMOVE)

℄ STA. 83+57 - ASKEWED 79°49' LT. NEW 18" x 116' PCCSP.0674 CAAP.060 OR RCP CL III. RCDI W/ ℄ GRATE TYPE II @ INLET PAD W/ STONE FILL TYPE II @ OUTLET 3.5' W. x 2' D. EXTENDING 6' BEYOND END OF CULVERT.

℄ STA. 84+75 - 87+00 RT. 6" x 225' UNDERDRAIN W/FB @ STA 84+75 RT.

SCALE IN FEET
50 0 100

PRINTED
NOV 09 1992
BRYANT ASSOC. SYRACUSE

SURVEYED BY VT. SURVEY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028-3(28)
SHEET 69 OF 352

PLAN
SURVEYED ____ DATE
PLOTTED ____ BY
NOTE BOOK ALIGNMENT CHECKED
No. ____ PT. OF WAY CHECKED

PROFILE
SURVEYED ____ DATE
PLOTTED ____ BY
NOTE BOOK GRADES CHECKED
No. ____ B. M.'s NOTED
STRUCTURE NOTATIONS CHECKED

STA. 71+75
EL. 753.86
VC = 400'
K = 220

-0.5000%

+1.3192 %

PVT 73+75

REV. PT# 3 74+23.62 (BK) =
SURV. POT. 74+25.77 (AH)
EQ. = -2.15'

OLD GROUND

GRADE

+1.3192 %

CUT/FILL TRANSITION

PVC 84+50

+1.3192 %

770
760
750
740

71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87

SCALE FEET
H 0 25 50 100
V 0 5 10 20

U.S. RTE. 2 - MARSHFIELD
FEGC-F028-3(28)
SHT. 7D of SHTS.

PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

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

REV. CURVE DATA # 4
Δ = 60°05'14" LT.
D = 7°30'00"
R = 763.94'
T = 441.84'
L = 801.16'
E = 118.57'
BANK = 0.080 FT/FT

REMOVAL & DISPOSAL OF GUARD RAIL
℄ STA. 87+41 – REV. STA. 89+00 RT.
REV. STA. 90+85 – 94+00 RT.
REV. STA. 98+25 – 99+81 RT.
T.H. 57 REV. STA. 10+79.41 – 11+18.59 LT.
T.H. 57 REV. STA. 10+89.41 – 11+18.59 RT.

STEEL BEAM GUARD RAIL (W/ STEEL POSTS)
LT. ℄ STA. 87+00 – REV. STA. 95+50; T.H. 57 REV. STA. 10+88 – 11+17.59
RT. ℄ STA. 87+00 – REV. STA. 92+75; T.H. 57 REV. STA. 10+42 – 11+17.09

LT. EROSION MATING RT.
REV. STA. 93+50 – 100+00
REV. STA. 101+00 – 103+00

LT. CONSTRUCT DRIVE RT.
T.H. 57 REV. STA. 10+48 (14' WIDE, GRAV.)
REV. STA. 97+24 (14' WIDE, GRAV.)

TYPE II STONE FOR SLOPE STABILIZATION
LT. ℄ STA. 87+00 – REV. STA. 92+25

TREATED TIMBER CURB
℄ STA. 87+00 – REV. STA. 92+25 LT.

SHOULDER W/FULL DEPTH PAVEMENT
LT. ℄ STA. 87+00 – REV. STA. 89+00 (8' WIDE) RT.

LT. BREAKAWAY CABLE TERMINAL RT.
REV. STA. 95+50 – 95+75; T.H. 57 REV. STA. 10+67 – 10+88
REV. STA. 92+75 – 93+00; T.H. 57 REV. STA. 10+17 – 10+42

CONSTRUCT T.H. 57 APPROACH
REV. P.O.T. 95+25.71, 20' RT.

SURVEY CURVE DATA #5
Δ = 14°50'45" LT.
D = 3°00'00"
R = 1909.86'
T = 248.82'
L = 494.86'
E = 16.01'

SCARIFYING PAVEMENT
REV. STA. 88+75 – 89+75
REV. STA. 97+25 – 103+00

REV. CURVE DATA # 6
Δ = 15°46'16" LT.
D = 5°00'00"
R = 1145.92'
T = 158.72'
L = 315.42'
E = 10.94'
BANK = 0.071 FT/FT

EXCAVATION OF SURFACES & PAV'T.
℄ STA: 87+25 – REV STA. 89+00
REV. STA. 93+75 – 94+90 RT.
REV. STA. 95+75 – 98+00 RT.

DRILLING & BLASTING SOLID ROCK SUBGRADE
℄ STA. 87+00 – REV. STA. 90+75 LT.

TBM # 16
CHIS. IN LEDGE
NGVD EL. 774.85

TBM # 17
CHIS. IN TOP OF BLDR.
NGVD EL. 764.87

REVISED
P.I. # 5 92+84.24 =
92+84.18
Δ = 3°41'02" RT.

REV. P.O.T. 95+25.71 =
T.H. 57 REV. P.O.T. 9+74.39
Δ 90°00'00", RT.

REV. P.O.T. 95+25.71, 20' RT. =
T.H. 57 REV. P.O.T. 9+94.39
BEGIN APPROACH CONSTRUCTION

SURV. P.O.C. 95+25.00 =
T.H. 57 SURV. P.O.T. 10+00.00
Δ = 97°28'19", RT.

MAG. 1987

REV. STA. 87+00 – REV. STA. 90+04 LT. 8" x 250' UNDERDRAIN
℄ STA. 89+00 – REV. STA. 90+00 LT. 6" x 200' UNDERDRAIN (MID-SLOPE)
REV. STA. 90+00 – REV. STA. 90+04 LT. 6" x 76' CARRIER PIPE (MID-SLOPE)
REV. STA. 90+50 – 93+50 LT. STONE LINED DITCH TYPE I, 8' WIDE
REV. STA. 90+50 – 93+15 LT. 6" x 270' UNDERDRAIN W/F.B. @ STA. 90+50 & 93+00
SURV. PT. # 4 88+57.98
REV. PT. # 4 89+09.37
FENCE
ROCKS
WOODS & BRUSH
EXISTING R.O.W.
SURV. PC # 5 94+37.13
REV. PC # 5 96+53.60
T.H. 57 REV. STA. 10+29 LT. – REV. STA. 96+00 RT. STONE LINED DITCH, TYPE I, 4' WIDE
T.H. 57 REV. STA. 10+65 LT. – REV. STA. 96+07 RT. NEW 15" x 44' CSP 0.064 RCDI W/ TYPE A GRATE @ INLET
T.H. 57 REV. STA. 10+65 LT. – REV. STA. 96+07 RT. NEW 15" x 52' CSP 0.064 RCDI W/ TYPE A GRATE @ INLET
REV. STA. 96+07 LT. EXISTING C.B. (REMOVE)
SURV. PT. # 5 99+31.69
REV. PT. # 6 99+69.02
REV. STA. 93+40 – 100+49 LT. 6" x 714' UNDERDRAIN W/FB @ 100+49
REV. STA. 93+50 – 97+00 & 100+49 RT. STONE LINED DITCH TYPE I, 4' WIDE
REV. STA. 100+00 – 100+49 LT. STONE LINED DITCH TYPE I, 4' WIDE
REV. STA. 100+61 EXISTING 24" RCP (REMOVED)
REV. STA. 100+25 – 100+75 LT. SPECIAL DITCH
REV. STA. 100+25 – 100+75 LT. STONE LINED DITCH TYPE II, 12' WIDE
REV. STA. 100+75 – 101+00 LT. STONE LINED DITCH TYPE II, 8' WIDE
STONE LINED BROOK. MATCH EXISTING BROOK.
REV. STA. 100+81 – 102+99 LT. 6" x 225' UNDERDRAIN W/F.B. @ 102+99
REV. STA. 101+00 & 102+99 RT.
EXISTING R.O.W.
REV. N 5°31'28" W
℄ STA. 87+00 – REV. STA. 89+75 RT. 6" x 284' UNDERDRAIN W/FB @ REV. STA. 89+50
REV. STA. 89+50 – 91+50 RT. LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE
LIMIT OF CLEARING & GRUBBING (TYP.) (℄ 42' MIN. LT. AND/OR RT.)
REV. STA. 89+04 EXISTING 15" RCP (REMOVE)
REV. STA. 90+04 – ASKEWED 85° LT. NEW 18" x 68' PCCSP. 0.064 OR CAAP 0.060 @ INLET, RCDI W/ 12" TYPE B GRATES @ OUTLET PAD W/ STONE FILL, TYPE II, 4' W. x 2.0' D. EXTENDING 14' BEYOND END OF CULVERT.
REV. STA. 90+50 – 93+04 RT. 6" x 263' UNDERDRAIN W/FB @ REV. STA. 90+50
REV. STA. 93+12 – ASKEWED 82° 28' LT. NEW 30" x 92' PCCSP. 0.79 OR CAAP 0.75 W/ F.E.S. @ INLET & STONE FILL PAD, TYPE II @ OUTLET W. x 2.0' D. EXTENDING 10' BEYOND END OF CULVERT.
REV. STA. 91+50 – 93+00 RT. LIMIT OF CLEARING & GRUBBING IS TOP OF BANK (AS SHOWN)
REV. STA. 93+07 – 93+51 RT. 6" x 58' CARRIER PIPE
REV. STA. 93+45 – 96+05 RT. EXISTING 12" CMP (REMOVE)
REV. STA. 93+51 – 96+00 RT. 6" x 249' UNDERDRAIN W/FB @ REV. STA. 93+51.8
REV. PT. # 5 93+76.31
SURV. S74°44' 52"E
REV. STA. 23+1/2 EXISTING 30" RCP (REMOVE)
REV. PC # 5 91+92.11
T.H. 57 REV. STA. 10+21 END PAVEMENT
SURV. S64° 38' 52" E
T.H. 57 SURV. P.O.T. 13+20.37
WD. FNC. POST
GMP 66 02
T.H. #57 ONION RIVER RD.
T.H. 57 REV. STA. 10+75 NEW 15" x 56' CSP 0.064 NEW 4' x 4' RCDI W/ TYPE A GRATE @ INLET.
BARN
1½ STY. HOUSE
REV. 10+40.00 END FULL WIDTH BEGIN TAPER
REV. S79°45'12"E
REVISED T.H. 57 P.I. # 1 10+79.48 = 10+79.04 Δ = 15°06'20" RT
SURVEY P.I. # 5 96+85.95 = 96+83.17 Δ = 14°50'45" LT.
REVISED P.I. # 6 98+12.31 = 98+10.29 Δ = 15°46'16" LT.
REV. STA. 100+61 – ASKEWED 71° 41' LT. NEW 36" x 112' PCCSP. 0.79 OR CAAP 0.75 W/ F.E.S. @ OUTLET PAD W/ STN. FILL, TYPE II @ OUTLET W. x 2.0' D. EXTENDING 12' BEYOND END OF CULVERT.
LIMIT OF CONSTRUCTION MATCH EXIST. END TAPER T.H. 57 REV. P.O.T. 11+18.59 = SURV. PI. 11+18.11
T.H. 57 SURV. PI. 11+18.11 Δ = 10°06'00" RT.
LIMIT OF CLEARING & GRUBBING (TYP.) (℄ 42' MIN. LT. AND / OR RT.)

REV. CURVE DATA # 5
Δ = 3°41'02" RT.
D = 2°00'00"
R = 2864.79'
T = 92.13'
L = 184.20'
E = 1.48'
BANK = 0.038 FT/FT

T.H. # 57 REV. CURVE DATA # 1
Δ = 15°06'20" RT.
D = 20°00'00"
R = 286.48'
T = 37.98'
L = 75.53'
E = 2.51'
BANK = N.C.
PC = 10+41.50
PT = 11+17.02

SCALE IN FEET
50 0 100

⚠ INCLUDE CPEP SMOOTH LINED (SL) OPTION.

SURVEYED BY VT. SURVEY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)
SHEET 11 OF

REV. CURVE DATA # 4
Δ = 60°05'14" LT.
D = 7°30'00"
R = 763.94'
T = 441.84'
L = 801.16'
E = 118.57'
BANK = 0.080 FT/FT

REMOVAL & DISPOSAL OF GUARD RAIL
℄ STA. 87+41 – REV. STA. 89+00 RT.
REV. STA. 90+85 – 94+00 RT.
REV. STA. 98+25 – 99+81 RT.
T.H. 57 REV. STA. 10+79.41 – 11+18.59 LT.
T.H. 57 REV. STA. 10+89.41 – 11+18.59 RT.

LT. CONSTRUCT DRIVE RT.
T.H. 57 REV. STA. 10+48 (14' WIDE, GRAV.)

SLOPE STABILIZATION
LT. W/ TYPE II STONE RT.
REV. STA. 87+00 – 92+00

SHOULDER W/FULL DEPTH PAVEMENT
LT. RT.
℄ STA. 87+00 – REV. STA. 89+00 (8' WIDE)

CONSTRUCT T.H. 57 APPROACH
REV. P.O.T. 95+25.71, 20' RT.

SCARIFYING PAVEMENT
REV. STA. 88+75 – 89+75
REV. STA. 97+25 – 103+00

EXCAVATION OF SURFACES & PAV'T.
℄ STA: 87+25 – REV. STA. 89+00
REV. STA. 93+75 – 94+90 RT.
REV. STA. 95+75 – 98+00 RT.

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

DRILLING & BLASTING SOLID ROCK SUBGRADE
℄ STA. 87+00 – REV. STA. 90+75 LT.

LT. STEEL BEAM GUARD RAIL RT.
T.H. 57 REV. STA. 10+88 – 11+17.59
℄ STA. 87+00 – REV. STA. 92+75
T.H. 57 REV. STA. 10+42 – 11+17.09

LT. BREAKAWAY CABLE TERMINAL RT.
T.H. 57 REV. STA. 10+67 – 10+88
REV. STA. 92+75 – 93+00
T.H. 57 REV. STA. 10+17 – 10+42

SURVEY CURVE DATA #5
Δ = 14°50'45" LT.
D = 3°00'00"
R = 1909.86'
T = 248.82'
L = 494.86'
E = 16.01'

REV. CURVE DATA # 6
Δ = 15° 46' 16" LT.
D = 5° 00' 00"
R = 1145.92'
T = 158.72'
L = 315.42'
E = 10.94'
BANK = 0.071 FT/FT

TBM # 16
CHIS. IN LEDGE
NGVD EL. 774.85

LT. EROSION MATING RT.
℄ STA. 87+50 – REV. STA. 89+00
REV. STA. 93+00 – 100+25
REV. STA. 101+00 – 103+00

TBM # 17
CHIS. IN TOP OF BLDR.
NGVD EL. 764.87

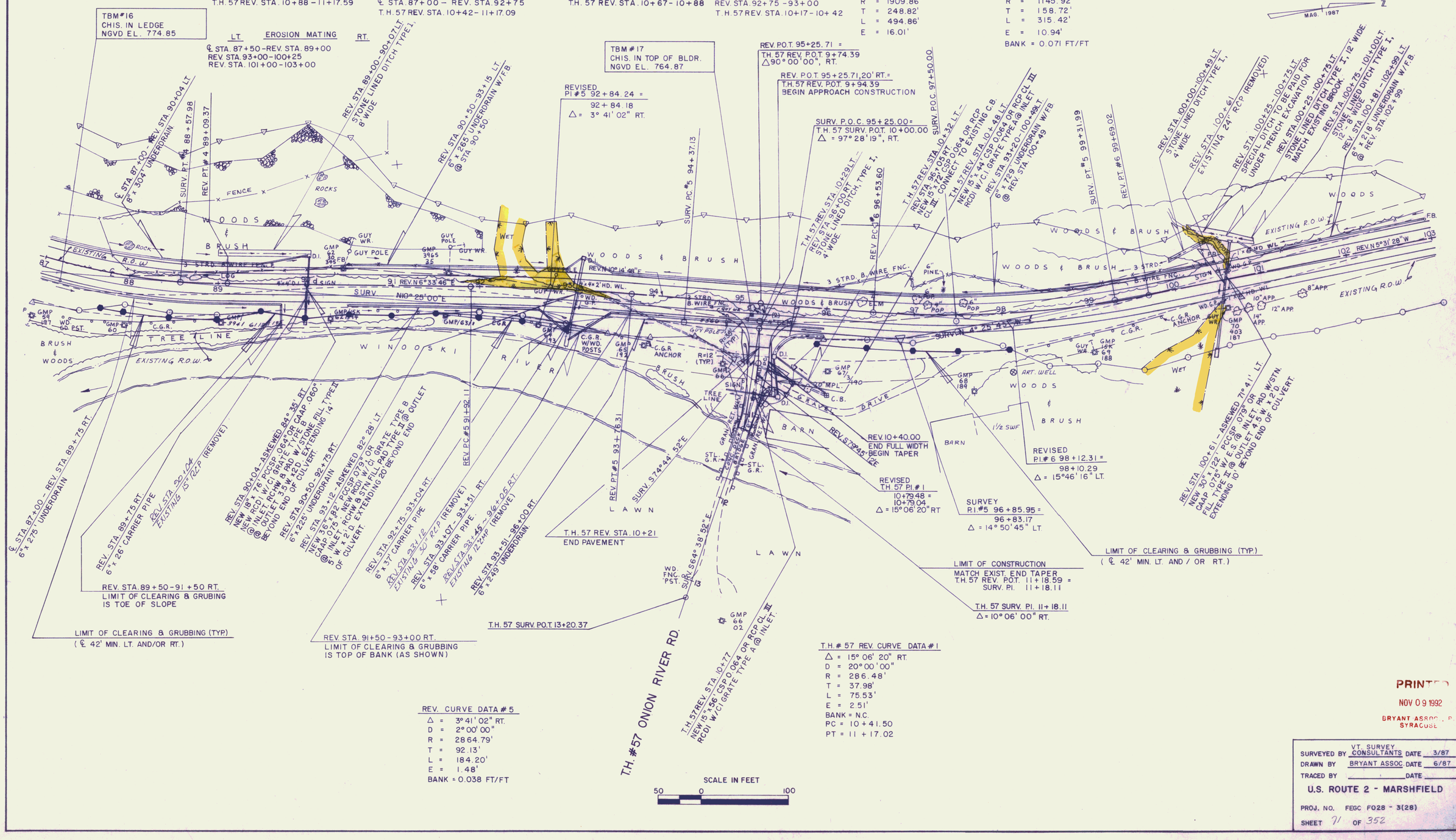
REVISED
P.I. # 5 92+84.24 =
92+84.18
Δ = 3° 41' 02" RT.

REV. P.O.T. 95+25.71 =
T.H. 57 REV. P.O.T. 9+74.39
Δ 90° 00' 00", RT.

REV. P.O.T. 95+25.71, 20' RT. =
T.H. 57 REV. P.O.T. 9+94.39
BEGIN APPROACH CONSTRUCTION

SURV. P.O.C. 95+25.00 =
T.H. 57 SURV. P.O.T. 10+00.00
Δ = 97° 28' 19", RT.

MAG. 1987



REV. CURVE DATA # 5
Δ = 3°41'02" RT.
D = 2°00'00"
R = 2864.79'
T = 92.13'
L = 184.20'
E = 1.48'
BANK = 0.038 FT/FT

T.H. # 57 REV. CURVE DATA # 1
Δ = 15° 06' 20" RT.
D = 20°00'00"
R = 286.48'
T = 37.98'
L = 75.53'
E = 2.51'
BANK = N.C.
PC = 10+41.50
PT = 11+17.02

SCALE IN FEET
50 0 100

PRINTED
NOV 09 1992
BRYANT ASSOC., P.C.
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. FEGC F028 - 3(28)
SHEET 71 OF 352

PLAN
SURVEYED
PLOTTED
NOTE BOOK
ALIGNMENT CHECKED
PT. OF WAY CHECKED
No.
BY
DATE

PROFILE
SUBMITTED
PLOTTED
NOTE BOOK
GRADES CHECKED
R. W.'s NOTED
STRUCTURE NOTATIONS CHECKED
No.
BY
DATE

REV. P.O.T. 95+25.71=
T.H. 57 REV. POT. 9+74.39
EL. 764.53

EL. T.H. REV. 9+94.39
EL. 764.32

STA. 10+55
EL. 761.90
VC = 100'
K = 39

LIMIT OF CONSTRUCTION
MATCH EXIST.
TH. 57 REV. 11+18.59=
TH. 57 SURV. PI. 11+18.11
EL. 760.99

GRADE
PVC 10+05
PVT 11+05
OLD GROUND
-0.94%
(EXIST.)
BRIDGE
-3.9927%
+1.4310%

STA. 87+00
EL. 773.95
VC = 500'
SSD = 404'
-2.7491%
PVC 90+00
GRADE
PVT 89+50
STA. 92+50
EL. 758.83
VC = 500'
K = 104
-2.7491%
+2.0671%
OLD GROUND
PVT 95+00
REV. POT. 95+25.71=
T.H. 57 REV. POT 9+74.39
+2.0671%
PVC 98+00
STA. 101+00
EL. 776.40
VC = 600'
SSD = 557'
+2.0671%
-0.5000%

770
760
800
790
780
770
760
750
740
10
11
12
87
88
89
90
91
92
93
94
95
96
97
98
99
100
101
102
103

T.H. 57 ONION RIVER RD.

SCALE FEET
H 0 25 50 100
V 0 5 10 20

U.S. RTE. 2 - MARSHFIELD
FEGC-F028-3(28)
SHT. 72 of SHTS.

PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

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

REMOVAL & DISPOSAL OF GUARD RAIL
REV. STA. 113+60 – 114+57 LT.
REV. STA. 113+33 – 114+04 RT.
T.H. 49℄ 30+41 – 31+41 RT.
T.H. 49℄ 30+41 – 31+41 LT.

CONSTRUCT T.H. 56 APPROACH
REV. P.O.T. 104+07.58, 20 LT.

CONSTRUCT T.H. 49 APPROACH
REV. P.O.T. 112+66.83, 29' RT.

CONSTRUCT BIT. SIDEWALK RAMP
T.H. 49℄ 31+31 – 31+41.4 LT.

LT.	CONSTRUCT DRIVE	RT.
REV. STA. 107+29 (14' WIDE, GRAV.)		TH #49 STA. 30+67
REV. STA. 108+83 (20' WIDE, GRAV.)		(14' WIDE, GRAV.)
REV. STA. 111+81 (24' WIDE, GRAV.)		
REV. STA. 117+73 (14' WIDE, GRAV.)		

LT.	EROSION MATTING	RT.
REV. STA. 110+50 – 111+56		REV. STA. 110+75 – 112+25

STEEL BEAM GUARD RAIL (W/STEEL POSTS)

LT.	RT.
REV. STA. 112+75 – 117+00	T.H. 49℄ STA. 31+05.63 – 31+11.88
T.H. 49℄ STA. 31+12.55 – REV. STA. 114+00	

LT.	BREAKAWAY CABLE TERMINAL	RT.
REV. STA. 112+50 – 112+75		T.H. 49℄ 30+80.63 – 31+05.63
REV. STA. 117+00 – 117+25		REV. STA. 114+00 – 114+25

LT.	ALUMINUM APPROACH RAIL	RT.
T.H. 49℄ 31+11.88 – 31+39.15		T.H. 49℄ 31+12.55 – 31+39.82

LT.	ANCHOR FOR STEEL BEAM GUARD RAIL	RT.
T.H. 49℄ 31+06.30		T.H. 49℄ 30+99.38

SHOULDER W/FULL DEPTH PAVEMENT

LT.	RT.
REV. STA. 110+10 – 115+50 (8'-10' WIDE)	REV. STA. 112+00 – T.H. 49℄ STA. 30+50 (5'-8' WIDE)
	T.H. 49℄ STA. 30+50 – REV. STA. 113+50 (5'-10' WIDE)

SCARIFIYING PAVEMENT
REV. STA. 103+00 – 106+25
REV. STA. 114+25 – 115+75

REV. CURVE DATA #7
Δ = 8°52'04"
D = 1°45'00"
R = 3274.04'
T = 253.87'
L = 506.73'
E = 9.83'
BANK = 0.034 FT./FT.

SURVEY CURVE # 6 DATA
Δ = 11°33'03" LT.
D = 1°00'00"
R = 5729.58'
T = 579.50'
L = 1155.08'
E = 29.23'

MAG. 1987

TBM #18
CHIS. IN TOP OF BLDR.
NGVD EL. 770.36

TBM #19
CHIS. IN N.W. COR. W.W.
NGVD EL. 777.24

T.H. #56 MARTIN JOHNSON RD.

T.H. 56 REV. STA. 103+00 – 103+85 LT. 8' WIDE LINED DITCH TYPE I,

T.H. 56 REV. STA. 20+43 – 21+20 LT. TRAPEZOIDAL DITCH, STONE LINED, TYPE I, 4' WIDE

T.H. 56 REV. STA. 20+54 – SKEWED 72° RT. NEW 24" x 36" PCCSP 0.064" CAAP 0.060" OR RCP CL III W.E.S. @ INLET.

T.H. 56 SURV. P.O.T. 22+88.95

LIMIT OF CONSTRUCTION
T.H. 56 REV. P.O.T. 21+43.20 =
SURV. P.O.T. 21+50, 2.5' RT.
MATCH EXIST. END TAPER

T.H. 56 REV. P.O.T. 20+68.00
END FULL WIDTH
BEGIN TAPER.

T.H. 56 REV. P.O.T. 20+48.00
END PAVEMENT

REV. STA. 104+70 – 107+03 LT.
SPECIAL DITCH

REV. STA. 107+29 LT.
NEW 24" x 56' CSP 0.064" W.E.S. @ INLET

REV. STA. 107+61 – 108+55 LT.
SPECIAL DITCH

REV. STA. 108+83 LT.
NEW 15" x 56' CSP 0.064" W.E.S. @ INLET

REV. STA. 111+00 LT.
TRANSPLANT LILAC

REV. STA. 104+70 – 113+49 LT.
6' x 1,080' UNDERDRAIN W/F.B. @ REV. STA. 104+70, 109+49 & 113+49

REV. STA. 110+30 – 113+75 LT.
SPECIAL DITCH

REV. STA. 113+60 LT.
DO NOT DISTURB SATELLITE DISH.

SURV. P.O.T. 112+67.97
T.H. 49 P.O.T. 30+00.00
Δ = 83° 19' 45" RT.

REV. P.O.T. 112+64.00 =
T.H. 49 P.O.T. 29+76.68
Δ = 84° 25' 28" RT.

REV. P.O.T. 111+60, 22' LT.
BEGIN 10' WIDE SHLDR.

REV. P.O.T. 110+60, 20' LT.
END 8' WIDE SHLDR.

BEGIN DETOUR "A"
STA. 100+00

REV. STA. 112+23 LT.
EXISTING 24" ALCOM W/C.B. (REMOVE)

REV. STA. 113+75 – 114+15 LT.
4' WIDE STONE LINED DITCH TYPE II.

CHANNEL ℄ POT. 103+50.00

REV. STA. 115+25 – 117+48 LT.
4' WIDE STONE LINED DITCH TYPE I,

REV. STA. 116+97 – 117+48 LT.
SPECIAL DITCH

REV. STA. 114+98 – 118+97 LT.
6' x 407' UNDERDRAIN W/FB @ REV. STA. 115+16

REV. STA. 117+73 LT.
NEW 15" x 48' CSP 0.064" W.E.S. @ INLET

REV. STA. 117+47 LT. – REV. STA. 117+89 LT.
EXISTING 4" STAMP (REMOVE)

REV. STA. 117+89 – 119+00 LT.
STONE LINED DITCH, TYPE I, 4' WIDE
SPECIAL DITCH

REV. P.C. #7 116+90.82

CHANNEL ℄ P.I. 102+25.00
Δ = 12° 46' 45" RT.

REV. P.O.T. 114+00, 22' LT.
END 10' WIDE SHLDR.

REV. P.O.T. 115+00, 20' LT.
BEGIN 8' WIDE SHLDR.

REV. P.C. #6 111+50.95

REV. P.O.T. 104+04.24 =
T.H. 56 REV. P.O.T. 20+00.00
Δ = 80° 53' 13" LT.

SURV. P.O.T. 104+04.46
T.H. 56 POT. 20+00.00
Δ = 81° 44' 47" LT.

T.H. 56 REV. P.O.T. 20+20.28 =
REV. P.O.T. 104+07.58, 20' LT.
BEGIN APPROACH CONSTR.

T.H. 56 POT. 20+36
EXIST. 18" RCP (REMOVE)

REV. STA. 103+80 – SKEWED 89° 20' RT.
NEW 30" x 112' PCCSP 0.064" CAAP 0.060" OR RCP CL III W.E.S. @ INLET, NEW 4'-6" x 6' RCBOG W/2-7 TYPE A GRATES @ INLET, PAD STN FILL W/TYPE II @ OUTLET 4' W. x 20' D. EXTENDING 15' BEYOND END OF CULVERT.

REV. STA. 103+82 – 104+70 RT. – LT.
6' x 128' UNDERDRAIN

REV. STA. 109+49 – 109+99 LT.–RT.
6' x 326' UNDERDRAIN W/F.B. @ REV. STA. 109+99 & 113+25

REV. STA. 109+99 – 113+25 RT.
6" x 326' – UNDERDRAIN W/F.B. @ REV. STA. 109+99 & 113+25

REV. 109+45 RT.
BEGIN E.B. CLIMBING LANE TAPER.

LIMIT OF CONSTRUCTION
T.H. 49 P.O.T. 31+41.47
MATCH EXISTING

LIMIT OF CLEARING & GRUBBING (TYP.)
(℄ 42'-53' MIN. RT.)

REV. STA. 112+20 RT.
BEGIN FULL WIDTH E.B. CLIMBING LANE END TAPER.

T.H. 49 P.O.T. 30+05.82 =
REV. P.O.T. 112+66.83, 29 RT.
BEGIN APPROACH CONSTR.

T.H. 49 P.O.T. 30+77.00
END FULL WIDTH SHLDR.
BEGIN TAPER.

T.H. 49 P.O.T. 31+39.15 RT.
CONNECT NEW ALUMINUM APPROACH RAIL TO EXISTING BRIDGE RAIL

REV. STA. 114+00 – ASKEW 70° 00' LT.
NEW 14'-10" x 9'-1" CGMPPA (0.108)
(SEE P.I. SHEET'S BR-100)

REV. STA. 113+38
EXISTING STONE BOX CULVERT (REMOVE)

REV. STA. 116+30 LT.
MODIFY EXISTING 4" PVC TO WORK WITH PROPOSED DRAINAGE AS ORDERED BY ENGINEER.

SURV. P.C. 113+50.95
CHANNEL ℄ P.I. 101+25.00

CHANNEL ℄ POT. 99+90.00

T.H. 49 P.O.T. 31+39.82 LT.
CONNECT NEW ALUMINUM APPROACH RAIL TO EXISTING BRIDGE RAIL

CONSTR. BIT. SIDEWALK RAMP
T.H. # 49 ℄ 31+31 – 31+41.40 LT.

END DETOUR "A"
STA. 106+60

SURV. POST 117+70.04

T.H. 49 POT. 33+00.00

T.H. #49 LAIRD POND RD.

EXISTING DRAINAGE DITCH

F I E L D

L A W N

R I V E R

W I N O O S K I

SCALE IN FEET
50 0 100

△ INCLUDE CPEP SMOOTH LINED (SL) OPTION

SURVEYED BY VT. SURVEY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC .F028 - 3(28)

SHEET 73 OF

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

REMOVAL & DISPOSAL OF GUARD RAIL
REV. STA. 113+60 – 114+57 LT.
REV. STA. 113+33 – 114+04 RT.
T.H. 49 ℄ 30+41 – 31+41 RT.
T.H. 49 ℄ 30+41 – 31+41 LT.

CONSTRUCT T.H. 56 APPROACH
REV. P.O.T. 104+07.58, 20 LT.

CONSTRUCT T.H. 49 APPROACH
REV. P.O.T. 112+66.83, 29' RT.

CONSTRUCT BIT. SIDEWALK RAMP
T.H. 49 ℄ 31+31 – 31+41.4 LT.

LT.	CONSTRUCT DRIVE	RT.
REV. STA. 107+29 (14' WIDE, GRAV.)		TH#49 STA. 30+67 (14' WIDE, GRAV.)
REV. STA. 108+83 (20' WIDE, GRAV.)		
REV. STA. 111+83 (14' WIDE, GRAV.)		
REV. STA. 117+73 (14' WIDE, GRAV.)		

LT.	EROSION MATTING	RT.
REV. STA. 110+50 – 111+56		REV. STA. 110+75 – 112+25

LT.	STEEL BEAM GUARD RAIL	RT.
REV. STA. 112+75 – 117+00		T.H. 49 ℄ STA. 31+05.63 – 31+11.88
T.H. 49 ℄ STA. 31+12.55 – REV. STA. 114+00		

LT.	BREAKAWAY CABLE TERMINAL	RT.
REV. STA. 112+50 – 112+75		T.H. 49 ℄ 30+80.63 – 31+05.63
REV. STA. 117+00 – 117+25		REV. STA. 114+00 – 114+25

LT.	ALUMINUM APPROACH RAIL	RT.
T.H. 49 ℄ 31+11.88 – 31+39.15		T.H. 49 ℄ 31+12.55 – 31+39.82

LT.	ANCHOR FOR STEEL BEAM GUARD RAIL	RT.
T.H. 49 ℄ 31+06.30		T.H. 49 ℄ 30+99.38

SCARIFIYING PAVEMENT
REV. STA. 103+00 – 106+25
REV. STA. 114+25 – 115+75

SHOULDER W/FULL DEPTH PAVEMENT

LT.	RT.
REV. STA. 110+60 – 115+50 (8'-10' WIDE)	REV. STA. 112+00 – T.H. 49 ℄ STA. 30+50 (5'-8' WIDE) T.H. 49 ℄ STA. 30+50 – REV. STA. 113+50 (5'-10' WIDE)

REV. CURVE DATA #7
Δ = 8°52'04"
D = 1°45'00"
R = 3274.04'
T = 253.87'
L = 506.73'
E = 9.83'
BANK = 0.034 FT./FT.

SURVEY CURVE #6 DATA
Δ = 11°33'03" LT.
D = 1°00'00"
R = 5729.58'
T = 579.50'
L = 1155.08'
E = 29.23'

MAG. 1987

TBM #18
CHIS. IN TOP OF BLDR.
NGVD EL. 770.36

TBM #19
CHIS. IN N.W. COR. W.W.
NGVD EL. 777.24

T.H. #56 MARTIN JOHNSON RD.

T.H. 56 REV. STA. 103+00 – 103+78 LT. 8' WIDE STONE LINED DITCH, TYPE I.

T.H. 56 REV. STA. 20+43 – 21+20 LT. STONE LINED DITCH, TYPE II, 4' WIDE

T.H. 56 REV. STA. 20+54 – ASKEWED 72° RT. NEW 18"x96" PCCSP 0.064" CAAP 0.060" OR RCP CL III W/E.S. @ INLET.

T.H. 56 SURV. P.O.T. 22+88.95

LIMIT OF CONSTRUCTION
T.H. 56 REV. P.O.T. 21+43.20 = SURV. P.O.T. 21+50, 2.5' RT.
MATCH EXIST. END TAPER

T.H. 56 REV. P.O.T. 20+68.00
END FULL WIDTH
BEGIN TAPER.

T.H. 56 REV. P.O.T. 20+48.00
END PAVEMENT

REV. STA. 104+76 – 107+03 LT. SPECIAL DITCH TO BE PAID FOR UNDER TRENCH EXCAVATION

REV. STA. 107+29 LT. NEW 8"x 56" CSP 0.064" OR RCP CL III W/E.S. @ INLET

REV. STA. 107+61 – 108+55 LT. SPECIAL DITCH TO BE PAID FOR UNDER TRENCH EXCAVATION

REV. STA. 108+83 LT. NEW 15"x 56" CSP 0.064" OR RCP CL III W/E.S. @ INLET.

REV. STA. 107+49 – 113+49 LT. 6"x 600' UNDERDRAIN W/F.B. @ REV. STA. 113+49

REV. STA. 111+83 LT. NEW 15"x 54" CSP 0.064" OR RCP CL III W/E.S. @ INLET

REV. STA. 112+12 – 112+49 LT. SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION.

SURV. P.O.T. 112+67.97
T.H. 49 P.O.T. 30+00.00
Δ = 83° 19' 45" RT.

REV. P.O.T. 112+64.00 = T.H. 49 P.O.T. 29+76.68
Δ = 84° 25' 28" RT.

REV. P.O.T. 111+60, 22' LT.
BEGIN 10' WIDE SHLDR.

REV. P.O.T. 110+60, 20' LT.
END 8' WIDE SHLDR.

BEGIN DETOUR "A"
STA. 10+00

CHANNEL ℄ P.I. 102+25.00
Δ = 12° 46' 45" RT.

SURV. P.C. #6 113+50.95

REV. STA. 112+23 LT. EXISTING 24" ACCEMP W/C.B. (REMOVE)

REV. STA. 112+12 – 113+50 LT. 6' WIDE STONE LINED DITCH TYPE I

REV. STA. 113+50 – 114+15 LT. 4' WIDE STONE LINED DITCH, TYPE II.

REV. STA. 114+98 LT. 6" x 17' CARRIER PIPE

REV. STA. 115+25 – 117+48 LT. 6' WIDE STONE LINED DITCH TYPE I.

REV. STA. 116+97 – 117+48 LT. SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION.

REV. STA. 114+98 – 119+00 LT. 6"x 402' UNDERDRAIN W/F.B.

REV. STA. 117+73 LT. NEW 15"x 48" CSP 0.064" OR RCP CL III W/E.S. @ INLET.

REV. STA. 117+41 LT. REMOVE EXISTING 24" CMP

REV. STA. 117+98 – 119+00 LT. STONE LINED DITCH, TYPE I. SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION.

REV. P.C. #7 116+90.82

REV. POT. 114+00, 22' LT.
END 10' WIDE SHLDR.

REV. POT. 115+00, 20' LT.
BEGIN 8' WIDE SHLDR.

REV. STA. 103+80 – ASKEWED 89° 20' RT. NEW 24"x 16" RCCSP 0.064" CAAP 0.060" OR PCP CL III NEW RCD W/ C.I. GRATE @ OUTLET 4'W x 2'D. EXTENDING 8' TYPE II BEYOND END OF CULVERT.

REV. STA. 103+20 EXIST. 24" RCP (REMOVE)

T.H. 56 POT. 20+36 EXIST. 18" RCP (REMOVE)

T.H. 56 REV. POT. 20+20.28 = REV. P.O.T. 104+07.58, 20' LT.
BEGIN APPROACH CONSTR.

REV. POT. 104+04.24 = T.H. 56 REV. POT. 20+00.00
Δ = 80° 53' 13" LT.

SURV. POT. 104+04.46
T.H. 56 POT. 20+00.00
Δ = 81° 44' 47" LT.

REV. STA. 106+99 – 107+49 RT./LT. 6" x 116' CARRIER PIPE.

REV. STA. 109+49 – 109+99 LT.-RT. 6" x 61' CARRIER PIPE.

REV. STA. 109+99 – 113+25 RT. 6" x 326' UNDERDRAIN W/F.B. @ REV. STA. 113+25

REV. 109+45 RT.
BEGIN E.B. CLIMBING LANE TAPER.

LIMIT OF CONSTRUCTION
T.H. 49 P.O.T. 31+41.47
MATCH EXISTING

LIMIT OF CLEARING & GRUBBING (TYP.)
(℄ 42'-53' MIN. RT.)

REV. STA. 112+20 RT.
BEGIN FULL WIDTH E.B. CLIMBING LANE END TAPER.

T.H. 49 P.O.T. 30+05.82 = REV. P.O.T. 112+66.83, 29 RT.
BEGIN APPROACH CONSTR.

T.H. 49 P.O.T. 30+77.00
END FULL WIDTH SHLDR.
BEGIN TAPER.

T.H. 49 P.O.T. 31+39.15 RT.
CONNECT NEW ALUMINUM APPROACH RAIL TO EXISTING BRIDGE RAIL

REV. STA. 114+00 – ASKEW 70° 00' LT. NEW 14'-10" x 9'-1" CGMPPA (0.109) (SEE P.I. SHEET'S BR-100)

REV. STA. 113+33 EXISTING STONE BOX CULVERT (REMOVE)

REV. STA. 116+30 LT. MODIFY EXISTING 4" PVC TO WORK WITH PROPOSED DRAINAGE AS ORDERED BY ENGINEER.

SURV. P.C. 113+50.95
CHANNEL ℄ P.I. 101+25.00

CHANNEL ℄ POT. 99+90.00

T.H. 49 P.O.T. 31+39.82 LT.
CONNECT NEW ALUMINUM APPROACH RAIL TO EXISTING BRIDGE RAIL

CONSTR. IBIT. SIDEWALK RAMP
T.H. # 49 ℄ 31+31 – 31+41.40 LT.

END DETOUR "A"
STA. 16+72

SURV. POST 117+70.04

T.H. #49 LAIRD POND RD.

TH. 49 P.O.T. 33+00.00

SCALE IN FEET
50 0 100

PRINTED
NOV 09 1992
BRYANT ASSOC., P.C.
SYRACUSE

VT. SURVEY CONSULTANTS
SURVEYED BY ____ DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY ____ DATE ____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)

SHEET 73 OF 352

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
ET. OF MAP CHECKED
NOTE BOOK
No.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
ALIGNMENT
STRUCTURE NOTATIONS CHECKED
NOTE BOOK
No.
BY
DATE

REV. P.O.T. 104+04.24 =
T.H. 56 REV. P.O.T. 20+00.00
EL. 774.88

LIMIT OF CONSTRUCTION
T.H. 56 SURV. POT. 21+50, 2.5' RT.=
T.H. 56 REV. POT. 21+43.20
MATCH EXIST.
EL. 783.63

PVC ES.T.H. 56 REV. POT. 20+20.28
EL. 774.11

STA. 20+70.28
EL. 772.97
VC = 100'
K = 6

PVT 21+20.28

+15.4 % (EXIST.)

GRADE

OLD GROUND

+14.6188 %

-2.2800 %

T.H. 56 MARTIN JOHNSON RD.

REV. POT. 104+04.24 =
T.H. 56 REV. POT. 20+00.00

PVT 104+00

OLD GROUND

-0.5000 %

PVC 109+00

STA. 109+45 RT.
BEGIN E.B. CLIMBING LANE TAPER.

STA. 112+50
EL. 770.65
VC = 700'
K = 101

STA. 112+20 RT.
END E.B. CLIMBING LINE TAPER
BEGIN FULL WIDTH.

REV. POT. 112+64.00 =
T.H. 49 P.O.T. 29+76.68

+6.4581 %

-0.5000 %

BR-100
KING BROOK

PVT 116+00

GRADE

+6.4581 %

PVC 118+75

REV. POT. 112+64.00 =
T.H. 49 POT. 29+76.68
EL. 776.17

LIMIT OF CONSTRUCTION
T.H. 49 POT. 31+41.47
MATCH EXIST.
EL. 773.70

E.S. T.H. 49 30+05.82
EL. 776.39

PVC 30+10

STA. 30+70
EL. 774.12
VC = 120'
K = 41

GRADE

PVT 31+30

OLD GROUND

-0.0917 % (EXIST.)

BRIDGE

-3.5369 %

-0.5877 %

T.H. 49 LAIRD POND RD.

SCALE FEET
H 0 25 50 100
V 0 5 10 20

U.S. RTE. 2 - MARSHFIELD
FEGC-F028-3(28)
SHT. 14 of SHTS.

PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

REMOVAL & DISPOSAL OF GUARD RAIL

REV. STA. 124 + 69 – 129 + 78 RT.
REV. STA. 132 + 33 – 134 + 00 LT.

SLOPE STABILIZATION W/ TYPE II STONE

REV. STA. 126 + 00 – 127 + 00 RT.

EROSION MATTING

LT.
REV. STA. 121 + 96 – 122 + 45
REV. STA. 123 + 50 – 124 + 50
REV. STA. 127 + 48 – 132 + 82
RT.

SCARIFYING PAVEMENT

REV. STA. 124 + 75 – 128 + 25

CONTRUCT T.H. 48 APPROACH

REV. P.O.T. 124 + 25.54, 29' RT.

STEEL BEAM GUARD RAIL (W/ STEEL POSTS)

LT.
T.H. 48 ℄ STA. 40 + 81 – REV. STA. 134 + 00
RT.
REV. STA. 123 + 60 – T.H. 48 ℄ 42 + 40

BREAKAWAY CABLE TERMINAL

LT.
T.H. 48 ℄ STA. 41 + 00 – 40 + 81
RT.
REV. STA. 123 + 35 – 123 + 60 RT.
T.H. 48 ℄ STA. 42 + 40 – 42 + 67

CONSTRUCT DRIVE

LT.
REV. STA. 122 + 77 (14' WIDE, GRAV.)
REV. STA. 127 + 04 (14' WIDE, GRAV.)
REV. STA. 133 + 00 (20' WIDE, GRAV.)
RT.
REV. STA. 122 + 26 (14' WIDE, GRAV.)

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

MAG. 1987

SURVEY CURVE DATA #6

△ = 11° 33' 03" LT.
D = 1° 00' 00"
R = 5729.58'
T = 579.50'
L = 1155.08'
E = 29.23'

REV. CURVE DATA # 7

△ = 8° 52' 04" LT.
D = 1° 45' 00"
R = 3274.04'
T = 253.87'
L = 506.73'
E = 9.83'
BANK = 0.034 FT/FT

TBM #20
R.R. SPK. IN ROOT 24" ELM
NGVD EL. 812.07

TBM #21
R.R. SPK. IN RT. 30" MPL.
NGVD EL. 831.02

TBM #22
CHIS. IN TOP OF BLDR.
NGVD EL. 847.67

REVISED
P.I. # 8 132 + 89.93 =
132 + 82.69
△ = 20° 21' 44" RT.

REV. STA. 119 + 00 – 121 + 96 LT. STONE LINED DITCH TYPE I, 4' WIDE.
REV. STA. 119 + 00 – 119 + 47 LT. SPECIAL DITCH
REV. STA. 118 + 97 – 124 + 20 LT. 6" x 523' UNDERDRAIN W/FB @ REV. STA. 119 + 97 & 124 + 20
REV. STA. 119 + 47 LT. EXISTING 15" RCP (REMOVE)
REV. PT # 7 121 + 97.55
REV. P.O.T. 124 + 25.54 = T.H. 48 ℄ P.O.T. 39 + 81.49 △ = 90° 00' 00"
REV. P.O.T. 124 + 25.54, 29' RT. T.H. 48 ℄ P.O.T. 40 + 10.49 BEGIN APPROACH CONSTR.
REV. STA. 124 + 00 – 125 + 62 LT. SPECIAL DITCH
SURV. P.T. # 6 125 + 06.03
REV. STA. 124 + 50 – 126 + 62 LT. STONE LINED DITCH TYPE I, 6' WIDE
REV. STA. 125 + 84 – ASKEWED 70° 33' RT. NEW 30" x 228' PCCSP .075" W/ STONE FILL TYPE II OR CAAP .075" W/ STONE FILL TYPE I @ OUTLET BEYOND END OF CULVERT. EXTENDING 15' 4' W.I.D.
REV. STA. 125 + 84 EXIST. 24" RCP ℄ D.I. (REMOVE)
REV. STA. 127 + 04 LT. EXISTING 15" CAMP (REMOVE)
NEW 15" ℄ S.E.S. @ STA. 42 + 44 T.H. 48 ℄ INLET .064" EXISTING 30" RCP (REMOVE)
REV. STA. 127 + 48 – 129 + 00 LT. SPECIAL DITCH
REV. STA. 128 + 45 – 131 + 44 LT. 6" x 302' UNDERDRAIN W/FB @ REV. STA. 128 + 45
REV. STA. 131 + 52 – ASKEWED 87° 54' RT. NEW 18" x 92' PCCSP .064" CAAP .080" OR TYPE I @ GRATE CL. III RCP @ INLET, RAD W STR. FILL TYPE I @ OUTLET 3' W.I.D. EXTENDING 6' BEYOND END OF CULVERT.
REV. STA. 131 + 52 EXISTING 18" RCP (REMOVE)
REV. STA. 131 + 50 – 134 + 00 LT. 6" x 252' UNDERDRAIN
REV. STA. 131 + 53 – 132 + 82 LT. SPECIAL DITCH
REV. STA. 133 + 23 – 134 + 00 LT. SPECIAL DITCH

REVISED
P.I. # 7 119 + 44.70 =
119 + 43.69
△ = 8° 52' 04" LT.

SURVEY
P.I. # 6 119 + 30.45 =
119 + 26.53
△ = 11° 33' 03" LT.

REV. STA. 120 + 17 – 123 + 46 RT. 6" x 341' UNDERDRAIN W/FB @ REV. STA. 120 + 46 & 123 + 46
REV. STA. 122 + 26 RT. NEW 15" x 52' CSP .064" W/E.S. @ OUTLET

SURV. POST 122 + 06.70
SURV. P.O.C. 123 + 00.00

T.H. 48 ℄ P.I. # 1
40 + 83.18 =
40 + 49.50
△ = 90° 00' 00" LT.

SURV. POC 124 + 30.00
T.H. 48 SURV. POT. 40 + 00.00
△ = 40° 38' 00", RT.
T.H. 48 SURV. P.I. 30 + 40.72
△ = 20° 08' 00" LT.

T.H. 48 ℄ CURVE DATA #1
△ = 90° 00' 00" LT.
D = 73° 00' 00"
R = 78.49'
T = 78.49'
L = 123.29'
E = 32.51'
BANK = 0.021 FT/FT
PC = 40 + 04.69
PT = 41 + 27.98

REV. STA. 123 + 47 – 124 + 95 RT. 6" x 188' UNDERDRAIN W/FB @ REV. STA. 123 + 47 & 124 + 95

T.H. 48 ℄ P.T. # 2
STA. 44 + 23.43 = SURV. ℄ 43 + 91.17, 2.5' RT.

T.H. 48 SURV. P.O.T. 44 + 00.00

T.H. 48 ℄ P.I. # 2
43 + 51.87 =
43 + 12.65
△ = 82° 02' 58" RT.

T.H. 48 ℄ CURVE DATA # 2
△ = 82° 02' 58" RT.
D = 45° 00' 00"
R = 127.32'
T = 110.78'
L = 182.33'
E = 41.45'
BANK = 0.021 FT/FT
PC = 42 + 41.09
PT = 44 + 23.43

T.H. 48 SURV. P.I. 42 + 93.62
△ = 40° 17' 15" RT.

REV. PC # 8 129 + 46.93

SURV. P.C. # 7 130 + 61.23
REV. STA. 129 + 95 – 131 + 50 RT. 6" x 170' UNDERDRAIN W/FB @ REV. STA. 129 + 95 & 131 + 20

REV. STA. 133 + 40 – 134 + 00 LT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

SURVEY CURVE DATA #7

△ = 16° 52' 00" RT.
D = 1° 54' 30"
R = 3002.38'
T = 445.14'
L = 883.84'
E = 32.82'

REV. CURVE DATA # 8

△ = 20° 21' 44" RT.
D = 3° 00' 00"
R = 1909.86'
T = 342.99'
L = 678.74'
E = 30.55'
BANK = 0.053 FT/FT

T.H. 48 ℄ P.T. 41 + 60
END FULL WIDTH ROAD
BEGIN TAPER.

LIMIT OF CONSTRUCTION
℄ STA. 42 + 81.21
END PAVEMENT
END TAPER
MATCH EXIST.

T.H. 48 ℄ STA. 40 + 50 – 42 + 81 LT.
STONE LINED DITCH TYPE II, 4' WIDE.

T.H. # 48 CURRIER RD.

SCALE IN FEET
50 0 100

⚠ INCLUDE CPEP SMOOTH LINED (SL) OPTION.

SURVEYED BY VT. SURVEY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)
SHEET 75 OF

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

REMOVAL & DISPOSAL OF GUARD RAIL

REV. STA. 124 + 69 – 129 + 78 RT.
REV. STA. 132 + 33 – 134 + 00 LT.

SLOPE STABILIZATION W/ TYPE II STONE

REV. STA. 126 + 00 – 127 + 00 RT.

EROSION MATTING

LT.
REV. STA. 121 + 96 – 122 + 45
REV. STA. 123 + 50 – 124 + 50
REV. STA. 125 + 62 – 126 + 62
REV. STA. 127 + 48 – 132 + 82
RT.

SCARIFYING PAVEMENT

REV. STA 124 + 75 – 128 + 25

CONTRUCT T.H. 48 APPROACH

REV. P.O.T. 124 + 25.54, 29' RT.

BREAKAWAY CABLE TERMINAL

LT.
T.H. 48 ℄ STA. 41 + 00 – 40 + 81
RT.
REV. STA. 123 + 35 – 123 + 60 RT.
T.H. 48 ℄ STA. 42 + 40 – 42 + 67

STEEL BEAM GUARD RAIL

LT.
T.H. 48 ℄ STA. 40 + 81 – REV. STA. 134 + 00
RT.
REV. STA. 123 + 60 – T.H. 48 ℄ 42 + 40

CONSTRUCT DRIVE

LT.
REV. STA 122 + 77 (14' WIDE, GRAV.)
REV. STA 127 + 04 (14' WIDE, GRAV.)
REV. STA 133 + 00 (20' WIDE, GRAV.)
RT.
REV. STA 122 + 26 (14' WIDE, GRAV.)

SURVEY CURVE DATA #6

△ = 11° 33' 03" LT.
D = 1° 00' 00"
R = 5729.58'
T = 579.50'
L = 1155.08'
E = 29.23'

REV. CURVE DATA # 7

△ = 8° 52' 04" LT.
D = 1° 45' 00"
R = 3274.04'
T = 253.87'
L = 506.73'
E = 9.83'
BANK = 0.034 FT/FT

MAG. 1987

REVISED
P.I.# 8 132 + 89.93 =
132 + 82.69
△ = 20° 21' 44" RT.

TBM # 20
R.R. SPK. IN ROOT 24" ELM
NGVD EL. 812.07

TBM # 21
R.R. SPK. IN RT. 30" MPL.
NGVD EL. 831.02

TBM # 22
CHIS. IN TOP OF BLDR.
NGVD EL. 847.67

REV. STA. 119 + 00 – 121 + 96 LT.
STONE LINED DITCH TYPE I, 6' WIDE

REV. STA. 119 + 00 – 119 + 47 LT.
SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION

REV. STA. 119 + 18
EXISTING 15" RCP (REMOVE)

REV. STA. 119 + 00 – 124 + 20 LT.
6" × 520' UNDERDRAIN W/ FB @ REV. STA. 119 + 97

REV. PT # 7 121 + 97.55

REV. STA. 122 + 77 LT.
NEW 15" × 36" CSP 0.064" OR RCP CL III W/ E.S. @ INLET

REV. POT. 124 + 25.54 =
T.H. 48 ℄ POT. 39 + 81.49
△ = 90° 00' 00"

REV. POT. 124 + 25.54, 29' RT.
T.H. 48 ℄ POT. 40 + 10.49
BEGIN APPROACH CONSTR.

REV. STA. 123 + 03 – 123 + 50 LT.
STONE LINED DITCH TYPE I, 6' WIDE

REV. STA. 124 + 00 – 125 + 62 LT.
SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION

SURV. P.T. # 6 125 + 06.03

REV. STA. 124 + 50 – 125 + 62 LT.
STONE LINED DITCH TYPE I, 6' WIDE

REV. STA. 125 + 84 – ASKEWED 70° 33' RT.
NEW 24" × 232' PCCSP OR CAAP .075" W/ E.S. @ OUTLET AND 4' W.S. @ INLET
PAD W/ STONE FILL TYPE II EXTENDING 15' BEYOND END OF CULVERT.

REV. STA. 125 + 64
EXIST. 24" RCP ℄ D.I.
(REMOVE)

REV. STA. 127 + 00
EXISTING 15" CMP (REMOVE)

REV. STA. 126 + 62 – 127 + 44 LT.
NEW 15" × 54" CSP, 0.064" OR CL III W/ E.S. @ INLET.
T.H. 48 ℄ STA. 42 + 44
EXISTING 30" RCP (REMOVE)

REV. STA. 127 + 48 – 129 + 00 LT.
SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION

REV. STA. 128 + 45 – 131 + 44 LT.
6" × 299' UNDERDRAIN

REV. STA. 131 + 52 – ASKEWED 87° 54' RT.
NEW 24" × 92' RCCSP, 0.064" OR CL III
NEW RCD, W/ CI CAAP, 060" OR CAAP, 060" W/ CI GRATE, TYPE A OUTLET, EXTENDING 8' BEYOND END OF CULVERT.
4' W. × 1' D. PAD W/ STN. FILL TYPE I (a)

REV. STA. 131 + 52
EXISTING 18" RCP (REMOVE)

REV. STA. 131 + 50 – 134 + 00 LT.
6" × 250' UNDERDRAIN

REV. STA. 131 + 53 – 132 + 82 LT.
SPECIAL DITCH TO BE PAID FOR EXCAVATION.

REV. STA. 133 + 23 – 134 + 00 LT.
SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION

REVISED
P.I. # 7 119 + 44.70 =
119 + 43.69
△ = 8° 52' 04" LT.

REV. STA. 120 + 46 RT.
6" × 30' CARRIER PIPE

REV. STA. 120 + 46 – 124 + 96 RT.
6" × 445' UNDERDRAIN

REV. STA. 122 + 26 RT.
NEW 15" × 32' CSP .064" OR RCP CL III W/ E.S. @ OUTLET

SURV. POST. 122 + 05.70

SURV. P.O.C. 123 + 00.00

SURV. P.O.C. 124 + 30.00
T.H. 48 SURV. POT. 40 + 00.00
△ = 40° 38' 00" RT.

T.H. 48 SURV. P.I. 30 + 40.72
△ = 20° 08' 00" LT.

T.H. 48 ℄ POT. 40 + 40.00
END PAVEMENT

T.H. 48 ℄ P.I. # 1
40 + 83.18 =
40 + 49.50
△ = 90° 00' 00" LT.

T.H. 48 ℄ POT. 41 + 60
END FULL WIDTH ROAD
BEGIN TAPER.

LIMIT OF CONSTRUCTION
℄ STA. 42 + 81.21
MATCH EXIST. END TAPER

T.H. 48 ℄ STA. 40 + 50 – 42 + 81 LT.
STONE LINED DITCH TYPE II, 4' WIDE.

REV. STA. 124 + 96 RT. – 6" × 41' CARRIER PIPE

T.H. 48 SURV. P.O.T. 44 + 00.00

T.H. 48 CURRIER RD.

T.H. 48 SURV. P.I. 42 + 93.62
△ = 40° 17' 15" RT.

REV. PC # 8 129 + 46.93

SURV. PC # 7 130 + 61.23

REV. STA. 129 + 95 – 131 + 46 RT.
6" × 151' UNDERDRAIN

REV. STA. 131 + 46 RT.
6" × 34' CARRIER PIPE

REV. STA. 133 + 40 – 134 + 00 LT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

SURVEY
P.I. # 6 119 + 30.45 =
119 + 26.53
△ = 11° 33' 03" LT.

T.H. 48 ℄ CURVE DATA #1

△ = 90° 00' 00" LT.
D = 73° 00' 00"
R = 78.49'
T = 78.49'
L = 123.29'
E = 32.51'
BANK = 0.021 FT/FT
PC = 40 + 04.69
PT = 41 + 27.98

T.H. 48 ℄ PT # 2
STA. 44 + 23.43 = SURV. ℄ 43 + 91.17, 2.5' RT.

T.H. 48 ℄ CURVE DATA #2

△ = 82° 02' 58" RT.
D = 45° 00' 00"
R = 127.32'
T = 110.78'
L = 182.33'
E = 41.45'
BANK = 0.021 FT/FT
PC = 42 + 41.09
PT = 44 + 23.43

T.H. 48 ℄ P.I. # 2
43 + 51.87 =
43 + 12.65
△ = 82° 02' 58" RT.

SURVEY CURVE DATA #7

△ = 16° 52' 00" RT.
D = 1° 54' 30"
R = 3002.38'
T = 445.14'
L = 883.84'
E = 32.82'

REV. CURVE DATA # 8

△ = 20° 21' 44" RT.
D = 3° 00' 00"
R = 1909.86'
T = 342.99'
L = 678.74'
E = 30.55'
BANK = 0.053 FT/FT

SCALE IN FEET
50 0 100

PRINTED
NOV 09 1992
BRYANT ASSOC., P.C.
SYRACUSE

SURVEYED BY VT. SURVEY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)
SHEET 75 OF 352

PLAN
SURVEYED
PLOTTED
NOTE BOOK
No.
ALIGNMENT CHECKED
PT. OF WAY CHECKED
BY
DATE

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
No.
GRADES CHECKED
R. & V.'s NOTED
STRUCTURE QUANTITIES CHECKED
BY
DATE

REV. P.O.T. 124+25.54 =
T.H. 48 ℄ P.O.T. 39+81.49
EL. 834.15

STA. 40+60.49
EL. 831.54
VC = 100'
SSD = 115'

E.S. T.H. 48 ℄ P.O.T.
40+10.49
EL. 833.29

-3.5000 %

PVC
40+10.49

GRADE

-13.7912 %

PVT
41+10.49

OLD GROUND

LIMIT OF CONSTRUCTION
T.H. 48 ℄ P.O.C. 42+81.21
MATCH EXIST.
EL. 801.10

-12.8 %
(EXIST.)

T.H. 48 CURRIER RD.

STA. 123+00
EL. 838.46
VC = 850'
SSD = 403'

+6.4581 %

-0.5048%

GRADE

REV. P.O.T. 124+25.54 =
T.H. 48 P.O.T. 39+81.49

OLD GROUND

PVT
127+25

-0.5048%

PVC
131+00

GRADE

STA. 133+50
EL. 833.16
VC = 500'
K = 134

-0.5048 %

+3.2165 %

SCALE FEET
H 0 25 50 100
V 0 5 10 20

U.S. RTE. 2 - MARSHFIELD
FEGC-F028-3(28)
SHT. 76 of 87 SHTS.

PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

6

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

REMOVAL & DISPOSAL OF GUARD RAIL
REV. STA. 134+00 – 134+38 LT.
REV. STA. 136+12 – 136+67 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)
LT. REV. STA. 134+00 – 145+61
RT. REV. STA. 146+37 – 150+00

BREAKAWAY CABLE TERMINAL
LT. REV. STA. 145+61 – 145+86
RT. REV. STA. 146+12 – 146+37

CONSTRUCT DRIVE
LT. REV. STA. 146+00 (14' WIDE, GRAV.)
REV. STA. 146+00, 120' LT. (14' WIDE, GRAV.)
RT. REV. STA. 146+00 (14' WIDE, GRAV.)
T.H. 55 REV. STA. 52+80 AND PARKING LOT ACCESS (14' WIDE, GRAV.)

EROSION MATTING
LT. REV. STA. 137+91 – 140+70
REV. STA. 141+90 – 143+25
RT. 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
Δ = 57° 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
Δ = 57° 39' 25" LT.
D = 56° 59' 58"
R = 100.52'
T = 55.33'
L = 101.15'
E = 14.22

MAG. 1987

T.H. #55 EATON CEMETERY RD.

TBM #23
R.R. SPK. IN TOP STUMP
NGVD EL. 863.37

REV. STA. 134+00 – 140+82 LT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

T.H. 55 SURV. P.O.T. 53+07.45

LIMIT OF CONSTRUCTION
T.H. 55 REV. POT. 53+70.34 =
T.H. 55 SURV. POT. 53+00.00, 0.5' LT.
MATCH EXIST. END TAPER

T.H. 55 REV. P.O.T. 52+70.34
END FULL WIDTH ROAD
BEGIN TAPER.

TBM #24
R.R. SPK. IN RT. 24" BUTT.
NGVD EL. 867.95

T.H. 55 REV. P.I. #1
52+05.62 =
51+96.27
Δ = 57° 39' 25"

T.H. 55 SURV. P.I. #1
51+24.47 =
51+14.96
Δ = 57° 39' 25" LT.

REV. STA. 141+50 – 150+00 LT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

TBM #25
R.R. SPK. IN RT. 24" MPL.
NGVD EL. 853.03

REV. STA. 134+00 – 135+00 LT.
6" x 100' UNDERDRAIN W/FB @ REV. STA. 135+00

SURVEY
P.I. # 7 135+06.37 =
134+99.93
Δ = 16° 52' 00" RT.

REV. STA. 134+00 – T.H. 55 REV. STA. 50+00 LT.
SPECIAL DITCH

REV. STA. 134+27 LT.
EXISTING 15" RCP & D.I. (REMOVE)

REV. STA. 135+95 – 140+82 LT.
REMOVAL OF EXISTING ROADWAY (PAID FOR UNDER COMMON EXCAVATION)

REV. STA. 134+32 LT.
EXISTING 15" RCP & D.I. (TO BE RETAINED)

REV. STA. 136+46 LT.
EXISTING 15" RCP & D.I. REMOVED

REV. STA. 136+44 – 137+91 LT.
STONE LINED DITCH, TYPE I, 8' WIDE

REV. STA. 137+91 – 140+70
STONE LINED DITCH, TYPE I, 8' WIDE

REV. STA. 140+70 – 141+07 LT.
T.H. 55 REV. STA. 51+01 LT.
STONE LINED DITCH TYPE II, 6' – 4' WIDE

T.H. 55 REV. STA. 51+01 RT. – REV. STA. 141+90 LT.
STONE LINED DITCH TYPE II, 4' – 6' WIDE

REV. STA. 141+90 – 143+25
STONE LINED DITCH, TYPE I, 8' WIDE

REV. STA. 143+25 – 145+18 LT.
REMOVAL OF EXISTING ROADWAY (PAID FOR UNDER COMMON EXCAVATION)

REV. STA. 145+18 – 148+40 LT.
NEW 36" x 174' PCCSP 0.079" OR CAAP 0.105" W/E.S. @ INLET
NEW 36" x 174' CSP 0.064" W/ BOTTOM, NEW PRCCD W/C.I. GRATE @ INLET & STONE FILL TYPE I, 4' W. @ OUTLET
EXTENDING 18" BEYOND END OF CULVERT
REV. STA. 148+58 LT.
EXISTING 18" ACCGMP (REMOVE)

REV. STA. 148+10 – 148+70 LT.
STONE LINED DITCH, TYPE II, 8' WIDE
REV. STA. 148+25 – 150+00 LT.
SPECIAL DITCH

REV. STA. 141+50 – 150+00 LT.
REMOVAL OF EXISTING ROADWAY (PAID FOR UNDER COMMON EXCAVATION)

REV. STA. 145+18 – 148+40 LT.
6' x 340' UNDERDRAIN W/FB @ REV. STA. 145+18 & 148+10
NEW 12" x 24" CSP 0.064" TO BE LOCATED BY ENGINEER
REV. STA. 146+23 – 148+10 LT.
STONE LINED DITCH TYPE I, 8' WIDE

REV. STA. 145+75 LT. – REV. STA. 145+01 RT.
SPECIAL DITCH

REV. STA. 146+00 ± 160' LT.
NEW 12" x 24" CSP 0.064"
STONE LINED DITCH TYPE II, 4' WIDE

REV. STA. 146+00 (14' WIDE, GRAV.)
REV. STA. 146+00, 120' LT. (14' WIDE, GRAV.)
T.H. 55 REV. STA. 52+80 AND PARKING LOT ACCESS (14' WIDE, GRAV.)

REV. STA. 148+00 RT.
END FULL WIDTH E.B.
CLIMBING LANE
BEGIN TAPER.

REV. STA. 150+00 RT.
NEW 12" x 80' CSP 0.064" W/
2 - 15" x 80' CSP 0.064" ELBOWS TOP & BOTTOM, NEW PRCCD W/C.I. GRATE @ INLET & NEW STONE FILL TYPE I, 4' W. @ OUTLET
EXTENDING 4' BEYOND END OF CULVERT

REV. P.T. # 8 136+25.67

REV. STA. 136+65 – ASKEWED 80°42' LT.
NEW 24" x 186' RCCSP 0.179" OR CAAP 0.175" W/ STONE FILL TYPE II @ OUTLET
EXTENDING 2' BEYOND END OF CULVERT

REV. STA. 138+50 RT.
NEW 12" x 36" CSP 0.064" W/ 2 - 15" ELBOWS TOP & BOTTOM, NEW PRCCD W/C.I. GRATE @ INLET & NEW STONE FILL TYPE I, 4' W. @ OUTLET
EXTENDING 4' BEYOND END OF CULVERT

REV. STA. 138+00 RT.
NEW 12" x 76' CSP 0.064" W/ 2 - 15" ELBOWS TOP & BOTTOM, NEW PRCCD W/C.I. GRATE @ INLET & NEW STONE FILL TYPE I, 4' W. @ OUTLET
EXTENDING 4' BEYOND END OF CULVERT

REV. STA. 142+56 LT.
EXISTING 18" ACCGMP (REMOVE)

REV. STA. 145+00 LT.
NEW 24" x 40' CSP 0.064" W/ E.S. @ OUTLET & INLET

REV. STA. 146+00 LT.
NEW 24" x 40' CSP 0.064" W/ E.S. @ OUTLET & INLET

REV. STA. 146+00 RT.
NEW 24" x 40' CSP 0.064" W/ E.S. @ OUTLET & INLET

REV. STA. 150+00 RT.
NEW 12" x 80' CSP 0.064" W/ 2 - 15" ELBOWS TOP & BOTTOM, NEW PRCCD W/C.I. GRATE @ INLET & NEW STONE FILL TYPE I, 4' W. @ OUTLET
EXTENDING 4' BEYOND END OF CULVERT

T.H. 55 REV. STA. 52+82
EXIST. 18" ACCGMP (REMOVE)

T.H. 55 REV. STA. 52+18 RT.
EXIST. 15" RCP (REMOVE)

REV. STA. 52+80 RT.
NEW 18" x 68' CSP 0.064" W/E.S. @ OUTLET

T.H. 55 REV. STA. 51+01 RT. – REV. STA. 145+75 LT.
SPECIAL DITCH

T.H. 55 REV. STA. 51+01 RT. – 52+18 RT.
TRAPEZOIDAL DITCH, STONE LINED, TYPE II, 4' WIDE
LAWN

T.H. 55 REV. STA. 51+01 – 52+45 LT.
TRAPEZOIDAL DITCH, STONE LINED, TYPE I, 4' WIDE

T.H. 55 P.O.T. 50+47.00
END PAVEMENT

T.H. 55 REV. P.O.T. 50+20.00 =
REV. P.O.T. 141+25.00, 20' LT.
BEGIN APPROACH CONSTRUCTION

REV. P.O.T. 141+25.00 =
T.H. 55 REV. POT. 50+00.00
Δ = 90° 00' 00" LT.

REV. P.O.T. 141+35.00 =
T.H. 55 SURV. P.O.T. 49+23.57
Δ = 90° 00' 00" LT.

SURV. P.C.C. 139+45.07

SURV. P.O.C. 142+57.00 =
T.H. 55 SURV. POT. 50+00.00
Δ = 146° 47' 05" LT.

SURV. P.O.C. 143+50.00

SURV. P.O.C. 147+00.00

SURV. POST 145+32.33

SURV. N 15° 58' 48" W

SURV. N 0° 53' 12" E

SURV. N 5° 58' 12" E

SURV. N 84° 01' 12" W

SURV. N 38° 38' 57" W

SURV. S 38° 38' 57" E

REV. CURVE DATA #8
Δ = 20° 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
Δ = 16° 52' 00" RT.
D = 1° 54' 30"
R = 3002.38'
T = 445.14'
L = 883.84'
E = 32.82'

SURVEY CURVE DATA #8
Δ = 35° 53' 57" RT.
D = 1° 21' 00"
R = 4244.12'
T = 1374.87'
L = 2659.19'
E = 217.14'

SCALE IN FEET
50 0 100

△ 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. FEGC F028 - 3(28)

SHEET 77 OF

REMOVAL & DISPOSAL OF GUARD RAIL
REV. STA. 134+00 – 134+38 LT.
REV. STA. 136+12 – 136+67 LT.

TREATED TIMBER CURB
REV. STA. 134+50 – 141+00 RT.
REV. STA. 148+50 – 150+00 RT.

LT. STEEL BEAM GUARD RAIL RT.
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.)
T.H. 55 REV. STA. 52+80 AND PARKING LOT ACCESS (14' WIDE, GRAV.)

LT. EROSION MATTING RT.
REV. STA. 134+00 – 136+44
REV. STA. 137+44 – 140+70
REV. STA. 141+90 – 143+25

CONSTRUCT T.H. 55 APPROACH
REV. P.O.T. 141+25.00, 20' LT.

T.H. 55 REV. CURVE DATA #1
Δ = 57° 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
Δ = 57° 29' 35" LT.
D = 56° 59' 58"
R = 100.52'
T = 55.33'
L = 101.15'
E = 14.22

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

MAG. 1987

T.H. #55 EATON CEMETERY RD.

TBM #23
R.R. SPK. IN TOP STUMP
NGVD EL. 863.37

TBM #24
R.R. SPK. IN RT. 24" BUTT.
NGVD EL. 867.95

TBM #25
R.R. SPK. IN RT. 24" MPL.
NGVD EL. 853.03

REV. STA. 134+00 – 140+82 LT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

REV. STA. 141+50 – 150+00 LT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

T.H. 55 SURV. P.O.T. 53+07.45

LIMIT OF CONSTRUCTION
T.H. 55 REV. P.O.T. 53+70.34 =
T.H. 55 SURV. P.O.T. 53+00.00, 0.5' LT.
MATCH EXIST. END TAPER

T.H. 55 REV. P.O.T. 52+70.34
END FULL WIDTH ROAD
BEGIN TAPER.

T.H. 55 REV. P.I. #1
52+05.62 =
51+96.27
Δ = 57° 39' 25"

T.H. 55 SURV. P.I. #1
51+24.47 =
51+14.96
Δ = 57° 39' 25" LT.

REV. STA. 52+80 RT.
NEW 18" x 68' CSP .064" OR RCP CL. III W/ E.S. @ OUTLET.

PARKING ACCESS

REV. STA. 134+00 – 135+00 LT.
6" x 100' UNDERDRAIN

REV. STA. 134+00 – 134+95 LT.
SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION

SURVEY
P.I. #7 135+06.37 =
134+99.93
Δ = 16° 52' 00" RT.

REV. STA. 134+95 – T.H. 55 REV. STA. 50+01 LT.
SPECIAL DITCH TO BE PAID FOR UNDER TRENCH EXCAVATION

REV. STA. 134+95 – 140+82 LT.
REMOVAL OF EXISTING ROADWAY TO BE PAID FOR UNDER COMMON EXCAVATION

REV. STA. 134+32 LT.
EXISTING 18" RCP & D.I. (REMOVE)

REV. STA. 134+45 LT.
EXISTING 15" RCP & D.I. TO BE RETAINED BY ENGINEER

REV. STA. 136+44.13 LT. TO BE STONE LINED DITCH, TYPE I, 6' WIDE AS ORDERED

REV. STA. 134+00 – 135+00 LT.
6" x 100' UNDERDRAIN

REV. STA. 134+00 – 134+95 LT.
SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION

REV. STA. 134+95 – T.H. 55 REV. STA. 50+01 LT.
SPECIAL DITCH TO BE PAID FOR UNDER TRENCH EXCAVATION

REV. STA. 134+95 – 140+82 LT.
REMOVAL OF EXISTING ROADWAY TO BE PAID FOR UNDER COMMON EXCAVATION

REV. STA. 134+32 LT.
EXISTING 18" RCP & D.I. (REMOVE)

REV. STA. 134+45 LT.
EXISTING 15" RCP & D.I. TO BE RETAINED BY ENGINEER

REV. STA. 136+44.13 LT. TO BE STONE LINED DITCH, TYPE I, 6' WIDE AS ORDERED

REV. STA. 141+50 – 150+00 LT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

TBM #25
R.R. SPK. IN RT. 24" MPL.
NGVD EL. 853.03

T.H. 55 SURV. P.I. #1
51+24.47 =
51+14.96
Δ = 57° 39' 25" LT.

T.H. 55 REV. P.I. #1
52+05.62 =
51+96.27
Δ = 57° 39' 25"

T.H. 55 SURV. P.O.T. 53+70.34 =
T.H. 55 REV. P.O.T. 53+00.00, 0.5' LT.
MATCH EXIST. END TAPER

T.H. 55 REV. P.O.T. 52+70.34
END FULL WIDTH ROAD
BEGIN TAPER.

REV. STA. 52+80 RT.
NEW 18" x 68' CSP .064" OR RCP CL. III W/ E.S. @ OUTLET.

PARKING ACCESS

REV. STA. 146+00 – 160 LT.
NEW 12" x 54' CSP 0.064
TO BE LOCATED BY ENGINEER

REV. STA. 146+26 – 148+10 LT.
STONE LINED DITCH TYPE I, 8' WIDE

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

REV. STA. 146+00, 120' LT. (14' WIDE, GRAV.)
T.H. 55 REV. STA. 52+80 AND PARKING LOT ACCESS (14' WIDE, GRAV.)

REV. STA. 146+00 – 148+21 – 148+37 LT.
6" x 48' UNDERDRAIN W/ F.B. @ STA. 144+21

REV. STA. 144+21 – 145+69 LT.
SPECIAL DITCH TO BE PAID FOR UNDER TRENCH EXCAVATION

SURV. POST 145+32.33

REV. STA. 148+25 – 148+37 LT.
6" x 23' CARRIER PIPE

REV. STA. 148+10 – 149+10 LT.
STONE LINED DITCH, TYPE II, 8' WIDE

REV. STA. 148+25 – 150+00 LT.
8' WIDE LINED DITCH, TYPE II,

REV. STA. 148+25 – 150+00 LT.
SPECIAL DITCH TO BE PAID FOR UNDER TRENCH EXCAVATION

REV. STA. 141+50 – 148+25 LT.
REMOVAL OF EXISTING ROADWAY TO BE PAID FOR UNDER COMMON EXCAVATION

REV. STA. 148+60
NEW 36" x 168' PCCSP 0.079" OR CAP 0.105" W.E.S. @ INLET
PAD W/ STONE FILL TYPE II @ OUTLET 5' W x 2' D
EXTENDING 12' BEYOND END OF CULVERT

REV. STA. 149+10 – 150+00 LT.
STONE LINED DITCH TYPE I, 8' WIDE

REV. STA. 141+50 – 148+25 LT.
EXISTING 18" ACCGMP (REMOVE)

REV. STA. 149+10 – 150+00 LT.
EXISTING 18" ACCGMP (REMOVE)

REV. STA. 148+00 RT.
END FULL WIDTH E.B.
CLIMBING LANE
BEGIN TAPER.

REV. STA. 148+25 – 150+00 RT.
REMOVAL OF EXISTING ROADWAY TO BE PAID FOR UNDER TRENCH EXCAVATION

REV. STA. 150+00 RT.
NEW 12" x 92' CSP 0.064 W/ 21.15° EL. BOWS NEW RC CURB D.I. W/ C.I. GRATE TYPE B @ INLET, FILL TYPE II PAD W/ STONE FILL EXTENDING 4' BEYOND END OF CULVERT @ OUTLET 2' W x 1' D

REV. STA. 146+00 LT.
NEW 18" x 56' CSP .064" OR RCP CL. III W/ E.S. @ OUTLET & INLET.

REV. STA. 140+70 – 141+07 LT.
T.H. 55 REV. STA. 51+01 LT.
STONE LINED DITCH, TYPE II, 6' – 4' WIDE

T.H. 55 REV. STA. 51+01 RT. – REV. STA. 141+90 LT.
STONE LINED DITCH TYPE II, 4' – 6' WIDE

REV. STA. 142+56 LT.
EXISTING 18" ACCGMP (REMOVE)

REV. STA. 136+65 – ASKEW ED 80° 42' LT.
NEW 18" x 196' PCCSP 0.079 OR CAAP .075" W/ E.S. @ INLET PAD W/ STONE FILL TYPE II @ OUTLET 3.5' W x 2' D EXTENDING 6' BEYOND END OF CULVERT.

REV. PT. #8 136+25.67

REV. STA. 134+50 RT.
NEW 18" x 48' CSP 0.064 W/ 2:1 – 15° ELBOWS, NEW RC CURB D.I. W/ C.I. GRATE TYPE B @ INLET, PAD W/ STONE FILL TYPE II @ OUTLET 2' W x 1' D EXTENDING 4' BEYOND END OF CULVERT

REV. STA. 138+00 RT.
NEW 12" x 76' CSP 0.064 W/ 2:1 – 15° ELBOWS, NEW RC CURB D.I. W/ C.I. GRATE TYPE B @ INLET, PAD W/ STONE FILL TYPE II @ OUTLET 2' W x 1' D EXTENDING 4' BEYOND END OF CULVERT

REV. STA. 138+46 LT.
EXISTING 15" RCP (REMOVE)

SURV. P.C.C. 139+45.07

T.H. 55 REV. P.O.T. 50+20.00 =
REV. P.O.T. 141+25.00, 20' LT.
BEGIN APPROACH CONSTRUCTION

REV. P.O.T. 141+25.00 =
T.H. 55 REV. P.O.T. 50+00.00
Δ = 90° 00' 00" LT.

REV. P.O.T. 141+35.00 =
T.H. 55 SURV. P.O.T. 49+23.57
Δ = 90° 00' 00" LT.

SURV. P.O.C. 142+57.00 =
T.H. 55 SURV. P.O.T. 50+00.00
Δ = 146° 47' 05" LT.

SURV. P.O.C. 143+50.00

SURV. P.O.C. 147+00.00

SURV. N 15° 58' 48" W

SURV. N 0° 53' 12" E

SURV. N 84° 01' 12" W

SURV. N 89° 01' 12" W

SURV. N 5° 58' 12" E

SURV. N 36° 35' 57" W

SURV. S 36° 18' 47" W

REV. CURVE DATA #8
Δ = 20° 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
Δ = 16° 52' 00" RT.
D = 1° 54' 30"
R = 3002.38'
T = 445.14'
L = 883.84'
E = 32.82'

SURVEY CURVE DATA #8
Δ = 35° 53' 57" RT.
D = 1° 21' 00"
R = 4244.12'
T = 1374.87'
L = 2659.19'
E = 217.14'

SCALE IN FEET
50 0 100

PRINTED
NOV 09 1992
BRYANT ASSOC., P.C.
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. FEGC F028 – 3(28)

SHEET 77 OF 352

PLAN

SURVEYED
PLOTTED
NOTE BOOK
No.
ALIGNMENT CHECKED
R/T OF WAY CHECKED

BY | DATE

PROFILE

SURVEYED
PLOTTED
NOTE BOOK
No.
GRADES CHECKED
ALIGNMENT CHECKED
STRUCTURE NOTATIONS CHECKED

BY | DATE

GRADE

PVT 136+00

+3.2165 %

PVC 138+00

OLD GROUND

REV. POT. 141+25.00 = T.H. 55 REV. POT. 50+00.00

STA. 142+00
EL. 860.50
VC = 800'
SSD = 408'

+3.2165 % −3.1550 %

REV. POT. 141+25.00 = T.H. 55 REV. POT. 50+00.00
EL. 853.88

STA. 50+95
EL. 851.40
VC = 150'
K = 13

E.S. TH #55 C. REV. PVC 50+20 ELEV. 853.13

−2.3067 %

PVT 51+70

+9.0732 %

PVC 52+60

STA. 53+00
EL. 870.00
VC = 80'
SSD = 271'

+6.1985 %

PVT 53+40

LIMIT OF CONSTRUCTION
T.H. 55 REV. POT. 53+70.34 =
T.H. 55 SURV. POT. 53+00.00, 0.5 LT.
MATCH EXIST.
EL. 874.36

7.88 % (EXIST.)

CUT/FILL TRANSITION

PVT 146+00

−3.1550 %

STA. 148+00 RT.
BEGIN E.B. CLIMBING LANE TAPER
END FULL WIDTH CLIMBING LANE.

CUT/FILL TRANSITION

SCALE FEET
H 0 25 50 100
V 0 5 10 20

U.S. RTE. 2 - MARSHFIELD
FEGC-F028-3(28)
SHT. 78 of SHTS.

T.H. 55 EATON CEMETERY RD.

860 850 840 830 820 810

880 870 860 850

50 51 52 53 54

134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150

PLATE 1 PLAN-PROFILE C. P. & S. & S. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

REMOVAL & DISPOSAL OF GUARD RAIL
REV. STA. 152+09 LT. – 154+10 RT.
REV. STA. 158+23 RT. – 161+24 RT.

TREATED TIMBER CURB
REV. STA. 150+00 – 153+00 RT.
REV. STA. 164+00 – 166+00 RT.

EROSION MATTING LT. / RT.
REV. STA. 153+60 – 155+10
REV. STA. 160+70 – 161+21

DRILLING & BLASTING OF SOLID ROCK SUBGRADE LT.
REV. STA. 153+75 – 158+00

CONSTRUCT DRIVE RT.
REV. STA. 165+82 (14' WIDE, GRAV.)

STEEL BEAM GUARD RAIL (W/STEEL POSTS) LT. / RT.
REV. STA. 150+00 – 165+47

BREAKAWAY CABLE TERMINAL LT. / RT.
REV. STA. 165+47 – 165+72
REV. STA. 165+92 – 166+00

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

MAG. 1987

SURVEY
P.I. #8 153+19.94 =
152+29.39
Δ = 35°53'57" RT.

REVISED
P.I. #9 162+78.53 =
161+40.28
Δ = 48°27'19" RT.

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

TBM #26
CHIS. IN LEDGE
NGVD EL. 823.78

TBM #27
R.R. SPK. IN RT. 18" POP.
NGVD EL. 805.30

REV. STA. 150+00 – 150+60 LT.
REMOVAL OF EXISTING ROADWAY (TO BE PAID UNDER COMMON EXCAVATION)

SURV. N 0°53'12" E

SURV. N 36°47'09" E

REV. STA. 150+00 – 153+10 LT.
SPECIAL DITCH

REV. STA. 150+00 – 153+60 LT.
6" WIDE LINED DITCH TYPE I,

REV. STA. 154+11 – 158+67 LT.
6" x 456' UNDERDRAIN W/FB @ REV. STA. 154+11 & 158+67

REV. STA. 156+10 – 159+10 LT.
STONE LINED DITCH TYPE I, 6' WIDE

REV. STA. 158+67 LT. – RT.
6" x 46' UNDERDRAIN

REV. STA. 159+13 – ASKEWED 71° 13' RT.
NEW 18" x 86' PCSSP 064 OR CAAP 060 W/E.S.
@ INLET, 4' W. x 1' D. FILL TYPE II @ OUTLET
CULVERT. EXTENDING 6' BEYOND END OF

REV. STA. 159+13
EXISTING 15" RCP (REMOVE)

REV. STA. 159+17 – 161+00 LT.
6" x 183' UNDERDRAIN W/FB @ REV. STA. 159+17 & 161+00

REV. N 5° 58' 12" E

REV. STA. 161+27 – ASKEWED 85°15' LT.
NEW 24" x 86' PCCSP 064 OR CAAP 060 W/E.S. @ INLET, PAD W/STONE FILL TYPE II @ OUTLET, 4' W. x 2' D. EXTENDING 8' BEYOND END OF CULVERT.

REV. STA. 161+21 – 161+71 LT.
STONE LINED DITCH TYPE I, 6' WIDE

REV. STA. 161+27
EXISTING 24" CMP (REMOVE)

REV. N 54° 25' 34" E

REV. STA. 161+39 – 163+55 LT.
6" x 216' UNDERDRAIN W/FB @ REV. STA. 161+39 & 163+55

REV. STA. 163+25 – 164+25 LT.
STONE LINED DITCH TYPE I, 8' WIDE.

REV. STA. 163+79 – 166+00 LT.
SPECIAL DITCH

REV. STA. 164+00 – 165+00 LT.
6" x 200' UNDERDRAIN W/FB @ REV. STA. 164+00

REV. STA. 153+07 – ASKEWED 85°00' LT.
NEW 24" x 150' PCSSP 064 OR CAAP 060 W/E.S. @ INLET, STONE FILL TYPE II PAD @ OUTLET, 4' W. x 2' D. EXTENDING 8' BEYOND END OF CULVERT.

REV. STA. 153+02
EXISTING 30" RCP (REMOVE)

REV. P.C. # 151 + 23.61

REV. STA. 153+10 RT.
NEW 12" x 70' CSP 064 W/2-20° ELBOWS, TOP & BOTTOM. NEW PRCCDI W/C.I. GRATE @ INLET, STONE FILL TYPE I PAD @ OUTLET 2' W. x 1' D EXTENDING 4' BEYOND END OF CULVERT.

REV. STA. 153+50 RT.
END E.B. CLIMIBING LANE TAPER

SURV. POC. 155+00.00

SURV. POC. 157+00.00

REV. STA. 158+67 – 159+92 RT.
6" x 35' UNDERDRAIN W/FB @ REV. STA. 158+67

REV. STA. 161+00 – 161+26 LT. – RT.
6" x 78' UNDERDRAIN

SURV. POC. 162+00.00

REV. STA. 163+72
EXISTING 30" RCP (REMOVE)

REV. STA. 163+55 – 163+85 LT. – RT.
6" x 83' UNDERDRAIN

REV. STA. 163+79 – ASKEWED 82°00' RT.
NEW 30" x 198' PCCSP 079 OR CAAP 075 W/E.S. @ INLET, PAD W/STONE FILL TYPE II @ OUTLET 4' W. x 2' D. EXTENDING 15' BEYOND END OF CULVERT.

REV. STA. 165+40 RT.
NEW 12" x 40' CSP 064 W/2-10° ELBOWS, TOP & BOTTOM. NEW PRCCDI W/C.I. GRATE @ INLET, PAD W/STONE FILL TYPE I @ OUTLET 2' W. x 1' D EXTENDING 4' BEYOND END OF CULVERT.

REV. STA. 165+82 RT.
NEW 15" x 76' CSP 0.064

5'x5' W.W. W/APRON
6' SECT. CAMP ON APRON

R=25' (TYP.)

SURVEY CURVE DATA #8
Δ = 35°53'57" RT.
D = 1° 21' 00"
R = 4244.12'
T = 1374.87'
L = 2659.19'
E = 217.14'

REV. CURVE DATA #9
Δ = 48° 27' 19" RT.
D = 2° 15' 00"
R = 2546.48'
T = 1145.91'
L = 2153.57'
E = 245.95'
BANK = 0.042 FT./FT.

SCALE IN FEET
50 0 100

△ INCLUDE CPEP SMOOTH LINED (SL) OPTION.

SURVEYED BY VT. SURVEY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)
SHEET 79 OF

REMOVAL & DISPOSAL OF GUARD RAIL
REV. STA. 152 + 09 LT. – 154+10 RT.
REV. STA. 158+23 RT. – 161+24 RT.

TREATED TIMBER CURB
REV. STA. 150+00 – 153+00 RT.
REV. STA. 164+00 – 166+00 RT.

EROSION MATTING — LT. / RT.
REV. STA. 154+00 – 157+75
REV. STA. 161+71 – 163+75

DRILLING & BLASTING OF SOLID ROCK SUBGRADE — LT.
REV. STA. 153+75 – 158+00

CONSTRUCT TURNOUT — LT.
REV. STA. 154+25 – 157+75 RT.

CONSTRUCT DRIVE — RT.
REV. STA. 165+82 (14' WIDE, GRAV.)

STEEL BEAM GUARD RAIL — RT.
REV. STA. 150+00 – 154+48
REV. STA. 157+50 – 165+47

BREAKAWAY CABLE TERMINAL — LT. / RT.
REV. STA. 154+48 – 154+70
REV. STA. 157+30 – 157+50
REV. STA. 165+47 – 165+72
REV. STA. 165+92 – 166+00

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

MAG. 1987

SURVEY
P.I.#8 153 + 19.94 =
152 + 29.39
Δ = 35°53'57" RT.

REVISED
P.I.#9 162 + 78.53 =
161 + 40.28
Δ = 48°27'19" RT.

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

TBM #26
CHIS. IN LEDGE
NGVD EL. 823.78

TBM #27
R.R. SPK. IN RT. 18" POP.
NGVD EL. 805.30

REV. STA. 150+00 – 150+60 LT.
REMOVAL OF EXISTING ROADWAY TO BE PAID FOR UNDER TRENCH EXCAVATION OF EARTH

SURV. N 0°53'12" E

REV. STA. 150+00 – 153+10 LT.
SPECIAL DITCH TO BE PAID FOR UNDER TRENCH EXCAVATION.

REV. STA. 150+00 – 154+00 LT.
STONE LINED DITCH TYPE I, 8' WIDE

SURV. N 36°47'09" E

REV. STA. 154+11 – 158+67 LT.
6" x 456' UNDERDRAIN W/FB
@ REV. STA 154+11

REV. STA. 157+75 – 159+10 LT.
STONE LINED DITCH TYPE I, 6' WIDE

REV. STA. 158+67 LT. – RT.
6" x 51' CARRIER PIPE.

REV. STA. 159+13 – ASKEWED 71°13' RT.
NEW 18" x 92' PCCSP 064 OR CAAP 060 W/E.S.
@ INLET, PAD W/STONE FILL TYPE I, W.E.S.
@ OUTLET 5' W x 1' D, EXTENDING 6' BEYOND END OF CULVERT.

REV. STA. 159+17 – 161+00 LT.
6" x 183' UNDERDRAIN

REV. STA. 161+27 – ASKEWED 89°15' LT.
NEW 24" x 86' PCCSP 064 OR CAAP 060 W/E.S. @ INLET PAD W/STONE FILL TYPE II @ OUTLET 4' W x 2' D, EXTENDING 12' BEYOND END OF CULVERT.

REV. STA. 161+21 – 161+71 LT.
STONE LINED DITCH TYPE I, 8' WIDE.

REV. STA. 161+39 – 163+55 LT.
6" x 216' UNDERDRAIN

REV. N 5° 58' 12" E

REV. N 54° 28' 31" E

REV. STA. 163+75 – 164+26 LT.
STONE LINED DITCH TYPE I, 6' WIDE.

REV. STA. 163+79 – 166+00 LT.
SPECIAL DITCH TO BE PAID UNDER COMMON EXCAVATION.

REV. STA. 164+00 – 166+00 LT.
6" x 200' UNDERDRAIN

REV. STA. 153+07 – ASKEWED 85°00' LT.
NEW 24" x 148' PCCSP 064 OR CAAP 060 W/2-25° ELBOWS E.S. @ INLET, STONE FILL TYPE II PAD @ OUTLET 4' W x 2' D, EXTENDING 8' BEYOND END OF CULVERT

REV. STA. 153+07 – RT.
NEW 12" x 6' CSP 064 W/2 – ELBOWS 25° & 50°
TOP & BOTTOM RESPECTIVELY NEW R.C. CURB D.I. W/C.I. GRATE TYPE B @ INLET, CONNECT TO CULVERT @ OUTLET.

REV. STA. 153+50 RT.
END E.B. CLIMBING LANE TAPER

REV. STA. 155+63 – 158+67 RT.
6" x 304' UNDERDRAIN W/FB
@ REV. STA. 155+63

REV. STA. 158+67 – 159+16 RT.
6" x 50' CARRIER PIPE

REV. STA. 161+00 – 161+26 LT. – RT.
6" x 83' CARRIER PIPE

REV. STA. 163+72
EXISTING 30" RCP (REMOVE)

REV. STA. 163+55 – 163+85 LT. – RT.
6" x 89' CARRIER PIPE

REV. STA. 163+79 – ASKEWED 82°00' RT.
NEW 30" x 100' PCCSP 079 OR CAAP 075 W/E.S. @ INLET, PAD W/STONE FILL TYPE II @ OUTLET 4.5' W x 2' D, EXTENDING 5' BEYOND END OF CULVERT.

REV. STA. 153+02
EXISTING 30" RCP (REMOVE)

REV. STA. 159+43
EXISTING 15" RCP (REMOVE)

REV. STA. 161+27
EXISTING 24" CMP (REMOVE)

SURV. POC. 155+00.00

SURV. POC. 157+00.00

SURV. POC. 162+00.00

REV. POC. # 6 151 + 24.61

EXISTING R.O.W.

WOODS

WET AREA

FIELD

BRUSH

PAVED PULLOFF

TURN OUT

C.G.R. W/WD POSTS

(2) C.G.R.

3 STRD. B. WR. FNC.

4'x5' CONC. HD. WL W/APRON

5'x5' W.W. W/APRON, 6' SECT. CONC ON

4' W x 13' W.W. W/APRON

15" PINE

SURVEY CURVE DATA #8
Δ = 35°53'57" RT.
D = 1° 21' 00"
R = 4244.12'
T = 1374.87'
L = 2659.19'
E = 217.14'

REV. CURVE DATA #9
Δ = 48°27'19" RT.
D = 2° 15' 00"
R = 2546.48'
T = 1145.91'
L = 2153.57'
E = 245.95'
BANK = 0.042 FT./FT.

SCALE IN FEET
50 0 100

PRINTED
NOV 09 1992
BRYANT ASSOC., P.C.
SYRACUSE

SURVEYED BY VT. SURVEY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)
SHEET 79 OF 352

PLAN
SURVEYED
PLOTTED
NOTE BOOK
No.
ALIGNMENT CHECKED
PT. OF WAY CHECKED
BY
DATE

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
No.
GRADES CHECKED
R. M.'s PROPER
STRUCTURE NOTATIONS CHECKED
BY
DATE

850
840
830
820
810

GRADE
-3.1550 %
OLD GROUND
CUT/FILL TRANSITION
STA. 153+50 RT.
END E.B. CLIMBING
LANE TAPER.
PVC
156+00
STA. 158+00
EL. 810.02
VC = 400'
K = 182
-3.1550 %
-0.9610 %
PVT
160+00
-0.9610 %

800
790
780
770

150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166

SCALE FEET
H 0 25 50 100
V 0 5 10 20

U.S. RTE. 2 - MARSHFIELD
FEGC-F028-3(28)
SHT. 30 of SHTS.

PLATE 1 PLAN-PROFILE C. P. & B. & E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

TREATED TIMBER CURB
REV. STA. 166+00 – 167+00 RT.

EROSION MATTING

LT.	RT.
	℄ STA. 181+20 – 181+50

SCARIFYING PAVEMENT
REV. STA. 170 + 25 – ℄ STA. 176+75

CONSTRUCT DRIVE

LT.	RT.
REV. STA. 168+84 (14' WIDE, GRAV.)	REV. STA. 173+00 (20' WIDE, GRAV.)
REV. STA. 172+59 (14' WIDE, GRAV.)	℄ STA. 179+50 (20' WIDE, GRAV.)
℄ STA. 179+66 (14' WIDE, GRAV.)	℄ STA. 181+00 (14' WIDE, GRAV.)

STEEL BEAM GUARD RAIL (W/ STEEL POSTS)

LT.	RT.
REV. STA. 169+75 – 172+25	REV. STA. 166+17 – 172+60
	REV. STA. 173+38 – ℄ STA. 177+25

BREAKAWAY CABLE TERMINAL

LT.	RT.
REV. STA. 169+50 – 169+75	REV. STA. 166+00 – 166+17
REV. STA. 172+25 – 172+50	REV. STA. 172+60 – 172+85
	REV. STA. 173+13 – 173+38
	℄ STA. 177+25 – 177+50

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

N

MAG. 1987

REV. STA. 166+00 – 168+09 LT.
6" x 209' UNDERDRAIN W/FB @
REV. STA. 168+09
SPECIAL DITCH

REV. STA. 167+82 – 168+26 LT.
STONE LINED DITCH, TYPE I, 6' WIDE

REV. STA. 168+09 – 168+24 LT. – RT.
6" x 72' UNDERDRAIN

REV. STA. 168+20
EXIST. 15" R.C.P. (REMOVE)

REV. STA. 168+30 – 170+66 LT.
8" x 248' UNDERDRAIN W/FB @
REV. STA. 168+30 & 170+36

REV. STA. 170+55 – 171+36 LT.
STONE LINED DITCH TYPE I, 6' WIDE
MATCH EXISTING BROOK @ 170+55

REV. STA. 170+55 – 171+85 LT.
SPECIAL DITCH

SURVEY
P.I. #9 171 + 34.31 =
171 + 25.92
Δ = 17°38'22" RT.

REV. STA. 171+42 – 171+85 LT.
STONE LINED DITCH TYPE I, 6' WIDE

△ REV. STA. 172+59 LT.
NEW 18" x 76' CSP .064"
W/E.S. @ INLET

REV. STA. 172+72 LT.
EXISTING 12" C.M.P. (REMOVE)

REV. STA. 173+03 – 176+55 LT.
STONE LINED DITCH TYPE I, 6' WIDE
MATCH EXISTING BROOK @ 176+55

REV. STA. 176+17 – ASKEWED 72°45° LT.
NEW 42" x 140' RCSP 109" OR CAAP .105"
W/E.S. @ INLET. PAD W/STN. FILL
TYPE II @ OUTLET. 5.5' W x 2'D EXTENDING 2'
BEYOND END OF CULVERT.

REV. STA. 173+03 – STA. 176+45 LT.
SPECIAL DITCH

REV. STA. 176+55 – ℄ STA. 177+00 LT.
6" x 66' CARRIER PIPE

℄ STA. 177+00 – 181+50 LT.
6" x 450' UNDERDRAIN W/FB @
℄ STA. 177+00 & 181+00

℄ STA. 178+57 – 179+07 LT.
STONE LINED DITCH
TYPE I, 6' WIDE

TBM #28
R.R. SPK. IN TRUNK 12" ELM
NGVD EL. 787.04

TBM #29
R.R. SPK. IN TRUNK 12" MPL.
NGVD EL. 819.02

△ ℄ STA. 179+66 LT.
NEW 15" x 54' CSP .064"
W/E.S. @ INLET.

℄ STA. 179+71 – 181+50 LT.
STONE LINED DITCH, TYPE I, 6' WIDE

℄ STA. 180+10 – 180+50 ± LT.
REMOVE EXISTING FOUNDATION UNDER ITEM 203.16, BACKFILL AND GRADE TO DRAIN (AOBE)

℄ STA. 180+92
NEW 6" x 40' PVC SLEEVE. REPLACE WATER LINE & CONNECT TO EXIST.

REV. N 54° 25' 31" E
EXISTING R.O.W.
FIELD DR.
PULLOFF
WOODS & BRUSH
WET
CONC. W.W. W/APRON
CONC. HD. WL.
STN. WL.
CELLAR FND.
WOVEN FNC.
SLEEVE
1/4" PLASTIC PIPE
LIGHT POLE
GR. DR.
SCAT. BRUSH
TREE LINE
FNC.
(3) HUBS
SURV. N 36° 47' 09" E
N 54° 25' 31" E
R=25' (TYP)
R=25' TYP.

REV. STA. 167+00 – 169+00.00
NEW 12" x 16' CSP .064" W/ 2-20° ELBOWS
TOP & BOTTOM. NEW PRCD W/C.I. GRATE @ INLET.
PAD W/STONE FILL. TYPE I @ OUTLET 2' W. 1'D
EXTENDING 4' BEYOND END OF CULVERT.

△ REV. STA. 168+20 – ASKEWED 83° 15' RT.
NEW 24" x 80' RCCSP .064" OR CAAP .060" OR
RCP CL. III W/ES @ INLET. PAD W/STN.
FILL. TYPE II @ OUTLET 6' W x 2'D. EXTENDING
12' BEYOND END OF CULVERT.

REV. STA. 171+34 – ASKEWED 65°19' LT.
NEW 48" x 108' RCCSP 109" OR CAAP .105"
W/ RCHW @ INLET & OUTLET. CAAP .105"
PAD W/ STONE FILL, TYPE II @ OUTLET 6' W x 2'D.
EXTENDING 27' BEYOND END OF CULVERT & 6' W x 2'D.
PAD, TYPE II, EXTENDING 12' BEYOND INLET.

REV. STA. 171+34
EXISTING 30" R.C.P. (REMOVE)

REV. P.T. #9 172+86.19

REV. STA. 175+71
EXISTING 24" R.C.P. (REMOVE)

REV. P.O.T. 176+46.79 (BK) =
SURV. P.T. #9 176+55.97 (AH)
EQ = 9.18'

℄ STA. 177+30 – 179+21 RT.
STONE LINED DITCH TYPE I, 4' WIDE

℄ STA. 177+25 – 181+50 RT.
6" x 448' UNDERDRAIN W/FB @
℄ STA. 177+50 & 180+00

℄ STA. 179+50 RT.
NEW 15" x 56' CSP .064"
W/E.S. @ OUTLET

℄ STA. 179+78 – 180+80 RT.
SPECIAL DITCH

℄ STA. 179+78 – 180+80 RT.
STONE LINED DITCH TYPE I, 4' WIDE

P.O.T. 180+86.16

℄ STA. 181±00 RT.
NEW 15" x 80' CSP .064"
W/E.S. @ OUTLET

SURV. P.C.C. 166+04.25

SURV. P.O.C. 169+00.00

℄ STA. 178+00 – 180+90 RT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

REV. CURVE DATA #9

Δ	= 48° 27' 19" RT.
D	= 2° 15' 00"
R	= 2546.48'
T	= 1145.91'
L	= 2153.57'
E	= 245.95'
BANK	= 0.042 FT./FT.

SURVEY CURVE DATA #9

Δ	= 17° 38' 22 " RT.
D	= 1° 40' 38"
R	= 3416.15'
T	= 530.05'
L	= 1051.71'
E	= 40.88'

SCALE IN FEET
50 0 100

△ 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 - MARSH[illegible]

PROJ. NO. FEGC F 028 - 3(28)

SHEET 8/ OF

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

TREATED TIMBER CURB
REV. STA. 166+00 – 167+00 RT.

EROSION MATTING

LT.	RT.
	℄ STA. 181+20 – 181+50

SCARIFYING PAVEMENT
REV. STA. 170 + 25 – ℄ STA. 176+75

CONSTRUCT DRIVE

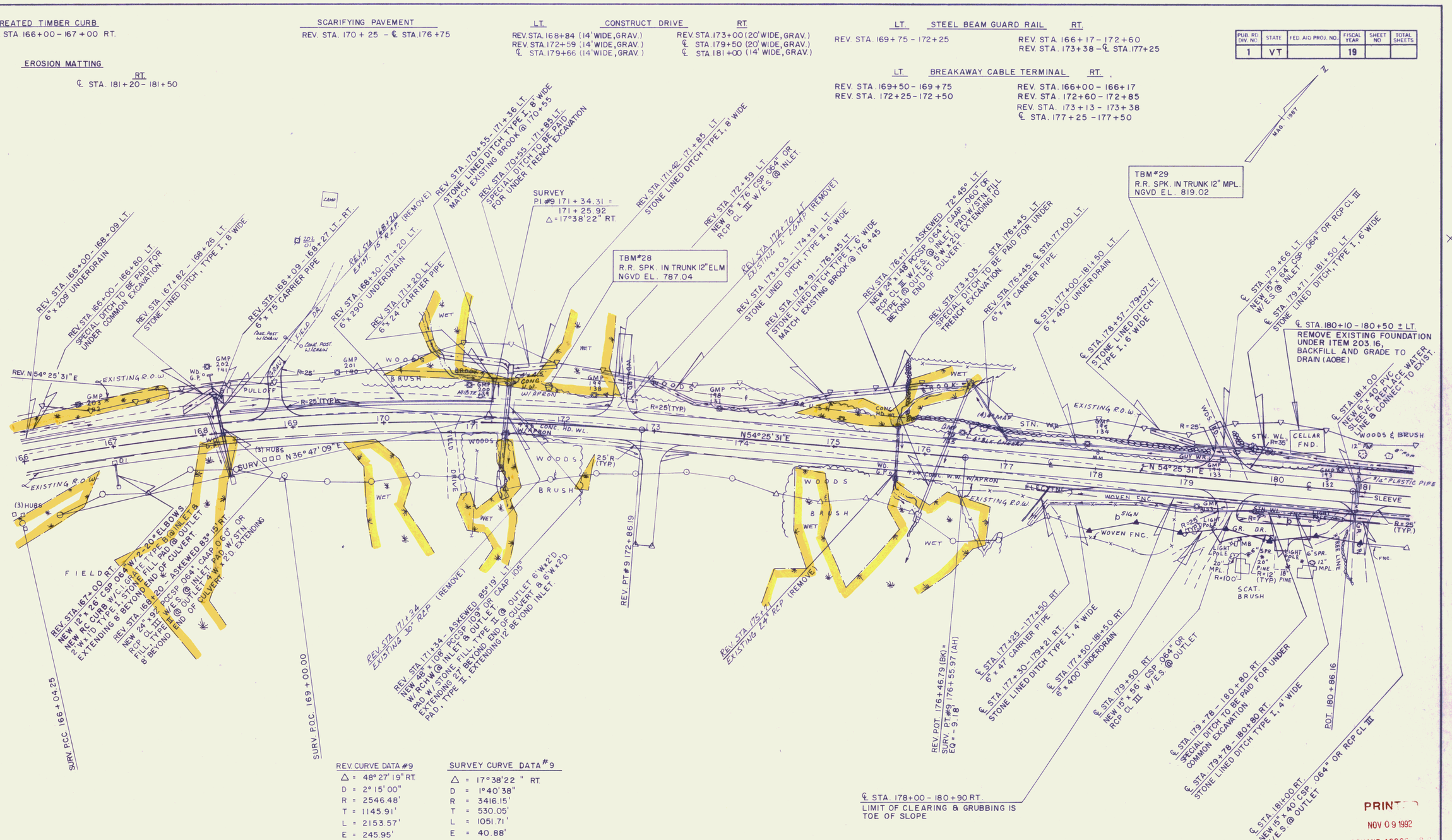
LT.	RT.
REV. STA. 168+84 (14' WIDE, GRAV.)	REV. STA. 173+00 (20' WIDE, GRAV.)
REV. STA. 172+59 (14' WIDE, GRAV.)	℄ STA. 179+50 (20' WIDE, GRAV.)
℄ STA. 179+66 (14' WIDE, GRAV.)	℄ STA. 181+00 (14' WIDE, GRAV.)

STEEL BEAM GUARD RAIL

LT.	RT.
REV. STA. 169+75 – 172+25	REV. STA. 166+17 – 172+60
	REV. STA. 173+38 – ℄ STA. 177+25

BREAKAWAY CABLE TERMINAL

LT.	RT.
REV. STA. 169+50 – 169+75	REV. STA. 166+00 – 166+17
REV. STA. 172+25 – 172+50	REV. STA. 172+60 – 172+85
	REV. STA. 173+13 – 173+38
	℄ STA. 177+25 – 177+50



REV. CURVE DATA #9

Δ	= 48°27'19" RT.
D	= 2°15'00"
R	= 2546.48'
T	= 1145.91'
L	= 2153.57'
E	= 245.95'

BANK = 0.042 FT./FT.

SURVEY CURVE DATA #9

Δ	= 17°38'22" RT.
D	= 1°40'38"
R	= 3416.15'
T	= 530.05'
L	= 1051.71'
E	= 40.88'

SCALE IN FEET
50 0 100

PRINTED
NOV 09 1992
BRYANT ASSOC., P.C.
SYRACUSE

SURVEYED BY	VT. SURVEY CONSULTANTS	DATE 3/87
DRAWN BY	BRYANT ASSOC.	DATE 6/87
TRACED BY		DATE

U.S. ROUTE 2 – MARSHFIELD

PROJ. NO. FEGC F 028 – 3(28)

SHEET 81 OF 352

PLAN
NOTE BOOK
No.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
BY
DATE

PROFILE
NOTE BOOK
No.
SURVEYED
PLOTTED
GRADES CHECKED
B. M.'s NOTED
STRUCTURE NOTATIONS CHECKED
BY
DATE

STA. 167+50
EL. 800.89
NO VC

GRADE

-0.9610 %

-0.5000 %

PVC
172+50

CUT/FILL TRANSITION

OLD GROUND

REV. STA. 171+32
NEW 48" x 116' PCCSP 0.109"
OR CAAP 0.105"
℄ INV. EL. 780.4'

STA. 175+50
EL. 796.89
VC = 600'
K = 124

-0.5000 %
+4.3519 %

REV. P.O.I. STA. 176+46.79 (BK)
SURV. PT. STA. 176+55.97 (AH)
EQ = -9.18'

PVT
178+59.18

PVC
178+75

STA. 180+50
EL. 818.25
VC = 350'
SSD = 403'

+4.3519 %
+1.4400 %

SCALE FEET
H 0 25 50 100
V 0 5 10 20

U.S. RTE. 2 - MARSHFIELD
FEGC-F028-3(28)
SHT. 82 of 84 SHTS.

800
790
780
770
830
820
810
800
790
780
770

166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181

PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

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

SHOULDER W/FULL DEPTH PAVEMENT

LT. ℄ STA. 184+75 – 185+75 (8' WIDE) RT.

EROSION MATTING

LT. REV. STA. 181+50 – 184+60; REV. STA. 191+00 – 192+77; REV. STA. 194+50 – 196+00 RT. REV. STA. 181+50 – 183+00

SCARIFYING PAVEMENT

℄ STA. 184+75 – REV. STA. 191+75; REV. STA. 196+25 – 197+00

CONSTRUCT DRIVE

LT. REV. STA. 185+20 (20' WIDE, GRAV.); REV. STA. 192+93 (14' WIDE, BIT.) RT. REV. STA. 195+93 (14' WIDE, GRAV.)

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

TBM #30
CHIS. IN TOP OF BLDR.
NGVD EL. 824.77

REV. CURVE DATA #10
- △ = 16° 17' 20" LT.
- D = 2° 15' 00"
- R = 2546.48'
- T = 364.43'
- L = 723.95'
- E = 25.95'
- BANK = 0.042 FT./FT.

SURVEY CURVE DATA #10
- △ = 17° 08' 19" LT.
- D = 2° 00' 00"
- R = 2864.79'
- T = 431.69'
- L = 856.93'
- E = 32.34'

SURVEY
P.I. #10 192+53.40 = 192+46.95
△ = 17° 08' 19" LT.

REVISED
P.I. #10 192+04.37 = 191+99.46
△ = 16° 17' 20" LT.

SCALE IN FEET
50 0 100

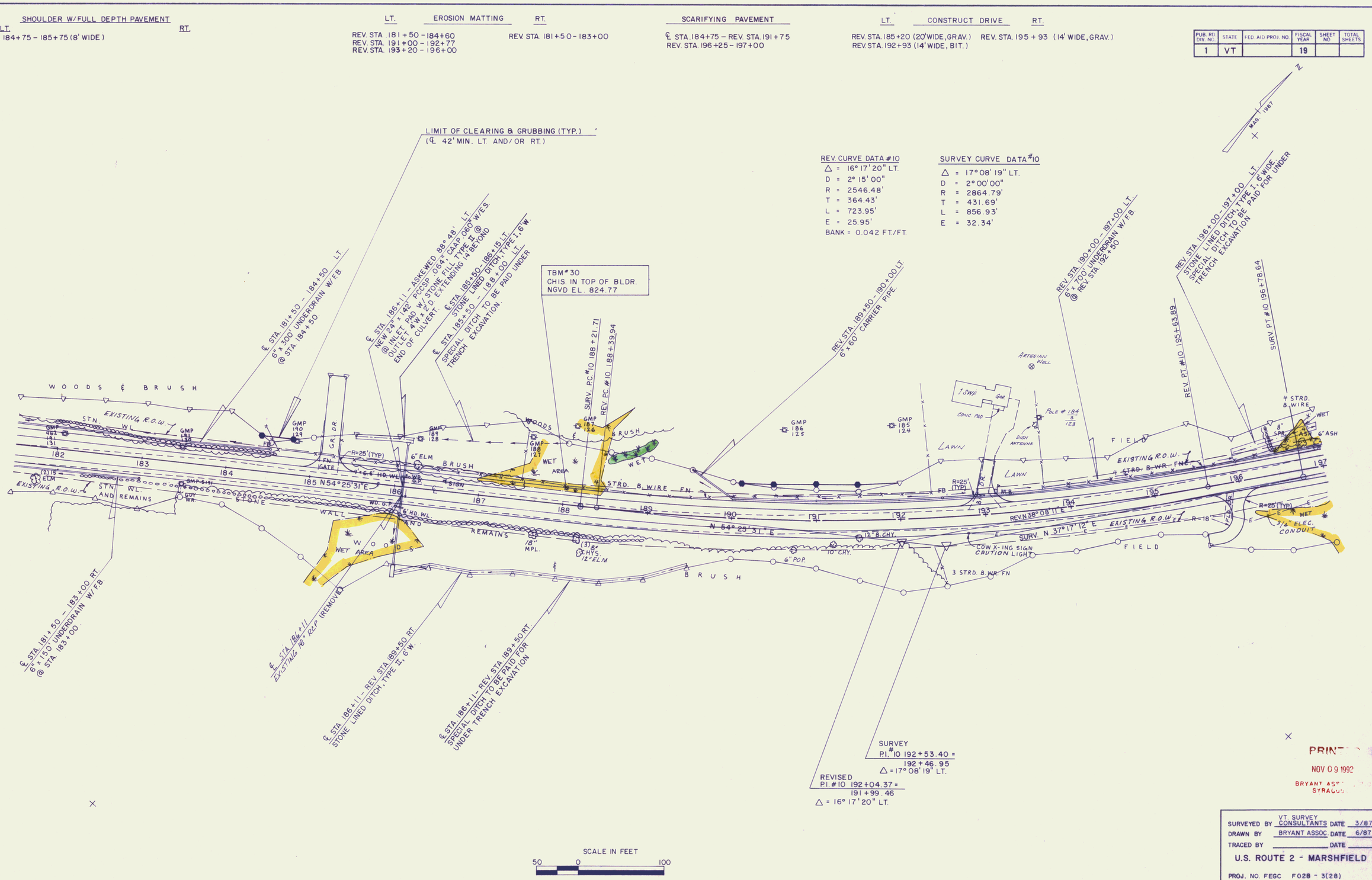
VT. SURVEY CONSULTANTS
SURVEYED BY ____ DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY ____ DATE ____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC .F028 - 3(28)

SHEET 83 OF

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



PRINT...
NOV 09 1992
BRYANT ASS... SYRACUS...

SURVEYED BY	VT. SURVEY CONSULTANTS	DATE	3/87
DRAWN BY	BRYANT ASSOC.	DATE	6/87
TRACED BY		DATE	

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)

SHEET 83 OF 352

PLAN

NOTE BOOK No.

SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED

BY

DATE

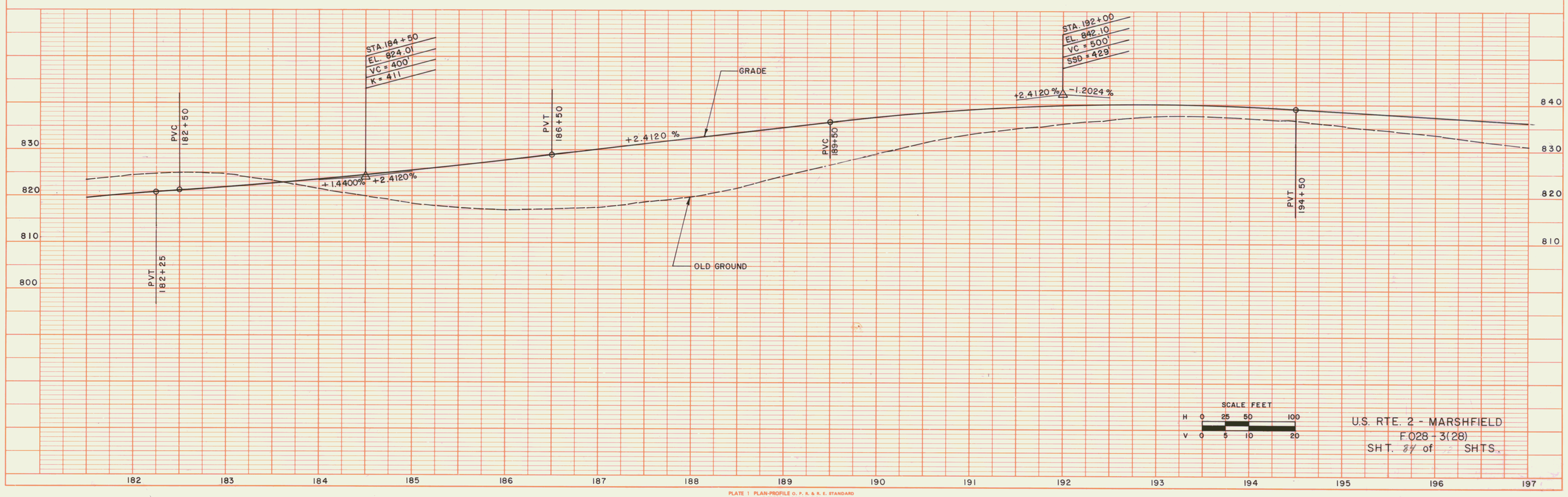
PROFILE

NOTE BOOK No.

SURVEYED
PLOTTED
GRADES CHECKED
B. M.'s NOTED
STRUCTURE NOTATIONS CHECKED

BY

DATE



U.S. RTE. 2 - MARSHFIELD
F028-3(28)
SHT. 84 of SHTS.

PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

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

REMOVAL & DISPOSAL OF GUARD RAIL
REV. STA. 204+00 – 205+69 RT.

SCARIFYING PAVEMENT
REV. STA. 197+00 – 200+75
REV. STA. 210+25 – 213+00

CONSTRUCT DRIVE

LT.	RT.
REV. STA. 198+78 (14' WIDE, BIT.)	REV. STA. 201+16 (14' WIDE, GRAV.)
REV. STA. 201+47 (20' WIDE, GRAV.)	REV. STA. 201+49 (14' WIDE, GRAV.)
REV. STA. 202+62 (40' WIDE, GRAV.)	REV. STA. 202+83 (20' WIDE, GRAV.)

BREAKAWAY CABLE TERMINAL

LT.	RT.
REV. STA. 203+25 – 203+50	REV. STA. 203+00 – 203+25
REV. STA. 206+75 – 207+00	REV. STA. 205+25 – 206+50

STEEL BEAM GUARD RAIL (W/ STEEL POSTS)

LT.	RT.
REV. STA. 203+50 – 206+75	REV. STA. 203+25 – 206+25

SHOULDER W/ FULL DEPTH PAVEMENT

LT.	RT.
REV. STA. 201+00 – 203+00 (8' WIDE)	

EROSION MATTING

LT.	RT.
REV. STA. 197+99 – 198+53	

SURVEY CURVE DATA #11
△ = 21°59'16" LT.
D = 3°00'00"
R = 1909.86'
T = 371.03'
L = 732.93'
E = 35.71'

REV. CURVE DATA #11
△ = 23°15'11" LT.
D = 4°00'00"
R = 1432.39'
T = 294.72'
L = 581.33'
E = 30.01'
BANK = 0.063 FT./FT.

MAG. 1987

TBM #31
CHIS. IN TOP OF BLDR.
NGVD EL. 829.76

TBM #32
CHIS. IN TOP OF BLDR.
NGVD EL. 815.80

REV. STA. 197+00 – 197+99 LT. SPECIAL DITCH
REV. STA. 197+00 – 197+37 LT. 6" x 44' UNDERDRAIN
REV. STA. 197+00 – 197+99 LT. STONE LINED DITCH, TYPE I, 6' WIDE
REV. STA. 197+55 – ASKEWED 89°13' RT. 18" x 32' PCCSP .064" CAAP .060" W.E.S. @ INLET, PAD W/ STONE FILL EXTENDED 6' BEYOND END OF CULVERT. 3' W x 2' D OUTLET
REV. STA. 199+30 – 200+50 LT. STONE LINED DITCH, TYPE I, 6' WIDE
REV. STA. 199+30 – 200+50 LT. SPECIAL DITCH
△ REV. STA. 200+42 – ASKEWED 81°00' RT. NEW 18" x 118' PCCSP .064" CAAP .060" OR RCP CL III NEW 4'x4' RCDI W/ TYPE A GRATE @ INLET, PAD W/ STONE FILL TYPE II @ OUTLET 3' W x 2' D. EXTENDED 6' BEYOND END OF CULVERT.
REV. STA. 199+30 – 200+65 LT. LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE
REV. STA. 200+62 LT. EXISTING 8" CGMP (REMOVE)
REV. STA. 200+50 – 204+50 LT. 6" 406 UNDERDRAIN W/ F.B. @ 200+50 & 204+25
REV. STA. 203+00 – 204+50 LT. 6" STONE LINED DITCH, TYPE II
REV. STA. 203+00 – 204+50 LT. SPECIAL DITCH
REV. STA. 204+07 – 204+75 LT. 6' /0' PATH
SURV. P.C. #11 203+69.64
REV. STA. 204+07 – 204+82 LT. BIT. PAVED GUTTER, 2' WIDE
REV. P.C. #11 204+64.33
REV. STA. 202+80 – 203+50 LT. LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE.
REV. STA. 204+50 – 204+82 LT. NEW 4'x4' RCDI W/ TYPE A GRATE @ INLET.
REV. STA. 204+82 – 205+33 LT. NEW 18" x 46' PCCSP .064" OR CAAP .060" W/ TYPE A GRATE @ INLET.
REV. STA. 205+00 – 205+31 LT. STONE LINED DITCH, TYPE I 4' WIDE
REV. STA. 205+00 – 205+31 LT. SPECIAL DITCH
△ REV. STA. 205+33 – ASKEWED 89°50' LT. NEW 18" x 130' RCP CL III. STONE FILL PAD TYPE A GRATE @ INLET. STONE FILL PAD TYPE I @ OUTLET 3' x 1'D. EXTENDING 4' BEYOND END OF CULVERT.
REV. STA. 205+50 – 211+00 LT. 6" x 553' UNDERDRAIN W/ F.B. @ 205+50, 209+00 & 210+55
REV. STA. 207+50 – 211+10 LT. STONE LINED DITCH, TYPE I 8' WIDE.
REV. STA. 210+04 – 210+54 LT. SPECIAL DITCH
REV. P.T. #11 210+45.69
SURV. P.T. #11 210+45.57
REV. STA. 211+31 – ASKEWED 61°17' RT. NEW 30" x 148' PCCSP .079, CAAP .075 W.E.S. @ INLET, PAD W/ STONE FILL TYPE II @ OUTLET 4' W x 2' D. EXTENDED 10' BEYOND END OF CULVERT.

REV. STA. 197+55 EXISTING 24" CGMP (REMOVE)
REV. STA. 200+42 EXISTING 18" RCP (REMOVE)
REV. STA. 200+99 – 202+99 RT. LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE.
REV. STA. 201+40 – 203+75 RT. 6" x 249' UNDERDRAIN W/ F.B. @ REV. STA. 201+40 & 203+50
△ REV. STA. 202+83 RT. NEW 15" x 56' CSP .064" W.E.S. @ INLET & OUTLET
REV. STA. 204+75 NEW 96" DIA. ELONGATED CGMPP CATTLE PASS. (SEE P.I. SHEETS BR-110)
REV. STA. 205+33 EXISTING 15" RCP (REMOVE)
REVISED P.I. #11 207+59.05 = 207+50.94 △ = 23° 15' 11" LT.
SURVEY P.I. #11 207+40.67 = 207+31.54 △ = 21° 59' 16" LT.
REV. STA. 211+31 EXISTING 24" CGMP (REMOVE)
REV. STA. 212+38 EXISTING 15" RCP (REMOVE)

SCALE IN FEET
50 0 100

△ INCLUDE CPEP SMOOTH LINED (SL) OPTION.

SURVEYED BY VT. SURVEY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F 028 - 3(28)
SHEET 85 OF

REMOVAL & DISPOSAL OF GUARD RAIL
REV. STA. 204+00 – 205+69 RT.

SCARIFYING PAVEMENT
REV. STA. 197+00 – 200+75
REV. STA. 210+25 – 213+00

LT.	BREAKAWAY CABLE TERMINAL	RT.
REV. STA. 203+25 – 203+50		REV. STA. 203+00 – 203+25
REV. STA. 206+75 – 207+00		REV. STA. 206+00 – 206+25

LT.	CONSTRUCT DRIVE	RT.
REV. STA. 198+78 (14' WIDE, BIT.)		REV. STA. 201+16 (14' WIDE, GRAV.)
REV. STA. 201+47 (20' WIDE, GRAV.)		REV. STA. 201+49 (14' WIDE, GRAV.)
REV. STA. 202+62 (40' WIDE, GRAV.)		REV. STA. 202+83 (20' WIDE, GRAV.)

LT.	STEEL BEAM GUARD RAIL	RT.
REV. STA. 203+50 – 206+75		REV. STA. 203+25 – 206+00

SHOULDER W/ FULL DEPTH PAVEMENT

LT.	RT.
REV. STA. 201+00 – 203+00 (8' WIDE)	

LT.	EROSION MATTING	RT.
REV. STA. 197+99 – 198+53		
REV. STA. 210+04 – 210+54		

SURVEY CURVE DATA #11
Δ = 21°59'16" LT.
D = 3°00'00"
R = 1909.86'
T = 371.03'
L = 732.93'
E = 35.71'

REV. CURVE DATA #11
Δ = 23°15'11" LT.
D = 4°00'00"
R = 1432.39'
T = 294.72'
L = 581.33'
E = 30.01'
BANK = 0.063 FT./FT.

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

MAG. 1987

REV. STA. 197+00 – 197+99 LT. SPECIAL DITCH TO BE PAID UNDER TRENCH EXCAVATION 6"x 56' CARRIER PIPE

REV. STA. 197+00 – 197+50 LT. STONE LINED DITCH, TYPE I, 6' WIDE

TBM #31
CHIS. IN TOP OF BLDR.
NGVD EL. 829.76

REV. STA. 197+55 – ASKEWED 83°13' RT. 18"x 132' PCCSP .064" CAAP .060" W/ S.E.S. @ INLET, 24Ø W/ STONE FILL TYPE II @ OUTLET, 2Ø W/ STONE FILL EXTENDED 7' BEYOND END OF CULVERT

REV. STA. 199+30 – 200+50 LT. STONE LINED DITCH, TYPE I, 6' WIDE

REV. STA. 199+30 – 200+50 LT. SPECIAL DITCH TO BE PAID UNDER TRENCH EXCAVATION

REV. STA. 200+42 – ASKEWED 81°00' RT. NEW 18"x 118' PCCSP .064" CAAP .060" OR RCP CL III W/ CI INLET, PAD W/ STONE FILL TYPE A @ OUTLET 3.5'x 2'D. EXTENDED 6' BEYOND END OF CULVERT.

REV. STA. 199+30 – 200+65 LT. LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

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

REV. STA. 200+62 LT. EXISTING 8" CLAMP (REMOVE)

REV. STA. 200+50 – 204+50 LT. 6"x 375' UNDERDRAIN W/ F.B.

REV. STA. 203+00 – 204+50 LT. STONE LINED DITCH, TYPE II

REV. STA. 203+00 – 204+50 LT. SPECIAL DITCH TO BE PAID UNDER TRENCH EXCAVATION

REV. STA. 204+07 – 204+75 LT. ℄ TO PATH

REV. STA. 202+80 – 203+50 LT. LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE.

SURV. PC #11 203+69.64

REV. STA. 204+07 – 204+82 LT. BIT. PAVED GUTTER, 2' WIDE

SURV. PC #11 204+64.33

REV. STA. 204+25 – 204+50 LT. 6"x 30' CARRIER PIPE

NEW 18"x 30' PCCSP 0.064" OR CAAP 0.060" NEW RCD W/ CI GRATE, TYPE A @ INLET.

REV. STA. 204+82 – 205+33 LT. NEW 18"x 46' PCCSP 0.064" OR CAAP 0.060" NEW RCD W/ CI GRATE, TYPE A @ INLET.

REV. STA. 205+00 – 205+31 LT. STONE LINED DITCH, TYPE I 4' WIDE

REV. STA. 205+00 – 205+31 LT. SPECIAL DITCH TO BE PAID UNDER TRENCH EXCAVATION.

REV. STA. 205+33 – ASKEWED 89°30' LT. NEW 18"x 130' PCCSP .064" OR CAAP 060" W/ S.E.S. GRATE, TYPE A @ INLET, STONE FILL PAD, TYPE OUTLET 35'x 2'D. EXTENDING 4' BEYOND END OF CULVERT.

REV. STA. 205+50 – 210+55 LT. 6"x 505' UNDERDRAIN W/ F.B @ 205+50

REV. STA. 207+50 – 209+00 LT. STONE LINED DITCH, TYPE I 6' WIDE

REV. STA. 210+04 – 210+54 LT. SPECIAL DITCH TO BE PAID UNDER TRENCH EXCAVATION.

SURV. P.T. #11 210+45.66

REV. STA. 210+55 – 211+00 LT. 6"x 49' CARRIER PIPE.

REV. P.T. #11 210+76.57

REV. STA. 211+31 – ASKEWED 61°17' RT. NEW 24"x 140' PCCSP .064" CAAP .060" OR RCP CL III W/ F.S. @ INLET, PAD W/ STONE FILL TYPE II @ OUTLET 4'W x 2'D. EXTENDED 8' BEYOND END OF CULVERT.

REV. STA. 191+45 EXISTING 24" CLAMP (REMOVE)

REV. STA. 200+42 EXISTING 18" RCP (REMOVE)

REV. STA. 200+99 – 202+99 RT. LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE.

REV. STA. 201+40 – 203+50 RT. 6"x 210' UNDERDRAIN W/ F.B @ REV. STA. 201+40

REV. STA. 202+83 RT. NEW 15"x 56' CSP .064" OR RCP CL III W/ F.S. @ INLET & OUTLET.

REV. STA. 203+50 – 203+75 RT. 6"x 42' CARRIER PIPE

REV. STA. 204+75 NEW 96" DIA. ELONGATED CSP CATTLE PASS. (SEE P.I. SHEETS BR-110)

REV. STA. 205+33 EXISTING 15" RCP (REMOVE)

TBM #32
CHIS. IN TOP OF BLDR.
NGVD EL. 815.80

SURVEY
P.I. #11 207+40.67 =
207+31.54
Δ = 21°59'16" LT.

REVISED
P.I. #11 207+59.05 =
207+50.94
Δ = 23°15'11" LT.

REV. STA. 211+31 EXISTING 24" CLAMP (REMOVE)

REV. STA. 212+98 EXISTING 15" RCP (REMOVE)

SURV. N 37°17'12" E

SURV. N 15°17'56" E

REV. N 38°08'11" E

REV. N 14°53'00" E

EXISTING R.O.W.

PRINTED
NOV 09 1992
BRYANT ASSOC., P.C.
SYRACUSE

SCALE IN FEET
50 0 100

VT. SURVEY CONSULTANTS
SURVEYED BY _____ DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F 028 - 3(28)
SHEET 85 OF 352

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
NOTE BOOK
No.
BY
DATE

PROFILE
SURVEYED
PLOTTED
PROFILE CHECKED
H. & V. NOTED
NOTE BOOK
No.
STRUCTURE NOTATIONS CHECKED
BY
DATE

840
830
820
810

GRADE
-1.2024 %
OLD GROUND
PVC
201+50
STA. 204 + 50
EL. 827.07
VC = 600'
SSD = 452'
-1.2024%
-5.0994 %
BR-110
CATTLE PASS
PVC
208+00
-5.0994%
PVT
207+50
STA. 212 +25
EL. 787.55
VC = 850'
K = 100
-5.0994%
+3.4000%

820
810
800
790
780

197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213

SCALE FEET
H 0 25 50 100
V 0 5 10 20

U.S. RTE. 2 - MARSHFIELD
FEGC-F028-3(28)
SHT. 86 of SHTS.

PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

SCARIFYING PAVEMENT
REV. STA. 213+00 – 215+75
REV. STA. 226+25 – 229+00

CONSTRUCT T. H. 38 APPROACH
REV. P.O.C. 218+94.32, 20' RT.

EROSION MATTING
LT: REV. STA. 218+00 – 220+00; REV. STA. 220+50 – 221+04; REV. STA. 223+70 – 224+53; REV. STA. 226+75 – 227+25
RT: REV. STA. 216+50–218+55

STEEL BEAM GUARD RAIL (W/ STEEL POSTS)
LT: REV. STA. 227+75–229+00
RT: REV. STA. 226+00–229+00

BREAKAWAY CABLE TERMINAL
LT: REV. STA. 227+50–227+75
RT: REV. STA. 225+75–226+00

CONSTRUCT DRIVE
LT: REV. STA. 213+15 (14' WIDE, GRAV.); REV. STA. 220+27 (20' WIDE, GRAV.); REV. STA. 222+37 (14' WIDE, GRAV.); REV. STA. 226+50 (20' WIDE, GRAV.)
RT: REV. STA. 224+90 (14' WIDE, BIT.); T.H. 38 P.O.T. 60+80 (20' WIDE, GRAV.)

SHOULDER W/FULL DEPTH PAVEMENT
RT: REV. STA. 218+00 – T.H. 38 STA. 60+54.97 (0'-8' WIDE); T.H. 38 STA. 60+54.97 – REV. STA. 220+00 (0'-8' WIDE)

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

MAG. 1987

TBM # 33
CHIS. IN N.W. COR. HD. WL.
NGVD EL. 783.18

TBM # 34
R.R. SPK. IN RT. 30" PINE
NGVD EL. 813.37

TBM # 35
CHIS. IN TOP OF BLDR.
NGVD EL. 785.72

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

REV. P.O.T. 218+94.34 = T.H. 38 P.O.T. 60+09.97
Δ = 90° 03' 34" RT.

SURV. P.O.C. 218+90.00
T.H. 38 P.O.T. 60+00.00
Δ = 87° 39' 14" RT

SURVEY
P.I. # 12 220+89.67 = 220+81.93
Δ = 18° 56' 14" RT.
REVISED
P.I. # 12 221+79.35 = 221+65.51
Δ = 22° 04' 00" RT.

REV. STA. 213+55–215+05 LT. STONE LINED DITCH TYPE II, 8' WIDE

REV. STA. 214+03 EXISTING 36" CMP. BOX CULVERT (REMOVE)

REV. STA. 215+25–220+52 LT. 6" x 542' UNDERDRAIN W/F&B @ REV. STA. 215+50 & 220+52

REV. STA. 220+53–223+35 LT. 6" x 295' UNDERDRAIN W/F&B @ REV. STA. 220+53 & 223+03

REV. STA. 221+04–222+12 LT. STONE LINED DITCH TYPE I, 6' WIDE

REV. STA. 221+50–222+12 LT. SPECIAL DITCH

REV. STA. 222+40 LT. EXISTING 18" CMP (REMOVE)

REV. STA. 222+37 LT. NEW 15" x 52' CSP @ W.E.S. @ OUTLET

REV. STA. 222+65–223+70 LT. STONE LINED DITCH TYPE I, 6' WIDE

REV. STA. 223+48 NEW 18" x 40' RCCSP @ W.E.S. @ INLET, 6' WIDE, ASKEWED 76° 07' RCP CL. III W.E.S. @ INLET, 079 CAAP OUTLET, 3' W x 1' D PAD W/ STONE FILL BEYOND END OF CULVERT.

REV. STA. 223+48 EXISTING 18" RCP (REMOVE)

REV. STA. 222+65–225+03 LT. SPECIAL DITCH

REV. STA. 225+00–227+87 LT. 6" x 300' UNDERDRAIN W/F&B @ REV. STA. 225+00 & 227+50

REV. STA. 225+00–227+50 LT. LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

REV. STA. 227+25–228+30 LT. STONE LINED DITCH TYPE II, 6' WIDE

REV. STA. 227+25–229+00 LT. SPECIAL DITCH

REV. STA. 213+40–216+50 RT. STONE LINED DITCH TYPE I, 6' WIDE

REV. STA. 214+25–ASKEWED 44° 30' LT. NEW 36" x 228' RCCSP .079" CAAP OR RCP CL. III W.E.S. @ INLET & OUTLET W/ TYPE II STONE FILL @ INLET & OUTLET, 4.5' W x 2' D EXTENDING 12' BEYOND END OF CULVERT

REV. STA. 213+40–215+55 RT. SPECIAL DITCH

REV. STA. 214+65–220+54 RT. 6" x 597' UNDERDRAIN W/F.B. @ REV. STA. 215+05, 218+00 & 220+54

REV. P.C. #12 216+20.76

SURV. P.C. #12 216+64.97

T.H. 38 STA. 61+05–61+40 RT. TRAPEZOIDAL DITCH, STONE LINED, TYPE I, 4' WIDE

T.H. 38 STA. 60+50–61+40 LT. TRAPEZOIDAL DITCH, STONE LINED, TYPE I, 4' WIDE

T.H. # 38 LA FERRIER RD.

REV. P.O.C. 218+94.32, 20' RT.
T.H. 38 P.O.T. 60+29.97
BEGIN APPROACH CONSTR.

T.H. 38 P.O.T. 60+54.97
END PAVEMENT.

T.H. 38 P.O.T. 60+75
END FULL WIDTH
BEGIN TAPER.

LIMIT OF CONSTRUCTION
T.H. 38 P.O.T. 61+52.50
MATCH EXIST. END TAPER

T.H. 38 POT 61+65.58

REV. STA. 216+00 RT. – T.H. 38 P.O.T. 61+52.50 RT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

REV. STA. 223+50 – 225+00 RT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE AND/OR 42' MIN.

SURV. PT. #12 225+06.63

REV. STA. 226+50 LT. EXISTING 15" CSMP (REMOVE)

REV. STA. 228+25 NEW 36" x 132' RCCSP .079" CAAP 105 OR RCP CL. III W.E.S. @ INLET, PAD W/ STONE FILL TYPE II @ OUTLET 4' W x 2' D EXTENDING 10' BEYOND END OF CULVERT. MATCH EXISTING WATER COURSE @ INLET & OUTLET

REV. PT. #12 227+24.10

REV. STA. 229+49 EXISTING 36" RCP (REMOVE)

REV. STA. 227+25–229+00 RT. STONE LINED DITCH TYPE I, 6' WIDE (MATCH EXISTING STA. 227+25 ±) WATER COURSE @ REV. STA. 227+25–229+00 RT. SPECIAL DITCH

SURVEY CURVE DATA #12
Δ = 18°56'14" RT.
D = 2°15'00"
R = 2546.48'
T = 424.70'
L = 841.66'
E = 35.17'

REV. CURVE DATA #12
Δ = 22°04'00" RT.
D = 2°00'00"
R = 2864.79'
T = 558.59'
L = 1103.34'
E = 53.95'
BANK = 0.038 FT./FT.

SCALE IN FEET
50 0 100

+ ⚠ INCLUDE CPEP SMOOTH LINED (SL) OPTION.

VT. SURVEY CONSULTANTS
SURVEYED BY _____ DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)

SHEET 87 OF

SCARIFYING PAVEMENT
REV. STA. 213+00 – 215+75
REV. STA. 226+25 – 229+00

CONSTRUCT T.H. 38 APPROACH
REV. P.O.C. 218+94.32, 20' RT.

LT	EROSION MATTING	RT.
REV. STA. 218+00 – 220+00 REV. STA. 220+50 – 221+04 REV. STA. 223+70 – 224+53 REV. STA. 226+75 – 227+25		REV. STA. 216+50 – 218+55

LT.	STEEL BEAM GUARD RAIL	RT.
REV. STA. 227+75 – 229+00		REV. STA. 226+00 – 229+00

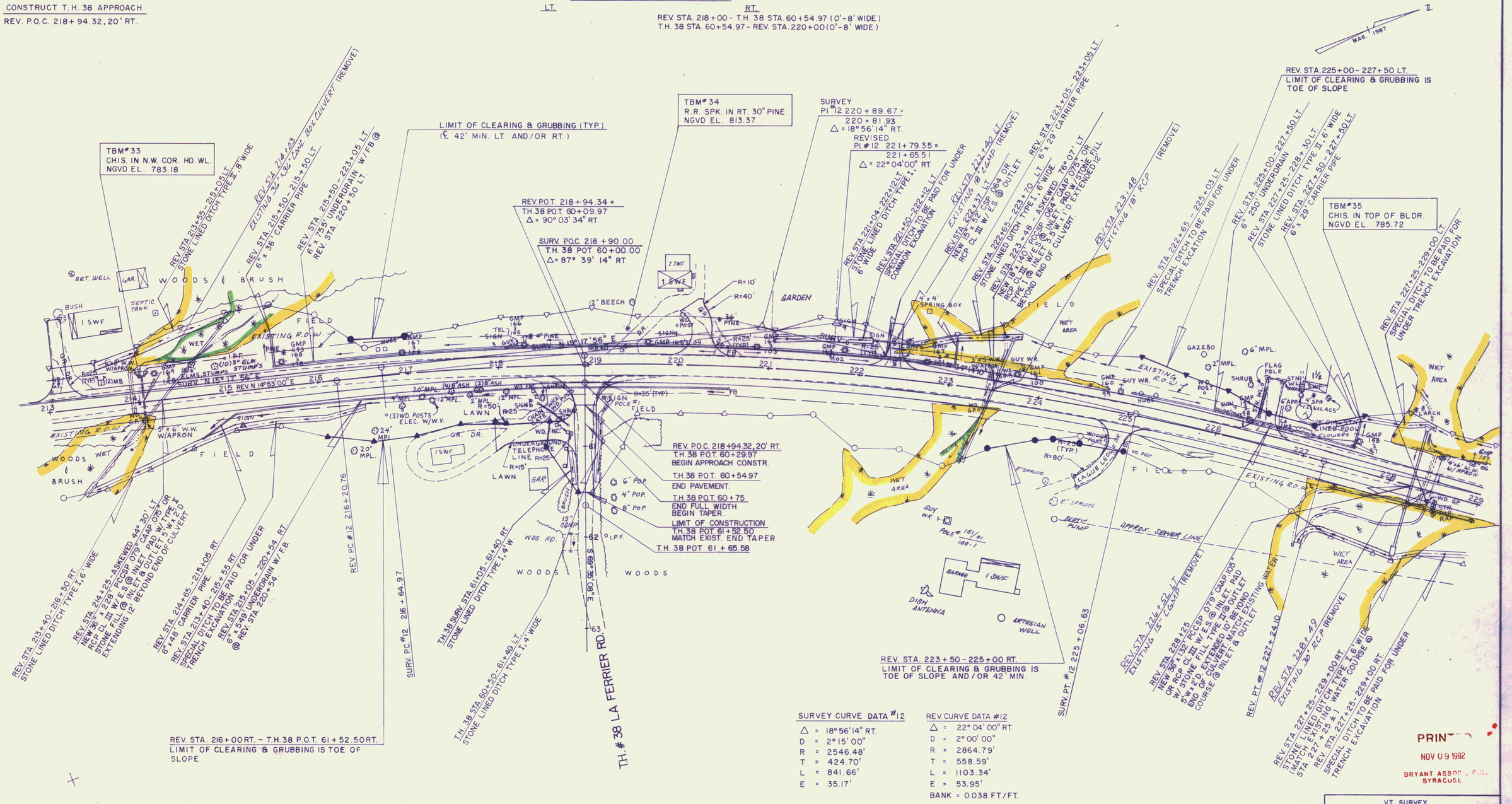
LT.	BREAKAWAY CABLE TERMINAL	RT.
REV. STA. 227+50 – 227+75		REV. STA. 225+75 – 226+00

LT.	CONSTRUCT DRIVE	RT.
REV. STA. 213+15 (14' WIDE, GRAV.) REV. STA. 220+27 (20' WIDE, GRAV.) REV. STA. 222+37 (14' WIDE, GRAV.) REV. STA. 226+50 (20' WIDE, GRAV.)		REV. STA. 224+90 (14' WIDE, LAGUE LEDGE) T.H. 38 P.O.T. 60+80 (20' WIDE, GRAV.)

SHOULDER W/FULL DEPTH PAVEMENT

LT.	RT.
	REV. STA. 218+00 – T.H. 38 STA. 60+54.97 (0'-8' WIDE) T.H. 38 STA. 60+54.97 – REV. STA. 220+00 (0'-8' WIDE)

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



SURVEY CURVE DATA #12
Δ = 18°56'14" RT.
D = 2°15'00"
R = 2546.48'
T = 424.70'
L = 841.66'
E = 35.17'

REV. CURVE DATA #12
Δ = 22°04'00" RT.
D = 2°00'00"
R = 2864.79'
T = 558.59'
L = 1103.34'
E = 53.95'
BANK = 0.038 FT./FT.

PRINTED
NOV 09 1992
BRYANT ASSOC., P.C.
SYRACUSE

SURVEYED BY VT. SURVEY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)

SHEET 87 OF 352

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED — BY — DATE — NOTE BOOK — No.

PROFILE — SURVEYED, PLOTTED, PROFILE CHECKED, R. W. Y. NOTED, STRUCTURE NOTATIONS CHECKED — BY — DATE — NOTE BOOK — No.

REV. P.O.C. 218 + 94.34 =
T.H. 38 P.O.T. 60 + 09.97
EL. 807.86

STA. 61 + 05
EL. 804.79
VC = 90'
SSD = 137'

LIMIT OF CONSTRUCTION
T.H. 38 P.O.T. 61+52.50
MATCH EXIST.
EL. 800.02

E.S. T.H. 38 P.O.T.
60+29.97
EL. 806.90

GRADE

-2.8122 %

-10.0421 %

-10.6 % (EXIST.)

OLD GROUND

PVC 60+60

PVT 61+50

T.H. 38 LA FERRIER RD.

REV. P.O.C. 218 +94.34 =
T.H. 38 P.O.T. 60+09.97

STA. 220+10
EL. 814.24
VC = 720'
SSD = 402'

+3.4000 %

-2.5089 %

GRADE

OLD GROUND

PVC 225+50

PVT 223+70

-2.5089 %

STA. 228+00
EL. 794.42
VC = 500'
K = 113

-2.5089 %

+1.9300 %

+3.4000 %

PVRC 216+50

810
800
790
780

60 61 62

213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229

SCALE FEET
H 0 25 50 100
V 0 5 10 20

U.S. RTE. 2 - MARSHFIELD
FEGC - F028 - 3(28)
SHT. 80 of SHTS.

PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

12

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

SCARIFYING PAVEMENT
REV. STA. 229+00 – 229+75
REV. STA. 237+25 – 239+25

STEEL BEAM GUARD RAIL WITH STEEL POSTS
LT. REV. STA. 229+00 – 231+00 RT. REV. STA. 229+00 – 229+75

BREAKAWAY CABLE TERMINAL
LT. REV. STA. 231+00 – 231+25 RT. REV. STA. 229+75 – 230+00

CONSTRUCT DRIVE
LT. REV. STA. 232+20 (20' WIDE, BIT.) REV. STA. 240+54 (20' WIDE, GRAV.)
RT. REV. STA. 232+20 (20' WIDE, GRAV.)
REV. STA. 237+63 (14' WIDE, GRAV.)
REV. STA. 240+22 (24' WIDE, GRAV.)
REV. STA. 241+27 (20' WIDE, GRAV.)

EROSION MATTING
LT. REV. STA. 233+53 – 234+53
REV. STA. 235+54 – 236+56
REV. STA. 242+59 – 244+00
RT. REV. STA. 230+53 – 231+90

SHOULDER W/ FULL DEPTH PAVEMENT
LT.
RT. REV. STA. 237+00 – 241+50 (8' WIDE)

MAG. 1987

REV. CURVE DATA #13
△ = 40° 29' 52" LT.
D = 3° 00' 00"
R = 1909.86'
T = 704.54'
L = 1349.93'
E = 125.81'
BANK = 0.053 FT./FT.

SURVEY CURVE DATA #13
△ = 37° 47' 02 LT.
D = 3° 30' 00"
R = 1637.02'
T = 560.22'
L = 1079.54'
E = 93.21'

TBM #37
R.R. SPK IN UTILITY POLE
NGVD EL. 789.24

REV. STA. 231+00 – 234+00 LT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

REV. STA. 229+00 – 229+53 LT.
6" x 57' CARRIER PIPE

REV. STA. 229+53 – 232+53 LT.
6" x 300' UNDERDRAIN W/ F.B. @ REV. STA. 229+53 & 232+53

REV. PC #13 233+11.18

REV. STA. 232+90
NEW 6" x 40' PVC SLEEVE, REPLACE WATER LINE & CONNECT TO EXIST.

REV. STA. 232+54 – 238+39 LT.
6" x 598' UNDERDRAIN W/ F.B. @ REV. STA. 232+54, 235+04 & 238+07

SURV. PC #13 235+34.72

REV. STA. 233+53 – 236+56 LT.
SPECIAL DITCH

REV. STA. 236+56 – 237+06 LT.
STONE LINED DITCH, TYPE I, 10' WIDE.

REV. STA. 238+71 – ASKEWED 84° 15' LT.
NEW 36" x 28' RCCSP 0.079" OR CAPP 0.079" W/ STONE FILL TYPE I, W.E.S. @ INLET, PAD EXTENDED 12' BEYOND END OF CULVERT

REV. STA. 237+06 – 239+08 LT.
STONE LINED DITCH TYPE II, 10' WIDE

REV. STA. 238+71
EXISTING 24" ALLOAP (REMOVE)

REV. STA. 236+56 – 241+09 LT.
SPECIAL DITCH

REV. STA. 240+54 LT.
NEW 18" x 48' CSP 0.064 W/ E.S. @ INLET

REV. STA. 239+08 – 243+58 LT.
6" x 450' UNDERDRAIN W/ F.B. @ REV. STA. 239+08, 241+59 & 243+58

REV. STA. 243+74 – 244+00 LT.
6" x 30' UNDERDRAIN W/ F.B. @ REV. STA. 244+00

REV. STA. 229+00 – 230+53 RT.
STONE LINED DITCH, TYPE I, 6' W.

REV. STA. 229+00 – 230+53 RT.
SPECIAL DITCH

REV. STA. 229+30 – 234+25 RT.
6" x 504' UNDERDRAIN W/ F.B. @ REV. STA. 229+53 & 234+25

SURV. POT 232 + 96.01

REV. STA. 230+50 – 232+00 RT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

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

REV. STA. 238+60 – 239+08 RT.-LT.
6" x 121' UNDERDRAIN

REV. STA. 239+08 – 243+58 RT.
6" x 450' UNDERDRAIN W/ F.B. @ REV. STA. 239+08, 241+59 & 243+58

REV. STA. 241+59 RT.- LT.
6" x 44' UNDERDRAIN

REVISED
P.I. #13 240 + 15.72 =
239 + 56.57
△ = 40° 29' 52" LT.

SURVEY
P.I. #13 240 + 94.94 =
240 + 54.04
△ = 37° 47' 02" LT

REV. STA. 241+00 – 242+00 RT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

REV. STA. 243+76
EXISTING 24" CSP (REMOVE)

REV. STA. 243+08 – 243+77 RT.
STONE LINED DITCH, TYPE I, 6' W.

△ REV. STA. 243+76 – ASKEWED 86° 30' RT.
NEW 18" x 100' PCCSP 0.075" OR CAAP 0.075" W/ 2 TYPE B GRATES @ RCP C.L. III, NEW 4" x 6" RODI W/ 2 TYPE I @ OUTLET
INLET PAD W/ STONE FILL TYPE I, 5' W x 1' D EXTENDED 27' BEYOND END OF CULVERT

REV. STA. 243+75 – 244+00 RT.
6" x 48' UNDERDRAIN W/ F.B. @ REV. STA. 244+00

REV. STA. 244+00 RT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

SCALE IN FEET
50 0 100

△ INCLUDE CPEP SMOOTH LINED (SL) OPTION

SURVEYED BY VT. SURVEY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)
SHEET 89 OF

SCARIFYING PAVEMENT
REV. STA. 229+00 – 229+75
REV. STA. 237+25 – 239+25

LT. STEEL BEAM GUARD RAIL RT.
REV. STA. 229+00 – 231+00 REV. STA. 229+00 – 229+75

LT. BREAKAWAY CABLE TERMINAL RT.
REV. STA. 231+00 – 231+25 REV. STA. 229+75 – 230+00

LT. CONSTRUCT DRIVE RT.
REV. STA. 232+20 (20' WIDE, GRAV.) REV. STA. 232+20 (20' WIDE, GRAV.)
REV. STA. 240+54 (14' WIDE, GRAV.)
REV. STA. 237+63 (14' WIDE, GRAV.)
REV. STA. 240+22 (24' WIDE, GRAV.)
REV. STA. 241+27 (20' WIDE, GRAV.)

LT. EROSION MATTING RT.
REV. STA. 231+00 – 231+90 REV. STA. 230+53 – 231+90
REV. STA. 232+50 – 235+54
REV. STA. 239+08 – 240+09
REV. STA. 242+59 – 244+00

SHOULDER W/ FULL DEPTH PAVEMENT
LT. RT.
REV. STA. 237+00 – 241+50 (8' WIDE)

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

MAG. 1987

REV. CURVE DATA #13
△ = 40° 29' 52" LT.
D = 3° 00' 00"
R = 1909.86'
T = 704.54'
L = 1349.93'
E = 125.81'
BANK = 0.053 FT./FT.

SURVEY CURVE DATA #13
△ = 37° 47' 02 LT.
D = 3° 30' 00"
R = 1637.02'
T = 560.22'
L = 1079.54'
E = 93.21'

TBM #37
R.R. SPK IN UTILITY POLE
NGVD EL. 789.24

REV. STA. 231+00 – 234+00 LT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

REV. STA. 229+00 – 229+50 LT.
6" x 52' CARRIER PIPE.

REV. PC #13 233 + 11.18

REV. STA. 232+90
NEW 6' x 40' PVC SLEEVE, REPLACE WATER LINE & CONNECT TO EXIST.

REV. STA. 229+50 – 238+07 LT.
UNDERDRAIN W/ F.B.
@ REV. STA. 232+53 & 236+25

SURV. PC #13 235 + 34.72

REV. STA. 233+53 – 236+56 LT.
SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION

REV. STA. 235+54 – 239+08 LT.
STONE LINED DITCH, TYPE I, 10' WIDE.

REV. STA. 238+07 – 238+07 LT.
6" x 20' CARRIER PIPE.

REV. STA. 238+71 – ASKEWED 84° 15' LT.
NEW 36" x 132' PCCSP 0.079" CAAP 0.075" OR RCP CL III W/ F.E.S. @ INLET, PAD W/ STONE FILL TYPE II 5' W x 2.0' EXTENDED 12' BEYOND END OF CULVERT

REV. STA. 238+71
EXISTING 24" ALCMP (REMOVE)

REV. STA. 236+56 – 241+09 LT.
SPECIAL DITCH TO BE PAID FOR UNDER TRENCH EXCAVATION

REV. STA. 240+54 LT.
NEW 6' x 4' CSP 0.064 AT INLET.
OR RCP CL III W/ F.E.S.

REV. STA. 239+08 – 243+58 LT.
6' x 450' UNDERDRAIN W/ F.B. @
REV. STA. 243+58

REV. STA. 243+74 – 244+00 LT.
6" x 26' UNDERDRAIN

REV. STA. 243+58 – 244+00 RT.
STONE LINED DITCH, TYPE II, 8' W.

REV. STA. 243+75 – 244+00 RT.
6" x 46' CARRIER PIPE

REV. STA. 243+76
EXISTING 24" CMP (REMOVE)

REV. STA. 241+75 – 244+00 RT.
SPECIAL DITCH TO BE PAID FOR COMMON EXCAVATION

REV. STA. 243+76 – ASKEWED 86° 30' RT.
NEW 36" x 100' PCCSP 0.079" CAAP 0.075" OR RCP CL III W/ CUT GRATE TYPE I @ OUTLET, PAD W/ STONE FILL TYPE II 5' W x 1.0' EXTENDED 27' BEYOND END OF CULVERT

REV. STA. 229+28 – 229+53 RT.
6" x 32' CARRIER PIPE

REV. STA. 229+00 – 230+53 RT.
STONE LINED DITCH, TYPE I, 6' W.

REV. STA. 229+00 – 230+53 RT.
SPECIAL DITCH TO BE PAID FOR UNDER TRENCH EXCAVATION.

REV. STA. 229+53 – 234+25 RT.
6" x 472' UNDERDRAIN W/ F.B.
@ REV. STA. 234+25

REV. STA. 230+50 – 232+00 RT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

SURV. POT. 232 + 96.01

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

REV. STA. 238+60 – 239+08 RT. – LT.
6" x 121' CARRIER PIPE

REV. STA. 239+00 – 243+60 RT.
6" x 460' UNDERDRAIN

REV. STA. 241+58 RT. – LT.
6" x 44' CARRIER PIPE

REVISED
PI #13 240 + 15.72 =
239 + 56.57
△ = 40° 29' 52" LT.

SURVEY
PI #13 240 + 94.94 =
240 + 54.04
△ = 37° 47' 02" LT

BARN REMAINS (SAT. DISH
REV. STA. 241+00 – 242+00 RT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

SURV. N 34° 14' 10" E
SURV. N 34° 14' 10" E GUY POLE
REV. N 36° 57' 00" E
REV. N 36° 57' 00" E
SURV. N 34° 14' 10" E
REV. N 30° 32' 52" W

(2) 6" BOX ELDERS
CONC. WL.
EXISTING R.O.W.
1 SWF
2 SWF HO.
ASIGN
30" PINE
4" ELM
SURV. PC #13
SURV. PT. 232 + 96.01
SURV. PC #13
SURV. PT.
SURV. PC #13
SURV. PT.
SURV. PC #13
SURV. PT.

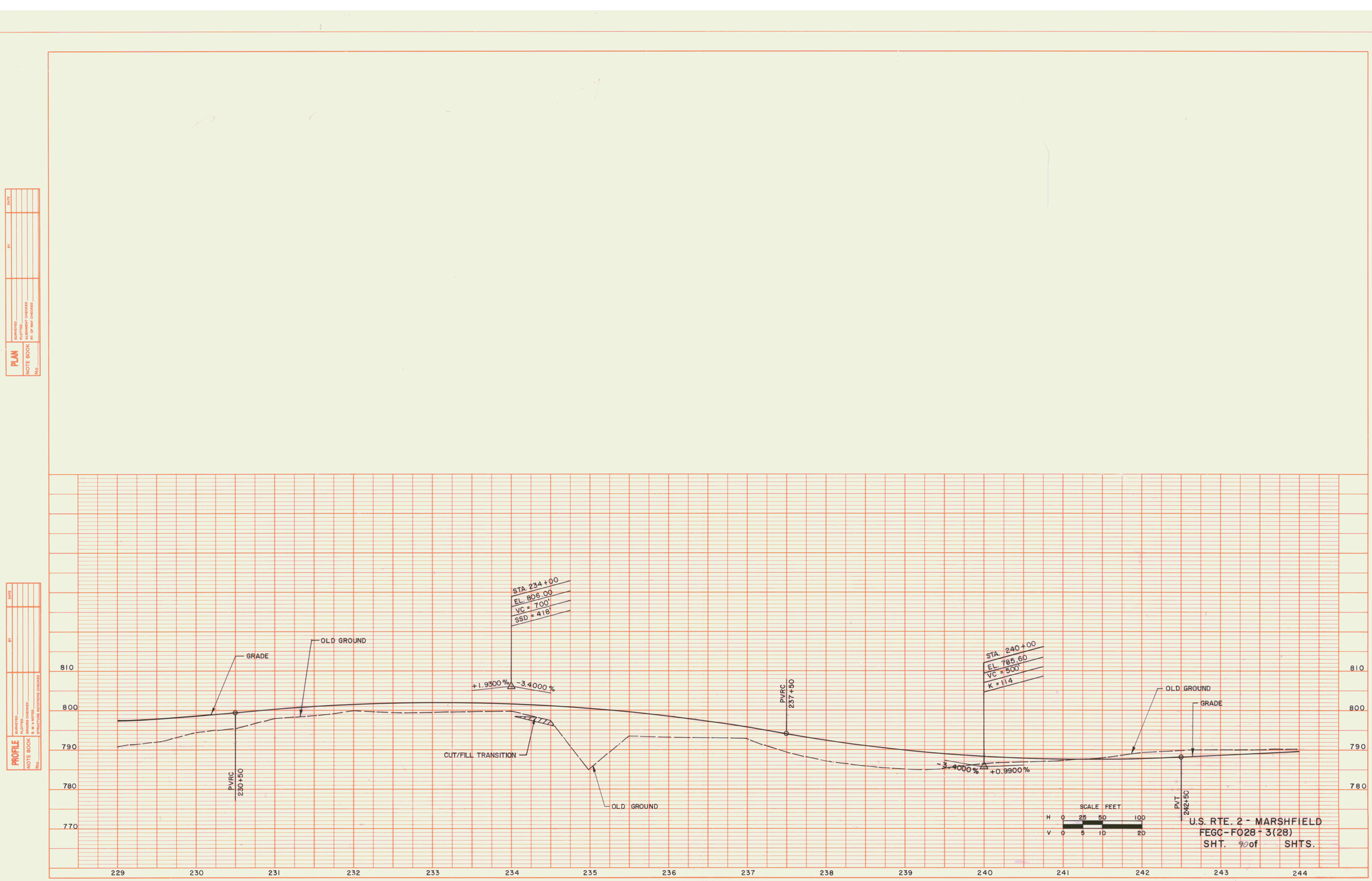


PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

SCARIFYING PAVEMENT
℄ STA. 249+75 - 257+25

CONSTRUCT T.H. 33 APPROACH
T.H. 33 ℄ P.O.T. 248+53.57, 20' LT.

BREAKAWAY CABLE TERMINAL
LT.
℄ STA. 249+40 - 249+65
REV. STA. 252+15 - 252+40
RT.
℄ STA. 248+25 - 248+50
℄ STA. 251+75 - REV. STA. 252+00
REV. STA. 252+37.5 - 252+62.5

STEEL BEAM GUARD RAIL (W/STEEL POSTS)
LT.
℄ STA. 249+65 - REV. STA. 252+15
RT.
℄ STA. 248+50 - 251+75
REV. STA. 252+62.5 - ℄ STA. 260+00

CONSTRUCT DRIVE
LT.
REV. STA. 252+50 (14' WIDE, GRAV.)
REV. STA. 255+80 (14' WIDE, GRAV.)
REV. STA. 257+55 (14' WIDE, GRAV.)
T.H. 33 ℄ P.O.T. 71+12 (14' WIDE, BIT.)
RT.
REV. STA. 244+91 (14' WIDE, GRAV.)
REV. STA. 252+20 (14' WIDE, GRAV.)
T.H. 33 ℄ P.O.T. 71+49 (35' WIDE, GRAV.)

REMOVAL & DISPOSAL OF GUARD RAIL
℄ STA. 250+01 - 251+06 LT.
℄ STA. 250+10 - 251+14 RT.
REV. STA. 255+28 - ℄ STA. 259+14 RT.

EROSION MATTING
LT.
REV. STA. 244+00 - ℄ STA. 248+00
REV. STA. 253+00 - 254+00
REV. STA. 258+54 - ℄ STA. 260+00
T.H. 33 ℄ P.O.T. 70+50 - 71+00
RT.

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

MAG. 1987

SURVEY CURVE DATA #13
Δ = 37°47'02" LT
D = 3°30'00"
R = 1637.02'
T = 560.22'
L = 1079.54'
E = 93.21'

REV. CURVE DATA #13
Δ = 40°29'52" LT.
D = 3°00'00"
R = 1909.86'
T = 704.54'
L = 1349.93'
E = 125.81'
BANK = 0.053 FT/FT

T.H. #33 BEAVER MEADOWS RD.

T.H. 33 ℄ STA. 71+07 LT.
EXISTING 12" CGMP (REMOVE)

T.H. 33 ℄ STA. 71+12 LT.
NEW 15"x44' CSP 0.064
W/E.S. @ INLET

T.H. 33 ℄ P.O.T. 72+36.28

LIMIT OF WORK
T.H. 33 ℄ P.O.T. 72+00.00
MATCH EXISTING
END TAPER

T.H. 33 ℄ P.O.T. 71+00.00
BEGIN TAPER

T.H. 33 ℄ P.O.T. 70+50.00
END PAVEMENT

CHANNEL POT 50+00.00

POT 251+00.00 =
CHANNEL POT 52+00.00
Δ = 74° 55' 30" RT

℄ STA. 250+57
EXISTING 8"x4' CMP CULVERT (REMOVE)
REV. STA. 252+50 LT.
NEW 15"x80' CSP 0.064 W/E.S. @ INLET
3.5' W. 1'D EXTENDING 6' BEYOND END OF CULVERT.

REV. STA. 253+25 - ASKEW 63°00' RT.
NEW 30"x132' RCP CL III W/E.S. @ INLET
PAD W/5 STONE FILL TYPE II @ OUTLET
6'W x 2'D EXTENDING 25' BEYOND END OF CULVERT.
INLET 9' W. PAD W/ STONE FILL TYPE I @ OUTLET
END OF CULVERT. EXTENDING 15' BEYOND WIDTH OF BROOK.

REV. STA. 252+85 - 253+00 LT.
STONE LINED DITCH TYPE I, 6' W.

REV. STA. 253+52
EXISTING 24" CMP (REMOVE)

REV. STA. 254+00 - 255+44 LT.
STONE LINED DITCH TYPE I, 6' WIDE

REV. STA. 252+85 - 255+43 LT.
SPECIAL DITCH

SURVEY
PI #14 255+36.78 =
255+27.48
Δ = 23°16'40" RT.
REVISED
PI #14 255+36.78 =
255+31.36
Δ = 23°16'40" RT.

REV. STA. 255+75 LT.
EXISTING 12" CMP (REMOVE)

REV. STA. 255+80 LT.
NEW 15"x64' CSP 0.064
W/E.S. @ INLET

REV. STA. 256+12 - 257+31 LT.
STONE LINED DITCH, TYPE I, 6' W.

REV. STA. 256+15 - 257+31 LT.
SPECIAL DITCH

REV. STA. 256+75 - 257+96 LT.
6'x 131' UNDERDRAIN W/FB @
REV. STA 256+75 & 257+80

REV. STA. 257+85
EXISTING 15" RCP & 24" CGMP (REMOVE)

REV. STA. 257+94 - 258+54 LT.
STONE LINED DITCH, TYPE I, 6' W.

REV. STA. 257+98 - ℄ STA. 260+00 LT.
6'x 212' UNDERDRAIN W/FB @
REV. STA. 258+20

REV. STA. 244+00 - ℄ STA. 250+00 LT.
6'x 600' UNDERDRAIN W/FB @
℄ STA. 247+00 & 250+00

REV. PT #13 246+14.26
SURV. PT #13 246+61.11 (BK)
EQ. = 46.85
SURV. PT #13 246+53.01 (AH)

REV. POT. 246+81.10
SURV. PT #13 246+46.25
EQ. = 34.85

CHURCH
1 SWF

3/4" PLASTIC WATER LINE

WET AREA

EXISTING R.O.W.
FIELD

REV. STA. 244+00 - 245+00 RT.
LIMIT OF CLEARING & GRUBBING IS
TOE OF SLOPE

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

1 SWF

BEGIN DETOUR "B"
STA. 120+00

℄ POT 248+53.57, 20' LT. =
T.H. 33 ℄ P.O.T. 70+20.02
BEGIN APPROACH CONSTRUCTION

REV. STA. 244+00 - ℄ STA. 247+50 RT.
6'x 350' UNDERDRAIN W/FB @
℄ STA. 247+50

℄ STA. 248+20 - 249+00 LT.
EXISTING 12" RCP (REMOVE)

℄ STA. 247+51 - 249+75 RT.
6'x 237' UNDERDRAIN W/FB @
℄ STA. 247+51 & 249+50

℄ STA. 249+73
EXISTING 15" ACCGMP (REMOVE)

℄ DETOUR 'B'

℄ POT. 248+54.38 =
T.H. 33 ℄ P.O.T. 70+00.00
Δ = 92° 20' 00" LT.

℄ STA. 250+68 - ASKEW 66° 00' RT.
NEW - 15'-6" x 9'-5" CGMPPA (0.109)
(SEE P.I. SHEETS BR-120)

TBM #38
CHIS IN S.E. COR. W.W.
NGVD EL. 785.34

SURV. PC #14 251+99.59

REV. PC #14 253+40.09

CHANNEL POT 54+00.00

CHANNEL PI 52+25.00
Δ = 35° 13' 30" LT.

END DETOUR "B"
STA. 127.18

REV. PT #14 257+28.05

REV. STA. 257+85 - ASKEW 76° 51' LT.
NEW 24"x 120' PCCSP 0.079 W/ OR CAP 0.075
PAD W/ 5" STONE FILL TYPE B @ OUTLET
4' W x 2'D EXTENDING 8' BEYOND END OF CULVERT.

REV. POT. 258+69.55 (BK) =
SURV. PT #14 258+64.67 (AH)
EQ. = +3.88

SURVEY CURVE DATA #14
Δ = 23°16'40" RT
D = 3°30'00"
R = 1637.02'
T = 337.19'
L = 665.08'
E = 34.37'

REV. CURVE DATA #14
Δ = 23°16'40" RT.
D = 6°00'00"
R = 954.93'
T = 196.69'
L = 387.96'
E = 20.05'
BANK = 0.077 FT/FT

TBM #39
R.R. SPK. IN TOP 36" STMP.
NGVD EL. 797.60

SCALE IN FEET
50 0 100

△ INCLUDE CPEP SMOOTH LINED (SL) OPTION.

SURVEYED BY VT. SURVEY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)

SHEET 9/ OF

SCARIFYING PAVEMENT
℄ STA. 249+75 - 257+25

CONSTRUCT T.H. 33 APPROACH
T.H. 33 ℄ P.O.T. 248+53.57, 20' LT.

REMOVAL & DISPOSAL OF GUARD RAIL
℄ STA. 250+01 – 251+06 LT.
℄ STA. 250+10 – 251+14 RT.
REV. STA. 255+28 – ℄ STA. 259+14 RT.

BREAKAWAY CABLE TERMINAL

LT.	RT.
℄ STA. 249+40 - 249+65	℄ STA. 248+25 - 248+50
REV. STA. 252+15 - 252+40	℄ STA. 251+15 - 251+40
	℄ STA. 251+75 - REV. STA. 252+00

STEEL BEAM GUARD RAIL

LT.	RT.
℄ STA. 249+65 - REV. STA. 252+15	℄ STA. 248+50 - 251+15
	REV. STA. 252+00 - ℄ STA. 260+00

EROSION MATTING

LT.	RT.
REV. STA. 244+00 - ℄ STA. 248+25	
REV. STA. 254+00 - 254+50	
REV. STA. 258+54 - ℄ STA. 260+00	
T.H. 33 ℄ P.O.T. 70+50 - 71+00	

CONSTRUCT DRIVE

LT.	RT.
REV. STA. 252+50 (14' WIDE, GRAV.)	REV. STA. 244+91 (14' WIDE, GRAV.)
REV. STA. 255+80 (14' WIDE, GRAV.)	℄ STA. 251+30 (14' WIDE, GRAV.)
REV. STA. 257+55 (14' WIDE, GRAV.)	T.H. 33 ℄ P.O.T. 71+49 (35' WIDE, GRAV.)
T.H. 33 ℄ P.O.T. 71+12 (14' WIDE, BIT.)	

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

MAG. 1987

SURVEY CURVE DATA #13
Δ = 37°47'02 LT
D = 3°30'00"
R = 1637.02'
T = 560.22'
L = 1079.54'
E = 93.21'

REV. CURVE DATA #13
Δ = 40°29'52" LT.
D = 3°00'00"
R = 1909.86'
T = 704.54'
L = 1349.93'
E = 125.81'
BANK = 0.053 FT/FT

T.H. #33 BEAVER MEADOWS RD.

T.H.33 ℄ P.O.T. 72+36.28

T.H. 33 ℄ STA. 71+07 LT.
EXISTING 12" CGMP (REMOVE)

T.H. 33 ℄ STA. 71+12 LT.
NEW 15"x 44' CSP 0.064 OR RCP CL III W/ E.S. @ INLET

LIMIT OF WORK
T.H. 33 ℄ P.O.T. 72+00.00
MATCH EXISTING
END TAPER

T.H. 33 ℄ P.O.T. 71+00.00
BEGIN TAPER

T.H. 33 ℄ P.O.T. 70+50.00
END PAVEMENT

CHANNEL POT 50+00.00

POT 251+00.00 =
CHANNEL POT 52+00.00
Δ = 74° 55' 30" RT

℄ STA. 260+57
EXISTING 8'x 4' BOX CULVERT (REMOVE)
NEW 15"x 80' CSP 0.064 OR RCP CL III W/ E.S. @ INLET

REV. STA. 253+25 - ASKEWED 63°00 RT.
NEW 30"x 140' PCCSP 0.079 OR RCP CL III W/ E.S. @ INLET
FILL TYPE I @ OUTLET, CAAP 0.075"
PAD W/ 5" CONCRETE FILL, TYPE I, 5'W x 10' L EXTENDING 22' BEYOND THE END OF CULVERT

REV. STA. 253+52
EXISTING 24" ALCGMP (REMOVE)

REV. STA. 254+50 - 255+44 LT.
STONE LINED DITCH TYPE II, 6' WIDE

REV. STA. 254+50 - 255+43 LT.
SPECIAL DITCH TO BE PAID FOR UNDER TRENCH EXCAVATION

SURVEY
PI #14 255+36.78 =
255+27.48
Δ = 23°16'40 RT.
REVISED
PI. #14 255+36.78 =
255+31.36
Δ = 23°16'40" RT.

REV. STA. 255+75 LT.
EXISTING 12" CMP (REMOVE)

REV. STA. 255+80 LT.
NEW 15"x 64' CSP 0.064 OR RCP CL III W/ E.S. @ INLET

REV. STA. 256+15 - 257+31 LT.
STONE LINED DITCH, TYPE I, 6' W.

REV. STA. 256+15 - 257+31 LT.
SPECIAL DITCH TO BE PAID FOR UNDER TRENCH EXCAVATION

REV. STA. 256+75 - 257+96 LT.
6'x 135' UNDERDRAIN

REV. STA. 257+85
EXISTING 15" RCP & 24" CGMP (REMOVE)

REV. STA. 258+02 - 258+25 LT.
6'x 35' CARRIER PIPE

REV. STA. 258+00 - 258+54 LT.
STONE LINED DITCH, TYPE I, 8' W.

REV. STA. 258+25 - ℄ STA. 260+00 LT.
6'x 180' UNDERDRAIN

REV. STA. 244+00 - ℄ STA. 250+00 LT.
6'x 600' UNDERDRAIN W/ F B @ 10' O.C.

SURV. PT #13 246+14.26

CHURCH
1 SWF

SURV. PT #13 246+61.11 (BK) =
246+53.01 (AH)

REV. PT #13 246+53.10
EQ. = +8.10

WET AREA

3/4" PLASTIC WATER LINE

EXISTING R.O.W.
FIELD

SURV. N 3° 32' 52" W

HUB EXISTING R.O.W.

F I E L D

S.W.
1 SWF

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

REV. STA. 244+00 - 245+00 RT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

BEGIN DETOUR "B"
STA. 10+00

℄ STA. 248+20 - 249+00 LT.
EXISTING 12" PCP (REMOVE)

℄ POT 248+53.57, 20' LT. =
T.H. 33 ℄ P.O.T. 70+20.02
BEGIN APPROACH CONSTRUCTION

℄ STA. 249+73
EXISTING 15" ALCGMP (REMOVE)

℄ STA. 244+00 - 249+50 RT.
6'x 550' UNDERDRAIN

℄ POT. 248+54.38 =
T.H. 33 ℄ P.O.T. 70+00.00
Δ = 92° 20' 00" LT.

℄ STA 250+68 - ASKEW 66° 00' RT.
NEW - 15'-6" x 9'-5" CGMPPA (0.109)
(SEE P.I. SHEETS BR-120)

℄ STA. 249+50 - 249+75 RT.
6'x 38' CARRIER PIPE

TBM #38
CHIS IN S.E. COR. W.W.
NGVD EL. 785.34

SURV. PC #14 251+99.59

CHANNEL PI 52+25.00
Δ = 35° 13' 30" LT.

REV. PC #14 253+40.09

END DETOUR "B"
STA. 17+18

CHANNEL POT 54+00.00

SURVEY CURVE DATA #14
Δ = 23°16'40" RT
D = 3°30'00"
R = 1637.02'
T = 337.19'
L = 665.08'
E = 34.37'

REV. CURVE DATA #14
Δ = 23°16'40" RT.
D = 6°00'00"
R = 954.93'
T = 196.69'
L = 387.96'
E = 20.05'
BANK = 0.077 FT/FT

REV. STA. 257+85 - ASKEWED 76°51' LT.
NEW 30"x 120' PCCSP 0.079 OR CAAP 0.075"
RCD W/ 1' CONCRETE FILL, TYPE I, 4'W x 20' L EXTENDING 10' BEYOND END OF CULVERT.

REV. PT #14 257+28.05

REV. POT. 258+69.55 (BK) =
SURV PT #14 258+64.67 (AH)

TBM #39
R.R. SPK. IN TOP 36" STMP.
NGVD EL. 797.60

SCALE IN FEET
50 0 100

PRINTED
NOV 09 1992
BRYANT ASSOC., P.C.
SYR.

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. FEGC F 028 - 3(28)
SHEET 91 OF 352

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
NOTE BOOK
RT. OF WAY CHECKED
No.
DATE
BY

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
NOTE BOOK
B. M.'s NOTED
STRUCTURE NOTATIONS CHECKED
No.
DATE
BY

℄ P.O.T. 248.54.38 =
T.H. 33 ℄ P.O.T. 70+00.00
EL. 793.32

STA. 70+65
EL. 791.50
VC = 90'
K = 18'

STA. 71+55
EL. 793.92
VC = 90'
SSD = 520'

LIMIT OF CONSTRUCT
T.H. 33 ℄ P.O.T. 72+00.00
MATCH EXIST.
EL. 794.50

PVCE S.TH. 33 ℄ P.O.T.
70+20.02, EL. 792.56

PVRC 71+10

PVT 72+00

OLD GROUND

+0.4%
(EXIST.)

-2.3566%

+2.6889%

+1.2889%

GRADE

T.H. 33 BEAVER MEADOWS ROAD

PVC 246+58.10 (BK)

SURV. STA. 246+53.01 (AH)

REV. STA. 246+61.11 (BK) =
EQ. = +8.10

STA. 249+00
EL. 794.59
VC = 500'
SSD = 591'

+0.9900%

-0.9600%

PVRC 251+50

STA. 254+00
EL. 789.79
VC = 500'
K = 184

-0.9600%

+1.7501%

PVT 256+50

GRADE

SURV. STA. 258+64.67 (AH)

REV. STA. 258+68.55 (BK) =
EQ. = +3.88

OLD GROUND

+1.7501%

BR-120
BEAVER MEADOW BROOK

SCALE FEET
H 0 25 50 100
V 0 5 10 20

U.S. RTE. 2 - MARSHFIELD
FEGC-F028-3(28)
SHT. 72 of SHTS.

PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

REMOVAL & DISPOSAL OF GUARD RAIL
REV. STA. 273+05 - 275+00, RT.

TREATED TIMBER CURB
REV. STA. 264+50 - 274+00, LT.

TYPE II STONE FOR SLOPE STABILIZATION

LT.	RT.
REV. STA. 267+25 - 267+75 REV. STA. 273+75 - 274+25	REV. STA. 269+50 - 271+50

CONSTRUCT DRIVE

LT.	RT.
℄ STA. 261+50 (14' WIDE)	REV. STA. 263+32 (14' WIDE) REV. STA. 265+35 (14' WIDE) REV. STA. 275+39 (14' WIDE)

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

SHOULDER W/ FULL DEPTH PAVEMENT
℄ STA. 260+75 - REV. STA. 262+25, LT. (8' WIDE)

EROSION MATTING

LT.	RT.
℄ STA. 260+00 - 261+13 REV. STA. 261+90 - 264+25 REV. STA. 274+25 - 275+03 REV. STA. 275+50 - 276+00	

STEEL BEAM GUARD RAIL WITH STEEL POSTS

LT.	RT.
REV. STA. 263+00 - 276+00	℄ STA. 260+00 - 260+75 REV. STA. 266+50 - 275+00

BREAKAWAY CABLE TERMINAL

LT.	RT.
REV. STA. 262+75 - 263+00	℄ STA. 260+75 - 261+00 REV. STA. 266+25 - 266+50 REV. STA. 275+00 - 275+25.5 LT.

SURVEY CURVE DATA #15
- △ = 15°26'32" LT.
- D = 3°30'00"
- R = 1637.02'
- T = 221.95'
- L = 441.21'
- E = 14.98'
- BANK = 0.058 FT/FT

REVISED CURVE DATA #15
- △ = 13°26'32" LT.
- D = 3°30'00"
- R = 1637.02'
- T = 192.92'
- L = 384.07'
- E = 11.33'
- BANK = 0.058 FT/FT

TBM # 40
CHIS. IN TOP OF BLDR.
NGVD EL. 803.30

MAG. 1987

SURV. P.I. # 16 276+03.61 =
275+85.96
△ = 22°52'22" RT.

℄ STA. 260+00 - 261+13 LT. SPECIAL DITCH

℄ STA. 260+00 - REV. STA. 262+50 LT. 6" x 230 UNDERDRAIN W/FB @ REV. STA. 262+50

SURV. P.C. #15 261+21.13

REV. PC. #15 261+50.16

△ ℄ STA. 261+50 LT. NEW 15" x 72" CSP 0.064" W/E.S. @ INLET

REV. STA. 261+90 - 264+25 LT. SPECIAL DITCH

△ REV. STA. 262+68 - ASKEWED 88°36' RT. NEW 18" x 116" PCCSP 0.064" OR CAAP 0.060" OR RCP CL III. CAMP RCDI W/TYPE B GRATE @ INLET. NEW 4'x4' W/STONE FILL TYPE I @ OUTLET PAD W 3' x 1'D EXT. ENDING 6' BEYOND END OF CULVERT.

REV. STA. 262+66 - 267+12 LT. 8" x 449' UNDERDRAIN W/FB @ REV. STA. 263+00 & 267+12

REV. P.T. #15 265+34.23

SURV. P.T. #15 265+62.34

REV. STA. 264+25 - 272+00 LT. V-DITCH, STONE LINED, TYPE I, WIDTH VARIES

REV. STA. 267+13 - 271+87 LT. 8" x 475' UNDERDRAIN W/FB @ REV. STA. 267+13 & 271+58

REV. STA. 272+00 - 274+75 LT. 8" x 275' UNDERDRAIN W/FB @ REV. STA. 272+00, 274+48 & 274+75

REV. STA. 272+00 - 273+00 LT. TRAPEZOIDAL DITCH, STONE LINED, TYPE I, WIDTH VARIES

REV. STA. 273+00 - 274+75 LT. V-DITCH, STONE LINED, TYPE I, WIDTH VARIES

REV. STA. 274+48 LT. - RT. 8" x 72" UNDERDRAIN

REV. STA. 274+25 - 275+03 LT. SPECIAL DITCH

REV. STA. 275+03 - 275+50 LT. STONE LINED DITCH, TYPE I, 4' WIDE

REV. STA. 275+20 - 276+00 LT. 8" x 80' UNDERDRAIN W/FB @ REV. STA. 275+20

REV. STA. 275+50 - 276+00 LT. SPECIAL DITCH

EXISTING R.O.W.

GRAV. LOADING ROAD

BOULDERS, WOODS & BRUSH

BOULDERS, BRUSH & WOODS

WOODS & BRUSH

BRUSH & BOULDERS

WET AREA

CHANNEL

WINOOSKI RIVER

CONC. BRIDGE DECK CLOSED

LOVELAND CEMETERY

5 HEAD STONES

3 STRD. B. WR. FNC.

(2) 30" ELMS DEAD

10" PINE

(2) 8" BIRCH

(2) GUY WRS.

(2) 16" MAPLE

12" MAPLE

USGS BM "MB 1928" - 50'R

2 SWF NO.

REV. N 6°17'16" E

SURV. N 4°17'16" E

N 19°43'48" E

REV. STA. 262+11 RT. EXISTING 12" CMP (REMOVE)

REV. STA. 262+68 RT. EXISTING 15" RCP (REMOVE)

REV. STA. 263+35 RT. EXISTING 15" CGMP (REMOVE)

△ REV. STA. 263+32 RT. NEW 15" x 64' CSP 0.064" W/ES @ OUTLET

REVISED P.I. #15 263+43.08 = 263+41.31 △ = 13°26'32" LT.

SURVEY P.I. 15 263+43.08 = 263+40.39 △ = 15°26'32" LT.

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

SURV. P.O.T. 266+54.57

REV. STA. 266+10 - 275+50 RT. LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE.

REV. STA. 267+80, RT. LOVELAND CEMETERY NOT TO BE DISTURBED UNDER ANY CIRCUMSTANCES.

REV. STA. 271+86 - ASKEWED 86°15' LT. NEW 18" x 108" PCCSP 0.064" OR CAAP 0.060" GRATED INLET PAD W/2 TYPE B CURB TYPE 'C' @ OUTLET 3'W x 2'D EXTENDING 10' BEYOND END OF CULVERT.

REV. STA. 271+86 EXISTING 15" RCP (REMOVE)

SURV. P.C. #16 269+41.28

REV. P.C. #16 271+16.59

REV. STA. 275+02 EXISTING 18" RCP (REMOVE)

REV. STA. 275+02 - ASKEWED 85°39' LT. NEW 24" x 154' PCCSP 0.064" OR CAAP 0.060" W/ES @ INLET PAD W STONE FILL TYPE I OUTLET 3'W x 2'D EXTENDING 10' BEYOND END OF CULVERT.

REV. STA. 275+20 LT. - RT. 8" x 124' UNDERDRAIN

SURV. P.O.C. 275+00.00

REV. STA. 275+20 - 276+00 RT. 8" x 80' UNDERDRAIN W/FB @ REV. STA. 275+20

SCALE IN FEET
50 0 100

REVISED CURVE DATA #16
- △ = 30°01'43" RT.
- D = 1°50'26"
- R = 3113.15'
- T = 835.00'
- L = 1631.59'
- E = 100.04'
- BANK = 0.038 FT/FT

SURVEY CURVE DATA #16
- △ = 22°52'22" RT.
- D = 1°45'00"
- R = 3274.04'
- T = 662.33'
- L = 1307.01'
- E = 66.32'

△ INCLUDE CPEP SMOOTH LINED (SL) OPTION.

VT. SURVEY CONSULTANTS
SURVEYED BY _____ DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)

SHEET 23 OF

REMOVAL & DISPOSAL OF GUARD RAIL
REV. STA. 273+05 - 275+00, RT.

TREATED TIMBER CURB
REV. STA. 264+50 - 274+00, LT.

SLOPE STABILIZATION - TYPE II

LT.	RT.
REV. STA. 267+25 - 267+75 REV. STA. 273+75 - 274+25	REV. STA. 269+50 - 271+50

CONSTRUCT DRIVE

LT.	RT.
℄ STA. 261+50 (14' WIDE)	REV. STA. 263+32 (14' WIDE) REV. STA. 265+35 (14' WIDE) REV. STA. 275+39 (14' WIDE)

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

SHOULDER W/ FULL DEPTH PAVEMENT
℄ STA. 260+75 - REV. STA. 262+25, LT. (8' WIDE)

EROSION MATTING

LT.	RT.
℄ STA. 260+00 - 261+13 REV. STA. 261+90 - 264+25 REV. STA. 274+25 - 275+03 REV. STA. 275+50 - 276+00	

STEEL BEAM GUARD RAIL

LT.	RT.
REV. STA. 263+00 - 276+00	℄ STA. 260+00 - 260+75 REV. STA. 266+50 - 275+00

BREAKAWAY CABLE TERMINAL

LT.	RT.
REV. STA. 262+75 - 263+00	℄ STA. 260+75 - 261+00 REV. STA. 266+25 - 266+50 REV. STA. 275+00 - 275+25

SURVEY CURVE DATA #15
- △ = 15°26'32" LT.
- D = 3°30'00"
- R = 1637.02'
- T = 221.95'
- L = 441.21'
- E = 14.98'
- BANK = 0.058 FT/FT

REVISED CURVE DATA #15
- △ = 13°26'32" LT.
- D = 3°30'00"
- R = 1637.02'
- T = 192.92'
- L = 384.07'
- E = 11.33'
- BANK = 0.058 FT/FT

TBM # 40
CHIS. IN TOP OF BLDR.
NGVD EL. 803.30

MAG. 1987

SURV. P.I. # 16 276+03.61 =
275+85.96
△ = 22°52'22" RT.

℄ STA. 260+00 - 261+13 LT. SPECIAL DITCH TO BE PAID UNDER COMMON EXCAVATION

℄ STA. 260+00 - REV. STA. 262+50 LT. 6' x 250' UNDERDRAIN W/FB @ REV. STA. 262+50

℄ STA. 261+50 LT. NEW 15" x 72' CSP 0.064" OR RCP CL. III W/FES @ INLET

REV. STA. 261+90 - 264+25 LT. SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION

REV. STA. 262+68 - ASKEWED 88° 36' RT. NEW 18" x 121' PCCSP 0.064" CAAP O.060" OR RCP CL. III W/C.I. GRATE W/STONE FILL TYPE B @ INLET PAD & NEW RCD. INLET PAD @ OUTLET 3.5' W x 1'D EXTENDING 6' BEYOND END OF CULVERT.

REV. STA. 262+70 - 271+87 LT. 6" x 921' UNDERDRAIN W/FB @ REV. STA. 267+12

REV. STA. 264+25 - 272+00 LT. V-DITCH, STONE LINED, TYPE I, WIDTH VARIES

REV. STA. 272+00 - 274+75 LT. 8" x 275' UNDERDRAIN

REV. STA. 272+00 - 273+00 LT. TRAPEZOIDAL DITCH STONE LINED, TYPE I, WIDTH VARIES

REV. STA. 273+00 - 274+25 LT. V-DITCH, STONE LINED, TYPE I, WIDTH VARIES

REV. STA. 274+48 LT. - RT. 8" x 72' CARRIER PIPE

REV. STA. 274+25 - 275+03 LT. SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION

REV. STA. 275+03 - 275+50 LT. STONE LINED DITCH, TYPE I, 4' WIDE

REV. STA. 275+20 - 276+00 LT. 8" x 80' UNDERDRAIN

REV. STA. 275+50 - 276+00 LT. SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION

REV. STA. 262+11 RT. EXISTING 12" CMP (REMOVE)

REV. STA. 262+68 RT. EXISTING 15" RCP (REMOVE)

REV. STA. 263+35 RT. EXISTING 15" CGMP (REMOVE)

REV. STA. 263+32 NEW 15" x 64' CSP 0.064 W/ES @ OUTLET

REVISED P.I. # 15
263+43.08 =
263+41.31
△ = 13°26'32" LT.

SURVEY
P.I. 15 263+43.08 =
263+40.39
△ = 15°26'32" LT.

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

REV. STA. 266+10 - 275+50 RT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE.

REV. STA. 267+80, RT.
LOVELAND CEMETERY
NOT TO BE DISTURBED UNDER ANY CIRCUMSTANCES.

REV. STA. 271+86 - ASKEWED 86° 15' LT. NEW 18" x 110' PCCSP 0.064" OR CAAP 0.060" OR RCP TYPE B @ INLET PAD W/STONE FILL & NEW RCD. INLET PAD @ OUTLET 3.5' W x 2'D EXTENDING 6' BEYOND END OF CULVERT.

REV. STA. 271+86 EXISTING 15" RCP (REMOVE)

REV. PC. # 16 271+16.59

REV. STA. 275+02 EXISTING 18" RCP (REMOVE)

REV. STA. 275+02 - ASKEWED 85° 39' LT. NEW 18" x 154' PCCSP 0.064" OR CAAP 0.060" W/ES @ INLET PAD W/STONE FILL TYPE B @ OUTLET 3.5' W x 2'D EXTENDING 6' BEYOND END OF CULVERT.

REV. STA. 275+20 LT. - RT. 8" x 124' CARRIER PIPE

SURV. P.O.C. 275+00.00

REV. STA. 275+20 - 276+00 RT. 8" x 80' UNDERDRAIN

SURV. P.C. # 16 269+41.28

REVISED CURVE DATA # 16
- △ = 30°01'43" RT.
- D = 1°50'26"
- R = 3113.15'
- T = 835.00'
- L = 1631.59'
- E = 100.04'
- BANK = 0.038 FT/FT

SURVEY CURVE DATA # 16
- △ = 22°52'22" RT.
- D = 1°45'00"
- R = 3274.04'
- T = 662.33'
- L = 1307.01'
- E = 66.32'

SCALE IN FEET
50 0 100

PRINTED
NOV 09 1992
BRYANT ASSOC., P.C.
SYRACUSE

SURVEYED BY VT. SURVEY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)
SHEET 83 OF 352

PLAN

SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED

NOTE BOOK
No.

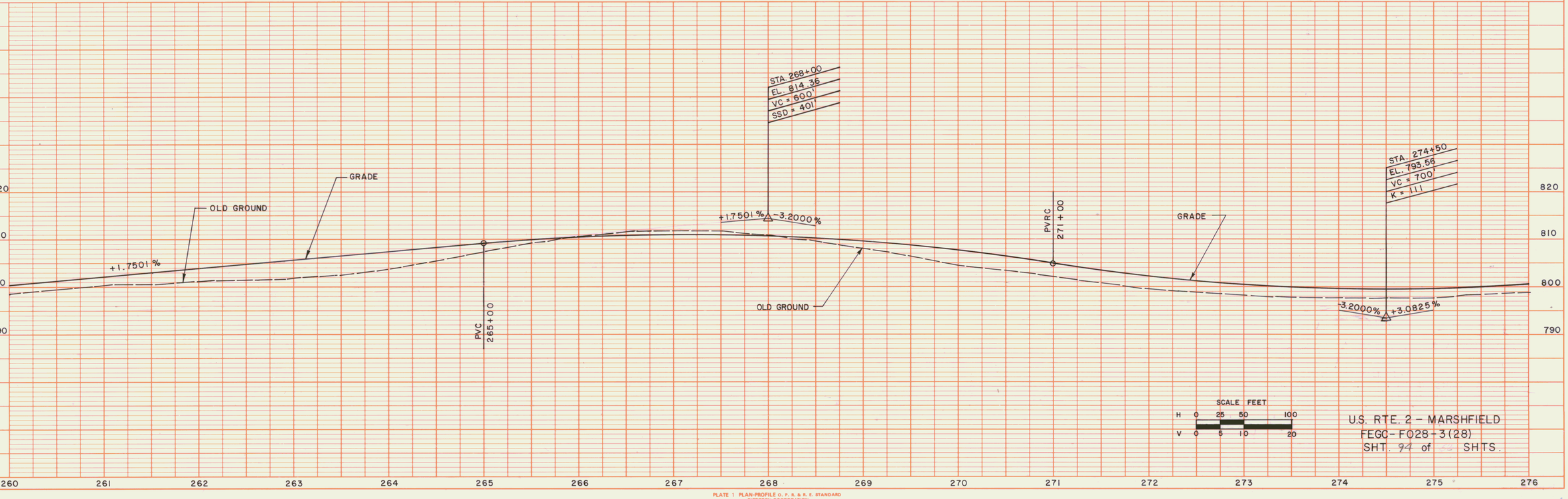
BY | DATE

PROFILE

SURVEYED
PLOTTED
GRADES CHECKED
R. W.'S NOTED
STRUCTURE NOTATIONS CHECKED

NOTE BOOK
No.

BY | DATE



SCALE FEET
H 0 25 50 100
V 0 5 10 20

U.S. RTE. 2 - MARSHFIELD
FEGC-F028-3(28)
SHT. 94 of SHTS.

PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

15

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

CONSTRUCT DRIVE

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

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

EROSION MATTING

LT.	RT.
REV. STA. 276+00 - 276+67	REV. STA. 276+25 - 276+85
REV. STA. 280+00 - 281+07	
REV. STA. 285+94 - 286+47	

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

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

STEEL BEAM GUARD RAIL WITH STEEL POSTS

LT.	RT.
REV. STA. 276+00 - 276+25	

BREAKAWAY CABLE TERMINAL

LT.	RT.
REV. STA. 276+25 - 276+50	

MAG. 1987

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

REVISED P.I. #16 279+51.59 =
279+13.18
Δ = 30°01'43"

TBM #41
CHIS. IN TOP OF BOULDER
NGVD EL. 816.36

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

SURVEY P.I. #17 286+10.76 =
286+08.02
Δ = 12°12'34" RT.

REV. STA. 276+00 - 277+90 LT. 8" x 190' UNDERDRAIN W/FB @ REV. STA. 277+90

REV. STA. 277+37 EXISTING 18" RCC&MP (REMOVE)

REV. STA. 277+97 NEW 24" x 96' RCCSP 0.064" CAAP 0.060" OR FILL TYPE II W/ES @ INLET 4' W x 2' D EXTENDING 8' BEYOND END OF CULVERT

REV. STA. 278+00 - 282+50 LT. 6" x 453' UNDERDRAIN W/FB @ REV. STA. 278+46 & 282+50

REV. STA. 277+95 - 280+00 LT. STONE LINED DITCH, TYPE I, 8' WIDE

REV. STA. 279+84 LT. MODIFY EXISTING 4" PVC TO WORK WITH PROPOSED DRAINAGE AS ORDERED BY ENGINEER.

REV. STA. 281+30 LT. EXISTING 12" CGMP (REMOVE)

REV. STA. 286+47 - 288+37 LT. STONE LINED DITCH, TYPE I, 8' WIDE

REV. STA. 288+96 - 292+00 LT. 6" x 304' UNDERDRAIN W/FB @ REV. STA. 288+96

REV. STA. 290+25 - 291+13 LT. SPECIAL DITCH

REV. STA. 291+41 LT. NEW 15" x 64' CSP 0.064" W.E.S. @ OUTLET

REV. STA. 291+77 - 292+00 LT. STONE LINED DITCH, TYPE I, 4' WIDE

SURVEY CURVE DATA #18
Δ = 14°20'50" LT.
D = 3°00'00"
R = 1909.86'
T = 240.38'
L = 478.24'
E = 15.07'

REV. STA. 277+00 - 277+50 RT.
LIMIT OF CLEARING & GRUBBING
IS TOE OF SLOPE.

SURVEY CURVE DATA #16
Δ = 22°52'22" RT.
D = 1°45'00"
R = 3274.04'
T = 662.33'
L = 1307.01'
E = 66.32'

REVISED CURVE DATA #16
Δ = 30°01'43" RT.
D = 1°50'27"
R = 3113.15'
T = 835.00'
L = 1631.59'
E = 110.04'
BANK = 0.038 FT/FT

REV. STA. 276+00 - 277+90 RT. 8" x 190' UNDERDRAIN W/FB @ REV. STA. 277+90

REV. STA. 280+94 - 282+50 RT. 6" x 167' UNDERDRAIN W/FB @ REV. STA. 281+25 & 282+50

SURV. P.O.S.T. 281+59.60

SURV. P.C.C. 282+48.29

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

REV. STA. 287+57 - ASKEWED 86°44' LT. NEW 30" x 180' PCCSP 0.079" W/ES @ INLET PAD W/STONE OR CAAP 0.075 FILL TYPE II @ OUTLET 4' W x 2.0' D EXTENDING 15' BEYOND END OF CULVERT.

SURVEY CURVE DATA #17
Δ = 12°12'34" RT.
D = 1°41'26"
R = 3389.10'
T = 362.47'
L = 722.20'
E = 19.33'

REV. P.T. #16 287+48.18 (BK) = REV. 287+51.62 (AH). EQ. = -3.44'

REV. STA. 287+57 EXISTING 18" RCP (REMOVE)

SURV. P.T. #17 289+70.49

SURV. P.C. #18 290+71.29

SCALE IN FEET
50 0 100

⚠ INCLUDE CPEP SMOOTH LINED (SL) OPTION

SURVEYED BY VT. SURVEY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)

SHEET 95 OF

144883

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

CONSTRUCT DRIVE

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

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

EROSION MATTING

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

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

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

STEEL BEAM GUARD RAIL

LT.	RT.
REV. STA. 276+00 – 276+25	

BREAKAWAY CABLE TERMINAL

LT.	RT.
REV. STA. 276+25 – 276+50	

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.

MAG. 19°

REVISED PI. #16 279+51.59 =
279+13.18
Δ = 30°01'43"

TBM #41
CHIS. IN TOP OF BOULDER
NGVD EL. 816.36

SURVEY PI #17 286+10.76 =
286+08.02
Δ = 12°12'34" RT.

REV STA 276+00 – 277+90 LT.
8" x 190' UNDERDRAIN

REV. STA. 277+37
EXISTING 18" RCCP (REMOVE)

REV. STA. 277+97
NEW 24" x 103' RCSP 0.064" CAAP 0.060" OR RCP CL III W/ FES @ INLET, PAD W/ STONE FILL TYPE II @ OUTLET 4' W x 2'D EXTENDING 8' BEYOND END OF CULVERT AND TYPE II STONE PAD 6' W x 1'D EXTENDING 6' BEYOND INLET.

REV. STA 278+00 – 278+46 LT.
6" x 49' CARRIER PIPE

REV. STA 278+00 – 280+00 LT.
STONE LINED DITCH, TYPE I, 6' WIDE

REV. STA. 279+84 LT.
MODIFY EXISTING 4" PVC TO WORK WITH PROPOSED DRAINAGE AS ORDERED BY ENGINEER.

REV. STA. 281+30 LT.
EXISTING 12" CGMP (REMOVE)

REV. STA. 278+46 – 284+50 LT.
6" x 604' UNDERDRAIN W/ FB @ STA 284+50

REV. STA. 286+47 – 287+97 LT.
STONE LINED DITCH, TYPE I, 8' WIDE

REV. STA. 288+96 – 292+00 LT.
6" x 304' UNDERDRAIN W/ FB @ REV. STA 288+96

REV. STA. 290+25 – 291+13 LT.
STONE LINED DITCH, TYPE I,

REV. STA. 290+25 – 291+13 LT.
SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION

REV. STA. 291+41 LT.
NEW 15" x 64' CSP 0.064" OR RCP CL III W/ FES @ OUTLET

REV. STA. 291+77 – 292+00 LT.
STONE LINED DITCH, TYPE I, 6' WIDE

BOULDERS, BRUSH & WOODS

REV. N 6°17'16" E

REV. N 36°18'59" E

N 27°09'38" E

WET AREA

EXISTING ROW

BOULDERS

BRUSH

FIELD

WOODS

LAWN

EXCAVATED POND

BERM (IMPOUND MENT)

52' STONE WALL

HO. TRAILER

GAR.

2 STRD. B. WR. FENCE

(5) CEDARS

(4) CEDARS

(26) CEDARS

(2) CEDARS

25' R (TYP.)

25'R(TYP)

12" MPL

15" MPL

30" MPL

6" ELM

3" RED MAPLE

1½ SWF

10' R (TYP) 30' MAPLE

15" ACCLOW

2 SWF HO.

ORNAMENTAL WELL

MESH FENCE

(2) WD. POSTS

FLD. DR. ENTRANCE

GUY WR.

8" PN.

6" ELM

2" x 10" WW

REV. STA. 277+00 – 277+50 RT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE.

SURVEY CURVE DATA #16
Δ = 22°52'22" RT.
D = 1° 45' 00"
R = 3274.04'
T = 662.33'
L = 1307.01'
E = 66.32'

REVISED CURVE DATA #16
Δ = 30°01'43" RT.
D = 1°50'27"
R = 3113.15'
T = 835.00'
L = 1631.59'
E = 110.04'
BANK = 0.038 FT/FT

REV. STA. 276+00 – 277+90 RT.
8" x 190' UNDERDRAIN

REV. STA. 281+25 – RT.
6" x 31' CARRIER PIPE

REV. STA. 281+25 – 282+50 RT.
6" x 125' UNDERDRAIN

SURV. POST. 281+59.60

SURV. PCC. 282+48.29

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

REV. STA. 287+57 ASKEWED 86° 44' LT.
NEW 30" x 188' RCCP 0.079" CAAP 0.075" OR RCP CL III W/ FES @ INLET, PAD W/ STONE FILL TYPE II @ OUTLET 4.5' W x 2'D EXTENDING 15' BEYOND END OF CULVERT.

SURVEY CURVE DATA #17
Δ = 12°12'34" RT.
D = 1° 41' 26"
R = 3389.10'
T = 362.47'
L = 722.20'
E = 19.33'

REV. PT. #16 287+48.18 (BK) =
REV. 287+51.62 (AH)
EQ. = -3.44

REV. STA. 287+57
EXISTING 18" RCP (REMOVE)

SURV. P.T. #17 289+70.49

SURV. P.C. #18 290+71.29

SURVEY CURVE DATA #18
Δ = 14° 20' 50" LT.
D = 3° 00' 00"
R = 1909.86'
T = 240.38'
L = 478.24'
E = 15.07'

SCALE IN FEET
50 0 100

PRINTED
NOV 09 1992
BRYANT ASSOC., P.C.
SYRACUSE

VT. SURVEY
SURVEYED BY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC DATE 6/87
TRACED BY _____ DATE _____

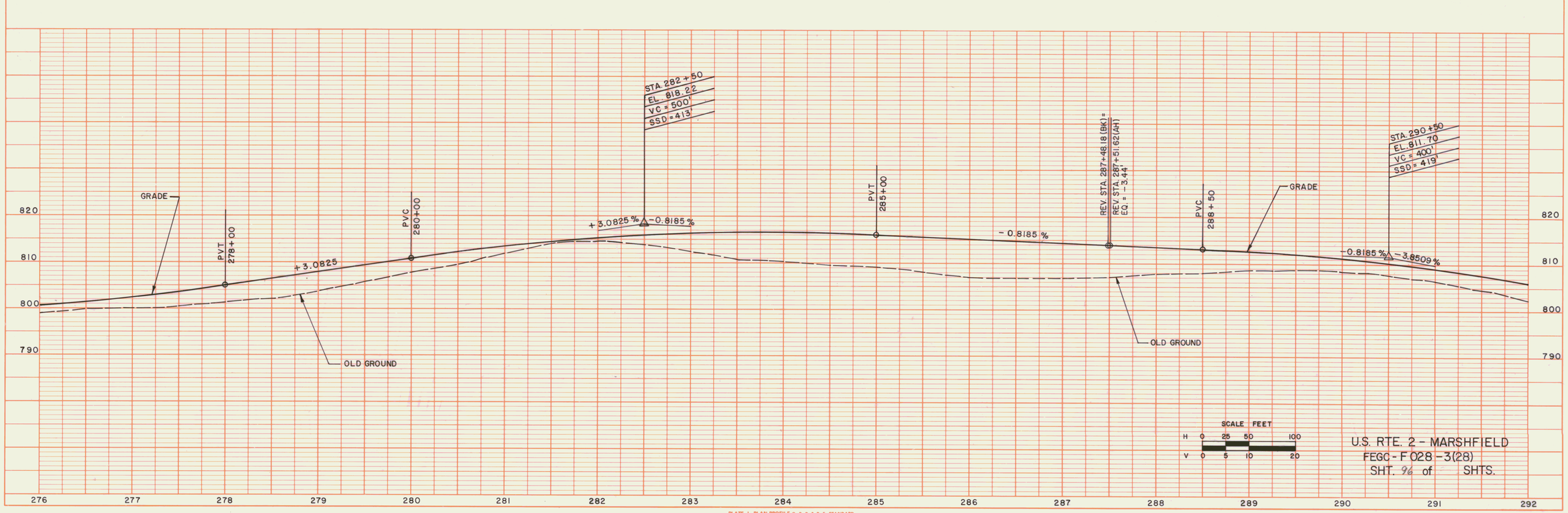
U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028 - 3(28)

SHEET 95 OF 352

PLAN
SURVEYED
PLOTTED
NOTE BOOK
No.
ALIGNMENT CHECKED
PT. OF WAY CHECKED
BY
DATE

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
No.
GRADES CHECKED
B. M.'s NOTED
STRUCTURE LOCATIONS CHECKED
BY
DATE



SCALE FEET
H 0 25 50 100
V 0 5 10 20

U.S. RTE. 2 - MARSHFIELD
FEGC - F 028 - 3(28)
SHT. 96 of SHTS.

PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

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

STEEL BEAM GUARD RAIL (W/STEEL POSTS)
LT.
REV. STA. 295+50 - 297+50
RT.
REV. STA. 296+00- 297+50
REV. STA. 298+25 - T.H. 35 P.O.T. 90+34.46
REV. STA. 307+75

REMOVAL & DISPOSAL OF GUARDRAIL
REV. STA. 295+95- 296+93 RT.
REV. STA. 296+01 - 297+04 LT.

CONSTRUCT DRIVE
LT.
REV. STA. 294 + 48 (14' WIDE, GRAV.)
REV. STA. 299 + 03 (14' WIDE, GRAV.)
REV. STA. 305 +25 (14' WIDE, GRAV.)
T.H. 34 REV. STA. 81+00 (20' WIDE, STONE)
RT.
REV. STA. 295+75 (14' WIDE, GRAV.)

EROSION MATTING
LT.
REV. STA. 296+55- 297+55
REV. STA. 301+48- 304+00
REV. STA. 305+50- 306+50
RT.

CONSTRUCT APPROACH
T.H. 34 REV. P.O.T. 298+01.80, 20'LT.
T.H. 35 REV. P.O.C. 305+67.84, 20'RT.

SCARIFYING PAVEMENT
REV. STA. 292+75- 296+25
REV. STA. 298+75- 299+75

TYPE II, STONE FOR SLOPE STABILIZATION
LT.
REV. STA. 301+99- 302+49
REV. STA. 304+52- 305+02
RT.

BREAKAWAY CABLE TERMINAL
LT.
REV. STA. 295+25- 295+50
REV. STA. 297+50- 297+75
RT.
REV. STA. 295+75- 296+00
REV. STA. 297+50- 297+75
REV. STA. 298+00- 298+25
REV. STA. 307+75- 308+00

SURVEY CURVE DATA #18
Δ = 14° 20' 50" LT.
D = 3° 00' 00"
R = 1909.86'
T = 240.38'
L = 478.24'
E = 15.07'

REV. CURVE DATA # 17
Δ = 13° 52' 50" LT.
D = 3° 00' 00"
R = 1909.86'
T = 232.48'
L = 462.68'
E = 14.10'
BANK = 0.053 FT./FT.

CHANNEL P.I. 2+55.99
Δ=32° 24' 15", LT.

T.H. 34 SURV. P.O.T. 82+28.32

LIMIT OF CONSTRUCTION
T.H. 34 SURV. P.O.T. 81+37.58, 1.94'LT. =
T.H. 34 REV. P.O.T. 81+35 MATCH EXISTING
END TAPER

T.H. 34 REV. P.O.T. 80+60
END OF PAVEMENT
END FULL WIDTH. BEGIN TAPER.

T.H. 34 REV. P.O.T. 80-20.75 =
REV. P.O.T. 298+01.80, 20'LT.
BEGIN APPROACH CONSTRUCTION

REV. P.O.T. 298+07.12 =
T.H. 34 REV. P.O.T. 80+00.00
Δ = 105° 43' 28" LT.

CHANNEL P.O.T. 4+00.00

REV. STA. 297+00 -
T.H. 34 STA. 81+35 LT.
LIMIT OF CLEARING & GRUBBING
IS TOE OF SLOPE

REVISED
PI# 18 303+90.52=
303+76.36
Δ = 29° 01' 36" RT.

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

SURVEY
P.I.# 19 304 + 47.24 =
304 + 33.54
Δ = 26° 26' 23" RT.

REV. STA. 304+25- 308+00 LT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE.

SURVEY
P.O.C. 305+63.53 =
T.H. 35 POT 90+00.00
Δ = 83° 59' 06" RT.

REV. PC # 17 292 + 07.82

REV. STA. 292+00- 292+46 LT.
6"x 46' UNDERDRAIN W/FB@ REV. STA. 292+46
REV. STA. 292+00- 292+34 LT.
STONE LINED DITCH TYPE I, 4' WIDE

REV. STA. 292+46- 292+96 LT.
6"x 59' CARRIER PIPE

REV. STA. 294 + 48 LT.
NEW 15"x 60' CSP 0.064
W/E.S. @ OUTLET

REV. STA. 296+55, ASKEWED 7°
NEW 12"x 67'-11" CGMPPA (0.109)
(SEE P.I. SHEET 5 BR-130)

REV. STA. 296+55 - T.H. 34 REV. STA. 80+90 LT.
SPECIAL DITCH

REV. STA. 296+55 - T.H. 34 REV. STA. 80+47.81+15 RT.
TRAPEZOIDAL DITCH, STONE LINED,
TYPE I, 4' WIDE

REV. STA. 297+67 LT.
6"x 45' UNDERDRAIN W/F.B @
REV. STA. 297+67.69' LT.

REV. STA. 299+03 LT.
6"x 25' UNDERDRAIN W/FB@
REV. STA. 296+97- 299+46 LT.

REV. STA. 299+45- ASKEWED 87° 00' RT.
NEW 24"x 68' PCSP 0.064" OR CAAP 0.060" RCHW
@ OUTLET, NEW 4'x 4' RCD W/ STONE FILL TYPE A GRATE
@ INLET, PAD W/ STONE FILL TYPE I,
4' W x 12' EXTENDING 8' BEYOND END OF
CULVERT.

REV. STA. 296+97- 299+46 LT.
6"x 25' UNDERDRAIN W/FB@
REV. STA. 296+97- 297+67 & 298+97

REV. STA. 299+48- 301+48 LT.
6"x 46' UNDERDRAIN

REV. STA. 301+25 LT.- RT.
SPECIAL DITCH

REV. STA. 301+25- 302+25 LT.
6"x 100' UNDERDRAIN W/FB@ REV. STA. 302+25

REV. STA. 302+32- ASKEWED 86°45' LT.
NEW 24"x 68' PCSP 0.064" OR CAAP 0.060" RCHW
@ INLET, NEW 4'x 6' RCD W/ STONE FILL TYPE A GRATES
4' W x 2' D EXTENDING 13' BEYOND END
OF CULVERT.

REV. STA. 302+25- 302+50 LT.
6"x 205' UNDERDRAIN W/FB@ 304+55 LT.
REV. STA. 302+50- 304+01 LT.- RT.
6"x 45' UNDERDRAIN

REV. STA. 304+00- 305+10 LT
STONE LINED DITCH TYPE I,
4' WIDE

REV. STA. 304+67
EXISTING 18" RCP (REMOVE)

REV. STA. 304+75- 307+25 LT.
6"x 250' UNDERDRAIN W/FB@
REV. STA. 304+75 & 307+25

REV. STA. 304+00- 305+10 LT.
SPECIAL DITCH

REV. STA. 305+93
EXISTING 15" RCP (REMOVE)

REV. STA. 307+34- ASKEWED 89° 37' LT.
NEW 30"x 76' PCSP 0.079" OR
CAAP 0.075" RCHW @ OUTLET, PAD W/ STONE
FILL TYPE II @ OUTLET, 4' W x 2' D,
EXTENDING 12' BEYOND END OF HEADWALL

REV. STA. 306+50- 307+50 LT.
STONE LINED DITCH TYPE I, 4' WIDE

REV. STA. 306+50- 308+00 LT.
SPECIAL DITCH

REV. STA. 307+34
EXISTING 24" RCP (REMOVE)

REV. STA. 307+25- 307+75 LT.- RT.
6"x 46' UNDERDRAIN

REV. STA. 307+25- 307+75 LT.- RT.
6"x 258' UNDERDRAIN W/FB@
REV. STA. 304+80 & 307+25

REV. STA. 304+80- 307+34 RT.
6"x 258' UNDERDRAIN W/FB@
REV. STA. 304+80 & 307+25

REV. PT. # 17 296 + 70.50

REV. STA. 297+67.69
EXISTING 18" RCP (REMOVE)

REV. STA. 299+60- 302+32 RT.
6"x 273' UNDERDRAIN W/FB@
REV. STA. 299+60, 301+25 &
301+99

REV. STA. 299+46
EXISTING 18" RCP (REMOVE)

REV. STA. 302+32
EXISTING 8" RCP (REMOVE)

REV. STA. 302+50- 304+56 RT.
6"x 206' UNDERDRAIN W/FB@ REV.
STA. 302+50, 304+01 & 304+56

REV. STA. 304+56- 304+67 RT.
6"x 16' UNDERDRAIN TO BE CONSTRUCTED
WITHIN RCHW AS DIRECTED BY ENGINEER.

REV. STA. 304+67- ASKEWED 86° 47' RT.
NEW 18" TO PCSP 0.064" OR CAAP 0.060"
W/E.S. @ INLET, PAD W/ STONE
FILL TYPE II @ OUTLET, 3' W x 2' D EXTENDING
13' BEYOND END OF CULVERT.

REV. PC # 19 300 + 62.68

REV. PC # 18 300 + 60.92

REV. STA. 297+00- 308+00 RT.
LIMIT OF CLEARING & GRUBBING IS
TOE OF SLOPE

REV. PT. # 18 307+05.96

REV. STA. 307+25- 307+75 LT.- RT.
6"x 46' UNDERDRAIN

REV. PT. # 18 295+49.53

REV. STA. 294+45
EXISTING 15" CGMP (REMOVE)

REVISED
P.I. # 17 294+40.30=
294+38.02
Δ = 13° 52' 50" LT.

SURV. PT. # 18 295+49.53

POT. 296 + 24.29
CHANNEL P.O.T. 2+00.00
Δ = 89° 56' 30" LT.

SURVEY
P.I.# 18 293 + 11.67 =
293 + 09.15
Δ = 14° 20' 50" LT.

REV. STA. 295+45 RT.
MODIFY EXISTING 2" PVC AND
4" PIPE TO WORK WITH NEW
DRIVE AS ORDERED BY ENGINEER.

REV. STA. 294+47
EXISTING 10'x 4.5' BOX CULVERT (REMOVE)

REV. STA. 296+55 - T.H. 34 REV. STA. 80+90 LT.
SPECIAL DITCH

TBM # 43
CHIS. IN S.E. COR. BR.
NGVD EL. 787.59

CHANNEL P.I. 0 + 73.08
Δ = 43° 02' 00" RT.

CHANNEL P.I. 1+49.75
Δ = 41° 51' 45" RT.

CHANNEL POT 0+00.00

SURV. POT. 298+10.40=
T.H. 34 POT. 80+00.00
Δ = 109° 10' 15" LT.

END DETOUR "C"
STA. 15+65

BEGIN DETOUR "C"
STA. 10+00

℄ DETOUR "C"

REV. N36° 18' 59" E

REV. N 22° 26' 09" E

REV. N 25° 01' 22" E

SURV. N 30° 00' 12" E

SURV. N 25° 01' 22" E

REV. N 83° 17' 19" W

SURV. N 84° 08' 53" W

N 14° 55' 08" W
104.24'

S 39° 11' 07" W
73.08'

REV. POC 305+64.81 =
T.H. 35 POT 89+87.36
Δ = 81° 33' 51" RT.

REV. POC 305+67.84, 20' RT.
T.H. 35 POT 90+07.58
BEGIN APPROACH CONSTRUCTION

T.H. 35 P.I. 90 + 86.37
Δ = 2° 48' 45" LT.

REV. CURVE DATA # 18
Δ = 29° 01' 36" RT.
D = 4° 30' 00"
R = 1273.24'
T = 329.60'
L = 645.04'
E = 41.97'
BANK = 0.067 FT./FT.

SURVEY CURVE DATA #19
Δ = 26° 26' 23" RT.
D = 3° 30' 00"
R = 1637.02'
T = 384.56'
L = 755.42'
E = 44.56'

TBM # 44
CHIS. IN S.E. COR. BR.
NGVD EL. 782.18

LIMIT OF CONSTRUCTION
T.H. 35 POT 90+37
MATCH EXIST.
END OF PAVEMENT

T.H. 35 POT. 92+91.93

T.H. # 35 JOHN LEE RD.

TRAILER

MOBILE HOME

BARN

SHED

GAR.

WELL

ART. WELL

BRUSH & WDS.

LAWN

WOODS

SCAT WOODS

BOULDERS

EXISTING R.O.W.

WET AREA

WINOOSKI RIVER

2 STRD. B. WR.

3 STRD. B. WR.

6 STRD. B. WR.

8. WR. FNC.

TREE LINE

3" DIA. PROPANE GAS TANK

4" SPRUCE

5" SPRUCE

8" PINE

40" OAK

N. BIRCH

SCALE IN FEET
50 0 100

⚠ INCLUDE CPEP SMOOTH LINED (SL) OPTION

VT. SURVEY CONSULTANTS
SURVEYED BY _____ DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028-3(28)

SHEET 97 OF

STEEL BEAM GUARD RAIL

LT.
REV. STA. 295+50 – 297+50
REV. STA. 298+25 – T.H. 35 P.O.T. 90+34.46
T.H. 35 P.O.T. 90+34.46 → REV. STA. 307+75

RT.
REV. STA. 296+00 – 297+50

SLOPE STABILIZATION

LT.
REV. STA. 301+99 – 302+49
REV. STA. 304+52 – 305+02

RT.

REMOVAL & DISPOSAL OF GUARDRAIL
REV. STA. 295+95 – 296+93 RT.
REV. STA. 296+01 – 297+04 LT.

CONSTRUCT DRIVE

LT.
REV. STA. 294 + 48 (14' WIDE, GRAV.)
REV. STA. 299 + 03 (14' WIDE, GRAV.)
REV. STA. 305 + 25 (14' WIDE, GRAV.)
T.H. 34 REV. STA. 81+00 (20' WIDE, STONE)

RT.
REV. STA. 295+75 (14' WIDE, GRAV.)

EROSION MATTING

LT
REV. STA. 301+48 – 304+00
REV. STA. 305+50 – 306+50

RT.

CONSTRUCT APPROACH
T.H. 34 REV. P.O.T. 298+01.80, 20' LT.
T.H. 35 REV. P.O.C. 305+67.84, 20' RT.

SCARIFYING PAVEMENT
REV. STA. 292+75 – 296+25
REV. STA. 298+75 – 299+75

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

BREAKAWAY CABLE TERMINAL

LT.
REV. STA. 295+25 – 295+50
REV. STA. 297+50 – 297+75

RT.
REV. STA. 295+75 – 296+00
REV. STA. 297+50 – 297+75
REV. STA. 298+00 – 298+25
REV. STA. 307+75 – 308+00

SURVEY CURVE DATA #18
- △ = 14° 20' 50" LT.
- D = 3° 00' 00"
- R = 1909.86'
- T = 240.38'
- L = 478.24'
- E = 15.07'

REV. CURVE DATA # 17
- △ = 13° 52' 50" LT.
- D = 3° 00' 00"
- R = 1909.86'
- T = 232.48'
- L = 462.68'
- E = 14.10'
- BANK = 0.053 FT./FT.

CHANNEL P.I. 2+55.99
△ = 32° 24' 15", LT.

CHANNEL P.O.T. 4+00.00

REV. STA. 297+00 –
T.H. 34 STA. 81+35 LT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

T.H. #34 CHET COLE RD.

T.H. 34 SURV. P.O.T. 82+28.32

LIMIT OF CONSTRUCTION
T.H. 34 SURV. POT. 81+37.05, 1.94' LT. =
T.H. 34 REV. P.O.T. 81+35 MATCH EXISTING END TAPOR

T.H. 34 REV. P.O.T. 80+60
END OF PAVEMENT
END FULL WIDTH. BEGIN TAPER.

T.H. 34 REV. P.O.T. 80+20.75 =
REV. P.O.T. 298+01.80, 20' LT.
BEGIN APPROACH CONSTRUCTION

REV. P.O.T. 298+07.12 =
T.H. 34 REV. P.O.T. 80+00.00
△ = 105° 43' 28" LT.

REVISED
PI # 18 303+90.52 =
303+76.36
△ = 29° 01' 36" RT.

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

SURVEY
P.I. # 19 304+47.24 =
304+33.54
△ = 26° 26' 23" RT.

REV. STA. 304+25 – 308+00 LT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

SURVEY
P.O.C. 305+63.53 =
T.H. 35 POT 90+00.00
△ = 83° 59' 06" RT.

REV. STA. 304+00 – 305+10 LT.
STONE LINED DITCH TYPE I, 4' WIDE

REV. STA. 304+00 – 305+10 LT.
SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION

REV. STA. 304+75 – 307+25 LT.
6" x 250' UNDERDRAIN

REV. STA. 307+34 – ASKEWED 89°37' LT.
NEW 24" x 76' PCCSP 0.064 OR CAAP 0.060" RCRW @ OUTLET II @ INLET FILL TYPE II EXTENDING 12' BEYOND END OF HEADWALL

REV. STA. 306+50 – 307+50 LT.
STONE LINED DITCH TYPE I, 4' WIDE

REV. STA. 306+50 – 308+00 LT.
SPECIAL DITCH TO BE PAID FOR UNDER TRENCH EXCAVATION

REV. STA. 307+25 – 307+25 LT. – RT.
6" x 46' CARRIER PIPE

REV. STA. 307+25 – 307+34 LT. – RT.
6" x 22' CARRIER PIPE

REV. STA. 304+80 – 307+25 LT.
6" x 245' UNDERDRAIN

REV. STA. 304+67 – 305+10 LT.
4' WIDE

REV. STA. 304+67
EXISTING 36" CMP

REV. STA. 304+93
EXISTING 15" RCP (REMOVE)

REV. STA. 307+34
EXISTING 15" RCP (REMOVE)

REV. STA. 307+34
EXISTING 24" RCP (REMOVE)

REV. P.O.T. #18 307+05.96

REV. STA. 302+50 – 304+50 RT.
6" x 200' UNDERDRAIN

REV. STA. 304+50 – 304+67 RT.
6" x 22' CARRIER PIPE TO BE CONSTRUCTED WITHIN RCHW AS DIRECTED BY ENGINEER.

REV. STA. 304+67 – ASKEWED 86°41' RT.
NEW 18" x 70' PCCSP 0.064" OR CAAP 0.060" RCHW TO PCCSP 0.064" OR CAAP 0.060" RCHW @ INLET FILL TYPE II @ OUTLET FILL TYPE II, RCD W/C.I. GRATE TYPE A W/ STONE PAD & 3.5' W x 2'D EXTENDING 13' BEYOND END OF CULVERT.

REV. STA. 302+50 – 304+55 LT.
6" x 205' UNDERDRAIN

REV. STA. 304+01 LT. – RT.
6" x 46' CARRIER PIPE

REV. STA. 302+32 – ASKEWED 86°45' LT.
NEW 18" x 68' PCCSP 0.064" OR CAAP 0.060" RCD W/C.I. GRATE TYPE A W/ STONE PAD @ INLET & OUTLET, 3.5' W x 2'D CULVERT EXTENDING 13' BEYOND END

REV. STA. 301+25 LT. – RT.
6" x 100' UNDERDRAIN

REV. STA. 299+48 – 301+48 LT.
SPECIAL DITCH TO BE PAID FOR UNDER COMMON EXCAVATION

REV. STA. 299+44 – ASKEWED 87°00' RT.
NEW 24" x 74' PCCSP 0.064" OR CAAP 0.060" RCHW @ OUTLET & RCD W/C.I. GRATE TYPE B @ INLET, PAD W/ STONE FILL TYPE I, 4' W x 10' EXTENDING 8' BEYOND END OF CULVERT.

REV. STA. 299+03 LT.
6" x 249' UNDERDRAIN W/F.B @ REV. STA. 299+67

REV. STA. 299+67 LT.
6" x 45' UNDERDRAIN W/F.B @ REV. STA. 297+67

REV. STA. 296+97 – 299+46 LT.
6" x 249' UNDERDRAIN W/F.B @ REV. STA. 296+97

T.H. 34 REV. STA. 80+47 – 81+15 RT.
STONE LINED DITCH TYPE I, 4' WIDE

REV. STA. 297+67 LT.
6" x 45' UNDERDRAIN W/F.B @ REV. STA. 297+67

REV. STA. 294+48 LT.
NEW 15" x 60' CSP 0.064 OR RCP CL III W/ E.S. @ OUTLET

REV. STA. 292+00 – 292+46 LT.
6" x 46' UNDERDRAIN
REV. STA. 292+00 – 292+46 LT.
STONE LINED DITCH TYPE I, 6' WIDE

REV. STA. 292+46 – 292+96 LT.
6" x 51' CARRIER PIPE

REV. STA. 295+55. ASKEWED 7°00" RT.
NEW 12"-8"-7"-11" CGMPPA (0.109)
(SEE P.I. SHEETS BR-130)

REV. P.C. # 17 292+07.82

REV. P.I. # 17 296+70.50

REV. N83°17'19"W

SURV. N84°08'53"W

REV. N64°55'08"W 104.74'

REV. N22°26'09"E

SURV. N 39°22'12"E

SURV. N 25°01'22"E

REV. N36°18'59"E

BEGIN DETOUR "C"
STA. 10+00

END DETOUR "C"
STA. 15+65

REVISED
PI. # 17 294+40.30 =
294+38.02
△ = 13° 52' 50" LT.

SURV. P.I. #18 295+49.53

P.O.T. 296+24.29

CHANNEL POT. 2+00.00
△ = 89° 56' 30" LT.

CHANNEL P.I. 0+73.08
△ = 43° 02' 00" RT.

CHANNEL P.I. 1+49.75
△ = 41° 51' 45" RT.

CHANNEL POT 0+00.00

SURV. P.O.T. 298+10.40 =
TH. 34 P.O.T. 80+00.00
△ = 109° 10' 15" LT.

REV. STA. 297+00 – 308+00 RT.
LIMIT OF CLEARING & GRUBBING IS TOE OF SLOPE

SURV. PC. #19 300+60.92

REV. PC. #18 300+62.68

REV. STA. 301+99 – 302+32 RT.
6" x 33' CARRIER PIPE

REV. STA. 299+60 – 301+99 RT.
6" x 239' UNDERDRAIN

REV. STA. 295+44
EXISTING 18" RCP (REMOVE)

REV. STA. 302+32
EXISTING 15" RCP (REMOVE)

REV. STA. 296+47
EXISTING 10' x 4.5' BOX CULVERT (REMOVE)

REV. STA. 295+45 RT.
MODIFY EXISTING 2" PVC AND 4" PIPE TO WORK WITH NEW DRIVE AS ORDERED BY ENGINEER.

REV. STA. 294+45 LT.
EXISTING 15" CSMP (REMOVE)

REV. POC 305+64.81 =
T.H. 35 POT 89+87.36
△ = 81° 33' 51" RT.

T.H. 35 P.I. 90+86.37
△ = 2° 48' 45" LT.

REV. POC 305+67.84, 20' RT.
T.H. 35 POT 90+07.58
BEGIN APPROACH CONSTRUCTION

T.H. 35 POT. 92+91.93

LIMIT OF CONSTRUCTION
T.H. 35 POT 90+37
MATCH EXIST.
END OF PAVEMENT

TBM #44
CHIS. IN S.E. COR. BR.
NGVD EL. 782.18

TBM #43
CHIS. IN S.E. COR. BR.
NGVD EL. 787.59

T.H. # 35 JOHN LEE RD.

REV. CURVE DATA # 18
- △ = 29°01'36" RT.
- D = 4° 30' 00"
- R = 1273.24'
- T = 329.60'
- L = 645.04'
- E = 41.97'
- BANK = 0.067 FT./FT.

SURVEY CURVE DATA #19
- △ = 26°26'23" RT.
- D = 3° 30°00"
- R = 1637.02'
- T = 384.56'
- L = 755.42'
- E = 44.56'

SCALE IN FEET
50 0 100

PRINT
NOV 09 1992
BRYANT ASSOC., P.C.
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. FEGC F028-3(28)
SHEET 97 OF 352

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
NOTE BOOK
No.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
R. W.'s NOTED
STRUCTURE NOTATIONS CHECKED
NOTE BOOK
No.
BY
DATE

REV. P.O.T. 298+07.12 =
T.H. 34 REV. P.O.T. 80+00.00
EL. 789.75

LIMIT OF CONSTRUCTION
T.H. 34 SURV. P.O.T. 81+37.58, 1.94' LT
T.H. 34 REV. P.O.T. 81+35
MATCH EXIST.
EL. 792.22

STA. 80+60.75
EL. 788.21
VC = 80'
K = 11

PVC E.S.T.H. 34 P.O.T. 80+20.75
EL. 789.03

GRADE
PVT 81+00.75
OLD GROUND
+5.52% (EXIST.)
+5.4029 %
-2.0500 %

T.H. 34 CHET. COLE RD.

REV. P.O.C. 305+64.81 =
T.H. 35 P.O.T. 89+87.36
EL. 786.66

LIMIT OF CONSTRUCTION
T.H. 35 P.O.T. 90+37
MATCH EXIST.
EL. 784.99

E.S.T.H. 35 P.O.T. 90+07.59
EL. 785.34

GRADE
OLD GROUND
-0.80 % (EXIST.)
-1.2315 %
BRIDGE

T.H. 35 JOHN LEE RD.

PVT 292+50
PVC 293+50
-3.8509 %
STA. 296+00
EL. 790.52
VC = 500'
K = 145'
-3.8509 %
-0.4003 %
REV. P.O.T. 298+07.12 = T.H. 34 REV. P.O.T. 80+00.00
PVT 298+50
GRADE
-0.4003 %
OLD GROUND
REV. P.O.C. 305+64.81 = T.H. 35 P.O.T. 89+87.36

BR-130
UNNAMED BROOK

SCALE FEET
H 0 25 50 100
V 0 5 10 20

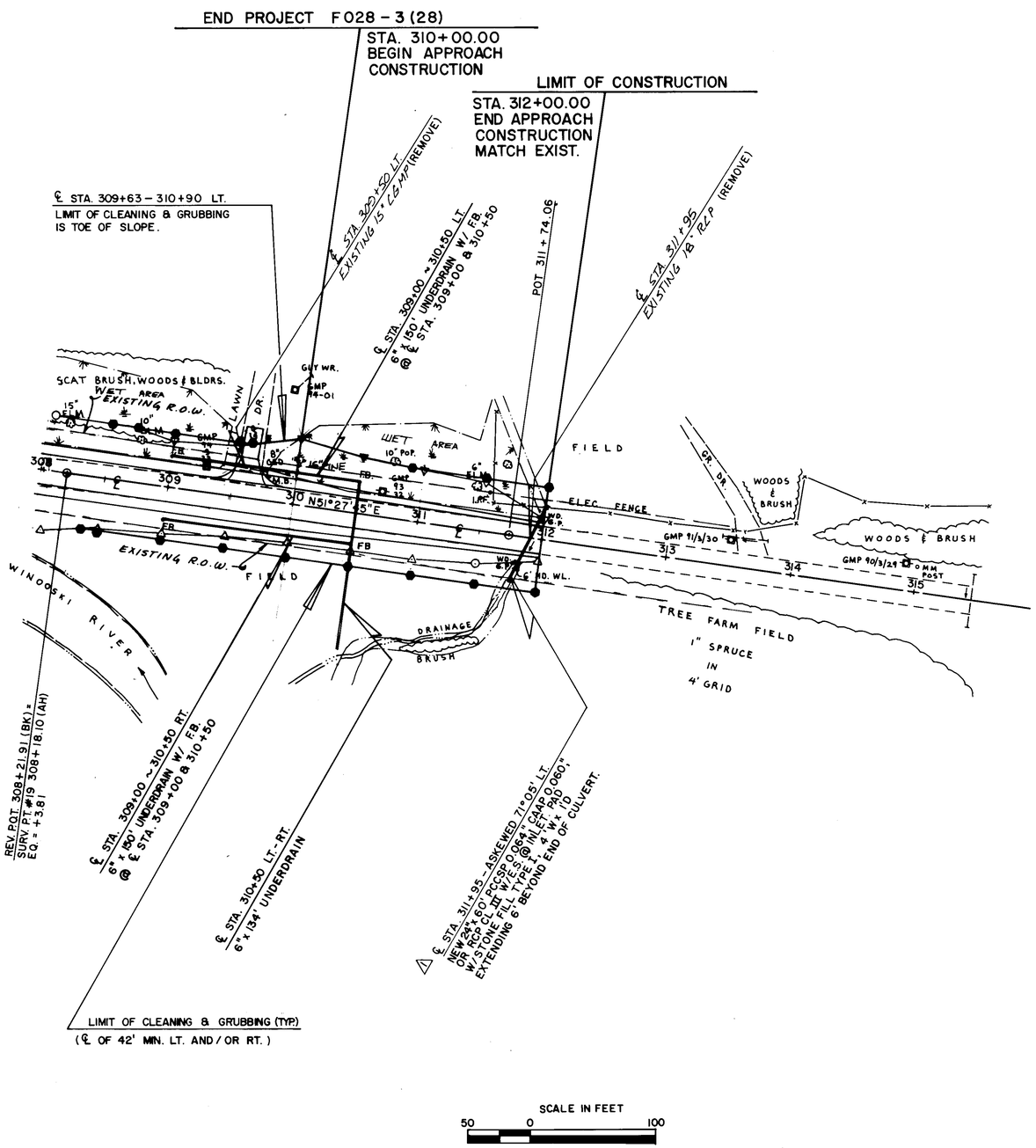
U.S. RTE. 2 - MARSHFIELD
FEGC-F028-3(28)
SHT. 98 of SHTS.

PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

LT CONSTRUCT DRIVE RT

REV. STA. 309+60 (14' WIDE)

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



SURVEY CURVE DATA #19

- Δ = 26°26'23" RT
- D = 3°30'00"
- R = 1637.02'
- T = 384.56'
- L = 755.42'
- E = 44.56'

SCALE IN FEET

50 0 100

⚠ INCLUDE CPEP SMOOTH LINED (SL) OPTION.

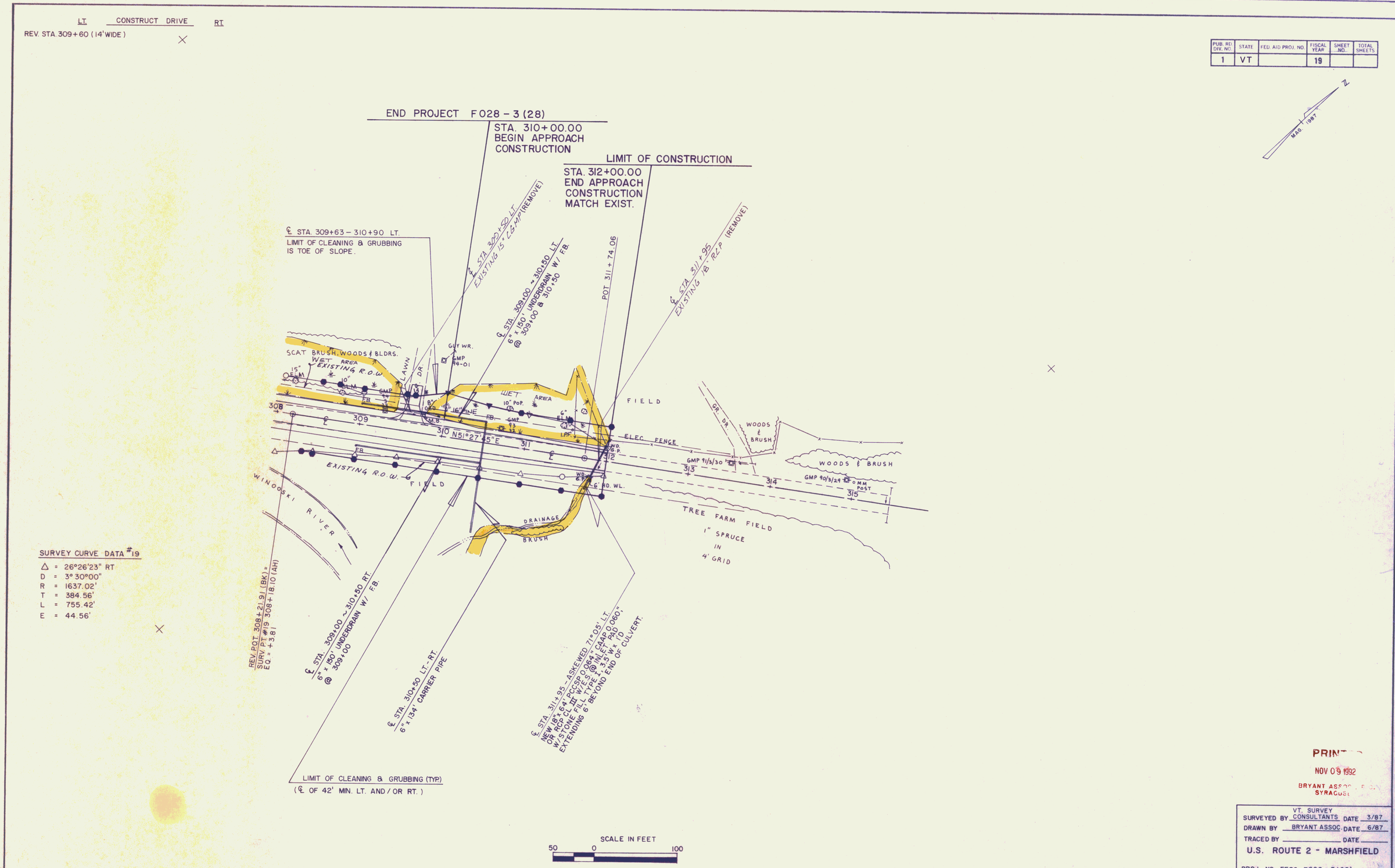
VT. SURVEY
SURVEYED BY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028-3(28)

SHEET 99 OF

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



SURVEY CURVE DATA #19

△	= 26°26'23" RT
D	= 3°30'00"
R	= 1637.02'
T	= 384.56'
L	= 755.42'
E	= 44.56'

PRINT
NOV 09 1992
BRYANT ASSOC. P.C.
SYRACUSE

SURVEYED BY VT. SURVEY CONSULTANTS DATE 3/87
DRAWN BY BRYANT ASSOC. DATE 6/87
TRACED BY _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F028-3(28)

SHEET 99 OF 352

PLAN
SURVEYED
PLOTTED
NOTE BOOK
ALIGNMENT CHECKED
RT. OF WAY CHECKED
No.
BY
DATE

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
GRADES CHECKED
R. W.'s NOTED
STRUCTURE NOTATIONS CHECKED
No.
BY
DATE

END PROJECT F 028-3 (28)
STA. 310+00.00
BEGIN APPROACH CONSTRUCTION

LIMIT OF CONSTRUCTION
STA. 312+00.00
END APPROACH CONSTRUCTION
MATCH EXISTING ELEV. 784.10

SURV. STA. 308+18.10 (AH) =
REV. STA. 308+21.91 (BK)
EQ. = +3.81

GRADE

-0.4003 %

-0.4000 %
(EXIST.)

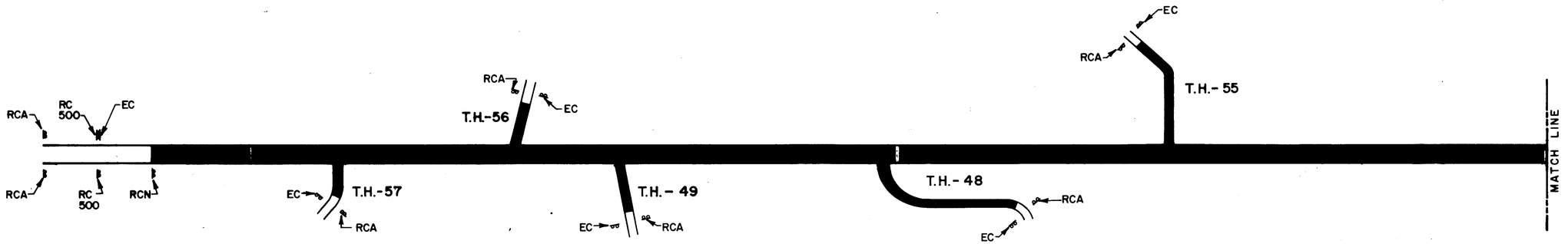
800
790
780
770

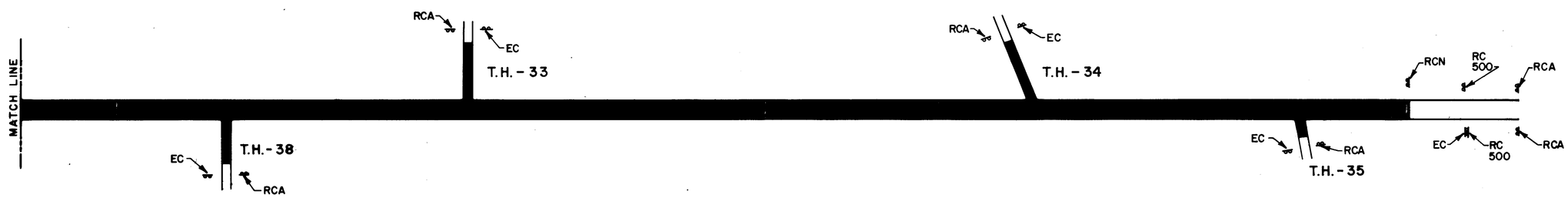
308 309 310 311 312 313 314 315 316 317 318 319 320

SCALE FEET
H 0 25 50 100
V 0 5 10 20

U.S. RTE. 2 - MARSHFIELD
FEGC-F028-3(28)
SHT. 100 of SHTS.

PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.





CONSTRUCTION APPROACH SIGNING

LEGEND

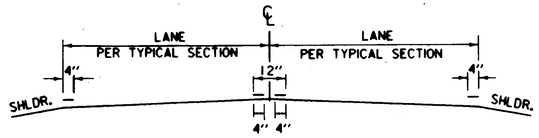
RCA = ROAD CONSTRUCTION AHEAD.
EC = END CONSTRUCTION.
RCN = ROAD CONSTRUCTION NEXT 5 MILES.
RC 500 = ROAD CONSTRUCTION 500 FEET.
■ = CONSTRUCTION AREA

SURVEYED BY _____ DATE _____
DRAWN BY _____ DATE _____
TRACED BY _____ DATE _____

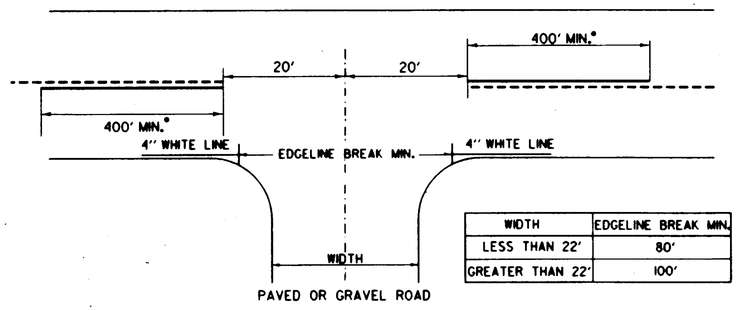
U.S. ROUTE 2 - MARSHFIELD

PROJ. NO. FEGC F-028-3(28)

SHEET 101 OF



PAVEMENT MARKING PLACEMENT DETAIL
TYPICAL



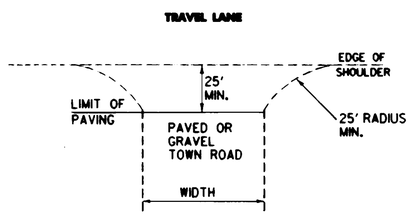
WIDTH	EDGELINE BREAK MIN.
LESS THAN 22'	80'
GREATER THAN 22'	100'

A SOLID LINE IN THE DIRECTION OF TRAVEL IS BEGUN AT A LOCATION 400 FEET IN ADVANCE OF THE INTERSECTION. THE DISTANCE IS MEASURED FROM A POINT 20 FEET IN ADVANCE OF THE CENTERLINE OF THE INTERSECTING ROADWAY.

* CENTERLINE TREATMENT SHALL CONSIST OF A MINIMUM OF 400 FEET OF SOLID LINE IN ADVANCE OF THE INTERSECTION AND SHALL BE PAIRED WITH EITHER A SOLID OR DASHED LINE DEPENDING ON SIGHT DISTANCE AVAILABILITY IN THE OPPOSING LANE.

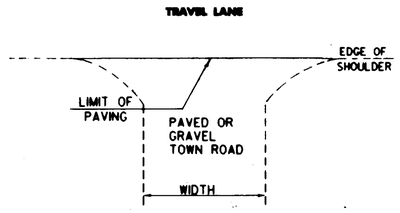
APPROACH TO A SIDE ROAD INTERSECTION
TYPICAL

DETAIL I

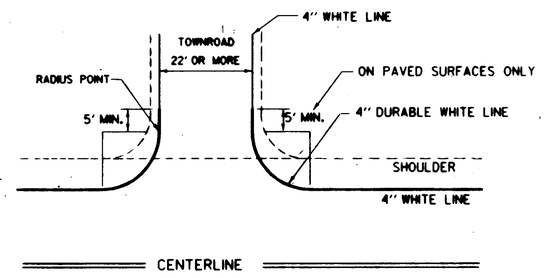


PAVING LIMITS FOR TOWN ROADS
NOT TO SCALE

DETAIL II

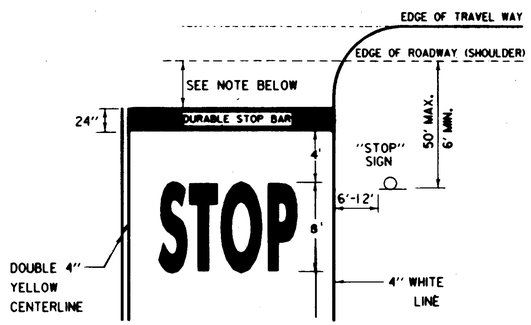


PAVING LIMITS FOR TOWN ROADS
NOT TO SCALE



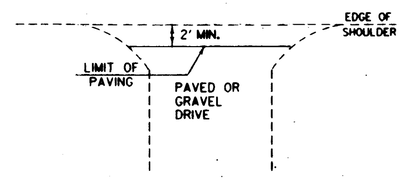
NOTE: EDGELINE RADII WILL BE 35' UNLESS OTHERWISE NOTED ON THE LAYOUTS.

DURABLE EDGELINE RADIUS LAYOUT TYPICAL FOR TOWN ROADS



THE "DESIRED STOPPING POINT" IS THE LOCATION BASED ON SITE CONDITIONS THAT BEST ALLOWS THE STOPPED VEHICLE TO VIEW THE APPROACHING TRAFFIC , IN NO CASE MORE THAN 30 FEET OR LESS THAN 4 FEET FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY.

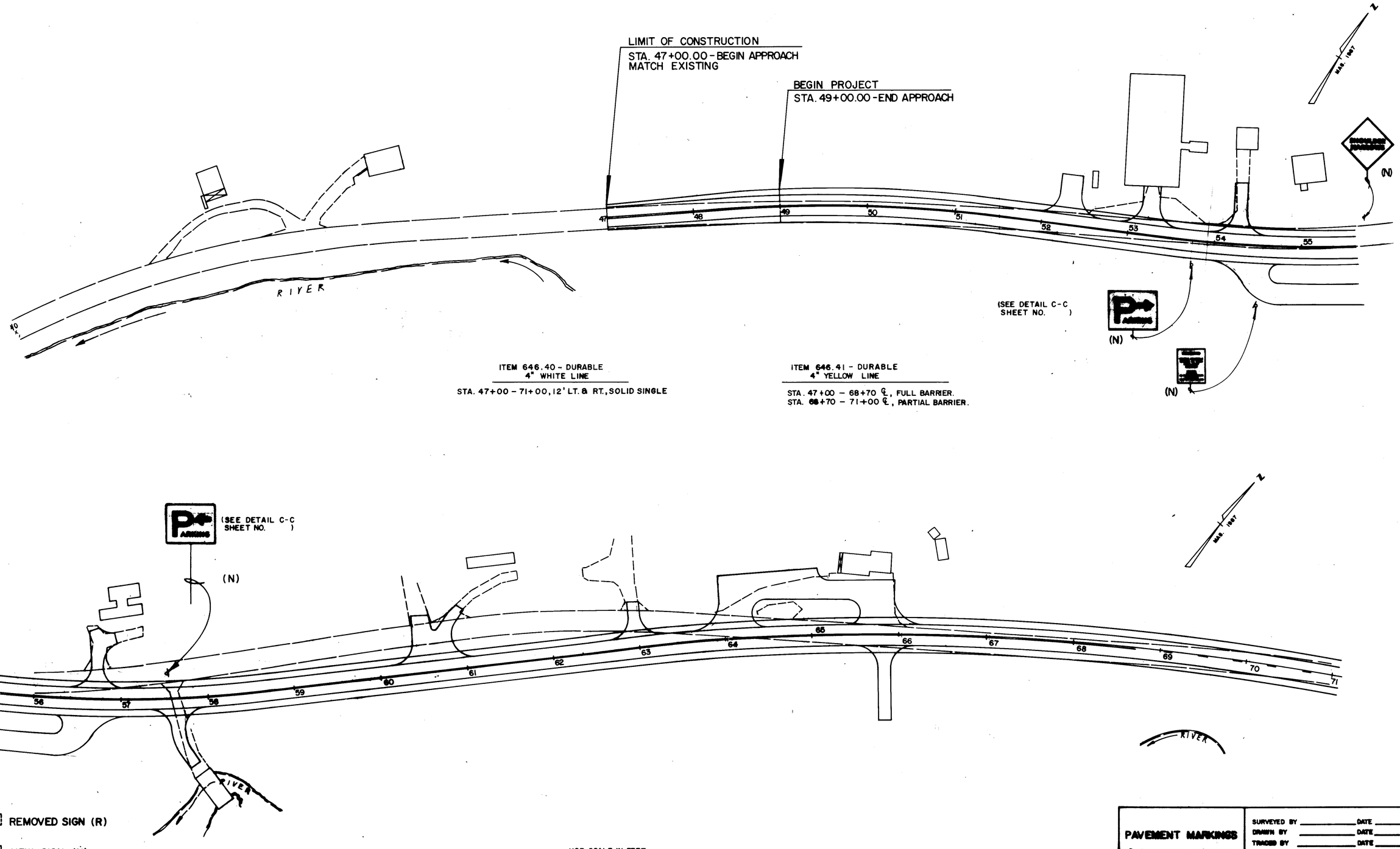
STOP BAR DETAIL



PAVING LIMITS FOR DRIVES
NOT TO SCALE

PAVEMENT MARKING DETAIL SHEET

SURVEYED BY _____ DATE _____
DRAWN BY BRYANT ASSOC. DATE 11/92
TRACED BY _____ DATE _____
U.S. ROUTE 2 - MARSHFIELD
PROJ. NO. FEGC F028-3(28)
SHEET 102 OF ___



ITEM 646.40 - DURABLE
4" WHITE LINE

STA. 47+00 - 71+00, 12' LT. & RT., SOLID SINGLE

ITEM 646.41 - DURABLE
4" YELLOW LINE

STA. 47+00 - 68+70 ℄, FULL BARRIER.
STA. 68+70 - 71+00 ℄, PARTIAL BARRIER.

☐ REMOVED SIGN (R)

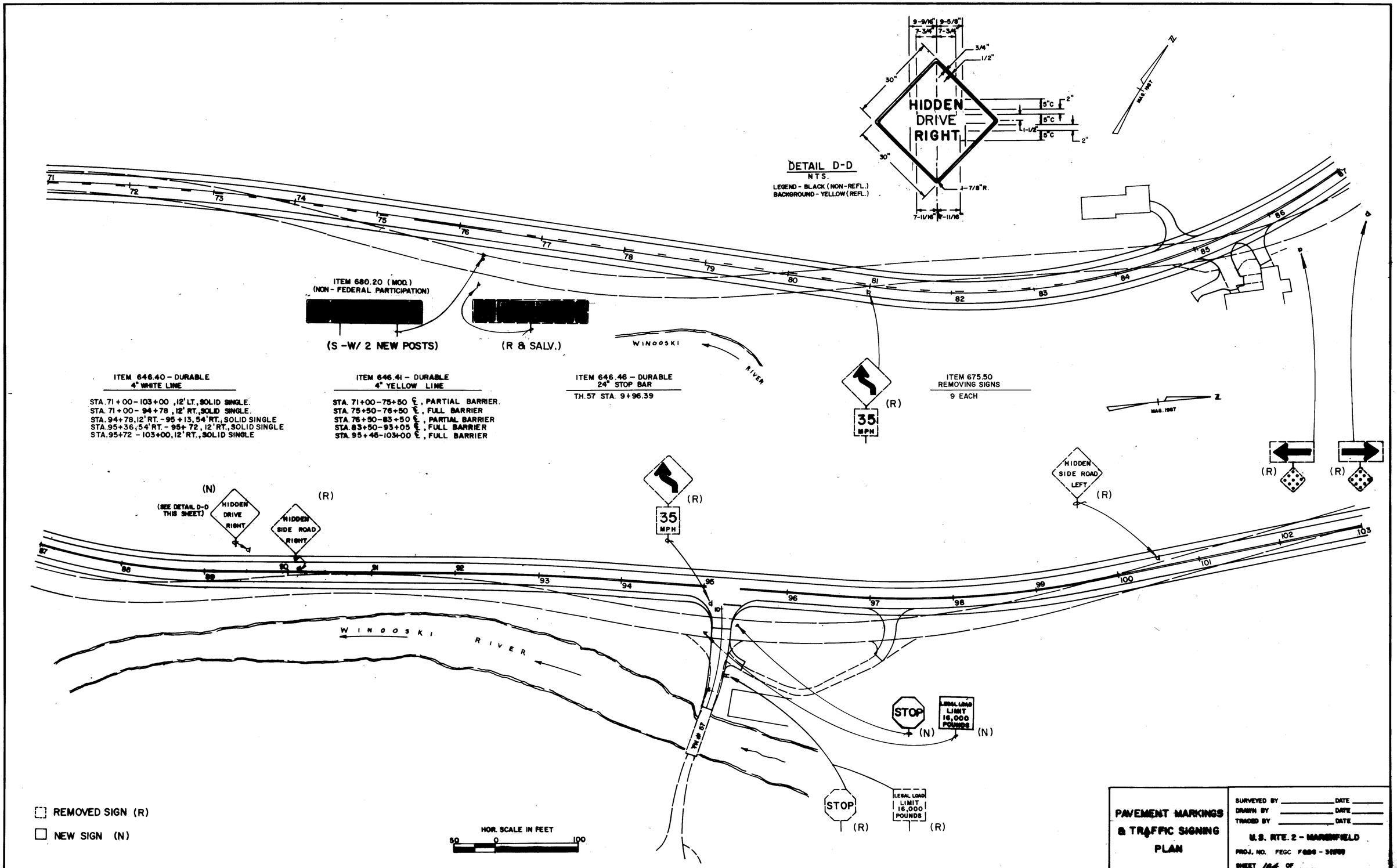
☐ NEW SIGN (N)

HOR. SCALE IN FEET
50 0 100

PAVEMENT MARKINGS & TRAFFIC SIGNING PLANS

SURVEYED BY _____ DATE _____
DRAWN BY _____ DATE _____
TRACED BY _____ DATE _____

U.S. RTE. 2 - MARSHFIELD
PROJ. NO. FEGC FOES-3(28)
SHEET 103 OF



DETAIL D-D
NTS.
LEGEND - BLACK (NON-REFL.)
BACKGROUND - YELLOW (REFL.)
HIDDEN DRIVE RIGHT
9-9/16" 9-5/8"
7-3/4" 7-3/4"
3/4"
1/2"
30"
30"
5"C
2"
1-1/2"
1-7/8"R.
7-11/16" 7-11/16"
MAG. 1987
ITEM 680.20 (MOD.)
(NON - FEDERAL PARTICIPATION)
(S -W/ 2 NEW POSTS)
(R & SALV.)
WINOOSKI RIVER
ITEM 646.40 - DURABLE
4" WHITE LINE
STA. 71+00 - 103+00, 12' LT., SOLID SINGLE.
STA. 71+00 - 94+78, 12' RT., SOLID SINGLE.
STA. 94+78, 12' RT. - 95+13, 54' RT., SOLID SINGLE
STA. 95+36, 54' RT. - 95+72, 12' RT., SOLID SINGLE
STA. 95+72 - 103+00, 12' RT., SOLID SINGLE
ITEM 646.41 - DURABLE
4" YELLOW LINE
STA. 71+00 - 75+50 ℄, PARTIAL BARRIER.
STA. 75+50 - 76+50 ℄, FULL BARRIER
STA. 76+50 - 83+50 ℄, PARTIAL BARRIER
STA. 83+50 - 93+05 ℄, FULL BARRIER
STA. 95+46 - 103+00 ℄, FULL BARRIER
ITEM 646.46 - DURABLE
24" STOP BAR
TH.57 STA. 9+96.39
ITEM 675.50
REMOVING SIGNS
9 EACH
35 MPH
(R)
(N)
(SEE DETAIL D-D THIS SHEET)
HIDDEN DRIVE RIGHT
HIDDEN SIDE ROAD RIGHT
HIDDEN SIDE ROAD LEFT
WINOOSKI RIVER
TH # 57
STOP
LEGAL LOAD LIMIT 16,000 POUNDS
REMOVED SIGN (R)
NEW SIGN (N)
HOR. SCALE IN FEET
50 0 100
PAVEMENT MARKINGS & TRAFFIC SIGNING PLAN
SURVEYED BY DATE
DRAWN BY DATE
TRACED BY DATE
U.S. RTE. 2 - MARSHFIELD
PROJ. NO. FEGC
SHEET 184 OF

ITEM 646.46 - DURABLE 24" STOP BAR

T.H. 56 STA. 20+23.28
T.H. 49 STA. 30+09.82
T.H. 48 STA. 40+14.49

ITEM 646.50
DURABLE LETTER IN WORD MARKING

STA. 112+80 RT. - "STOP"

ITEM 646.40
DURABLE 4" WHITE LINE

STA. 103+00 - 103+63, 12' LT., SOLID SINGLE
STA. 103+63, 12' LT. - 104+00, 50' LT., SOLID SINGLE
STA. 104+26, 58' LT. - 104+64, 12' LT., SOLID SINGLE
STA. 104+64 - 134+00, 12' LT., SOLID SINGLE
STA. 103+00, 12' RT. - 112+17, 23' RT., SOLID SINGLE
STA. 112+17, 23' RT. - 112+59, 65' RT., SOLID SINGLE
T.H. 49, STA. 30+39 - 31+42, RT. @ RDWY EDGE, SOLID SINGLE
T.H. 49, STA. 31+42 - 30+44, LT. @ RDWY EDGE, SOLID SINGLE
STA. 112+85, 65' RT. - 113+21, 23' RT., SOLID SINGLE
STA. 113+21 - 134+00, 12' RT., BROKEN LINE
STA. 113+21, 23' RT. - 123+85, 23' RT., SOLID SINGLE
STA. 123+85, 23' RT. - 124+18, 50' RT., SOLID SINGLE
T.H. 48, STA. 40+22, 13' RT. - 42+41, 10' RT., @ RDWY EDGE, SOLID SINGLE
T.H. 48, STA. 40+32, 17' LT. - 42+41, 10' RT., @ RDWY EDGE, SINGLE SOLID
STA. 124+48, 50' RT. - 124+73, 23' RT., SOLID SINGLE
STA. 124+73 - 134+00, 23' RT., SOLID SINGLE

ITEM 675.50
REMOVING SIGNS

10 EACH

ITEM 680.20
(NON-FEDERAL PARTICIPATION)

ITEM 646.41 - DURABLE 4" YELLOW LINE

STA. 103+00 - 103+84, ℄, FULL BARRIER.
STA. 104+24 - 112+44, ℄, FULL BARRIER.
STA. 112+84 - 124+05, ℄, FULL BARRIER.
T.H. 49, STA. 30+10 - 31+40, ℄, FULL BARRIER.
STA. 124+45 - 134+00, ℄, FULL BARRIER.

DETAIL A-A
N.T.S.
LEGEND - WHITE
BACKGROUND - GREEN

DETAIL B-B
N.T.S.
LEGEND - WHITE
BACKGROUND - GREEN

REMOVED SIGNS (R)
NEW SIGNS (N)

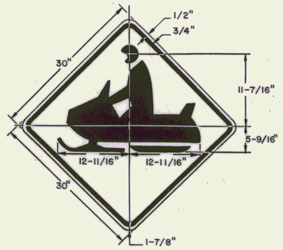
HOR. SCALE IN FEET
50 0 100

PAVEMENT MARKINGS & TRAFFIC SIGNING PLAN

SURVEYED BY _____ DATE _____
DRAWN BY _____ DATE _____
TRACED BY _____ DATE _____

U.S. RTE. 2 - MARSHFIELD
PROJ. NO. FEGC F028-3(28)
SHEET 105 OF

ITEM 675.50
REMOVING SIGNS
4 EACH



DETAIL B-B
NTS.
LEGEND - BLACK (NON-REFL.)
BACKGROUND - YELLOW (REFL.)

ITEM 646.46 - DURABLE
24" STOP BAR

T.H. 55 STA. 50+23.00

ITEM 646.40 - DURABLE
4" WHITE LINE

STA. 134+00 - 143+00, 12' RT., BROKEN LINE.
STA. 134+00 - 140+78, 12' LT., SOLID SINGLE
STA. 140+78, 12' LT., - 141+15, 52' LT., SOLID SINGLE
STA. 141+39, 52' LT., - 141+77, 12' LT., SOLID SINGLE
STA. 141+77 - 166+00, 12' LT., SOLID SINGLE
STA. 134+00 - 154+51, VARIES 23' TO 12' RT., SOLID SINGLE
STA. 154+51 - 166+00, 12' RT., SOLID SINGLE

ITEM 646.41 - DURABLE
4" YELLOW LINE

STA. 134+00 - 141+05, ℄, FULL BARRIER
T.H. 55 STA. 50+23 - 50+47 ℄, FULL BARRIER
STA. 141+45 - 163+00, ℄, FULL BARRIER
STA. 163+00 - 166+00, ℄, PARTIAL BARRIER

MAG. 1987

DETAIL E-E
N.T.S.
LEGEND - BLACK (NON-REFL.)
BACKGROUND - YELLOW (REFL.)

DETAIL C-C
NTS.
LEGEND - GREEN (NON-REFL.)
BACKGROUND - WHITE (REFL.)

HOR. SCALE IN FEET
50 0 100

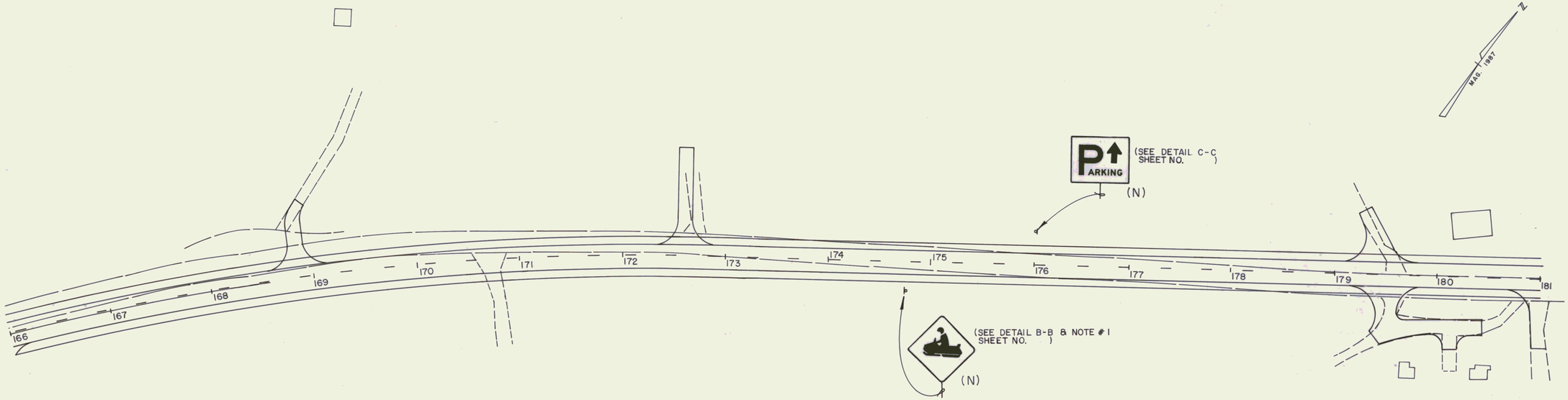
☐ REMOVED SIGNS (R)
☐ NEW SIGNS (N)

PAVEMENT MARKINGS & TRAFFIC SIGNING PLAN

SURVEYED BY _____ DATE _____
DRAWN BY _____ DATE _____
TRACED BY _____ DATE _____

U.S. RTE. 2 - MARSHFIELD
PROJ. NO. FEGC F 028-3(28)
SHEET 106 OF

133169



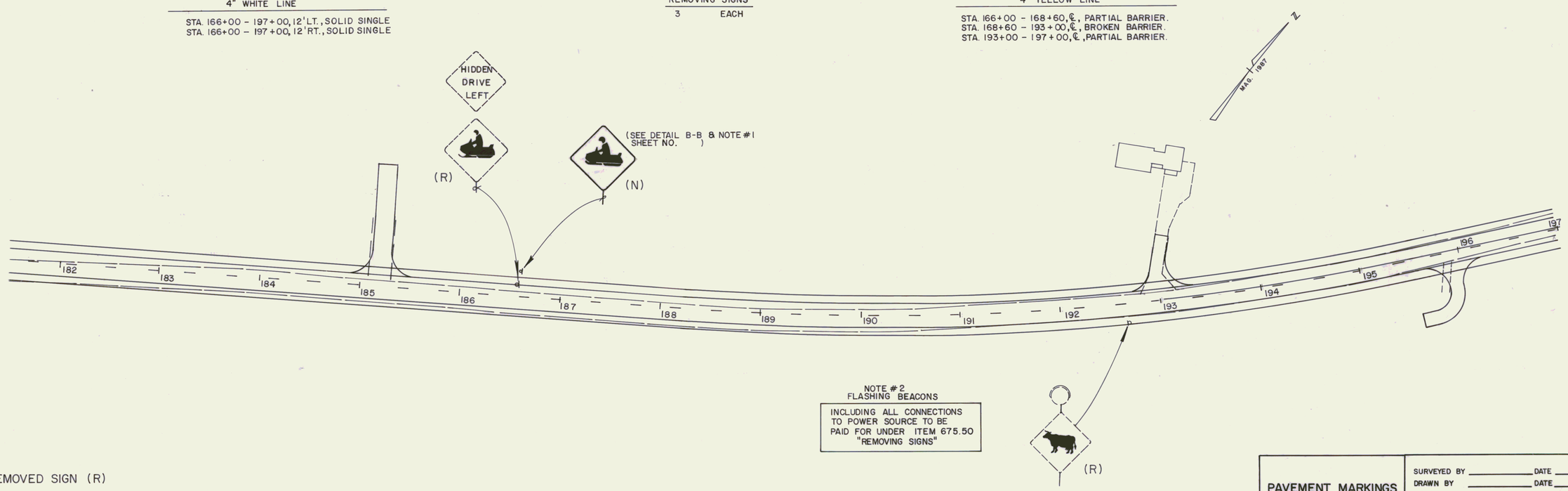
ITEM 646.40 - DURABLE
4" WHITE LINE

STA. 166+00 – 197+00, 12' LT., SOLID SINGLE
STA. 166+00 – 197+00, 12' RT., SOLID SINGLE

ITEM 675.50
REMOVING SIGNS
3 EACH

ITEM 646.41 - DURABLE
4" YELLOW LINE

STA. 166+00 – 168+60, ℄, PARTIAL BARRIER.
STA. 168+60 – 193+00, ℄, BROKEN BARRIER.
STA. 193+00 – 197+00, ℄, PARTIAL BARRIER.



NOTE #2
FLASHING BEACONS

INCLUDING ALL CONNECTIONS TO POWER SOURCE TO BE PAID FOR UNDER ITEM 675.50 "REMOVING SIGNS"

☐ REMOVED SIGN (R)
☐ NEW SIGN (N)

HOR. SCALE IN FEET
50 0 100

PAVEMENT MARKINGS & TRAFFIC SIGNING PLAN

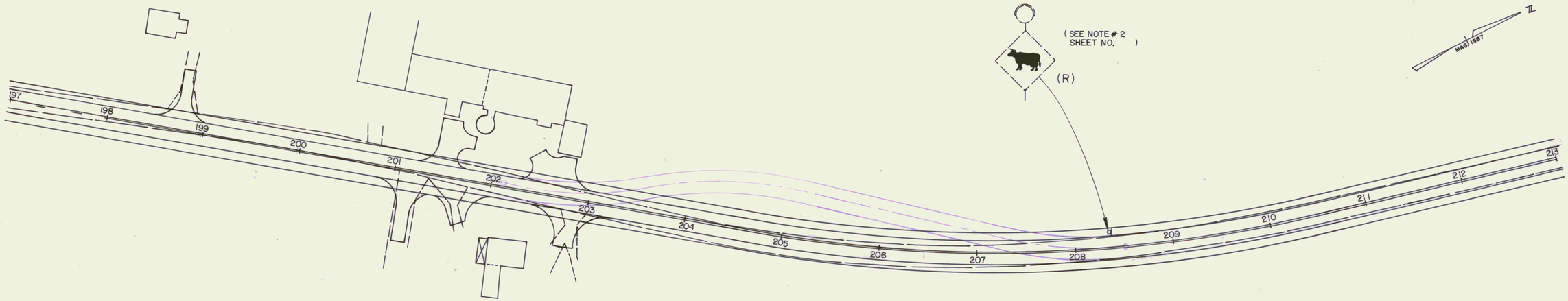
SURVEYED BY _____ DATE _____
DRAWN BY _____ DATE _____
TRACED BY _____ DATE _____

U.S. RTE. 2 – MARSHFIELD

PROJ. NO. FEGC F028-3(28)

SHEET 107 OF

133169



ITEM 646.40 - DURABLE
4" WHITE LINE

STA. 197+00 – 218+49, 12'RT., SOLID SINGLE
STA. 218+49, 12'RT. – 218+82, 52'RT., SOLID SINGLE
STA. 219+10, 52'RT. – 219+46, 12'RT., SOLID SINGLE
STA. 219+46 – 229+00, 12'RT., SOLID SINGLE
STA. 197+00 – 229+00, 12'LT., SOLID SINGLE

ITEM 646.41 - DURABLE
4" YELLOW LINE

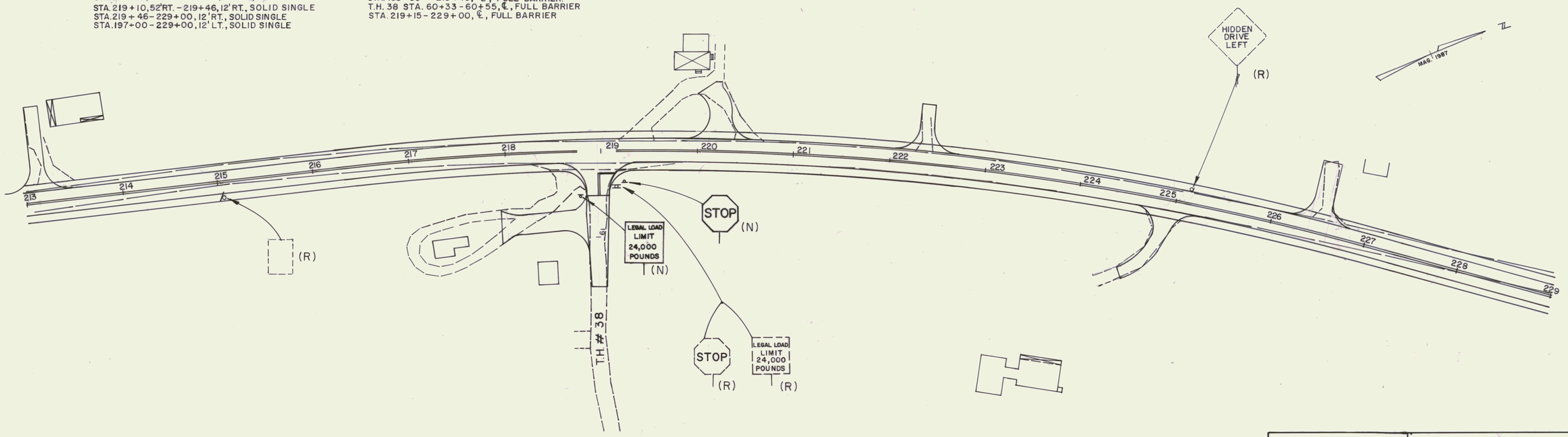
STA. 197+00 – 198+00, ℄, PARTIAL BARRIER.
STA. 198+00 – 218+75, ℄, FULL BARRIER.
T.H. 38 STA. 60+33 - 60+55, ℄, FULL BARRIER
STA. 219+15 – 229+00, ℄, FULL BARRIER

ITEM 646.46 - DURABLE
24" STOP BAR

T.H. 38 STA. 60 + 37.97

ITEM 675.50
REMOVING SIGNS

5 EACH



REMOVED SIGN (R)
NEW SIGN (N)

HOR. SCALE IN FEET
50 0 100

PAVEMENT MARKINGS & TRAFFIC SIGNING PLAN

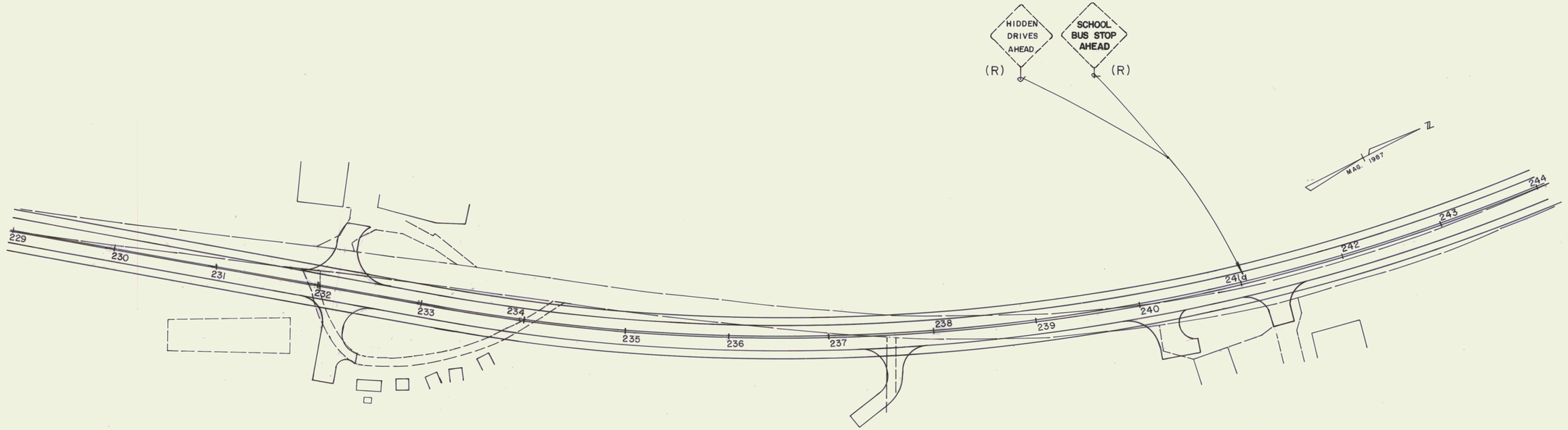
SURVEYED BY _____ DATE _____
DRAWN BY _____ DATE _____
TRACED BY _____ DATE _____

U.S. RTE. 2 – MARSHFIELD

PROJ. NO. FEGC F 028 – 3(28)

SHEET 108 OF

133169



ITEM 646.40 – DURABLE
4" WHITE LINE

STA. 229+00 – 248+11, 12' LT., SOLID SINGLE
STA. 248+11, 12' LT. – 248+40, 52' LT., SOLID SINGLE
STA. 248+66, 56' LT. – 248+98, 12' LT., SOLID SINGLE
STA. 248+98 – 260+00, 12' LT., SOLID SINGLE
STA. 229+00 – 260+00, 12' RT., SOLID SINGLE

ITEM 646.41 – DURABLE
4" YELLOW LINE

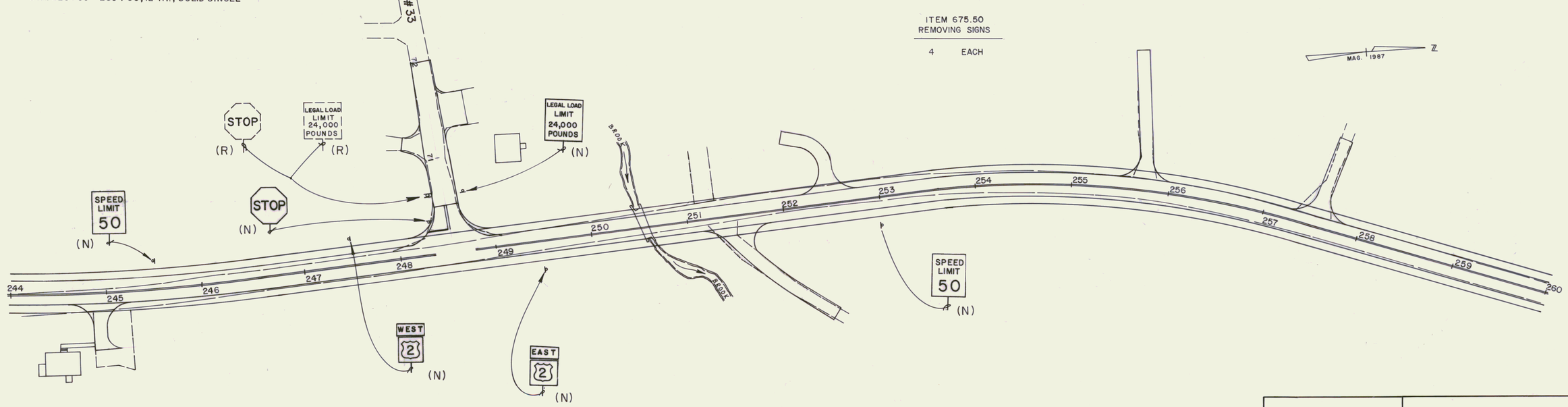
STA. 229+00 – 248+33, ℄, FULL BARRIER.
T.H. 33 STA. 70+23 – 70+50, ℄, FULL BARRIER
STA. 248+73 – 260+00, ℄, FULL BARRIER

ITEM 646.46 – DURABLE
24" STOP BAR

T.H. 33 STA. 70+23.00

ITEM 675.50
REMOVING SIGNS

4 EACH



☐ REMOVED SIGN (R)
☐ NEW SIGN (N)

HOR. SCALE IN FEET
50 0 100

PAVEMENT MARKINGS & TRAFFIC SIGNING PLAN

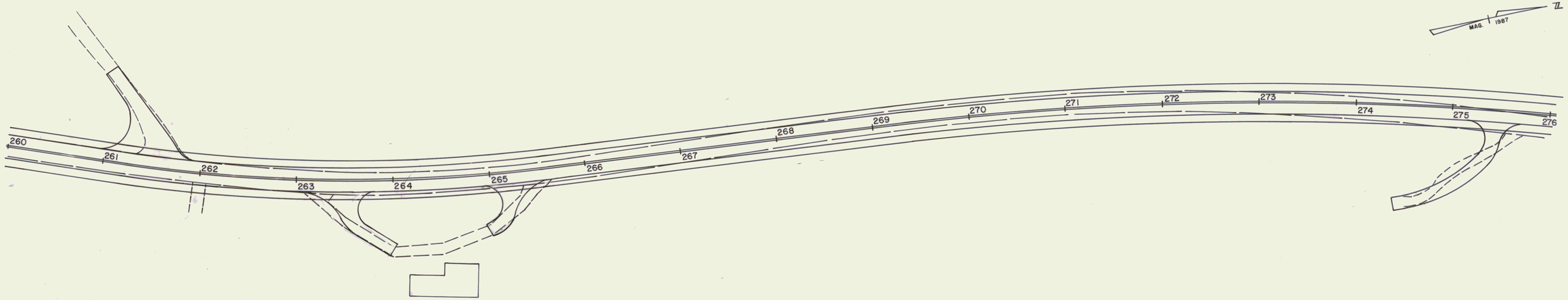
SURVEYED BY _____ DATE _____
DRAWN BY _____ DATE 7/89
TRACED BY _____ DATE _____

U.S. RTE. 2 – MARSHFIELD

PROJ. NO. FEGC F028-3(28)
SHEET 109 OF 134

133169

7

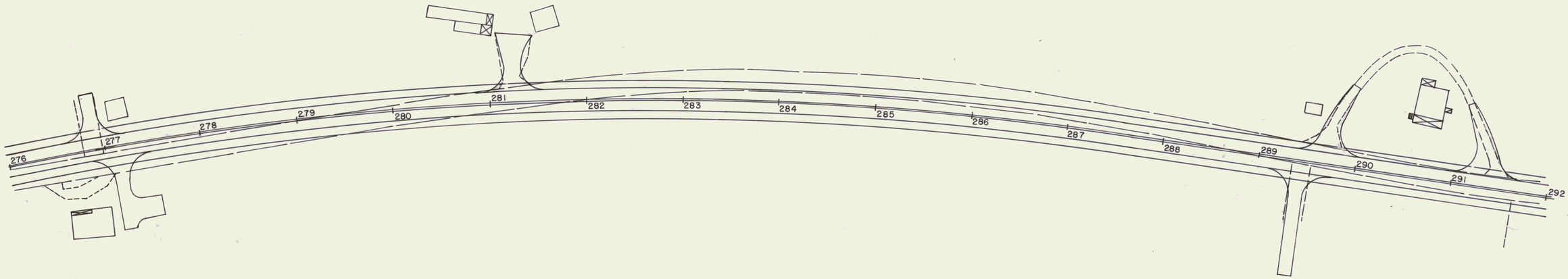


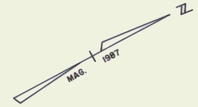
ITEM 646.40 - DURABLE
4" WHITE LINE

STA. 260+00 - 292+00, 12' LT. & RT., SOLID SINGLE.

ITEM 646.41 - DURABLE
4" YELLOW LINE

STA. 260+00 - 292+00, ℄, FULL BARRIER.





HOR. SCALE IN FEET
50 0 100

PAVEMENT MARKINGS
& TRAFFIC SIGNING
PLAN

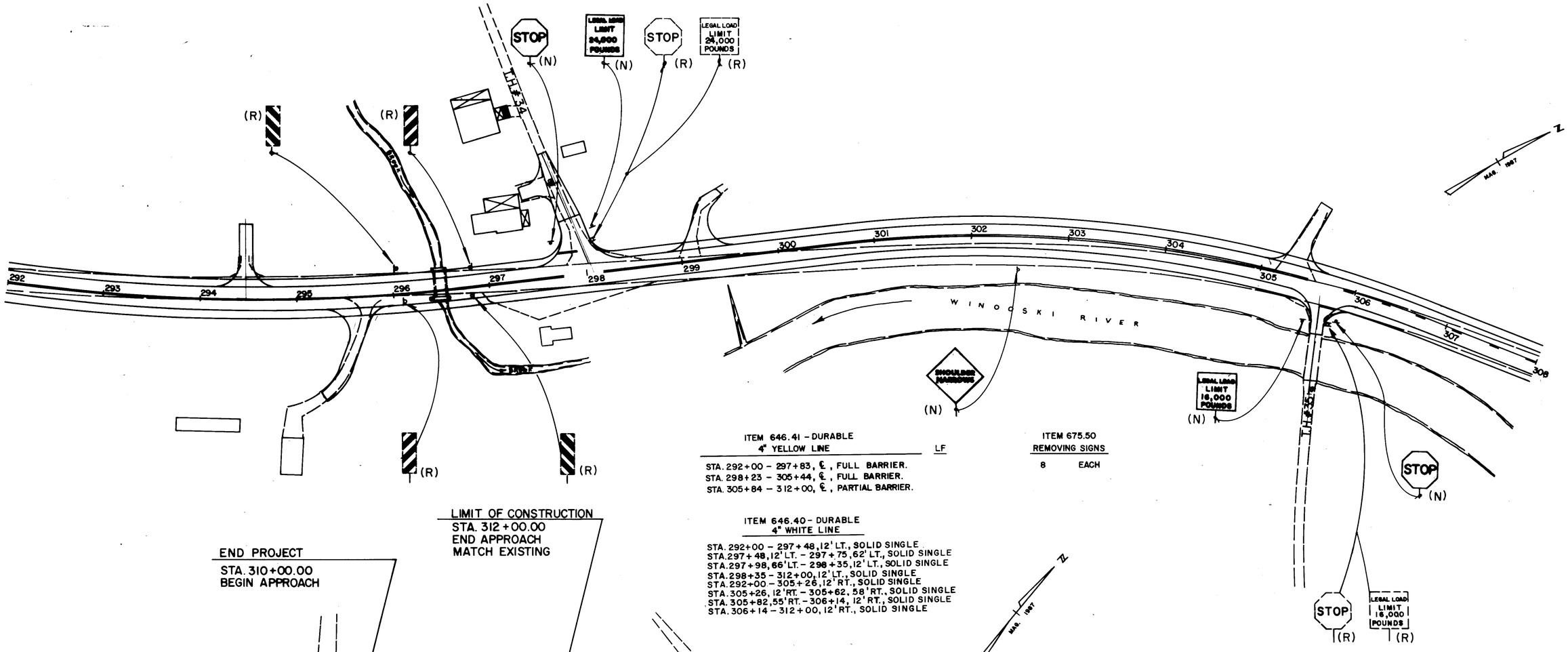
SURVEYED BY _____ DATE _____
DRAWN BY _____ DATE 7/87
TRACED BY _____ DATE _____

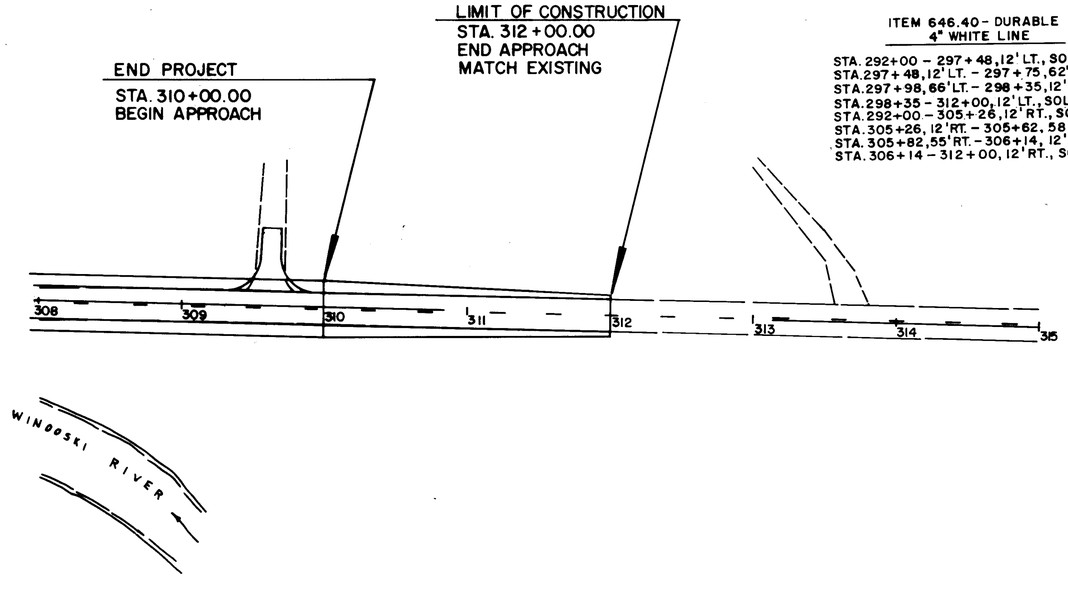
U. S. RTE. 2 - MARSHFIELD

PROJ. NO. FEGC F 028-3(28)

SHEET 110 OF

133169





ITEM 646.41 – DURABLE
4" YELLOW LINE — LF

STA. 292+00 – 297+83, ℄, FULL BARRIER.
STA. 298+23 – 305+44, ℄, FULL BARRIER.
STA. 305+84 – 312+00, ℄, PARTIAL BARRIER.

ITEM 646.40 – DURABLE
4" WHITE LINE

STA. 292+00 – 297+48, 12' LT., SOLID SINGLE
STA. 297+48, 12' LT. – 297+75, 62' LT., SOLID SINGLE
STA. 297+98, 66' LT. – 298+35, 12' LT., SOLID SINGLE
STA. 298+35 – 312+00, 12' LT., SOLID SINGLE
STA. 292+00 – 305+26, 12' RT., SOLID SINGLE
STA. 305+26, 12' RT. – 305+62, 58' RT., SOLID SINGLE
STA. 305+82, 55' RT. – 306+14, 12' RT., SOLID SINGLE
STA. 306+14 – 312+00, 12' RT., SOLID SINGLE

ITEM 675.50
REMOVING SIGNS
8 EACH

ITEM 646.46 – DURABLE
24" STOP BAR
T.H. 34 STA. 80+23.75
T.H. 35 STA. 90+10.58

☐ REMOVED SIGN (R)
☐ NEW SIGN (N)

HOR. SCALE IN FEET
50 0 100

PAVEMENT MARKINGS & TRAFFIC SIGNING PLAN

SURVEYED BY _____ DATE _____
DRAWN BY _____ DATE 2012
TRACED BY _____ DATE _____

U.S. RTE. 2 – MARSHFIELD

PROJ. NO. FEGC F 028-3(28)

SHEET /// OF

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS	NEW AND SALVAGED SIGNS				EXISTING POSTS				NEW SIGN POSTS																	REMARKS	PLAN SHEET NUMBER	STD. SHEET NUMBER
			"A"	"B"	SALV. SIGN	SALV. T.I.S.	RET.	DRILL	REM	SALV	NUMBER OF POSTS	FLANGED CHANNEL LB./FT.				TUBULAR ALUMINUM				TUBULAR STEEL				W-SHAPED STEEL		FTG. SIZE		SIGN FRAME		
												1.12	2.0	2.5	3.0	3.0" ø	4.0" ø	3.0" SQ.	4.0" ø	3.0"	3.5"	4.0"	5.0"	POST SIZE	WEIGHT	24"	30"			
53+75 RT	PARKING	30" X 24"	5.00								1				X													SEE DETAIL C-C, SHEET NO.		
54+50 RT	PROHIBITED	24" X 36"	6.00								1				X															E-144
55+70 LT	SHOULDER NARROWS	36" X 36"	9.00								1				X															E-151
57+50 LT	PARKING	30" X 24"	5.0								1				X													SEE DETAIL C-C, SHEET NO.		
76+33 RT	T.I.S.	72" X 12"				6.00			X		2				X													SEE DETAIL D-D, SHEET NO. ITEM 680.20 TRAVEL INFORMATION SIGN (MODIFIED) NON-FEDERAL PARTICIPATION.		E-125
89+50 LT	HIDDEN DRIVE RIGHT	30" X 30"	6.25						X		1				X													SEE DETAIL A-A, SHEET NO.		
108+00 RT	TRUCK LANE 500 FEET	24" X 30"	5.00								1				X															E-141
109+42 LT	T.I.S.	72" X 12"				6.00			X		2				X													ITEM 680.20 TRAVEL INFORMATION SIGN (MODIFIED) NON-FEDERAL PARTICIPATION.		E-125
110+00 RT	TWINFIELD UNION →	72" X 10"	5.00								2				X													SEE DETAIL A-A, SHEET NO.		E-125
113+30 RT	SLOWER TRAFFIC KEEP RIGHT	36" X 36"	9.00								1				X															E-141
115+00 LT	← TWINFIELD UNION	72" X 10"	5.00								2				X													SEE DETAIL A-A, SHEET NO.		E-125
119+00 LT	UNSAFE TO PASS	36" X 36"	9.00								1				X															E-150
130+00 RT	SLOWER TRAFFIC KEEP RIGHT	24" X 30"	5.00								1				X															E-141
130+00 LT	UNSAFE TO PASS	36" X 36"	9.00								1				X															E-150
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE DESIGN DIVISION'S "SIGN POST DESIGN MANUAL". TOTALS			SF. 78.25	SF.	EA.	SF. 12.0										1.9 LBS/FT	2.6 LBS/FT	2.5 LBS/FT	2.6 LBS/FT	7.6 LBS/FT	9.0 LBS/FT	10.8 LBS/FT	14.6 LBS/FT								

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
DESIGN SUPERVISOR _____ DATE _____

MARSHFIELD U.S. RTE. 2
FEGC-F028-3(28)

SHEET 112 OF 352 SHEETS

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS	NEW AND SALVAGED SIGNS				EXISTING POSTS				NEW SIGN POSTS																REMARKS	PLAN SHEET NUMBER	STD. SHEET NUMBER
			"A"	"B"	SALV. SIGN	SALV. T.I.S.	RET.	DRILL	REM	SALV	NUMBER OF POSTS	FLANGED CHANNEL LB./FT.				TUBULAR ALUMINUM				TUBULAR STEEL				W-SHAPED STEEL		FTG. SIZE		SIGN FRAME			
												1.12	2.0	2.5	3.0	3.0" ø	4.0" ø HSS	3.0" SQ.	4.0" ø	3.0"	3.5"	4.0"	5.0"	POST SIZE	WEIGHT	24"	30"				
138+50 RT		30" X 30"	6.25								1				X													SEE DETAIL B-B, SHEET NO. SEE NOTE # 1		
139+75 RT	HIDDEN DRIVES RIGHT	30" X 30"	6.25								1				X													SEE DETAIL A-A, SHEET NO.		
140+50 RT		36" X 36"	9.00								1				X															E-151
144+00 LT	UNSAFE TO PASS	36" X 36"	9.00								1				X															E-150
148+00 RT	TRUCK LANE ENDS	24" X 30"	5.00								1				X															E-141
152+25 LT		30" X 30"	6.25								1				X													SEE DETAIL B-B, SHEET NO. SEE NOTE # 1		
174+75 RT		30" X 30"	6.25								1				X													SEE DETAIL B-B, SHEET NO. SEE NOTE # 1		
186+60 LT		30" X 30"	6.25								1				X													SEE DETAIL B-B, SHEET NO. SEE NOTE # 1		
245+50 LT	SPEED LIMIT 50	24" X 30"	5.00								1				X															E-141
247+50 LT	WEST 2	24" X 12" 24" X 24"	6.00								1				X															E-136
249+50 RT	EAST 2	24" X 12" 24" X 24"	6.00								1				X															E-136
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE DESIGN DIVISION'S "SIGN POST DESIGN MANUAL". TOTALS			SF. 71.25	SF.	EA.	SF.										1.9 LBS/FT	2.6 LBS/FT	2.5 LBS/FT	2.6 LBS/FT	7.6 LBS/FT	9.0 LBS/FT	10.8 LBS/FT	14.6 LBS/FT							

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
DESIGN SUPERVISOR _____ DATE _____

U.S. ROUTE 2 - MARSHFIELD
FEGC-F028-3(28)
SHEET 113 OF 352 SHEETS

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS	NEW AND SALVAGED SIGNS				EXISTING POSTS				NEW SIGN POSTS																	REMARKS	PLAN SHEET NUMBER	STD. SHEET NUMBER
			"A"	"B"	SALV. SIGN	SALV. T.I.S.	RET.	DRILL	REM	SALV	NUMBER OF POSTS	FLANGED CHANNEL LB./FT.				TUBULAR ALUMINUM				TUBULAR STEEL				W-SHAPED STEEL		FTG. SIZE		SIGN FRAME			
												1.12	2.0	2.5	3.0	3.0" ø	4.0" ø wall	3.0" SQ.	4.0" ø	3.0"	3.5"	4.0"	5.0"	POST SIZE	WEIGHT	24"	30"				
253+00 RT	SPEED LIMIT 50	24" X 30"	5.00								1				X															E-142
302+50 RT	SHOULDER NARROWS	36" X 36"	9.00								1				X															E-151
TH #57 10+20 LT	STOP	30" X 30"	5.18								1				X															E-143
TH #57 10+30 RT	LEGAL LOAD LIMIT 16,000 POUNDS	24" X 30"	5.00								1				X															E-141
TH #56 20+35 LT	STOP	30" X 30"	5.18								1				X															E-143
TH #56 20+70 RT	LEGAL LOAD LIMIT 24,000 POUNDS	24" X 30"	5.00								1				X															E-141
TH #49 30+25 LT	STOP	30" X 30"	5.18								1				X															E-143
TH #49 30+50 RT	LEGAL LOAD LIMIT 24,000 POUNDS	24" X 30"	5.00								1				X															E-141
TH #49 31+25 RT	SPEED LIMIT 35	24" X 30"	5.00								1				X															E-142
TH #48 40+40 LT	STOP	30" X 30"	5.18								1				X															E-143
TH #48 40+50 RT		24" X 30"	5.00								2				X															E-152 E-151
	LEGAL LOAD LIMIT 16,000 POUNDS	24" X 30"	5.00																											E-141
TH #48 42+10 LT		24" X 30"	5.00								1				X															E-151
	STOP AHEAD	24" X 30"	5.00																											E-150
TH #55 50+40 LT	STOP	30" X 30"	5.18								1				X															E-143
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE DESIGN DIVISION'S "SIGN POST DESIGN MANUAL". TOTALS			SF. 79.90	SF.	EA.	SF.										1.9 LBS/FT	2.6 LBS/FT	2.5 LBS/FT	2.6 LBS/FT	7.6 LBS/FT	9.0 LBS/FT	10.8 LBS/FT	14.6 LBS/FT							

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
DESIGN SUPERVISOR _____ DATE _____

U.S. ROUTE 2 – MARSHFIELD
FEGC-F028-3(28)
SHEET 114 OF 352 SHEETS

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS	NEW AND SALVAGED SIGNS				EXISTING POSTS				NEW SIGN POSTS																REMARKS	PLAN SHEET NUMBER	STD. SHEET NUMBER
											NUMBER OF POSTS	FLANGED CHANNEL LB./FT.				TUBULAR ALUMINUM				TUBULAR STEEL				W SHAPED STEEL		FTG. SIZE		SIGN FRAME			
			"A"	"B"	SALV. SIGN	SALV. T.I.S.	RET.	DRILL	REM	SALV		1.12	2.0	2.5	3.0	3.0"	3.0"	4.0"	5.0"	3.0"	3.5"	4.0"	5.0"	POST SIZE	WEIGHT	24"	30"				
TH #55 50+55 RT	LEGAL LOAD LIMIT 34,000 POUNDS	24" X 30"	5.00								1				X														E-141
TH #38 60+42 LT	STOP	30" X 30"	5.18								1				X														E-143
TH #38 60+58 RT	LEGAL LOAD LIMIT 34,000 POUNDS	24" X 30"	5.00								1				X														E-141
TH #33 70+36 LT	STOP	30" X 30"	5.18								1				X														E-143
TH #33 70+62 RT	LEGAL LOAD LIMIT 24,000 POUNDS	24" X 30"	5.00								1				X														E-141
TH #34 80+45 LT	STOP	30" X 30"	5.18								1				X														E-143
TH #34 80+45 RT	LEGAL LOAD LIMIT 24,000 POUNDS	24" X 30"	5.00								1				X														E-141
TH #35 90+22 LT	STOP	30" X 30"	5.18								1				X														E-143
TH #35 90+22 RT	LEGAL LOAD LIMIT 16,000 POUNDS	24" X 30"	5.00								1				X														E-141
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE DESIGN DIVISION'S "SIGN POST DESIGN MANUAL".			SF.	SF.	EA.	SF.																								
		TOTALS	275.12			12.00						2154 LBS.																		

TRAFFIC ITEM SUMMARY

ITEM NO.	ITEM	UNIT	QUANTITY	RNDG.	TOTAL
646.40	DURABLE 4" WHITE LINE	LF	55,605.00	1395.00	57,000
646.41	DURABLE 4" YELLOW LINE	LF	46,924.00	1076.00	48,000
646.46	DURABLE 24" STOP BAR	LF	198.00	12.00	210
646.50	DURABLE LETTER IN WORD MKG.	EA	16.00	–	16
675.20	TRAFFIC SIGNS, TYPE "A"	SF	275.12	24.88	300
675.30	FLANGED CHANNEL STEEL SIGN POST	LB	2154.00	96.00	2250
675.50	REMOVING SIGNS	EA	44.00	6.00	50
680.20	TRAVEL INFORMATION SIGNS (MODIFIED)	SF	12.00	–	12

NOTES AND DETAILS:

1. SEASONAL SNOWMOBILE SIGNS

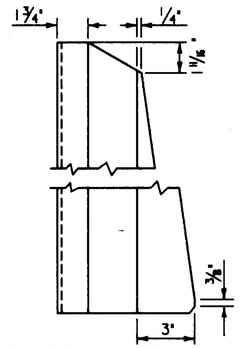
   ITEM 675.20 – SIGNS, TYPE "A": TO BE DELIVERED TO DISTRICT FOR SEASONAL INSTALLATIONS.
   ITEM 675.30 – FLANGED CHANNEL STEEL SIGN POST: TO BE INSTALLED AT PROPER LOCATIONS.

2. REMOVAL OF FLASHING BEACONS, INCLUDING ALL CONNECTIONS TO POWER SOURCE, TO BE PAID FOR UNDER ITEM 675.50 – REMOVING SIGNS.
3. DETOURS TO BE SIGNED AND PAVEMENT MARKED AS PER STANDARD E–107.

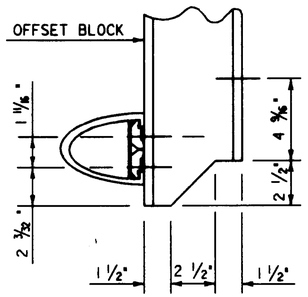
TRAFFIC SIGN SUMMARY SHEET

PREPARED BY _____ DATE ____
CHECKED BY _____ DATE ____
DESIGN SUPERVISOR _____ DATE ____

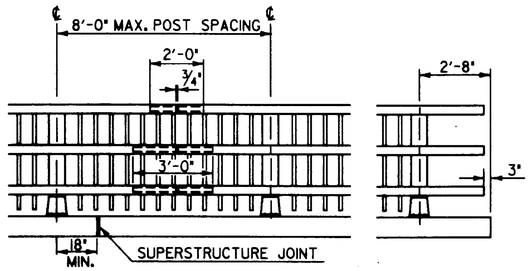
U.S. ROUTE 2 – MARSHFIELD
FEGC–F028–3(28)
SHEET 115 OF 352 SHEETS



POST SIDE VIEW



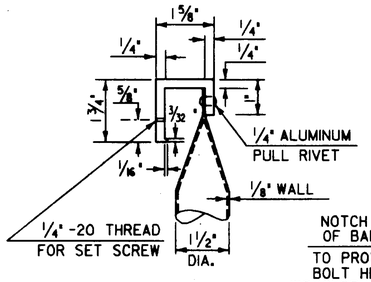
COPING DETAIL



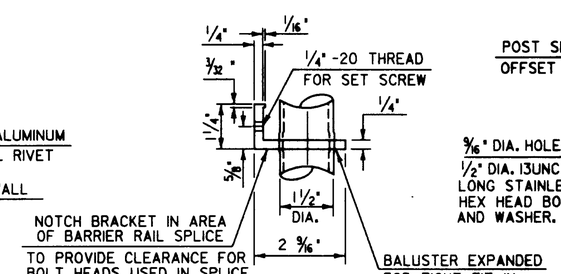
FRONT ELEVATION OF
THREE RAIL WITH SPINDLES

NOTE : RAIL POSTS ARE TO BE SET NORMAL TO GRADE UNLESS OTHERWISE DESIGNATED ON BRIDGE PLANS.

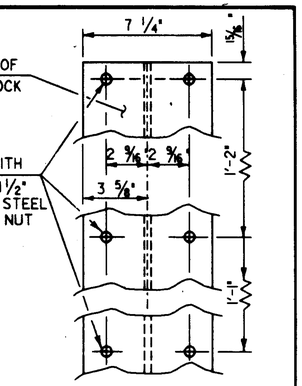
ALL DIMENSIONS ARE TYPICAL UNLESS OTHERWISE DESIGNATED ON BRIDGE PLANS.



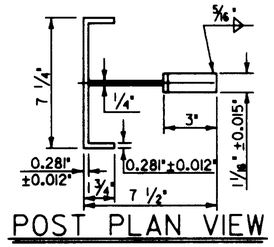
DETAIL A



DETAIL B



OFFSET BLOCK
CONNECTION

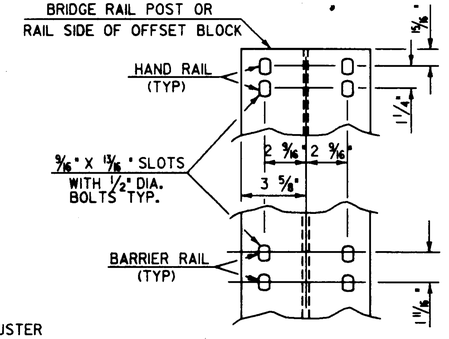


POST PLAN VIEW

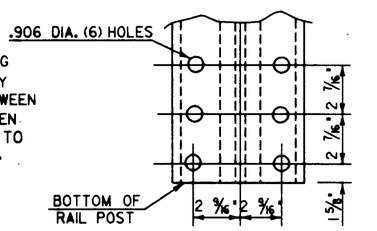
ALLOWABLE STRESSES:

RAILING : 21,000 PSI TENSION
22,000 PSI COMPRESSION

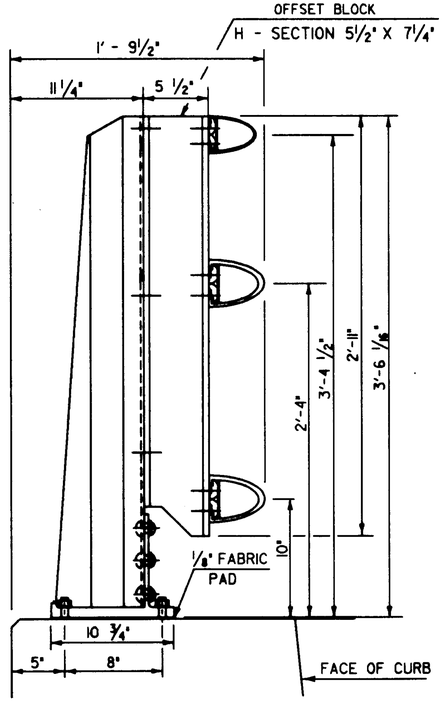
POSTS : 17,000 PSI TENSION
19,000 PSI COMPRESSION



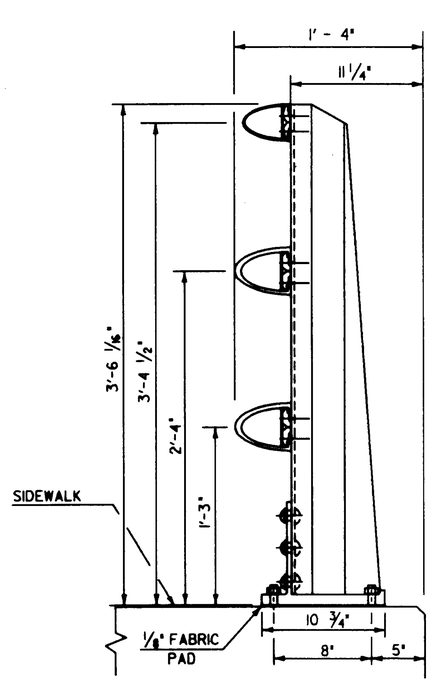
RAIL CONNECTION



POST BASE
BOLT HOLE DETAILS

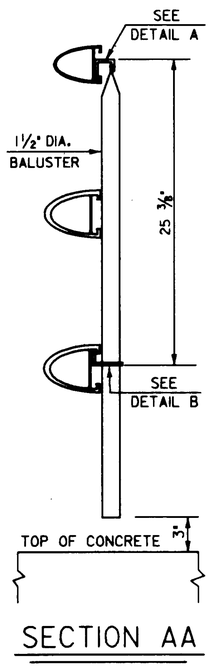


SIDE ELEVATION OF THREE RAIL
TO BE USED ON CURB SIDE

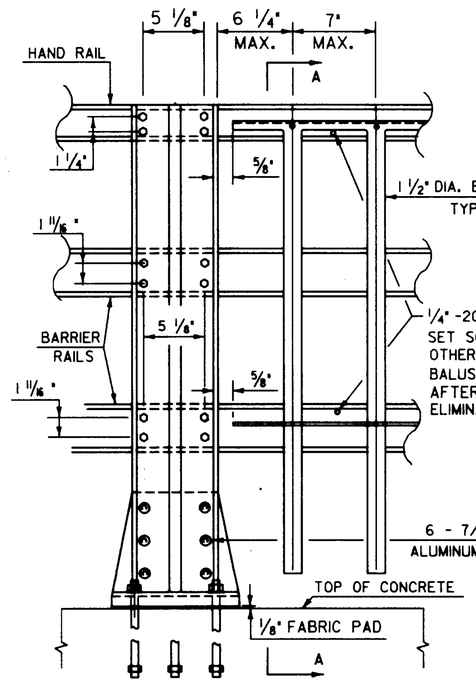


SIDE ELEVATION OF THREE RAIL
TO BE USED ON SIDEWALK SIDE

RAIL POST DETAILS ON SUPERSTRUCTURE



SECTION AA

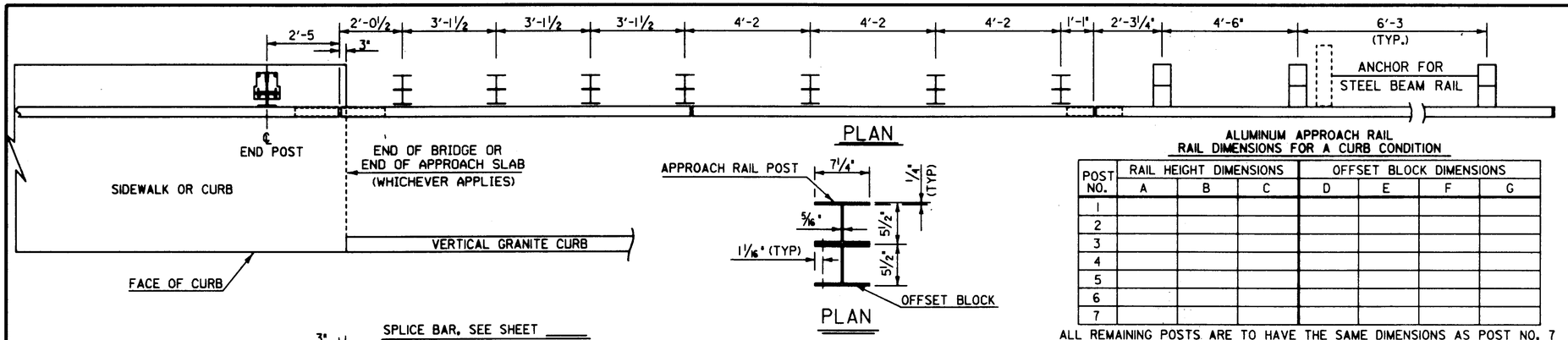


OUTSIDE ELEVATION OF
THREE RAIL POST & SPINDLES

DETAILS OF SPINDLES FOR ALUMINUM RAILING

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of	Bridge No.
Highway No.	Log Sta. / Surv. Sta.
ALUMINUM BRIDGE RAILING DETAILS	
Designed By / Checked By / Date	Drawn By / Bridge Design Supervisor / Date
PROJECT	PROJECT NO.
L.G.C. Info. ZH:[30150]SBR19.DGN	PRF:SBR19ISHI
Bridge Sheet No.	Sheet 116 of 352



PLAN

PLAN

ALUMINUM APPROACH RAIL
RAIL DIMENSIONS FOR A CURB CONDITION

POST NO.	RAIL HEIGHT DIMENSIONS			OFFSET BLOCK DIMENSIONS			
	A	B	C	D	E	F	G
1							
2							
3							
4							
5							
6							
7							

ALL REMAINING POSTS ARE TO HAVE THE SAME DIMENSIONS AS POST NO. 7

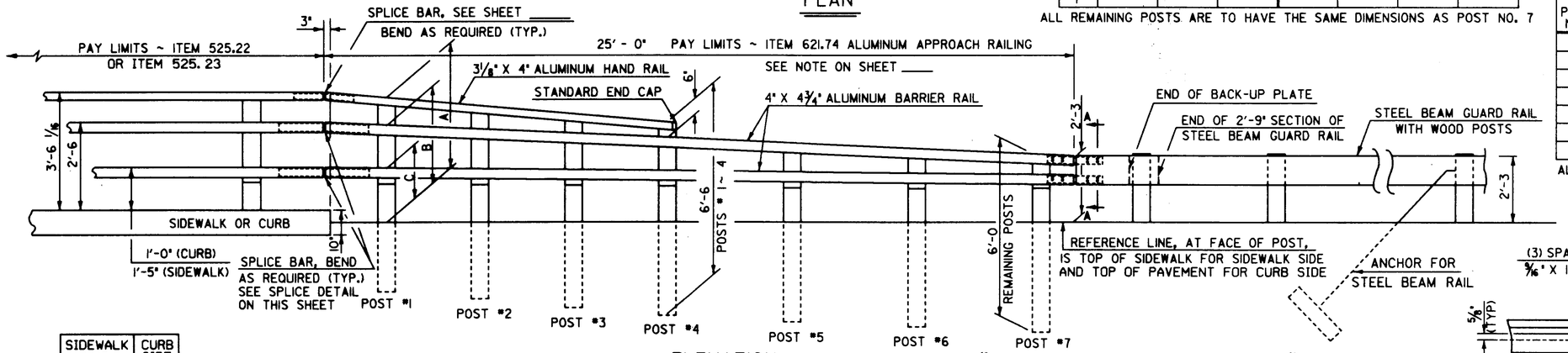
NOTES

1. POST 1 THROUGH 7 SHALL BE EXTRUDED ALUMINUM.
2. ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 36 GALVANIZED AFTER FABRICATION.
3. ALL ITEMS NOT OTHERWISE INDICATED SHALL MEET THE SPECIFICATION REQUIREMENTS OF THE STANDARD SHEETS ON WHICH THEY ARE DETAILED.
4. SEE STANDARD G-1 FOR STEEL BEAM GUARD RAIL DETAILS. SEE SHEETS _____ AND _____ FOR ALUMINUM BRIDGE RAILING DETAILS.
5. THE COST OF ALL MATERIALS AND LABOR FOR THE SPLICE BETWEEN THE ALUMINUM APPROACH RAILING AND THE STEEL BEAM GUARD RAIL SHALL BE SUBSIDIARY TO ITEM 621.74, ALUMINUM APPROACH RAILING.
6. DETAILS ARE SHOWN FOR TRANSITION TO A 3 RAIL ALUMINUM BRIDGE RAILING.
7. DIMENSIONS SHOWN ARE FROM A REFERENCE LINE AT THE FACE OF POST FOR A NORMAL CROWNED SECTION. APPROPRIATE CORRECTIONS SHALL BE MADE FOR CROSS SLOPES OTHER THAN A NORMAL SECTION.

ALUMINUM APPROACH RAIL
RAIL DIMENSIONS FOR A SIDEWALK CONDITION

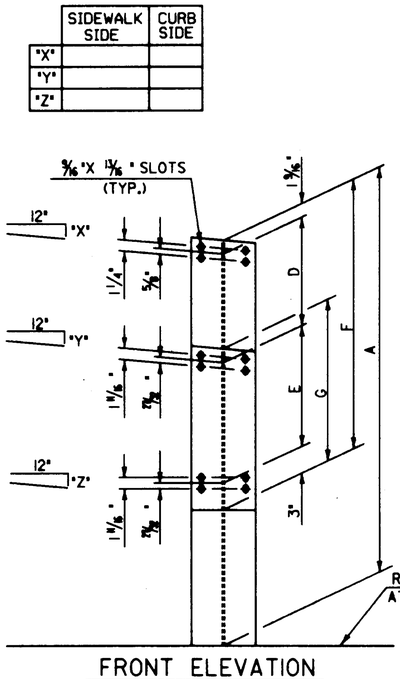
POST NO.	RAIL HEIGHT DIMENSIONS			OFFSET BLOCK DIMENSIONS			
	A	B	C	D	E	F	G
1							
2							
3							
4							
5							
6							
7							

ALL REMAINING POSTS TO HAVE THE SAME DIMENSIONS AS POST NO. 7

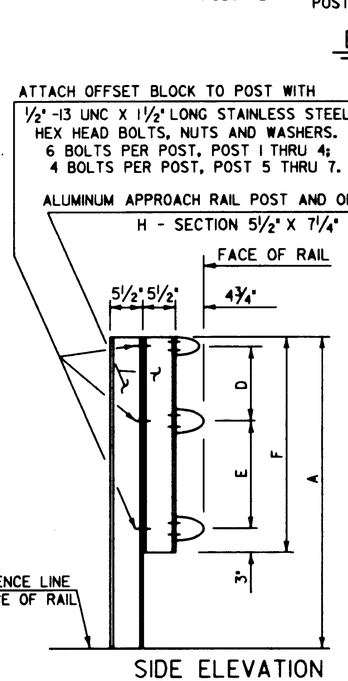


ELEVATION

	SIDEWALK SIDE	CURB SIDE
"X"		
"Y"		
"Z"		

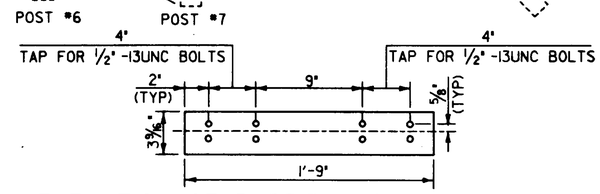


FRONT ELEVATION

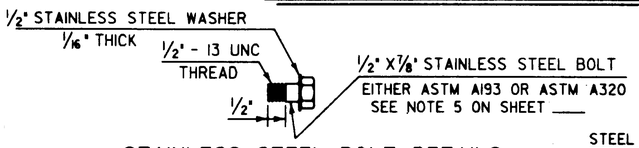


SIDE ELEVATION

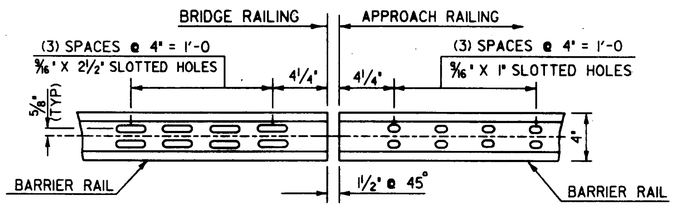
APPROACH RAIL DETAILS



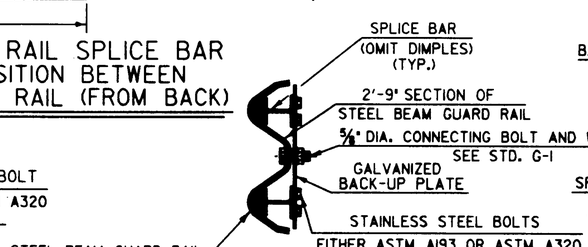
ELEVATION OF BARRIER RAIL SPLICE BAR TO BE USED AT TRANSITION BETWEEN APPROACH RAIL & GUARD RAIL (FROM BACK)

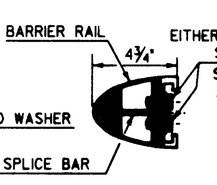


STAINLESS STEEL BOLT DETAILS



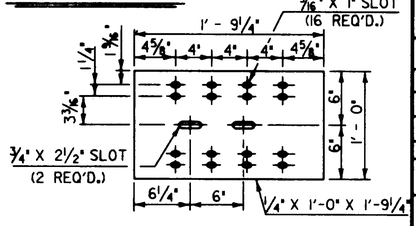
ELEVATION OF BARRIER RAIL (FROM BACK)



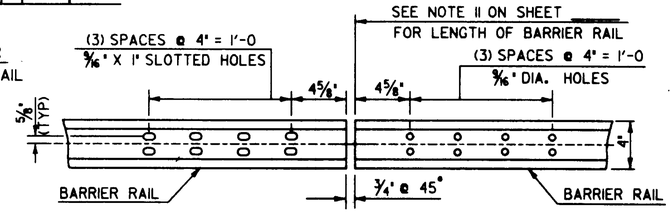


TYPICAL SECTION THROUGH BARRIER RAIL SPLICE

SECTION A-A



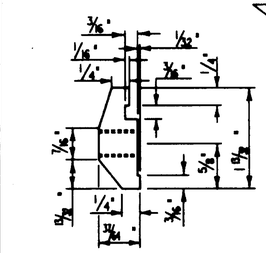
BACK-UP PLATE DETAILS



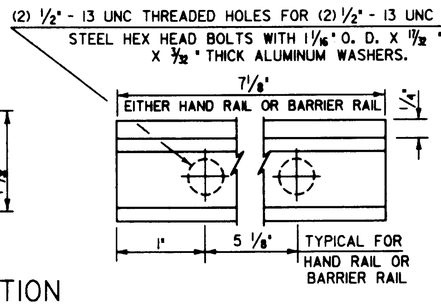
ELEVATION OF BARRIER RAIL (FROM BACK) AT ALL INTERMEDIATE RAIL SPLICES

STATE OF VERMONT
AGENCY OF TRANSPORTATION

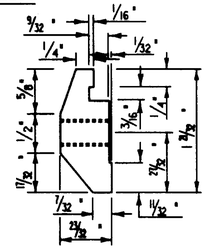
Town Of	Bridge No.
Highway No.	Log Sta. / Surv. Sta.
ALUMINUM APPROACH RAILING DETAILS	
Designed By	Drawn By
Checked By / Date	Bridge Design Supervisor / Date
PROJECT	PROJECT NO.
I.G.C. Info. ZHIL30J50JSBRI91.DGN	PRF:SBRI91SH3
Bridge Sheet No.	Sheet 117 of 352



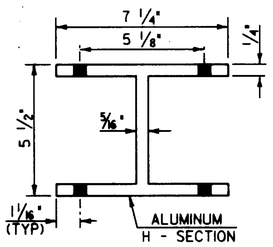
POST CONNECTION HAND RAIL SECTION



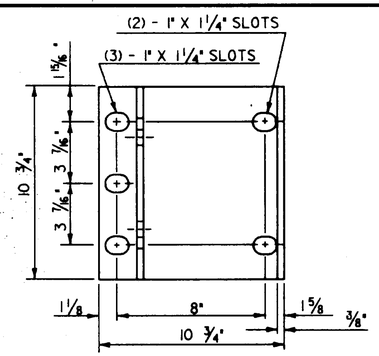
POST CONNECTION ELEVATION



POST CONNECTION BARRIER RAIL SECTION



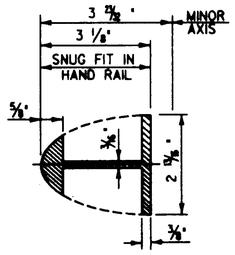
PLAN VIEW OF OFFSET BLOCK (TO BE USED ON SUPERSTRUCTURE ON CURB SIDE)



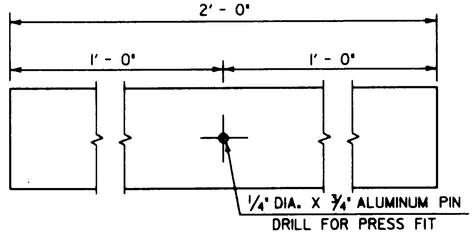
POST BASE PLAN

NOTES

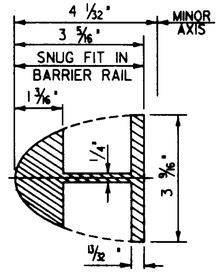
1. ANCHOR BOLTS, WASHERS AND HEAVY HEX NUTS MAY BE ANY OF THE FOLLOWING:
   - A. ASTM A449 GALVANIZED, OR
   - B. AASHTO M164 (ASTM A325) GALVANIZED
   - C. BOLTS AND WASHERS OF STAINLESS STEEL ATSM A276, TYPE 304 (MINIMUM ULTIMATE STRENGTH OF 100,000 PSI) WITH STAINLESS STEEL NUTS OF ASTM A194, GRADE 8NA.
2. ALUMINUM POSTS, POST BASES, SPLICE BARS, CONNECTION BARS, RAILS AND BALUSTER FRAMES SHALL CONFORM TO ASTM B221 ALLOY 6061-T6 OR ALLOY 6351-T5. MINIMUM ALLOWABLE STRESS F_y = 35,000 PSI.
3. ALUMINUM BALUSTER TUBES SHALL CONFORM TO ASTM B210 ALLOY 6061-T5 OR 6063-T5.
4. ALUMINUM RAIL END CAPS SHALL CONFORM TO ASTM B26 ALLOY 356-T6.
5. THE POST, RAIL, AND OFFSET BLOCK CONNECTION BOLTS SHALL BE EITHER ASTM A193 OR ASTM A320. EITHER ONE SHALL BE CLASS 1, B8 GRADE AISI 304 WITH AN ULTIMATE TENSILE STRENGTH OF 75,000 PSI. NUTS FOR EITHER OF THE ABOVE BOLTS SHALL BE ASTM A194, GRADE 8, STAINLESS STEEL WITH AN ULTIMATE TENSILE STRENGTH OF 75,000 PSI.
6. SET SCREWS FOR ATTACHING BALUSTERS TO RAILING SHALL BE ASTM F880, TYPE 303 MATERIAL.
7. RIVETS SHALL BE COLD DRIVEN HIGH BUTTON HEAD "CONE-POINT", CONFORMING TO ASTM B316 ALLOY 6061-T6.
8. THE ANCHOR PLATE FOR THE POST ANCHOR ASSEMBLY SHALL BE ASTM A36 STRUCTURAL STEEL.
9. WELDING SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 506.10 USING THE GMAW-INERT GAS PROCESS AND AWS ER 5356 ELECTRODE WIRE.
10. UNLESS OTHERWISE SPECIFIED, ANCHOR BOLTS SHALL BE CAST INTO THE CONCRETE AS DETAILED.
11. WHENEVER FEASIBLE BARRIER RAIL AND HAND RAIL SECTIONS, SHALL BE FULL LENGTH SECTIONS (40' ±) AND WHEN POSSIBLE SHALL BE ATTACHED TO THREE POSTS. RAILS SHALL BE SPLICED AT EACH DECK JOINT AND INTERMITTENTLY AS REQUIRED. SPLICES SHALL OCCUR WITHIN THE SAME PANEL.
12. ENDS OF RAILS SHALL BE CUT SQUARE AND GROUND FREE OF BURRS OR RAGGED EDGES. EXPOSED ENDS SHALL BE CAPPED.
13. THE CONCRETE CONTACT SURFACE AT THE POST BASE SHALL BE BUSH HAMMERED AND/OR SHIMMED AS REQUIRED FOR PROPER POST ALIGNMENT. POST HEIGHT ADJUSTMENTS LESS THAN 1/4" SHALL BE WITH 1/16" AND 1/8" SHIMS. CORRECTIONS EXCEEDING 1/4" SHALL BE WITH EPOXY MORTAR CONFORMING WITH SECTION 530. FABRIC BEARING PADS AND ANY REQUIRED SHIMS OR EPOXY MORTAR ARE SUBSIDIARY TO THE UNIT PRICE BID FOR THE RAILING.
14. SHIMS AND 1/8" FABRIC BEARING PADS SHALL BE 10 3/4" SQUARE WITH SLOTTED HOLES SIZED AND LOCATED THE SAME AS THE POST BASE DETAIL. FABRIC BEARING PADS SHALL CONFORM TO SUBSECTION 731.01 OR 731.02, SHIM MATERIAL SHALL BE ASTM B 209 ALLOY 1100-0.
15. EXTRUDED SECTIONS ARE DETAILED TO COMPLY WITH CURRENT AASHTO-AGC-ARTBA STANDARDS. MINOR VARIATIONS OF THE DETAILS SHOWN MAY BE CONSIDERED PROVIDING THEY DO NOT REDUCE THE STRENGTH CAPACITY OF THE RAIL SYSTEM.
16. ALUMINUM WASHERS SHALL BE ASTM B209 ALLOY ACLAD 2024-T4.



HAND RAIL SPLICE SECTION

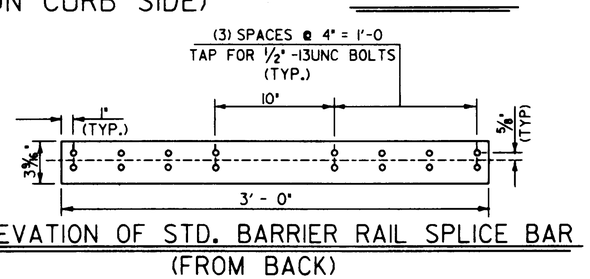


ELEVATION OF HAND RAIL SPLICE BAR

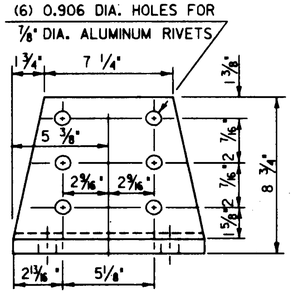


BARRIER RAIL SPLICE SECTION

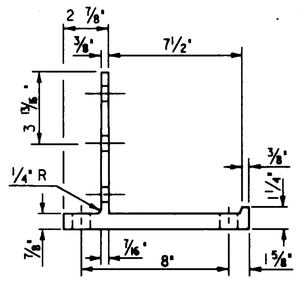
(SEE SHEET ____ FOR ELEVATION OF BARRIER RAIL SPLICE BAR)



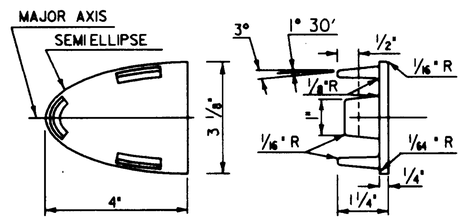
ELEVATION OF STD. BARRIER RAIL SPLICE BAR (FROM BACK)



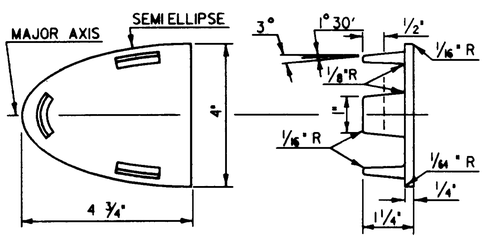
POST BASE FRONT ELEVATION



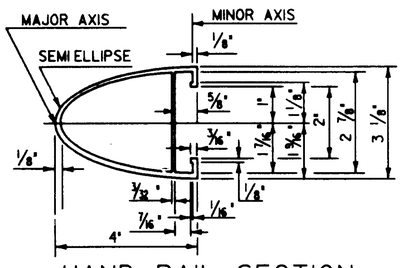
POST BASE SECTION



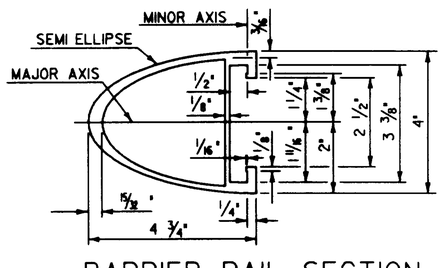
HAND RAIL END CAP



BARRIER RAIL END CAP

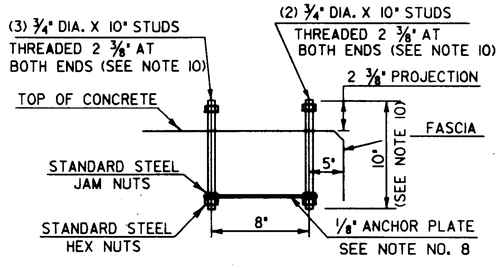


HAND RAIL SECTION

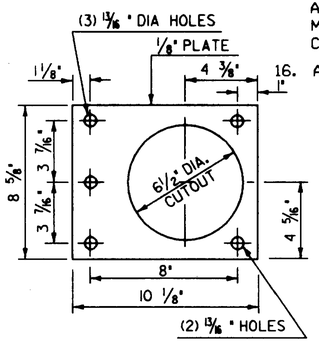


BARRIER RAIL SECTION

(SEE SHEET ___ FOR ELEVATION OF BARRIER RAIL)



POST ANCHOR ASSEMBLY



ANCHOR PLATE

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of	Bridge No.
Highway No.	Log Sta. / Surv. Sta.
ALUMINUM BRIDGE RAILING DETAILS	
Designed By	Drawn By
Checked By / Date	Bridge Design Supervisor / Date
PROJECT	PROJECT NO.
L.G.C. Info. ZHL[30,50]SBR19LDGN	PRF:SBR19ISH2
Bridge Sheet No.	Sheet 117A of 352

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

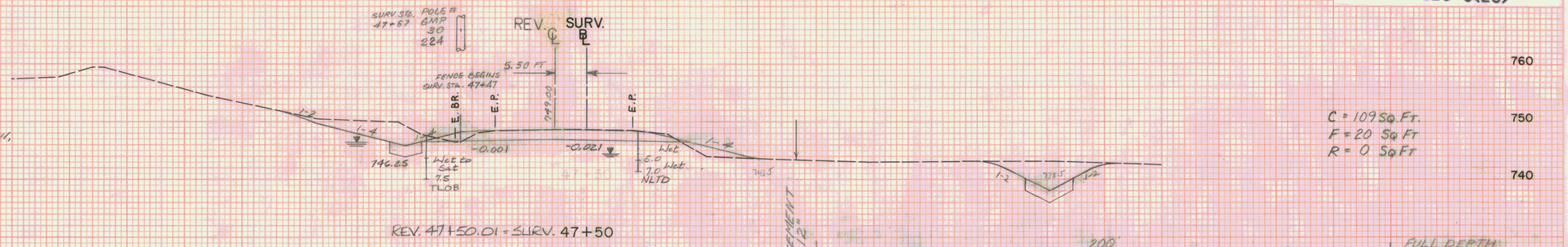
FINAL SURVEY
NOTE BOOK
No.
DATE
BY
SURVEYED
PLOTTED
TRACED
AREAS
AREAS CHECKED

ORIGINAL SURVEY
NOTE BOOK
No.
DATE
BY
SURVEYED
PLOTTED
TRACED
AREAS
AREAS CHECKED

MARSHFIELD, VT.
U.S. ROUTE 2
PROJ. F 028-3(28)
CROSS SECTIONS
SET 1 OF 3
STA. 47+00 TO STA. 136+50

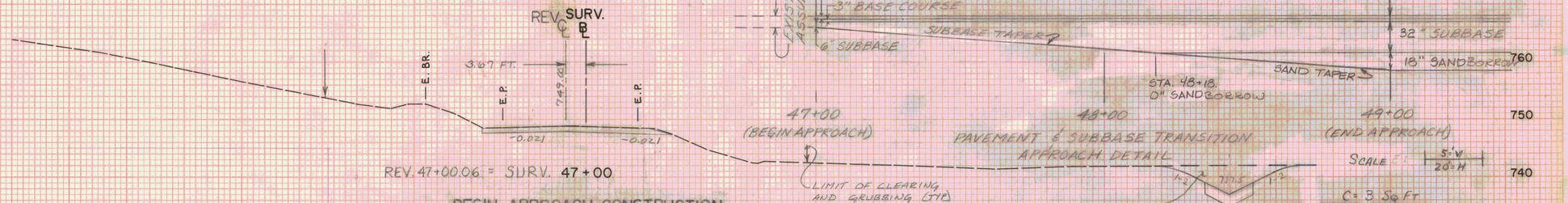
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



REV. STA 47+50 LT
BEGIN STONE LINED DITCH,
TYPE II, 6' WIDE
BEGIN SPECIAL DITCH

REV. 47+50.01 = SURV. 47+50



REV. 47+00.06 = SURV. 47+00

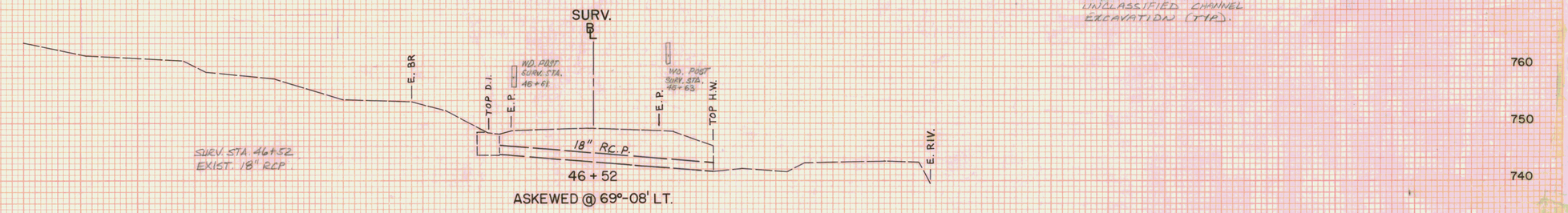
BEGIN APPROACH CONSTRUCTION
F.028-3(28)
MATCH EXISTING
REV. STA. 47+00.00 = SURV. STA. 46+99.93, 3.67' LT.

LIMIT OF CLEARING AND GRUBBING (TYP.) (℄ 42' min LT AND/OR RT)

C = 109 Sq. Ft.
F = 20 Sq Ft
R = 0 Sq Ft

C = 3 Sq Ft
F = 0 Sq Ft
R = 0 Sq Ft

REV STA 46+80 RT
BEGIN STONE LINED DITCH, TYPE II, 3' W, @ RIVER
(SEE PLAN SHT)
BEG. PAYMENT UNDER UNCLASSIFIED CHANNEL EXCAVATION (TYP.).



SURV. STA. 46+52
EXIST. 18" RCP

46 + 52
ASKEWED @ 69°-08' LT.



REV. 46+50.03 = SURV. 46+50

SURV. STA. 46+41
POLE # GMP 29 3 232

STA.	46+50 STA. 47+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	118 OF 352 SHEETS

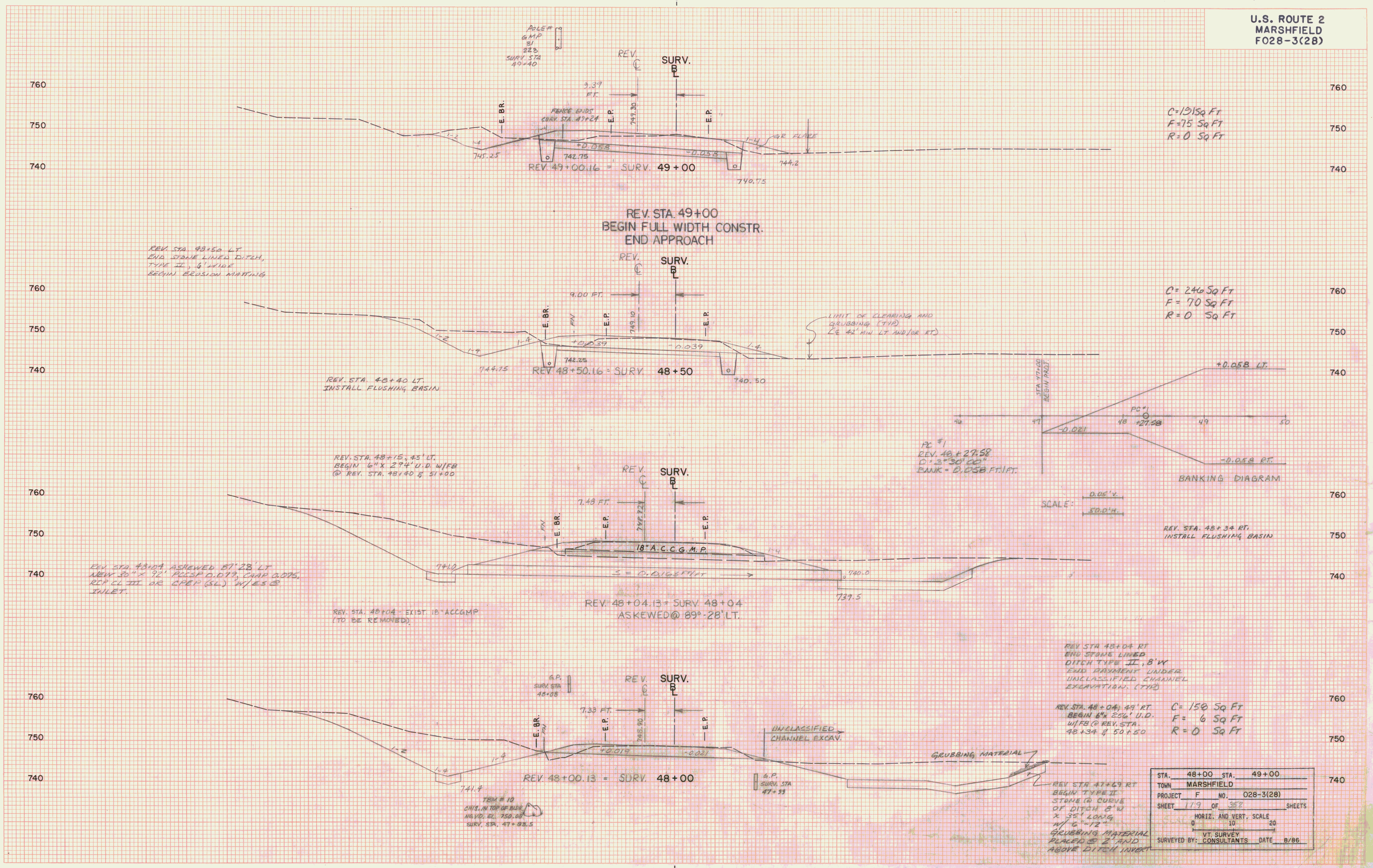
HORIZ. AND VERT. SCALE
0 10 20

SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86

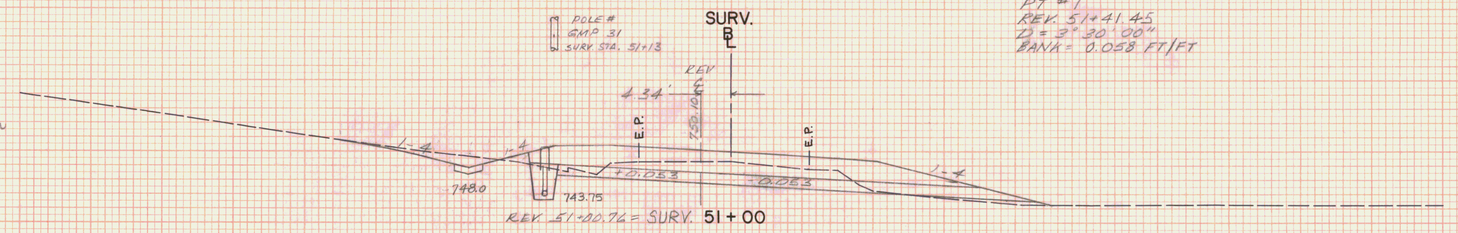
FINAL SURVEY — SURVEYED — PLOTTED — TRIPLATE — AREAS — AREAS CHECKED — NOTE BOOK — No. — BY — DATE

ORIGINAL SURVEY — SURVEYED — PLOTTED — TRIPLATE — AREAS — AREAS CHECKED — NOTE BOOK — No. — BY VT. SURVEY CONSULT. BRYANT ASSOC. — DATE 8/86 9/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION


U.S. ROUTE 2
MARSHFIELD
F028-3(28)
POLE # GMP 31 223 SURV. STA 49+40
REV. ℄
SURV. ℄
9.39 FT.
E. BR.
FENCE ENDS SURV. STA. 49+24
E.P.
749.30
GR FLARE
+0.058
-0.058
745.25
742.75
744.2
740.75
REV. 49+00.16 = SURV. 49+00
C=191 SQ FT
F=75 SQ FT
R=0 SQ FT
REV. STA. 49+00
BEGIN FULL WIDTH CONSTR.
END APPROACH
REV. STA. 48+50 LT
END STONE LINED DITCH,
TYPE II, 6' WIDE
BEGIN EROSION MATTING
9.00 FT.
749.10
LIMIT OF CLEARING AND GRUBBING (TYP)
(℄ 42' MIN LT AND/OR RT)
+0.039
-0.039
742.25
744.75
740.50
REV. 48+50.16 = SURV. 48+50
C= 246 SQ FT
F= 70 SQ FT
R= 0 SQ FT
REV. STA. 48+40 LT.
INSTALL FLUSHING BASIN
STA 47+00 BEGIN PROJ.
+0.058 LT.
PC #1
+27.58
-0.021
-0.058 RT.
PC #1
REV. 48+27.58
D=3°30'00"
BANK = 0.058 FT./FT.
BANKING DIAGRAM
SCALE: 0.05' V. 50.0' H.
REV. STA. 48+15, 45' LT.
BEGIN 6" X 294' U.D. W/FB
@ REV. STA. 48+40 & 51+00
7.48 FT.
748.92
18" A.C.C.G.M.P.
S = 0.0163 FT/FT
741.0
740.0
739.5
REV. STA. 48+04 ASKEWED 87°28' LT
NEW 30" X 92' PCCSP 0.079, CAAP 0.075,
RCP CL III OR CPEP (SL) W/ES @
INLET.
REV. STA. 48+04 - EXIST. 18" ACCGMP
(TO BE REMOVED)
REV. 48+04.13 = SURV. 48+04
ASKEWED @ 89°-28' LT.
REV. STA. 48+34 RT.
INSTALL FLUSHING BASIN
REV STA 48+04 RT
END STONE LINED
DITCH TYPE II, 8' W
END PAYMENT UNDER
UNCLASSIFIED CHANNEL
EXCAVATION. (TYP)
G.P. SURV. STA 48+08
7.33 FT.
748.90
UNCLASSIFIED CHANNEL EXCAV.
+0.019
-0.021
GRUBBING MATERIAL
REV. STA. 48+04, 49' RT
BEGIN 6" X 256' U.D.
W/FB @ REV. STA.
48+34 & 50+50
C= 158 SQ FT
F= 6 SQ FT
R= 0 SQ FT
REV. 48+00.13 = SURV. 48+00
741.4
TBM # 10
CHIS. IN TOP OF BLDR.
NGVD. EL. 750.08
SURV. STA. 47+83.5
G.P. SURV. STA 47+99
REV STA 47+69 RT
BEGIN TYPE II
STONE @ CURVE
OF DITCH 8' W
X 35' LONG
W/ 6"-12"
GRUBBING MATERIAL
PLACED @ 2' AND
ABOVE DITCH INVERT
STA. 48+00 STA. 49+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 119 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86
FINAL SURVEY
ORIGINAL SURVEY
VT. SURVEY CONSULT. BRYANT ASSOC.
8/86
9/86
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



REV. STA. 51+00 LT.
INSTALL FLUSHING BASIN

REV. STA. 51+00 LT.
BEGIN STONE LINED
DITCH TYPE I, 4' W

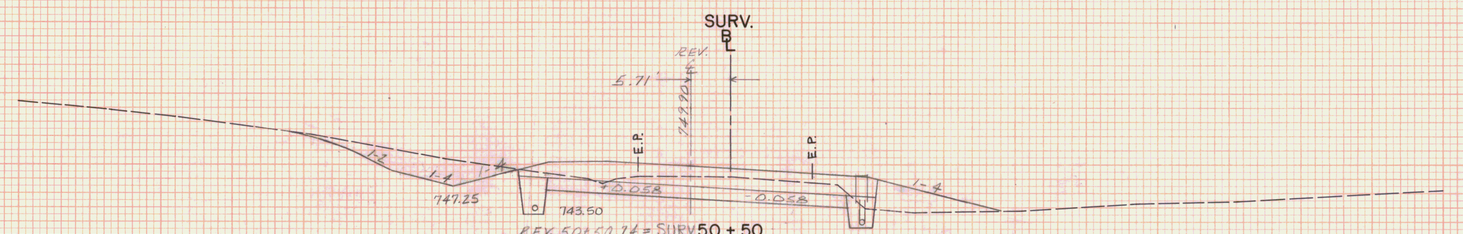
REV. STA 51+00 LT.
END EROSION MATTING.

END 6"X 2.94' UD w/FB@
REV. STA. 48+40 & 51+00

REV. 51+00.74 = SURV. 51 + 00

PT #1
REV. 51+41.45
D = 3° 30' 00"
BANK = 0.058 FT/FT

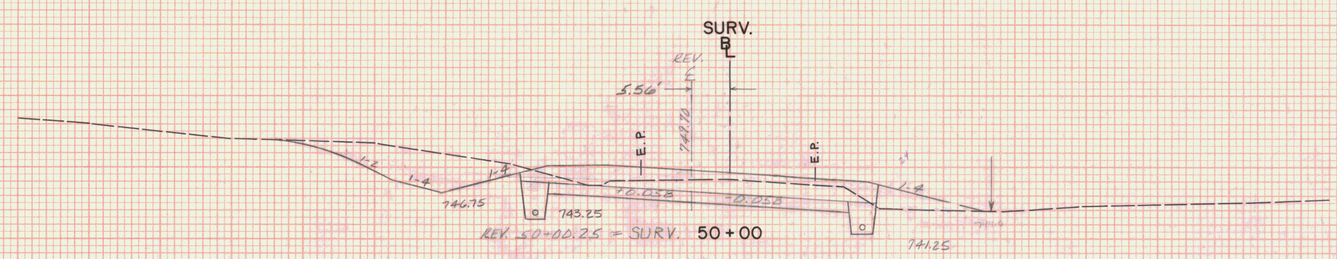
C = 62 Sq Ft
F = 14 Sq Ft
R = 0 Sq Ft



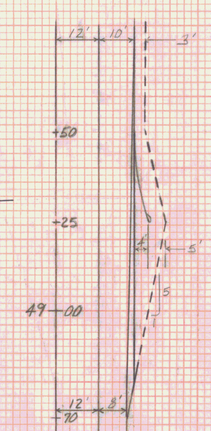
REV. 50+50.74 = SURV. 50 + 50

REV. STA. 50+50 RT.
END 6" x 25.6' U.D. w/FB@
REV. STA. 48+34 & 50+50
INSTALL FLUSHING BASIN

C = 122 Sq Ft
F = 39 Sq Ft
R = 0 Sq Ft



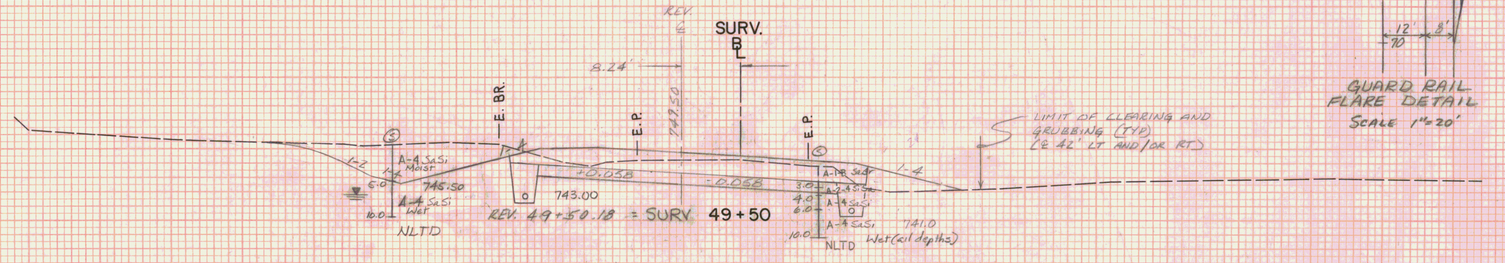
REV. 50+00.25 = SURV. 50 + 00



GUARD RAIL
FLARE DETAIL
SCALE 1"=20'

C = 181 Sq Ft
F = 26 Sq Ft
R = 0 Sq Ft

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



REV. 49+50.18 = SURV. 49 + 50

C = 185 Sq Ft
F = 20 Sq Ft
R = 0 Sq Ft

STA.	49+50 STA. 51+00
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	126 OF 352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY
DATE
BY
SURVEYED
PLOTTED
CHECKED
AREA
AREAS CHECKED
NOTE BOOK
No.

ORIGINAL SURVEY
BY VT. SURVEY CONSULT. BRYANT ASSOC.
DATE 8/86
SURVEYED
PLOTTED
CHECKED
AREA
AREAS CHECKED
NOTE BOOK
No.

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA. 52+50 LT.
BEGIN 6" x 325' U.D.
W/ES @ STA. 52+50 & 55+75
INSTALL FLUSHING BASIN

REV. STA. 52+50 LT.
END 6" x 98' U.D.
(BEGINS 51+74 RT)

CONCRETE WATER TANK
SURV. 52+58 LT

SURV. ℄ REV. ℄ 5.30'

POLE # GMP 34 221 — SURV. STA. 52+55

E.P. E.P.

751.23

A-4 SI SG. MTW 4.0
A-2-4 SI SA. MTW 6.0
A-2-4 SI SA. Wet 10.0 NLTD

747.0 743.25

LEVEL

1-3

SURV. 52 + 50 = REV. 52+51.07

2.0 Sat (All depths) 16.0 NLTD

C = 62 Sq Ft
F = 100 Sq Ft
R = 0 Sq Ft

52+30
CONSTRUCT DRIVE
24' WIDE
NEW 15" x 60' CSP 0.064 OR CPEP (SL), W/ ES @ INLET

SURV. ℄ REV. ℄ 3.27'

751.08

A

-9.0% -3.0%

+0.007

SURV. 52+28.93 = REV. 52+30

SURV. ℄ REV. ℄ 1.92

751.73

E.P. E.P.

1-4

+0.018 -0.018

746.0

SURV. 52 + 00 = REV. 52+00.96

1.0 Sat. 4.0 Sat (All depths) 18.0 NLTD

C = 67 Sq Ft
F = 55 Sq Ft
R = 0 Sq Ft

REV. STA. 51+98
END STONE LINED DITCH TYPE I, 4' W
BEGIN EROSION MATTING

24'

1-9 1-9 2.0%

A-A

36" STUMP SURV. STA. 51+81

+0.058 LT. +0.063 RT.

PT #1 +41.45 PT #2 +50.31

51 52 53 54

-0.058 RT. +88 -0.063 LT. +25

BANKING DIAGRAM

SURV. ℄ REV. ℄ 6.0

SURV. STA. 51+73

REV. ℄ 2 Diff

TOP H.W. E.P. E.P. TOP H.W.

E. WEST

15" R.C.P. 0.064 SLOPE 0.022

744.5 742.75 742.5

REV. 51+70.89 = SURV. 51+70
ASKEWED @ 86°-00' LT.

REV. STA. 51+74.41 RT
BEGIN 6" x 98' U.D.
(ENDS 52+50 LT)

SCALE: 0.05' V. 50.0' H.

REV. STA. 51+71
NEW 15" x 76' RCCP 0.064"
CAAP 0.060", RCP, CL III or ASTM (SL)
W/ F.S.C. @ INLET PAD W/ STN. FILL
TYPE I @ OUTLET 3' W x 1' D EXTENDING 6' BEYOND END OF CULVERT.

REV. STA. 51+71 — EXIST. 15" RCP (TO BE REMOVED)

GUIDEPOST SURV. STA. 51+64

SURV. ℄ REV. ℄ 2

751.71

E.P. E.P.

A-4 SI GRO Wet 8.0 CNPF 745.5

+0.038 -0.038

REV. 51+50.85 = SURV. 51+50

C = 76 Sq Ft
F = 27 Sq Ft
R = 0 Sq Ft

STA. 51+50 STA. 52+50
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 124 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT SURVEY CONSULTANTS DATE 8/86

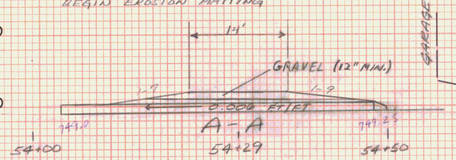
FINAL SURVEY — NOTE BOOK — NO. — DATE — BY — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED

ORIGINAL SURVEY — NOTE BOOK — NO. — DATE 8/86 — BY VT SURVEY CONSULT. BRYANT ASSOC. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED

PLATE 3 CROSS SECTION O.P.R. & R.E. STANDARD

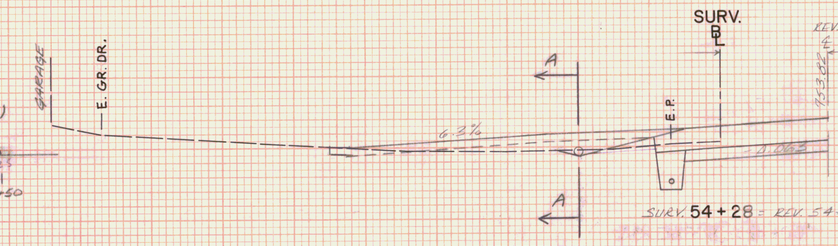
U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA. 54+50 LT
BEGIN SPECIAL DITCH
BEGIN EROSION MATTING

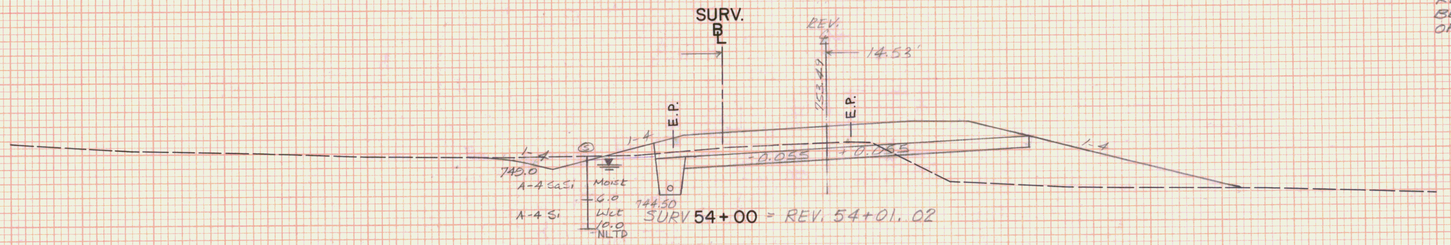


REV. STA. 54+29 LT.
CONSTRUCT DRIVE (14' WIDE)
NEW 15"x44' CSP 0.064
OR CPEP (SL), W/E.S. & INLET.

REV. STA. 54+04, LT
END EROSION MATTING



SURV. 54+28 = REV. 54+29.37

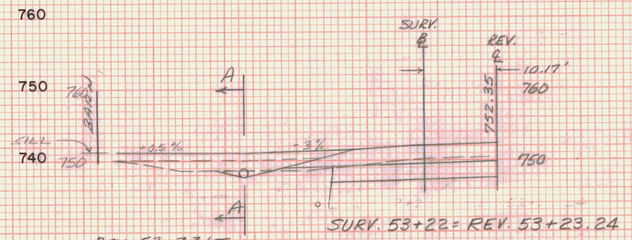


SURV 54+00 = REV. 54+01.02

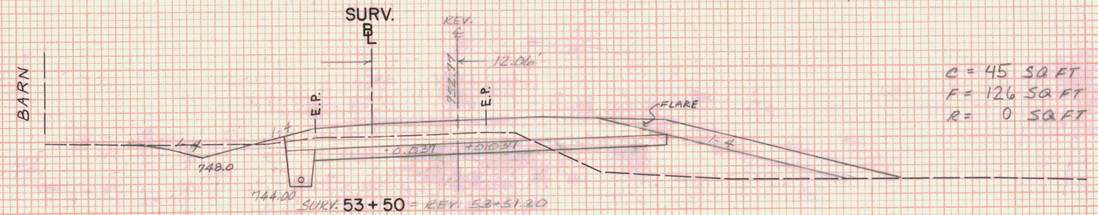
REV. STA. 53+93 RT.
BEGIN CONSTRUCTION
OF TURNOUT

C = 41 SQ FT
F = 183 SQ FT
R = 0 SQ FT

REV. STA. 53+51, LT.
BEGIN EROSION MATTING



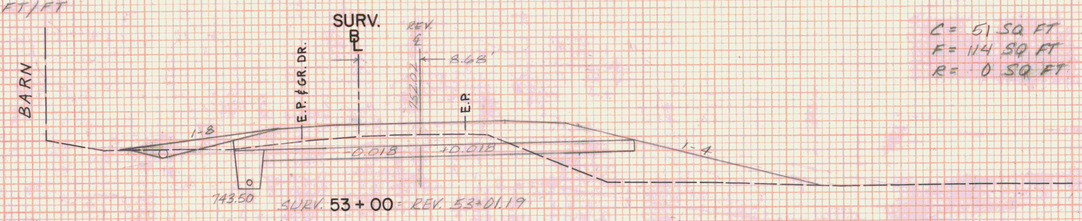
REV 53+23 LT
CONSTRUCT DRIVE
(20' WIDE)
NEW 18"x 56' CSP 0.064 OR
CPEP (SL), W/E.S. & INLET



SURV. 53+50 = REV. 53+51.20

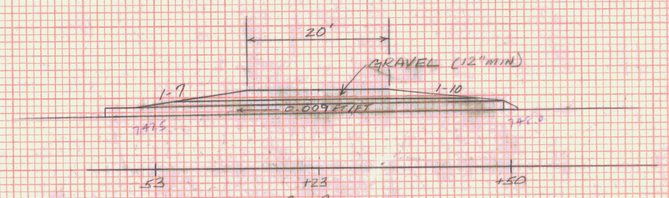
C = 45 SQ FT
F = 126 SQ FT
R = 0 SQ FT

PC #2
REV. 53+50.21
D = 4°00'00"
BANK = 0.063 FT/FT



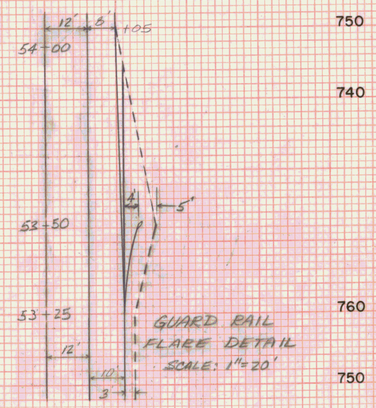
SURV. 53+00 = REV. 53+01.19

C = 51 SQ FT
F = 114 SQ FT
R = 0 SQ FT



REV. STA. 52+93 LT
END SPECIAL DITCH
END EROSION MATTING

REV. STA. 53+25 LT.
END STEEL BEAM GUARD RAIL
REV. STA 53+25 ~ 53+50 LT.
BREAKAWAY CABLE TERMINAL



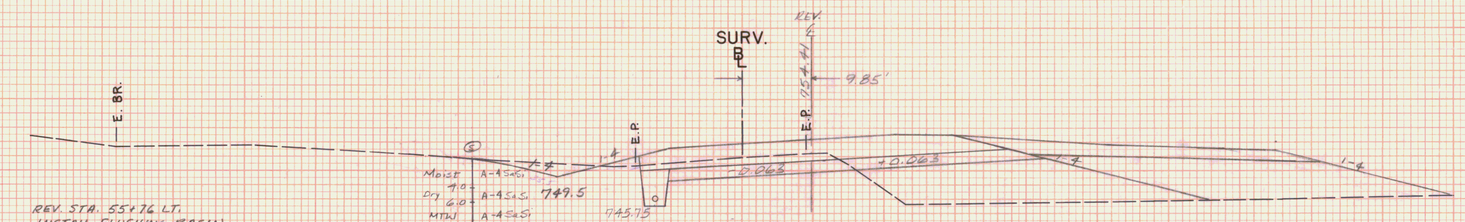
STA.	53+00 STA. 54+28
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	122 OF 352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY — NOTE BOOK — No. — DATE — BY — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED

ORIGINAL SURVEY — NOTE BOOK — No. — DATE 8/86 9/86 — BY VT. SURVEY CONSULT. BRYANT ASSOC. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED

PLATE 3 CROSS SECTION O. N. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



REV. STA. 55+76 LT.
INSTALL FLUSHING BASIN

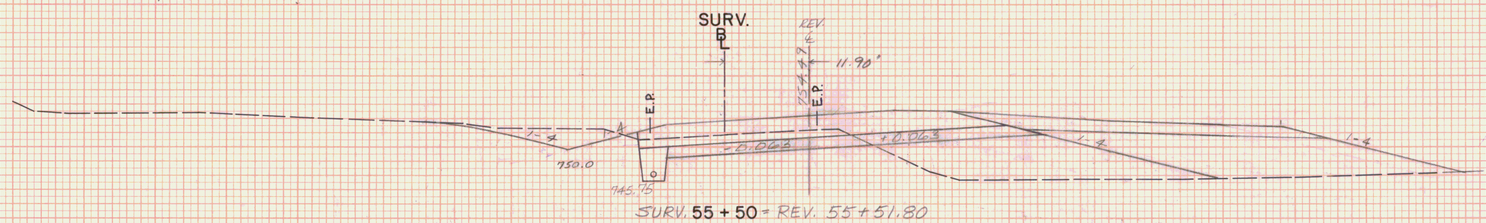
REV STA 55+76 LT.
BEGIN 299' UD W/FB @
REV. STA. 55+76 & 58+75

REV. STA. 55+75, 22' LT.
INSTALL FLUSHING BASIN

REV STA. 55+75 LT.
END 6" X 325' UD W/FB @
REV STA 52+50 & 55+75

SURV 56 + 00 = REV. 56+02.32

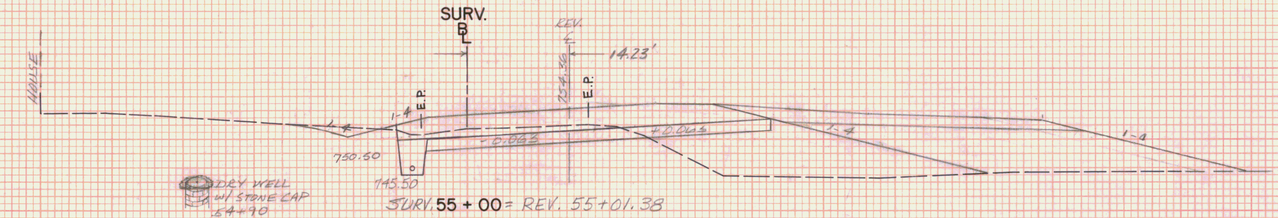
C = 47 Sq Ft
F = 190 Sq Ft
R = 0 Sq Ft



SURV. 55 + 50 = REV. 55+51.80

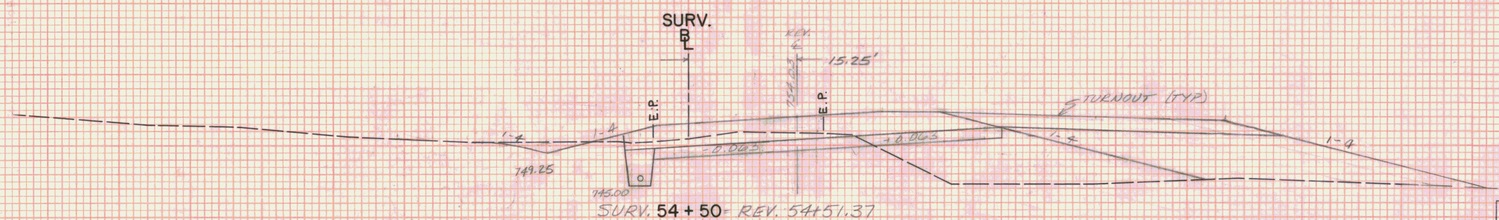
MAPLE CLUMP
SURV. STA. 55+48

C = 68 Sq Ft
F = 180 Sq Ft
R = 0 Sq Ft



SURV. 55 + 00 = REV. 55+01.38

C = 36 Sq Ft
F = 203 Sq Ft
R = 0 Sq Ft



SURV. 54 + 50 = REV. 54+51.37

C = 48 Sq Ft
F = 194 Sq Ft
R = 0 Sq Ft

STA.	54+50 STA. 56+00
TOWN	MARSHFIELD
PROJECT	54+50 NO. 56+00
SHEET	123 OF 362 SHEETS

HORIZ. AND VERT. SCALE
0 10 20

SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
DATE
BY

ORIGINAL SURVEY
SURVEYED VT. SURVEY CONSULT. 8/86
PLOTTED BRATT ASSOC. 1/86
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
DATE
BY

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

760
750
740

POLE W 87
SURV. STA.
57+50

SURV.
B L
REV.
E.P.
E.P.
22.80'
6.27'
1-4
0.35
-0.063
+0.063
Riprap
5.0
746.75
CUT/FILL TRANSITION
744.25
10.0'
Moist to Sat.
NLTD
1-4

SURV. 57+50 = REV. 57+53.38

C = 40 Sq Ft
F = 66 Sq Ft
R = 0 Sq Ft

REV. STA 57+14 LT.
BEGIN EROSION MATTING
BEGIN SPECIAL DITCH

E. DR. STM. DR.
E. DR. STM. DR.
HD.
SURV.
B L
REV.
E.P.
E.P.
25.00'
7.03'
1-8
1-4
-0.063
+0.063
745.00

SURV. 57+00 = REV. 57+03.08

C = 15 Sq Ft
F = 159 Sq Ft
R = 0 Sq Ft

REV. STA 56+73 LT.
CONSTRUCT DRIVE (14' WIDE)
NEW 15" x 64' CSP 0.064"
OR CPEP (S&L), W/ES @ OUTLET

14' WIDE
GRAVEL (12" MIN.)
1-9
1-9
0.0234 FLAT
749.25
749.26

REV. STA 57+07 RT
END CONSTRUCTION
OF TURNOUT

740
56+50
+73
57+00
A - A
A
A
E.DR.
E.P. 3 DR.
SURV.
B L
REV.
25.34'
7.70'
GRAVEL 12" MIN.
-2.0%
-0.063

SURV. 56+70 = REV. 56+72.88

C = 18 Sq Ft
F = 190 Sq Ft
R = 0 Sq Ft

REV. STA 56+48 LT.
END EROSION MATTING
END SPECIAL DITCH

SURV.
B L
E.P.
E.P.
45.11
8.23'
1-6
1-4
1-4
TURNOUT
-0.063
+0.063
749.25
745.50

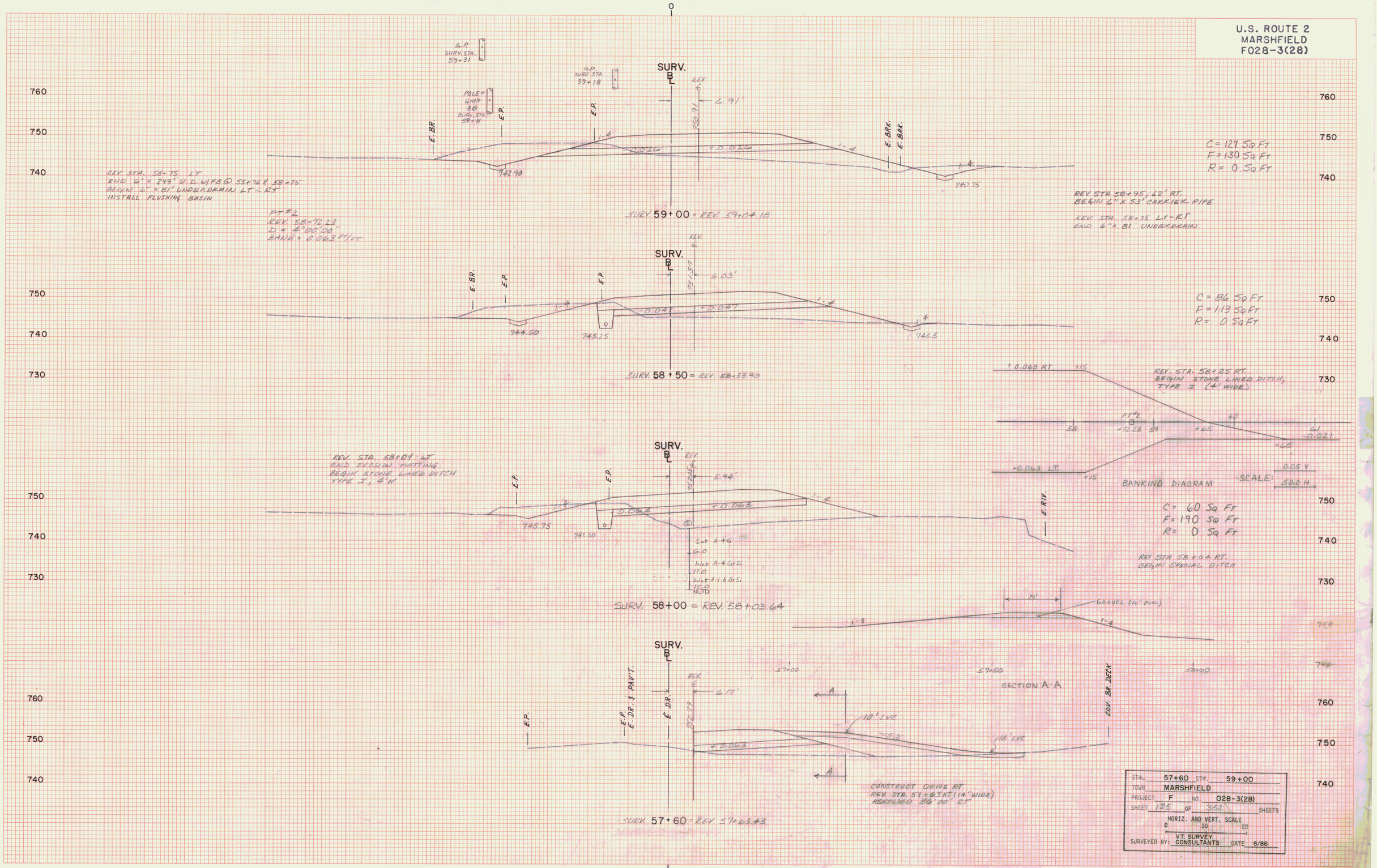
SURV. 56+50 = REV. 56+52.74

STA.	56+50 STA. 57+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	124 OF 352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 9/86

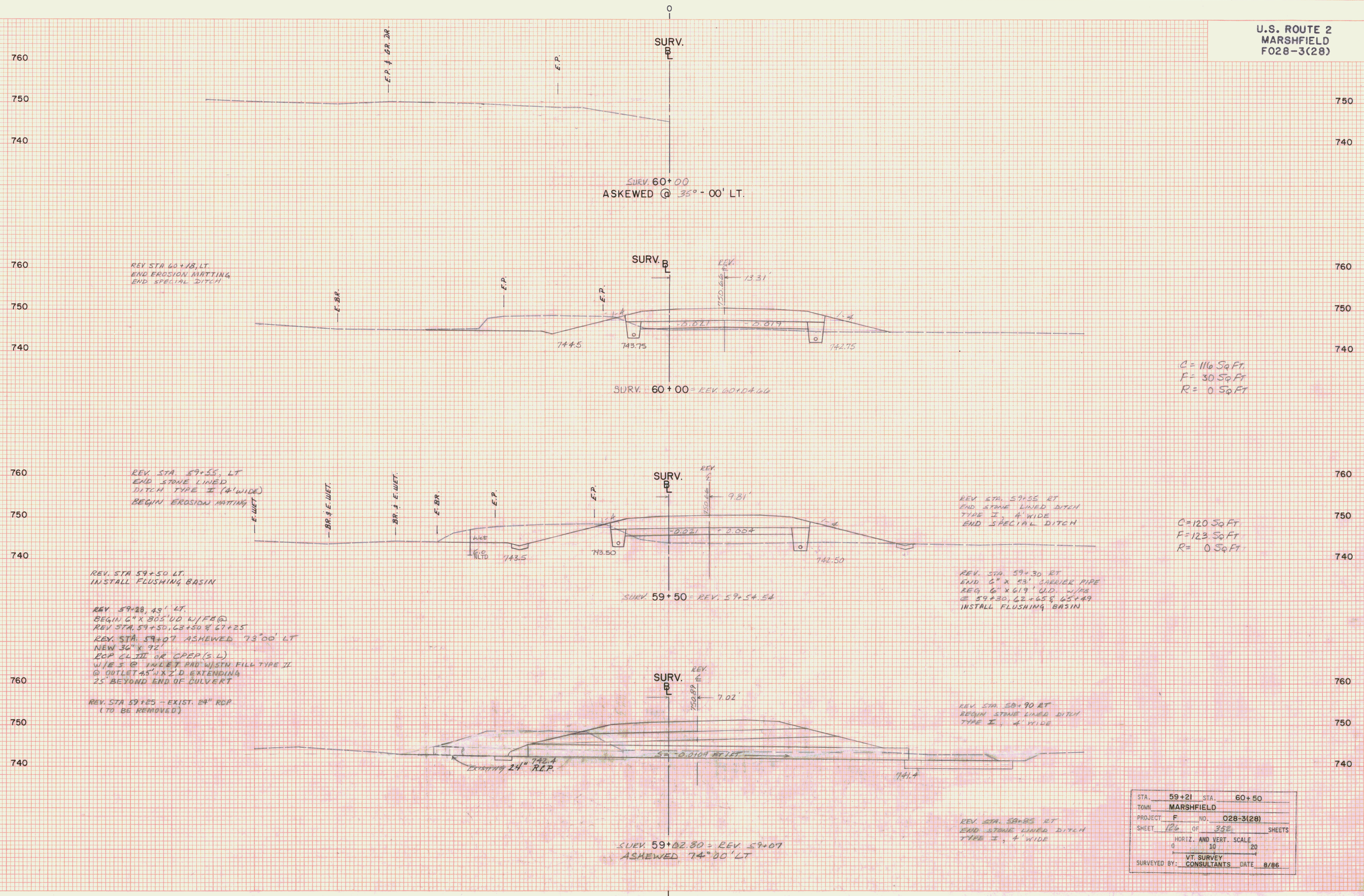
FINAL SURVEY
DATE
BY
SURVEYED
PLOTTED
TRIPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.

ORIGINAL SURVEY
DATE 9/86
BY VT. SURVEY CONSULT.
DRAWN
CHECKED
SURVEYED
PLOTTED
TRIPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION


U.S. ROUTE 2
MARSHFIELD
F028-3(28)
SURV. ℄
REV. ℄
6.91'
6.03'
5.94'
6.17'
G.P. SURV. STA. 59+31
G.P. SURV. STA. 59+18
POLE # GMP 38 SURV. STA. 59+11
E.P.
E.BR.
E.BRK.
E.RIV.
E.DR.
E.DR. & PAV'T.
COV. BR. DECK
742.90
740.75
744.50
743.25
743.5
745.75
743.50
REV. STA. 58+75 LT
END 6" x 299' U.D. W/FB @ 55+76 & 58+75
BEGIN 6" x 81' UNDERDRAIN LT ~ RT
INSTALL FLUSHING BASIN
PT #2
REV. 58+72.23
D = 4°00'00"
BANK = 0.063 FT/FT
SURV. 59+00 = REV. 59+04.18
C = 127 SQ FT
F = 130 SQ FT
R = 0 SQ FT
REV. STA. 58+95, 62' RT.
BEGIN 6" X 53' CARRIER PIPE
REV. STA. 58+75 LT ~ RT
END 6" x 81' UNDERDRAIN
SURV. 58+50 = REV. 58+53.90
C = 86 SQ FT
F = 113 SQ FT
R = 0 SQ FT
REV. STA. 58+25 RT.
BEGIN STONE LINED DITCH,
TYPE I (4' WIDE)
+0.063 RT.
-0.063 LT.
-0.021
BANKING DIAGRAM
SCALE: 0.05 V 50.0 H
REV. STA. 58+04 LT
END EROSION MATTING
BEGIN STONE LINED DITCH
TYPE I, 4' W
SURV. 58+00 = REV. 58+03.64
C = 60 SQ FT
F = 190 SQ FT
R = 0 SQ FT
REV. STA. 58+04 RT.
BEGIN SPECIAL DITCH
GRAVEL (12" MIN.)
SECTION A-A
10' LVC
18' LVC
CONSTRUCT DRIVE RT
REV. STA. 57+63 RT (14' WIDE)
ASHEWED 86°00' RT
SURV. 57+60 = REV. 57+63.43
STA. 57+60 STA. 59+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 125 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86
FINAL SURVEY
ORIGINAL SURVEY
VT. SURVEY CONSULT. 8/86
BRYANT ASSOC. 8/86
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



FINAL SURVEY
NOTE BOOK
NO.
DATE
BY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

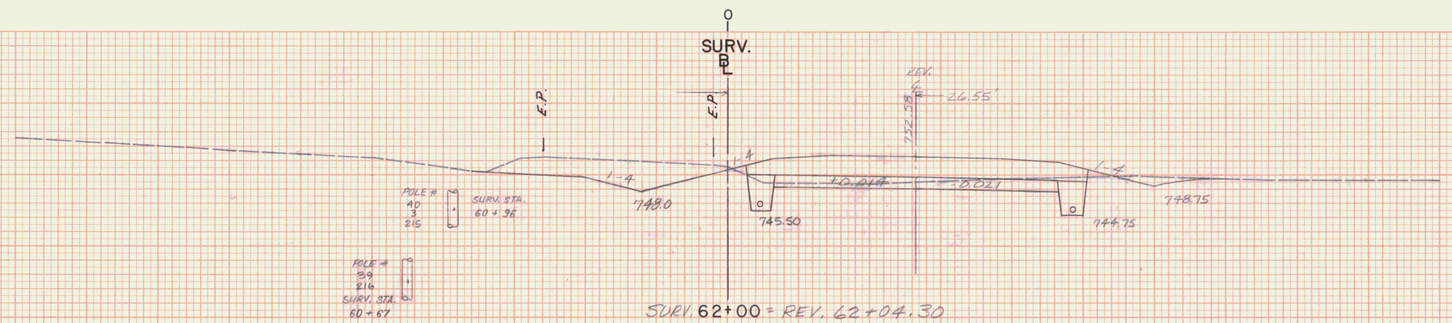
ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

VT. SURVEY CONSULT. 8/86
BRANT ASSOC. 9/86

STA. 59+21 STA. 60+50
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 126 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86

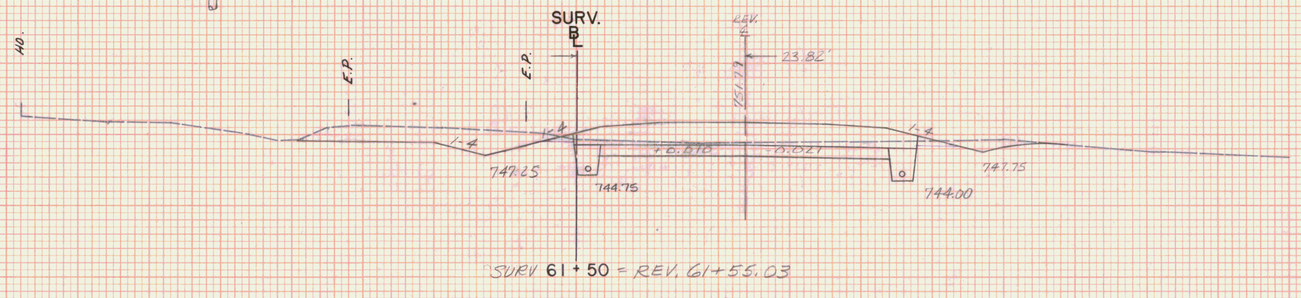
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



SURV. 62+00 = REV. 62+04.30

C = 92.5 Sq Ft
F = 4.5 Sq Ft
R = 0 Sq Ft



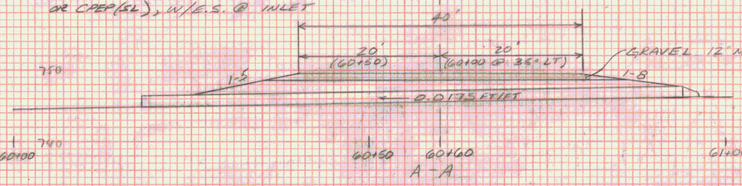
SURV 61+50 = REV. 61+55.03

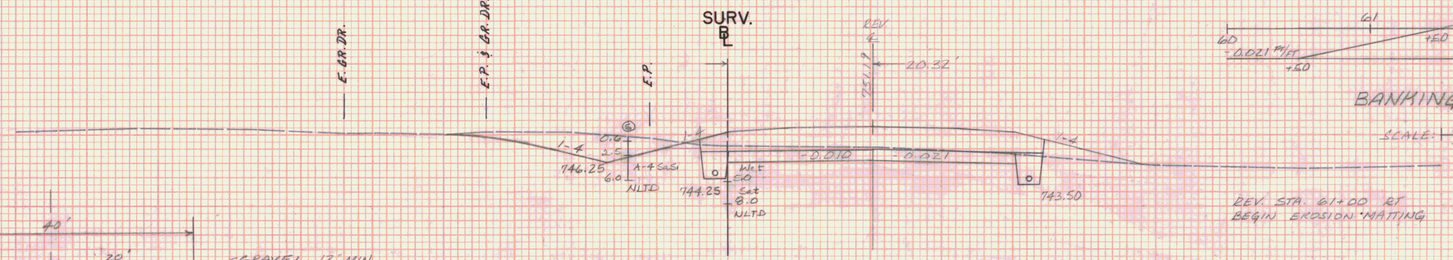
C = 91 Sq Ft
F = 2 Sq Ft
R = 0 Sq Ft

REV. STA. 60+96 LT
BEGIN EROSION MATTING
BEGIN SPECIAL DITCH

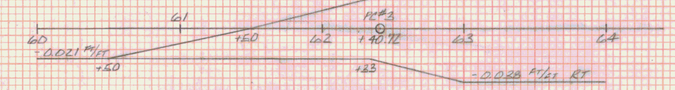
REV. STA. 60+60 LT
CONSTRUCT DRIVE (40' WIDE)

REV. STA. 60+60 LT
NEW 18"x76' CSP D64
OR CREP(SL), W/F.S. @ INLET





SURV. 61+00 = REV. 61+04.90

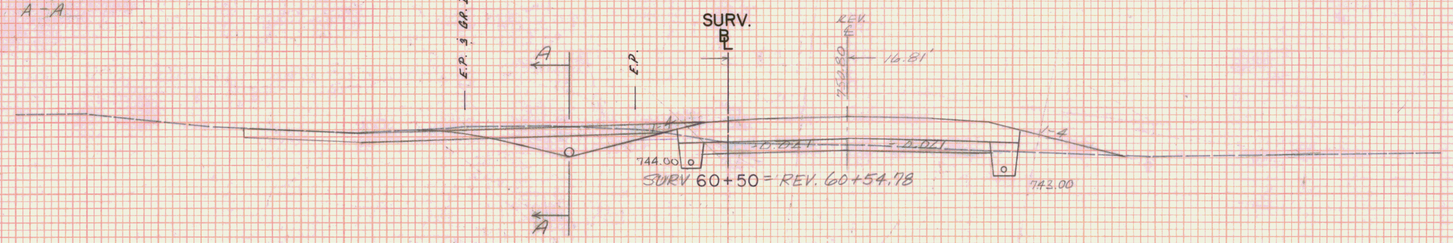


BANKING DIAGRAM

SCALE: 0.05' V / 20' H

REV. STA. 61+00 RT
BEGIN EROSION MATTING

C = 81 Sq Ft
F = 18 Sq Ft
R = 0 Sq Ft



SURV. 60+50 = REV. 60+54.78

C = 80 Sq Ft
F = 21 Sq Ft
R = 0 Sq Ft

STA.	60+50 STA. 62+00
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	127 OF 352 SHEETS

HORIZ. AND VERT. SCALE
0 10 20

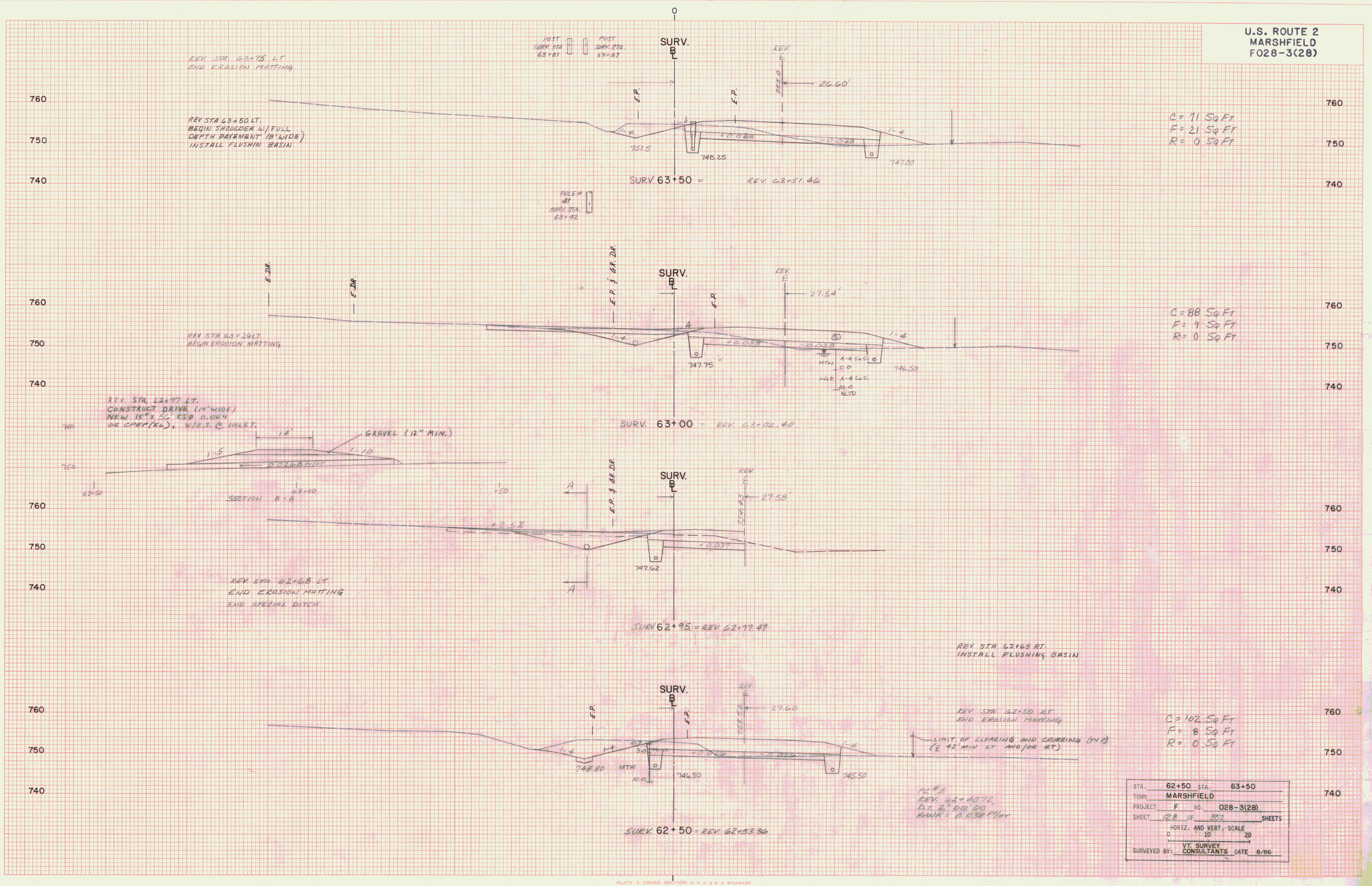
VT. SURVEY
SURVEYED BY: CONSULTANTS DATE 8/86

FINAL SURVEY
NOTE BOOK
No.
DATE
BY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

ORIGINAL SURVEY
NOTE BOOK
No.
DATE 8/86
BY VT. SURVEY CONSULT. BRIAN ASSOC. 9/86
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

PLATE 3 CROSS SECTION P. R. R. & R. E. STANDARD
DIETZGEN CORPORATION

PAR


U.S. ROUTE 2
MARSHFIELD
F028-3(28)
REV. STA. 63+75 LT
END EROSION MATTING
POST SURV. STA 63+87
POST SURV. STA. 63+87
SURV. ℄
REV. ℄
26.60'
E.P.
REV STA 63+50 LT.
BEGIN SHOULDER W/ FULL
DEPTH PAVEMENT (8' WIDE)
INSTALL FLUSHIN BASIN
751.5
748.25
747.00
SURV 63+50 = REV. 63+51.46
C = 71 SQ FT
F = 21 SQ FT
R = 0 SQ FT
POLE # 41 SURV. STA. 63+42
E.DR.
E.P. & GR. DR.
27.54'
REV STA 63+26 LT.
BEGIN EROSION MATTING
747.75
746.50
MTW
Wet
A-4 SaSi
NLTD
SURV. 63+00 = REV. 63+02.40
C = 88 SQ FT
F = 9 SQ FT
R = 0 SQ FT
REV. STA. 62+97 LT.
CONSTRUCT DRIVE (14' WIDE)
NEW 15" X 56' CSP 0.064
OR CPEP(SL), W/E.S. @ INLET.
14'
GRAVEL (12" MIN.)
0.0268 FT/FT
SECTION A-A
62+50
63+00
+50
27.58'
+2.5%
+0.037
747.62
REV. STA. 62+68 LT
END EROSION MATTING
END SPECIAL DITCH
SURV. 62+95 = REV. 62+97.49
REV STA 62+65 RT.
INSTALL FLUSHING BASIN
27.60
REV. STA. 62+50 RT
END EROSION MATTING
LIMIT OF CLEARING AND CRUBBING (TYP)
(℄ 42' MIN LT AND/OR RT)
748.80
746.50
745.50
MTW
C = 102 SQ FT
F = 8 SQ FT
R = 0 SQ FT
PC # 3
REV. 62+40.72
D = 2° 00' 00"
BANK = 0.038 FT/FT
SURV. 62+50 = REV. 62+53.36
STA. 62+50 STA. 63+50
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 128 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86
FINAL SURVEY
ORIGINAL SURVEY
VT. SURVEY CONSULT. BRYANT ASSOC.
8/86
9/86
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. 65+10 LT
END CONSTRUCTION
BIT. CURB TYPE A

SURV. B.L.

REV. ℄ 18.54 FT

E. BIT. DR.

E.P. 756.38 E.P.

1-6 1-6 756.5

0.5 763.15 A-2-4 Easiers MAISE 3.0 A-4 SaSi MDW. 6.0 T108 749.50

+0.038 -0.038

1-4 748.25

SURV. 65+00 = REV. 64+99.26

C = 104 Sq Ft
F = 52 Sq Ft
R = 0 Sq Ft

REV. 64+83 LT
END STONE LINED (MOD.)
DITCH TYPE I (2' WIDE)

LIGHT POLE SURV. STA. 64+79

STA 64+72
OUTLET
4" DRAIN

POLE # 42 SURV. STA. 64+65

REV. 64+68 LT
BEGIN STONE LINED (MOD.)
DITCH TYPE I (2' WIDE)

SURV. B.L.

REV. ℄ 22.11 FT

E. BIT. DR.

CYB SURV. STA. 64+55

GRASS FLUT (TYP)

CYB SURV. STA. 64+51

E.P. 756.07 E.P.

1-2 4.0% 756.25

+0.038 -0.038

1-4 751.5 749.25 748.00

SURV. 64+50 = REV. 64+47.85

C = 72 Sq Ft
F = 38 Sq Ft
R = 0 Sq Ft

SURV. B.L.

N.I.C.

64+00
ASKEWED @ 24°-30' LT.

REV. 64+15 LT
CONSTRUCT DRIVE (40' WIDE)

A A

E. BIT. DR.

SURV. ℄ L.T. BIT. DR.

REV. ℄ 24.65'

+0.038

SURV. 64+11.59 = REV. 64+12.00

1-1 ℄ 20' PARKING AREA

64+00 +15 +50

A-A

E. DR.

2" BIT. PAVEMENT (TYP.)

4.0% 1-2 11" 12" GRAVEL MIN. 756.0

E. BIT. DR. E.P. BIT. DR. E.P.

SURV. B.L.

REV. ℄ 24.80 FT

LIMIT OF CLEARING AND GRUBBING (TYP) CA 42' LT AND/OR RT.

+0.038 -0.038

1-4 755.0 748.75 747.50

SURV. 64+00 = REV. 64+00.59

C = 75 Sq Ft
F = 13 Sq Ft
R = 0 Sq Ft

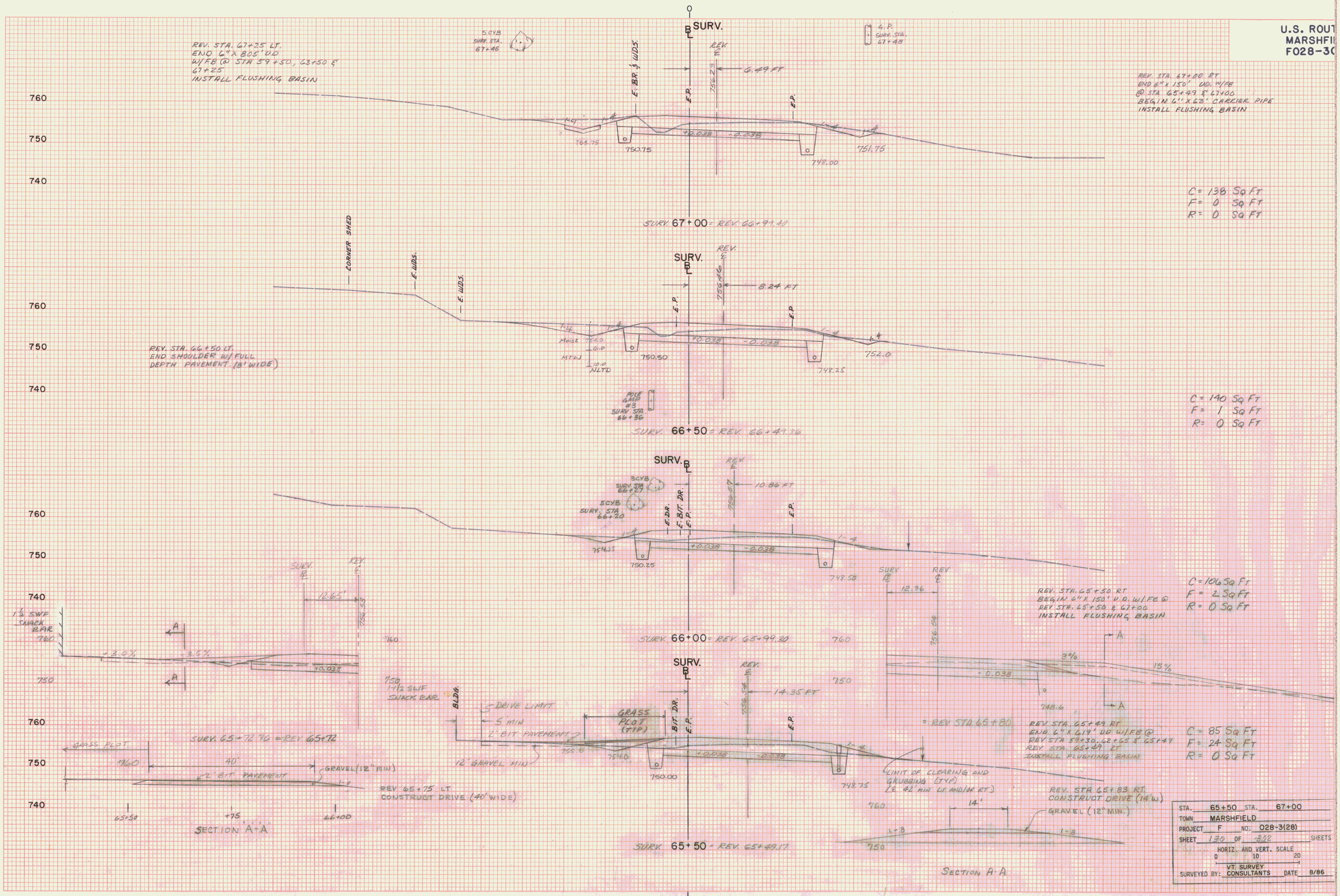
STA:	64+00 STA: 65+00
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	189 OF 252 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 8/86

760 750 740

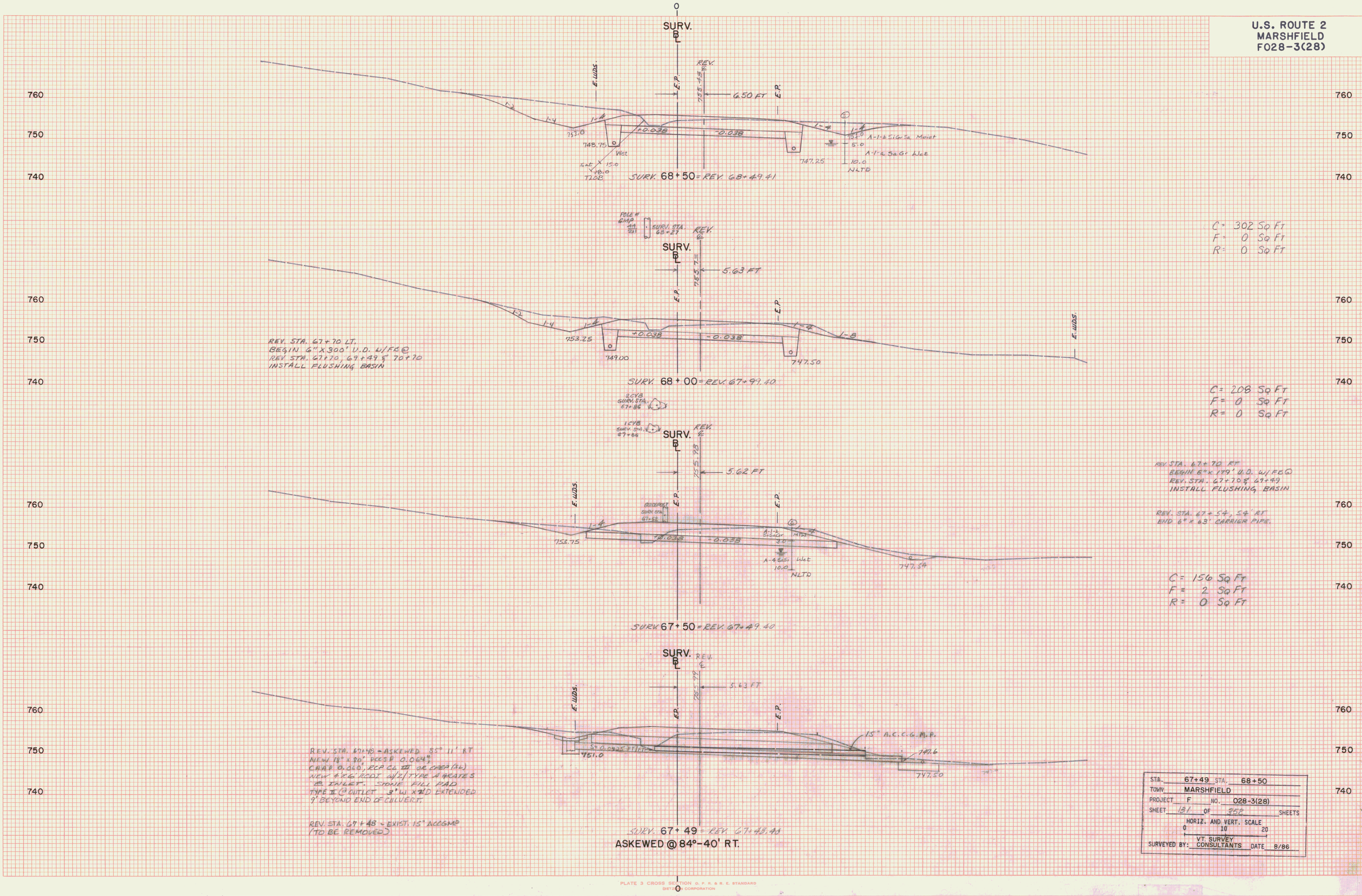
FINAL SURVEY — NOTE BOOK — No. — Surveyed — Plotted — Template — Areas — Areas Checked — Date — By

ORIGINAL SURVEY — NOTE BOOK — No. — Surveyed — Plotted — Template — Areas — Areas Checked — Date — By — VT. SURVEY CONSULT BRYANT ASSOC. 8/86 9/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION


U.S. ROUT
MARSHFI
F028-3(
REV. STA. 67+25 LT.
END 6" X 805' UD
W/FB @ STA 59+50, 63+50 &
67+25
INSTALL FLUSHING BASIN
5 CYB
SURV. STA.
67+46
G.P.
SURV. STA.
67+48
SURV.
REV.
6.49 FT
E. BR. & WDS.
E.P.
756.23
+0.038
-0.038
753.75
750.75
748.00
751.75
REV. STA. 67+00 RT
END 6" X 150' UD. W/FB
@ STA 65+49 & 67+00
BEGIN 6" X 63' CARRIER PIPE
INSTALL FLUSHING BASIN
C= 138 SQ FT
F= 0 SQ FT
R= 0 SQ FT
SURV. 67+00 = REV. 66+99.40
CORNER SHED
E. WDS.
8.24 FT
756.46
Moist
MTW
NLTD
750.50
748.25
752.0
REV. STA. 66+50 LT.
END SHOULDER W/ FULL
DEPTH PAVEMENT. (8' WIDE)
POLE
GMP
#3
SURV. STA.
66+36
C= 140 SQ FT
F= 1 SQ FT
R= 0 SQ FT
SURV. 66+50 = REV. 66+49.36
3CYB
SURV. STA.
66+27
5CYB
SURV. STA.
66+20
10.86 FT
E. DR.
E. BIT. DR.
754.25
750.25
748.50
12.65'
1½ SWF
SNACK
BAR
+3.0%
-3.5%
+0.038
REV. STA. 65+50 RT
BEGIN 6" X 150' U.D. W/FB @
REV. STA. 65+50 & 67+00
INSTALL FLUSHING BASIN
C= 106 SQ FT
F= 2 SQ FT
R= 0 SQ FT
SURV. 66+00 = REV. 65+99.30
12.36
3%
15%
-0.038
748.6
1-1/2 SWF
SNACK BAR
BLDG.
DRIVE LIMIT
5' MIN
2" BIT. PAVEMENT
GRASS
PLOT
(TYP)
14.35 FT
BIT. DR.
= REV STA 65+80
REV. STA. 65+49 RT
END 6" X 619' UD W/FB @
REV STA 59+30, 62+65 & 65+49
REV STA. 65+49 LT
INSTALL FLUSHING BASIN
C= 85 SQ FT
F= 24 SQ FT
R= 0 SQ FT
SURV. 65+72.76 = REV. 65+72
GRASS PLOT
40'
2" BIT. PAVEMENT
GRAVEL (12" MIN)
12" GRAVEL MIN
755.8
754.0
750.00
748.75
LIMIT OF CLEARING AND
GRUBBING (TYP)
(℄ 42' MIN LT AND/OR RT)
REV 65+75 LT
CONSTRUCT DRIVE (40' WIDE)
REV. STA 65+83 RT.
CONSTRUCT DRIVE (14' W)
14'
GRAVEL (12" MIN.)
SECTION A-A
SURV. 65+50 = REV. 65+49.17
SECTION A-A
STA. 65+50 STA. 67+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 130 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86
FINAL SURVEY
ORIGINAL SURVEY
VT. SURVEY CONSULT. 8/86
BRYANT ASSOC. 9/86
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



C = 302 Sq Ft
F = 0 Sq Ft
R = 0 Sq Ft

C = 208 Sq Ft
F = 0 Sq Ft
R = 0 Sq Ft

REV. STA. 67+70 RT
BEGIN 6" x 179' U.D. W/FB @
REV. STA. 67+70 & 69+49
INSTALL FLUSHING BASIN

REV. STA. 67+54, 54' RT
END 6" x 63' CARRIER PIPE.

C = 156 Sq Ft
F = 2 Sq Ft
R = 0 Sq Ft

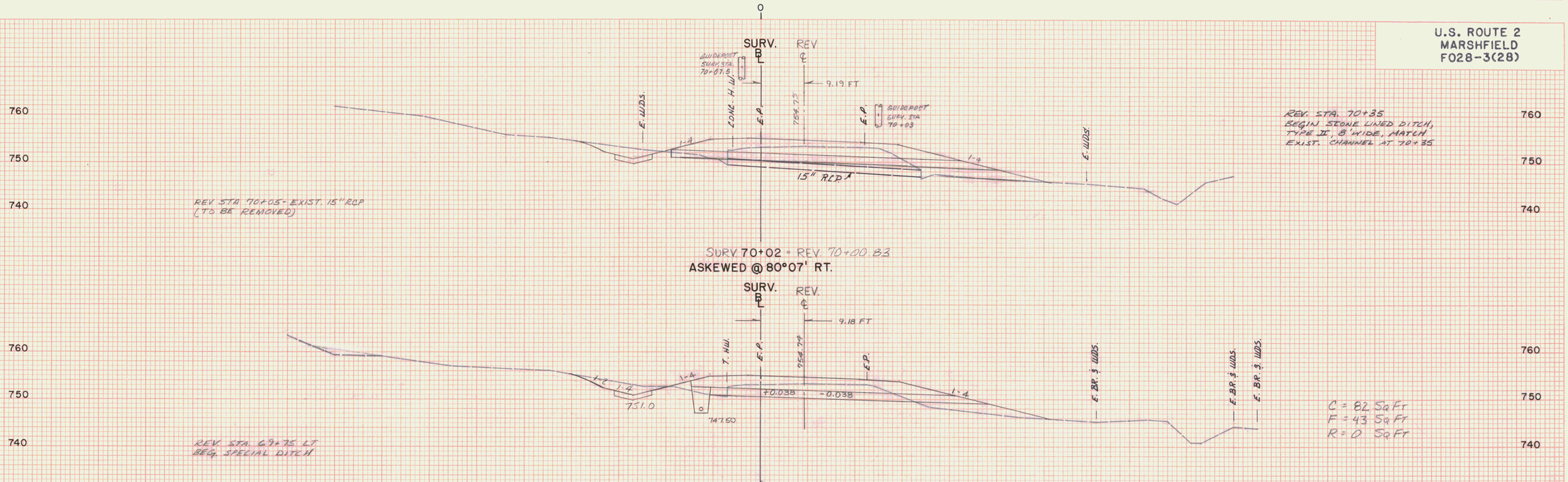
STA. 67+49	STA. 68+50
TOWN MARSHFIELD	
PROJECT F	NO. 028-3(28)
SHEET 131	OF 352 SHEETS
HORIZ. AND VERT. SCALE 0 10 20	
SURVEYED BY: VT. SURVEY CONSULTANTS	DATE 8/86

FINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY VT. SURVEY CONSULT. BRYANT ASSOC. — DATE 8/86 9/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

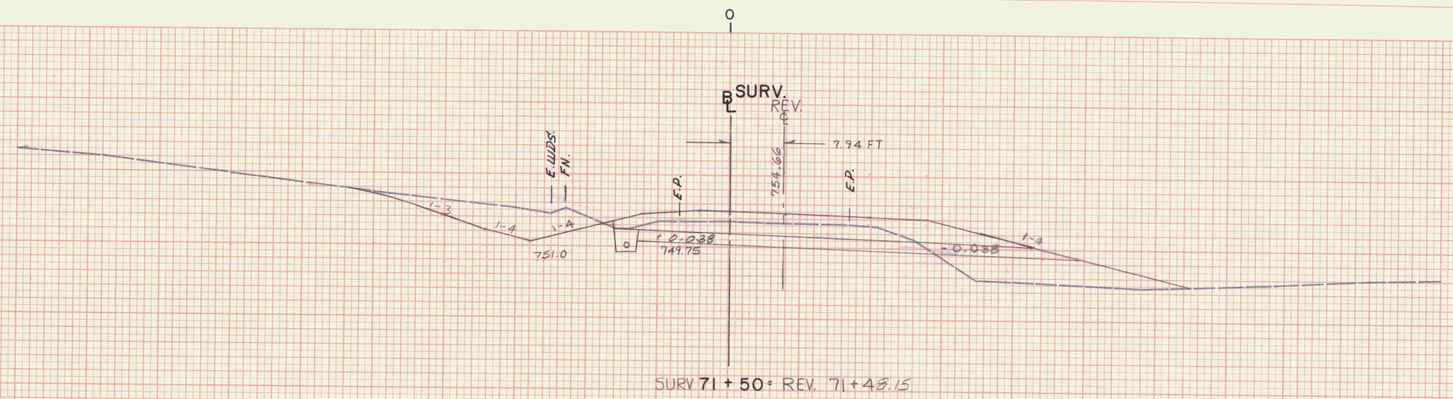


STA. 69+00 STA. 70+02
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 192 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

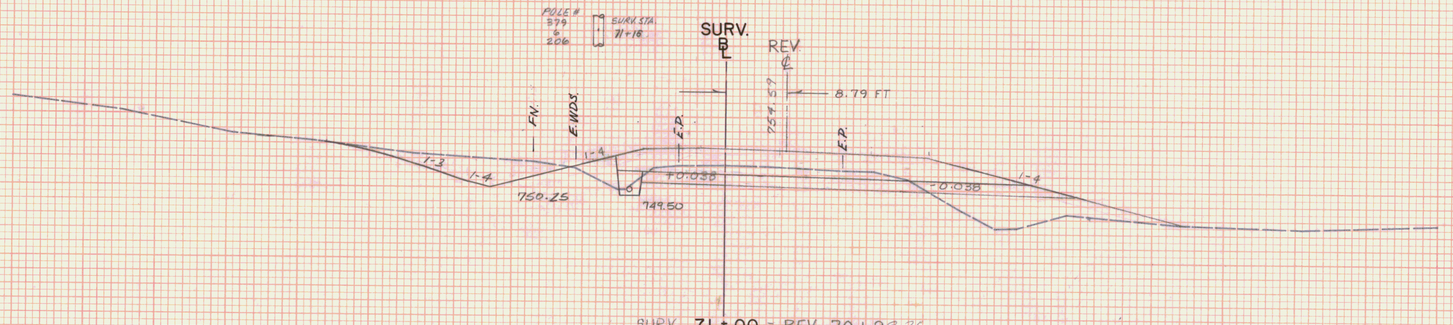
ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — VT. SURVEY CONSULTANTS BRYANT ASSOC. — BY — DATE 8/86

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



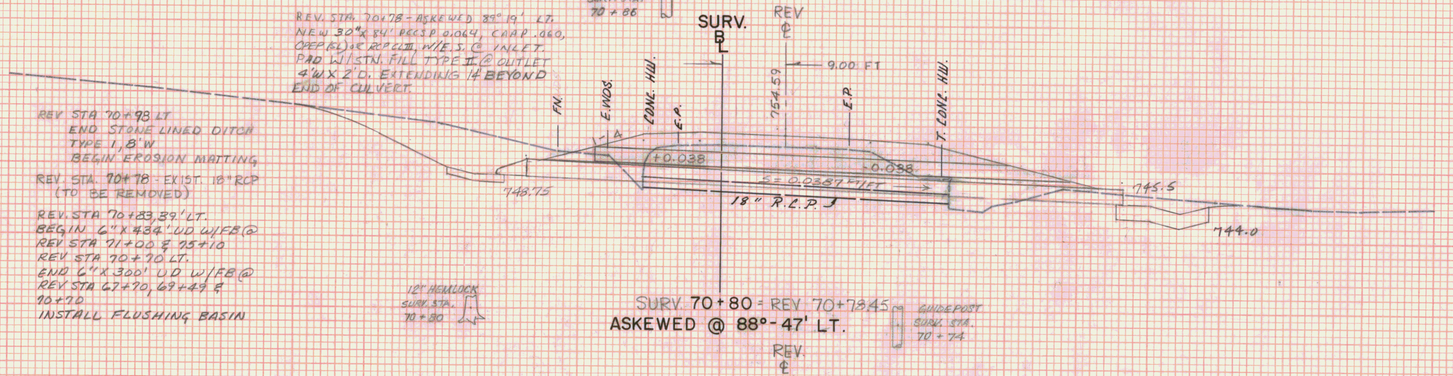
SURV. 71+50 = REV. 71+48.15

C = 144 Sq Ft
F = 94 Sq Ft
R = 0 Sq Ft



SURV. 71+00 = REV. 70+98.26

C = 97 Sq Ft
F = 102 Sq Ft
R = 0 Sq Ft



REV. STA. 70+98 LT.
END STONE LINED DITCH
TYPE I, 8' W.
BEGIN EROSION MATTING

REV. STA. 70+78 = EX'ST. 18" RCP (TO BE REMOVED)

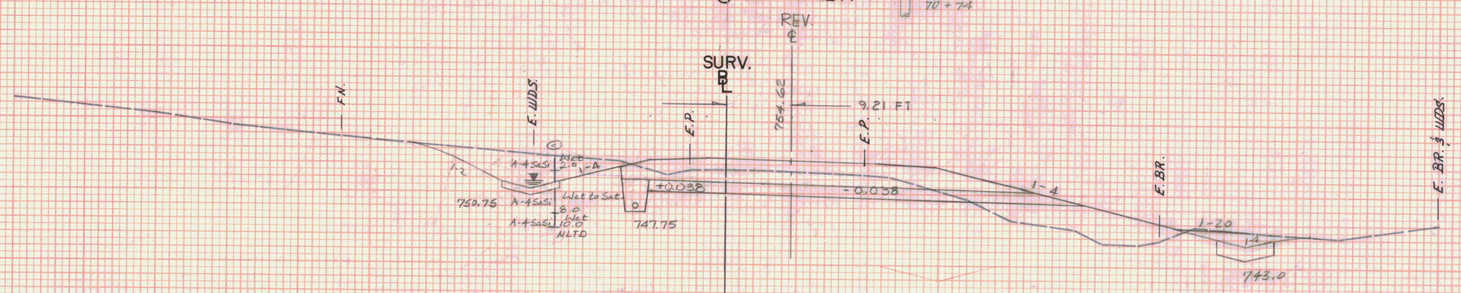
REV. STA. 70+83.39' LT.
BEGIN 6"X 434' UD W/FB @
REV. STA. 71+00 & 75+10
REV. STA. 70+70 LT.
END 6"X 300' UD W/FB @
REV. STA. 67+70, 69+49 & 70+70
INSTALL FLUSHING BASIN

12" HEADLOCK SURV. STA. 70+90

SURV. 70+80 = REV. 70+79.45
ASKEWED @ 88°-47' LT.

GUIDEPOST SURV. STA. 70+74

REV. STA. 70+90 RT
END STONE LINED DITCH
TYPE II, 8' WIDE



SURV. 70+50 = REV. 70+48.59

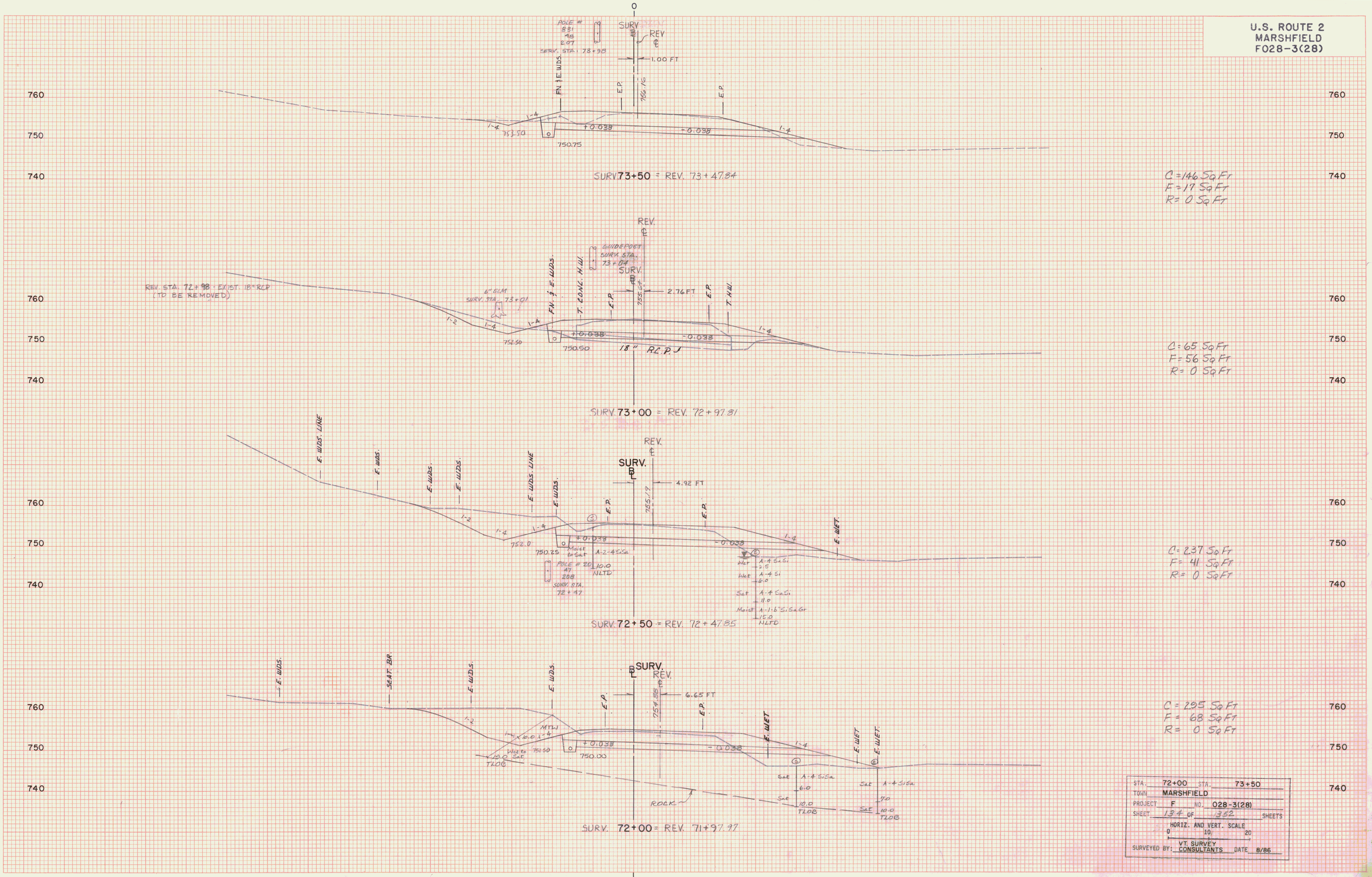
C = 146 Sq Ft
F = 84 Sq Ft
R = 0 Sq Ft

STA.	70+50 STA. 71+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	193 OF 352 SHEETS
	HORIZ. AND VERT. SCALE 0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO., BY, DATE

ORIGINAL SURVEY — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO., BY: VT. SURVEY CONSULTANT BRYANT ASSOC., DATE: 8/86, 9/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION



U.S. ROUTE 2
MARSHFIELD
F028-3(28)
SURV. 73+50 = REV. 73+47.84
C = 146 Sq Ft
F = 17 Sq Ft
R = 0 Sq Ft
SURV. 73+00 = REV. 72+97.81
C = 65 Sq Ft
F = 56 Sq Ft
R = 0 Sq Ft
SURV. 72+50 = REV. 72+47.85
C = 237 Sq Ft
F = 41 Sq Ft
R = 0 Sq Ft
SURV. 72+00 = REV. 71+97.97
C = 295 Sq Ft
F = 68 Sq Ft
R = 0 Sq Ft
STA. 72+00 STA. 73+50
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 134 OF 352 SHEETS
HORIZ. AND VERT. SCALE
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86
FINAL SURVEY
ORIGINAL SURVEY
VT. SURVEY CONSULT. BRYANT ASSOC.

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

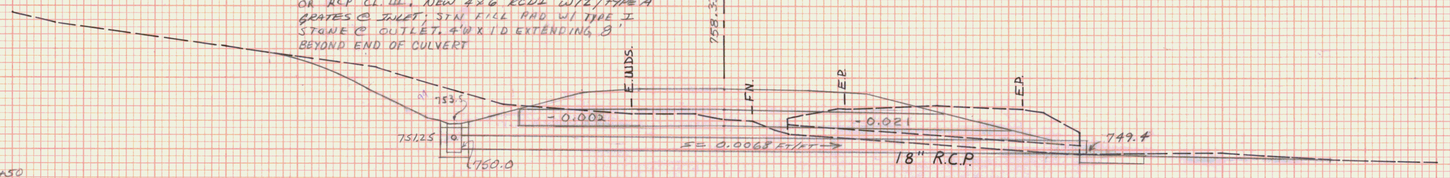
℄ STA. 75+16 - ASKEWED 81° 13' LT.
NEW 24"x 88' RCCSP 0.064, CAAP 0.060, CREP (SL)
OR RCP CL. III. NEW 4'x 6' RCDI W/2/TYPE A
GRATES @ INLET; STN. F/GL RAD W/ TYPE I
STONE @ OUTLET. 4'W X 1'D EXTENDING 8'
BEYOND END OF CULVERT

℄ STA. 75+16 : EXIST. 18" RCP
(TO BE REMOVED)
BEGIN EROSION MATTING

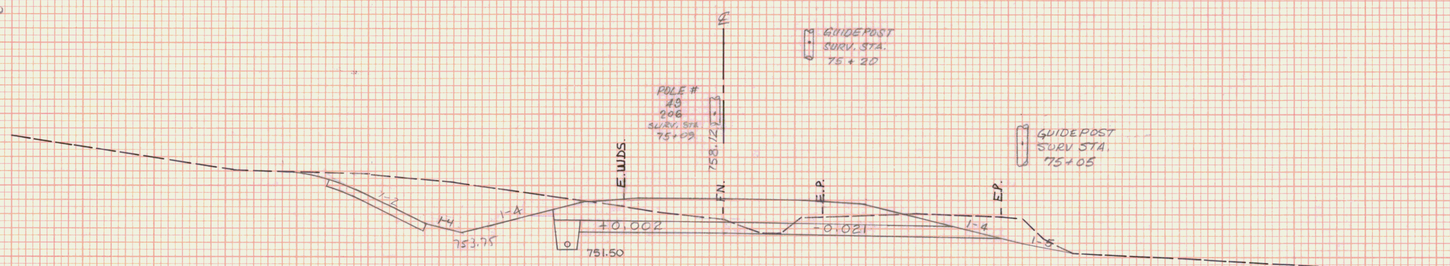
℄ STA. 75+24 LT.
BEGIN 6" x 526' U.D
W/FB @ STA. 75+50 & 80+50

℄ STA. 75+10 LT.
END 6" x 4340' U.D.
W/FB. @ STA. 71+00 & 75+10
INSTALL FLUSHING BASIN

℄ STA. 75+20 LT
END SPECIAL DITCH

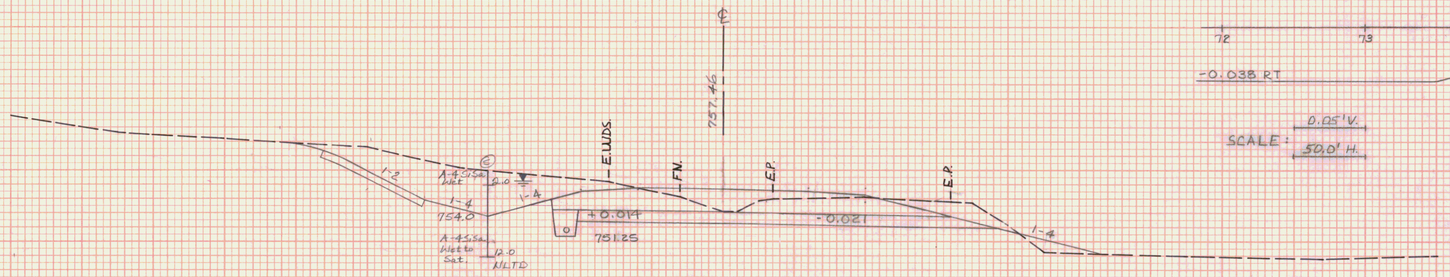


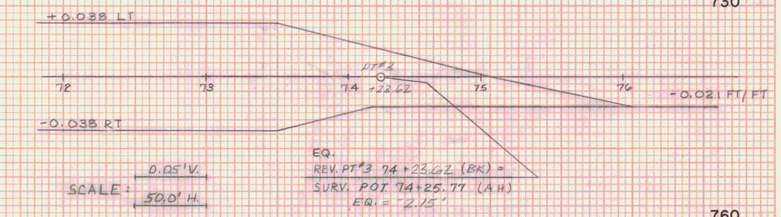
75+16
ASKEWED @ 81° 13 LT.



C = 297 Sq Ft
F = 0 Sq Ft
R = 0 Sq Ft

75+00



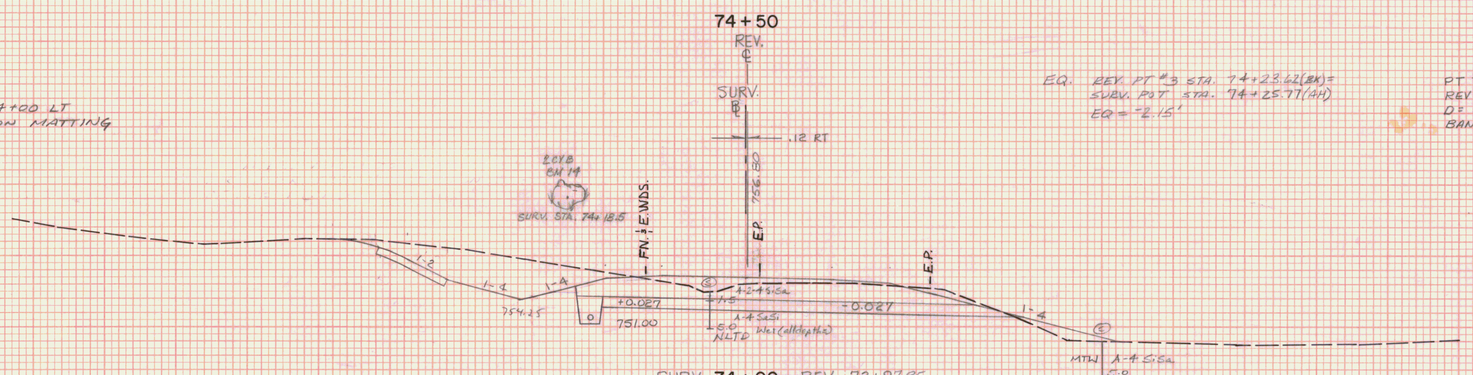


EQ.
REV. PT #3 74+23.62 (BK) =
SURV. POT 74+25.77 (AH)
EQ. = 2.15'

BANKING DIAGRAM

C = 300 Sq Ft
F = 13 Sq Ft
R = 0 Sq Ft

74+50



EQ. REV. PT #3 STA. 74+23.62(BK) =
SURV. POT STA. 74+25.77(AH)
EQ. = 2.15'

PT #3
REV STA 74+23.62
D = 2°00'00"
BANK 0.038 FT/FT

C = 257 Sq Ft
F = 15 Sq Ft
R = 0 Sq Ft

REV. STA. 74+00 LT
END EROSION MATTING

REV. STA. 73+75 LT
BEGIN SLOPE STABILIZATION
W/TYPE I STONE

SURV. 74+00 = REV. 73+97.85

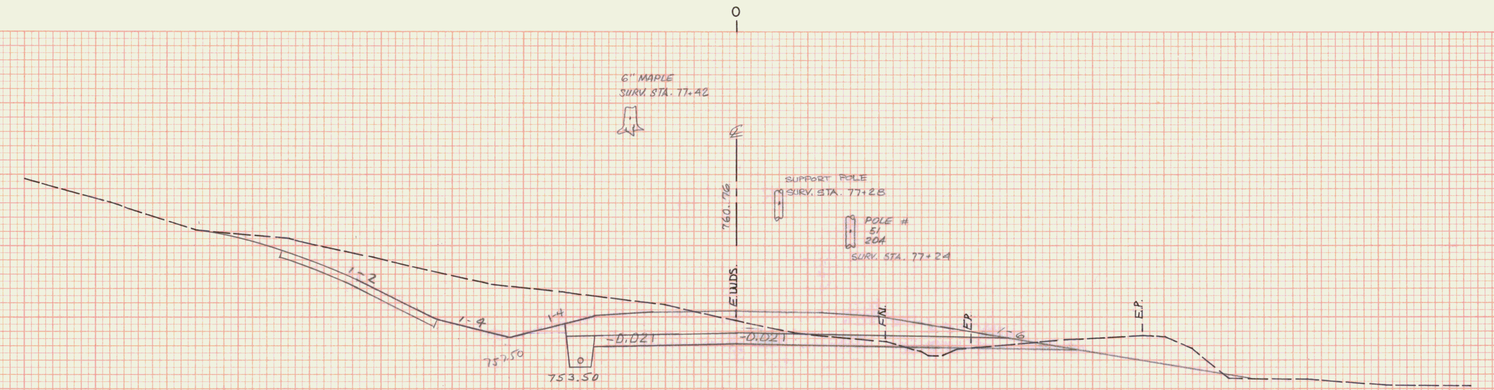
STA. 74+00 STA. 75+16
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 135 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY
NOTE BOOK
No.
SUBMITTED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
DATE
BY

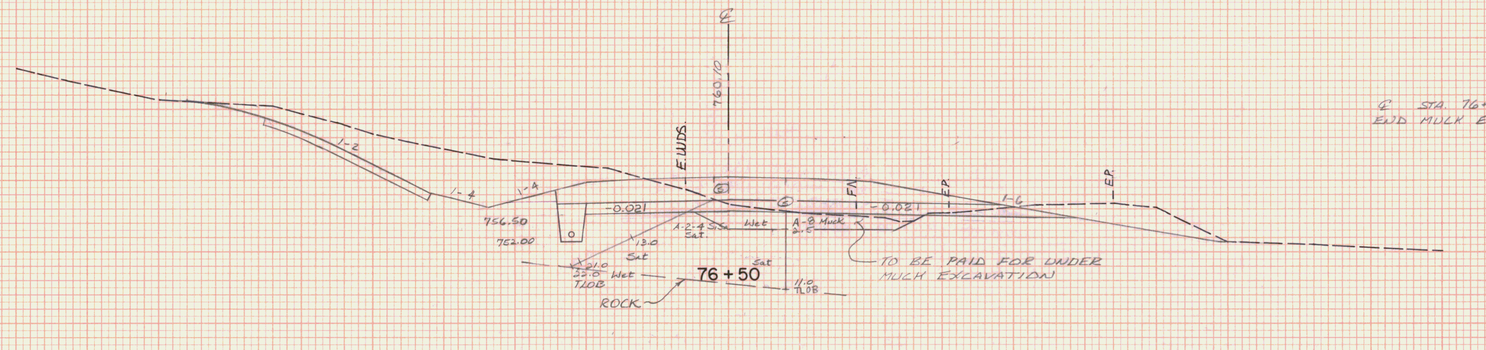
ORIGINAL SURVEY
NOTE BOOK
No.
SUBMITTED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
DATE 8/86
BY VT SURVEY CONSULT. BRYANT ASSOC.

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

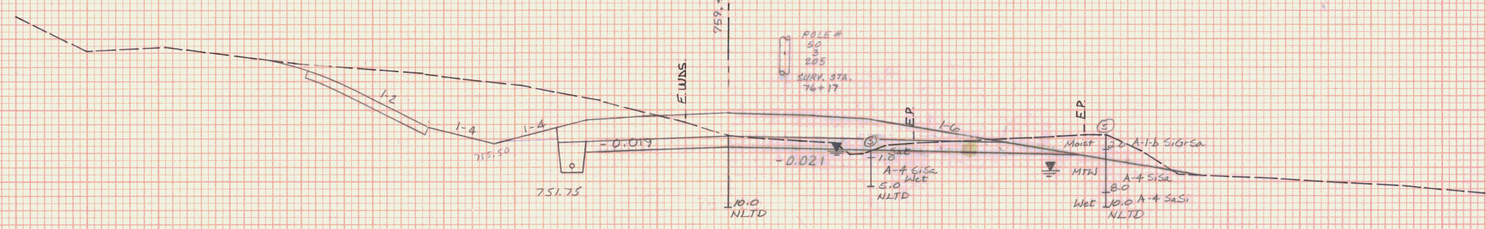
U.S. ROUTE 2
MARSHFIELD
F028-3(28)



C = 374 Sq Ft
F = 6 Sq Ft
R = 0 Sq Ft



C = 326 Sq Ft
F = 74 Sq Ft
R = 0 Sq Ft



C = 337 Sq Ft
F = 2 Sq Ft
R = 0 Sq Ft

C = 330 Sq Ft
F = 6 Sq Ft
R = 0 Sq Ft



STA.	75+50 STA. 77+00
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	186 OF 352 SHEETS

HORIZ. AND VERT. SCALE
0 10 20

SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
CHECKED
AREAS
AREAS CHECKED
DATE
BY

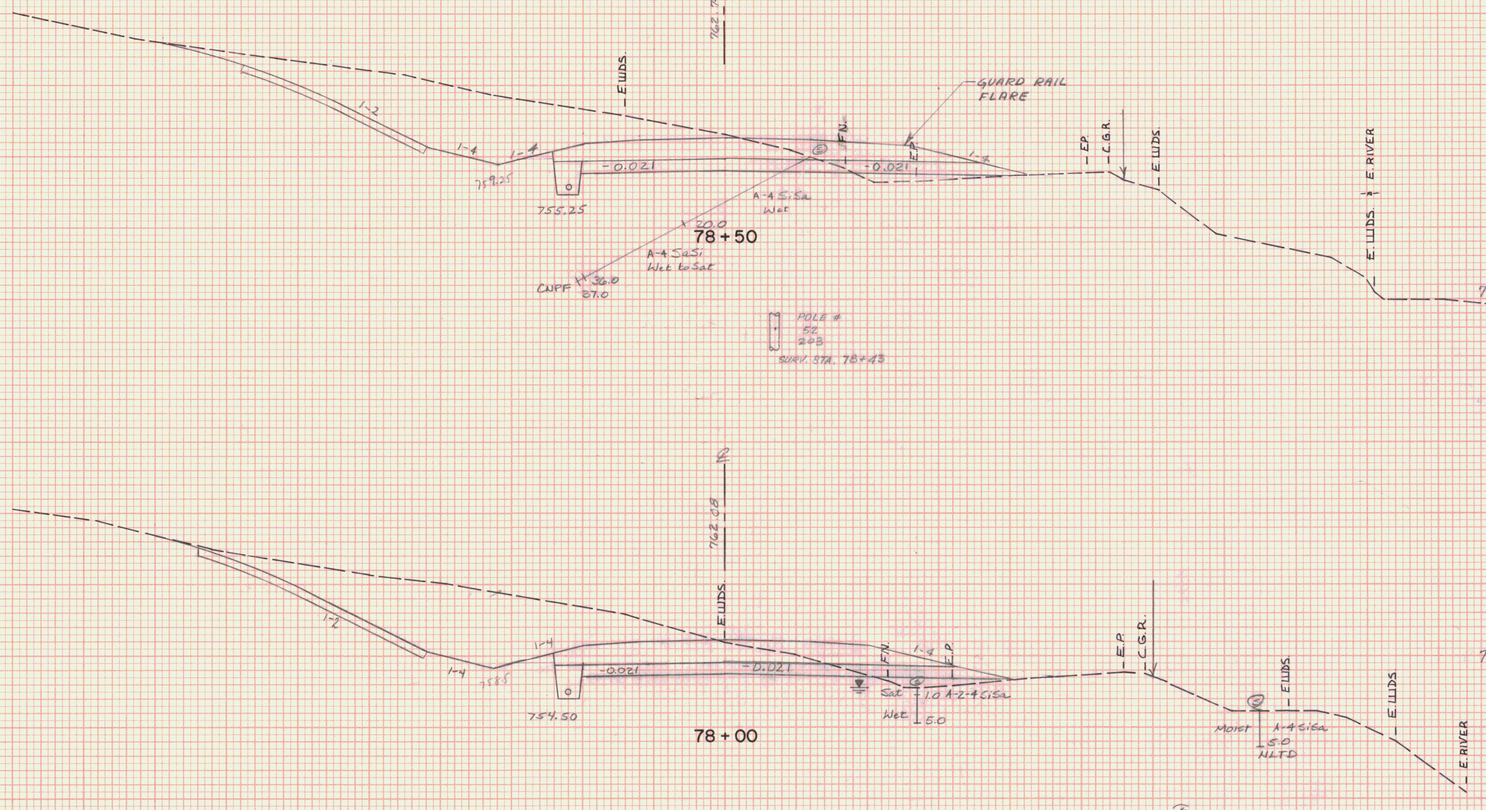
BY VT. SURVEY CONSULT. 8/86
BRYANT ASSOC. 8/86

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
CHECKED
AREAS
AREAS CHECKED
DATE
BY

PLATE 3 CROSS SECTION © P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

℄ STA 78+75 ~ 79+00 RT
BREAKAWAY CABLE TERMINAL



12' 10' 3'
79+00
75
4' 1.5'
50
25
20
78+00
12' 8'

C = 448 Sq Ft
F = 15 Sq Ft
R = 0 Sq Ft

GUARD RAIL FLARE DETAIL 1" = 20' SCALE

C = 487 Sq Ft
F = 15 Sq Ft
R = 0 Sq Ft

℄ STA. 77+64 RT.
BEGIN REMOVAL & DISPOSAL OF GUARD RAIL

(*) ℄ STA. 77+50 RT
BEGIN LIMIT OF CLEARING AND GRUBBING RIGHT MOST EDGE OF REMOVAL OF SURFACE & PAVEMENT

C = 453 Sq Ft
F = 5 Sq Ft
R = 0 Sq Ft

℄ STA. 77+25
BEGIN SCARIFYING EXISTING PAVEMENT
BEGIN REMOVAL OF SURFACES & PAVEMENTS

STA.	77+50	STA.	78+50
TOWN	MARSHFIELD		
PROJECT	F	NO.	028-3(28)
SHEET	137	OF	352 SHEETS

HORIZ. AND VERT. SCALE
0 10 20
VT SURVEY
SURVEYED BY: CONSULTANTS DATE 3/86

FINAL SURVEY — DATE, BY, SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO.

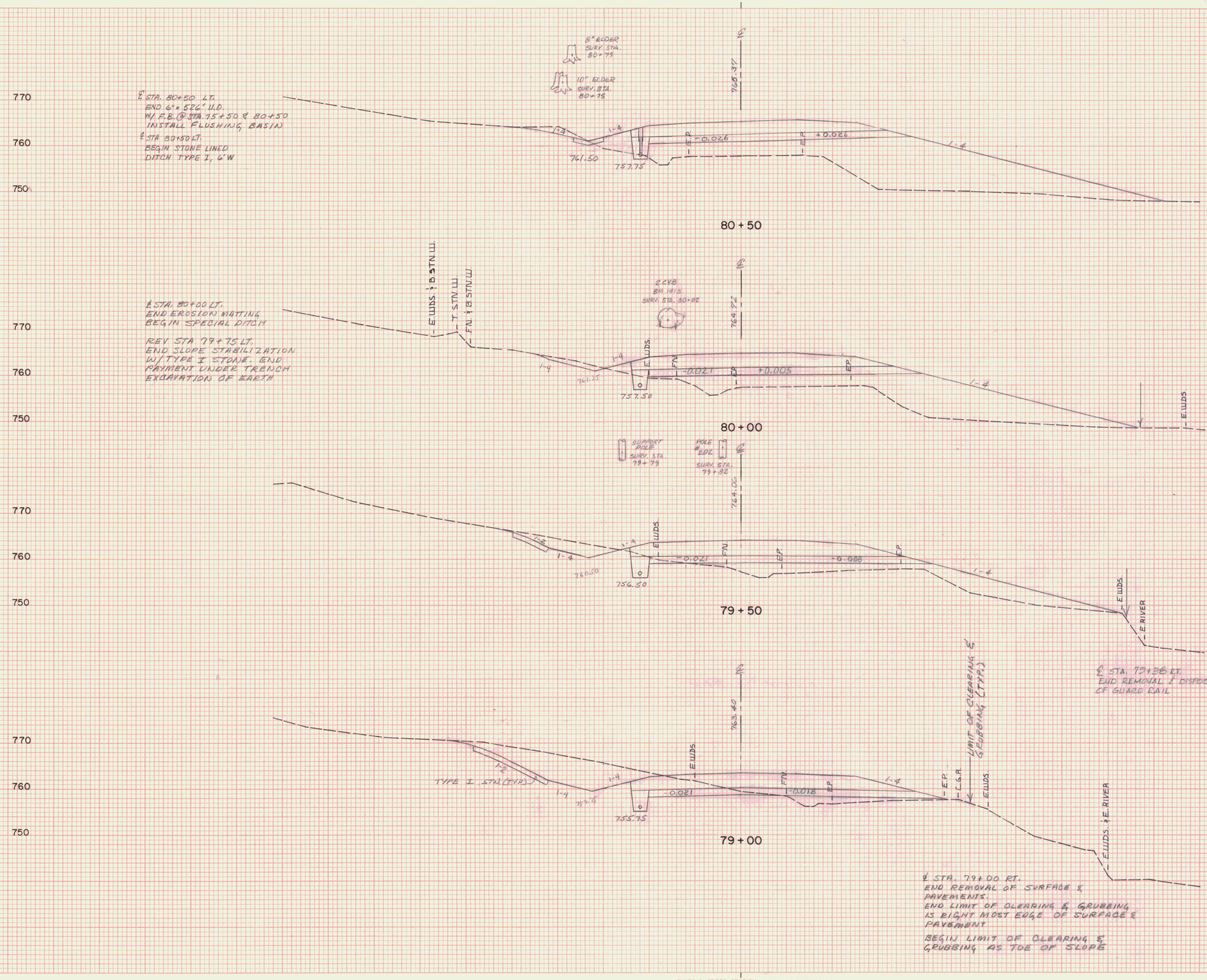
VT SURVEY CONSULT. 3/86
BRYANT ASSOC. 9/86

ORIGINAL SURVEY — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO.

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

PJK

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

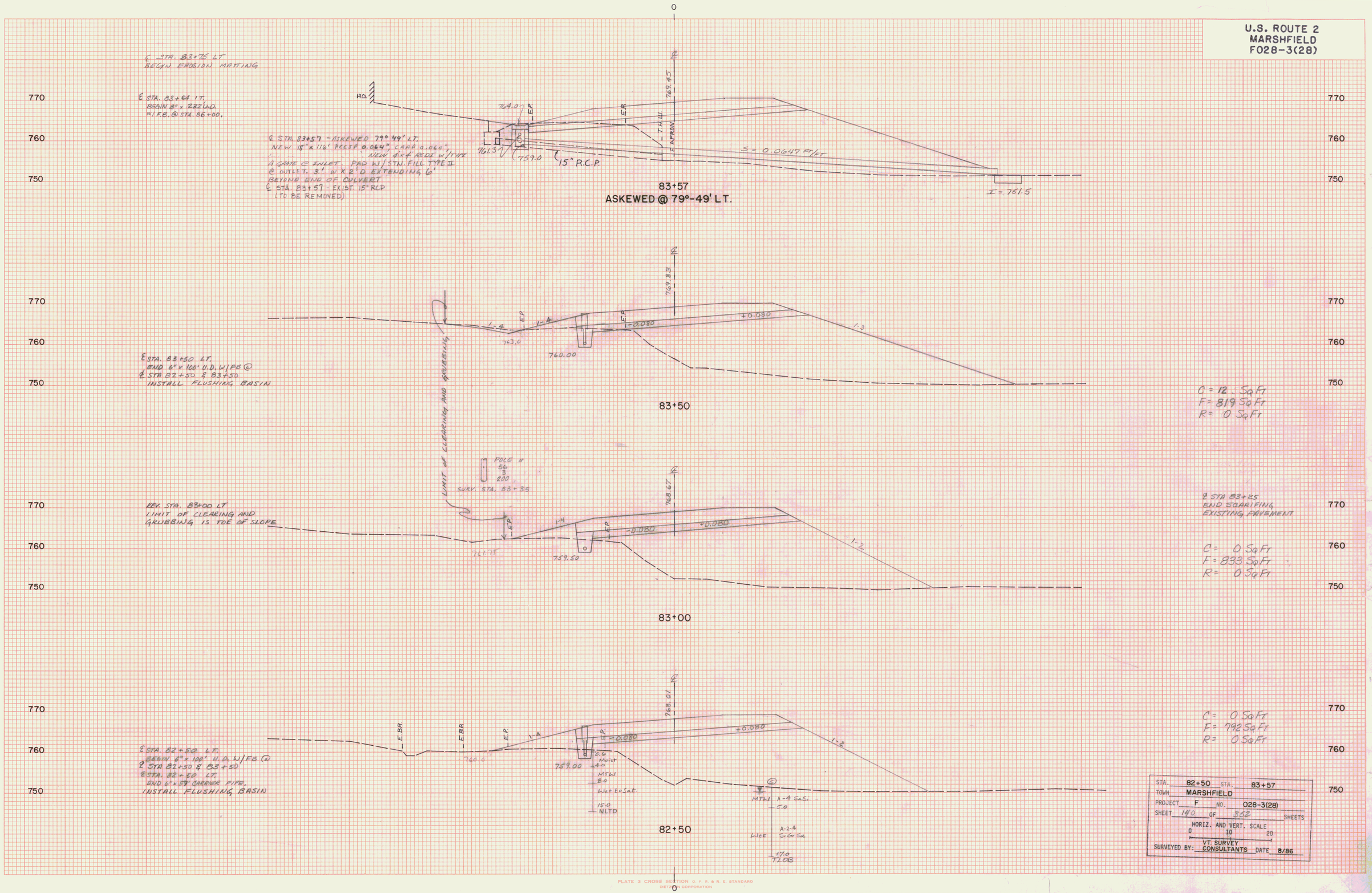


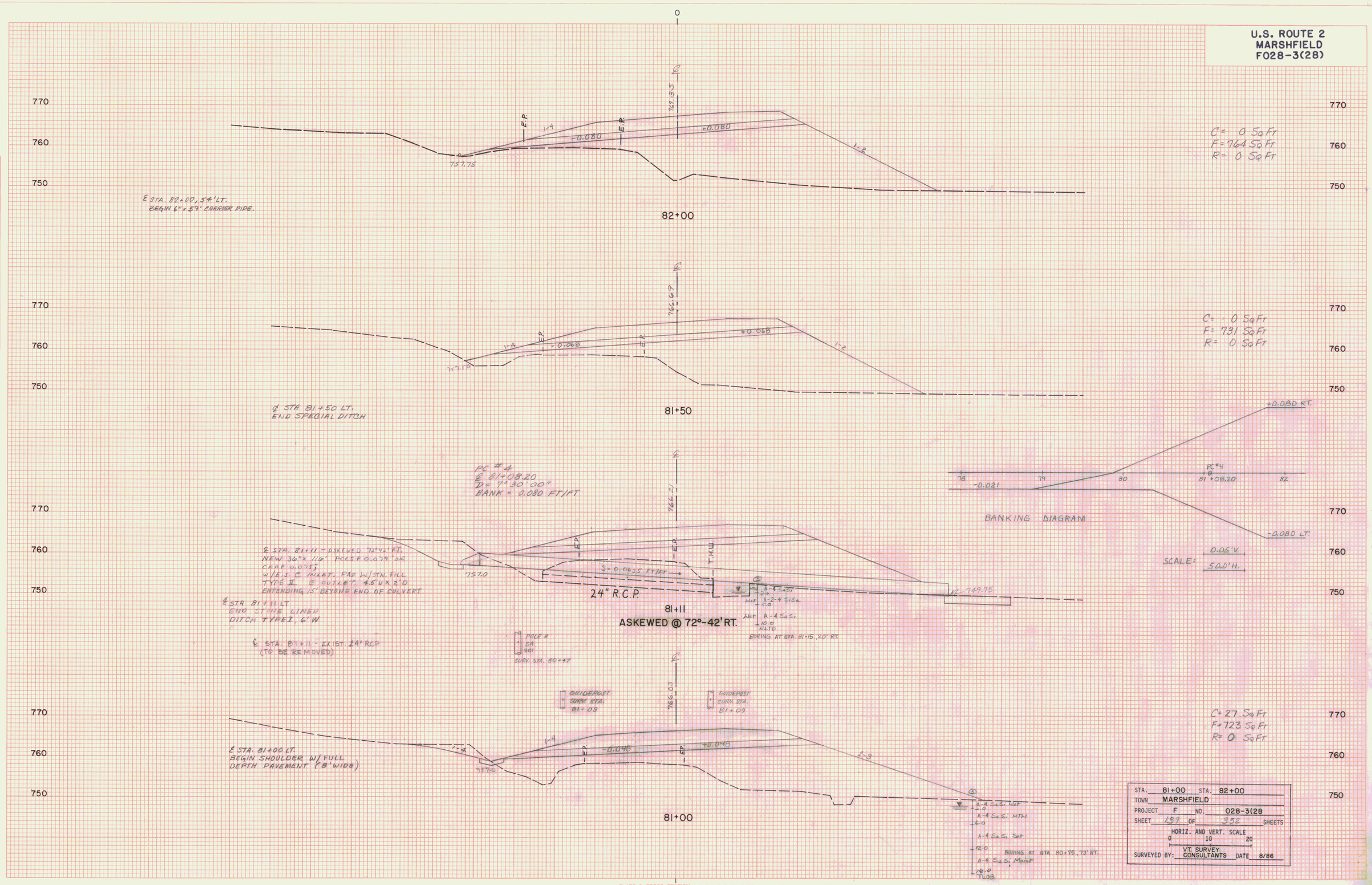
FINAL SURVEY — DATE — BY — SURVEYED — PLOTTED — TRACED — AREAS — AREAS CHECKED — NOTE BOOK — NO.

ORIGINAL SURVEY — BY VT. SURVEY CONSULT. & DRIANT ASSOC. 9/86 — DATE — SURVEYED — PLOTTED — TRACED — AREAS — AREAS CHECKED — NOTE BOOK — NO.

STA.	79+00 STA. 80+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	158 OF 352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 8/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION


U.S. ROUTE 2
MARSHFIELD
F028-3(28)
℄ STA. 83+75 LT
BEGIN EROSION MATTING
℄ STA. 83+64 LT.
BEGIN 8" x 232' U.D.
W/F.B. @ STA. 86+00.
℄ STA. 83+57 - ASKEWED 79° 49' LT.
NEW 18" x 116' PCCSP 0.064", CAAP 0.060",
NEW 4'x4' RCDI W/TYPE
A GRATE @ INLET. PAD W/STN. FILL TYPE II
@ OUTLET. 3' W X 2' D EXTENDING 6'
BEYOND END OF CULVERT
℄ STA. 83+57 - EXIST. 15" RCP
(TO BE REMOVED)
HD.
764.0
E.P.
769.45
T.H.W.
E. APRON
761.3
759.0
15" R.C.P.
S = 0.0647 FT/FT
I = 751.5
83+57
ASKEWED @ 79°-49' LT.
769.33
1-4
E.P.
-0.080
+0.080
1-3
763.0
760.00
℄ STA. 83+50 LT.
END 6" x 100' U.D. W/FB @
℄ STA 82+50 & 83+50
INSTALL FLUSHING BASIN
LIMIT OF CLEARING AND GRUBBING
83+50
C = 12 SQ FT
F = 819 SQ FT
R = 0 SQ FT
POLE #
56
3
200
SURV. STA. 83+35
768.67
REV. STA. 83+00 LT
LIMIT OF CLEARING AND
GRUBBING IS TOE OF SLOPE
1-4
E.P.
-0.080
+0.080
1-2
761.75
759.50
℄ STA 83+25
END SCARIFING
EXISTING PAVEMENT
C = 0 SQ FT
F = 833 SQ FT
R = 0 SQ FT
83+00
768.01
E.BR.
E.BR.
E.P.
1-4
-0.080
+0.080
1-2
760.0
759.00
2.6
Moist
4.0
MTW
8.0
Wet to Sat.
15.0
NLTD
MTW A-4 SaSi
5.0
Wet A-2-4 SiGrSa
17.0
TLOB
℄ STA. 82+50 LT.
BEGIN 6" x 100' U.D. W/FB @
℄ STA 82+50 & 83+50
℄ STA. 82+50 LT.
END 6" x 59' CARRIER PIPE.
INSTALL FLUSHING BASIN
82+50
C = 0 SQ FT
F = 792 SQ FT
R = 0 SQ FT
770
760
750
STA. 82+50 STA. 83+57
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 140 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86
FINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE
ORIGINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
VT. SURVEY CONSULT
BRYANT ASSOC.
DATE
8/86
9/86
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

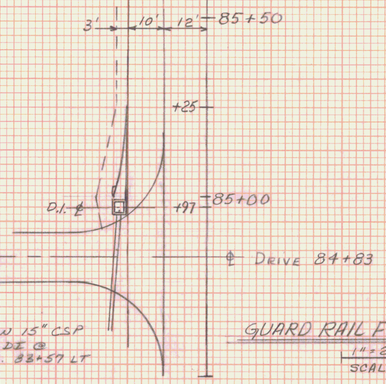

U.S. ROUTE 2
MARSHFIELD
F028-3(28)
C= 0 Sq Ft
F= 764 Sq Ft
R= 0 Sq Ft
℄ STA. 82+00, 54' LT.
BEGIN 6" x 59' CARRIER PIPE.
82+00
C= 0 Sq Ft
F= 731 Sq Ft
R= 0 Sq Ft
℄ STA 81+50 LT.
END SPECIAL DITCH
81+50
PC #4
℄ 81+08.20
D= 7° 30' 00"
BANK = 0.080 FT/FT
BANKING DIAGRAM
SCALE: 0.05' V. 50.0' H.
℄ STA. 81+11 - ASKEWED 72°42' RT.
NEW 36" x 116' PCCSP 0.079 OR
CMP 0.075
W/E.S. @ INLET. PAD W/STN. FILL
TYPE II @ OUTLET 4.5' W x 2' D
ENTENDING 15' BEYOND END OF CULVERT
24" R.C.P.
81+11
ASKEWED @ 72°-42' RT.
℄ STA 81+11 LT
END STONE LINED
DITCH TYPE I, 6' W
℄ STA. 81+11 - EXIST. 24" RCP
(TO BE REMOVED)
POLE #
SURV. STA. 80+47
BORING AT STA. 81+15, 20' RT.
GUIDEPOST
SURV. STA.
81+09
C= 27 Sq Ft
F= 723 Sq Ft
R= 0 Sq Ft
℄ STA. 81+00 LT.
BEGIN SHOULDER W/ FULL
DEPTH PAVEMENT (8' WIDE)
81+00
BORING AT STA. 80+75, 73' RT.
STA. 81+00 STA. 82+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28
SHEET 139 OF 352 SHEETS
HORIZ. AND VERT. SCALE
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86
FINAL SURVEY
ORIGINAL SURVEY
VT. SURVEY CONSULT. 8/86
BRYANT ASSOC. 9/86
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

℄ STA 85+25 LT.
BEGIN STEEL BEAM GUARD RAIL

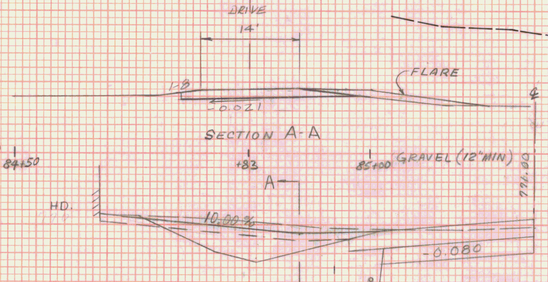
℄ STA 85+00 ~ 85+25 LT
BREAKAWAY CABLE TERMINAL

℄ STA 84+99 LT.
BEGIN TREATED TIMBER CURB



GUARD RAIL FLARE DETAIL
1" = 20' SCALE

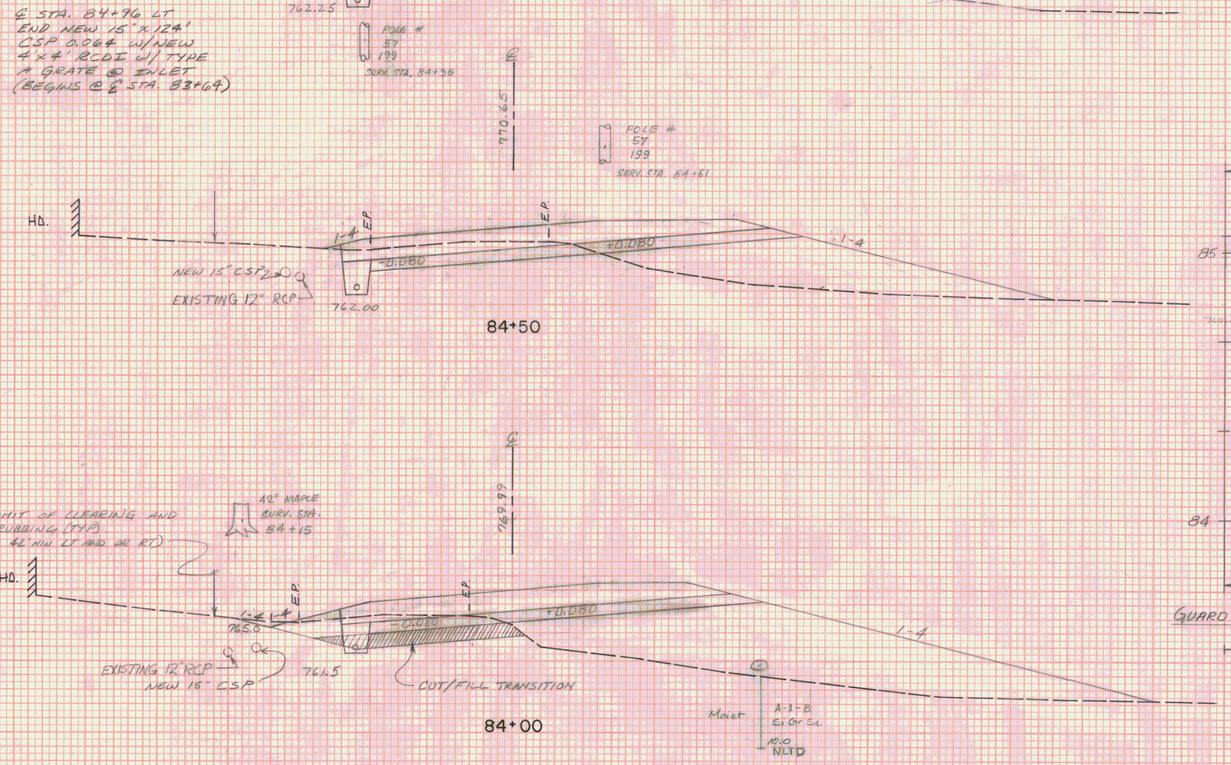
℄ STA. 84+70 LT
END EROSION MATTING



℄ STA 84+83 LT
CONSTRUCT DRIVE (14' WIDE)

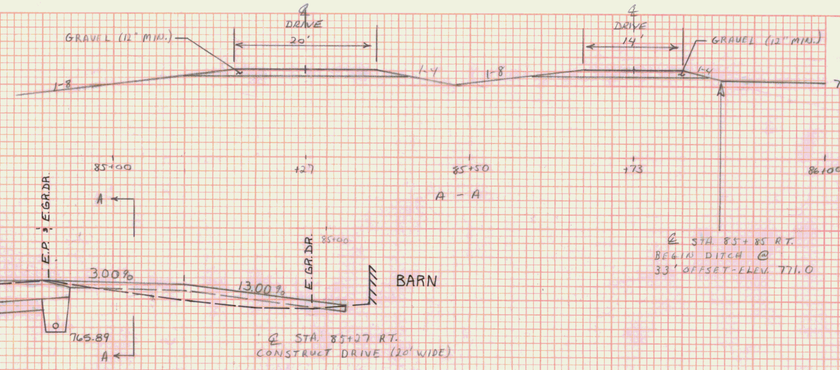
STA 84+83 LT.

℄ STA. 84+76 LT
END NEW 15"x 124' CSP 0.024 w/NEW 4'x4' RCDI w/ TYPE A GRATE @ INLET (BEGINS @ ℄ STA. 83+64)



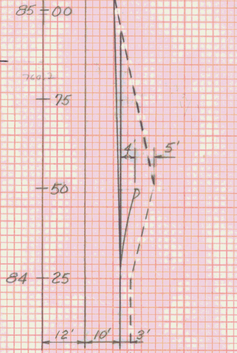
℄ STA. 83+62 ~ STA. 85+00 LT
EXISTING 12" RCP, W/2 CB'S
(TO BE REMOVED)

℄ STA. 83+90 LT
END LIMIT OF CLEARING AND GRUBBING IS TOE OF SLOPE



C = 204 Sq Ft
F = 1 Sq Ft
R = 0 Sq Ft

℄ STA. 84+75 RT.
BEGIN 6"x 509' U.D. W/ F & G STA. 84+75
REV STA 84+50 INSTALL FLUSHING BASIN
℄ STA 84+25 ~ 84+50 RT
BREAKAWAY CABLE TERMINAL
℄ STA 84+25 RT.
END STEEL BEAM GUARD RAIL



GUARD RAIL FLARE DETAIL
1" = 20' SCALE

C = 39 Sq Ft
F = 260 Sq Ft
R = 0 Sq Ft

C = 13 Sq Ft
F = 560 Sq Ft
R = 0 Sq Ft

STA.	84+00 STA. 85+27
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	16A OF 352 SHEETS

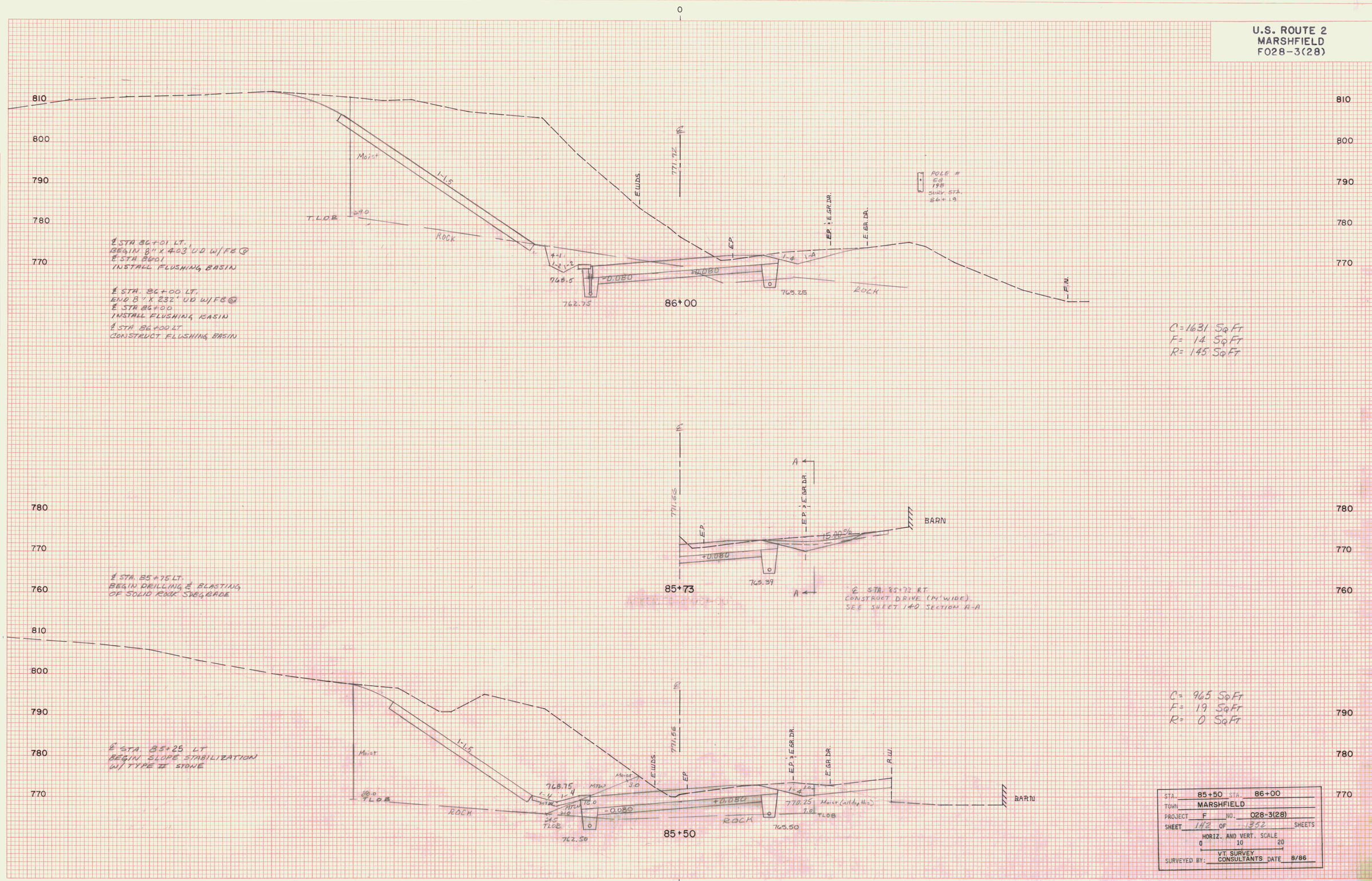
HORIZ. AND VERT. SCALE
0 10 20

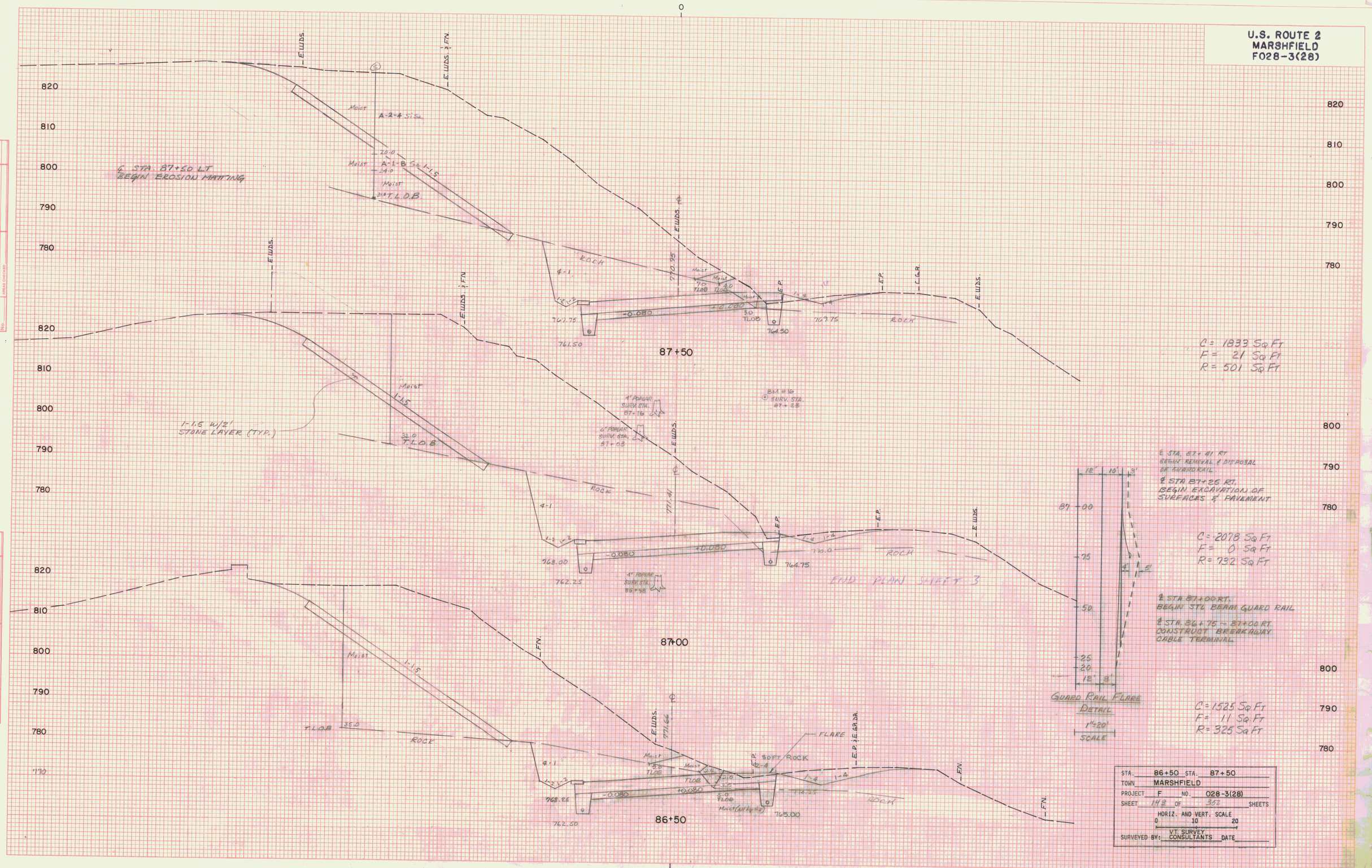
VT. SURVEY
SURVEYED BY: CONSULTANTS DATE 8/86

FINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
DATE
BY

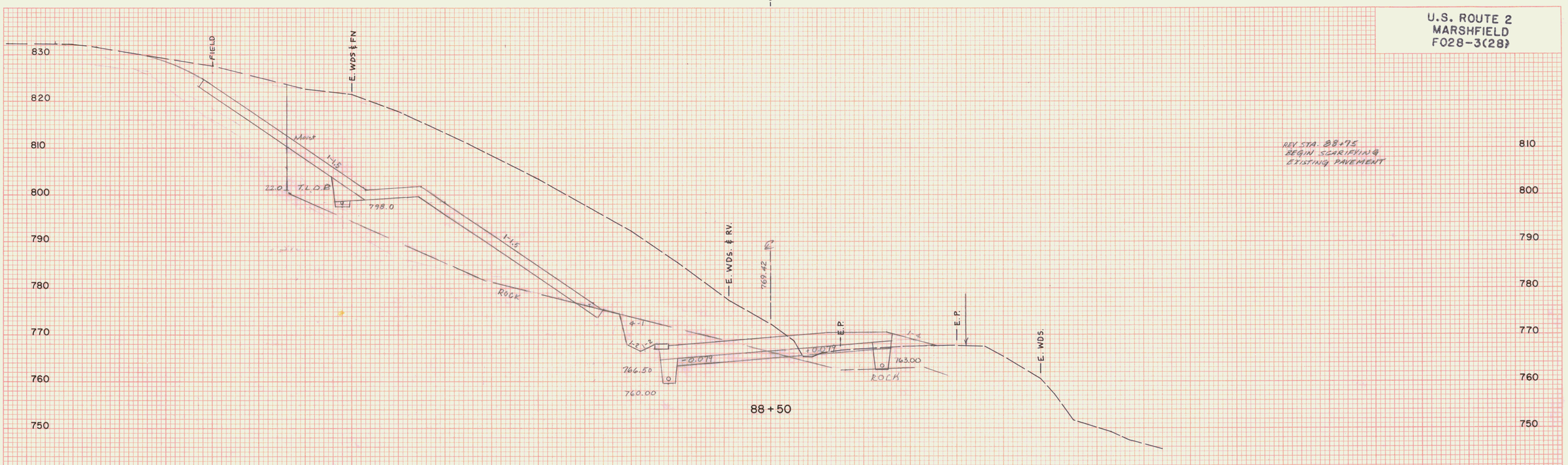
ORIGINAL SURVEY
NOTE BOOK
No.
SURVEYED VT SURVEY CONSULT 8/86
PLOTTED BRYANT ASSOC. 9/86
TEMPLATE
AREAS
AREAS CHECKED
DATE
BY

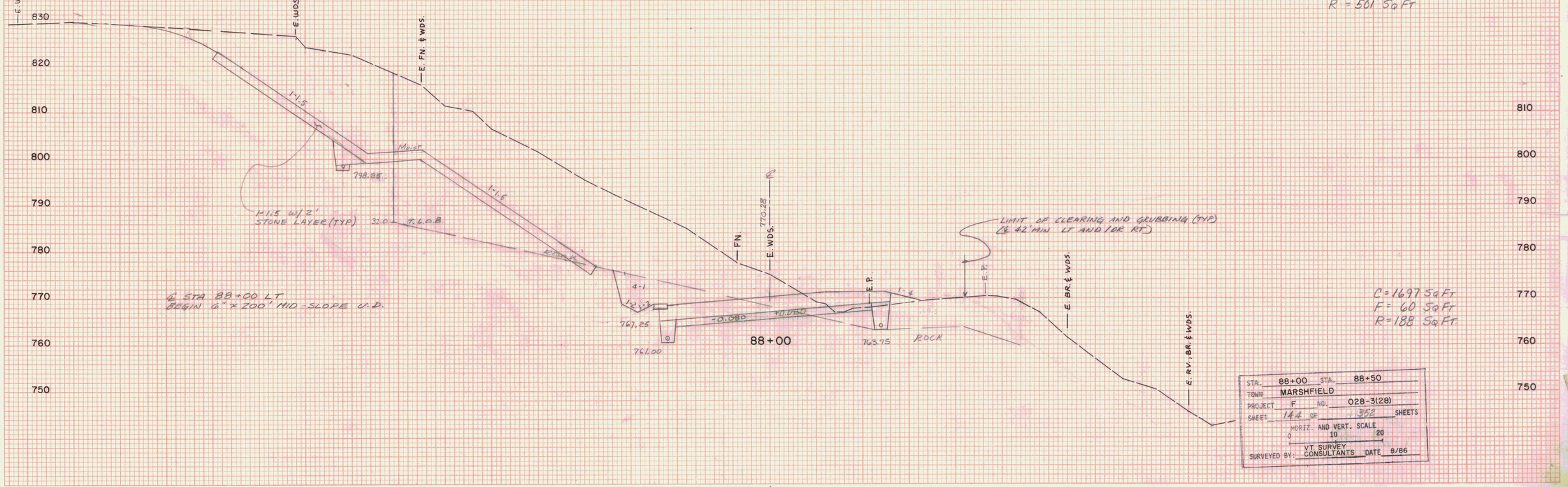
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION


U.S. ROUTE 2
MARSHFIELD
F028-3(28)
810
800
790
780
770
Moist
1-1.5
T.L.O.B.
ROCK
E.W.DS.
771.72
E.P.
E.P. & E.GR.DR.
E.GR.DR.
POLE #
58
198
SURV. STA.
86+19
℄ STA 86+01 LT.
BEGIN 8" X 403' UD W/FB @
℄ STA 86+01
INSTALL FLUSHING BASIN
℄ STA. 86+00 LT.
END 8" X 232' UD W/FB @
℄ STA 86+00
INSTALL FLUSHING BASIN
℄ STA 86+00 LT
CONSTRUCT FLUSHING BASIN
768.5
762.75
-0.080
+0.080
765.25
86+00
F.N.
C=1631 SQ FT
F= 14 SQ FT
R= 145 SQ FT
771.66
E.P.
E.P. & E.GR.DR.
BARN
15.00%
+0.080
765.39
85+73
℄ STA. 85+75 LT.
BEGIN DRILLING & BLASTING
OF SOLID ROCK SUBGRADE
℄ STA. 85+73 RT.
CONSTRUCT DRIVE (14' WIDE).
SEE SHEET 140 SECTION A-A
℄ STA. 85+25 LT
BEGIN SLOPE STABILIZATION
W/ TYPE II STONE
771.56
E.W.DS.
E.P.
E.P. & E.GR.DR.
E.GR.DR.
R.W.
768.75
MTW
-0.080
+0.080
770.25
Moist (all depths)
TLOB
ROCK
762.50
765.50
85+50
C= 965 SQ FT
F= 19 SQ FT
R= 0 SQ FT
STA. 85+50 STA. 86+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 142 OF 1352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86
FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE
ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
VT. SURVEY CONSULT 8/86
BRYANT ASSOC. 9/86
DATE
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION


U.S. ROUTE 2
MARSHFIELD
F028-3(28)
℄ STA. 87+50 LT
BEGIN EROSION MATTING
A-2-4 Si Sa
A-1-B Sa 1-1.5
T.L.O.B.
ROCK
87+50
1-1.5 w/2' STONE LAYER (TYP.)
T.L.O.B.
ROCK
87+00
END PLAN SHEET 3
T.L.O.B.
ROCK
FLARE
SOFT ROCK
86+50
C = 1833 Sq Ft
F = 21 Sq Ft
R = 501 Sq Ft
℄ STA. 87+41 RT
BEGIN REMOVAL & DISPOSAL OF GUARD RAIL.
℄ STA 87+25 RT.
BEGIN EXCAVATION OF SURFACES & PAVEMENT
C = 2078 Sq Ft
F = 0 Sq Ft
R = 732 Sq Ft
℄ STA 87+00 RT.
BEGIN STL BEAM GUARD RAIL
℄ STA. 86+75 ~ 87+00 RT.
CONSTRUCT BREAKAWAY CABLE TERMINAL
GUARD RAIL FLARE DETAIL
1"=20' SCALE
C = 1525 Sq Ft
F = 11 Sq Ft
R = 325 Sq Ft
STA. 86+50 STA. 87+50
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 143 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE
FINAL SURVEY
NOTE BOOK
ORIGINAL SURVEY
NOTE BOOK
VT. SURVEY CONSULT.
BRYANT ASSOC.
8/86
9/86
PLATE 3 CROSS SECTION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)





STA.	88+00 STA. 88+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	144 OF 362 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY — DATE — BY — SURVEYED — PLOTTED — TRACED — AREAS — AREAS CHECKED — NOTE BOOK — NO.

ORIGINAL SURVEY — DATE 8/86 9/86 — BY VT. SURVEY Consult. BRYANT Assoc. — SURVEYED — PLOTTED — TRACED — AREAS — AREAS CHECKED — NOTE BOOK — NO.

PLATE 3 CROSS SECTION D. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

840 830 820 810 800 790 780 770 760 750

FIELD
1:1.5
1:1.5 W/ 2 FT STONE LAYER
795.0
ROCK
REV. C.L.
SURV. C.L.
E. WDS.
4.46
767.09
E.P.
+0.049
Moist
MATL.
1:2
1.0
TDE
PDE
764.75
758.50
ROCK
REV 89+50.12 = SURV 89+50
LIMIT OF CLEARING AND GRUBBING
E. WDS.
E. WDS.
E. RV.

REV. STA. 89+75, 48' RT.
END G"X 509' U.D.
W/F.B. @ 89+50

REV. STA. 89+50 RT
BEGIN LIMIT OF CLEARING AND GRUBBING IS TOE OF SLOPE
INSTALL FLUSHING BASIN

C = 1962 SQ FT
F = 106 SQ FT
R = 141 SQ FT

PT # 4
REV. 89+09.37
D = 7°30'00"
BANK = 0.080 FT/FT

FIELD
E. WDS & BRUSH
1:1.5
MOIST
1:1.5 W/ 2 FT. STN. LAYER
39.0 TDE
PDE
797.5
1:1.5
ROCK
REV. SURV.
E. WDS.
11.15 FT.
762.95
E.P.
+0.064
1:2
762.25
759.75
ROCK
REV 90+00 = SURV. 89+00
LIMIT OF CLEARING AND GRUBBING (± 42' MIN LT AND/OR RT.)
E. WDS.
E. WDS.
E. RV.

REV. STA. 89+75
END SCARIFYING EXISTING PAVEMENT

REV. STA. 89+00 RT
END EXCAVATION OF SURFACES AND PAVEMENTS

REV. STA. 89+00 RT.
END REMOVAL & DISPOSAL OF GUARDRAIL.

C = 1824 SQ FT
F = 105 SQ FT
R = 25 SQ FT

REV. STA. 89+00 LT.
END SHOULDER W/ FULL DEPTH PAVEMENT (8' WIDE)

STA.	89+00 STA. 89+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	145 OF 352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TRAVERSE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TRAVERSE — AREAS — AREAS CHECKED — BY VT SURVEY CONSULT BRYANT ASSOC. — DATE 8/86 9/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

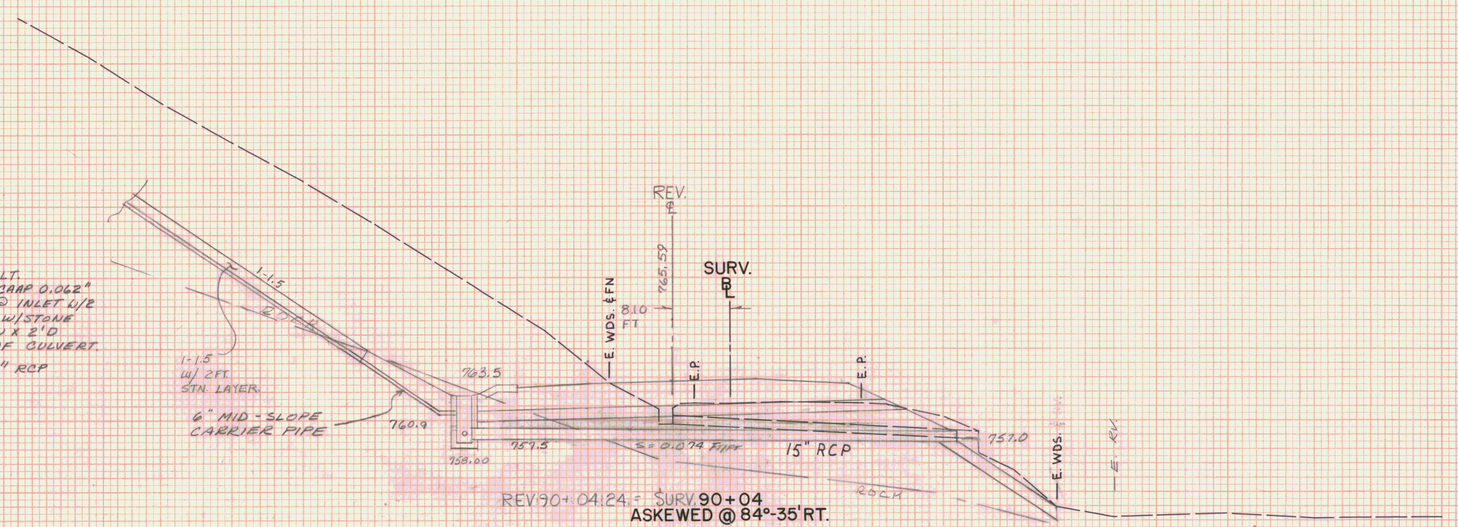
U.S. ROUTE 2
MARSHFIELD
F028-3(28)

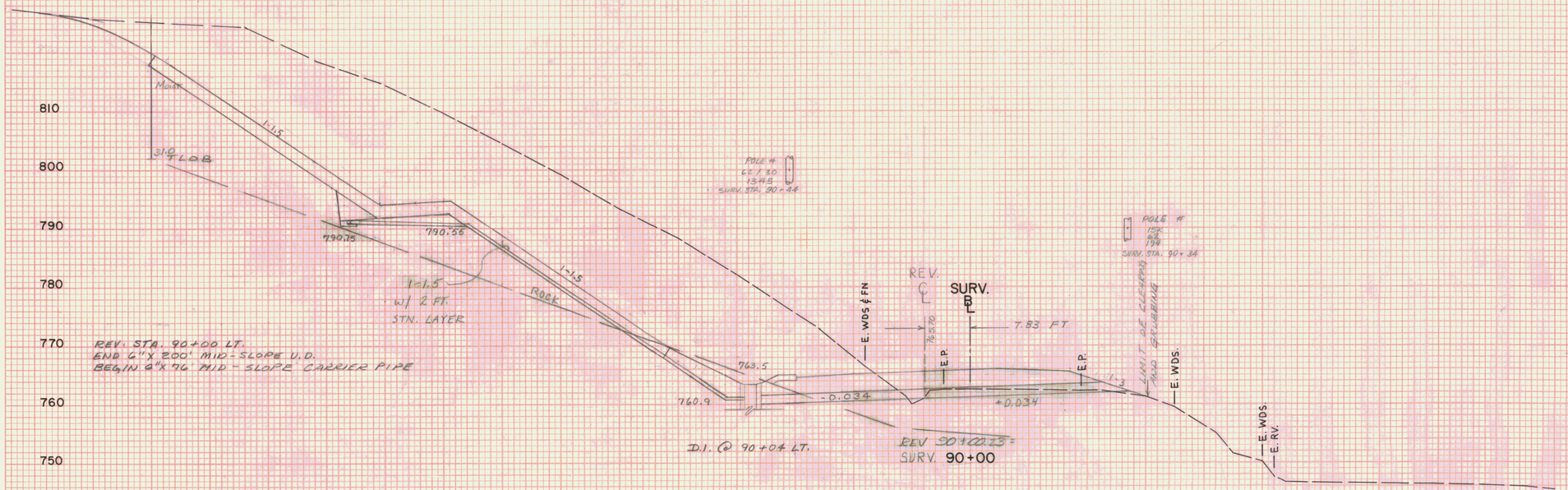
REV. STA. 90+04 - ASKEWED 86° LT.
NEW 18" X 68' PCCSP 0.064", CARP 0.062"
OR CPEP (SL). NEW 4'X 6' R001@ INLET W/2
TYPE B GRATES @ INLET. PAD W/STONE
FILL TYPE II, @ OUTLET 3' W X 2'D
EXTENDING 14' BEYOND END OF CULVERT.

REV. STA. 90+04 - EXIST 15" RCP
(TO BE REMOVED)

END 8"X 403' U.D.
W/FB @ 86+01

END 6" X 76'
MID-SLOPE CARRIER PIPE





C = 1898 SQ FT
F = 98 SQ FT
R = 35 SQ FT

STA.	90+00 STA. 90+04
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	146 OF 352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY — SURVEYED, PLOTTED, TRACED, AREAS, AREAS CHECKED, NOTE BOOK, No., BY, DATE

ORIGINAL SURVEY — BY VT. SURVEY CONSULT. 8/86; BRYANT ASSOC. 9/86

PLATE 3 CROSS SECTION D. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

FINAL SURVEY — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — NOTE BOOK — No. — DATE — BY

ORIGINAL SURVEY — VT. SURVEY CONSULT. — BRYANT ASSOC. — 8/86 — 9/86

PC # 5
REV. 91+92.11
D = 2°00'00"
BANK = 0.038 FT/FT

REV. STA 91+50 RT.
END LIMIT OF CLEARING & GRUBBING
IS TOE OF SLOPE
BEGIN LIMIT OF CLEARING & GRUBBING
IS TOP OF BANK (AS SHOWN)

C = 288 Sq Ft
F = 84 Sq Ft
R = 0 Sq Ft

C = 505 Sq Ft
F = 102 Sq Ft
R = 0 Sq Ft

REV. STA. 90+85 RT
BEGIN REMOVAL & DISPOSAL
OF GUARD RAIL.

REV. STA. 90+75
END DRILLING AND
BLASTING OF SOLID
ROCK SUBGRADE

REV. STA. 90+50 LT
BEGIN 6" x 270' U.D.
w/ F.E.@ STA. 92+50 & 93+00
BEGIN STONE LINED DITCH,
TYPE I, 8' W
INSTALL FLUSHING BASIN

REV. STA. 90+50 RT.
BEGIN 6" x 263' U.D.
w/ F.E.@ 90+50 & 92+70
INSTALL FLUSHING BASIN

REV. 91+50.57 = SURV 91+50

REV. 91+00.46 = SURV. 91+00

REV. 90+50.34 = SURV 90+50

BANKING DIAGRAM

SCALE: 0.05' V. / 50.0' H.

STA.	90+50 STA. 91+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	147 OF 1352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 8/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIVISION CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA. 93+12 – ASKEWED 82°28' LT.
NEW 30" x 82' RCCSP 0.079 OR CAAP 0.075 W/ E.S.® INLET, STONE FILL PAD, TYPE II @ OUTLET 4' WIDE x 2' DEEP EXTENDING 10' BEYOND END OF CULVERT.

REV. STA. 93+12 – EXIST. 30" RCP. (TO BE REMOVED)

REV. 93+11.80 = SURV. 93+11
ASKEWED @ 81°-00' LT.

REV. STA. 93+00 RT.
END LIMIT OF CLEARING & GRUBBING IS TOP OF BANK (AS SHOWN)

REV. STA. 93+07 RT. 49' RT.
ERG 6"x 58' CARRIER PIPE

REV. STA. 93+09 50' RT.
END 6"x 823' UD W/FE @ 90+50 & 92+70

C = 385 Sq Ft
F = 118 Sq Ft
R = 0 Sq Ft

WD. GUIDEPOST SURV. STA. 93+19

REV. STA. 93+15' LT.
END 6"x 270' U.D. W/ F.B.® STA. 90+50 & 93+00
REV STA 93+00 LT.
INSTALL FLUSHING BASIN

REV. 93+00.80 = SURV. 93+00

REV. STA. 92+75 ~ 93+00 RT
BREAKAWAY CABLE TERMINAL

REV STA 92+76 RT.
END STEEL BEAM GUARD RAIL

REV. STA. 92+70 RT.
INSTALL FLUSHING BASIN

C = 137 Sq Ft
F = 113 Sq Ft
R = Sq Ft

POLE # 64 193
SURV. STA. 92+77

REV. STA. 92+25 LT.
END TREATED TIMBER CURB

REV. 92+50.76 = SURV. 92+50

REV. STA. 92+25 LT.
END SLOPE STABILIZATION W/ TYPE II STONE

REV. 92+00.68 = SURV. 92+00

GUARD RAIL FLARE DETAIL
1" = 20'
SCALE

C = 300 Sq Ft
F = 68 Sq Ft
R = 0 Sq Ft

STA.	92+00 STA. 93+11
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	148 OF 352 SHEETS

HORIZ. AND VERT. SCALE
0 10 20

SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY — NOTE BOOK — No. — SURVEYED — PLOTTED — TEMPLATE — AREAS CHECKED — DATE — BY

ORIGINAL SURVEY — NOTE BOOK — No. — SURVEYED — PLOTTED — TEMPLATE — AREAS CHECKED — DATE — BY
VT. SURVEY CONSULT. 8/86
BRYANT ASSOC. 9/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DESIGN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

T.H. #57 ONION RIVER RD.
REV. P.O.T. 95+25.71, 20' RT
BEGIN APPROACH CONSTRUCTION

REV. STA. 94+90 RT
END EXCAVATION OF
SURFACES & PAVEMENT

C = 1358 Sq Ft
F = 20 Sq Ft
R = 0 Sq Ft

REV. 94+99.93 = SURV. 95+00

4" ELM (2)
SURV. STA. 95+16

BM 17
SURV. STA.
96+14

26.54'

764.00

760.75

756.50

+0.010

-0.010

760.4

12" CMP (TO BE REMOVED)

POLE # 66
SURV. STA.
94+85

POLE # 566
SURV. STA.
94+87

REV. STA. 93+45 - 96+06 RT
(REMOVE 12" CMP)

C = 1269 Sq Ft
F = 4 Sq Ft
R = 0 Sq Ft

27.37 FT

763.09

760.25

+0.004

-0.004

756.00

756.25

760.0

12" CMP (TO BE REMOVED)

REV. 94+50.63 = SURV. 94+50

27.27'

762.42

759.75

+0.018

-0.018

755.50

754.75

758.5

12" CMP (TO BE REMOVED)

REV. 94+00.81 = SURV. 94+00

POLE # 66
192
SURV STA. 93+94

PT #5
REV. 95+76.31
D = 2°00'00"
BANK = 0.038 FT/FT

C = 768 Sq Ft
F = 9 Sq Ft
R = 0 Sq Ft

REV. STA. 94+00 RT
END REMOVAL & DISPOSAL
OF GUARD RAIL.

REV. STA. 93+75 RT
BEGIN EXCAVATION OF
SURFACES & PAVEMENT

C = 331 Sq Ft
F = 70 Sq Ft
R = 0 Sq Ft

27.00 FT

761.98

759.85

754.00

757.15

755.00

+2.0
170
NLTD

A-4 Sa(1) Moist
A-2-4 Sa(a) Moist
150
NLTD

REV. 93+50.81 = SURV. 93+50

REV. STA. 93+50 LT
END STONE LINED DITCH,
TYPE E, 8' WIDE
BEGIN EROSION MATTING
INSTALL FLUSHING BASIN

REV. STA. 93+40, 33' LT.
BEGIN 6"x 714' U.D. W/ FG@
REV. STA. 93+50, 97+00 & 100+49

REV. STA. 93+51 RT
END 6"x 58' CORRUGATED PIPE
BEGIN 6"x 2491 U.D. W/ FG@
REV. STA. 93+51 & 96+00
INSTALL FLUSHING BASIN

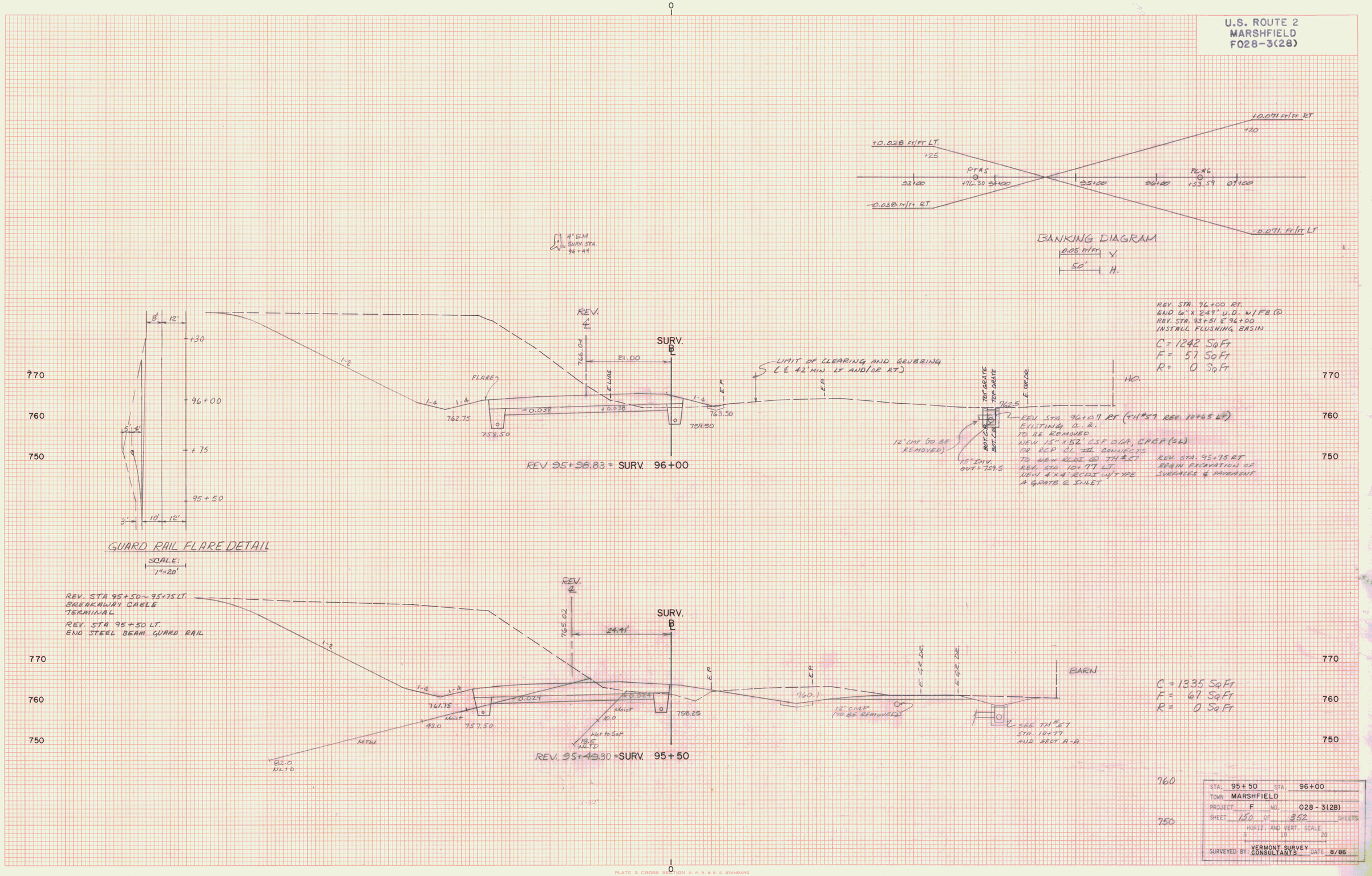
STA. 93+50 STA. 95+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 149 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VERMONT SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY — NOTE BOOK — No. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY

ORIGINAL SURVEY — NOTE BOOK — No. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY VT. SURVEY CONSULT. BRYANT ASSOC. — DATE 8/86 5/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

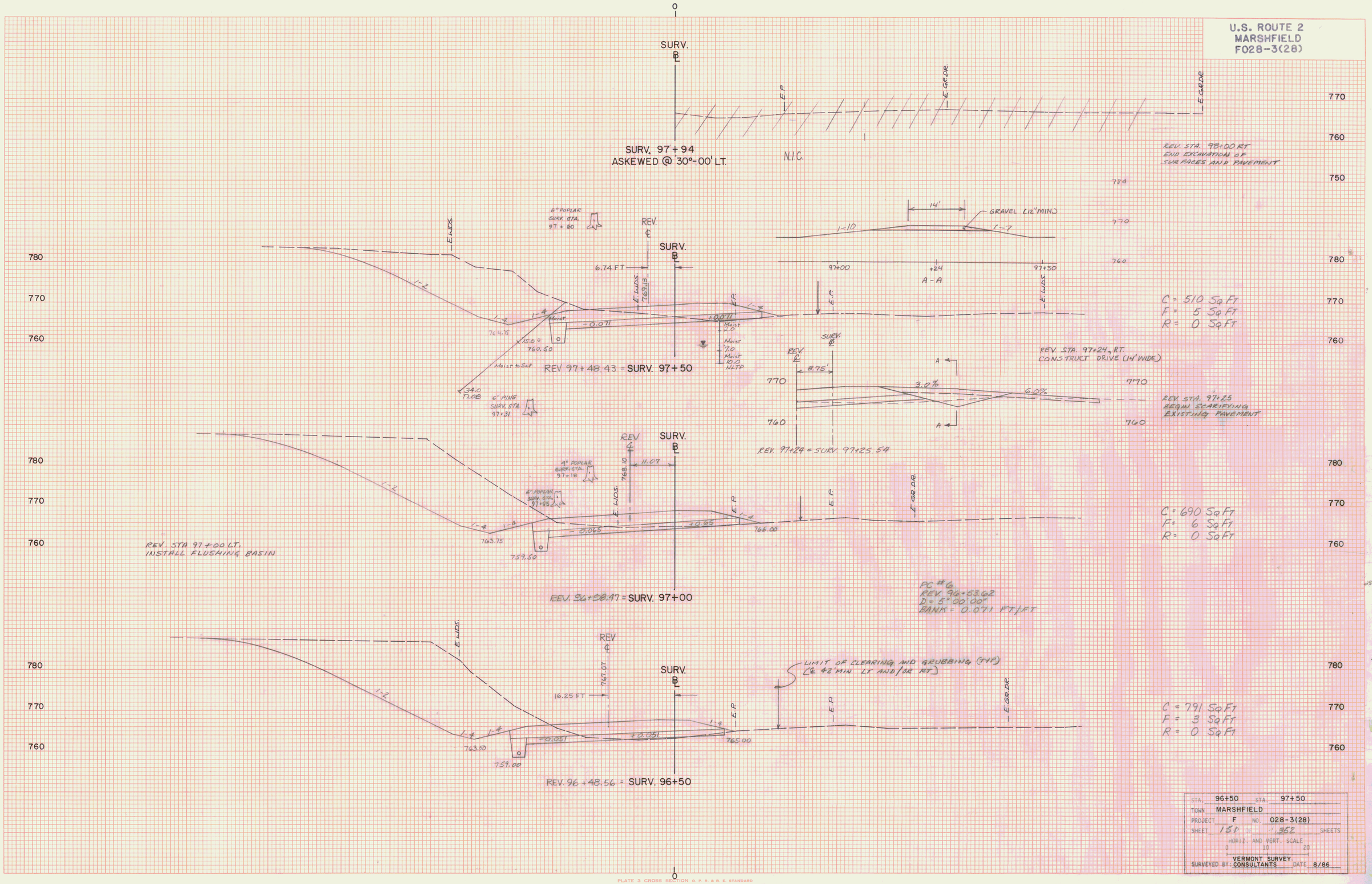


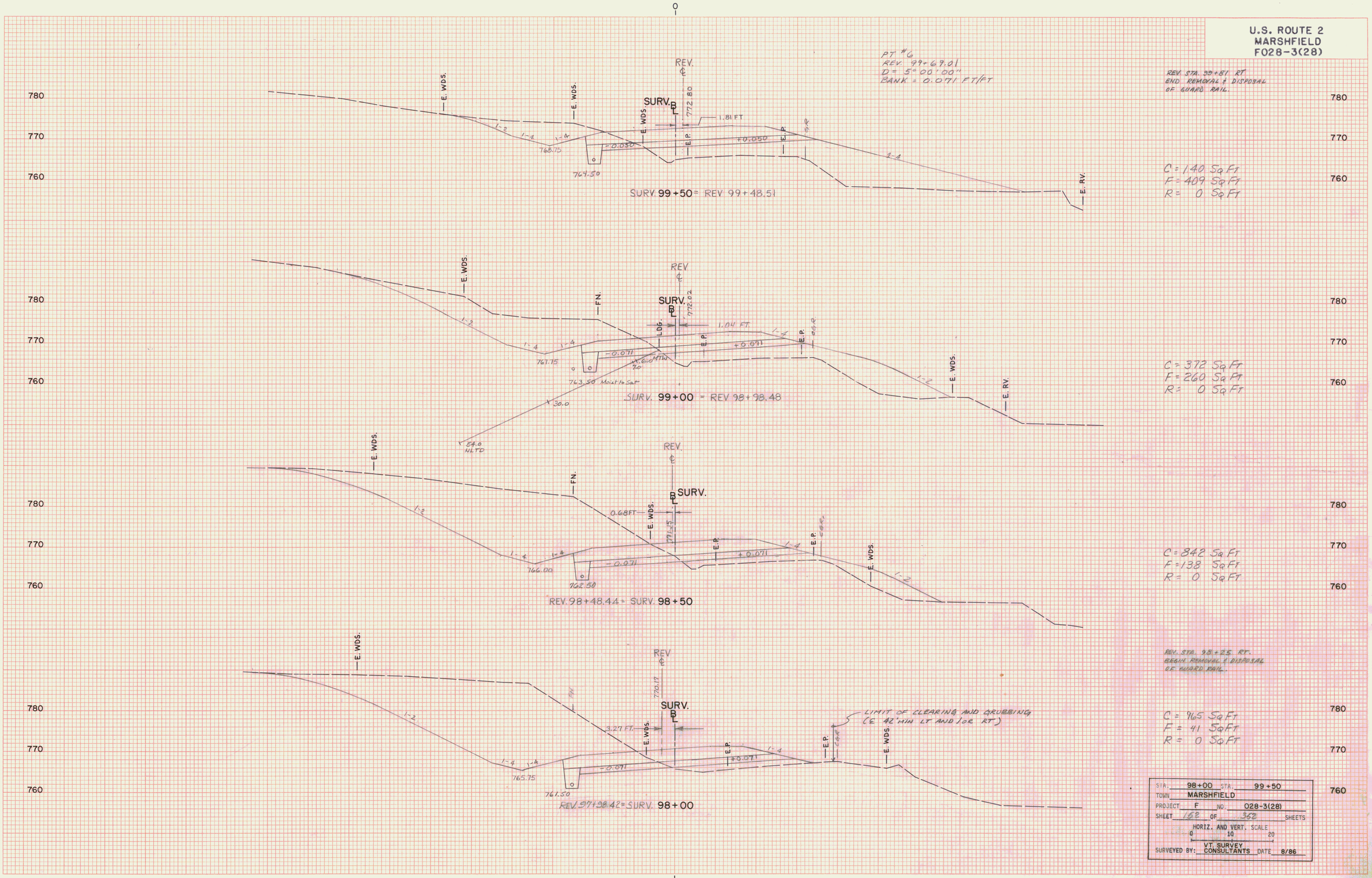
STA. 95+50	STA. 96+00
TOWN MARSHFIELD	
PROJECT F	NO. 028-3(28)
SHEET 150 OF 352 SHEETS	
HORIZ. AND VERT. SCALE 0 10 20	
SURVEYED BY: VERMONT SURVEY CONSULTANTS	DATE 8/86

FINAL SURVEY — NOTE BOOK No. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

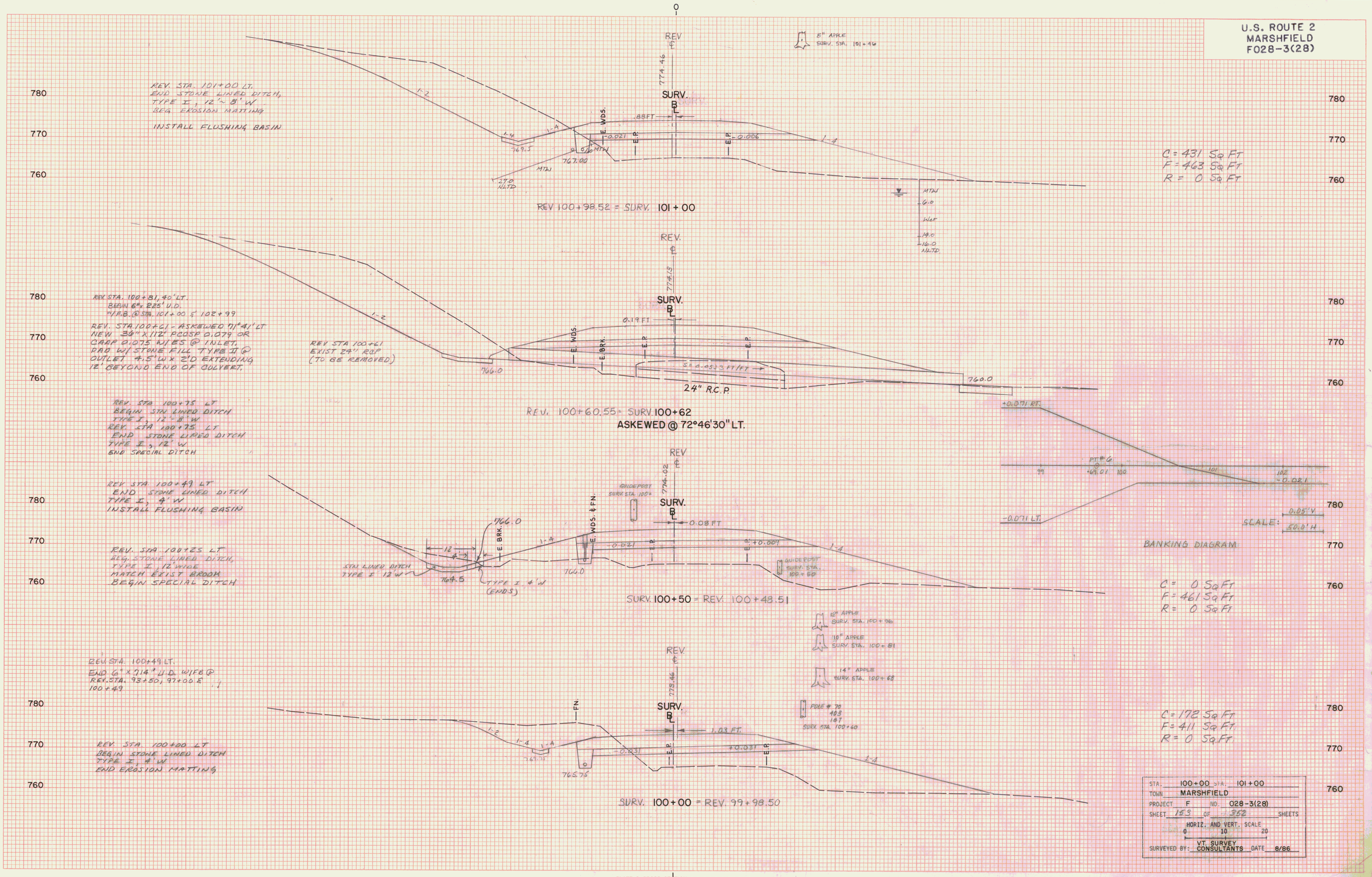
ORIGINAL SURVEY — NOTE BOOK No. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY VT. SURVEY CONSULT. BRYANT ASSOC. — DATE 8/86 9/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION


U.S. ROUTE 2
MARSHFIELD
F028-3(28)
SURV. ℄
SURV. 97+94
ASKEWED @ 30°-00' LT.
N.I.C.
E.P.
E.GR.DR.
REV. STA. 98+00 RT
END EXCAVATION OF
SURFACES AND PAVEMENT
6" POPLAR
SURV. STA.
97+60
REV. ℄
SURV. ℄
6.74 FT
E.WDS.
769.13
1-2
1-4
Moist
-0.071
+0.071
764.75
15.0
760.50
Moist to Sat
34.0
TLOB
6" PINE
SURV. STA.
97+31
REV 97+48.43 = SURV. 97+50
14'
GRAVEL (12" MIN)
1-10
1-7
97+00
+24
97+50
A-A
C = 510 SQ FT
F = 5 SQ FT
R = 0 SQ FT
REV. STA. 97+24, RT.
CONSTRUCT DRIVE (14' WIDE)
8.75'
3.0%
6.0%
REV. STA. 97+25
BEGIN SCARIFYING
EXISTING PAVEMENT
REV. 97+24 = SURV. 97+25.54
4" POPLAR
SURV. STA.
97+18
6" POPLAR
SURV. STA.
97+05
768.10
11.07
-0.065
+0.65
763.75
759.50
766.00
REV. STA 97+00 LT.
INSTALL FLUSHING BASIN
REV. 96+98.47 = SURV. 97+00
C = 690 SQ FT
F = 6 SQ FT
R = 0 SQ FT
PC #6
REV. 96+53.62
D = 5°00'00"
BANK = 0.071 FT/FT
767.07
16.25 FT
LIMIT OF CLEARING AND GRUBBING (TYP)
[℄ 42' MIN LT AND/OR RT]
-0.051
+0.051
763.50
759.00
765.00
REV. 96+48.56 = SURV. 96+50
C = 791 SQ FT
F = 3 SQ FT
R = 0 SQ FT
770
760
780
750
STA. 96+50 STA. 97+50
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 150 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VERMONT SURVEY CONSULTANTS DATE 8/86
FINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE
ORIGINAL SURVEY
VT SURVEY CONSULT. 8/86
BRYANT ASSOC. 9/86
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION



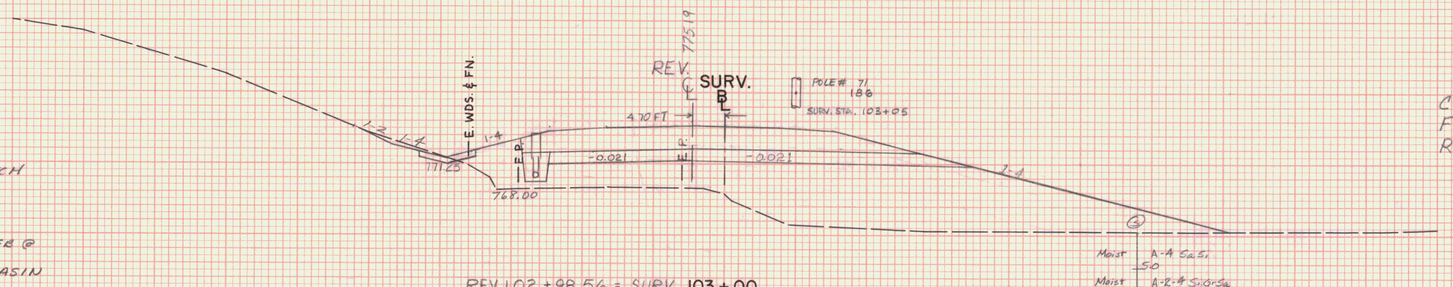
U.S. ROUTE 2
MARSHFIELD
F028-3(28)
PT #6
REV. 99+69.01
D = 5° 00' 00"
BANK = 0.071 FT/FT
REV. STA. 99+81 RT
END REMOVAL & DISPOSAL
OF GUARD RAIL.
REV. STA. 98+25 RT.
BEGIN REMOVAL & DISPOSAL
OF GUARD RAIL.
SURV. 99+50 = REV 99+48.51
C = 140 Sq Ft
F = 409 Sq Ft
R = 0 Sq Ft
SURV. 99+00 = REV 98+98.48
C = 372 Sq Ft
F = 260 Sq Ft
R = 0 Sq Ft
REV. 98+48.44 = SURV. 98+50
C = 842 Sq Ft
F = 138 Sq Ft
R = 0 Sq Ft
REV. 97+98.42 = SURV. 98+00
C = 965 Sq Ft
F = 41 Sq Ft
R = 0 Sq Ft
LIMIT OF CLEARING AND GRUBBING
(℄ 42' MIN LT AND/OR RT)
STA. 98+00 STA. 99+50
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 152 OF 362 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86
FINAL SURVEY
ORIGINAL SURVEY
VT. SURVEY CONSULT. 8/86
BRYANT ASSOC. 9/86


U.S. ROUTE 2
MARSHFIELD
F028-3(28)
REV. STA. 101+00 LT.
END STONE LINED DITCH,
TYPE I, 12'~8' W
BEG. EROSION MATTING
INSTALL FLUSHING BASIN
REV 100+98.52 = SURV. 101+00
C = 431 Sq Ft
F = 463 Sq Ft
R = 0 Sq Ft
REV. STA. 100+81, 40' LT.
BEGIN 6" x 225' U.D.
W/F.B. @ STA. 101+00 & 102+99
REV. STA. 100+61 - ASKEWED 71°41' LT
NEW 36" x 112' PCCSP 0.079 OR
CAAP 0.075 W/ES @ INLET.
PAD W/ STONE FILL TYPE II @
OUTLET 4.5' W x 2' D EXTENDING
12' BEYOND END OF CULVERT.
REV STA 100+61
EXIST 24" RCP
(TO BE REMOVED)
24" R.C.P.
REV. 100+60.55 = SURV. 100+62
ASKEWED @ 72°46'30" LT.
REV. STA 100+75 LT
BEGIN STN LINED DITCH
TYPE I, 12'-8' W
REV. STA 100+75 LT
END STONE LINED DITCH
TYPE I, 12' W
END SPECIAL DITCH
REV STA. 100+49 LT
END STONE LINED DITCH
TYPE I, 4' W
INSTALL FLUSHING BASIN
REV. STA. 100+25 LT
BEG. STONE LINED DITCH,
TYPE I, 12' WIDE
MATCH EXIST BROOK
BEGIN SPECIAL DITCH
SURV. 100+50 = REV. 100+48.51
C = 0 Sq Ft
F = 461 Sq Ft
R = 0 Sq Ft
BANKING DIAGRAM
SCALE: 0.05' V 50.0' H
REV. STA. 100+49 LT.
END 6" x 714' U.D. W/FB @
REV. STA. 93+50, 97+00 &
100+49
REV. STA. 100+00 LT
BEGIN STONE LINED DITCH
TYPE I, 4' W
END EROSION MATTING
SURV. 100+00 = REV. 99+98.50
C = 172 Sq Ft
F = 411 Sq Ft
R = 0 Sq Ft
STA. 100+00 STA. 101+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 153 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86
FINAL SURVEY
ORIGINAL SURVEY
VT. SURVEY CONSULT. BRYANT ASSOC.
8/86
9/86
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

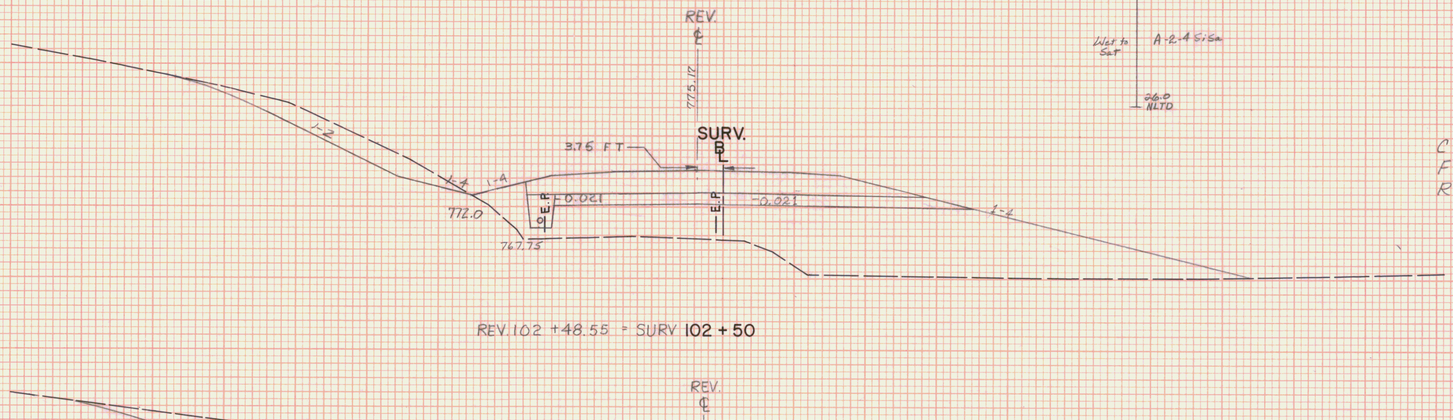
REV. STA. 103+00 LT
REGIN STN LINED DITCH
TYPE I, 3' W
END EROSION MATTING

REV. STA 102+99 LT
END 6" x 225' U.D. W/FB @
101+00 & 102+99
INSTALL FLUSHING BASIN



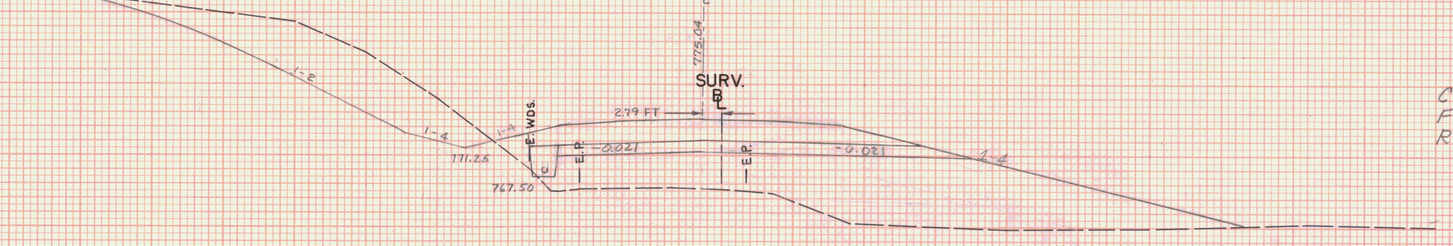
REV. 102+98.56 = SURV. 103+00

C = 5 Sq Ft
F = 594 Sq Ft
R = 0 Sq Ft



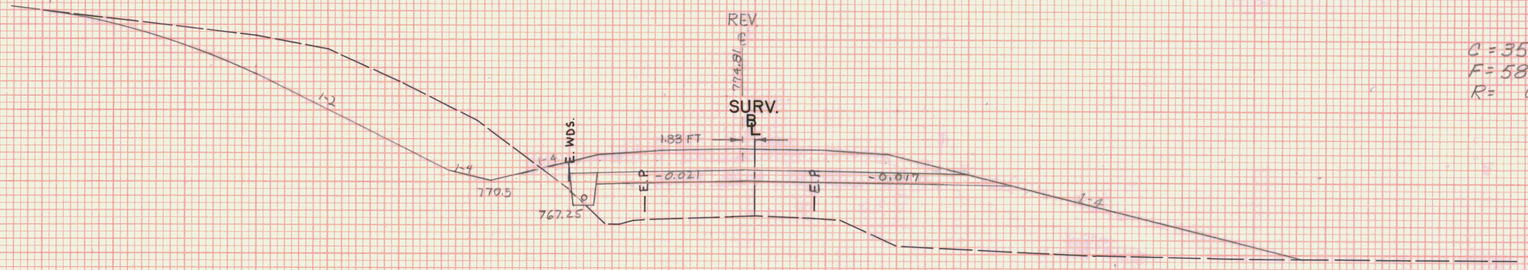
REV. 102+48.55 = SURV. 102+50

C = 85 Sq Ft
F = 642 Sq Ft
R = 0 Sq Ft



REV. 101+98.54 = SURV. 102+00

C = 283 Sq Ft
F = 621 Sq Ft
R = 0 Sq Ft



REV. 101+48.53 = SURV. 101+50

C = 350 Sq Ft
F = 585 Sq Ft
R = 0 Sq Ft

STA. 101+50 STA. 103+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 154 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86

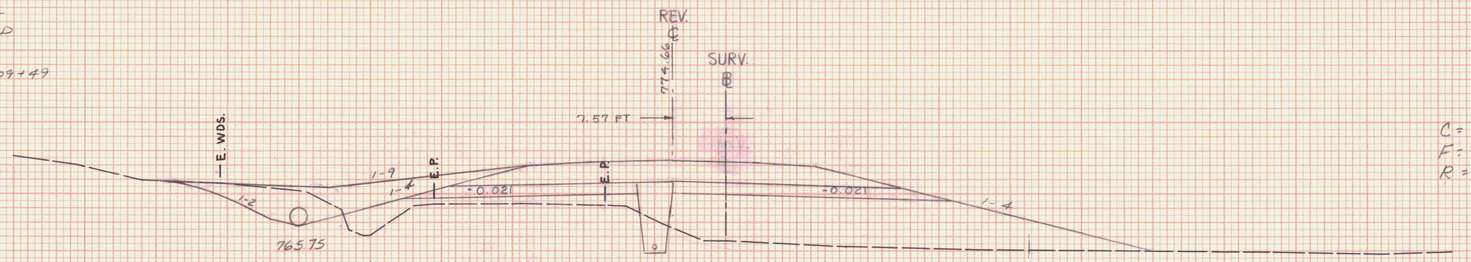
FINAL SURVEY
SURVEYED
PLOTTED
NOTE BOOK
TEMPLATE
AREAS
AREAS CHECKED
DATE
BY

ORIGINAL SURVEY
SURVEYED
PLOTTED
NOTE BOOK
TEMPLATE
AREAS
AREAS CHECKED
DATE 8/86 9/86
BY VT. SURVEY CONSULT. BRYANT ASSOC.

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZ CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA. 104+70 LT
BEGIN 6"X 1080' U.D.
END 6"X 128' U.D.
(BEGINS @ 103+82)
W/ F.B. @ 104+70, 109+49
& 113+49

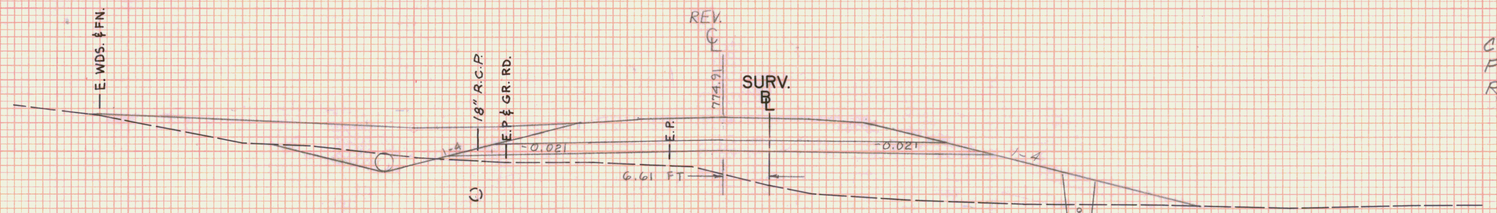


C = 42 Sq Ft
F = 281 Sq Ft
R = 0 Sq Ft

REV STA 104+70 LT.
BEGIN SPECIAL DITCH

REV. 104 +48.58 = SURV. 104+50

T.H. 56 MARTIN JOHNSON RD.
T.H. 56 REV. P.O.T. 20+20.28 =
REV. P.O.T. 104+07.58, 20' LT.
BEGIN APPROACH CONSTRUCTION



C = 32 Sq Ft
F = 370 Sq Ft
R = 0 Sq Ft

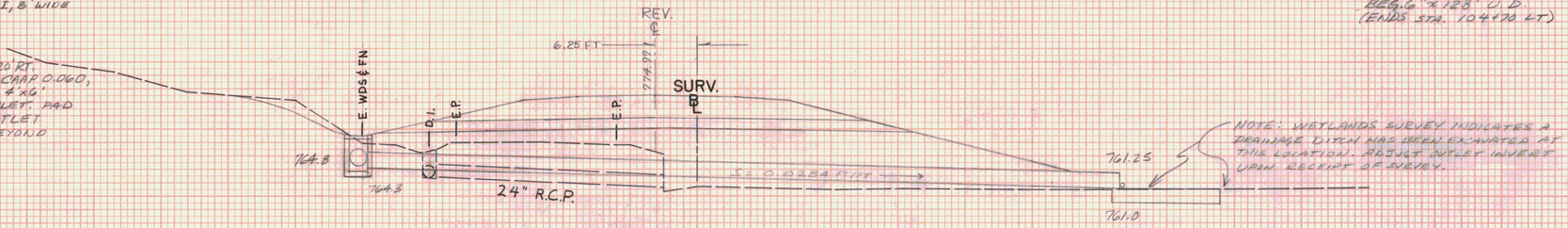
REV. 103 +98.58 = SURV. 104+00

REV STA 103+85 LT.
END STONE LINED DITCH TYPE I, 8' WIDE

REV. 103+82, 70 RT
REG. 6"X 128" U.D.
(ENDS STA. 104+70 LT.)

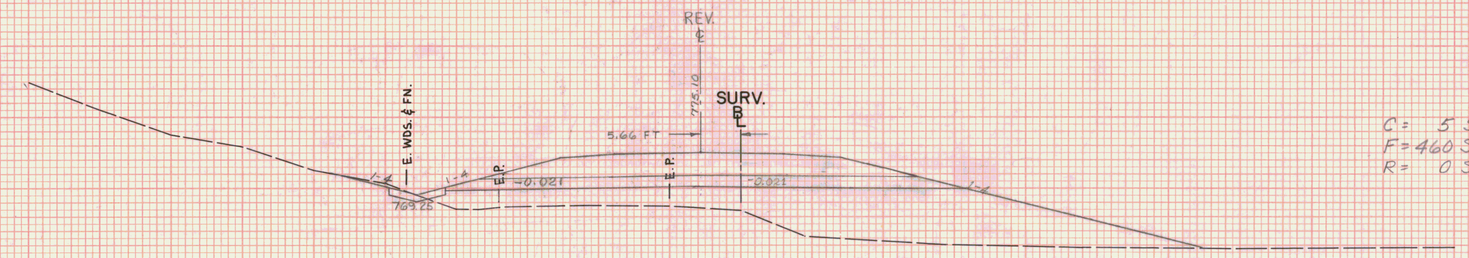
REV STA 103+80 - ASKEWED 89°20' RT.
NEW 30"X 112" RCOSP 0.064", CMAP 0.060,
CPEP(SL) OR RCP CL III. NEW 4'X6'
RCDI W/ 2 TYPE A GRATES @ INLET. PAD
W/ STONE FILL TYPE II @ OUTLET
4'W x 2'D EXTENDING 15' BEYOND
END OF CULVERT

REV STA 103+80
EXIST 24" RCP
(TO BE REMOVED)



NOTE: WETLANDS SURVEY INDICATES A DRAINAGE DITCH HAS BEEN EXCAVATED AT THIS LOCATION. ADJUST OUTLET INVERT UPON RECEIPT OF SURVEY.

REV 103+79.57 = SURV. 103+81
ASKEWED @ 89° 20' RT.



C = 5 Sq Ft
F = 460 Sq Ft
R = 0 Sq Ft

REV. 103+48.57 = SURV. 103+50

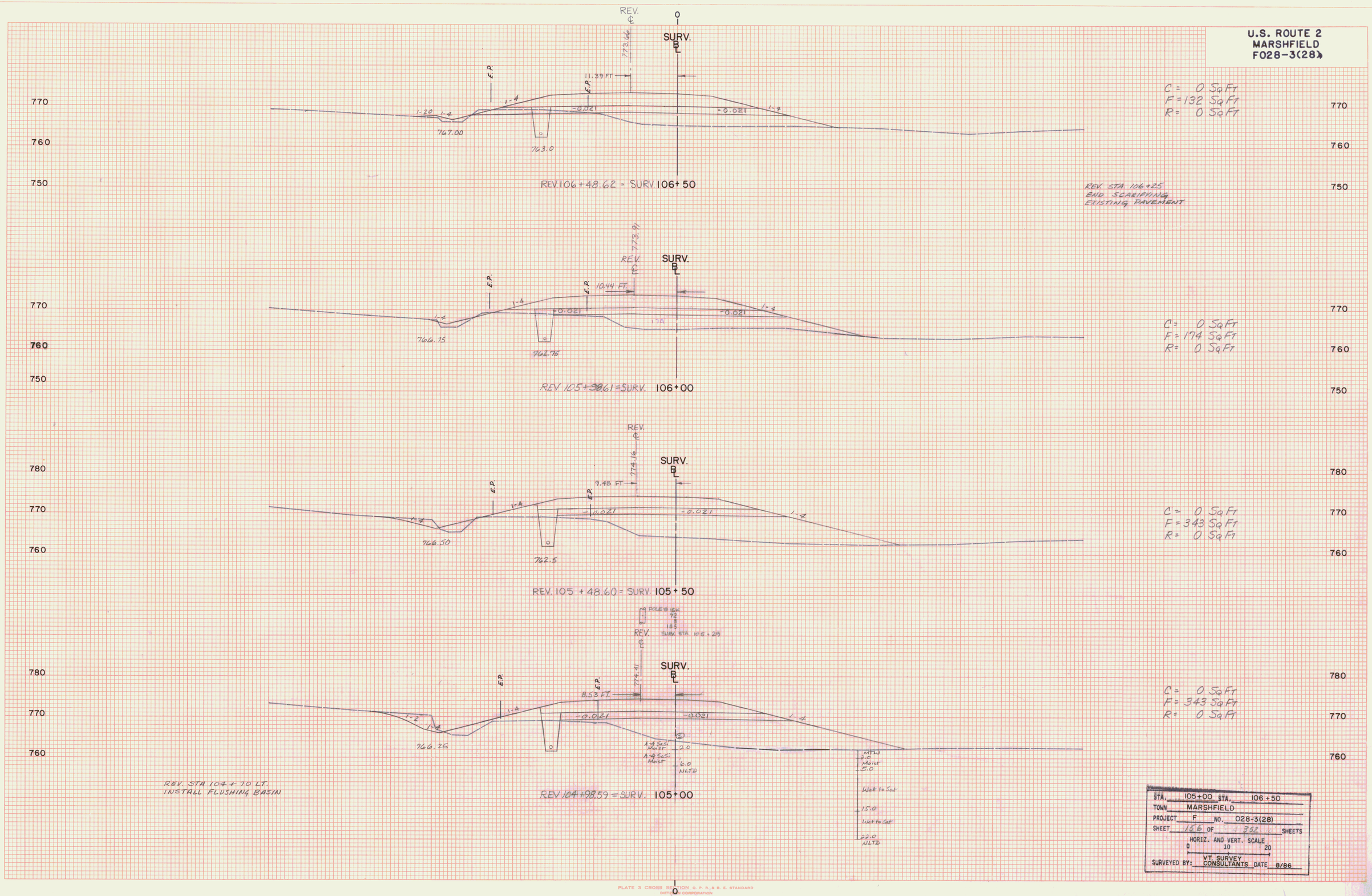
STA:	103+50 STA. 104+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	155 OF 352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 8/86

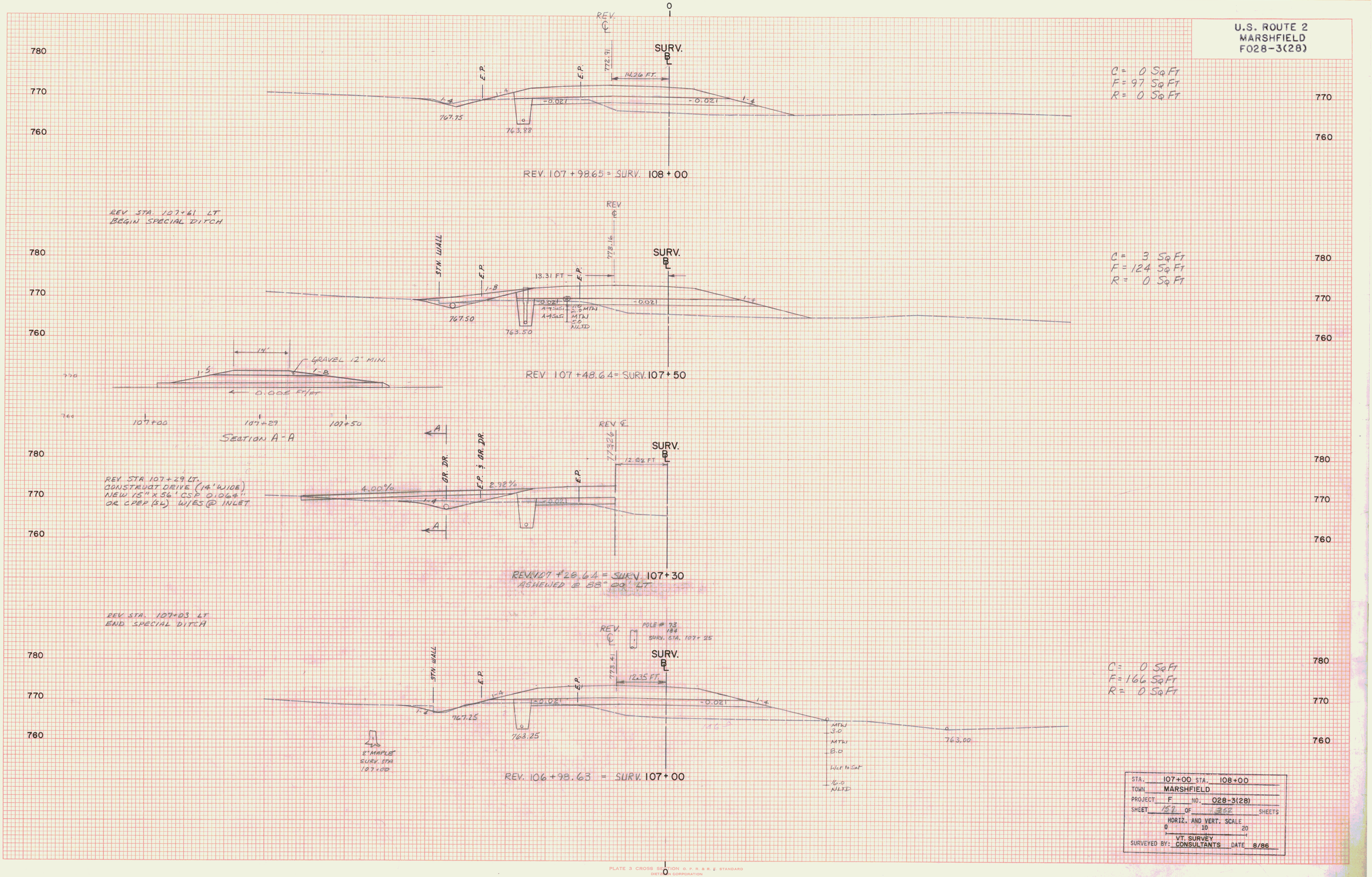
FINAL SURVEY — SURVEYED: PLOTTED: NOTE BOOK: TEMPLATE: AREAS: AREAS CHECKED: NO.

VT SURVEY CONSULT. 8/86
BRYANT ASSOC. 8/86

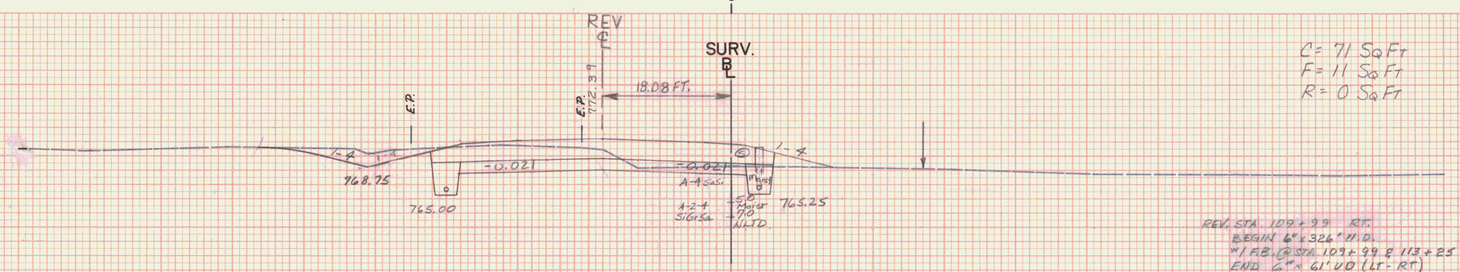
ORIGINAL SURVEY — SURVEYED: PLOTTED: NOTE BOOK: TEMPLATE: AREAS: AREAS CHECKED: NO.

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION


U.S. ROUTE 2
MARSHFIELD
F028-3(28)
REV. ℄
SURV. BL
773.66
11.39 FT
E.P.
1-20
1-4
-0.021
767.00
763.0
REV. 106+48.62 = SURV. 106+50
C = 0 SQ FT
F = 132 SQ FT
R = 0 SQ FT
REV. STA. 106+25
END SCARIFYING
EXISTING PAVEMENT
773.91
10.44 FT.
766.75
762.75
REV 105+98.61 = SURV. 106+00
C = 0 SQ FT
F = 174 SQ FT
R = 0 SQ FT
774.16
9.48 FT
766.50
762.5
REV. 105 + 48.60 = SURV. 105+50
C = 0 SQ FT
F = 343 SQ FT
R = 0 SQ FT
SURV. STA. 105+28
774.41
8.53 FT.
766.25
A-4 SaSi Moist
2.0
6.0 NLTD
MTW
2.0 Moist
5.0
Wet to Sat
15.0
Wet to Sat
22.0 NLTD
REV. STA 104+70 LT.
INSTALL FLUSHING BASIN
REV 104+98.59 = SURV. 105+00
C = 0 SQ FT
F = 343 SQ FT
R = 0 SQ FT
STA. 105+00 STA. 106+50
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 156 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86
FINAL SURVEY
ORIGINAL SURVEY
VT. SURVEY CONSULT. 8/86
BRYANT ASSOC. 8/86
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION


U.S. ROUTE 2
MARSHFIELD
F028-3(28)
REV. ℄
SURV. ℄
772.91
14.26 FT.
E.P.
1-4
-0.021
767.75
763.88
C = 0 Sq Ft
F = 97 Sq Ft
R = 0 Sq Ft
REV. 107 + 98.65 = SURV. 108 + 00
REV STA. 107+61 LT
BEGIN SPECIAL DITCH
STN. WALL
773.16
13.31 FT
1-8
767.50
763.50
C = 3 Sq Ft
F = 124 Sq Ft
R = 0 Sq Ft
14'
GRAVEL 12" MIN.
1-5
0.005 FT/FT
REV. 107 + 48.64 = SURV. 107 + 50
107+00
107+29
107+50
SECTION A-A
REV STA 107+29 LT.
CONSTRUCT DRIVE (14' WIDE)
NEW 15" x 56' CSP 0.064"
OR CPEP (SL) W/ES @ INLET
GR. DR.
E.P. & GR. DR.
4.00%
2.92%
773.26
12.82 FT
REV. 107 + 28.64 = SURV. 107 + 30
ASHEWED @ 88° 00' LT
REV STA. 107+03 LT
END SPECIAL DITCH
POLE # 73
184
SURV. STA. 107+25
773.41
12.35 FT
767.25
763.25
763.00
2" MAPLE
SURV. STA
107+00
MTW
3.0
MTW
8.0
Wet to Sat
16.0
NLTD
C = 0 Sq Ft
F = 166 Sq Ft
R = 0 Sq Ft
REV. 106 + 98.63 = SURV. 107 + 00
STA. 107+00 STA. 108+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 152 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86
FINAL SURVEY
ORIGINAL SURVEY
VT. SURVEY CONSULT. 8/86
BRYANT ASSOC. 9/86
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

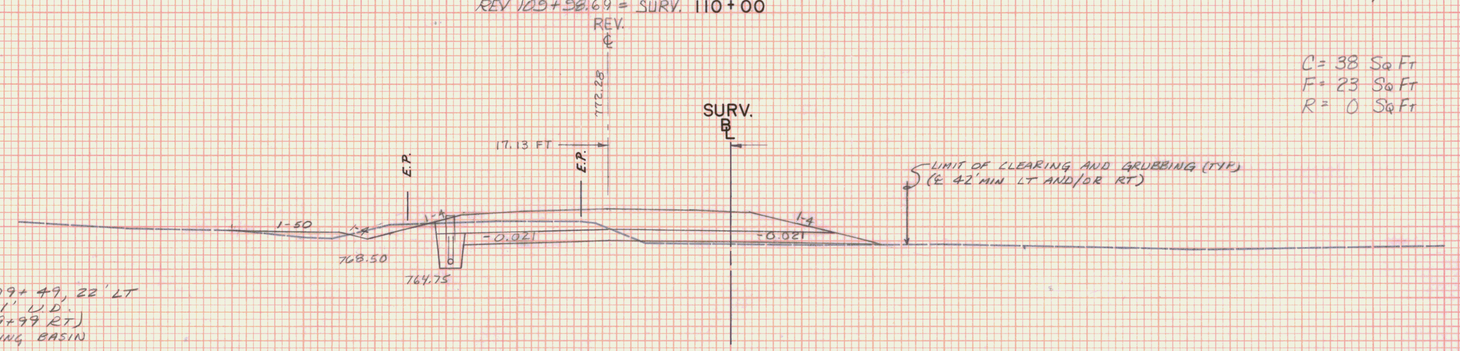
U.S. ROUTE 2
MARSHFIELD
F028-3(28)



REV 109+50.69 = SURV. 110+00

C = 71 Sq Ft
F = 11 Sq Ft
R = 0 Sq Ft

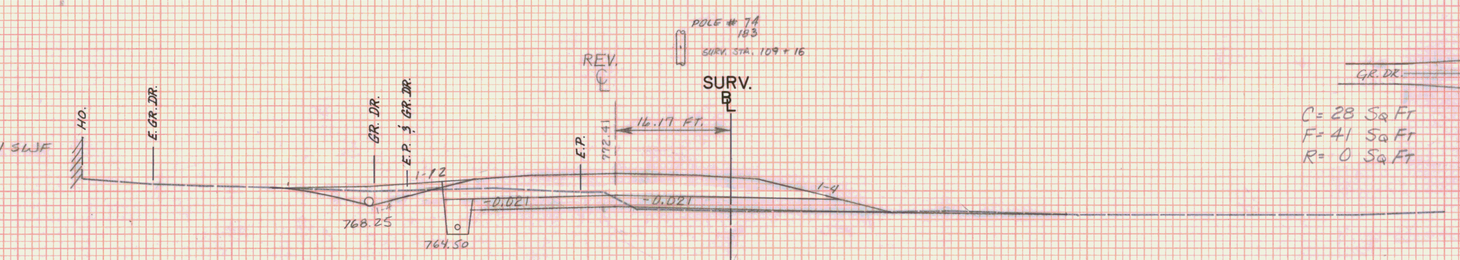
REV. STA. 109+99 RT.
BEGIN 6" x 326' W.D.
W/ F.B. @ STA. 109+99 & 113+25
END 6" x 61' V.D. (LT. - RT.)
INSTALL FLUSHING BASIN



REV. 109+48.68 = SURV. 109+50

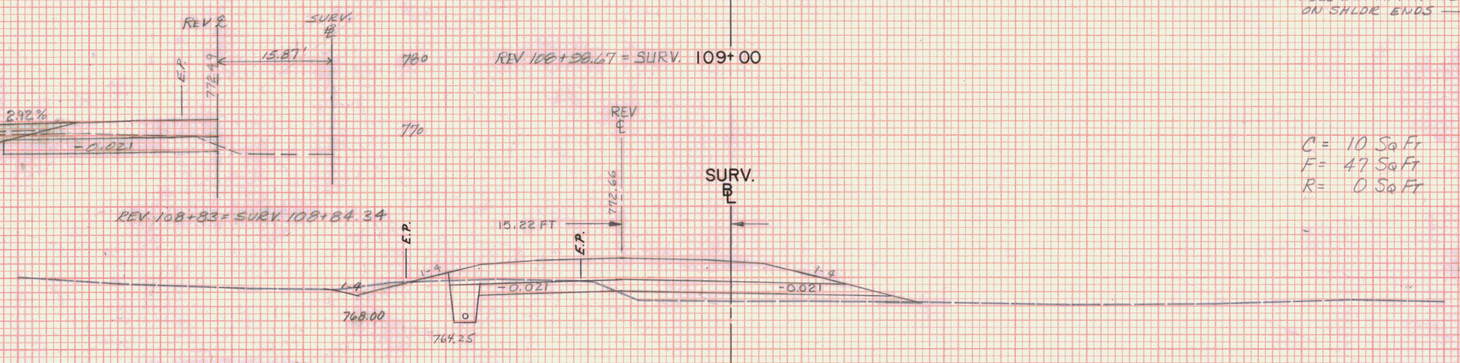
C = 38 Sq Ft
F = 23 Sq Ft
R = 0 Sq Ft

REV. STA. 109+49.22' LT
BEGIN 6" x 61' V.D.
(ENDS @ 109+99 RT.)
INSTALL FLUSHING BASIN



REV 109+98.67 = SURV. 109+00

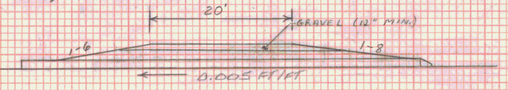
C = 28 Sq Ft
F = 41 Sq Ft
R = 0 Sq Ft



REV. 108+83 = SURV. 108+84.34

REV. STA. 108+55 LT
END SPECIAL DITCH

REV. STA 108+83 LT.
CONSTRUCT DRIVE (20' WIDE)
NEW 15" x 56' CSP 0.064
OR CPEP (SL) W/E.S.@ INLET.



REV. 108+48.66 = SURV. 108+50

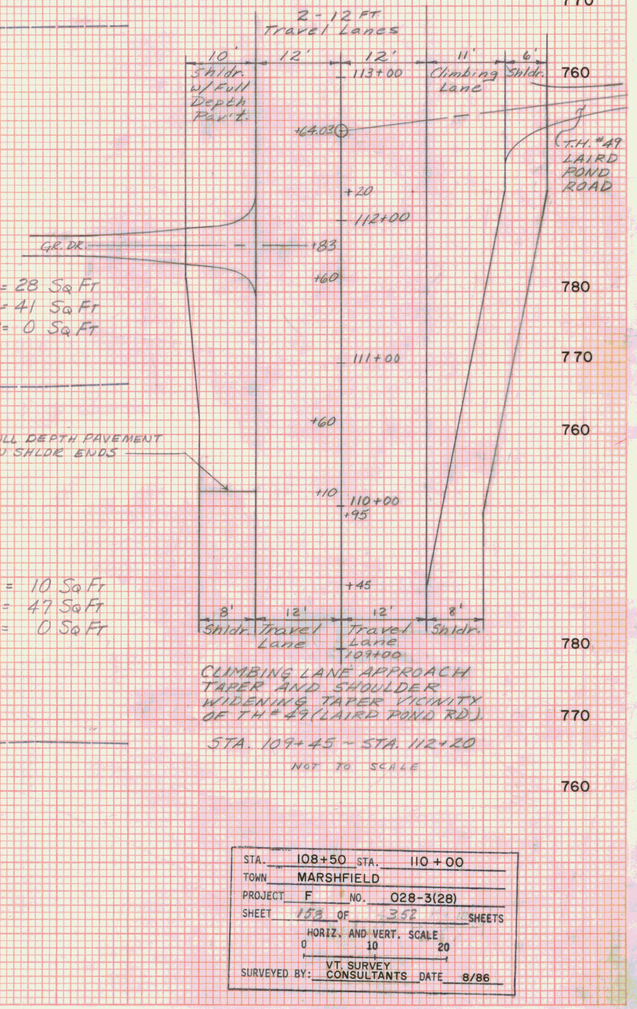
108+50
108+83
A-A
109+00

FULL DEPTH PAVEMENT ON SHLDR ENDS

CLIMBING LANE APPROACH TAPER AND SHOULDER WIDENING TAPER VICINITY OF TH # 49 (LAIRD POND RD.)

STA. 109+45 - STA. 112+20

NOT TO SCALE



STA.	108+50 STA. 110+00
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	153 OF 358 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 8/86

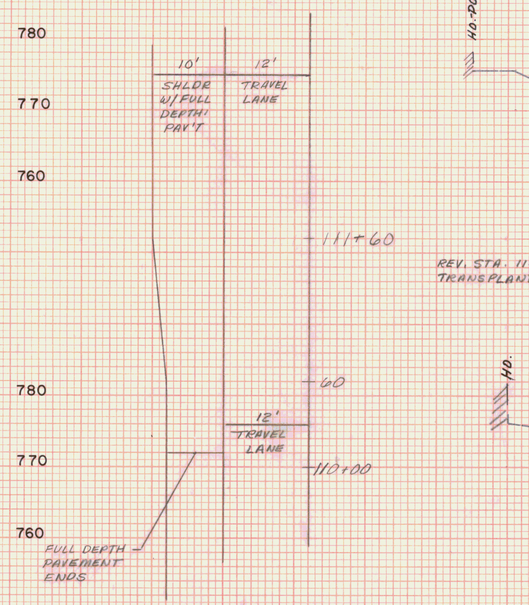
FINAL SURVEY — DATE — BY — SURVEYED — PLOTTED — CHECKED — NOTE BOOK — AREAS — AREAS CHECKED — No.

ORIGINAL SURVEY — DATE 8/86 — BY VT. SURVEY CONSULT. — SURVEYED 8/86 — PLOTTED BRYANT ASSOC. — CHECKED — NOTE BOOK — AREAS — AREAS CHECKED — No.

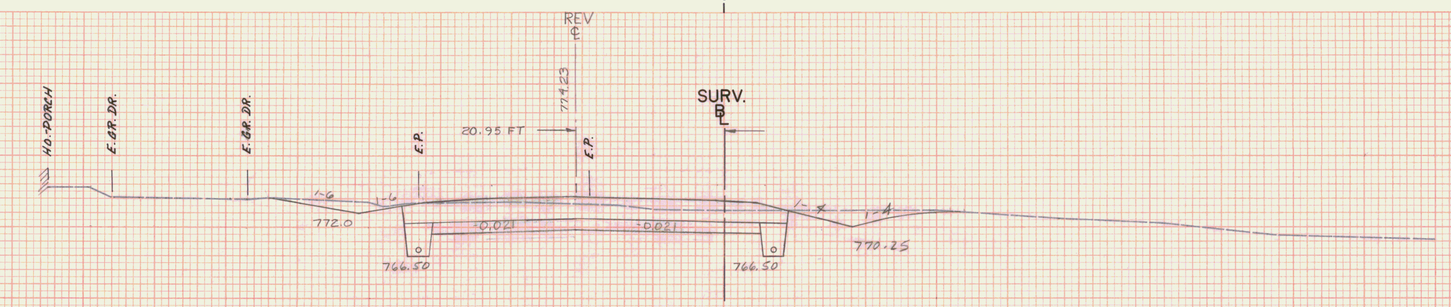
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA. 111+60 LT.
END SHOULDER (8'-10') WIDE
BEGIN 10' WIDE SHOULDER



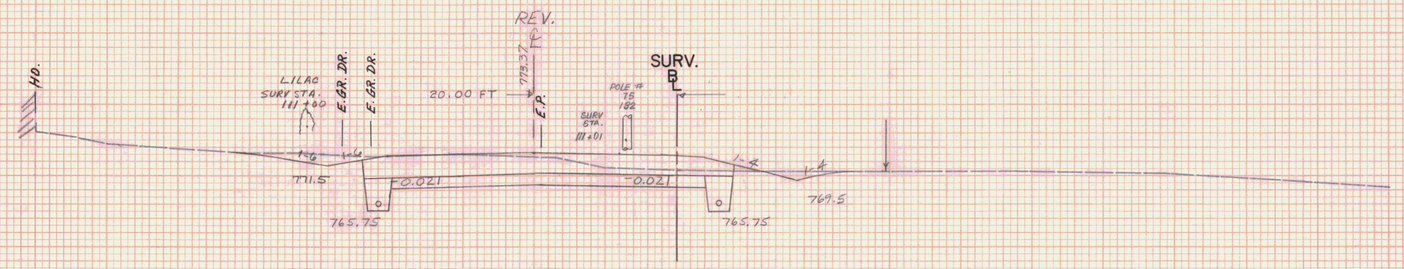
FULL DEPTH SHOULDER
REV. STA. 110+60 ~ 111+60
N.T.S.



C = 157 Sq Ft
F = 0 Sq Ft
R = 0 Sq Ft

REV. 111+48.71 = SURV. 111+50

REV. STA. 110+00 LT.
TRANSPLANT LILAC

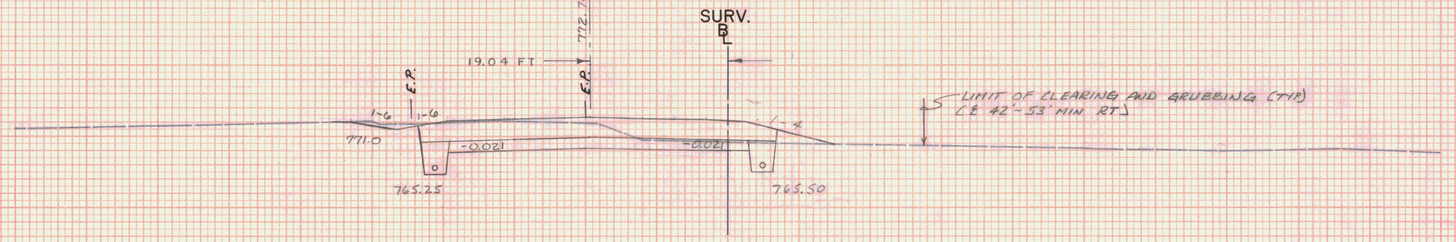


C = 132 Sq Ft
F = 2 Sq Ft
R = 0 Sq Ft

REV. 110+98.70 = SURV. 111+00

REV. STA. 110+60 LT.
BEGIN SHOULDER (8'-10') WIDE

REV. STA. 110+50 LT.
BEGIN EROSION MATTING



REV. 110+48.69 = SURV. 110+50

REV. STA. 110+75 RT
BEGIN EROSION MATTING

C = 70 Sq Ft
F = 9 Sq Ft
R = 0 Sq Ft

REV. STA. 110+10 LT.
BEGIN SHLDR W/FULL DEPTH PAVEMENT (8' WIDE)

STA.	110+50 STA. 111+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	159 OF 352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT SURVEY CONSULTANTS DATE 8/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD.
DIETZEL CORPORATION

FINAL SURVEY
ORIGINAL SURVEY
SURVEYED
PLOTTED
TYPED
AREAS
AREAS CHECKED
NOTE BOOK
NO.
BY: W. SUPPLY CONSULT. 9/86
BRAMIT ASSOC.

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA. 112+75 LT.
BEGIN STEEL BEAM GUARD RAIL

REV. STA 112+50 ~ 112+75 LT.
BREAKAWAY CABLE TERMINAL

4" DEAD TREE
SURV. STA. 113 + 48

REV. STA. 113+25 RT.
END 6'"x 326' U.D.
W/FB @ STA. 109+99 & 113+25
INSTALL FLUSHING BASIN

C = 27 SQ FT
F = 81 SQ FT
R = 0 SQ FT

REV. STA. 113+32 RT
BEGIN REMOVAL & DISPOSAL
OF GUARD RAIL.

REV. 112+98.74 = SURV. 113+00

TH #49 LAIRD POND ROAD
REV. POT 112+66.83, 29' RT
BEGIN APPROACH CONSTRUCTION

C = 74 SQ FT
F = 186 SQ FT
R = 0 SQ FT

GUARD RAIL FLARE DETAIL
1" = 20' SCALE

REV. STA. 111+81, LT.
CONSTRUCT DRIVE (24' WIDE)

REV. 112+48.73 = SURV. 112+50

REV. STA 112+23 LT.
EXISTING 24" ACCGMP W/ C.B.:6(2)
(TO BE REMOVED)

REV. 111+81 = SURV. 111+82.28

GUARD RAIL DETAIL 32' RADIUS
SCALE 1" = 20'

REV. 112+25 RT.
END EROSION MATTING

C = 100 SQ FT
F = 2 SQ FT
R = 0 SQ FT

REV. STA 111+56 LT.
END EROSION MATTING

REV. 111+98.72 = SURV. 112+00

REV STA 112+00 RT.
BEGIN SHOULDER W/ FULL
DEPTH PAVEMENT (± 8' WIDE)

T.H. 49 STA 30+41 LT.
BEGIN 32' R.
END TANGENT SECTION STEEL
BEAM GUARD RAIL @
REV. STA 113+20 RT.

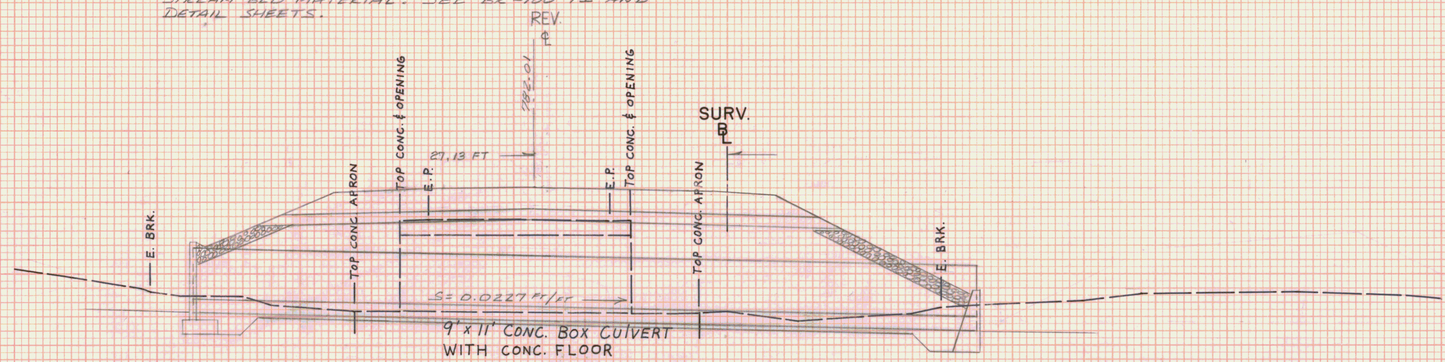
STA. 112+00 STA. 113+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 160 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY — SURVEYED, PLOTTED, NOTE BOOK, TEMPLATE, AREAS, AREAS CHECKED, No., DATE, BY
ORIGINAL SURVEY — SUBMITTED, PLOTTED, NOTE BOOK, TEMPLATE, AREAS, AREAS CHECKED, No.
VT. SURVEY CONSULT. 9/86
BRYANT ASSOC.

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
OSBORN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA. 114+00
NEW 110'x14'-5"x9'-1" CGMPPA
W/ REINFORCED CONC. HEADWALL @ INLET,
CRADDLE HEADWALL @ OUTLET, STRUCTURAL
STEEL BAFFLES @ INVERT SPACED ACCORDING
TO LAYOUT AND FILLED W/ 2' DEPTH OF NATURAL
STREAM BED MATERIAL. SEE 122-100 PE AND
DETAIL SHEETS.



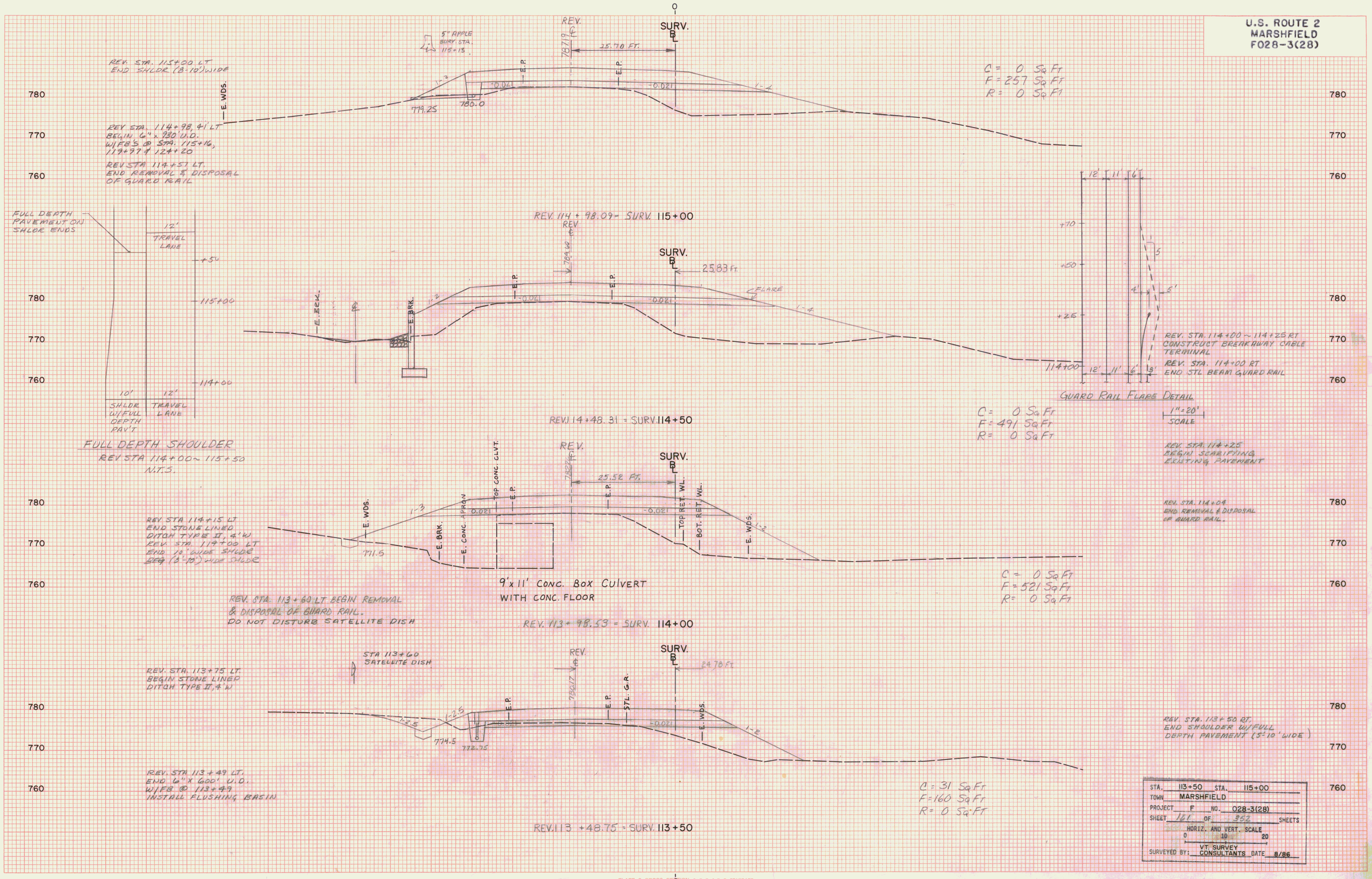
REV. STA. 118+93
EXISTING STONE BOX CULVERT
(TO BE REMOVED)

REV. 113+92.97 = SURV. 113 + 85
ASKEWED @ 69°-48' LT.

STA. 113+85 STA.
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 160A OF 413 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY VT. SURVEY Consult. BAYANT Assoc. — DATE 12/86 1/87

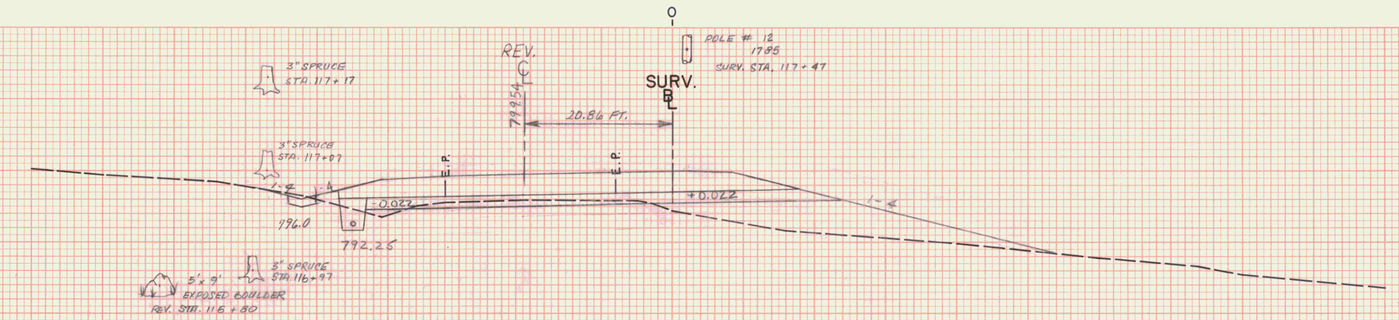

U.S. ROUTE 2
MARSHFIELD
F028-3(28)
REV. STA. 115+00 LT
END SHLDR (8-10') WIDE
5" APPLE
SURV. STA.
115+13
REV.
SURV.
25.70 FT.
E.P.
E.P.
E. WDS.
779.25
780.0
-0.021
-0.021
1-3
1-4
C = 0 Sq Ft
F = 257 Sq Ft
R = 0 Sq Ft
REV STA. 114+98, 41' LT
BEGIN 6" x 930' U.D.
W/FB'S @ STA. 115+16,
119+97 & 124+20
REV STA 114+51 LT.
END REMOVAL & DISPOSAL
OF GUARD RAIL
FULL DEPTH
PAVEMENT ON
SHLDR ENDS
12'
TRAVEL
LANE
+50
115+00
114+00
10'
SHLDR
W/FULL
DEPTH
PAV'T
12'
TRAVEL
LANE
FULL DEPTH SHOULDER
REV STA 114+00 ~ 115+50
N.T.S.
REV. 114 + 98.09 = SURV. 115+00
REV.
SURV.
25.83 FT.
FLARE
E. BRK.
E. BRK.
E.P.
E.P.
-0.021
-0.021
1-2
1-4
12'
11'
6'
+70
+50
+25
114+00
5
4'
5'
12'
11'
6'
3'
REV. STA. 114+00 ~ 114+25 RT
CONSTRUCT BREAKAWAY CABLE
TERMINAL
REV. STA. 114+00 RT
END STL BEAM GUARD RAIL
GUARD RAIL FLARE DETAIL
1" = 20'
SCALE
REV. 114 + 48.31 = SURV. 114+50
C = 0 Sq Ft
F = 491 Sq Ft
R = 0 Sq Ft
REV. STA. 114+25
BEGIN SCARIFYING
EXISTING PAVEMENT
REV.
SURV.
25.52 FT.
TOP CONC. CLVT.
E.P.
E.P.
TOP RET. WL.
BOT. RET. WL.
E. WDS.
E. WDS.
E. BRK.
E. CONC. APRON
-0.021
-0.021
1-3
1-2
771.5
REV STA 114+15 LT
END STONE LINED
DITCH TYPE II, 4' W
REV. STA. 114+00 LT
END 10' WIDE SHLDR
BEG (8'-10') WIDE SHLDR
REV. STA. 114+04
END REMOVAL & DISPOSAL
OF GUARD RAIL.
9' x 11' CONC. BOX CULVERT
WITH CONC. FLOOR
C = 0 Sq Ft
F = 521 Sq Ft
R = 0 Sq Ft
REV. STA. 113+60 LT BEGIN REMOVAL
& DISPOSAL OF GUARD RAIL.
DO NOT DISTURB SATELLITE DISH
REV. 113 + 98.53 = SURV. 114+00
STA 113+60
SATELLITE DISH
REV.
SURV.
24.78 FT.
REV. STA. 113+75 LT.
BEGIN STONE LINED
DITCH TYPE II, 4' W
E.P.
E.P.
STL. G.R.
E. WDS.
1-2.5
1-2.5
774.5
772.75
-0.021
-0.021
1-2
REV. STA. 113+50 RT.
END SHOULDER W/FULL
DEPTH PAVEMENT (5'-10' WIDE)
REV. STA 113+49 LT.
END 6" X 600' U.D.
W/FB @ 113+49
INSTALL FLUSHING BASIN
C = 31 Sq Ft
F = 160 Sq Ft
R = 0 Sq Ft
REV. 113 + 48.75 = SURV. 113+50
780
770
760
STA. 113+50 STA. 115+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 161 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86
FINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE
ORIGINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
VT. SURVEY CONSULT.
BRYANT ASSOC.
DATE
8/86
9/86
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA. 117+00 – 117+25 LT.
CONSTRUCT BREAKAWAY CABLE TERMINAL

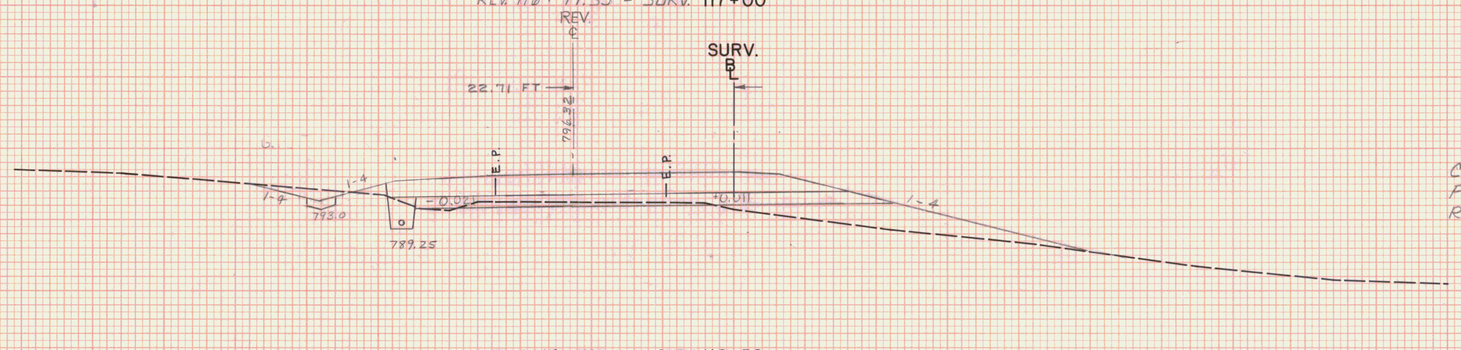
REV. STA. 117+00 LT.
END STL. BEAM GUARD RAIL

REV. STA 116+97 LT
BEGIN SPECIAL DITCH



C = 2 Sq Ft
F = 168 Sq Ft
R = 0 Sq Ft

REV. 116+97.33 = SURV. 117+00

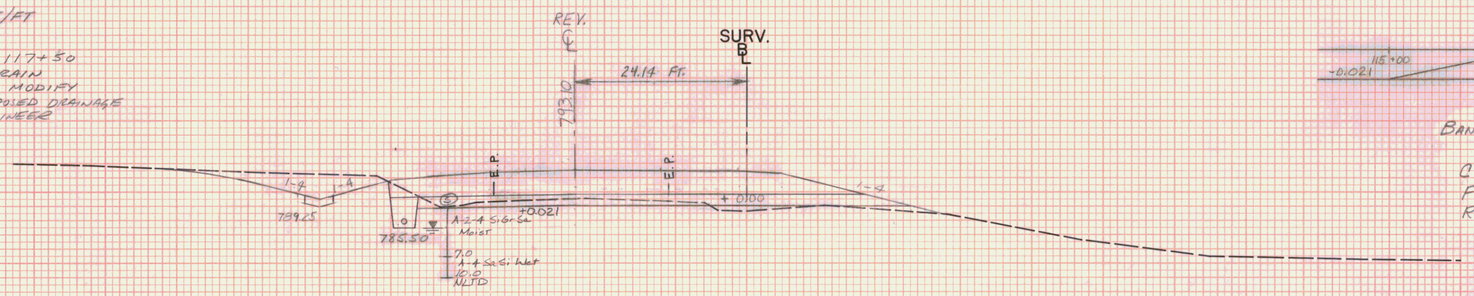


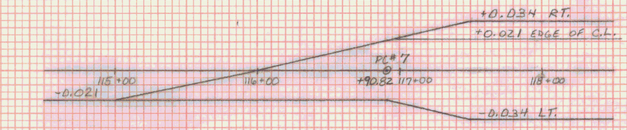
C = 12 Sq Ft
F = 99 Sq Ft
R = 0 Sq Ft

REV. 116+47.48 = SURV. 116+50

PC #7
REV. 116+90.82
D = 1°45'00"
BANK = 0.034 FT/FT

REV. STA. 116+30 – 117+50
EXISTING 4" PVC DRAIN OUTLET @ 116+303 MODIFY TO WORK WITH PROPOSED DRAINAGE AS ORDERED BY ENGINEER





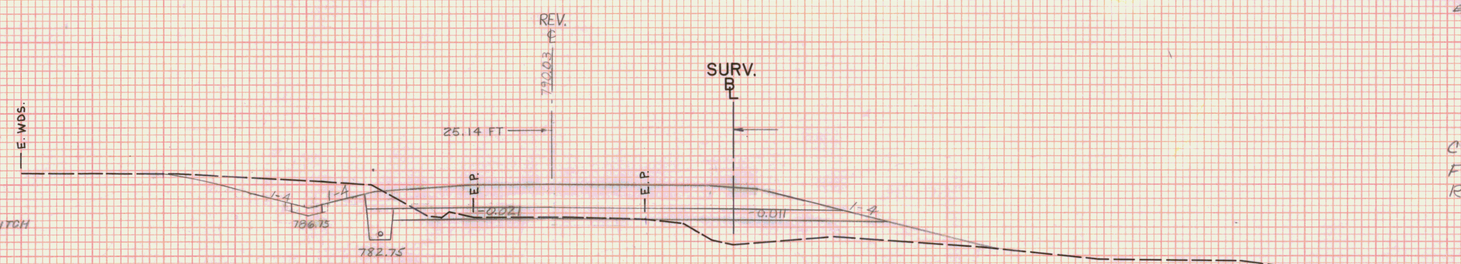
BANKING DIAGRAM

SCALE: 0.05' V. / 50.0' H

C = 58 Sq Ft
F = 15 Sq Ft
R = 0 Sq Ft

REV. 115+97.66 = SURV. 116+00

REV. STA. 115+75
END SCARIFYING EXISTING PAVEMENT



C = 71 Sq Ft
F = 96 Sq Ft
R = 0 Sq Ft

REV. STA. 115+50 LT.
END SHOULDER W/FULL DEPTH PAVEMENT (8'W)

REV. STA. 115+25 LT.
BEGIN STONE LINED DITCH TYPE I, 4'W

REV. STA. 115+16 LT
INSTALL FLUSHING BASIN

REV. 115+47.87 = SURV. 115+50

STA.	115+50	STA.	117+00
TOWN	MARSHFIELD		
PROJECT	F	NO.	028-3(28)
SHEET	162	OF	352 SHEETS

HORIZ. AND VERT. SCALE
0 10 20

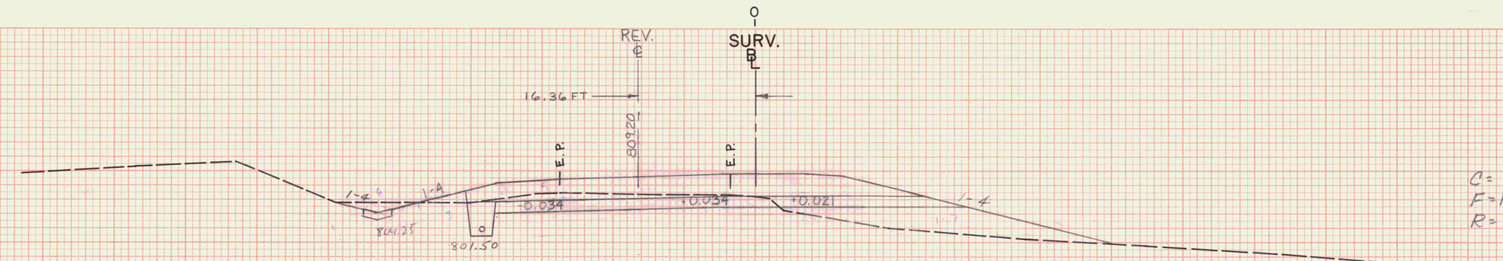
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY — NOTE BOOK — No. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — No. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — VT SURVEY CONSULT. BRYANT ASSOC. — 8/86

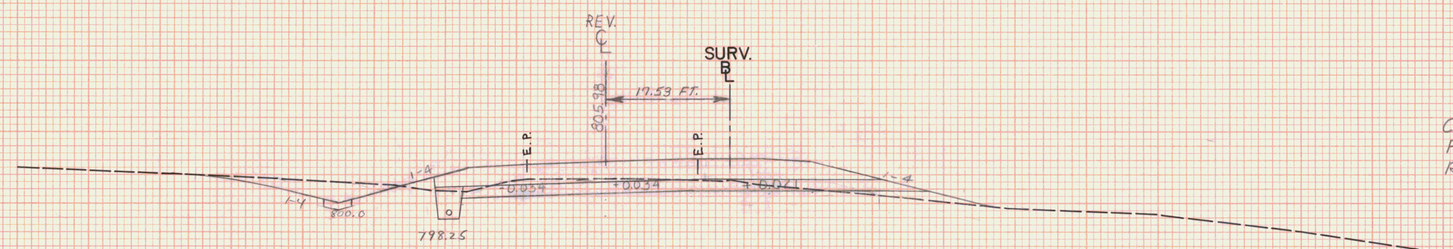
PLATE 3 CROSS SECTION C. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



C = 13 Sq Ft
F = 110 Sq Ft
R = 0 Sq Ft

REV. 118+46.92 = SURV. 118+50

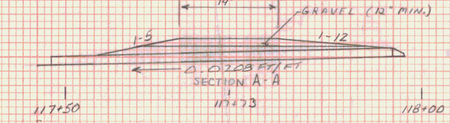


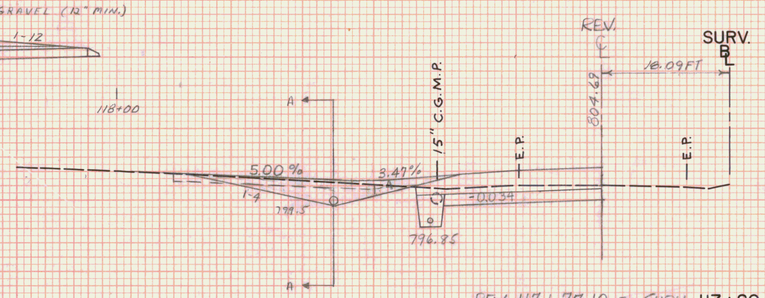
C = 35 Sq Ft
F = 21 Sq Ft
R = 0 Sq Ft

REV. STA 117+98 LT
BEGIN SPECIAL DITCH
BEGIN STONE LINED
DITCH TYPE I, 4' W

REV. STA 117+73 LT
CONSTRUCT DRIVE (14' WIDE)
NEW 15"x 48' CSP 0.064 OR
CPEP (SL). W/ES @ INLET

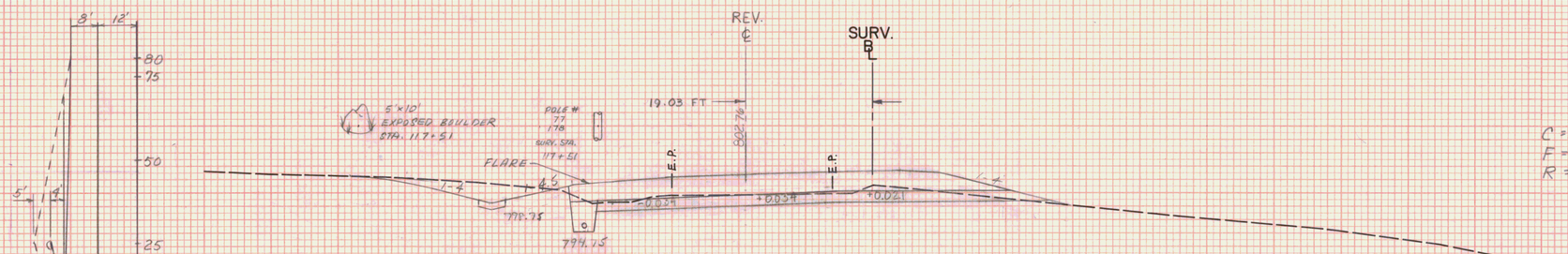
REV. 117+37.05 = SURV. 118+00





REV. 117+67 LT. - 117+88 LT.
EXIST. 15" CGMP
(TO BE REMOVED)
REV STA 117+48 LT.
END STN LINED DITCH TYPE I,
4' WIDE
END SPECIAL DITCH

REV 117+79.10 = SURV. 117+80



REV. 117+47.19 = SURV. 117+50

3" SPRUCE
STA. 117+22

1"=20'
SCALE

GUARD RAIL FLARE DETAIL

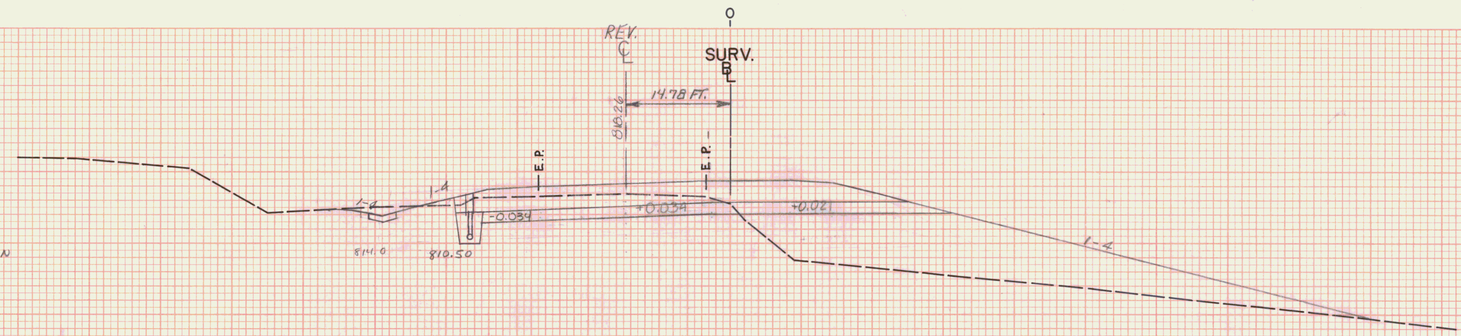
STA.	117+50 STA. 118+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	163 OF 1352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY — SURVEYED, PLOTTED, TEMPLATE, AREAS CHECKED, NOTE BOOK, No., BY, DATE

ORIGINAL SURVEY — VT. SURVEY CONSULT. 8/86, BRYANT ASSOC. 9/86

PLATE 3 CROSS SECTION O. P. R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

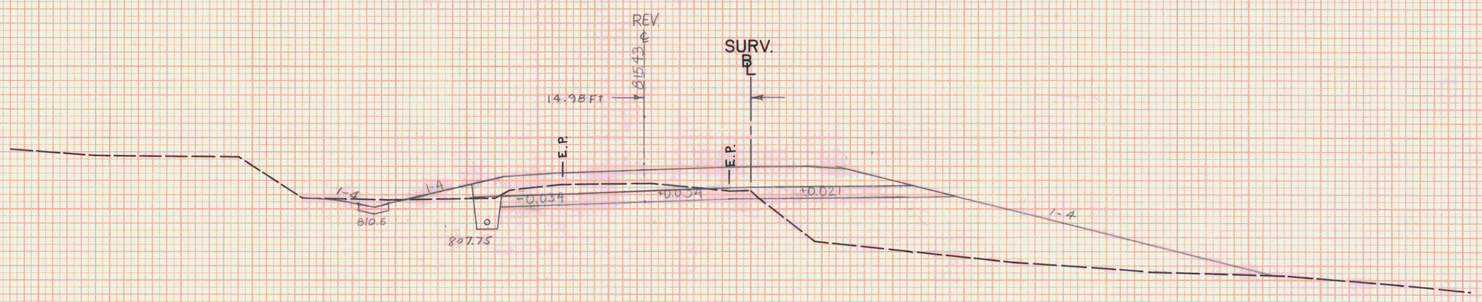


REV. STA 119+97
INSTALL FLUSHING BASIN

POLE #
78
177
SURV. STA. 119+66

REV. 119 + 96.52 = SURV. 120+00

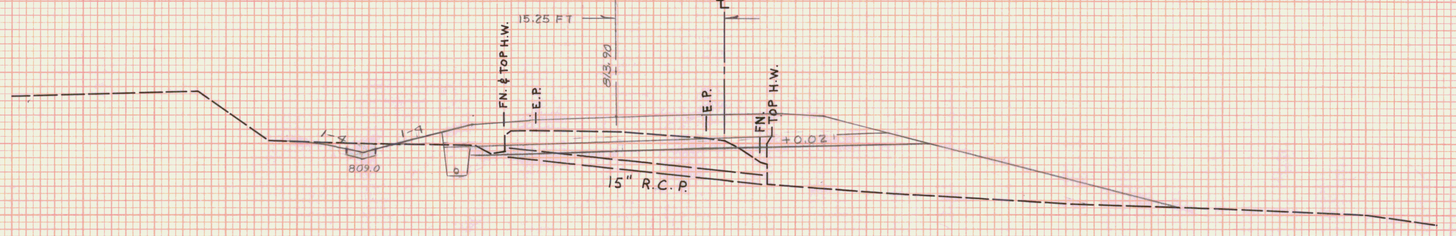
C = 72 Sq Ft
F = 450 Sq Ft
R = 0 Sq Ft



REV. STA 119+47 LT.
END SPECIAL DITCH

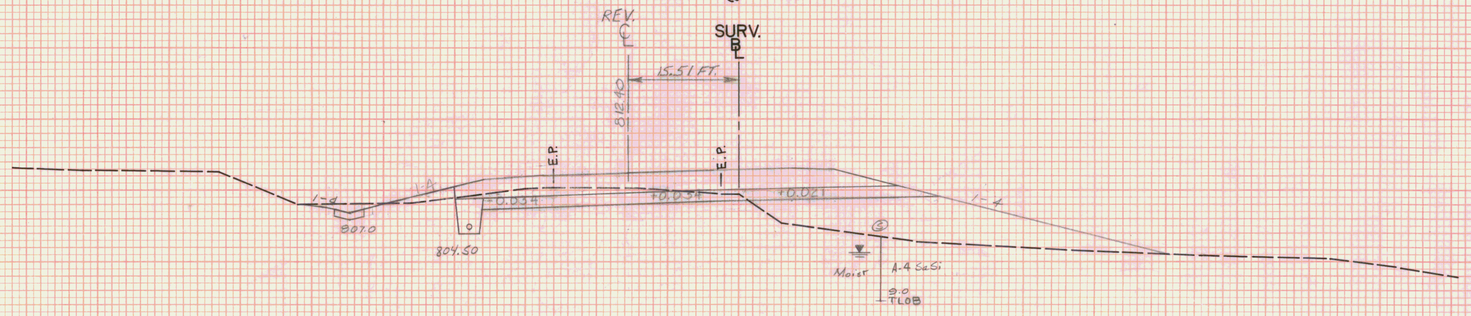
C = 25 Sq Ft
F = 367 Sq Ft
R = 0 Sq Ft

REV. 119 + 46.65 = SURV. 119+50



REV. STA 119+18
EXIST. 15" RCP
(TO BE REMOVED)

REV. 119 + 17.73 = SURV. 119+21
ASKEWED @ 75°-05' LT



C = 24 Sq Ft
F = 234 Sq Ft
R = 0 Sq Ft

REV. 118 + 96.78 = SURV. 119+00

STA. 119+00 STA. 120+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 164 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, No., DATE, BY

VT. SURVEY CONSULTANTS — BRYANT ASSOC. — 8/86 9/86

ORIGINAL SURVEY — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, No.

PLATE 3 CROSS SECTION, O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

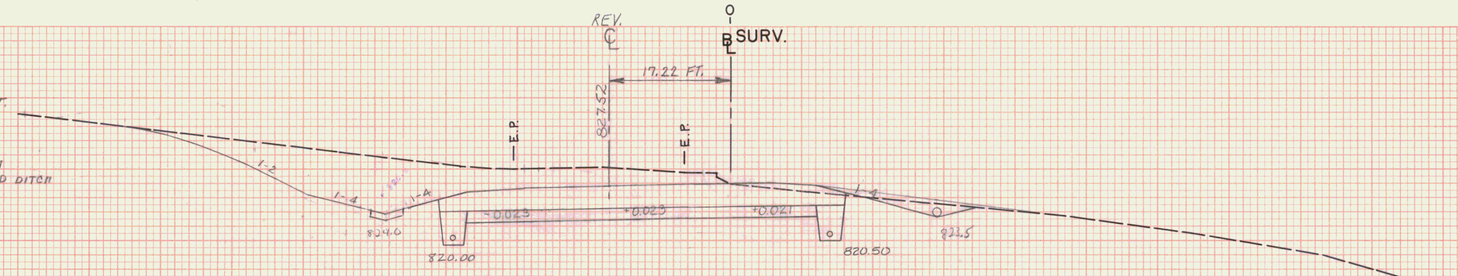
U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA 121+96 LT.
BEGIN EROSION
MATTING

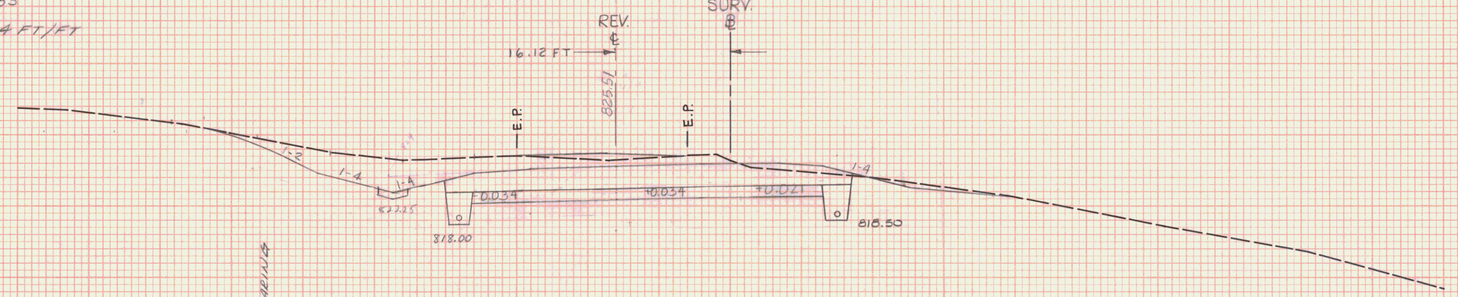
REV. STA 121+96 LT.
END STONE LINED DITCH
TYPE I, 4' W

PT #7
REV. 121+97.55
D = 1°45'00"
BANK = 0.034 FT/FT

REV. 121+96.00 = SURV. 122+00

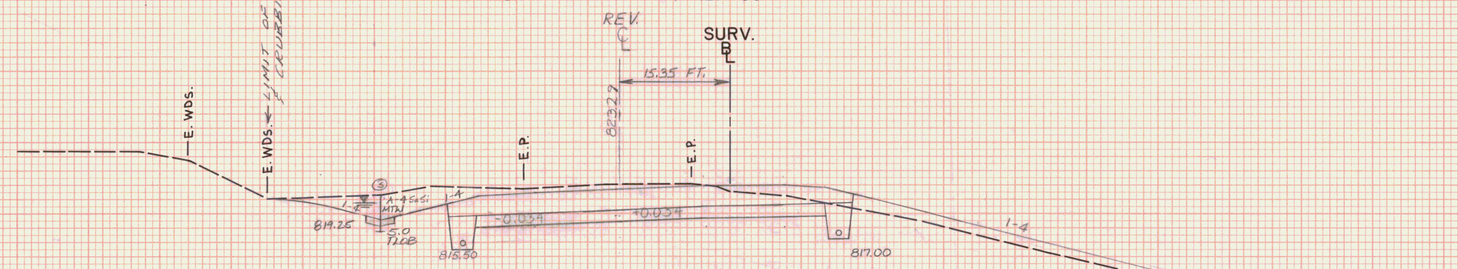


C = 450 Sq Ft
F = 1 Sq Ft
R = 0 Sq Ft



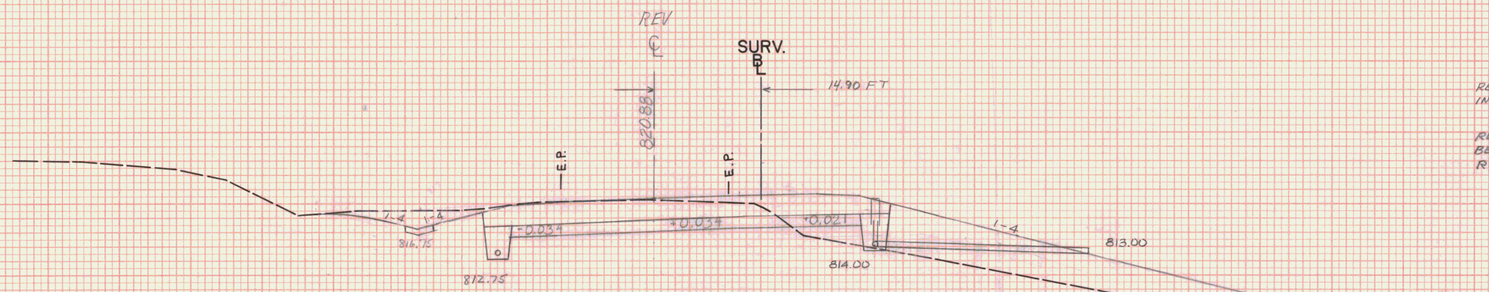
C = 318 Sq Ft
F = 1 Sq Ft
R = 0 Sq Ft

REV. 121+46.13 = SURV. 121+50



C = 221 Sq Ft
F = 70 Sq Ft
R = 0 Sq Ft

REV. 120+96.27 = SURV. 121+00



REV. STA 120+46 RT.
INSTALL FLUSHING BASIN

REV. STA. 120+17, 60' RT.
BEGIN 6"x 341' UD W/FBC@
REV. STA. 120+46 & 123+46

C = 141 Sq Ft
F = 288 Sq Ft
R = 0 Sq Ft

REV. 120+46.40 = SURV. 120+50

STA.	120+50	STA.	122+00
TOWN	MARSHFIELD		
PROJECT	F	NO.	028-3(28)
SHEET	165 OF 1358		SHEETS

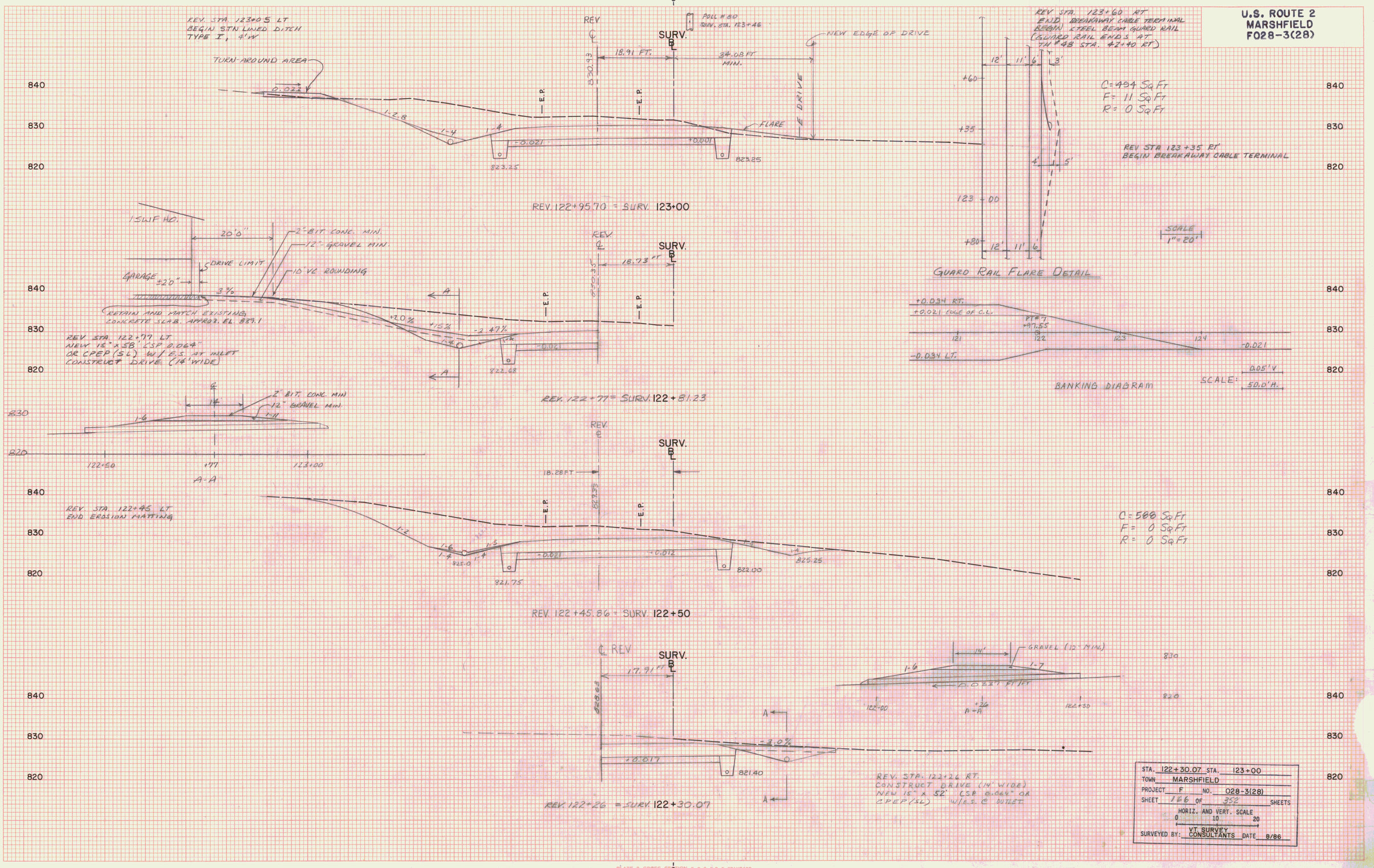
HORIZ. AND VERT. SCALE
0 10 20

SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86

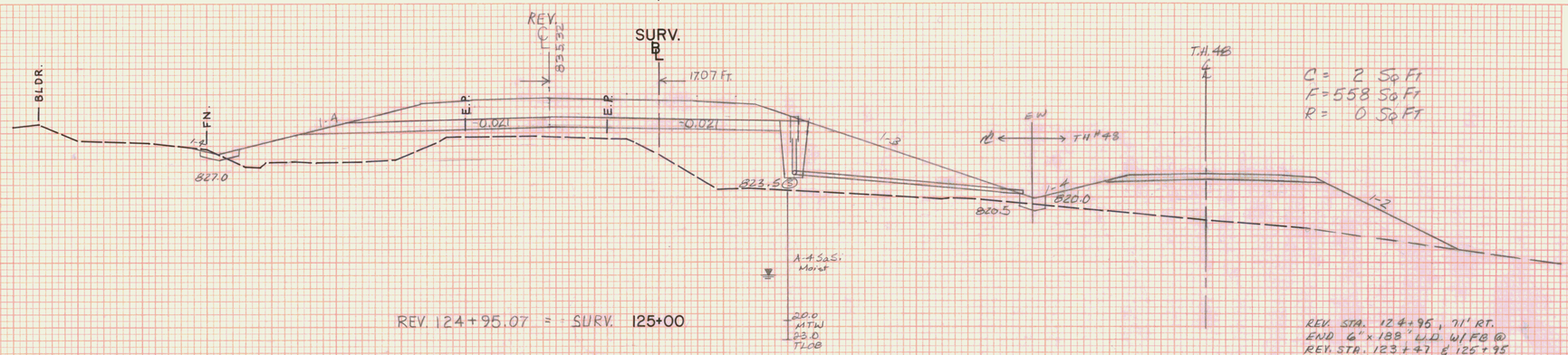
FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
CHECKED
AREAS
AREAS CHECKED
DATE
BY

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
CHECKED
AREAS
AREAS CHECKED
DATE
BY
VT. SURVEY CONSULT. 8/86
BRYANT ASSOC. 9/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION


U.S. ROUTE 2
MARSHFIELD
F028-3(28)
REV. STA. 123+05 LT
BEGIN STN LINED DITCH
TYPE I, 4'W
TURN-AROUND AREA
REV
SURV.
POLL #80
SURV. STA. 123+46
NEW EDGE OF DRIVE
18.91 FT.
34.08 FT MIN.
E DRIVE
FLARE
E.P.
REV. 122+95.70 = SURV. 123+00
REV STA. 123+60 RT
END BREAKAWAY CABLE TERMINAL
BEGIN STEEL BEAM GUARD RAIL
(GUARD RAIL ENDS AT TH #48 STA. 42+40 RT)
C=494 SQ FT
F= 11 SQ FT
R= 0 SQ FT
REV STA 123+35 RT
BEGIN BREAKAWAY CABLE TERMINAL
SCALE 1"=20'
GUARD RAIL FLARE DETAIL
1 SWF HD.
20'0"
2" BIT. CONC. MIN.
12" GRAVEL MIN.
DRIVE LIMIT
10' VC ROUNDING
GARAGE ±20"
RETAIN AND MATCH EXISTING CONCRETE SLAB. APPROX. EL. 839.1
REV STA. 122+77 LT
NEW 15" x 58' CSP 0.064"
OR CPEP (SL) W/ E.S. AT INLET
CONSTRUCT DRIVE (14' WIDE)
18.73 FT
REV. 122+77 = SURV. 122+81.23
+0.034 RT.
+0.021 EDGE OF C.L.
-0.034 LT.
BANKING DIAGRAM
SCALE: 0.05'V 50.0'H.
2" BIT. CONC. MIN
12" GRAVEL MIN.
A-A
REV. STA. 122+45 LT
END EROSION MATTING
18.28 FT
C=588 SQ FT
F= 0 SQ FT
R= 0 SQ FT
REV. 122+45.86 = SURV. 122+50
GRAVEL (12" MIN.)
0.0337 FT/FT
REV. 122+26 = SURV. 122+30.07
REV. STA. 122+26 RT.
CONSTRUCT DRIVE (14' WIDE)
NEW 15" x 52' CSP 0.064" OR
CPEP (SL) W/E.S. @ OUTLET
STA. 122+30.07 STA. 123+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 166 OF 352 SHEETS
HORIZ. AND VERT. SCALE
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86
FINAL SURVEY
ORIGINAL SURVEY
VT. SURVEY CONSULT. 8/86
BRYANT ASSOC. 9/86
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



REV. 124+95.07 = SURV. 125+00

C = 2 Sq Ft
F = 558 Sq Ft
R = 0 Sq Ft

REV. STA. 124+95, 71' RT.
END 6" x 188' U.D. W/FB @
REV. STA. 123+47 & 125+95
INSTALL FLUSHING BASIN

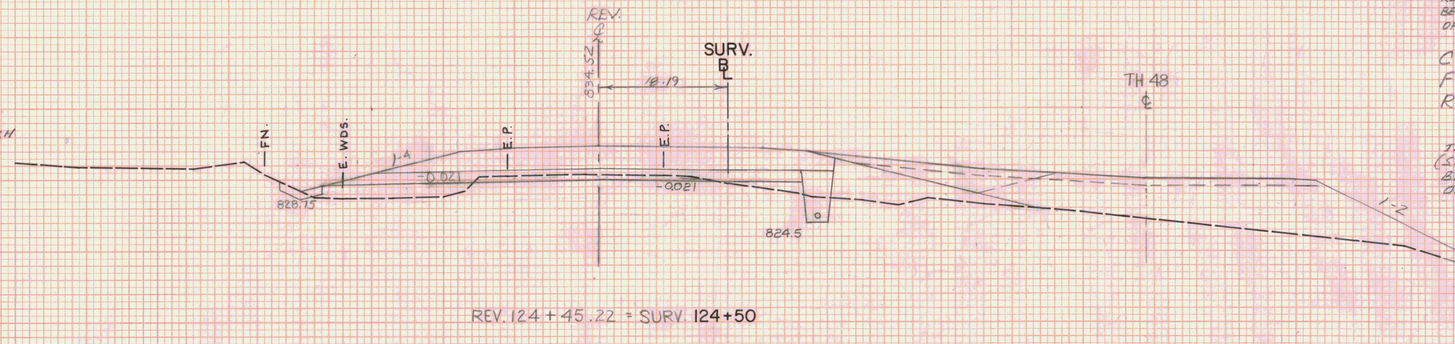
REV. STA. 124+89 RT
BEGIN REMOVAL & DISPOSAL
OF GUARD RAIL.

C = 0 Sq Ft
F = 121 Sq Ft
R = 0 Sq Ft

REV. STA. 124+75
BEGIN SCARIFYING
EXISTING PAVEMENT

TH #48 ℄ STA. 40+81 FT
(STEEL BEAM GUARD RAIL
BEGIN(S) AND CONTINUES
ON MAINLINE

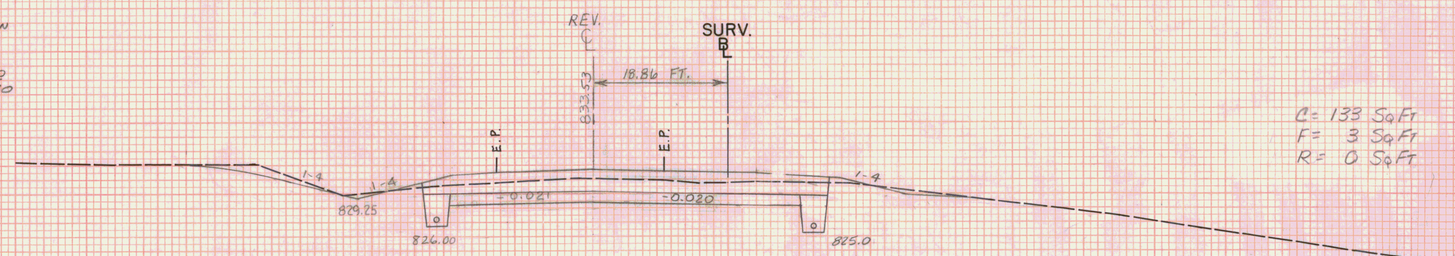
REV. STA. 124+50 LT
END EROSION MATTING
BEGIN STONE LINED DITCH
TYPE I, 4' W.



REV. 124+45.22 = SURV. 124+50

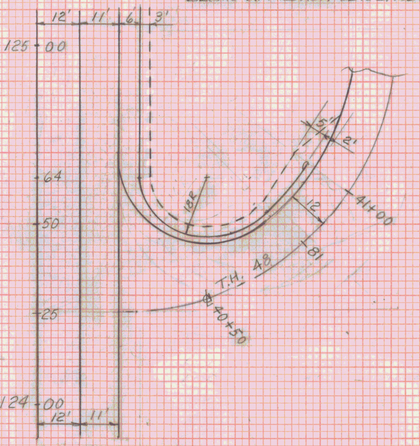
REV. STA 124+20 LT
INSTALL FLUSHING BASIN

REV. STA 124+20 LT
END 6" x 930' U.D.
W/ FLUSHING BASINS @
1/15-16, 19+97 & 124+20
REV. STA. 124+00 LT
BEGIN SPECIAL DITCH

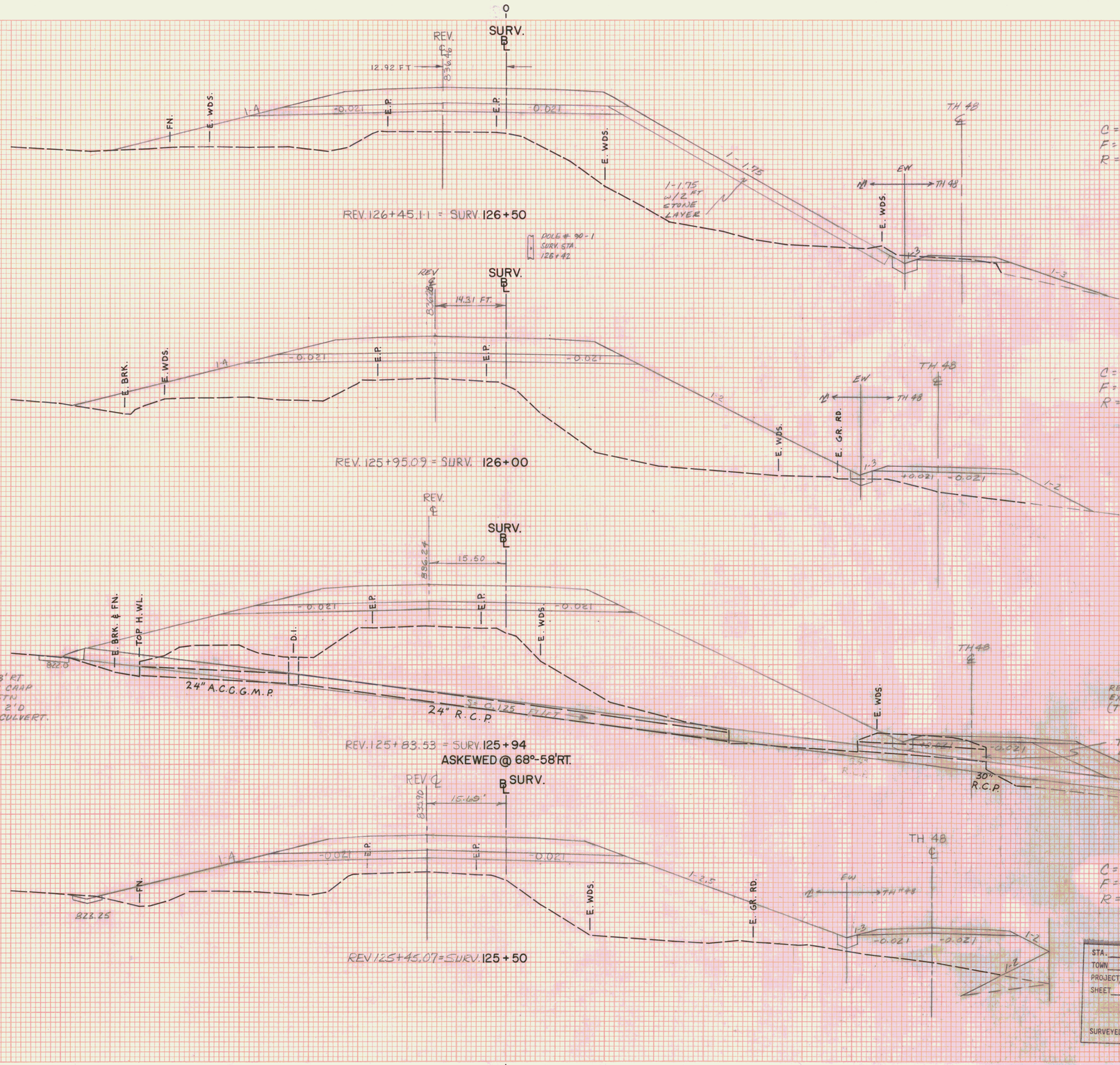


C = 133 Sq Ft
F = 3 Sq Ft
R = 0 Sq Ft

T.H. 48 CURRIER ROAD
REV. P.O.T. 124+25.54, 29' RT.
BEGIN APPROACH CONSTRUCTION


12'
11'
6'
3'
125+00
+64
+50
+26
124+00
12'
11'
T.H. 48
@ 40+50
5:1
12'
4:1
4:1
5:1
4:1
5:1
4:1
5

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



FINAL SURVEY — NOTE BOOK — No. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — DATE — BY

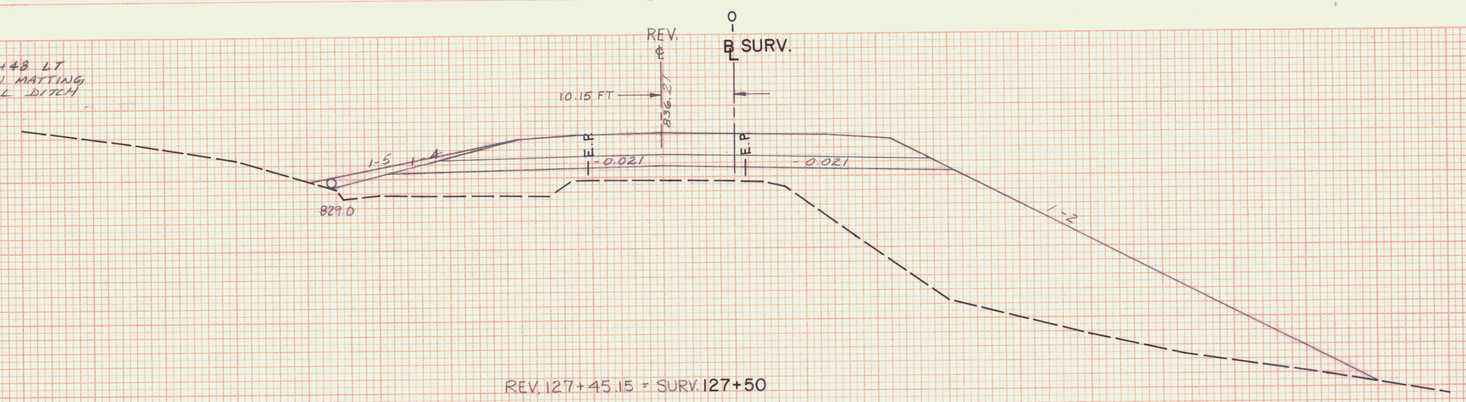
ORIGINAL SURVEY — NOTE BOOK — No. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — DATE 8/86 — BY VT. SURVEY CONSULT. BRYANT ASSOC. 8/86

STA.	125+50 STA. 126+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	168 OF 1352 SHEETS
	HORIZ. AND VERT. SCALE 0 10 20
SURVEYED BY:	VT SURVEY CONSULTANTS DATE 8/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
METZLER CORPORATION

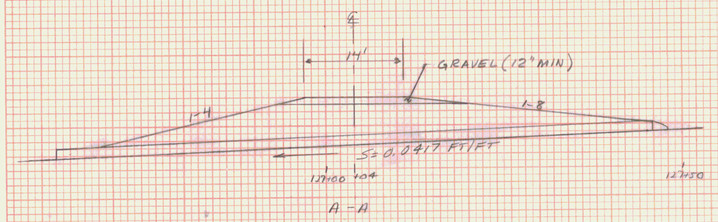
U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA. 127+48 LT
BEGIN EROSION MATTING
BEGIN SPECIAL DITCH



C = 0 Sq Ft
F = 994 Sq Ft
R = 0 Sq Ft

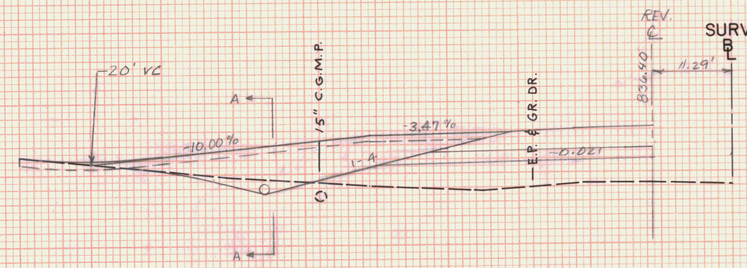
REV. 127+45.15 = SURV. 127+50



A - A

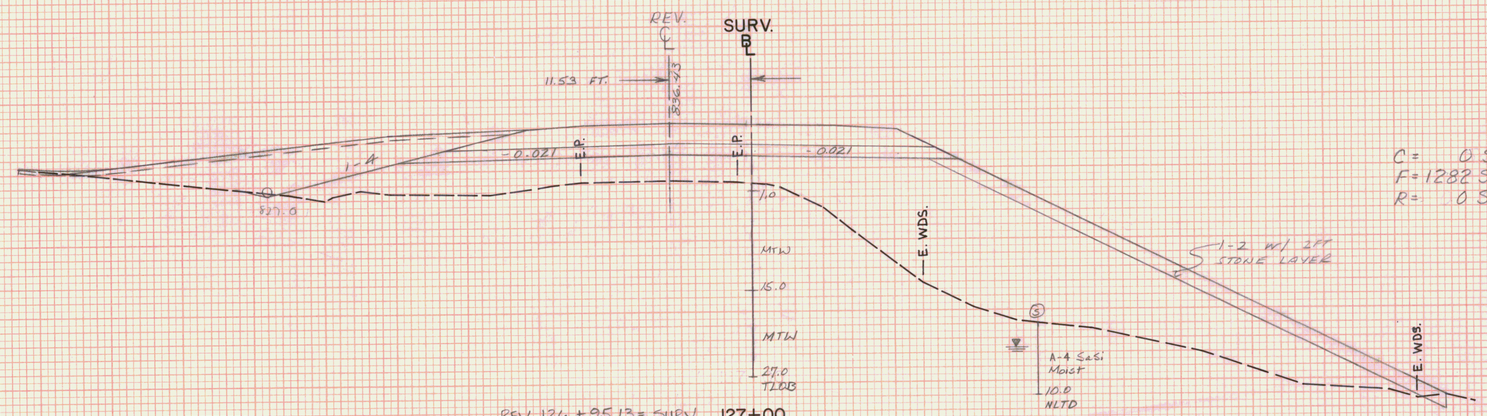
REV. STA. 127+04 LT.
CONSTRUCT DRIVE (14' WIDE)
NEW 15" x 24" CSP 0.064 OR
RCP CLASS III W/ES @ INLET.
(SAW. 126+62 - 127+46 ⓒ)

REV. STA. 127+00 LT.
EXIST. 5" CGMP.
(TO BE REMOVED)



REV. 127 + 04.00 = SURV. 127+08.87

CONSTRUCT DRIVE LT
REV. 127+04 (14' WIDE)



C = 0 Sq Ft
F = 1282 Sq Ft
R = 0 Sq Ft

REV. 126 + 95.13 = SURV. 127+00

REV STA 127+00 LT
END SLOPE STABILIZATION
W/ TYPE II STONE

STA.	127+00 STA. 127+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	169 OF 350 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 8/86

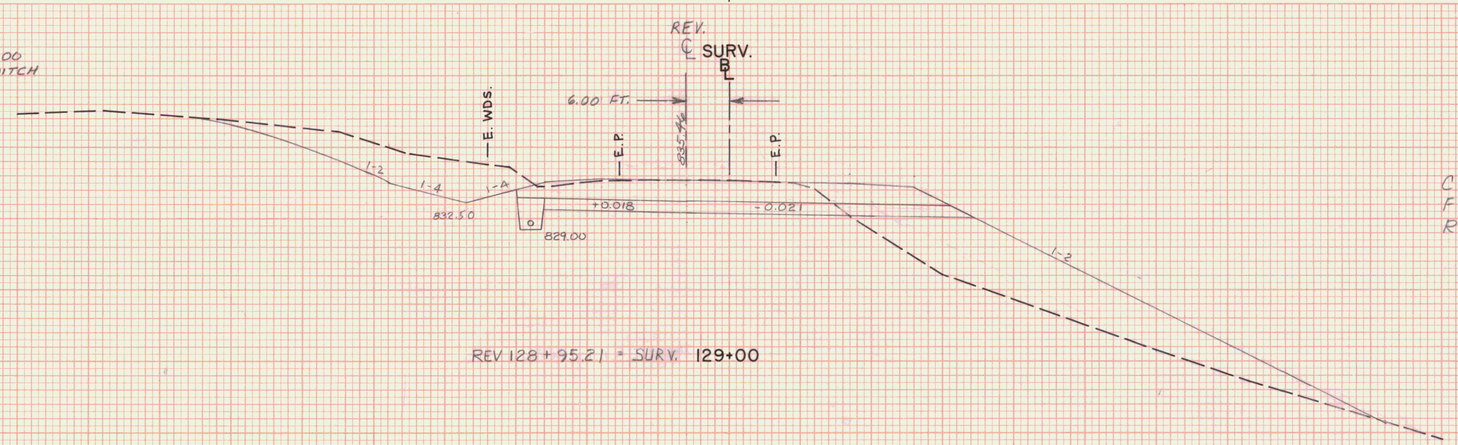
FINAL SURVEY — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO., DATE, BY

ORIGINAL SURVEY — VT. SURVEY CONSULT: BRYANT ASSOC. 8/86 9/86

PLATE 3 CROSS SECTION C. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

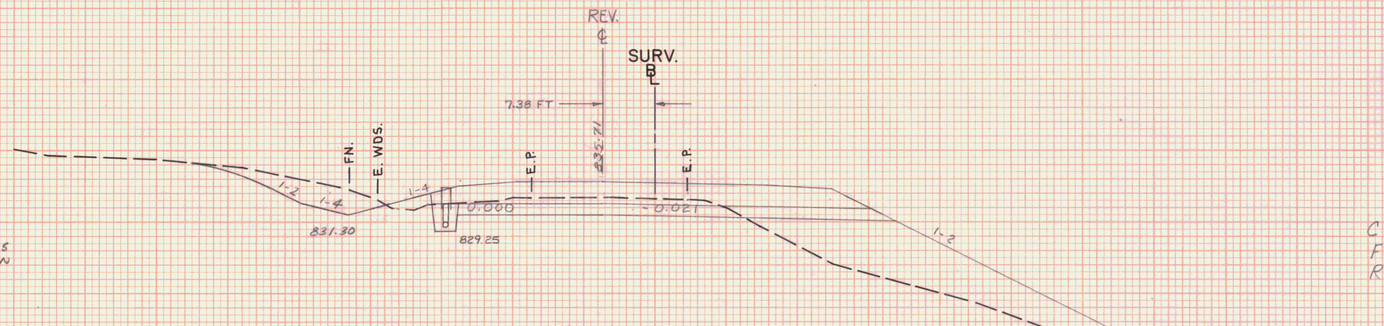
REV STA. 129+00
END SPECIAL DITCH



C = 267 Sq Ft
F = 385 Sq Ft
R = 0 Sq Ft

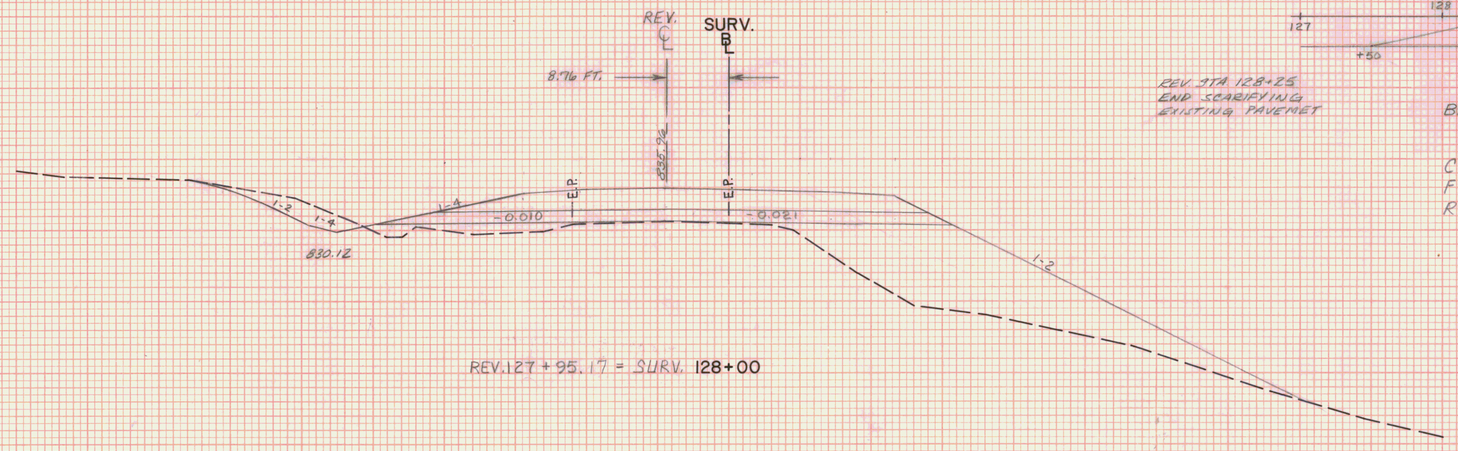
REV 128+95.21 = SURV. 129+00

REV. STA. 128+45 LT
BEGIN 6"X 302' U.D.
W/F.B. @ REV. STA. 128+45
INSTALL FLUSHING BASIN



C = 75 Sq Ft
F = 322 Sq Ft
R = 0 Sq Ft

REV. 128+45.19 = SURV. 128+50





REV STA 128+25
END SCARIFYING
EXISTING PAVEMENT

BANKING DIAGRAM

0.05 V
0.50 H
SCALE

C = 39 Sq Ft
F = 468 Sq Ft
R = 0 Sq Ft

REV. 127+95.17 = SURV. 128+00

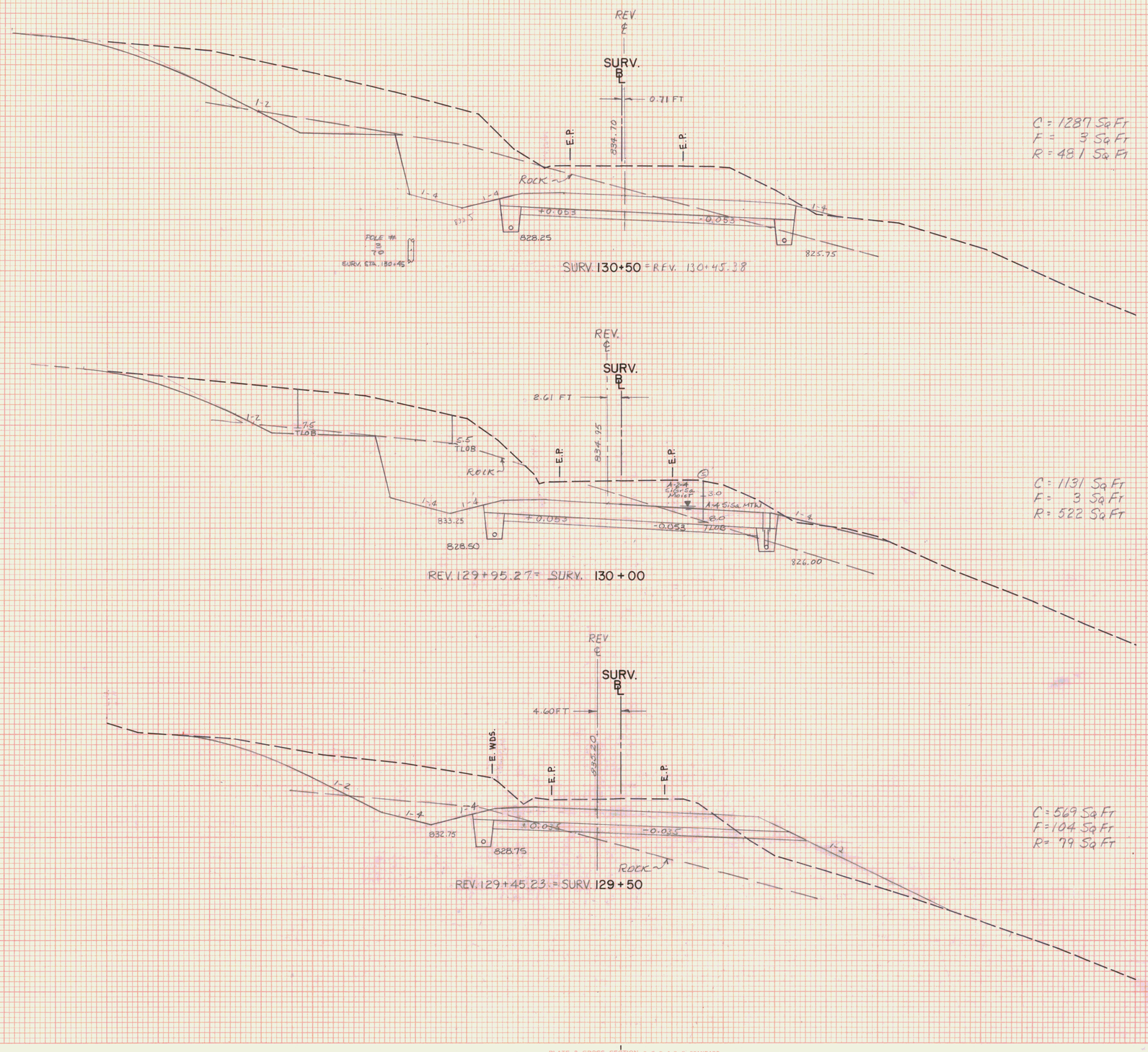
STA. 128+00 STA. 129+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 119 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY
NOTE BOOK
No.
DATE
BY
SURVEYED
PLOTTED
TRAVERSE
AREAS
AREAS CHECKED

ORIGINAL SURVEY
NOTE BOOK
No.
BY VT. SURVEY CONSULT. 8/86
BRYANT ASSOC. 9/86
SURVEYED
PLOTTED
TRAVERSE
AREAS
AREAS CHECKED

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



STA.	129+50	STA.	130+50
TOWN	MARSHFIELD		
PROJECT	F	NO.	028-3(28)
SHEET	171	OF	352 SHEETS

HORIZ. AND VERT. SCALE
0 10 20

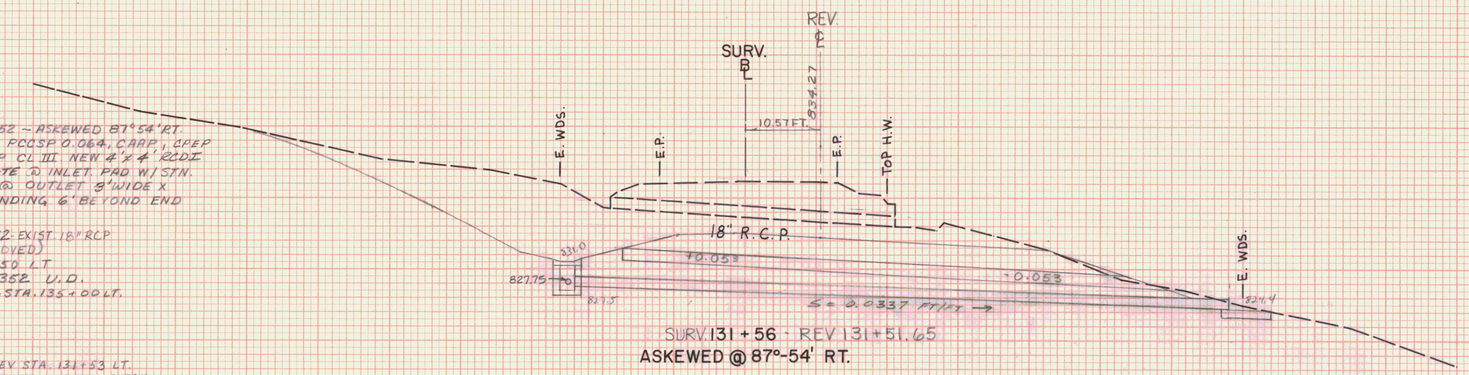
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
DATE
BY

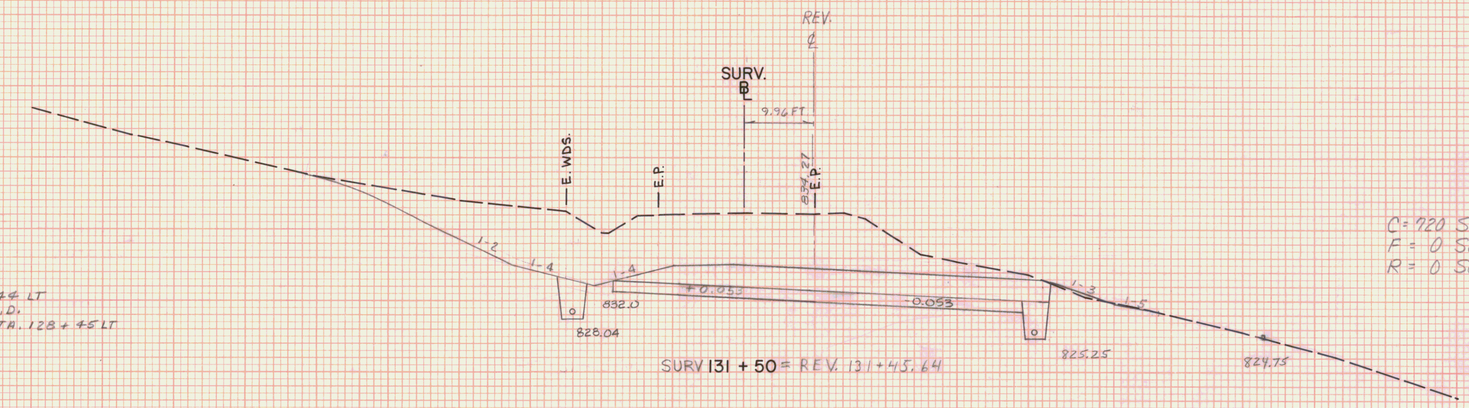
ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
DATE
BY
VT. SURVEY CONSULT. 8/86
BRYANT ASSOC. 9/86

PLATE 3 CROSS SECTION O. F. B. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



SURV. 131 + 56 · REV. 131 + 51.65
ASKEWED @ 87°-54' RT.



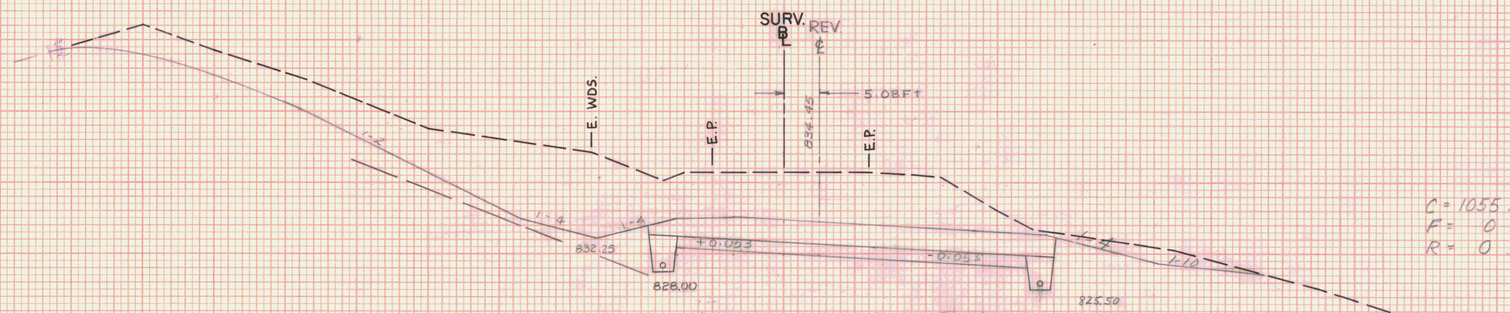
REV. STA. 131+44 LT
END 6" X 302' U.D.
W/FB @ REV. STA. 128+45 LT

SURV. 131 + 50 = REV. 131 + 45.64

C = 720 Sq Ft
F = 0 Sq Ft
R = 0 Sq Ft

REV. STA 131+50, 64' RT
END 6" X 170' UD W/FB @
REV STA 129+95 & 131+20

REV. STA 131+20 RT
INSTALL FLUSHING BASIN



SURV. 131 + 00 = REV. 130 + 95.53

C = 1055 Sq Ft
F = 0 Sq Ft
R = 0 Sq Ft

STA. 131+00 STA. 131+56
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 192 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 8/86

FINAL SURVEY
NOTE BOOK
No.
DATE
BY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

ORIGINAL SURVEY
NOTE BOOK
No.
DATE
BY VT. SURVEY CONSULT. 8/86
BRYANT ASSOC. 9/86
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA. 133+22 LT
BEGIN SPECIAL DITCH

SURV. ℄ REV. ℄

27.41 FT

E. WDS. E.P. E.P.

12" GRAVEL MIN

℄ DRIVE 20

1-7 1.9

133+00 +22

A A

832.25 828.75

+0.053 -0.053

C = 516 Sq Ft
F = 14 Sq Ft
R = 0 Sq Ft

SURV. 133+00 = REV. 132 + 95.75

REV. STA. 133+00 LT
CONSTRUCT DRIVE (20' WIDE)

20' VC

E. WDS. E.P.

15%

SURV ℄ REV ℄

27.96'

A E.P. E.P.

834.20

REV. STA. 132+82 LT
END SPECIAL DITCH
END EROSION MATTING

SURV. 133+04.26 REV. 133+00

℄ DRIVE A

SURV. REV.

21.12 FT

E. WDS. E.P. E.P.

834.48

1-2 1-2 1-4 1-4

832.0 828.50

+0.053 -0.053

E. WDS.

C = 670 Sq Ft
F = 5 Sq Ft
R = 0 Sq Ft

SURV. 132+50 = REV. 132 + 45.75

30'

10' 10'

PC R=35' L=47.1'

R=35' L=47.1'

R=35' L=47.1'

PT

A A

WB RTE 2

133+00 150

REV. STA. 132+32 LT
BEGIN REMOVAL AND DISPOSAL
OF GUARDRAIL

SURV. REV

E. WDS E.P. E.P.

15.30 FT

834.28

1-2 1-4

7.0 A-4 Si Sa. MTW 15.0 NLTD

831.5 828.25

+0.053 -0.053

A-4 Si Sa Moist +6.0

A-4 Si Sa MTW 15.0 NLTD

E. WDS.

C = 689 Sq Ft
F = 0 Sq Ft
R = 0 Sq Ft

SURV. 132+00 = REV. 131+95.72

850 840 830

STA. 132+00 STA. 133+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 17.8 OF 252 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
VT. SURVEY
SURVEYED BY: CONSULTANTS DATE 8/86

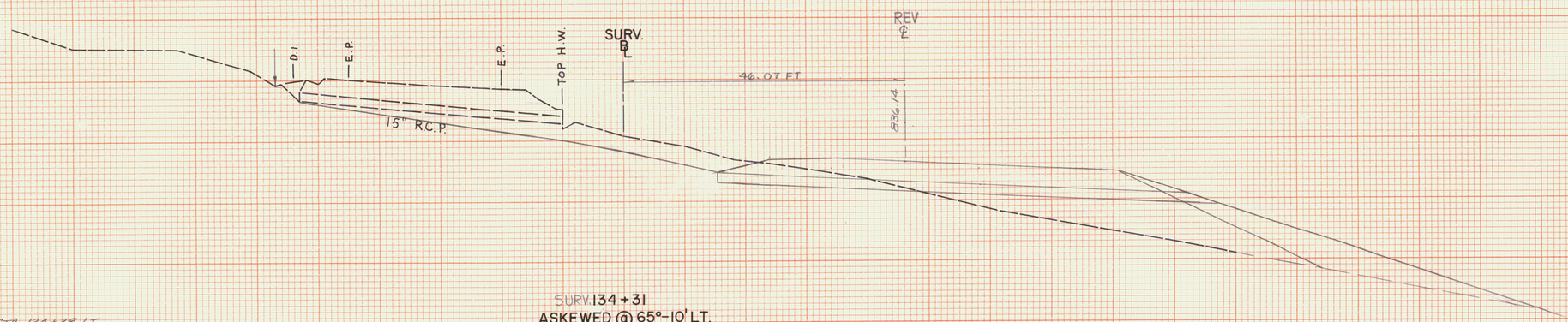
FINAL SURVEY — NOTE BOOK No. — SURVEYED PLOTTED TRACED AREAS AREAS CHECKED — DATE BY

ORIGINAL SURVEY — NOTE BOOK No. — SURVEYED PLOTTED TRACED AREAS AREAS CHECKED — DATE 8/86 9/86 BY VT. SURVEY CONSULT. BRYANT ASSOC.

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZEN CORPORATION

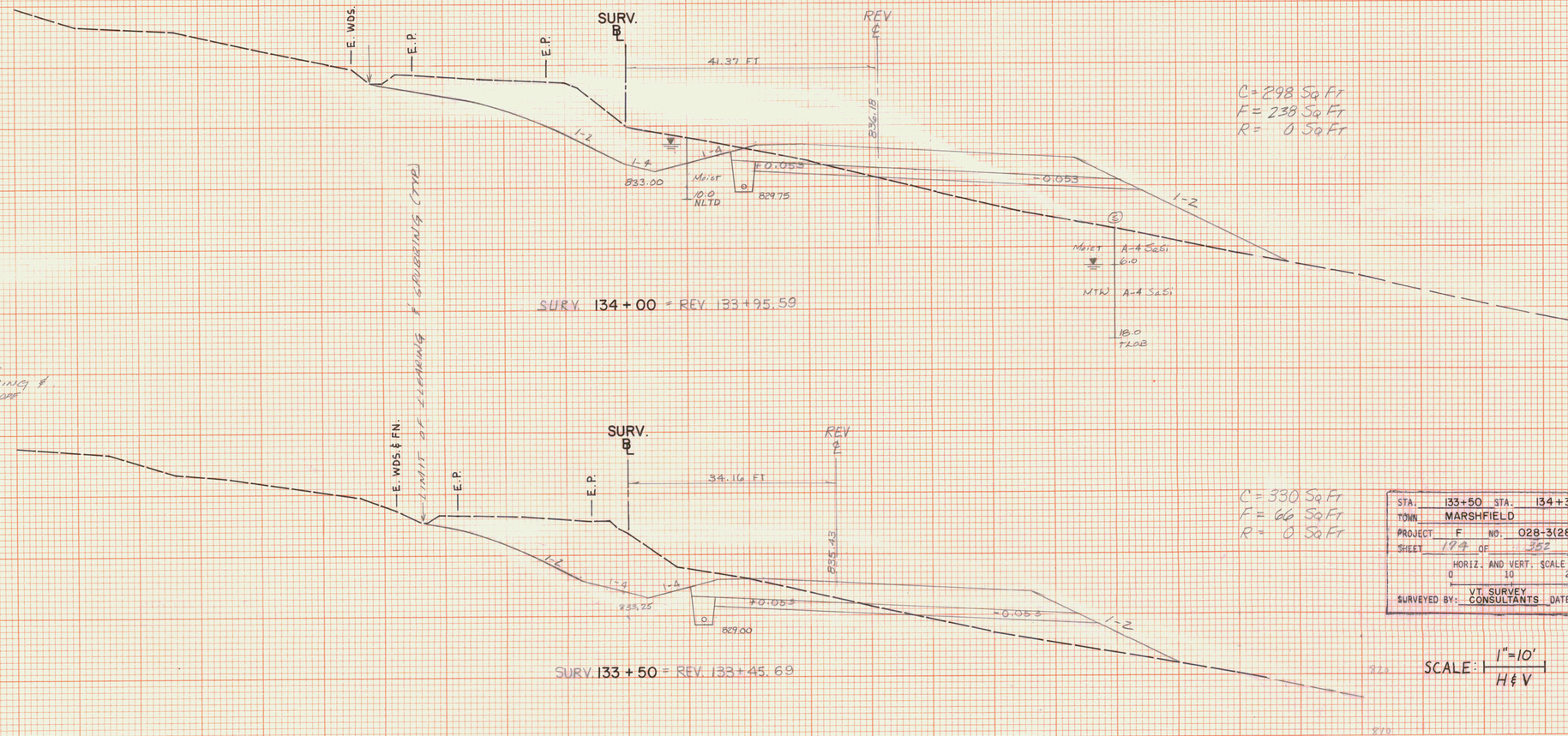
U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV STA. 134+27 LT.
EXIST. 15" R.C.P. and D.I.
(TO BE REMOVED)



SURV. 134+31
ASKEWED @ 65°-10' LT.

REV STA. 134+38 LT
END REMOVAL AND DISPOSAL
OF GUARD RAIL



SURV. 134+00 = REV. 133+95.59

REV. STA. 133+40 LT.
BEGIN LIMIT OF CLEARING &
GRUBBING IS TOE OF SLOPE

SURV. 133+50 = REV. 133+45.69

C = 298 Sq Ft
F = 238 Sq Ft
R = 0 Sq Ft

C = 330 Sq Ft
F = 66 Sq Ft
R = 0 Sq Ft

STA.	133+50	STA.	134+31
TOWN	MARSHFIELD		
PROJECT	F	NO.	028-3(28)
SHEET	194	OF	352 SHEETS

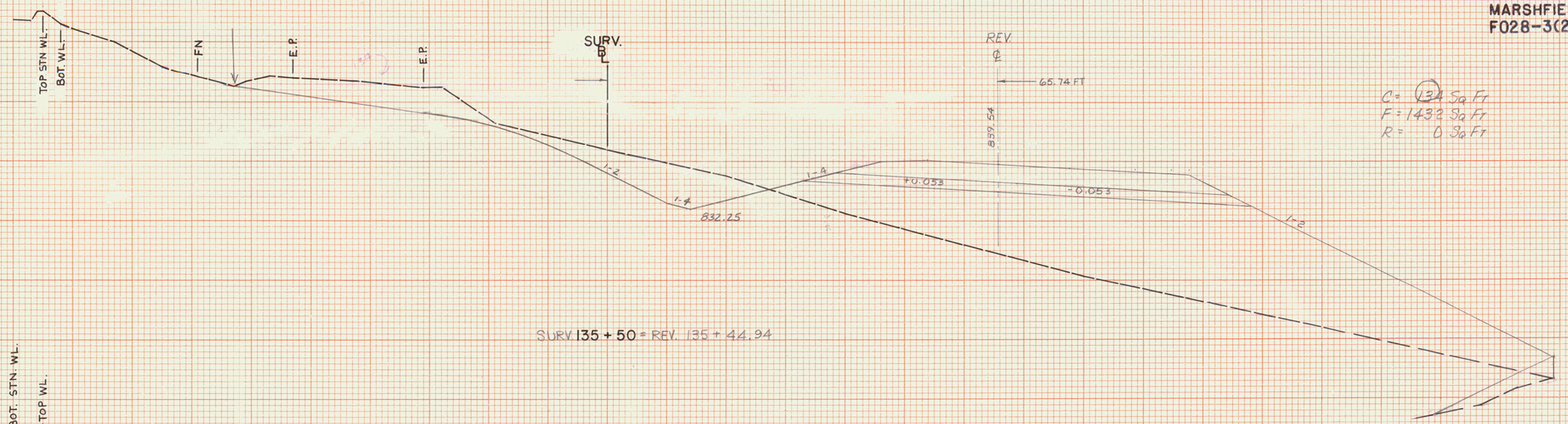
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 10/86

SCALE: 1"=10' H & V

VT. SURVEY CONSULT. 10/86
BRYANT ASSOC. 10/86

PRINTED IN U.S.A.
"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO.

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



SURV. 135 + 50 = REV. 135 + 44.94



SURV. 135 + 00 = REV. 134 + 95.22

REV. STA 135+00 LT.
END 6"X 352' U.D. W/F8
@ REV. STA. 135+00.
INSTALL FLUSHING BASIN

LIMIT OF CLEARING AND GRUBBING (TYP.)

REV. STA 134+50 RT.
NEW 12" X 36' CSP 0.064 W/2-15°
ELBOWS TOP & BOTTOM
NEW PRECAST W/CI GRATE @ INLET.
PAD W/ STONE FILL TYPE I @
OUTLET 2'W X 1'D EXTENDING
4' BEYOND END OF CULVERT.
BEGIN TREATED TIMBER CURB

SURV. 134 + 50 = REV. 134 + 45.43

STA:	134+50	STA:	135+50
TOWN:	MARSHFIELD		
PROJECT:	F	NO.	028-3(28)
SHEET:	175	OF	352 SHEETS

HORIZ. AND VERT. SCALE
0 10 20

SURVEYED BY: VT. SURVEY CONSULTANTS DATE 10/86

SCALE: 1"=10' H&V

VT. SURVEY CONSULT+. 10/86
BRYANT ASSOC. 10/86

"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO.

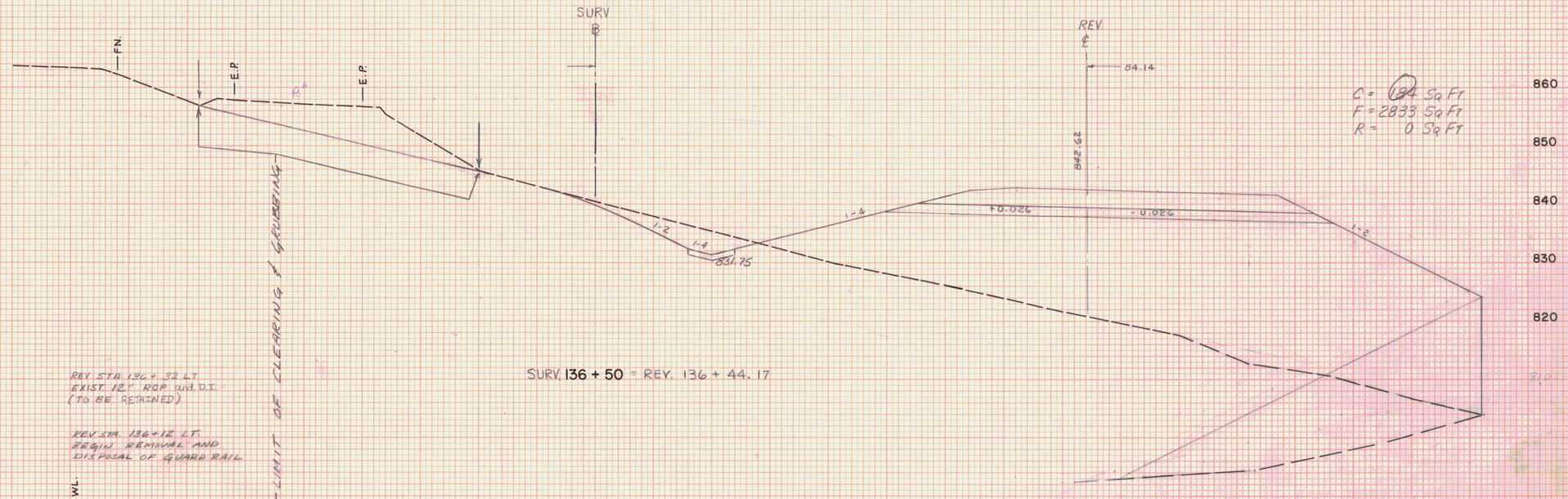
PRINTED IN U.S.A.

"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO.

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA. 136+67 LT.
END REMOVAL & DISPOSAL
OF GUARD RAIL.

REV. STA. 136+44 LT
BEGIN STONE LINED DITCH,
TYPE I, 8' WIDE



SURV. 136 + 50 = REV. 136 + 44.17

C = 134 Sq Ft
F = 2833 Sq Ft
R = 0 Sq Ft

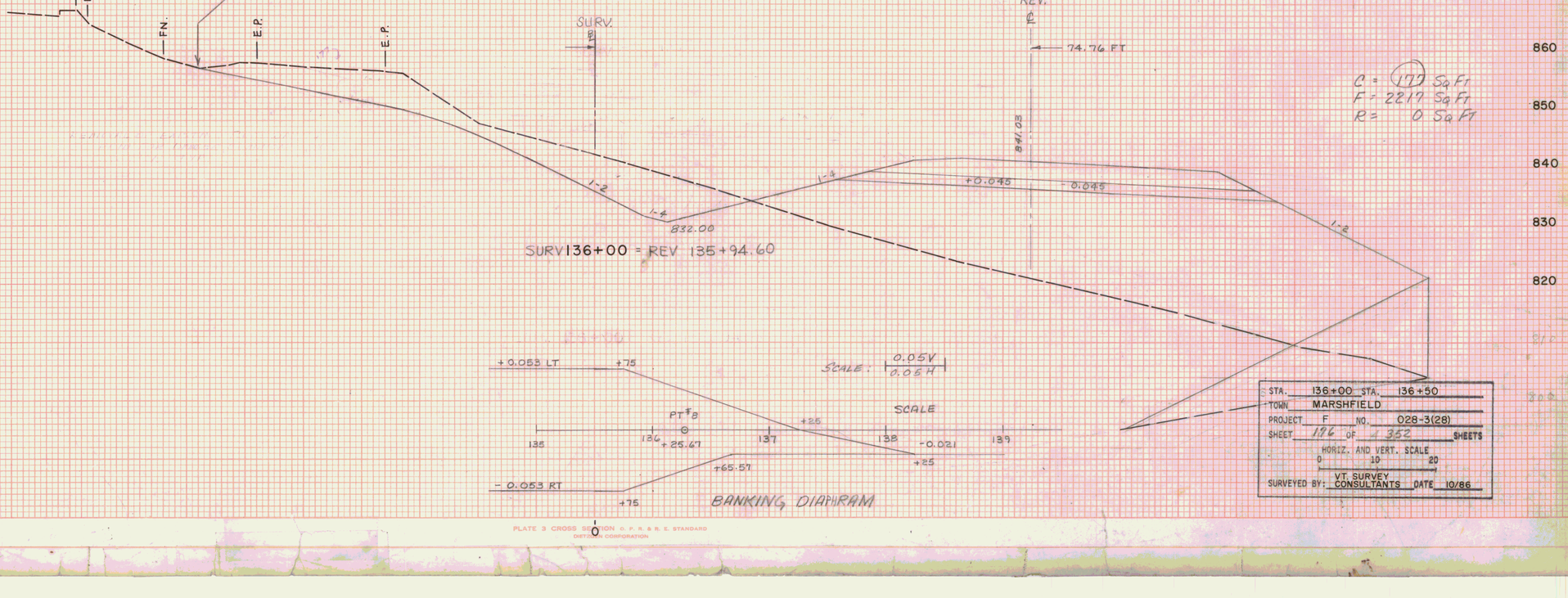
PT #8
REV. 136 + 25.67
D = 3°00'00"
BANK .0053 FT/FT

REV STA 136+32 LT
EXIST. 12" ROP out D.I.
(TO BE RETAINED)

REV STA 136+12 LT.
BEGIN REMOVAL AND
DISPOSAL OF GUARD RAIL

LIMIT OF CLEARING & GRUBBING

TOP STN. WL.
BOT. WL.
FN.
E.P.
E.P.



SURV 136+00 = REV 135+94.60

C = 177 Sq Ft
F = 2217 Sq Ft
R = 0 Sq Ft

REV. STA. 135+95 LT
BEGIN REMOVAL OF EXIST.
ROADWAY TO BE PAID FOR
UNDER COMMON EXCAVATION

BANKING DIAPHRAM

STA.	136+00 STA. 136+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	176 OF 352 SHEETS

HORIZ. AND VERT. SCALE
0 10 20

SURVEYED BY: VT. SURVEY CONSULTANTS DATE 10/86

FINAL SURVEY — NOTE BOOK — No. — DATE — BY — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED

ORIGINAL SURVEY — NOTE BOOK — No. — DATE 10/86 — BY VT. SURVEY CONSULT. BRYANT ASSOC. 10/86 — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED

PLATE 3 CROSS SECTION C. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

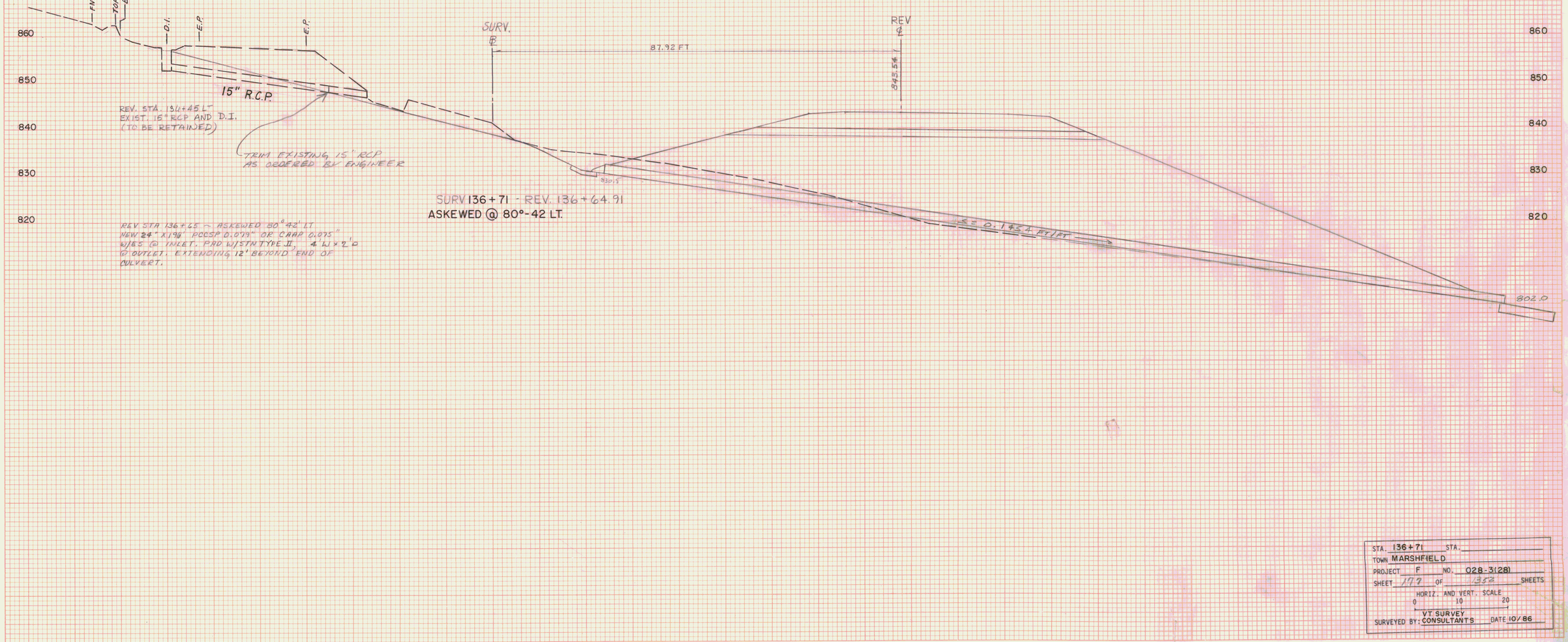
MARSHFIELD, VT.
U.S. ROUTE 2
PROJ. F 028-3(28)
CROSS SECTIONS
SET 2 OF 3
STA. 136 + 71 TO STA. 222 + 00

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

FINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TRIPLATE
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TRIPLATE
AREAS
AREAS CHECKED
BY
DATE



STA. 136+71 STA.
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 179 OF 1352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
VT SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

0

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

FINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — NOTE BOOK — No. — BY — DATE

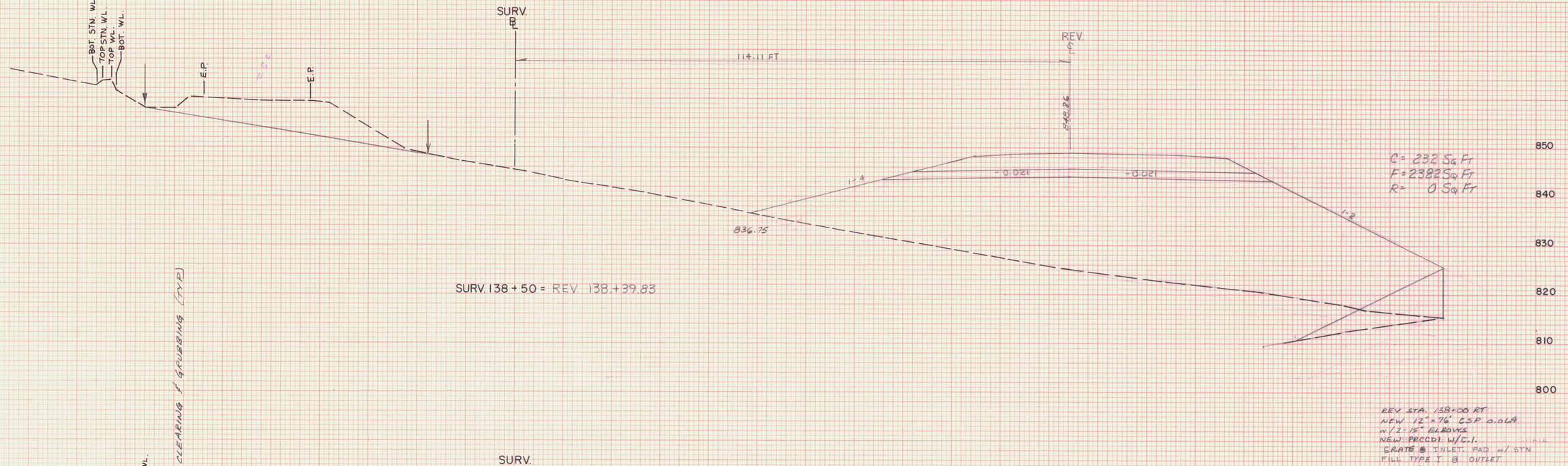
FN.
TOP STN. WL.
BOT. WL.
E.P.
E.P.
SURV. ℄
100.81
REV. ℄
845.79
1-4
-0.005
-0.021
1-2
SURV.137+50 = REV.137+42.51
Moist 3.0 T.O.B.
A-4 Si Si 4.0 Moist T.O.B.
833.0
824.5
4.0 T.O.B.
A-4 Si Si Moist 6.0
A-4 Si Si a MTW 9.0 T.O.B.
ROCK
Moist 5.0
Moist 12.0
A-4 Si Si Moist 17.0 T.O.B.
Moist 7.0
MTW 14.0
Moist 20.0 N.L.T.D.
C= 95 SqFt
F= 2517 SqFt
R= 0 SqFt
860
850
840
830
820
810
800

FN.
TOP STN. WL.
LIMIT OF CLEARING & GRUBBING (TYP.)
E.P.
E.P.
SURV. ℄
92.90 FT
REV. ℄
844.21
1-2
1-4
+0.009
-0.021
SURV. 137+00 =
REV. 136+92.48
832.5
C= 136 SqFt
F= 2867 SqFt
R= 0 SqFt
860
850
840
830
820
810
800

ORIGINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — NOTE BOOK — No. — BY — DATE

STA. 137+00 STA. 137+50
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 178 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
VT. SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

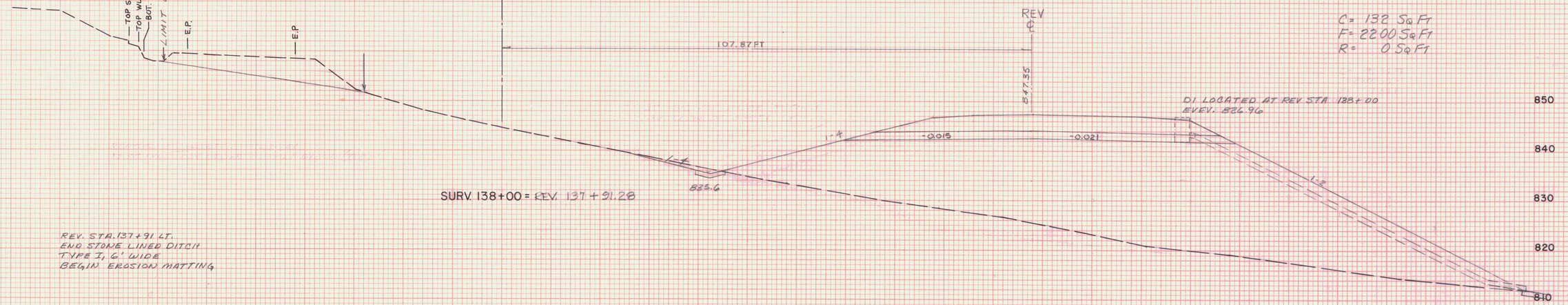
U.S. ROUTE 2
MARSHFIELD
F028-3(28)



SURV. 138+50 = REV. 138+39.83

C = 232 SQ FT
F = 2382 SQ FT
R = 0 SQ FT

REV STA. 138+00 RT
NEW 12"×76' CSP 0.064
W/2-15° ELBOWS
NEW PRCCDI W/C.I.
GRATE & INLET PAD W/ STN
FILL TYPE I @ OUTLET
2' WIDE x 1' DEEP
EXTENDING 4' BEYOND END.



SURV. 138+00 = REV. 137+91.28

C = 132 SQ FT
F = 2200 SQ FT
R = 0 SQ FT

REV. STA. 137+91 LT.
END STONE LINED DITCH
TYPE I, 6' WIDE
BEGIN EROSION MATTING

STA. 138+00 STA. 138+50
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 199 OF 1352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
VT SURVEY
SURVEYED BY CONSULTANTS DATE 10/86

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — DATE — BY

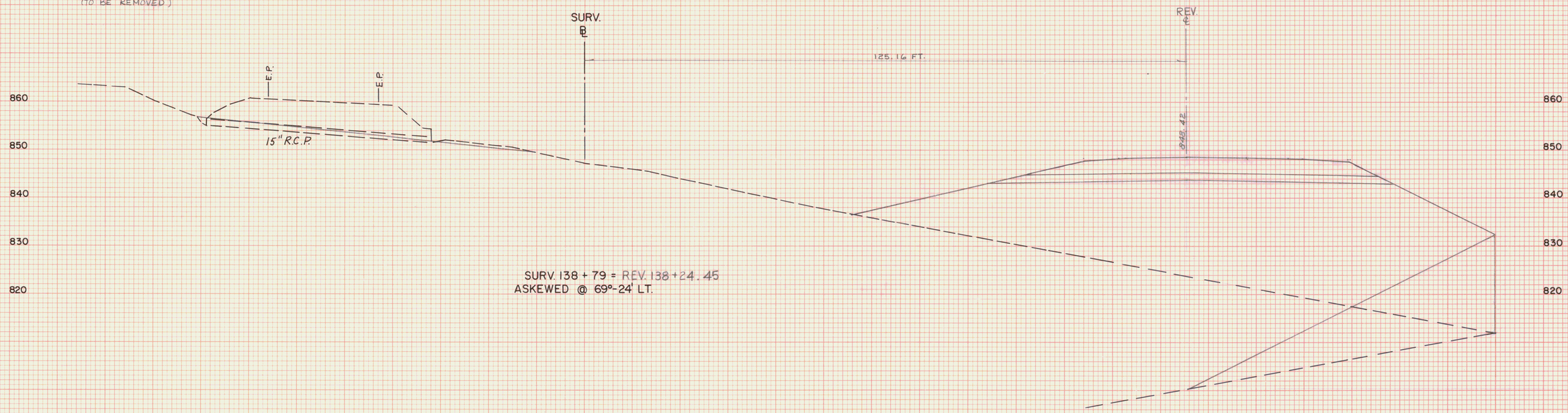
ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — DATE — BY

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

FINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

REV. STA. 138+66 LT.
EXISTING 15" RCP.
(TO BE REMOVED)



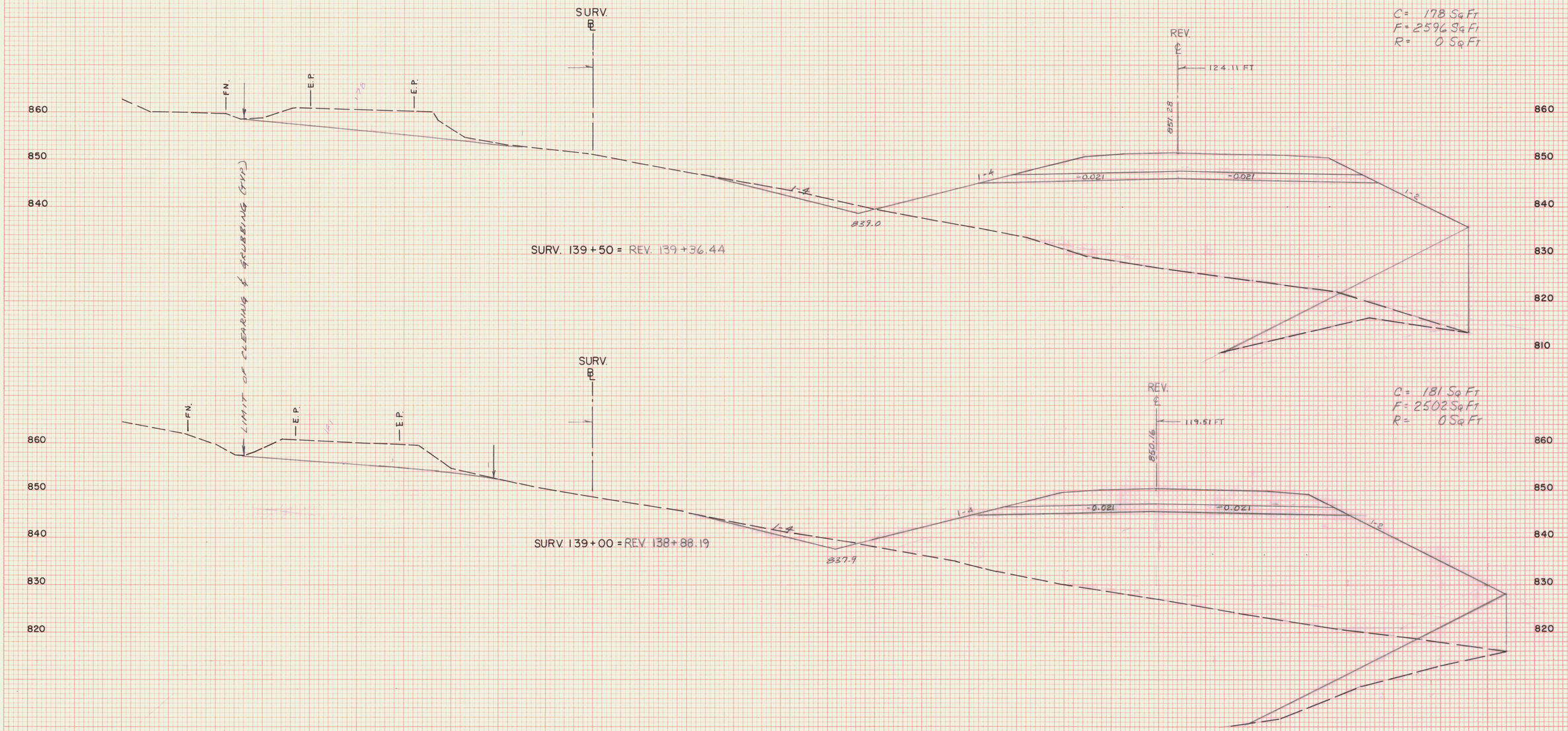
SURV. 138 + 79 = REV. 138+24.45
ASKEWED @ 69°-24' LT.

STA. 138+79 STA.
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 180 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
VT SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

FINAL SURVEY — NOTE BOOK — No. — PLOTTED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — No. — PLOTTED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

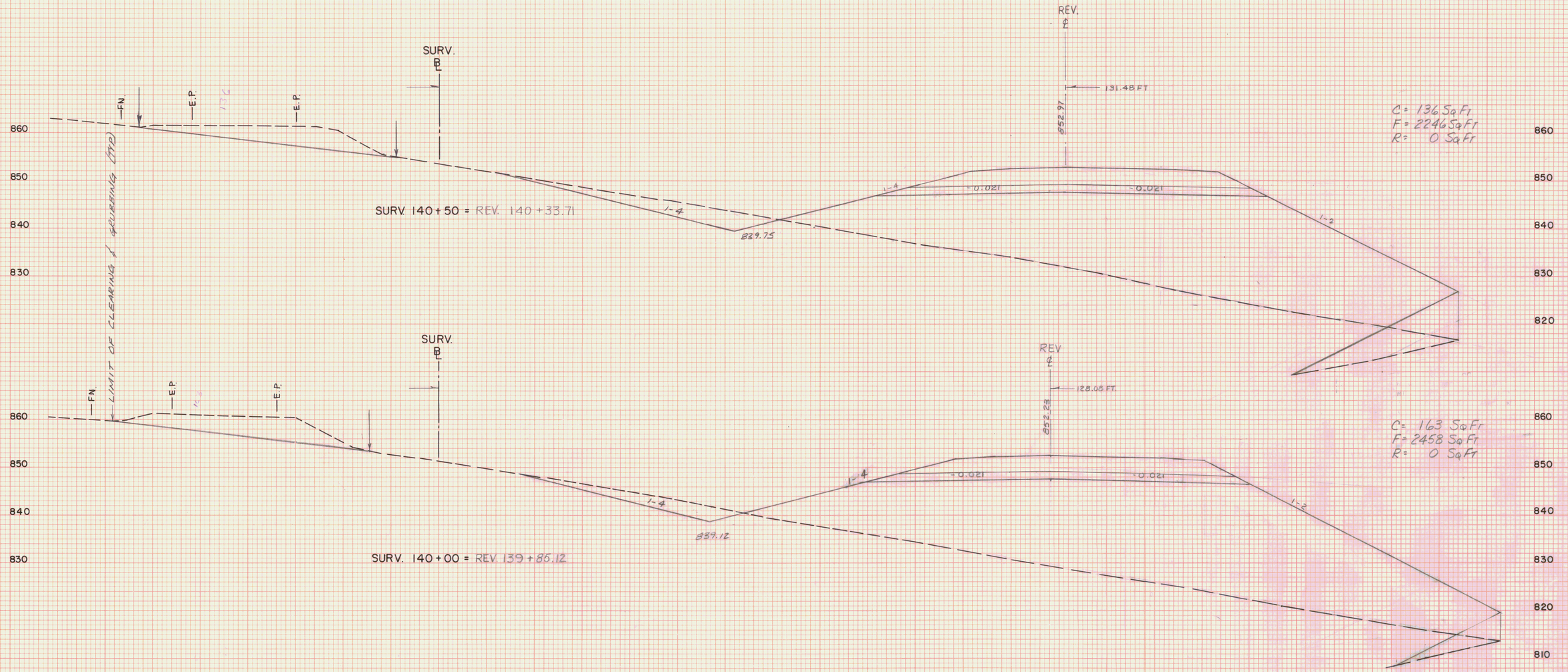


STA. 139+00 STA. 139+50
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 181 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT SURVEY CONSULTANTS DATE 10/86

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

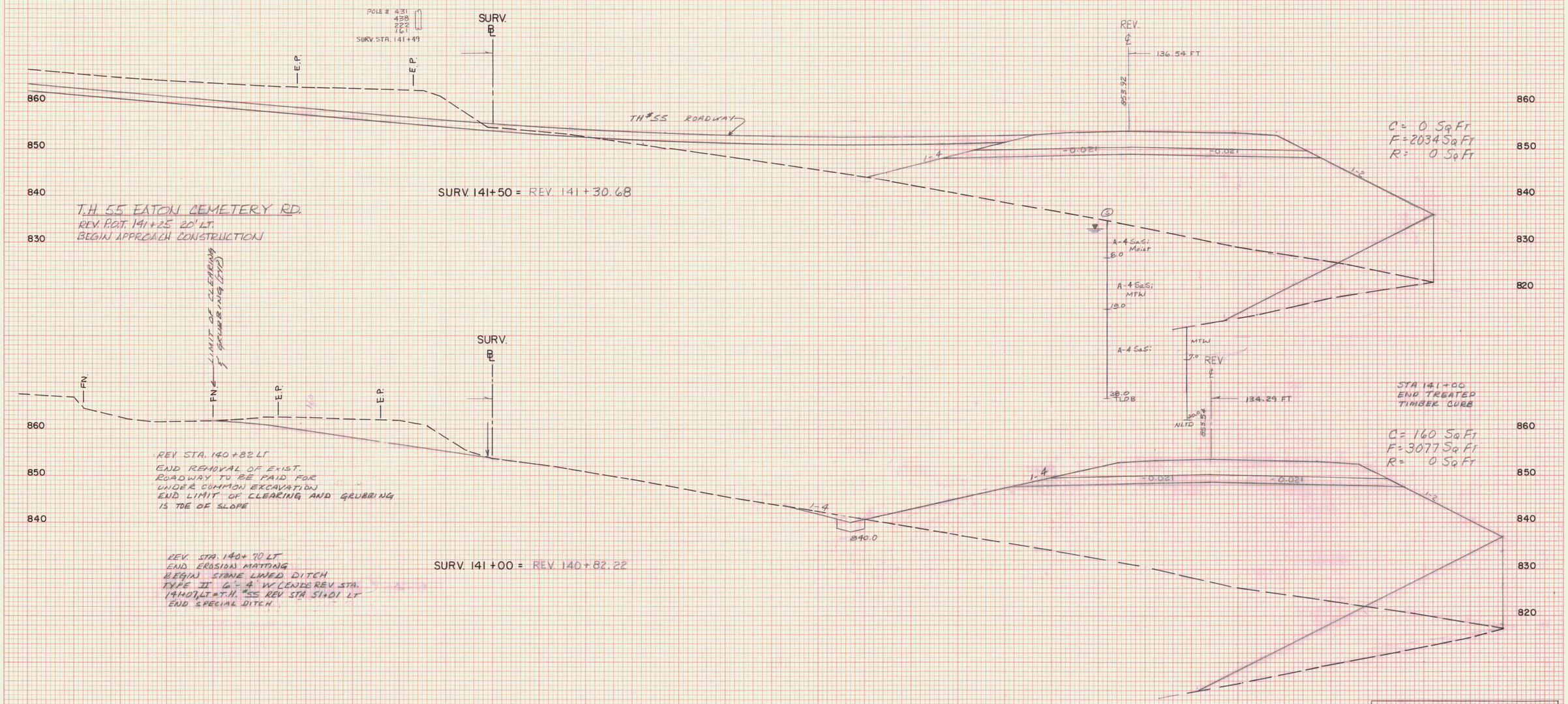
FINAL SURVEY — DATE — BY — SURVEYED — PLOTTED — NOTE BOOK — TEMPLATE — AREAS — AREAS CHECKED — No.

ORIGINAL SURVEY — DATE — BY — SURVEYED — PLOTTED — NOTE BOOK — TEMPLATE — AREAS — AREAS CHECKED — No.



STA. 140+00 STA. 140+50
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 182 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
VT. SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



STA. 141+00	STA. 141+50
TOWN MARSHFIELD	
PROJECT F	NO. 028-3(28)
SHEET 183 OF 352 SHEETS	
HORIZ. AND VERT. SCALE 0 10 20	
SURVEYED BY: VT. SURVEY CONSULTANTS	DATE 10/86

FINAL SURVEY — NOTE BOOK No. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

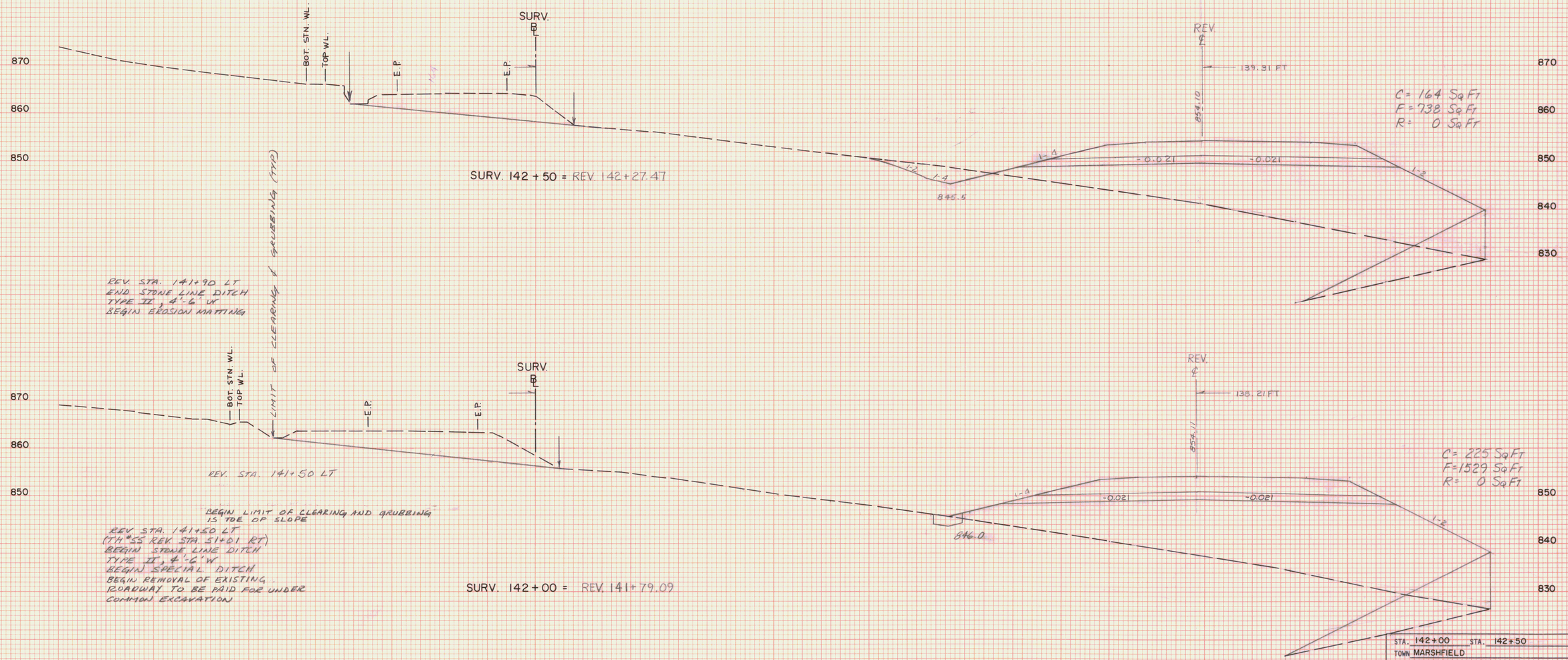
ORIGINAL SURVEY — NOTE BOOK No. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

FINAL SURVEY NOTE BOOK No.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

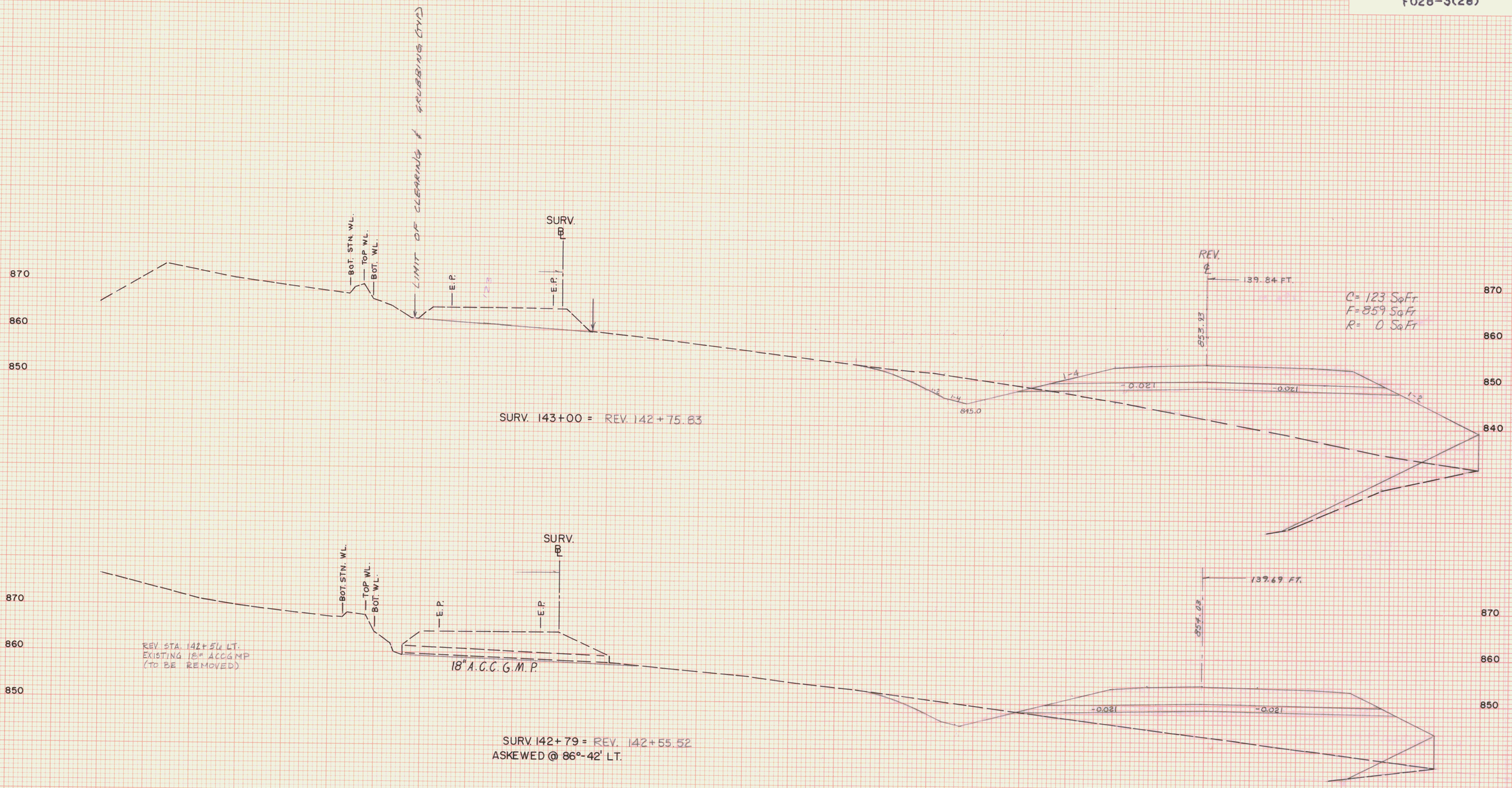
ORIGINAL SURVEY NOTE BOOK No.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE



STA. 142+00 STA. 142+50
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 184 OF 362 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
V.T. SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



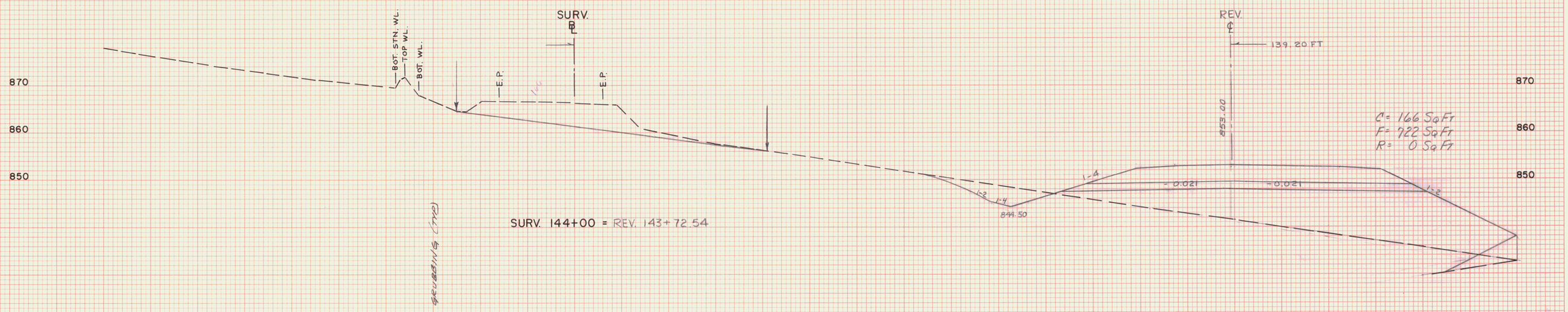
STA: 142+79 STA: 143+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 195 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 10/86

FINAL SURVEY — NOTE BOOK — No. — PLOTTED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — No. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

FINAL SURVEY
NOTE BOOK
No.
PLOTTED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE



ORIGINAL SURVEY
NOTE BOOK
No.
PLOTTED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE



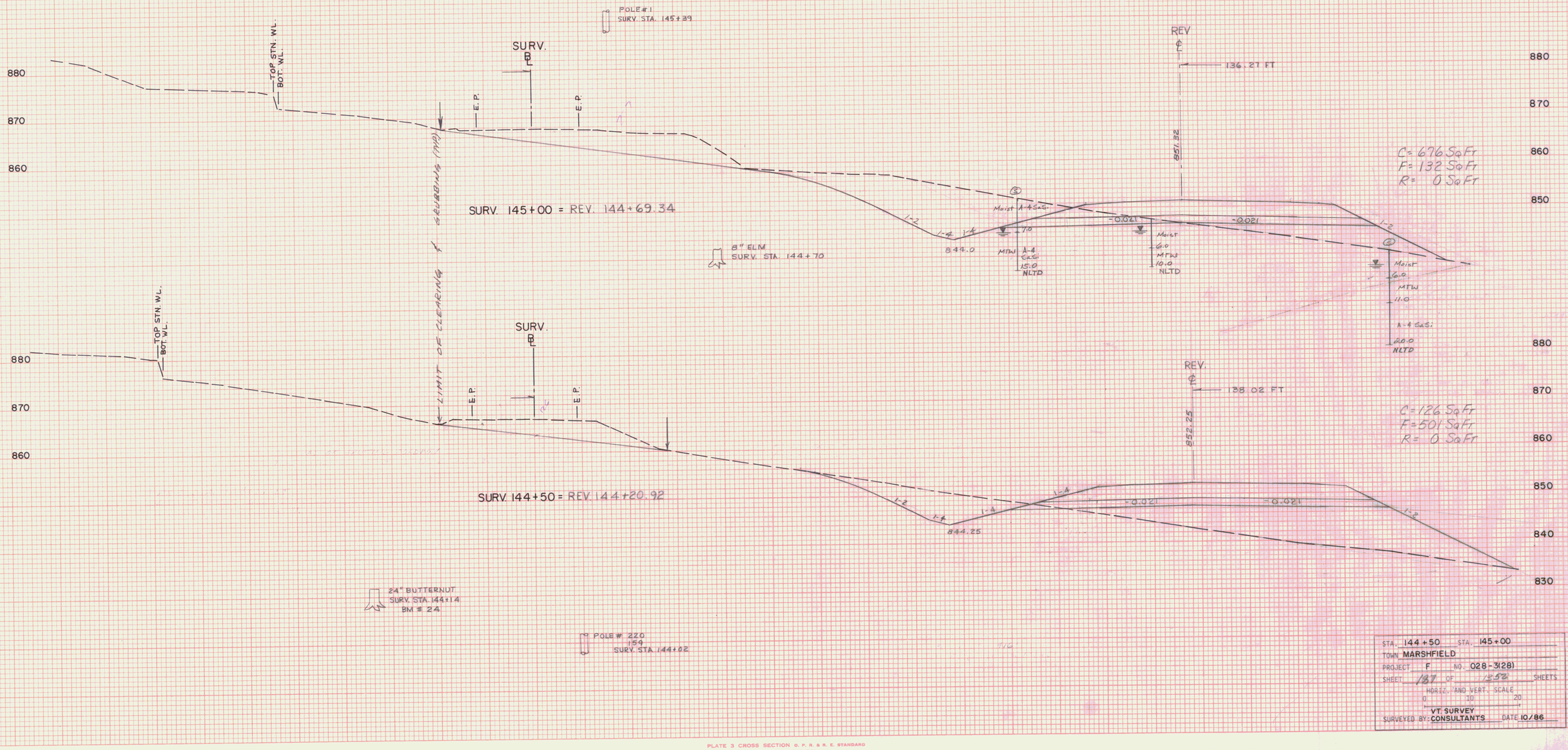
STA. 143+50 STA. 144+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 186 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
VT SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

FINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREA
AREAS CHECKED
BY
DATE

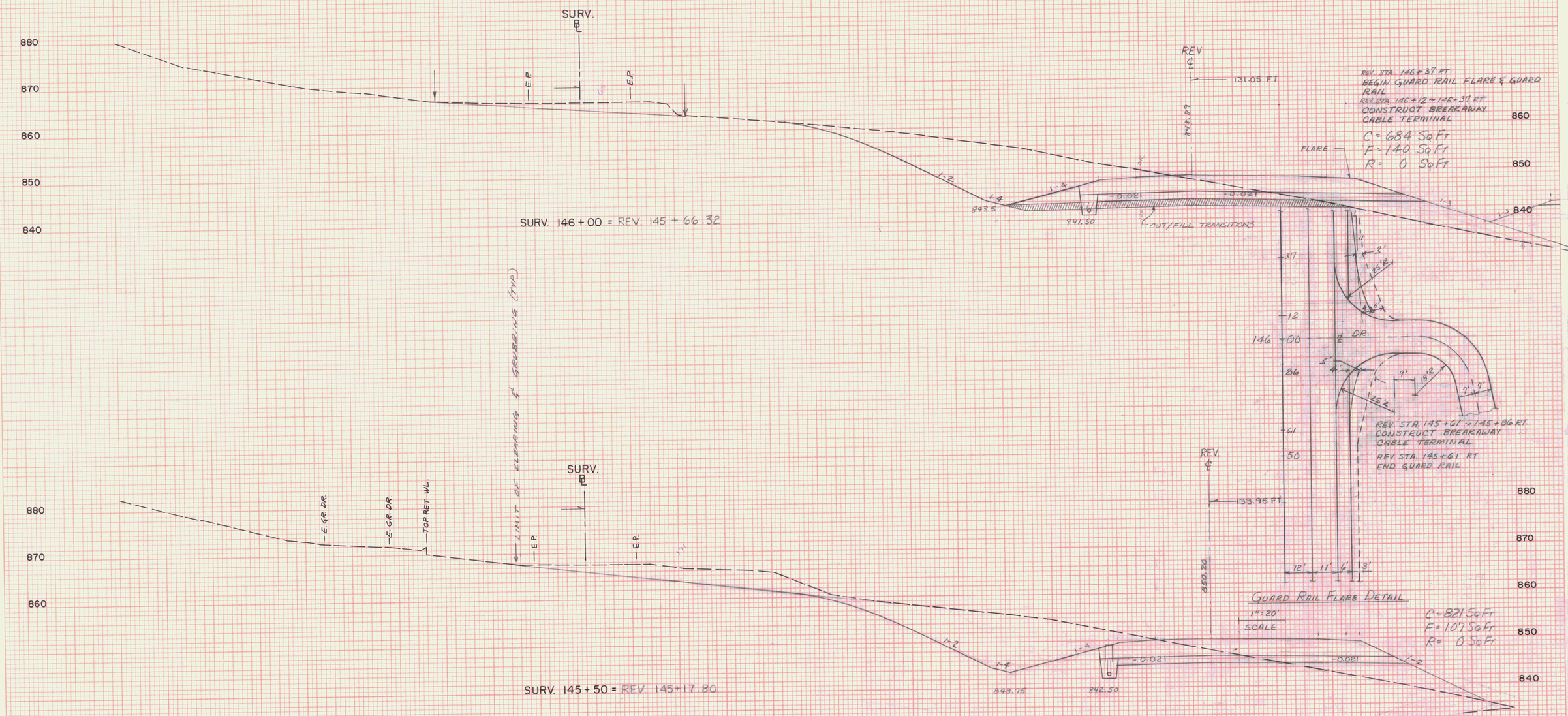
ORIGINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREA
AREAS CHECKED
BY
DATE



STA. 144+50 STA. 145+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 187 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
VT SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



REV STA. 145+18 LT.
BEGIN 6" X 340' UD W/FB @
REV STA. 145+18 & 148+10
INSTALL FLUSHING BASIN

STA. 145+50 STA. 146+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 188 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT SURVEY CONSULTANTS DATE 10/86

FINAL SURVEY — DATE, BY, SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO.

ORIGINAL SURVEY — DATE, BY, SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO.

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV
℄
847.88
-0.02
3.98%
1-4
15%
D
D
REV 146+00 RT.

850
840
830

LAYOUT FOR V.A.S.T. ACCESS

10'
℄ VAST TRAIL
E.P.
870
860
1-2
NEW 12"x 24' CSP 0.064 OR CPEP (SL) TO BE LOCATED BY ENGINEER
0.143 FT/FT
℄-℄
10
0
10

E.P.
14'
℄
870
1-2
15%
1-2
-0.02
℄
DRIVE
B-B
(PROFILE ℄ V.A.S.T. TRAL
860

40'
20'
0'
20'
40'

DRIVE
℄
14'
GRAVEL (12" MIN.)
1-10
1-4
840
830
145+50
146+00
146+50

SECTION D-D

REV. STA 146+00 RT.
CONSTRUCT DRIVE
(14' WIDE)

SURV.
℄
128.71'
E.P.
E.P.
B
B
870
860
850
15%
13%

REV STA. 146+00 LT. 160 LT.
CONSTRUCT DRIVE (14' WIDE)

REV STA. 145+75 LT
END SPECIAL DITCH

SUEV. 146+34.66

REV.
℄
A
A
847.58
3.47%
1-2
-0.021
843.25
850
840

REV 146+00.00 LT.

REV STA 146+00 LT.
CONSTRUCT DRIVE (14' WIDE)
NEW 24"X 40' CSP 0.064" OR CPEP (SL) W/ES @ INLET & OUTLET.

℄
DRIVE
14'
GRAVEL (12" MIN)
860
850
840
C-0.179 FT/FT
145+50
146+00
146+50

SECTION A-A

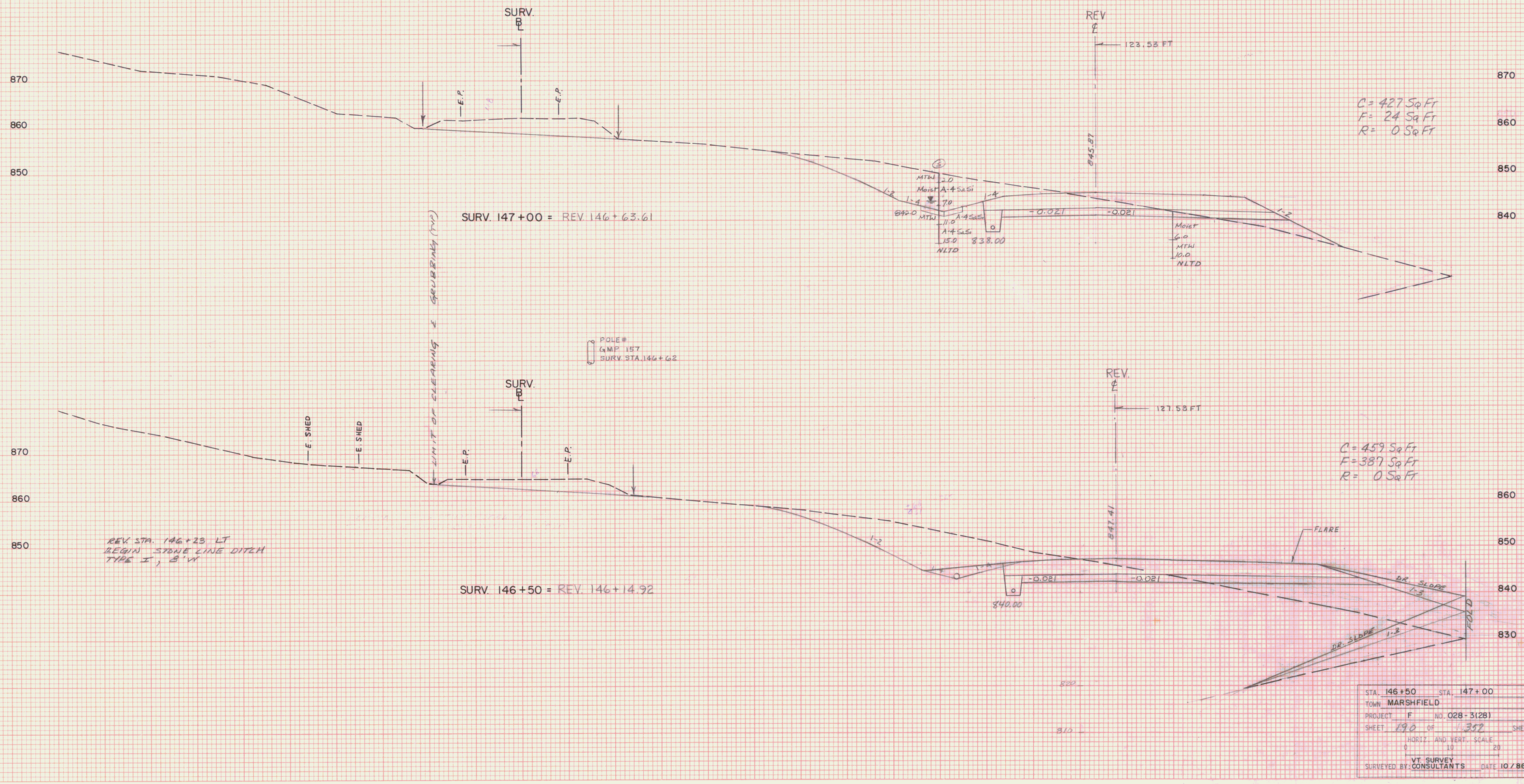
STA. 146+00 LT. STA. 146+00 RT
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 189 OF 552 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
VT. SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
DATE
BY

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
DATE
BY

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

STA. 146+50 STA. 147+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 190 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
VT. SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA. 148+10 LT
END STONE LINED DITCH
TYPE I, B'W
BEGIN STONE LINED DITCH
TYPE II, B'W

E. WDS.
TOP STN. WL.
E. WDS.
E.P.
SURV. ℄
E.P.

860
850
840

SURV. 148+00 = REV. 147+61.31

REV. ℄
113.68 FT
342.79
1-4
MTW
6.0
Wet
10.0
NLTD
839.0
835.25
CUT/FILL TRANSITION
1-4
1-2
A-4 Sa Si
MTW
10.0
A-4 Sa Si
Moist
30.0
NLTD
MTW
12.0
20.0
NLTD
C = 546 Sq Ft
F = 236 Sq Ft
R = 0 Sq Ft
840
830
820

POLE # 443
217
56
SURV. STA. 147+91

LIMIT OF CLEARING (TYP.)

TOP WL. & E. WDS.
TOP WL.
BOT. STN. WL.
E. WDS.
E.P.
SURV. ℄
E.P.

870
860
850

SURV. 147+50 = REV 147+12.41

REV. ℄
118.90 FT
344.33
1-2
1-4
1-4
840.5
836.75
-0.021
-0.021
1-2
C = 470 Sq Ft
F = 61 Sq Ft
R = 0 Sq Ft
870
860
850
840
830

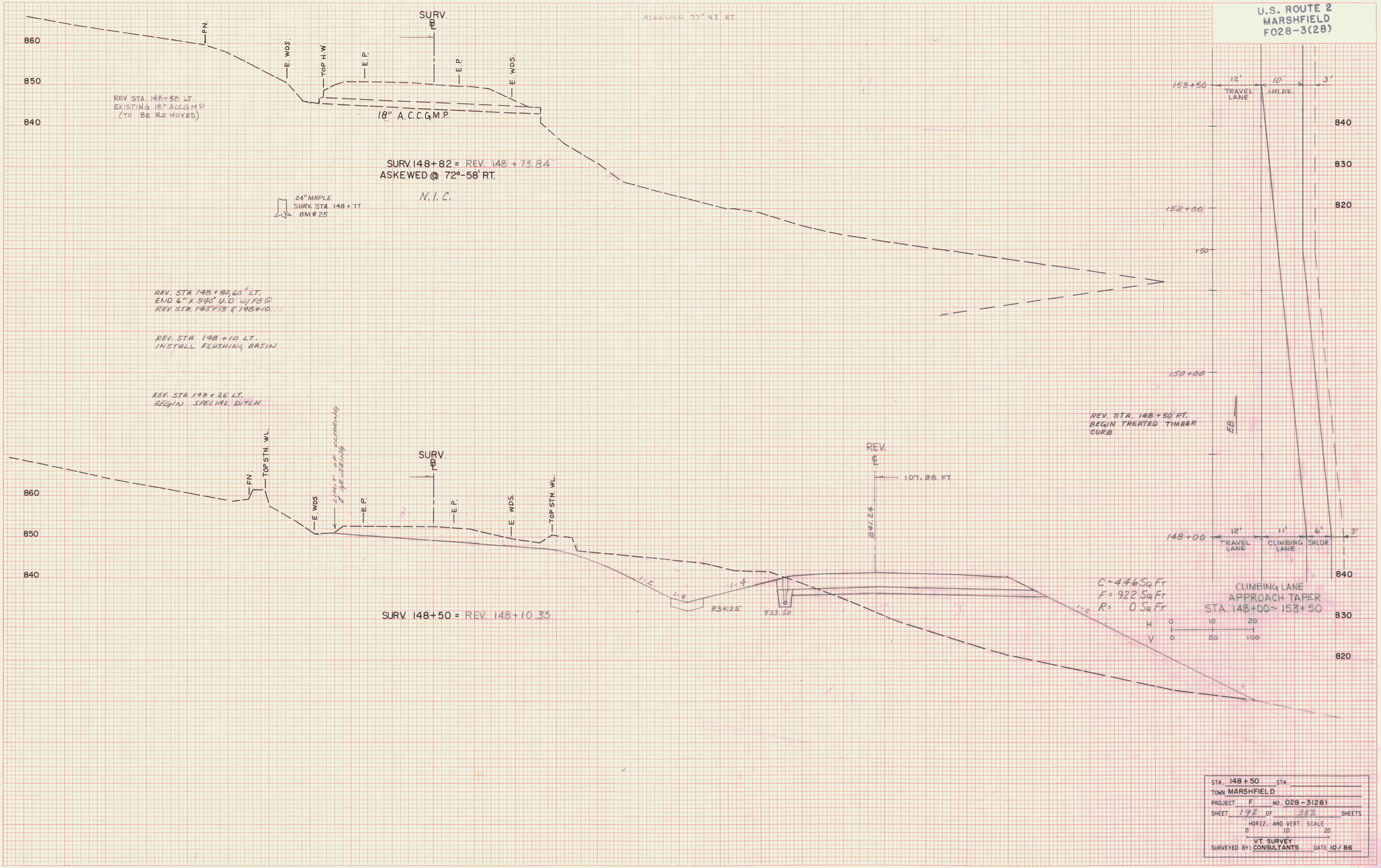
REV. STA. 146+72 RT
END FLARE 5'
CONTINUE GUARD
RAIL

STA.	147 + 50 — STA. 148 + 00
TOWN	MARSHFIELD
PROJECT	F — NO. 028 - 3(28)
SHEET	191 OF 352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20 — 1"
SURVEYED BY:	VT. SURVEY CONSULTANTS — DATE 10/86

FINAL SURVEY — DATE / BY / SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED / NOTE BOOK / NO.

ORIGINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED / NOTE BOOK / NO.

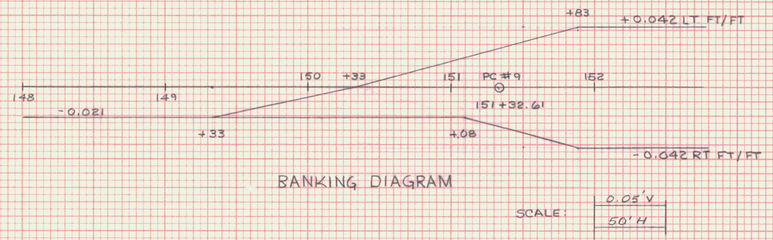
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION



STA. 148+50 STA.
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 192 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 10/86

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

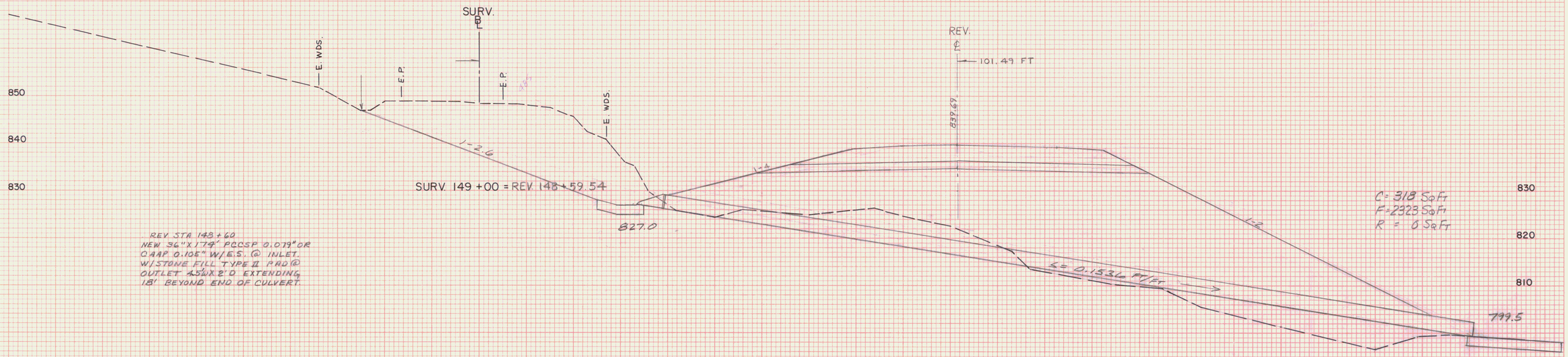
U.S. ROUTE 2
MARSHFIELD
F028-3(28)



BANKING DIAGRAM

SCALE: 0.05'V / 50'H

REV. STA. 148+70, LT.
END STONE LINED DITCH.
TYPE II, 8' WIDE



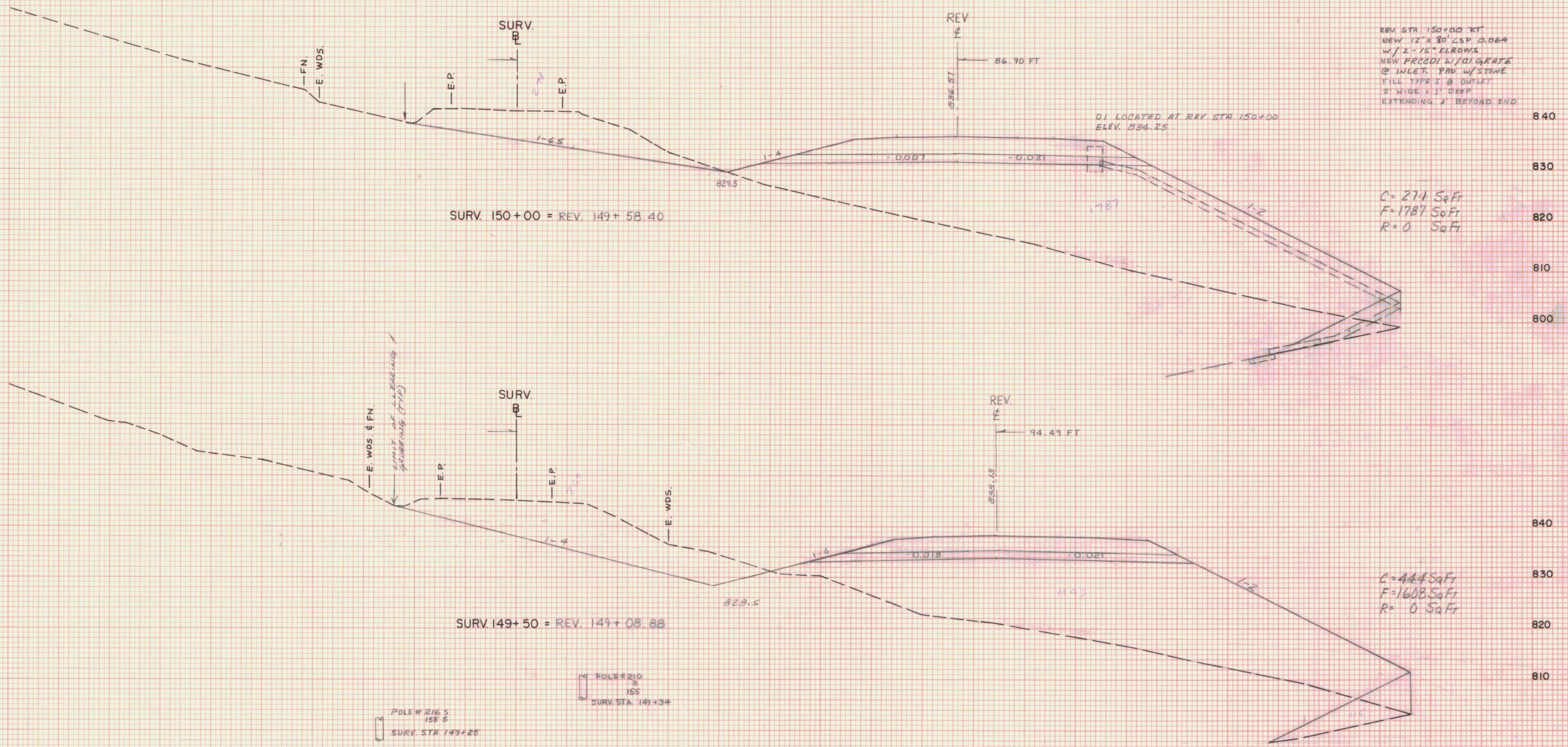
REV. STA. 149+60
NEW 36"X179' PCCSP 0.079" OR
CAAP 0.105" W/E.S. @ INLET.
W/STONE FILL TYPE II PAD @
OUTLET 45'WX 2'D EXTENDING
18' BEYOND END OF CULVERT.

STA. 149+00 STA.
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 193 OF 345 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
VT SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

FINAL SURVEY — DATE, BY, SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO.

ORIGINAL SURVEY — DATE, BY, SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO.

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



FINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREAS CHECKED
BY
DATE

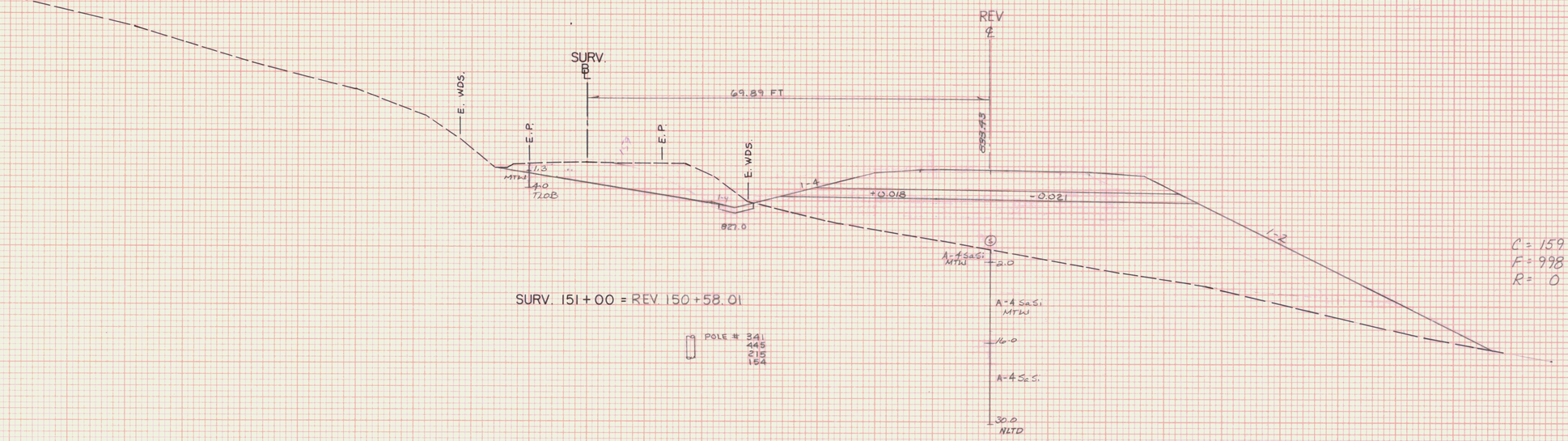
STA. 149+50 STA. 150+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 194 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
VT. SURVEY
SURVEYED BY: CONSULTANTS DATE 10/28

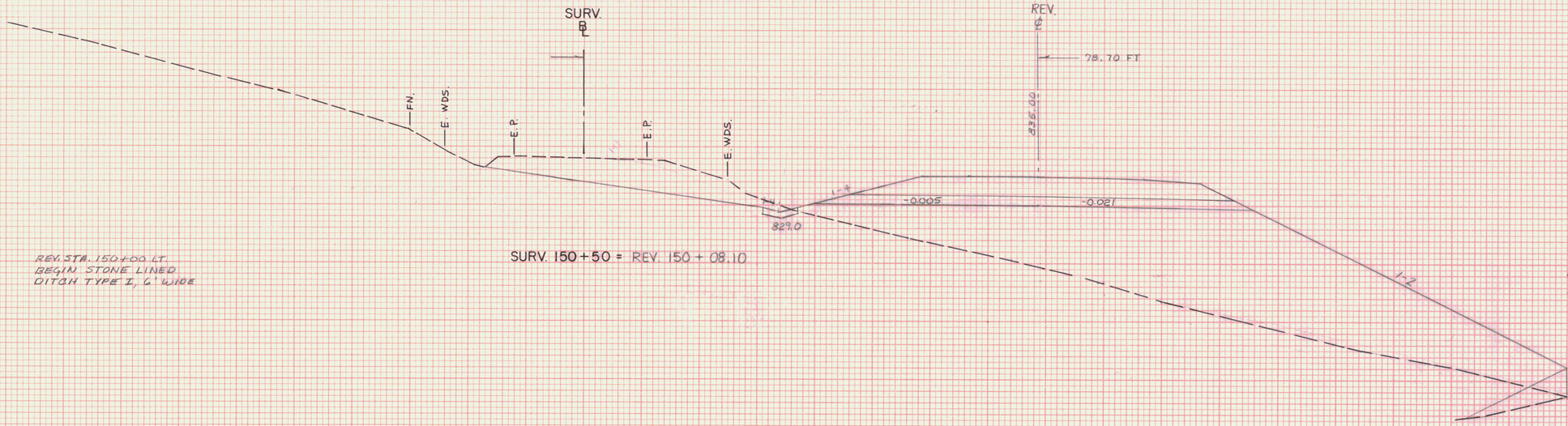
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA. 150+60 LT.
END REMOVAL OF EXISTING ROADWAY
TO BE PAID FOR UNDER
COMMON EXCAVATION

PC # 9
REV. 151+32.61
D = 2° 15' 00"
BANK 0.042 FT/FT



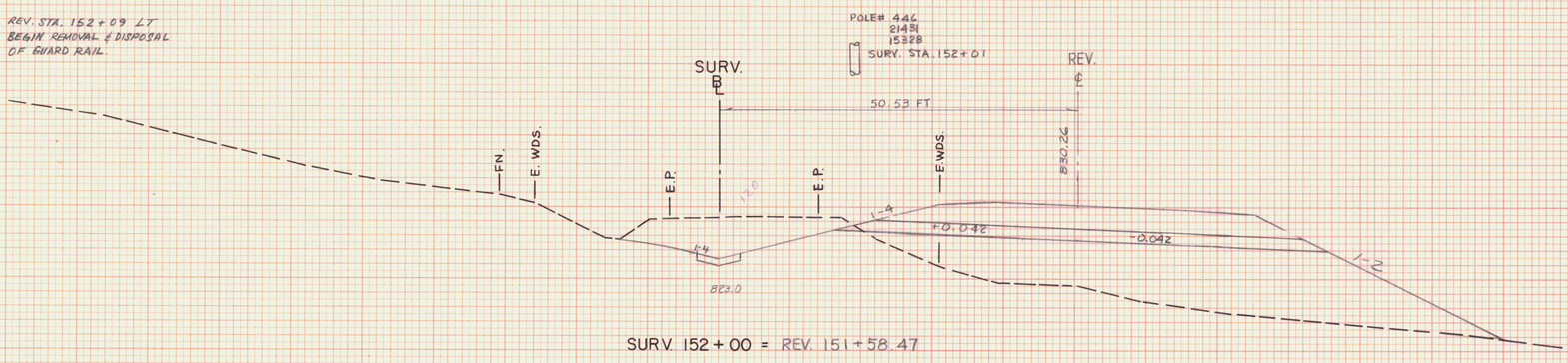


REV. STA. 150+00 LT.
BEGIN STONE LINED
DITCH TYPE I, 6' WIDE

STA. 150+50 STA. 151+00
TOWN MARSHFIELD
PROJECT F NO 028-3(28)
SHEET 195 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
VT SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

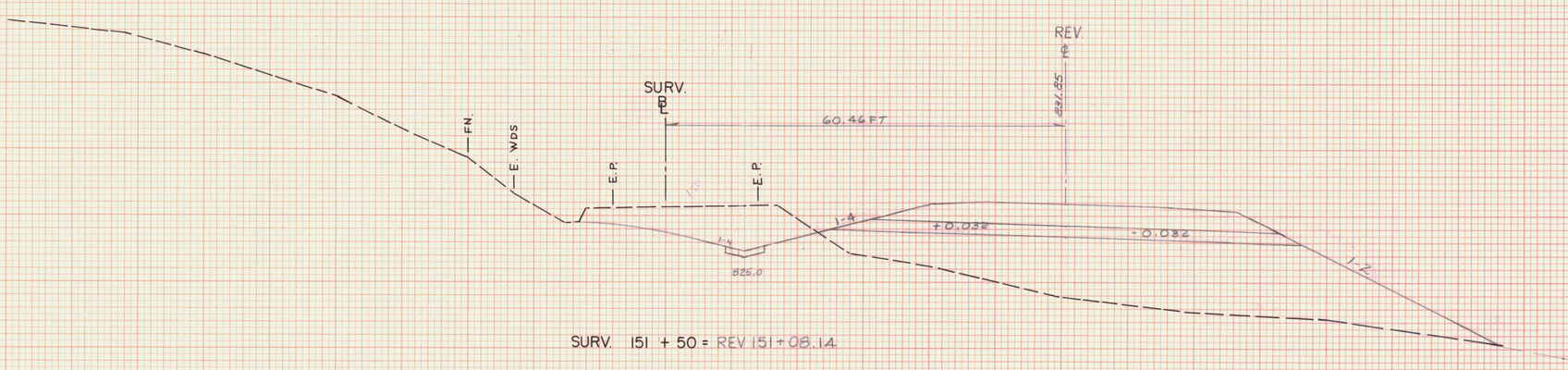
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



SURV. 152 + 00 = REV. 151+58.47

C = 120 Sq Ft
F = 563 Sq Ft
R = 0 Sq Ft



SURV. 151 + 50 = REV 151+08.14

C = 150 Sq Ft
F = 736 Sq Ft
R = 0 Sq Ft

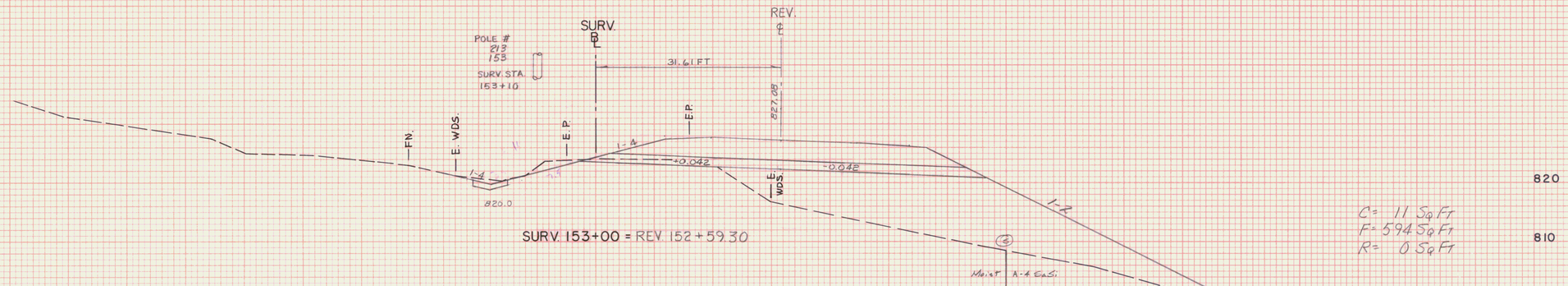
STA. 151+50 STA. 152+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 196 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
VT SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

FINAL SURVEY / ORIGINAL SURVEY
DATE
BY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
No.

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

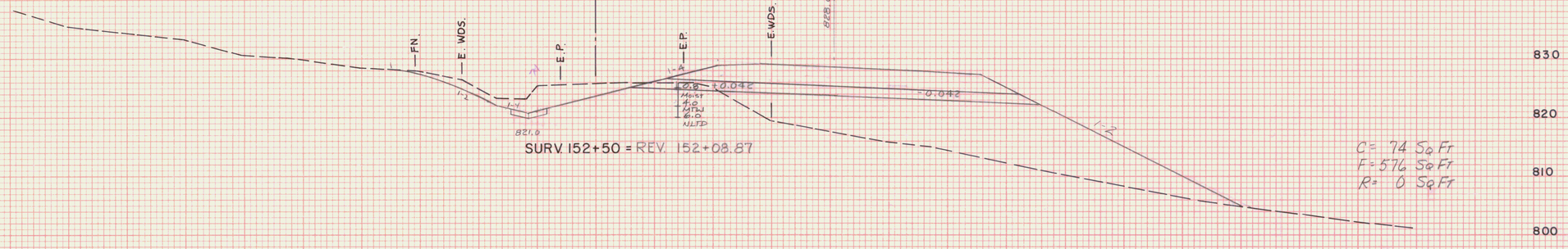
U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA 153+00 Rt.
END TREATED TIMBER
CURB



SURV. 153+00 = REV. 152+59.30

C= 11 Sq Ft
F= 594 Sq Ft
R= 0 Sq Ft



SURV. 152+50 = REV. 152+08.87

C= 74 Sq Ft
F= 576 Sq Ft
R= 0 Sq Ft

STA.	152+50 STA. 153+00
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	199 OF 352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 10/86

FINAL SURVEY — PLOTTED / PLOTTED / TEMPLATE / AREAS / CROSS CHECKED / NOTE BOOK / No. / BY / DATE

ORIGINAL SURVEY — PLOTTED / PLOTTED / TEMPLATE / AREAS / CROSS CHECKED / NOTE BOOK / No. / BY / DATE

PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA. 158+60 LT
END STONE LINED DITCH
TYPE I, 6' WIDE.
BEGIN EROSION MATTING

REV STA 153+75
BEGIN DRILLING AND
BLASTING OF SOLID ROCK
SUBGRADE

REV STA 154+10 RT
END REMOVAL & DISPOSAL
OF GUARD RAIL.

C = 38 Sq Ft
F = 472 Sq Ft
R = 0 Sq Ft

REV STA 153+10 LT
END SPECIAL DITCH

C = 1 Sq Ft
F = 908 Sq Ft
R = 0 Sq Ft

REV STA 153+07 ASKEWED 85° 00' LT.
NEW 24" X 150' PCCSP 0.064" OR
CRAP 0.060" W/
E.S. @ INLET. STONE FILL TYPE II
PAD @ OUTLET 4' W X 2' D EXTENDING
8' BEYOND END OF CULVERT

REV. STA. 153+07
EXISTING 30" RCP
(TO BE REMOVED)

REV STA 153+10 RT.
NEW 16"X 70' QSP 0.064"
20° ELBOWS TOP + BOTTOM,
NEW PRECOT W/ CI GRATE @ INLET.
STONE FILL TYPE I, PAD @ OUTLET
2'W X 1'D EXTENDING 4' BEYOND
END OF CULVERT.

SURV. 154 + 00 = REV. 153 + 60.27

SURV. 153 + 50 = REV. 153+09.77

SURV. 153 + 42 = REV. 153+01.69
ASKEWED @ 86°-19' RT.

STA.	153+42 STA. 154+00
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	198 OF 352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 10/86

SCALE: 1"=10' H & V

VT. SURVEY CONSULT. 10/86
BRYANT ASSOC. 10/86

"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO.

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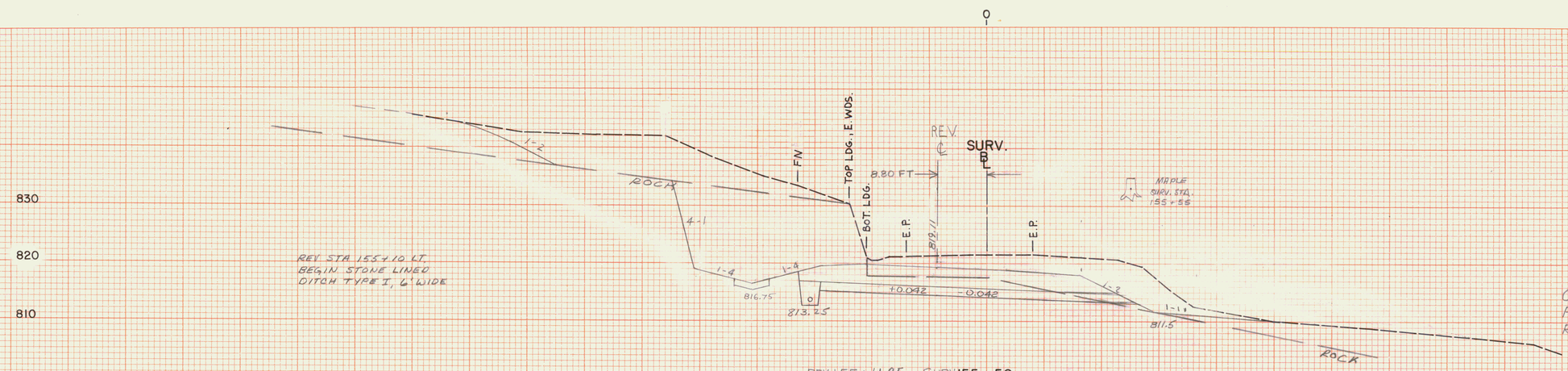
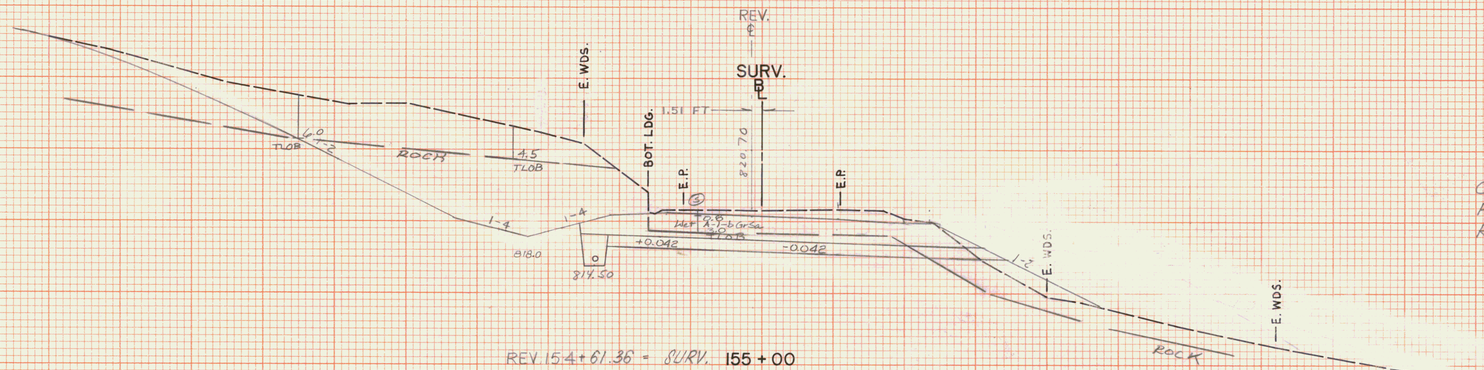
U.S. ROUTE 2
MARSHFIELD
F028-3(28)



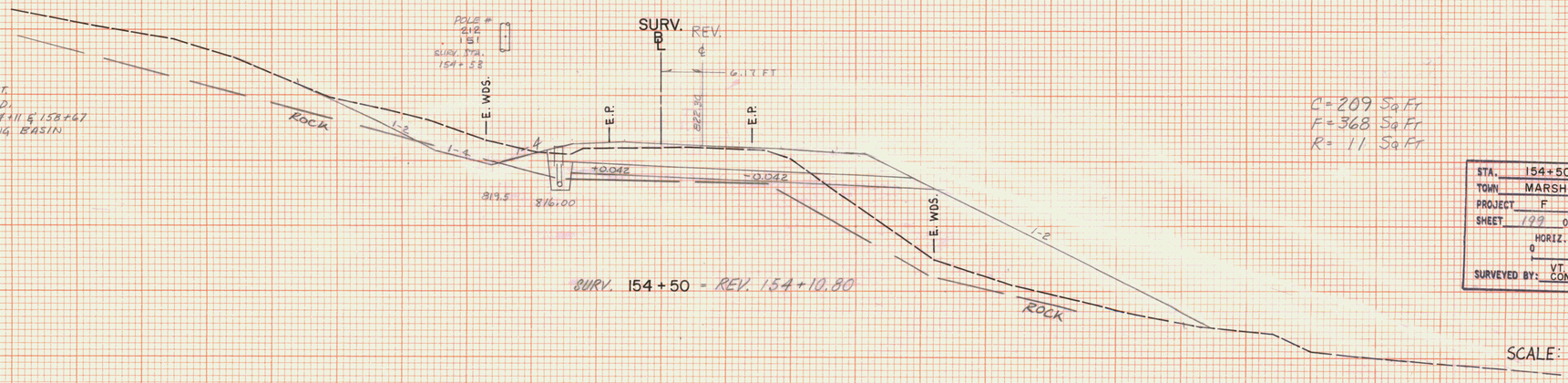
REV. 155+11.95 = SURV. 155+50

C = 1054 Sq Ft
F = 0 Sq Ft
R = 501 Sq Ft



REV. 154+61.36 = SURV. 155+00

C = 832 Sq Ft
F = 27 Sq Ft
R = 396 Sq Ft



SURV. 154+50 = REV. 154+10.80

C = 209 Sq Ft
F = 368 Sq Ft
R = 11 Sq Ft

STA.	154+50 STA. 155+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28
SHEET	199 OF 352 SHEETS

HORIZ. AND VERT. SCALE
0 10 20

SURVEYED BY: VT. SURVEY CONSULTANTS DATE 10/86

SCALE: 1"=10' H & V

VT. SURVEY CONSULT: 10/86
BRYANT ASSOC. 10/86

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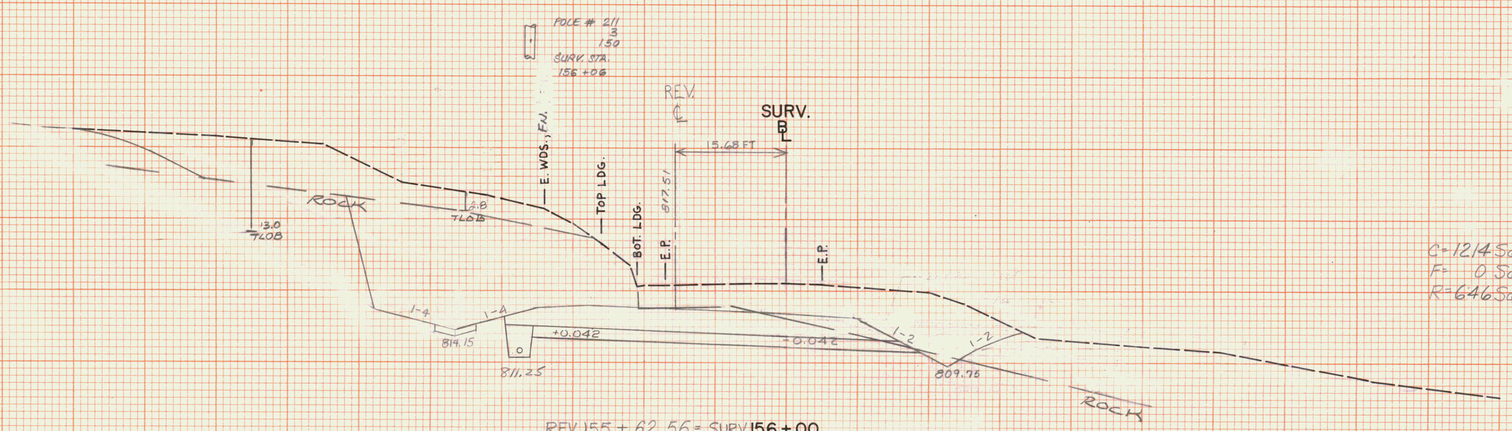
U.S. ROUTE 2
F028-3(28)

VT. SURVEY CONSULT. 10/86
BRYANT ASSOC. 10/86



REV. 155 + 62.56 = SURV. 156+00

C=1214 Sq Ft
F= 0 Sq Ft
R=646 Sq Ft

STA. 156+00 STA.
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 200 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
VT. SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

SCALE: 1"=10' H & V

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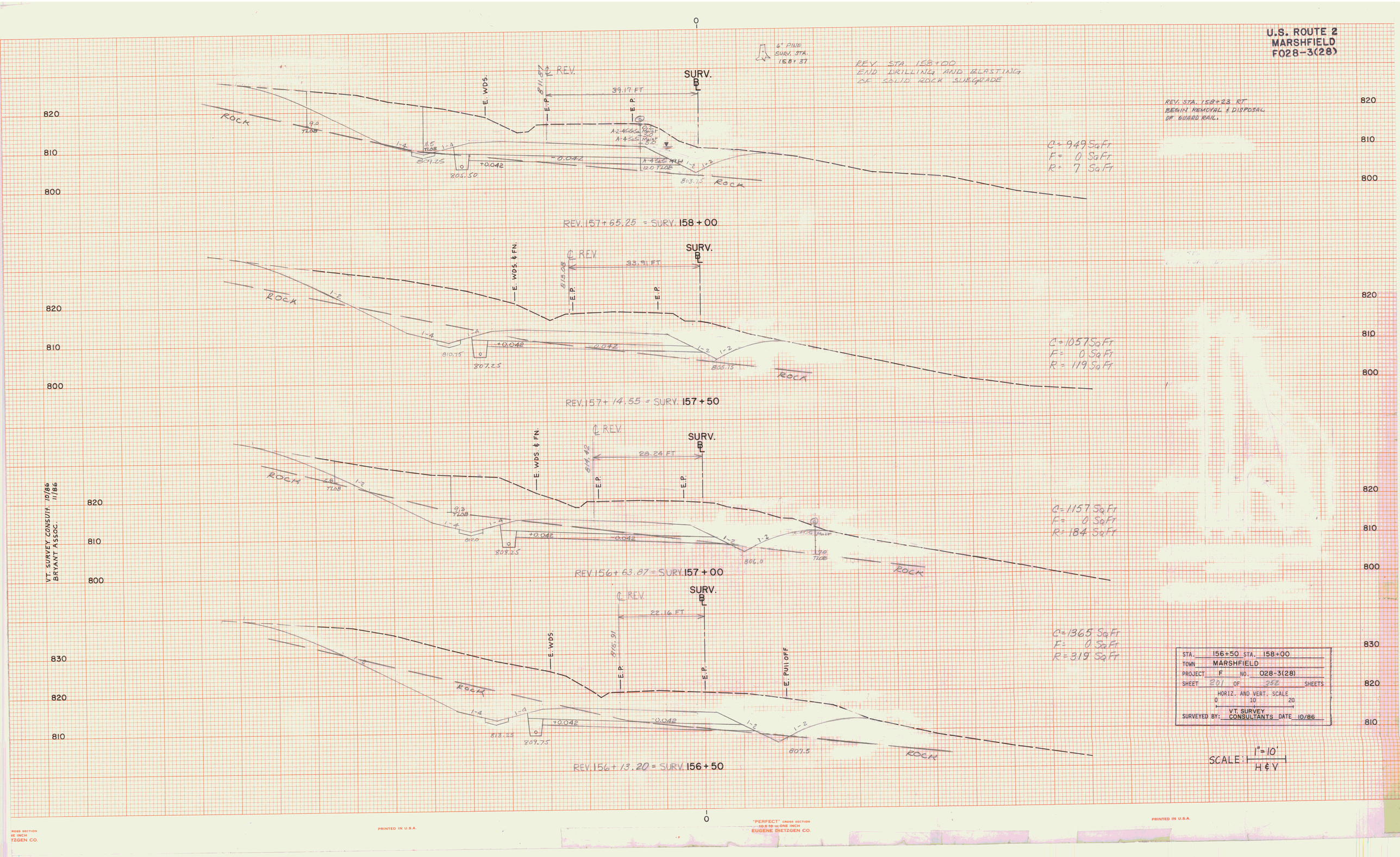
U.S. ROUTE 2
MARSHFIELD
F028-3(28)
6" PINE SURV. STA. 158+37
REV. STA. 158+00
END DRILLING AND BLASTING OF SOLID ROCK SUBGRADE
REV. STA. 158+23 RT
BEGIN REMOVAL & DISPOSAL OF GUARD RAIL.
℄ REV.
SURV. B L
E. WDS.
E. P.
811.87
39.17 FT
ROCK
9.0 TLOB
11.5 TLOB
809.25
805.50
+0.042
-0.042
A-2-4 SiGSa Moist
A-4 SaSi Moist
A-4 SaSi MTW
12.0 TLOB
803.75
C = 949 SqFt
F = 0 SqFt
R = 7 SqFt
REV. 157+65.25 = SURV. 158+00
E. WDS. & FN.
813.08
33.91 FT
810.75
807.25
805.75
C = 1057 SqFt
F = 0 SqFt
R = 119 SqFt
REV. 157+14.55 = SURV. 157+50
814.42
28.24 FT
9.3 TLOB
812.0
808.25
806.0
7.0 TLOB
C = 1157 SqFt
F = 0 SqFt
R = 184 SqFt
REV. 156+63.87 = SURV. 157+00
22.16 FT
815.91
E. PUII OFF
813.25
809.75
807.5
C = 1365 SqFt
F = 0 SqFt
R = 319 SqFt
REV. 156+13.20 = SURV. 156+50
VT. SURVEY CONSULT. 10/86
BRYANT ASSOC. 11/86
820
810
800
830
STA. 156+50 STA. 158+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 201 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 10/86
SCALE: 1" = 10'
H & V
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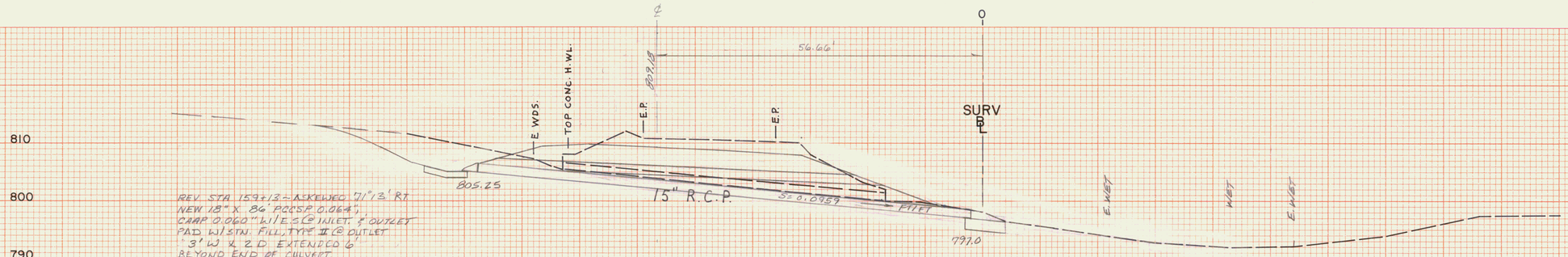
10 X 10 — ONE INCH
EUGENE DIETZGEN CO.

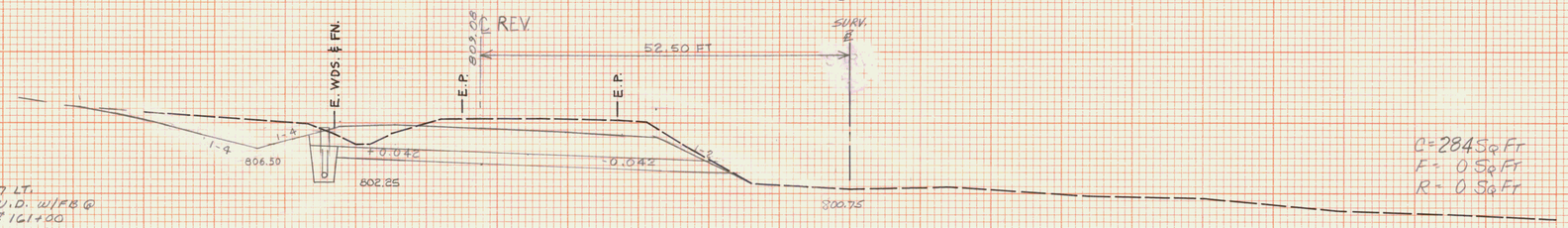
U.S. ROUTE 2
MARSHFIELD
F028-3(28)



REV. STA 159+13 - ASKEWED 7°13' RT.
NEW 18" X 86' PCCSP 0.064",
CMAP 0.060" W/ E.S.℄ INLET & OUTLET
PAD W/ STN. FILL, TYPE II ℄ OUTLET
3' W X 2 D. EXTENDED 6'
BEYOND END OF CULVERT.

REV. STA. 159+13
EXIST. 15" RCP
(TO BE REMOVED)

REV 159+12.58 SURV. = 159+67
ASKEWED @ 67°-03' RT.



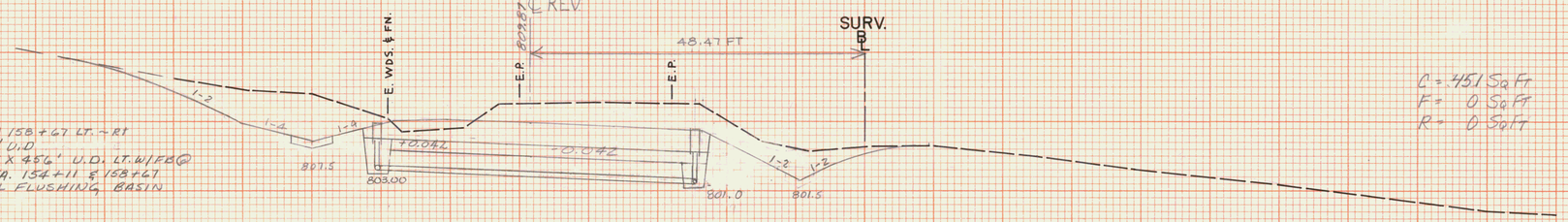
C = 284 Sq Ft
F = 0 Sq Ft
R = 0 Sq Ft

REV. STA. 159+17 LT.
BEGIN 6" X 183' U.D. W/FB ℄
REV. STA. 159+17 & 161+00
INSTALL FLUSHING BASIN

REV. STA. 159+10 LT.
END STONE LINED DITCH
TYPE I, 6' W.

16" PINE
SURV. STA.
159+40

REV 159+17.47 = SURV. 159+50



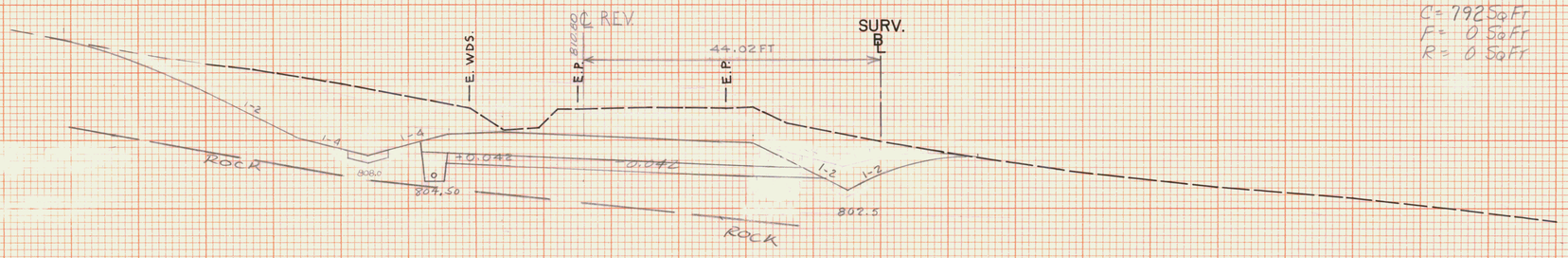
REV. STA 158+67 LT. - RT
6" X 46' U.D.
END ℄ X 45.6' U.D. LT. W/FB ℄
REV. STA. 154+11 & 158+67 LT
INSTALL FLUSHING BASIN

C = 451 Sq Ft
F = 0 Sq Ft
R = 0 Sq Ft

REV. STA. 158+92.48' RT.
END 6" X 35' U.D. W/FB ℄
158+67

REV. STA 158+67, 24' RT.
BEGIN 6" X 35' U.D. W/FB ℄
REV STA 158+67
INSTALL FLUSHING BASIN

REV. 158+66.72 = SURV. 159+00



C = 792 Sq Ft
F = 0 Sq Ft
R = 0 Sq Ft

REV. 158+15.98 = SURV. 158+50

STA:	158+50	STA:	159+67
TOWN:	MARSHFIELD		
PROJECT	F	NO.	028-3(28)
SHEET	202	OF	352 SHEETS

HORIZ. AND VERT. SCALE
0 10 20
VT. SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

SCALE: 1"=10' H & V

VT. SURVEY CONSULT. 10/86
BRYANT ASSOC. 11/86

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"PERFECT" CROSS SECTION
10 X 10 — ONE INCH
EUGENE DIETZGEN CO.

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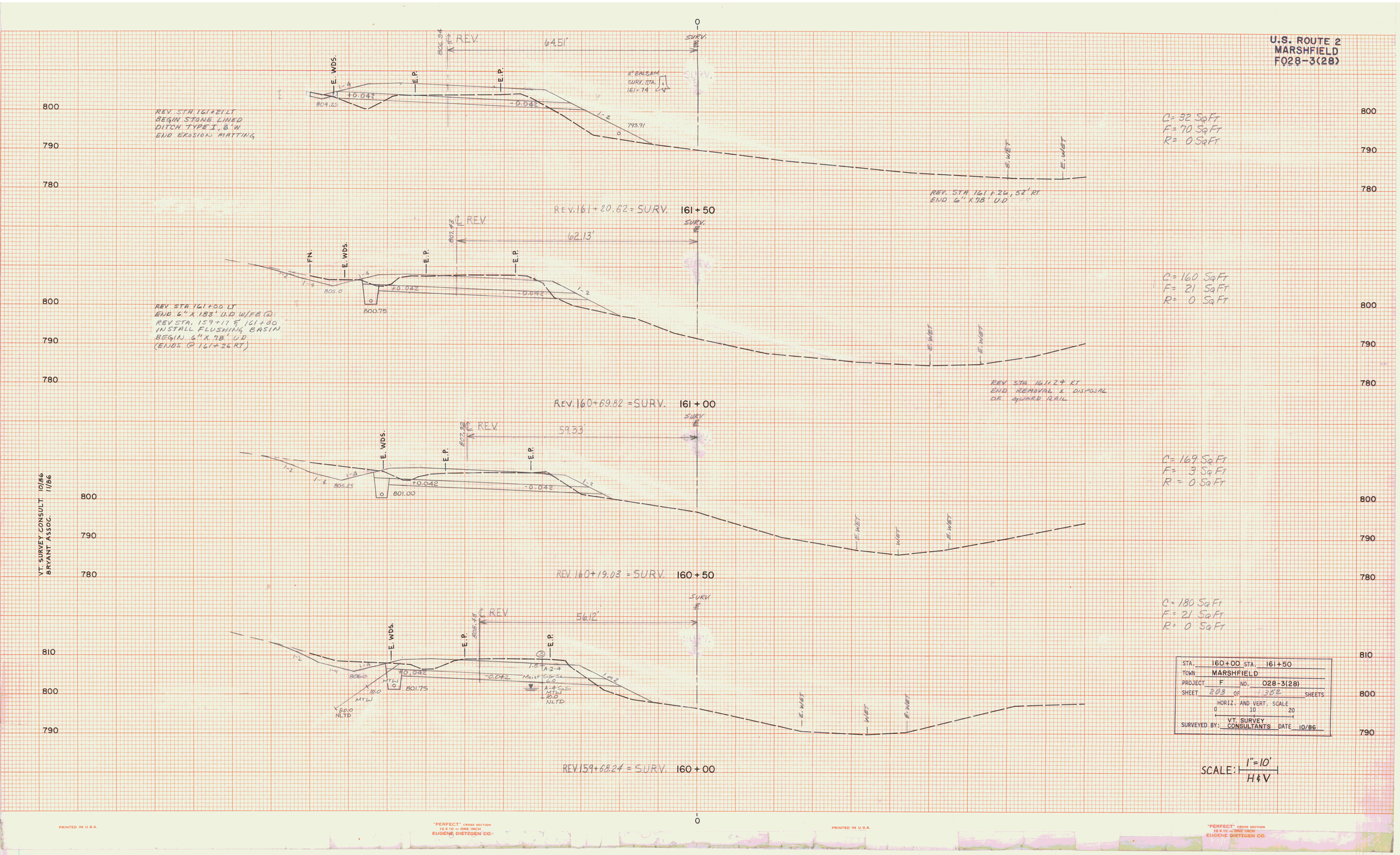
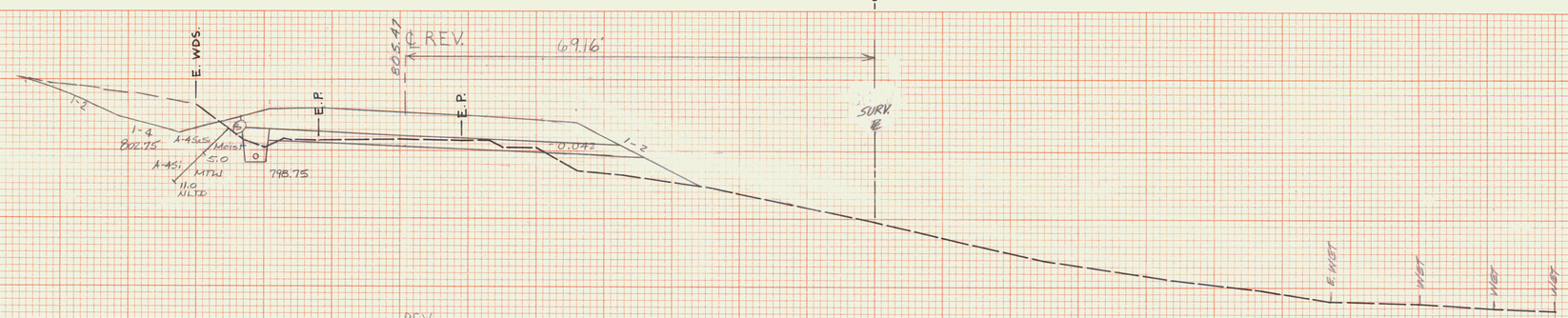
"PERFECT"
10 X 10 — O
EUGENE DIE

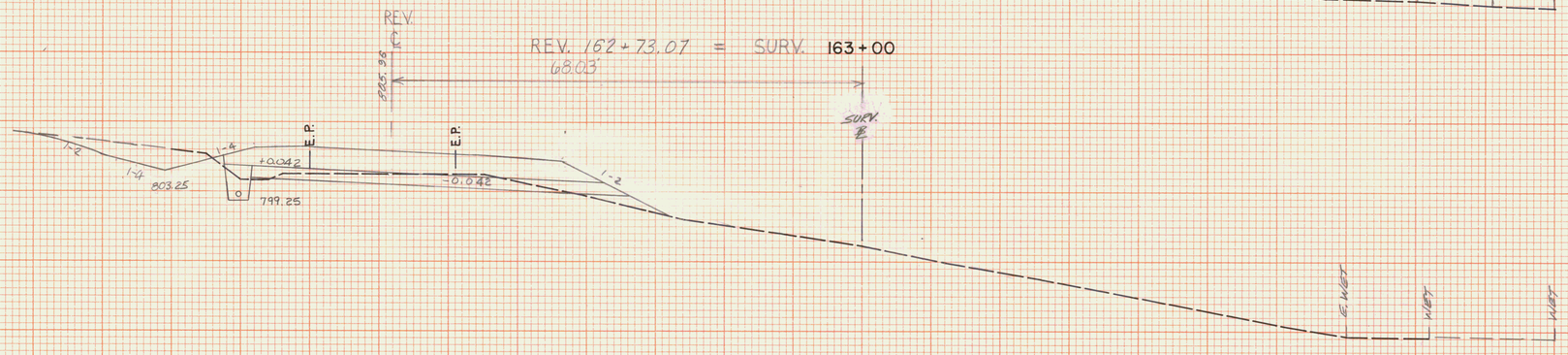

U.S. ROUTE 2
MARSHFIELD
F028-3(28)
REV. 161+20.62 = SURV. 161+50
REV. 160+69.82 = SURV. 161+00
REV. 160+19.03 = SURV. 160+50
REV. 159+68.24 = SURV. 160+00
C = 32 SqFt
F = 70 SqFt
R = 0 SqFt
C = 160 SqFt
F = 21 SqFt
R = 0 SqFt
C = 169 SqFt
F = 3 SqFt
R = 0 SqFt
C = 180 SqFt
F = 21 SqFt
R = 0 SqFt
REV STA 161+21 LT
BEGIN STONE LINED
DITCH TYPE I, 6' W
END EROSION MATTING
REV STA 161+00 LT
END 6" X 183' U.D W/FB @
REV STA. 159+17 & 161+00
INSTALL FLUSHING BASIN
BEGIN 6" X 78' UD
(ENDS @ 161+26 RT)
REV STA 161+26, 52' RT
END 6" X 78' UD
REV STA 161+24 RT
END REMOVAL & DISPOSAL
OF GUARD RAIL
4" BALSAM
SURV. STA.
161+74
VT. SURVEY CONSULT. 10/86
BRYANT ASSOC. 11/86
STA. 160+00 STA. 161+50
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 203 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 10/86
SCALE: 1"=10' H&V
PRINTED IN U.S.A.
"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO.

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

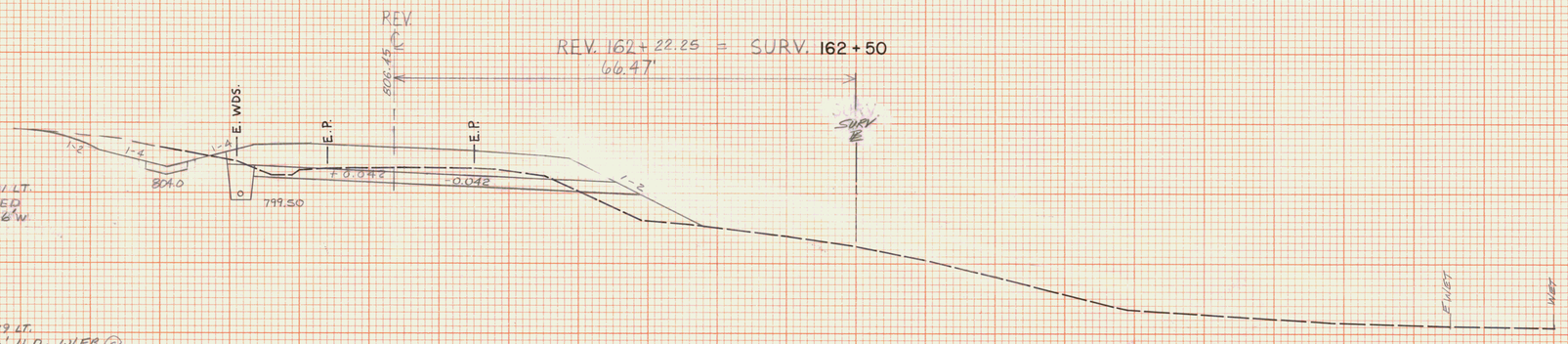
VT. SURVEY CONSULT: 10/86
BRYANT ASSOC. 11/86



C = 69 Sq Ft
F = 46 Sq Ft
R = 0 Sq Ft



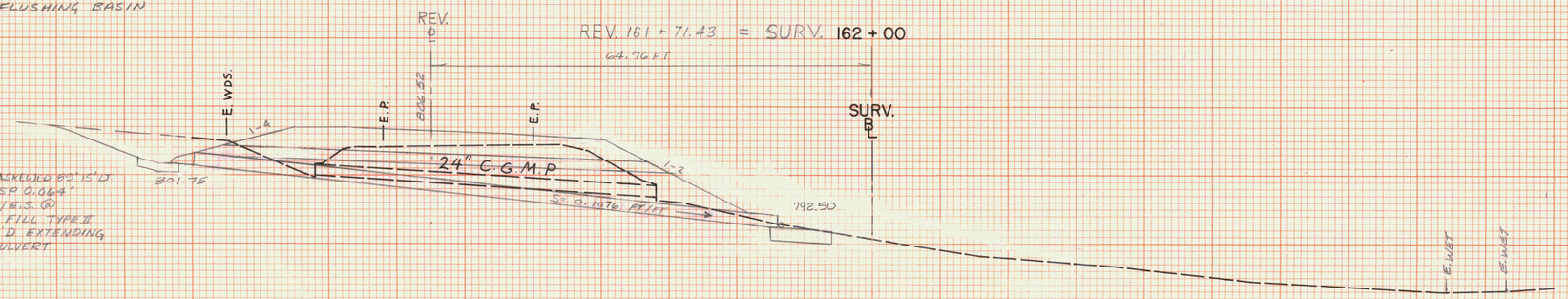
C = 45 Sq Ft
F = 13 Sq Ft
R = 0 Sq Ft



C = 59 Sq Ft
F = 34 Sq Ft
R = 0 Sq Ft

REV. STA. 161+71 LT.
END STONE LINED
DITCH TYPE I, 6' W.

REV. STA. 161+39 LT.
BEGIN 6" X 216' U.D. W/FB @
REV. STA 161+39 & 163+55
INSTALL FLUSHING BASIN



REV. STA 161+27 - ASKEWED 89°15' LT.
NEW 24" X 86" PCCSP 0.064"
OR CAAP 0.060" W/E.S. @
INLET: PRD W/ STN. F/LL TYPE II
@ OUTLET 4'W X 2'D EXTENDING
3' BEYOND END CULVERT

REV. STA. 161+27 LT.
EXISTING 24" CGMP
(TO BE REMOVED)

REV. 161+26.72 = SURV. 161+56
ASKEWED @ 89°-15' LT.

STA.	161+56	STA.	163+00
TOWN	MARSHFIELD		
PROJECT	F	NO.	028-3(28)
SHEET	204	OF	332 SHEETS

HORIZ. AND VERT. SCALE
0 10 20

V.T. SURVEY CONSULTANTS DATE 10/86
SURVEYED BY:

SCALE: 1"=10' H&V

"PERFECT" CROSS SECTION
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EUGENE DIETZGEN CO.

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

VT. SURVEY CONSULT: 10/86
BRYANT ASSOC. 11/86

REV STA 164+26 LT
END STONE LINED
DITCH TYPE I, 6'W

REV. STA 164+00 LT.
BEGIN 6" x 409" U.D. W/FB @
REV STA 167+00 & 168+09
INSTALL FLUSHING BASIN

REV. STA. 163+79 LT
BEGIN SPECIAL DITCH

℄ REV.
804.01
70.08'
SURV. ℄
E.P.
E.P.
E. WDS.
+0.042
-0.042
1-4
1-2
800.25
797.25
E. WDS.

REV STA 164+00 RT
BEGIN TREATED TIMBER
CURB.

C = 0 Sq Ft
F = 264 Sq Ft
R = 0 Sq Ft

REV. 164+25.55 = SURV. 164+50

℄ REV.
804.06
E.P.
E.P.
E. WDS.
TOP RET. WL.
TOP H. WL.
CONC. PAD
798.75
S = 0.150 Ft/Ft
30" R.C.P.
SURV. ℄
784.9
70.20 Ft
E. WDS.

REV. STA 163+79 LT - ASKEWED 82°00' RT.
NEW 30" x 98' RCSP 0.079"
OR CARP 0.075" W/E.S. @
INLET PAD W/ STN. FILL
TYPE II @ OUTLET - 4'W X
2'D EXTENDING 15' BEYOND
END OF CULVERT

REV. STA. 163+72 LT.
EXISTING 80" RCP.
(TO BE REMOVED)

REV. STA. 163+85, 63' RT.
END 6" x 93' U.D.

℄ REV.
804.50
70.19'
REV. 163+78.79 = SURV. 164+04
ASKEWED @ 85°-44' RT.
E.P.
E.P.
E. WDS.
+0.042
-0.042
1-4
1-2
802.0
786.48
SURV. ℄
E. WDS.

REV STA 163+25 LT
BEGIN STONE LINER
DITCH TYPE I, 8'W

REV STA 163+55 LT.
END 6" x 216" U.D. W/FB @ REV STA 161+39 & 163+55
BEGIN 6" x 93' U.D.
(ENDS @ STA 163+85 RT)
INSTALL FLUSHING BASIN

C = 45 Sq Ft
F = 415 Sq Ft
R = 0 Sq Ft

LIMIT OF CLEARING & GRUBBING (TYP)
(E 42' MIN LT AND/OR RT)

℄ REV.
804.99
REV. 163+74.72 = SURV. 164+00
69.89
SURV. ℄
E. WDS.
E.P.
E.P.
-0.042
1-2
802.50
798.25

C = 0 Sq Ft
F = 119 Sq Ft
R = 0 Sq Ft

REV. 163+23.89 = SURV. 163+50

E. WEST
WEST
WEST
WEST

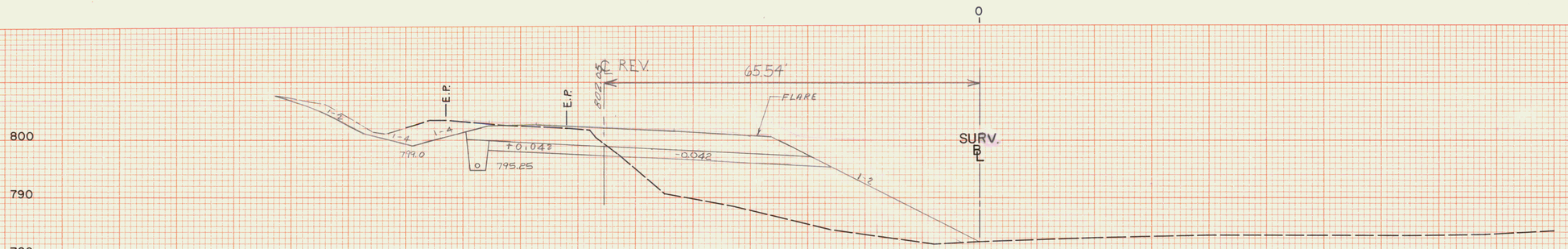
STA.	163+50	STA.	164+50
TOWN	MARSHFIELD		
PROJECT	F	NO.	028-3(28)
SHEET	205	OF	352 SHEETS

HORIZ. AND VERT. SCALE
0 10 20
V.T. SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

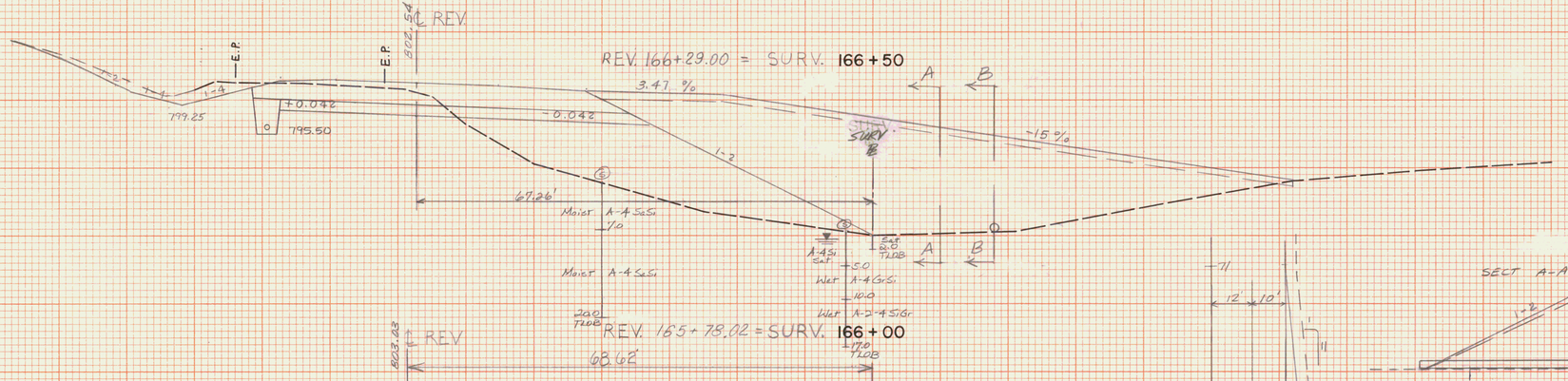
SCALE: 1"=10' H&V

"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO.
PRINTED IN U.S.A.

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

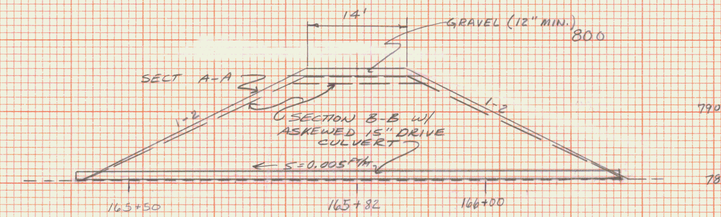


C = 119 Sq Ft
F = 422 Sq Ft
R = 0 Sq Ft



C = 100 Sq Ft
F = 378 Sq Ft
R = 0 Sq Ft

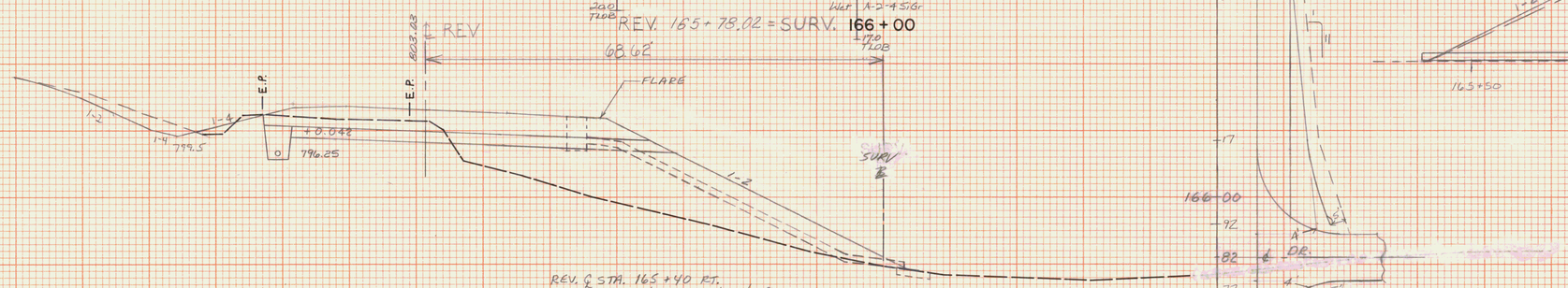
REV STA 165+82 RT
CONSTRUCT DRIVE (14' WIDE)
NEW 15" X 76' CSP 064 OR
CMP(SL)

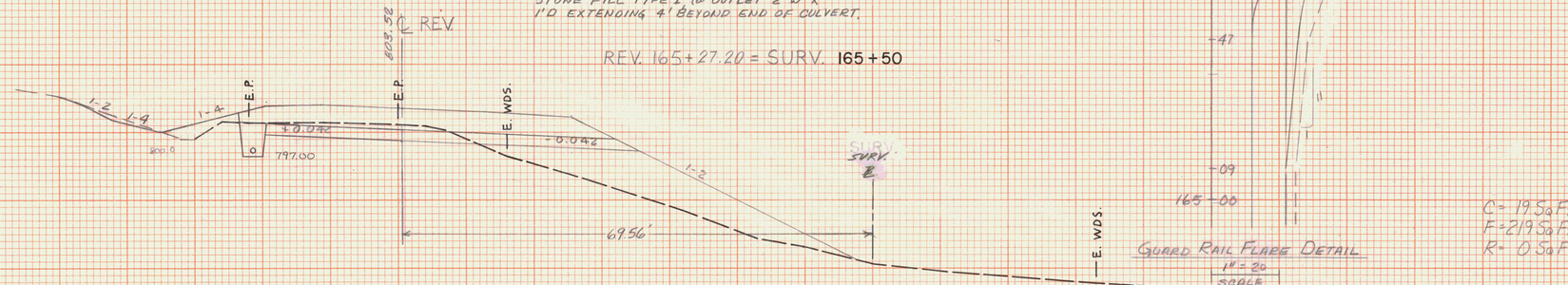


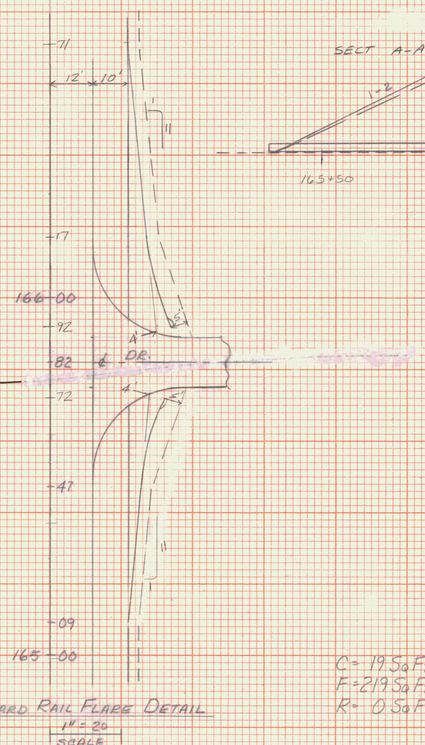
SECTION A-A & BB

REV. STA. 166+71 RT
END STL BEAM GUARD RAIL FLARE
& CONTINUE GUARD RAIL
REV. STA 166+17 RT.
BEGIN STL BEAM GUARD RAIL &
FLARE
REV. STA 165+92 ~ 166+17 RT
CONSTRUCT BREAKAWAY CABLE
TERMINAL

C = 72 Sq Ft
F = 374 Sq Ft
R = 0 Sq Ft







Guard Rail Flare Detail
1" = 20
SCALE

C = 19 Sq Ft
F = 219 Sq Ft
R = 0 Sq Ft

REV. STA. 165+47 ~ 165+12 RT
CONSTRUCT BREAKAWAY CABLE TERMINAL

REV. STA. 165+47 RT.
END STL BEAM GUARD RAIL & FLARE

REV. STA. 165+09 RT.
BEGIN STL BEAM GUARD RAIL
FLARE

STA.	165+00	STA.	166+50
TOWN	MARSHFIELD		
PROJECT	F	NO.	028-3(28)
SHEET	206	OF	382 SHEETS

HORIZ. AND VERT. SCALE
0 10 20

SURVEYED BY: VT. SURVEY CONSULTANTS DATE 10/86

SCALE: 1" = 10' H & V

VT. SURVEY CONSULT: 10/86
BRYANT ASSOC. 11/86

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U.S. ROUTE 2
MARSHFIELD
F028-3(28)

0

REV. STA 168+20 = ASKEWED 83°15' RT
NEW 24" X 80' PCCSP 0.064,
CARP 0.060" OR RCP CL III
W/ E.S. @ INLET. PAD W/
STN FILL TYPE II @ OUTLET
4' W X 2' D EXTENDING 12'
BEYOND END OF CULVERT
EEV. STA 168+26 LT.
END STONE LINED DITCH
TYPE E, 8' W

REV. STA. 168+20
EXIST. 15" RCP
(TO BE REMOVED)

REV STA 168+09 LT.
END 6"X 409' U.D W/FB @ 164+00 & 168+09
BEGIN 6"X 72" UD
(ENDS @ STA 168+24 RT)
INSTALL FLUSHING BASIN

REV STA 167+82 LT
BEGIN STONE LINED
DITCH TYPE I, 8' W

REV. 168+25.68 = SURV. 168+43
ASKEWED @ 86°-32' RT.

C = 244 Sq Ft
F = 4 Sq Ft
R = 0 Sq Ft

REV. STA 167+00
NEW 12"x 16' CSP 0.064
W/ 2-20° ELBOWS, TAPE BOTTOM
NEW PRC CURB D.I. W/C.I.
GRATE @ INLET. PAD W/ STN.
FILL TYPE I @ OUTLET
2' WIDE x 1' DEEP
EXTENDING 8' BEYOND END.

REV. STA 167+00 RT.
END TREATED TIMBER
CURB.

REV. 167+81.89 = SURV. 168+00

REV. 167+30.95 = SURV. 167+50

REV. STA. 166+80 LT
END SPECIAL DITCH

C = 356 Sq Ft
F = 0 Sq Ft
R = 0 Sq Ft

C = 185 Sq Ft
F = 225 Sq Ft
R = 0 Sq Ft

D1 LOCATED AT STA 167+00
ELEV. 800.32

REV. 166+79.98 = SURV. 167+00

STA:	167+00	STA:	168+43
TOWN	MARSHFIELD		
PROJECT	F	NO.	028-3(28)
SHEET	207	OF	362 SHEETS

HORIZ. AND VERT. SCALE
0 10 20

SURVEYED BY: VT. SURVEY CONSULTANTS DATE 10/86

SCALE: 1"=10' H&V

VT. SURVEY CONSULT: 10/86 11/86
BRYANT ASSOC.

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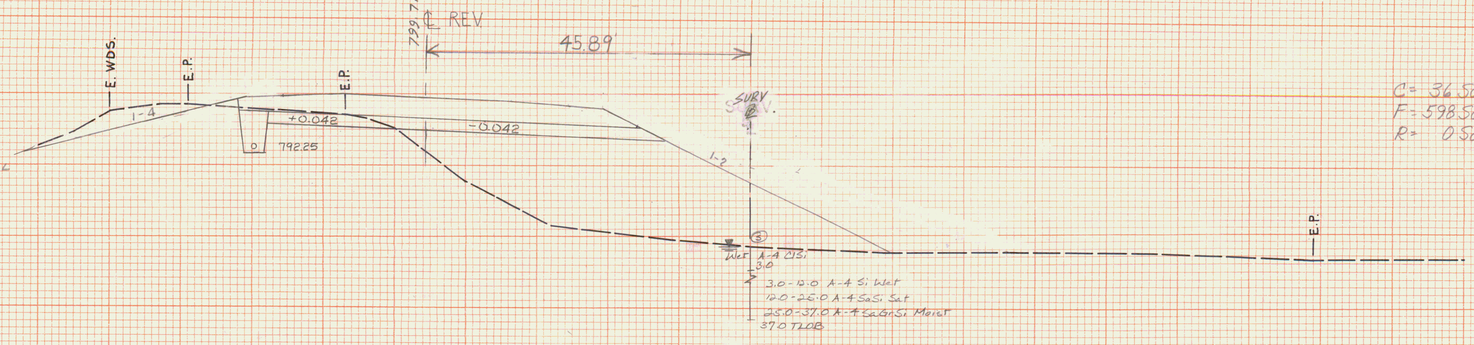
U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA 170+25
BEGIN SCARIFYING
EXISTING PAVEMENT

REV. STA 169+75 LT.
BEGIN STL BEAM GUARD RAIL
REV. STA 169+50 ~ 169+75 LT.
CONSTRUCT BREAKAWAY CABLE TERMINAL

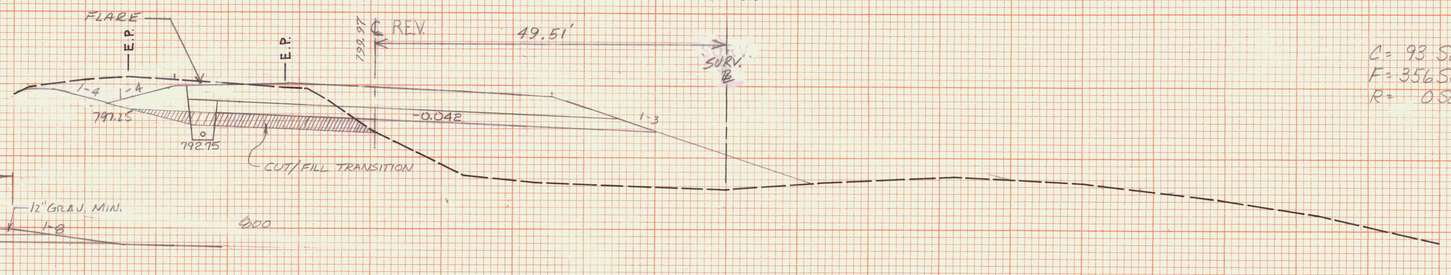


GUARD RAIL
FLARE DETAIL



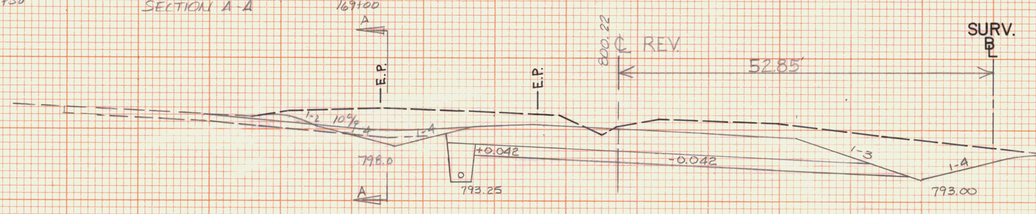
C = 36 Sq Ft
F = 598 Sq Ft
R = 0 Sq Ft

REV 169+85.39 = SURV. 170+00



C = 93 Sq Ft
F = 356 Sq Ft
R = 0 Sq Ft

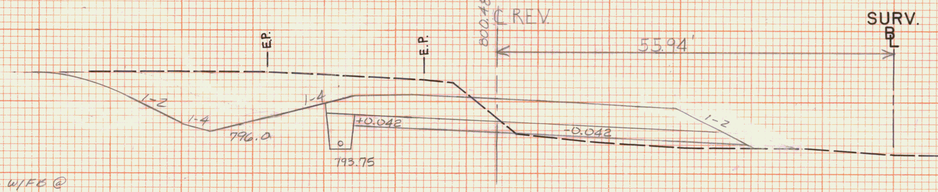
REV 169+24.56 = SURV. 169+50



C = 346 Sq Ft
F = 0 Sq Ft
R = 0 Sq Ft

REV. STA. 168+84 LT.
CONSTRUCT DRIVE (14' WIDE)

REV. 168+83.70 = SURV. 169+00



C = 266 Sq Ft
F = 20 Sq Ft
R = 0 Sq Ft

REV. STA 168+30 LT.
BEGIN 6" x 248' U.D. W/FB @
REV. STA. 168+30 & 170+36
INSTALL FLUSHING BASIN

REV. 168+32.81 = SURV. 168+50

STA.	168+50 STA. 170+00
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	203 OF 352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT SURVEY CONSULTANTS DATE 10/86

SCALE 1"=10' H&V

VT. SURVEY CONSULT. 10/86
BRYANT ASSOC. 11/86

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U.S. ROUTE 2
MARSHFIELD
F028-3(28)

VT. SURVEY CONSULT: 10/86
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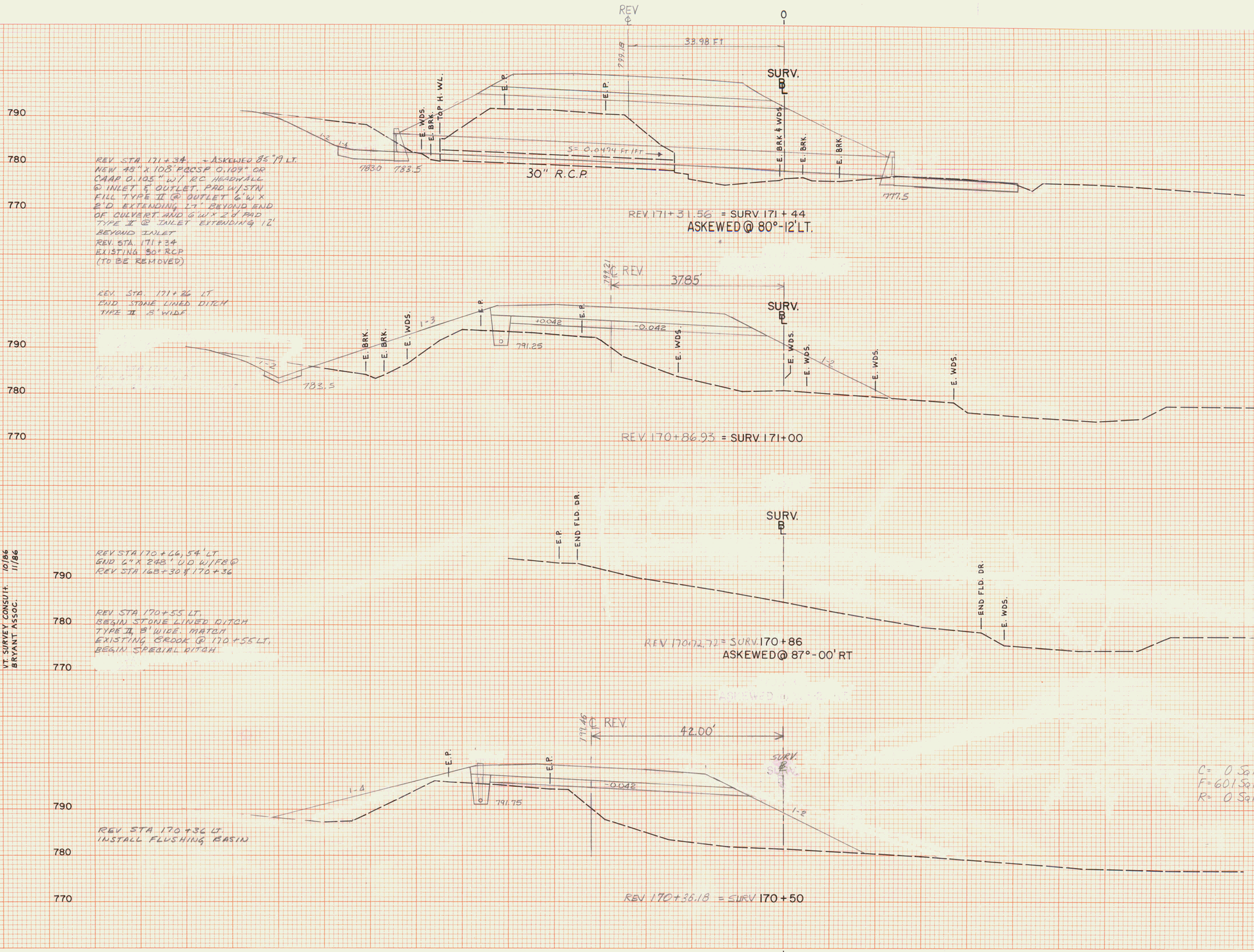

STA.	170+50 STA. 171+44
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	209 OF 352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 10/86

SCALE: 1"=10' H&V

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U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA. 172+25 ~ 172+50 LT.
CONSTRUCT BREAKAWAY CABLE TERMINAL
REV. STA 172+25 LT.
END STL BEAM GUARD RAIL & FLARE

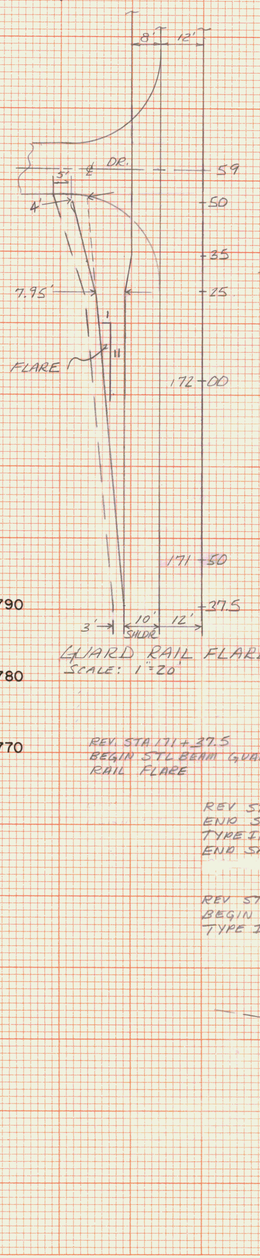
CONSTRUCT DRIVE LT
REV. STA. 172+59 (14' WIDE)
NEW 15" x 76' ASP 0.064 OR CPEP(SL) w/ES @ INLET.

REV. 172+58 = SURV. 172+68

REV. 172+38.94 = SURV. 172 + 50

REV. 171+88.32 = SURV. 172 + 00

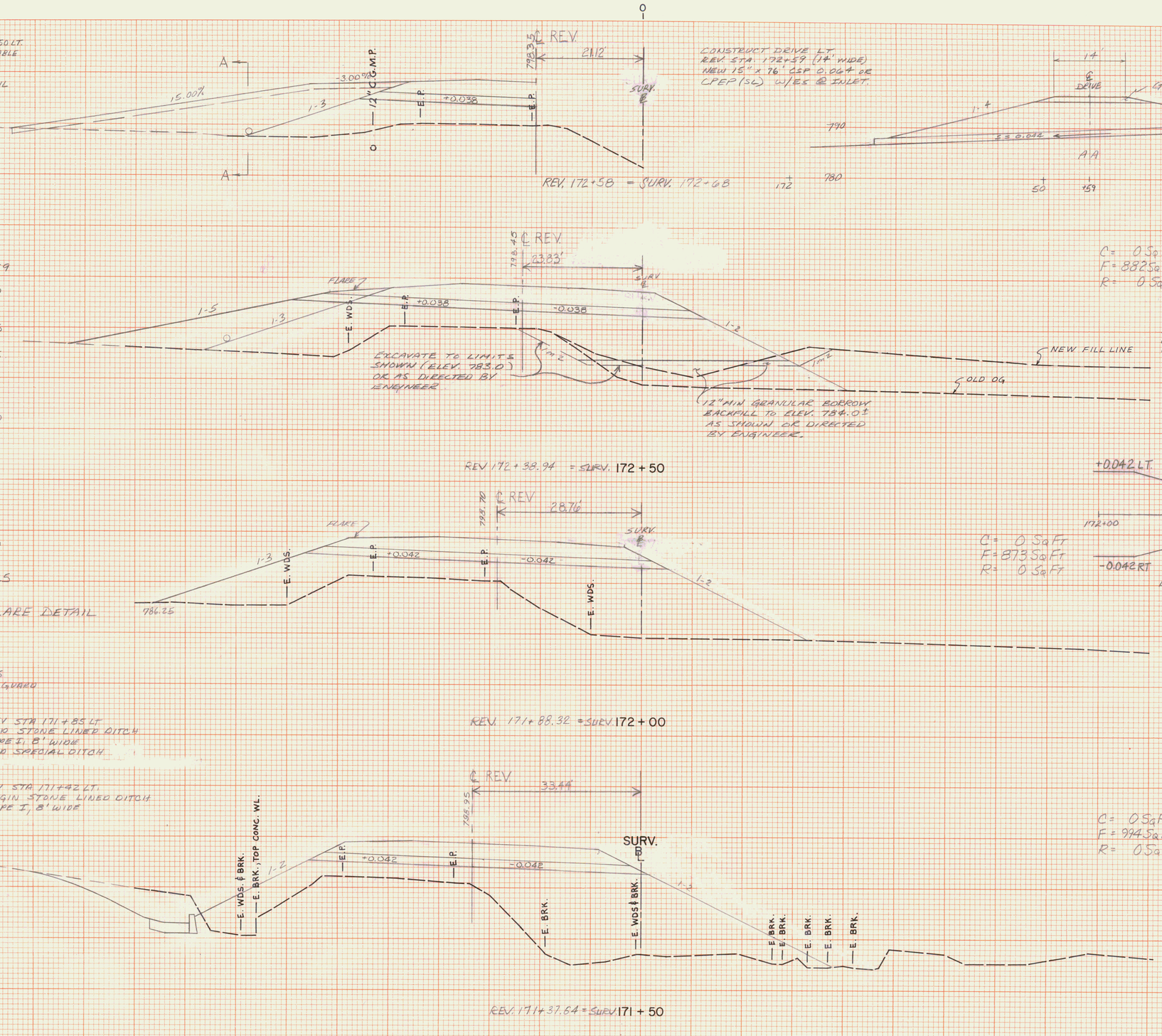
REV. 171+37.64 = SURV. 171 + 50

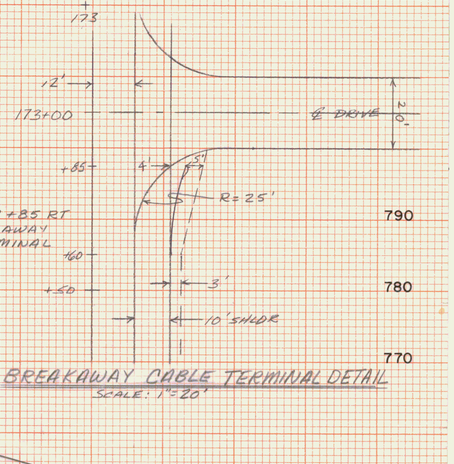


REV. STA. 171+37.5
BEGIN STL BEAM GUARD RAIL FLARE

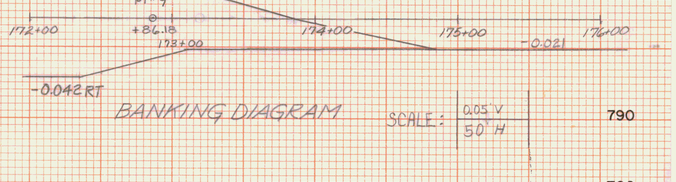
REV STA 171+85 LT
END STONE LINED DITCH
TYPE I, 8' WIDE
END SPECIAL DITCH

REV STA 171+42 LT.
BEGIN STONE LINED DITCH
TYPE I, 8' WIDE





BREAKAWAY CABLE TERMINAL DETAIL
SCALE: 1"=20'



BANKING DIAGRAM SCALE: 0.05 V / 50' H

C = 0 SqFt
F = 873 SqFt
R = 0 SqFt

REV. STA 172+60 RT.
END STL BEAM GUARD RAIL
BEGIN BREAKAWAY CABLE TERMINAL

C = 0 SqFt
F = 994 SqFt
R = 0 SqFt

STA.	171+50 STA. 172+76
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	210 OF 352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 10/86

SCALE: 1"=10' H & V

VT. SURVEY CONSULT. 10/86
BRYANT ASSOC. 11/86

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"PERFECT" CROSS SECTION
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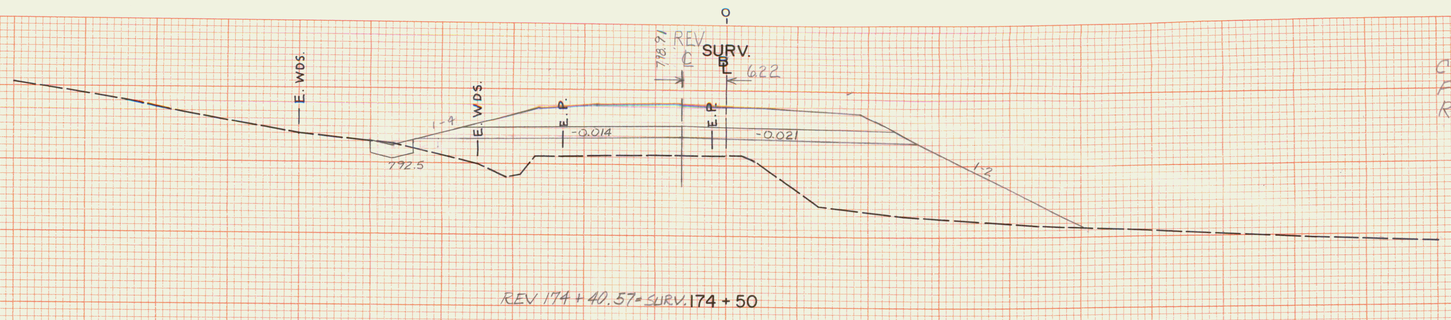
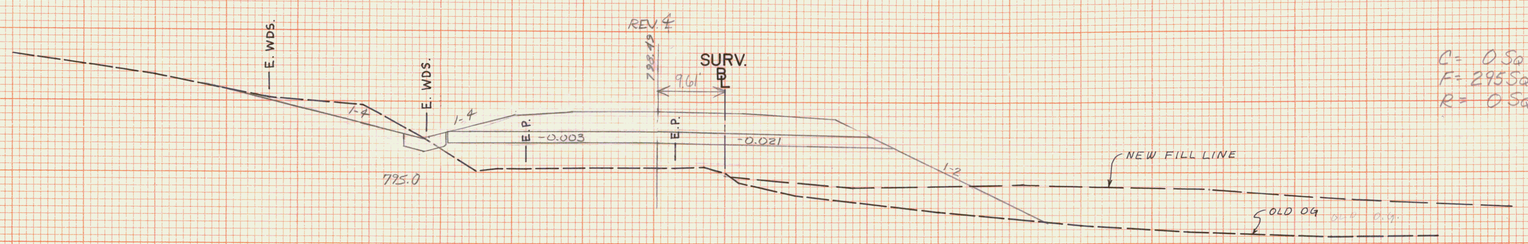
U.S. ROUTE 2
MARSHFIELD
F028-3(28)



REV 174+40.57 = SURV. 174 + 50

C = 0 Sq Ft
F = 433 Sq Ft
R = 0 Sq Ft

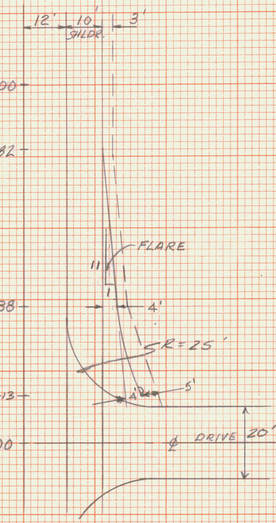
REV STA 173+82 RT.
END STL BEAM GUARD RAIL
FLARE
BEGIN STL BEAM GUARD RAIL



REV 173+90.34 = SURV. 174 + 00

C = 0 Sq Ft
F = 295 Sq Ft
R = 0 Sq Ft

REV STA 173+38 RT.
END BREAK AWAY CABLE
TERMINAL
BEGIN STL BEAM GUARD
RAIL FLARE

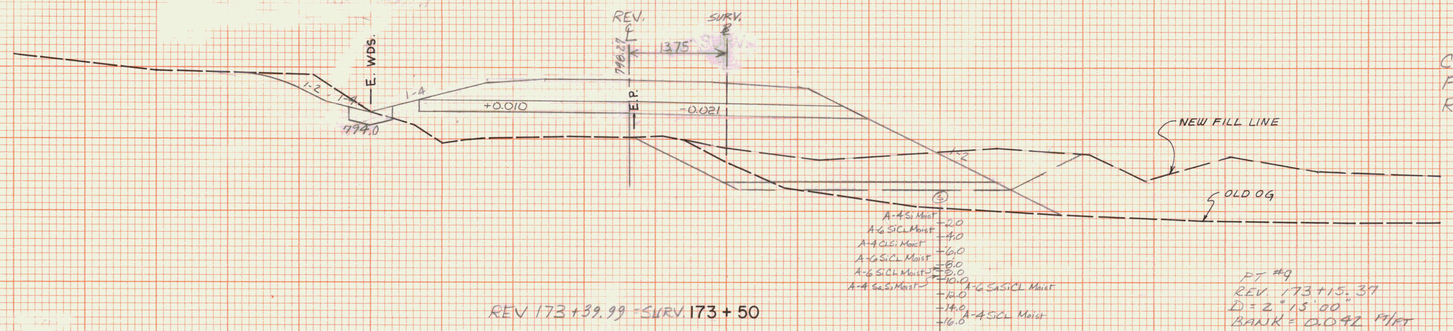


GUARD RAIL FLARE DETAIL

SCALE 1" = 20'

REV STA. 173+13 RT. ~ 173+38 RT
CONSTRUCT BREAKAWAY CABLE
TERMINAL

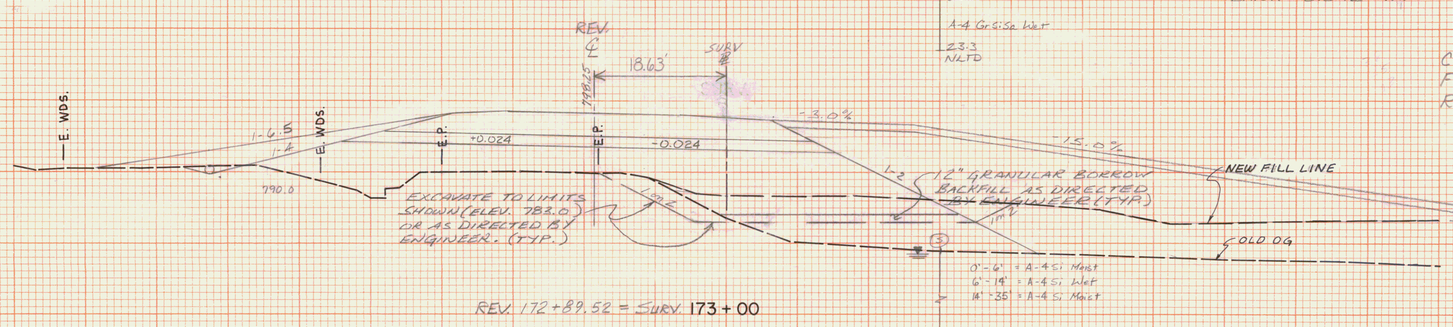
REV. 173+00 RT
CONSTRUCT DRIVE (20' WIDE)



REV 173+39.99 = SURV. 173 + 50

PT #7
REV. 173+15.37
D = 2° 15' 00"
BANK = 0.042 FT/FT

REV STA 173+03 LT
BEGIN STONE LINED
DITCH, TYPE II, 6' WIDE
BEGIN SPECIAL DITCH



REV 172+89.52 = SURV. 173 + 00

C = 1 Sq Ft
F = 498 Sq Ft
R = 0 Sq Ft

REV STA 172+70 LT
EXIST 12" CGMP
(TO BE REMOVED)

STA.	173+00 STA. 174+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	211 OF 352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 10/86

SCALE: 1" = 10' H & V

VT. SURVEY CONSULT. 10/86
BRYANT ASSOC. 11/86

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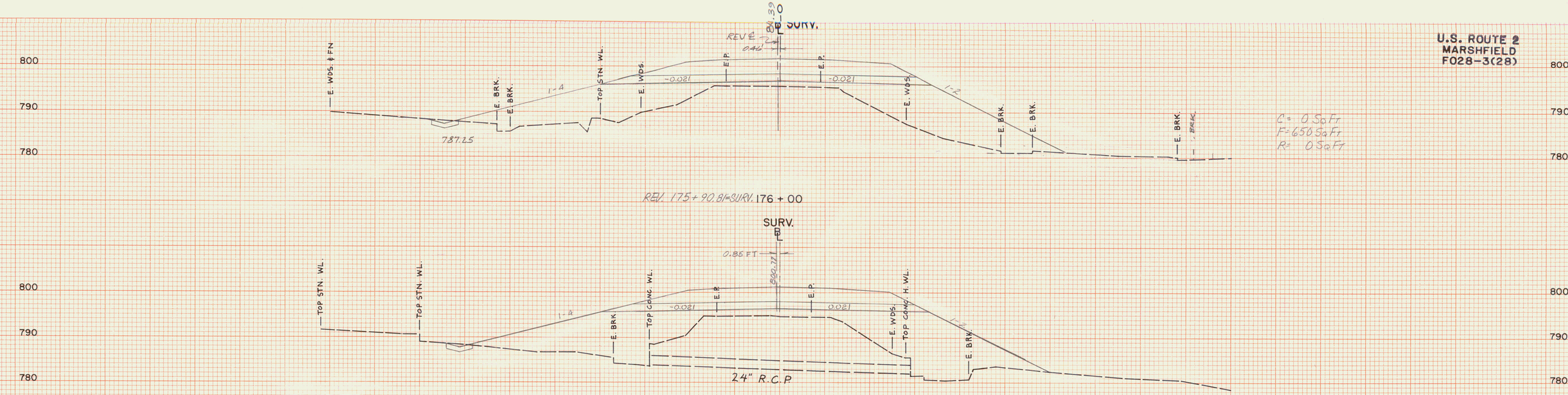
U.S. ROUTE 2
MARSHFIELD
F028-3(28)



VT. SURVEY CONSULT.: 10/86
BRYANT ASSOC. 11/86

STA.	175+00	STA.	176+00
TOWN	MARSHFIELD		
PROJECT	F	NO.	028-3(28)
SHEET	212	OF	352 SHEETS

HORIZ. AND VERT. SCALE
0 10 20

SURVEYED BY: VT. SURVEY CONSULTANTS DATE 10/86

SCALE: 1"=10' H & V

0

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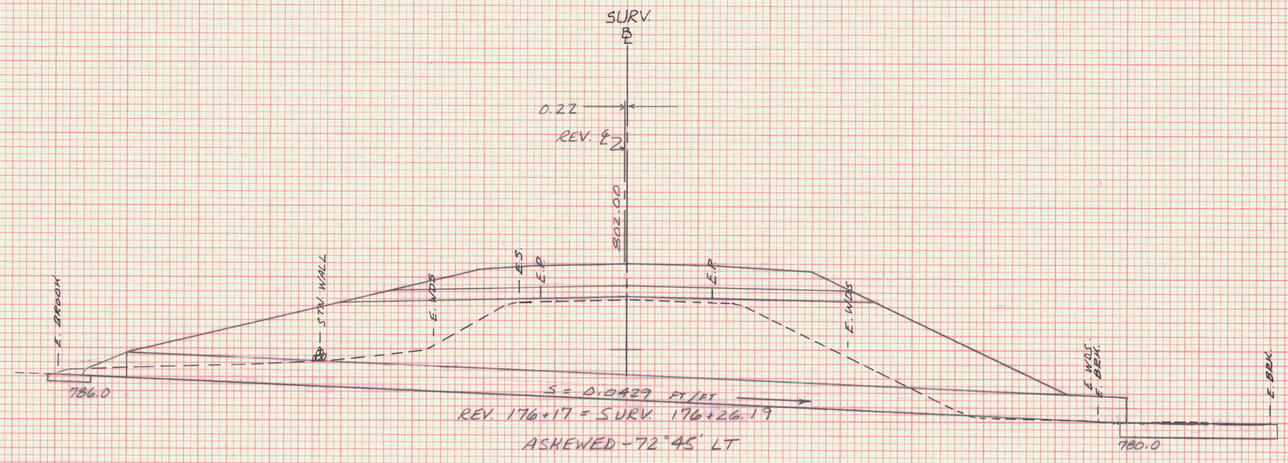
U.S. ROUTE 2
MARSHFIELD
F028-3(28)

FINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

REV. STA. 176+55, LT
END STONE LINED DITCH
TYPE I, 6' WIDE.
MATCH EXISTING BROOK
@ 176+55

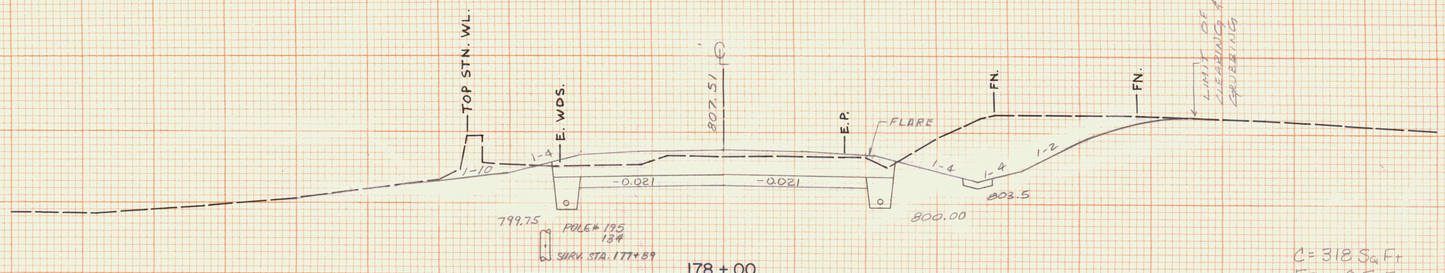


REV. STA. 176+17 ASKEWED 72°45' LT
NEW 42"x140' RCCSP 0.109", CMAP 0.105"
W/ES @ INLET, PAD W/STONE
FILL TYPE II @ OUET 5' WIDE x 2' DEEP
EXTENDING 21' BEYOND END OF CULVERT.

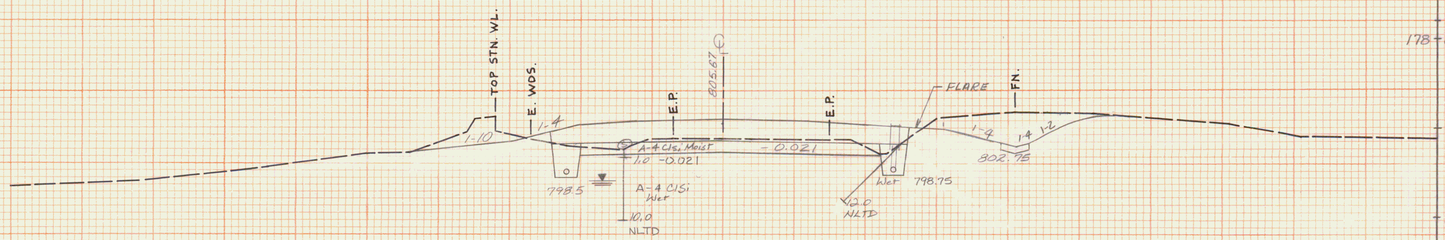
ORIGINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

STA. 176+26.19 STA.
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 213 OF 342 SHEETS
HORIZ. AND VERT SCALE
0 10 20
VT. SURVEY
SURVEYED BY: CONSULTANTS DATE

U.S. ROUTE 2
MARSHFIELD
F028-3(28)



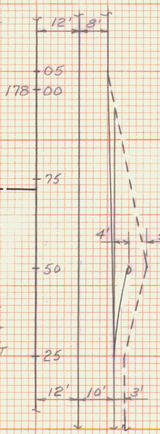
℄ STA. 178+00 RT.
BEGIN LIMIT OF CLEARING AND GRUBBING IS TOE OF SLOPE



℄ STA. 177+50 RT.
INSTALL FLUSHING BASIN

C = 318 Sq Ft
F = 0 Sq Ft
R = 0 Sq Ft

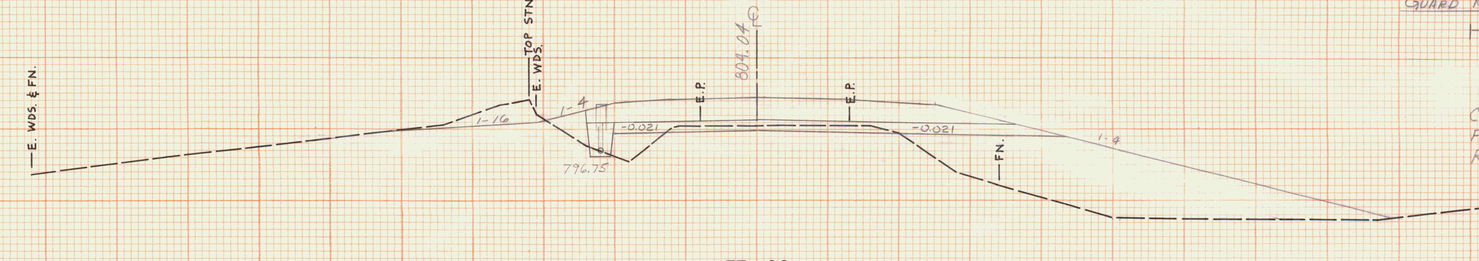
C = 105 Sq Ft
F = 6 Sq Ft
R = 0 Sq Ft



GUARD RAIL FLARE DETAIL
1" = 20'
SCALE

℄ STA. 177+00 LT.
BEGIN 6" x 75.0' UD
W/ F.B. @ ℄ STA. 177+00, 181+00 & 184+50

℄ STA. 177+00 LT.
END 6" x 66' BARRIER PIPE
INSTALL FLUSHING BASIN



C = 30 Sq Ft
F = 427 Sq Ft
R = 0 Sq Ft

℄ STA. 177+30 RT.
BEGIN STONE LINED DITCH
TYPE I, #' W

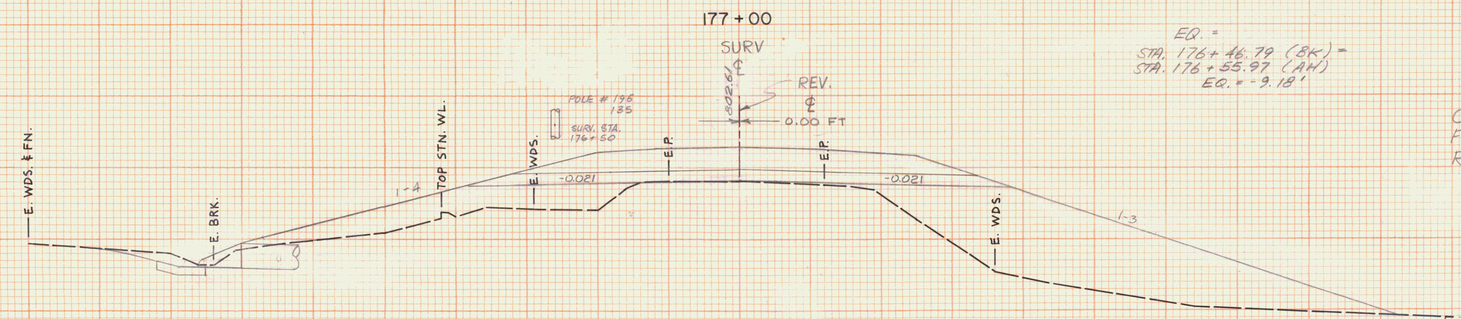
℄ STA. 177+25 - 177+50 RT.
CONSTRUCT BREAKAWAY CABLE TERMINAL

℄ STA. 177+25 RT.
BEGIN 6" x 598' UD W/ F.B. @ 177+50, 180+00 & 183+00

℄ STA. 177+25 RT.
END STL. BEAM GUARD RAIL

℄ STA. 176+75
END SCARIFYING
EXISTING PAVEMENT

EQ. =
STA. 176+46.79 (BK) =
STA. 176+55.97 (AH)
EQ. = -9.18'



C = 0 Sq Ft
F = 696 Sq Ft
R = 0 Sq Ft

REV. STA. 176+55 LT.
BEGIN 6" x 66' BARRIER PIPE

REV. STA. 176+95 LT.
END SPECIAL DITCH

STA.	176+50 STA. 178+00
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	214 OF 362 SHEETS

HORIZ. AND VERT. SCALE
0 10 20
VT. SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

SURV. 176 + 50 = REV. 176 + 40.82

SCALE: 1" = 10' H & V

VT. SURVEY CONSULT. 10/86
BRYANT ASSOC. 11/86

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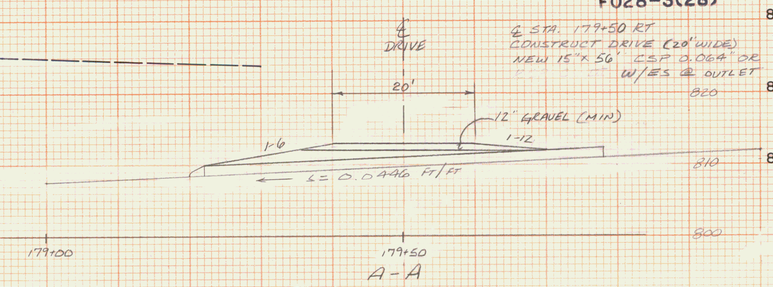
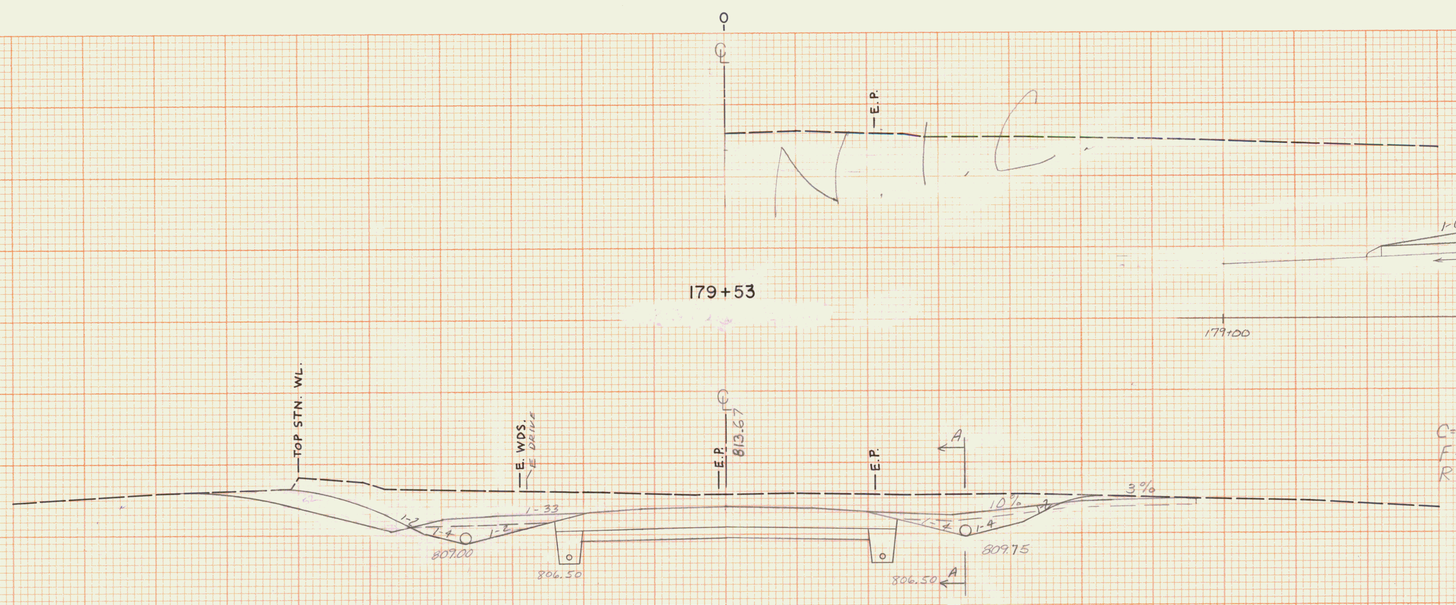
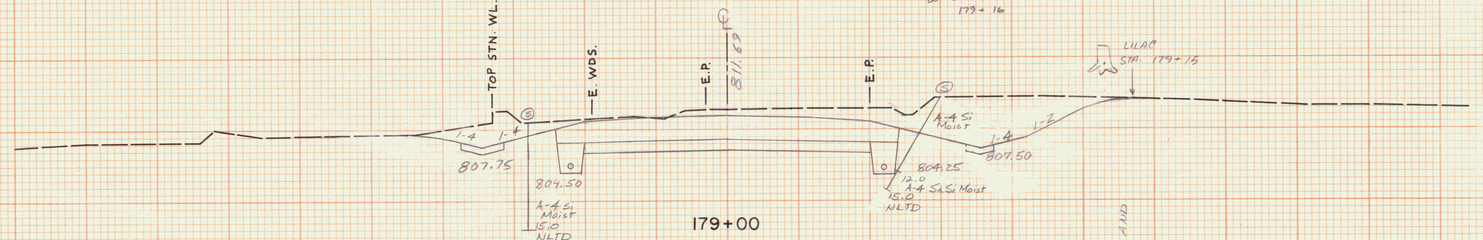
U.S. ROUTE 2
MARSHFIELD
F028-3(28)

℄ STA. 179+50 RT
CONSTRUCT DRIVE (20' WIDE)
NEW 15"x 56' CSP 0.064 OR
W/ES @ OUTLET







VT. SURVEY CONSULT: 10/86
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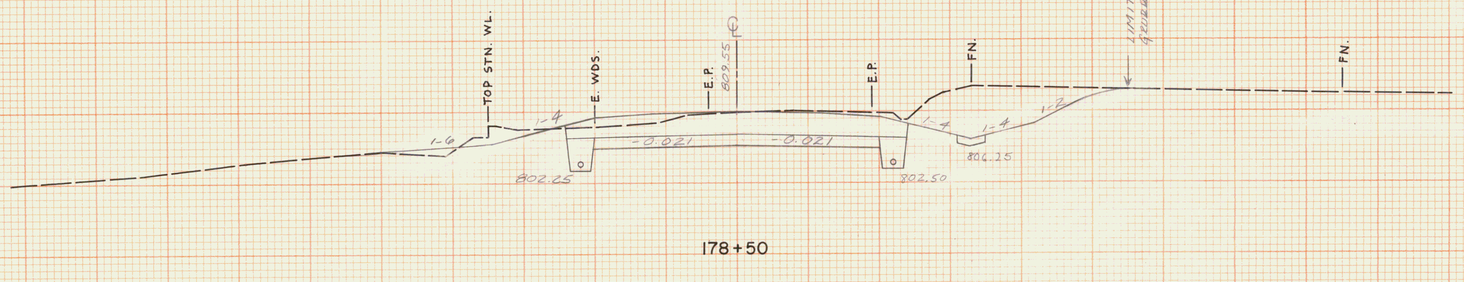
REV. STA. 179+07 LT
END STONE LINE DITCH
TYPE I, 6' WIDE

REV. STA. 178+57 LT
BEGIN STONE LINED DITCH
TYPE I, 6' W



STA.	178+50 STA. 179+53
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	215 OF 352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 10/86

SCALE: 1"=10' H & V

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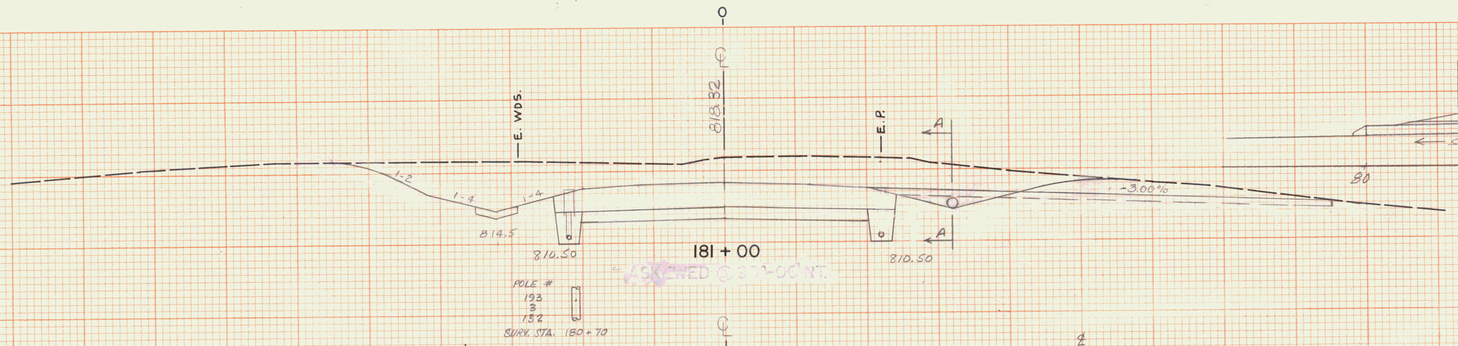
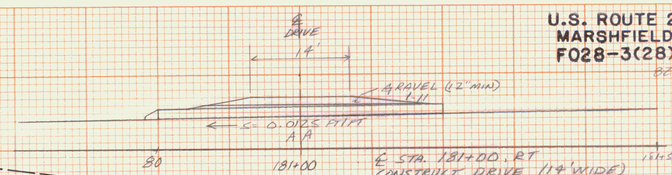
U.S. ROUTE 2
MARSHFIELD
F028-3(28)

℄ STA 181+00 LT.
INSTALL FLUSHING BASIN

℄ STA. 180+92
NEW 6"x40' PVC SLEEVE
REPLACE WATER LINE
& CONNECT TO EXISTING



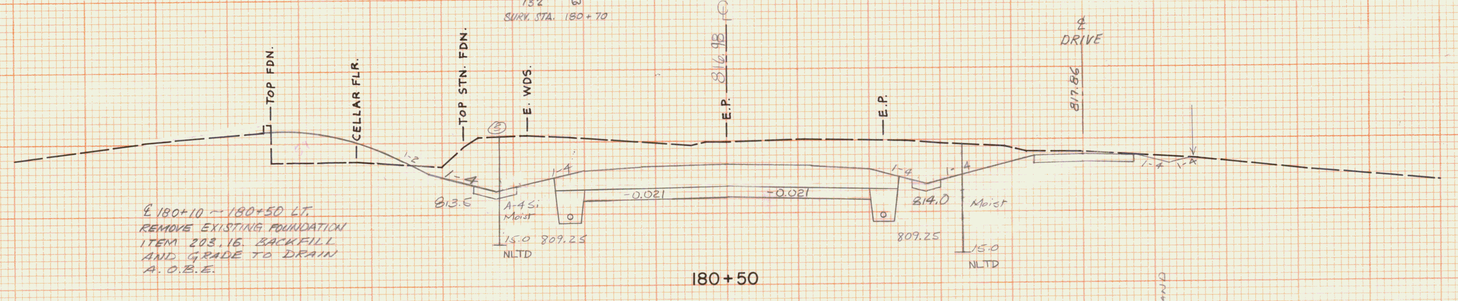


℄ STA. 181+00. RT
CONSTRUCT DRIVE (14' WIDE)
NEW 18"x 40' CSP 0.064"
W/ E.S. & OUTLET

C = 567 SqFt
F = 0 SqFt
R = 0 SqFt

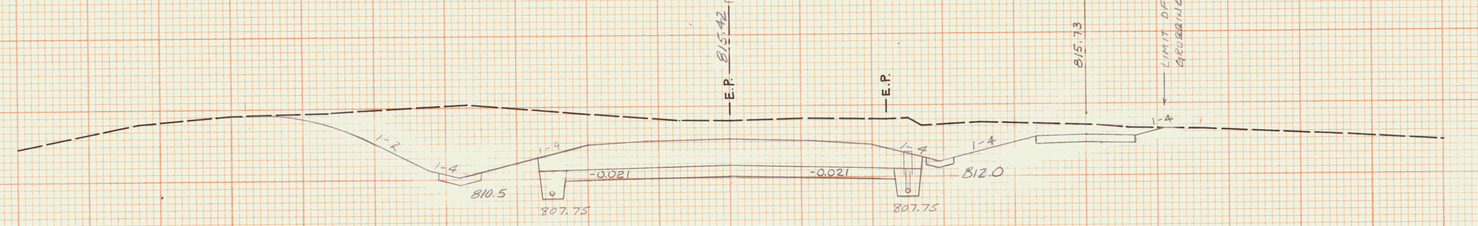
℄ STA. 180+90 RT
END LIMIT OF CLEARING AND
GRUBBING IS TOE OF SLOPE

℄ STA. 180+80 RT
END STONE LINED DITCH
TYPE I 9' WIDE
END SPECIAL DITCH



℄ STA 180+10 – 180+50 LT.
REMOVE EXISTING FOUNDATION
ITEM 203.16 BACKFILL
AND GRADE TO DRAIN
A.O.B.E.

C = 503 SqFt
F = 59 SqFt
R = 0 SqFt



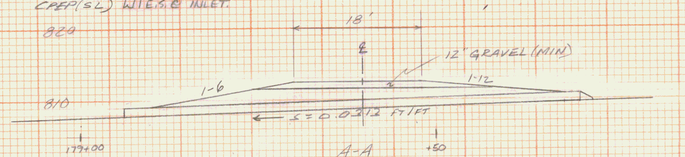
℄ STA. 179+71 LT
BEGIN STONE LINE DITCH
TYPE I, 6' WIDE

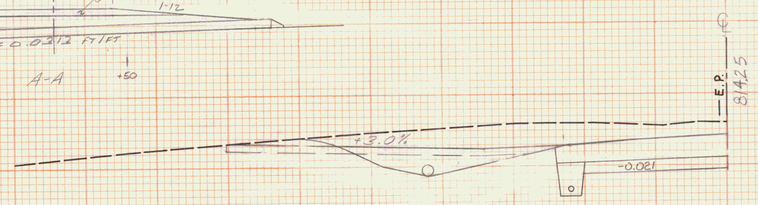
C = 643 SqFt
F = 0 SqFt
R = 0 SqFt

℄ STA 180+00 RT
INSTALL FLUSHING BASIN

℄ STA 179+78 RT
BEGIN SPECIAL DITCH
BEGIN STONE LINED DITCH
TYPE I, 9' W

℄ STA. 179+66 LT. (ASKEWED 60°00' RT)
CONSTRUCT DRIVE (14 WIDE)
NEW 15" x 64' CSP 0.064" OR
CREP(S&L) W/ E.S.& INLET.





179+66
ASKEWED @ 60° 00' 00" RT.

STA.	179+61 STA. 181+00
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	216 OF 352 SHEETS

HORIZ. AND VERT. SCALE
0 10 20

SURVEYED BY: VT. SURVEY CONSULTANTS DATE 10/86

SCALE: 1"=10' H & V

VT. SURVEY CONSULT: 10/86
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U.S. ROUTE 2
MARSHFIELD
F028-3(28)

VT. SURVEY CONSULT. 10/86
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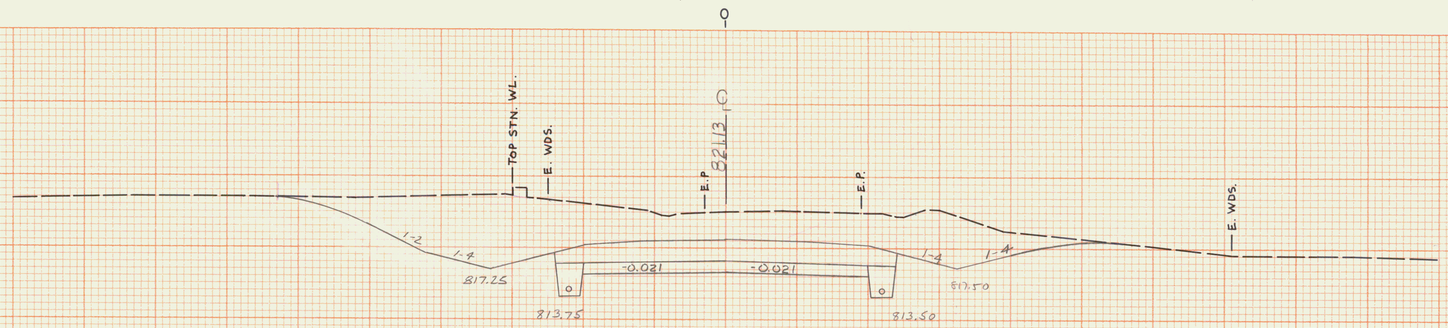
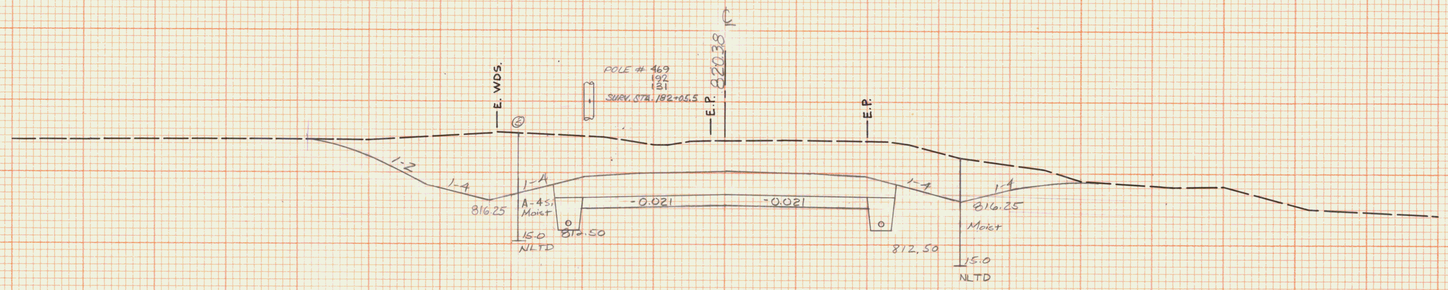


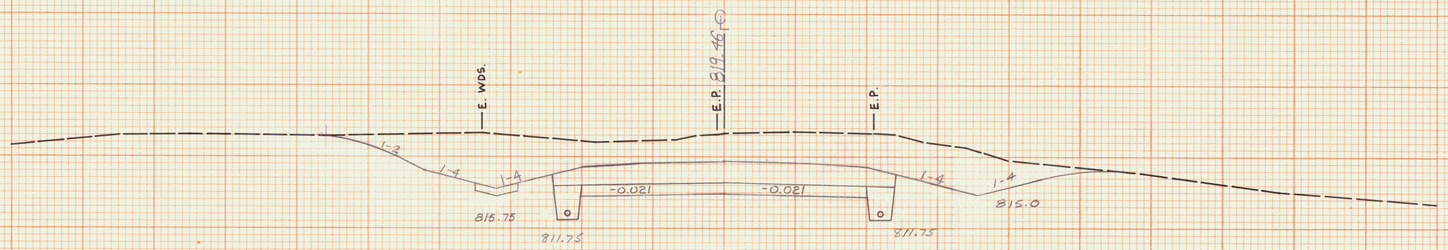
182 + 50

C = 703 SqFt
F = 0 SqFt
R = 0 SqFt



182 + 00

C = 661 SqFt
F = 0 SqFt
R = 0 SqFt

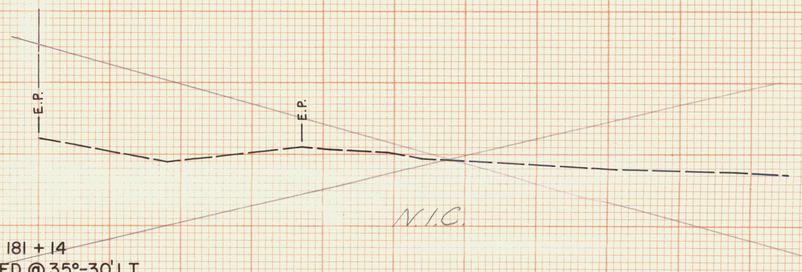


181 + 50

C = 586 SqFt
F = 0 SqFt
R = 0 SqFt

℄ STA 181+50 LT.
END STONE LINED DITCH
TYPE I, 6' WIDE
BEGIN EROSION MATTING

℄ STA 181+20 RT.
BEGIN EROSION MATTING



181 + 14
ASKEWED @ 35°-30' LT.

STA.	181+14	STA.	182+50
TOWN	MARSHFIELD		
PROJECT	F	NO.	028-3(28)
SHEET	219	OF	352 SHEETS

HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 10/86

SCALE: 1" = 10" H & V

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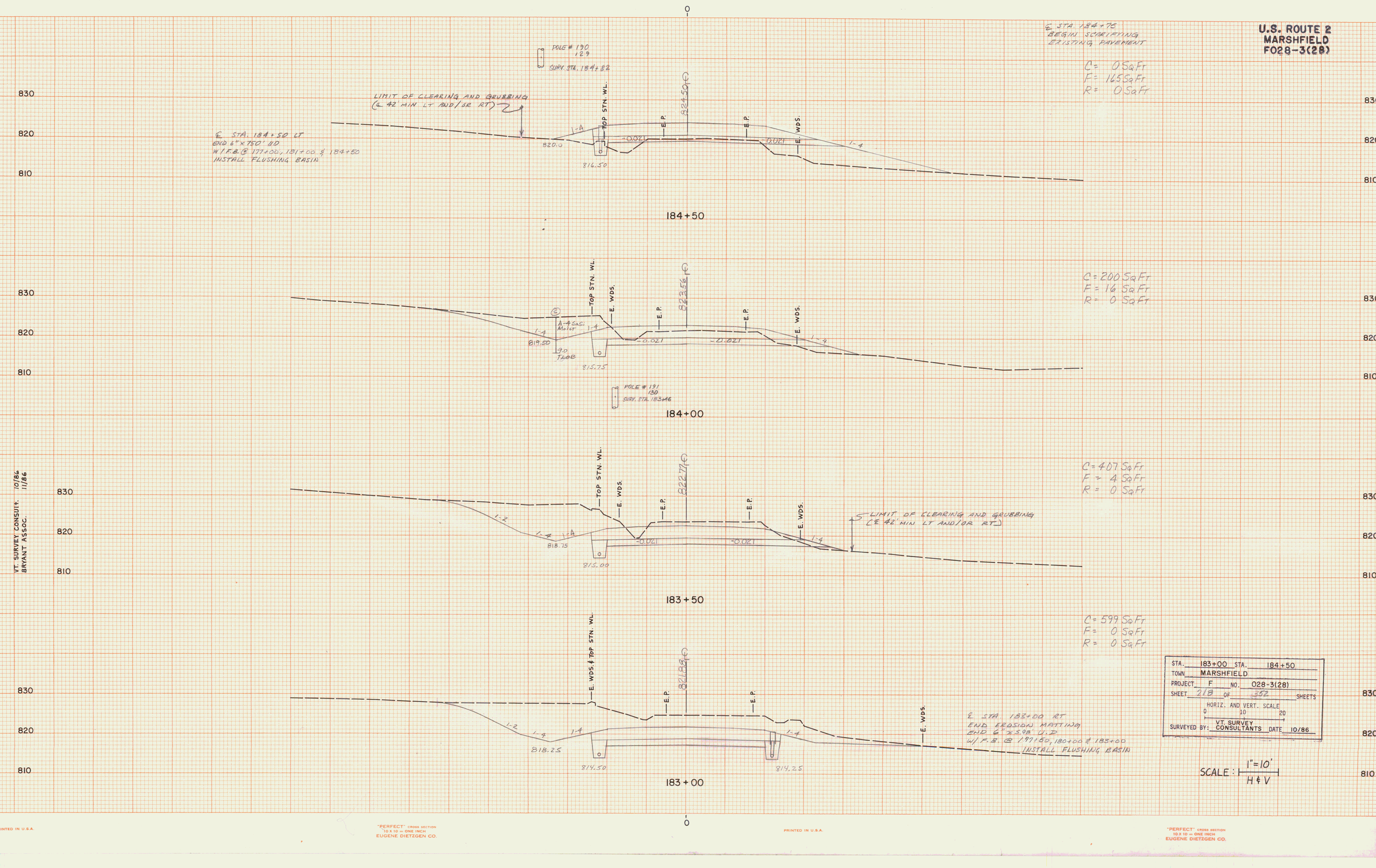
U.S. ROUTE 2
MARSHFIELD
F028-3(28)



VT. SURVEY CONSULT. 10/86
BRYANT ASSOC. 11/86

STA.	183+00 STA. 184+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	218 OF 252 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 10/86

SCALE: 1"=10' H & V

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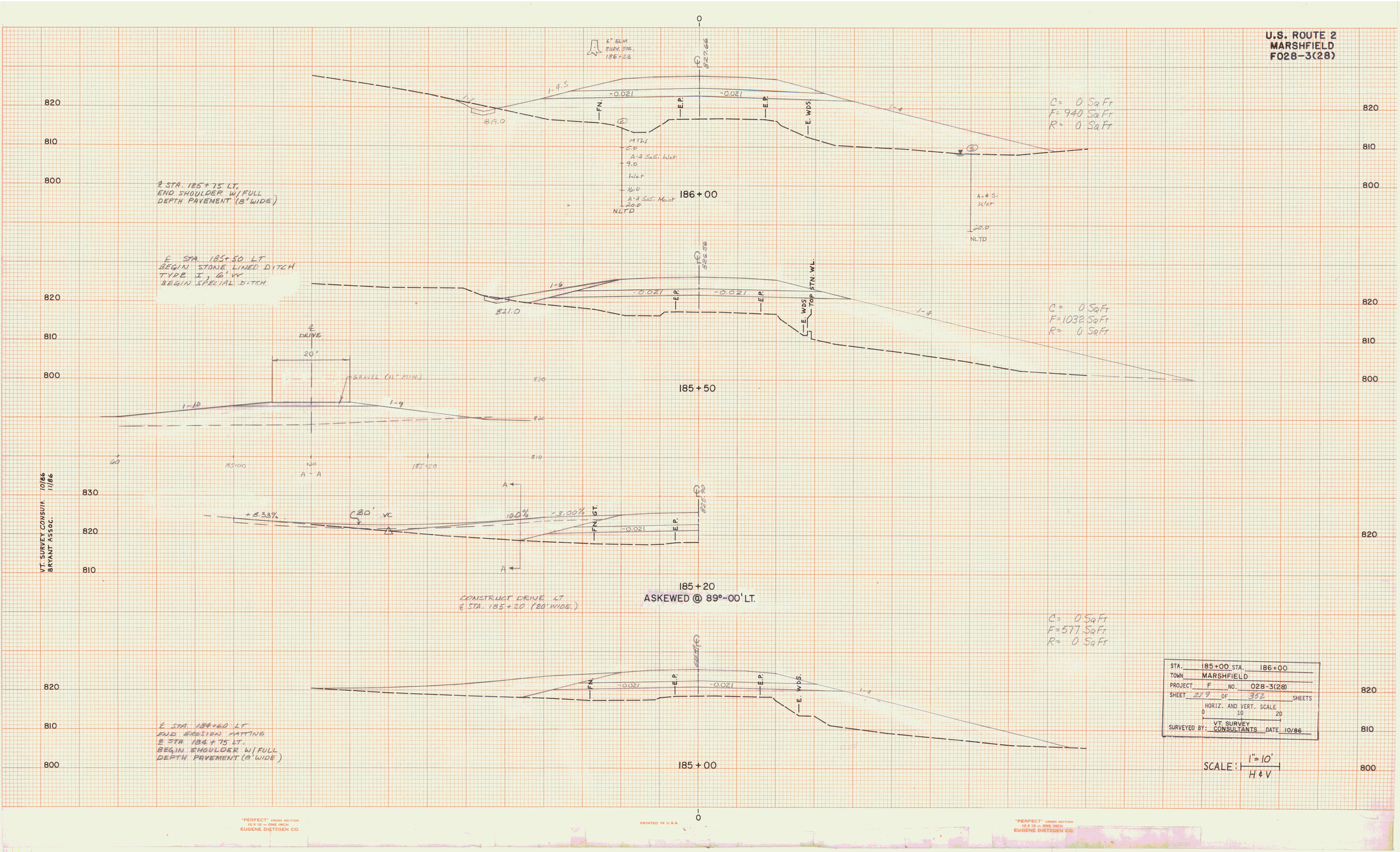
U.S. ROUTE 2
MARSHFIELD
F028-3(28)
6" ELM
BURY. STA.
186+23
827.66
1-4.5
-0.021
-0.021
FN.
E.P.
E.P.
E. WDS
1-4
819.0
MTW
5.0
A-4 SaSi Wet
9.0
Wet
16.0
A-4 SaSi Moist
20.0
NLTD
186+00
A-4 Si
Wet
20.0
NLTD
C= 0 SqFt
F= 940 SqFt
R= 0 SqFt
℄ STA. 185+75 LT.
END SHOULDER W/FULL
DEPTH PAVEMENT (8' WIDE)
℄ STA. 185+50 LT
BEGIN STONE LINED DITCH
TYPE I, 6' W
BEGIN SPECIAL DITCH
826.56
1-6
-0.021
-0.021
E.P.
E.P.
E. WDS
TOP STN. WL.
821.0
1-4
C= 0 SqFt
F= 1032 SqFt
R= 0 SqFt
℄ DRIVE
20'
GRAVEL (12" MIN.)
1-10
1-9
830
820
185+50
60
185+00
+20
A - A
185+50
810
VT. SURVEY CONSULT. 10/86
BRYANT ASSOC. 11/86
830
820
810
+8.33%
80' VC
10.0%
-3.00%
FN. GT.
-0.021
E.P.
825.90
A
A
185+20
ASKEWED @ 89°-00' LT.
CONSTRUCT DRIVE LT
℄ STA. 185+20 (20' WIDE.)
C= 0 SqFt
F= 577 SqFt
R= 0 SqFt
FN.
-0.021
E.P.
-0.021
E.P.
E. WDS.
1-4
℄ STA. 184+60 LT
END EROSION MATTING
℄ STA 184+75 LT.
BEGIN SHOULDER W/FULL
DEPTH PAVEMENT (8' WIDE)
185+00
0
820
810
800
STA. 185+00 STA. 186+00
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 219 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 10/86
SCALE: 1"=10'
H & V
"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
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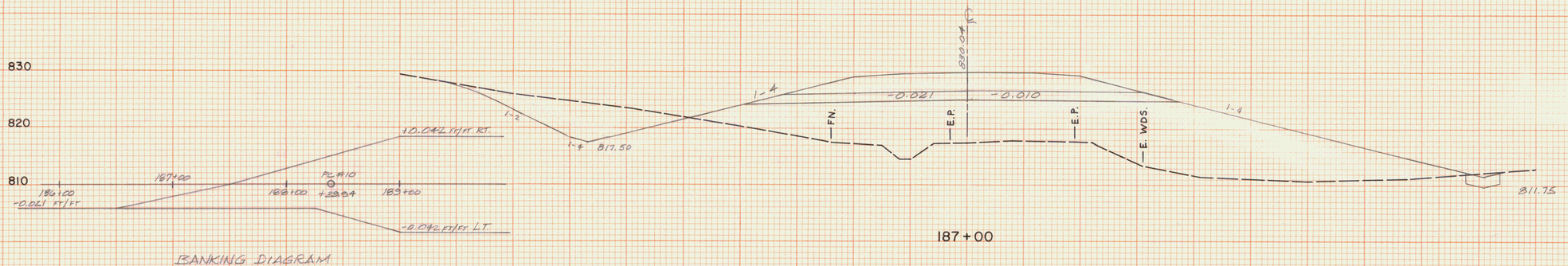
U.S. ROUTE 2
MARSHFIELD
F028-3(28)



C= 0 SqFt
F=1056 SqFt
R= 0 SqFt

187+50



C= 0 SqFt
F=999 SqFt
R= 0 SqFt

187+00

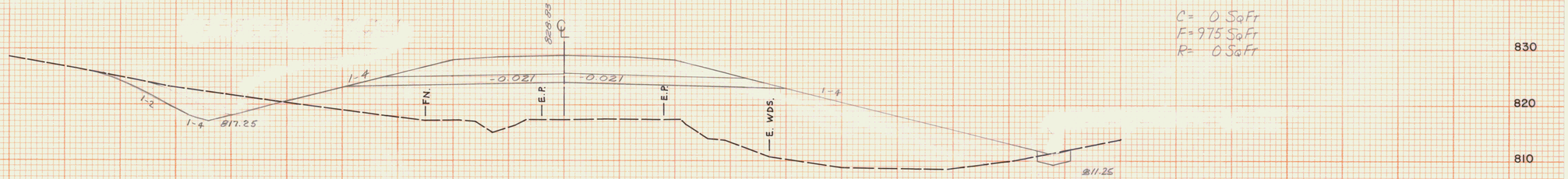
BANKING DIAGRAM
.05 FT/FT V.
50' H.

VT. SURVEY CONSULT. 10/86
BRYANT ASSOC. 11/86

℄ STA. 186+15 LT.
END STONE LINED DITCH
TYPE I, 6'W

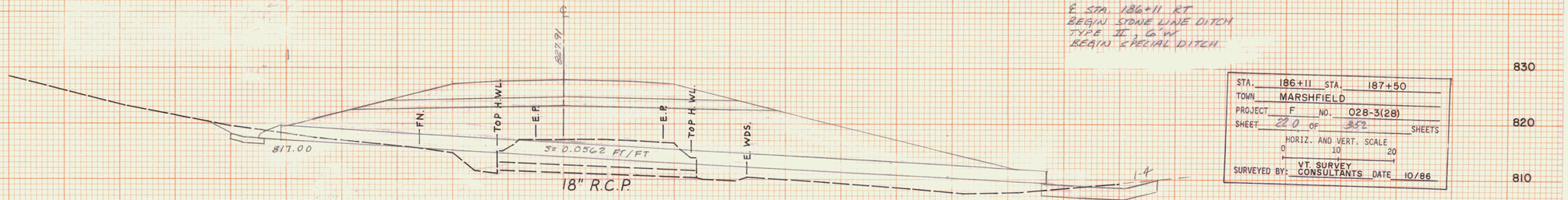
℄ STA. 186+11
EXISTING 15" RCP
(TO BE REMOVED)

℄ STA. 186+11 – ASKEWED 88°48' LT.
VIEW 24" X 38" RCESP 0.064" OR CAAP
0.060 W.I.E.S. @ INLET PAD W/ STN.
FILL TYPE II @ OUTLET 4'W X 2'D.
EXTENDED 20' BEYOND END OF CULVERT.



C= 0 SqFt
F=975 SqFt
R= 0 SqFt

186+50



℄ STA. 186+11 RT
BEGIN STONE LINE DITCH
TYPE II, 6'W
BEGIN SPECIAL DITCH.

186+11
ASKEWED @ 88°-48' LT.

STA.	186+11 STA. 187+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	22.0 OF 352 SHEETS
HORIZ. AND VERT. SCALE	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 10/86

SCALE: 1"=10' H&V

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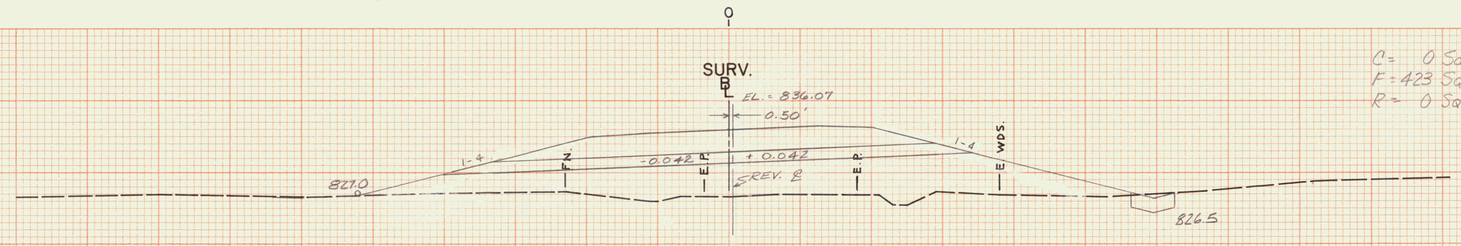
U.S. ROUTE 2
MARSHFIELD
F028-3(28)

VT. SURVEY CONSULT: 10/86
BRYANT ASSOC. 11/86

C= 0 SqFt
F= 423 SqFt
R= 0 SqFt

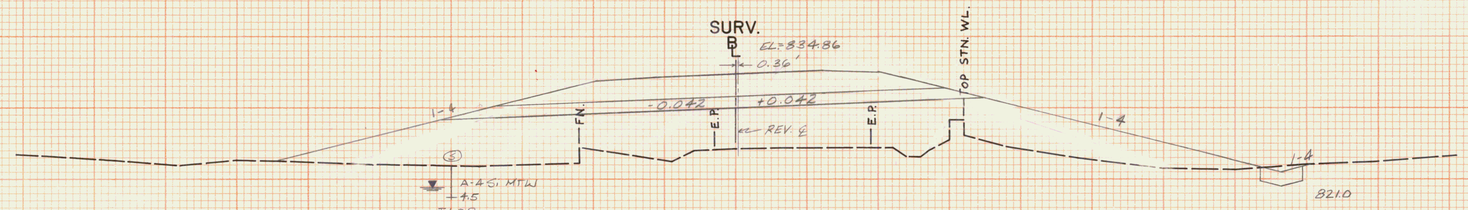


REV. STA. 189+50 RT
END STONE LINED DITCH
TYPE II, 6'W
END SPECIAL DITCH

REV. STA. 189+50 LT.
BEGIN 6" x 60' CARRIER PIPE

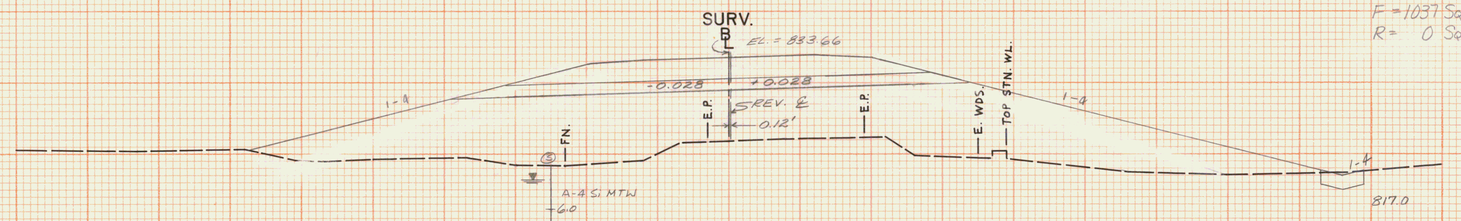
SURV. 189+50 = REV 189+50.02

C= 0 SqFt
F= 720 SqFt
R= 0 SqFt



SURV. 189+00 = REV. 189+00.00

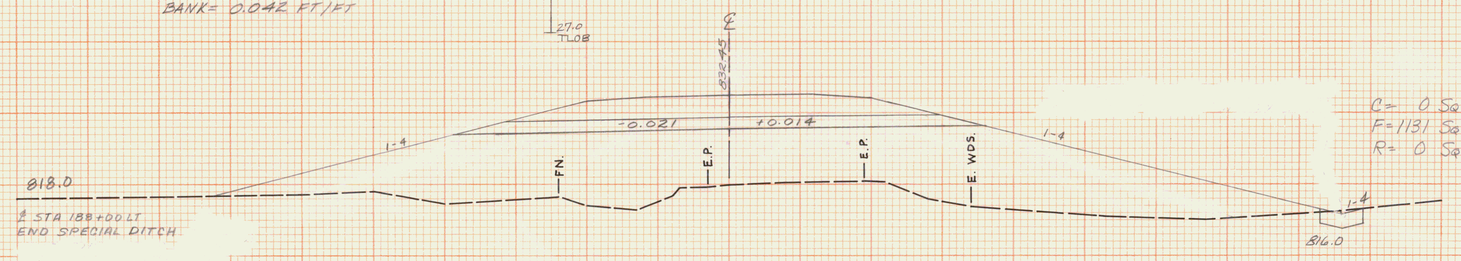
C= 0 SqFt
F=1037 SqFt
R= 0 SqFt



SURV. 188+50 = REV. 188+50.00

PC #10
REV. 188+39.94
D = 2°15'00"
BANK= 0.042 FT/FT

A-4 Sa Si, Wet
27.0
TLOB



℄ STA 188+00 LT
END SPECIAL DITCH

C= 0 SqFt
F=1131 SqFt
R= 0 SqFt

STA.	188+00 STA. 189+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	221 OF 362 SHEETS

HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 10/86

SCALE: 1"=10' H & V

188+00

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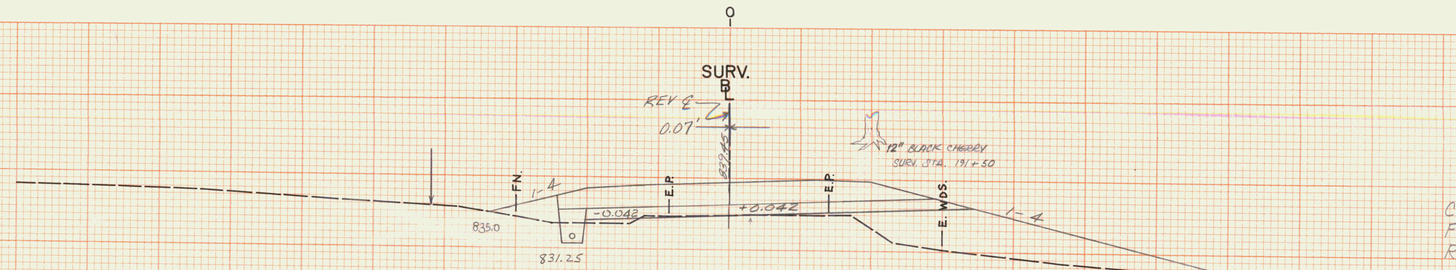
U.S. ROUTE 2
MARSHFIELD
F028-3(28)

REV. STA. 191+75
END SCARIFYING
EXISTING PAVEMENT

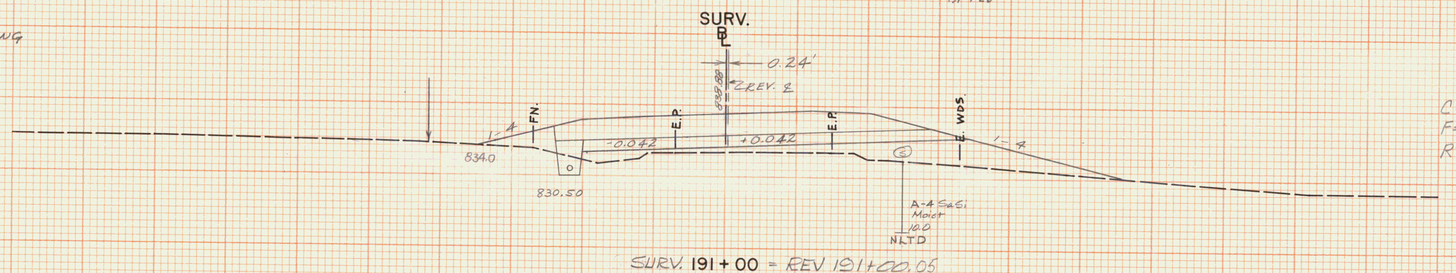


C = 0 Sq Ft
F = 227 Sq Ft
R = 0 Sq Ft

REV 191+50.06 = SURV. 191 + 50

10" CHERRY
SURV. STA.
191 + 20

REV. STA. 191+00 LT
BEGIN EROSION MATTING



C = 0 Sq Ft
F = 140 Sq Ft
R = 0 Sq Ft

SURV. 191 + 00 = REV 191+00.05

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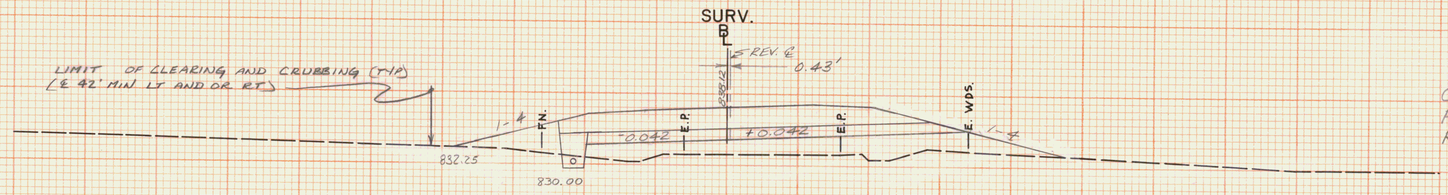
LIMIT OF CLEARING AND GRUBBING (TYP)
(± 42' MIN LT AND OR RT)



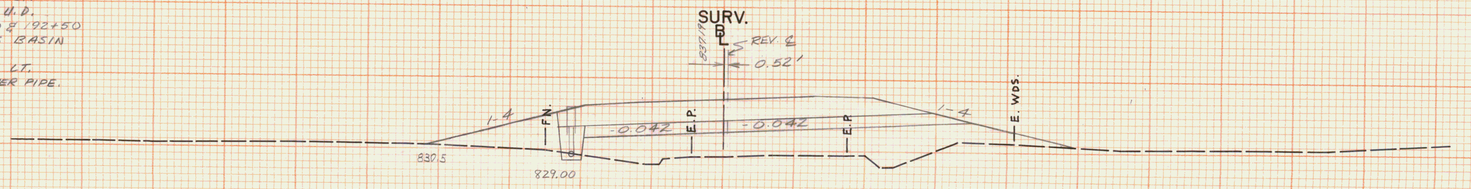
C = 0 Sq Ft
F = 190 Sq Ft
R = 0 Sq Ft

SURV. 190+50 = REV 190+50.04

REV. STA. 190+00 LT.
BEGIN 6" x 25.0' U.D.
W/ F.B. @ 190+00 ℄ 192+50
INSTALL FLUSHING BASIN

REV. STA 190+00 LT.
END 6" x 60' CARRIER PIPE.

C = 0 Sq Ft
F = 270 Sq Ft
R = 0 Sq Ft



SURV. 190+00 = REV. 190+00.03

STA.	190+00 STA. 191+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	220 OF 352 SHEETS
HORIZ. AND VERT. SCALE:	0 10 20
SURVEYED BY:	VT. SURVEY CONSULTANTS DATE 10/86

SCALE: 1"=10' H & V

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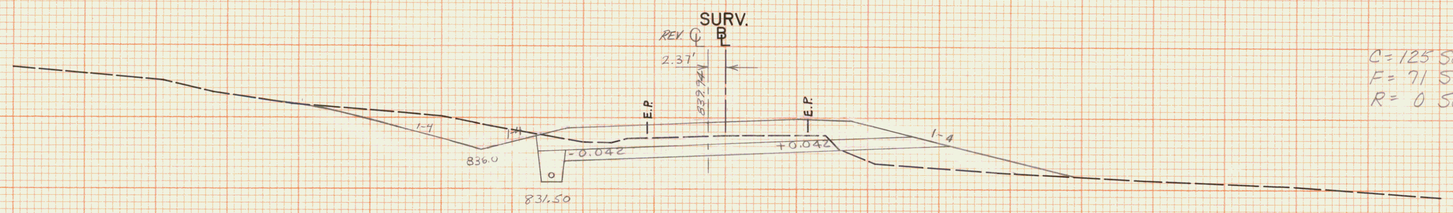
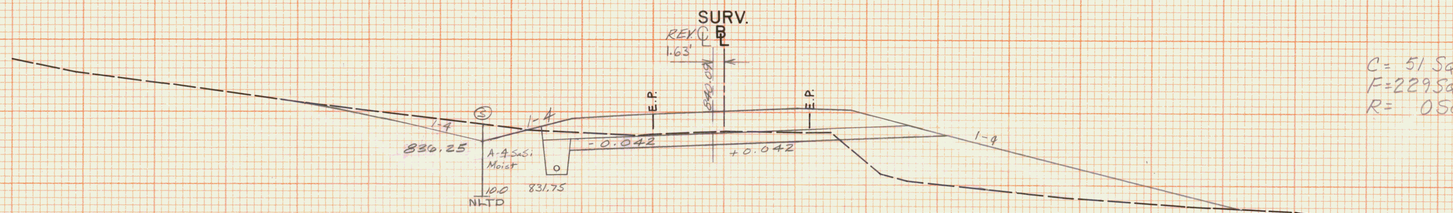
U.S. ROUTE 2
MARSHFIELD
F028-3(28)



C = 125 Sq Ft
F = 71 Sq Ft
R = 0 Sq Ft

REV. 193+50.00 = SURV. 193+50



C = 51 Sq Ft
F = 229 Sq Ft
R = 0 Sq Ft

REV. STA. 192+93 LT
CONSTRUCT DRIVE (14' WIDE)
SEE NEXT X-SECTION SHEET

REV 193+00.00 = SURV. 193+00

REV. STA. 192+79 LT
END EROSION MATTING

REV. STA. 192+51 LT
BEGIN 6"X 493' UD W/FB @
REV STA 192+51.5' 197+00
INSTALL FLUSHING BASIN
REV. STA. 192+50 LT.
END 6"X 250' UD W/FB @
REV STA 190+00 & 192+50
INSTALL FLUSHING BASIN

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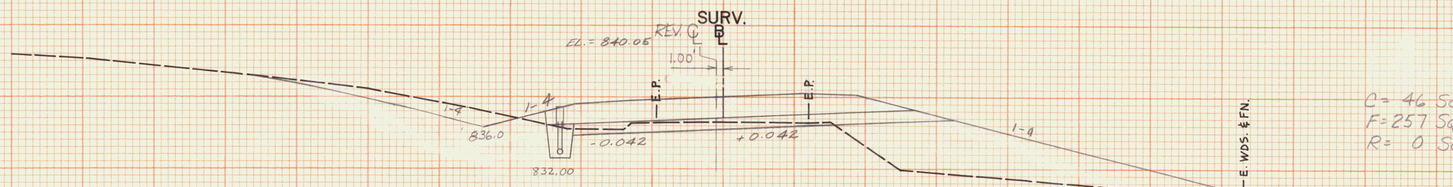
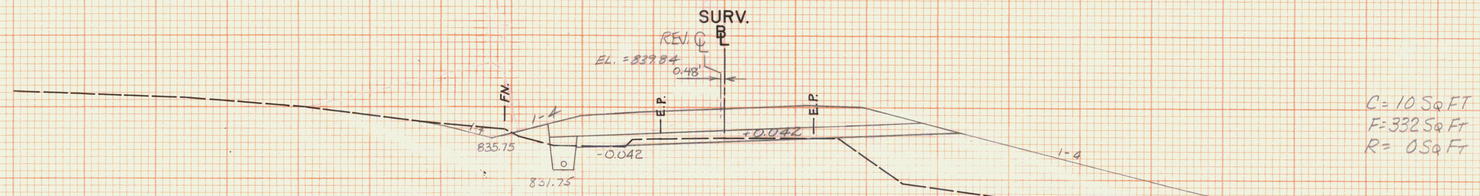
BRYANT ASSOC. 11/86



C = 46 Sq Ft
F = 257 Sq Ft
R = 0 Sq Ft

REV. 192+50.00 = SURV. 192+50



C = 10 Sq FT
F = 332 Sq Ft
R = 0 Sq Ft

REV. 192+00.00 = SURV. 192+00

STA.	192+00 STA. 193+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	223 OF 352 SHEETS

HORIZ. AND VERT. SCALE
0 10 20
VT. SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

SCALE: 1"=10' H & V

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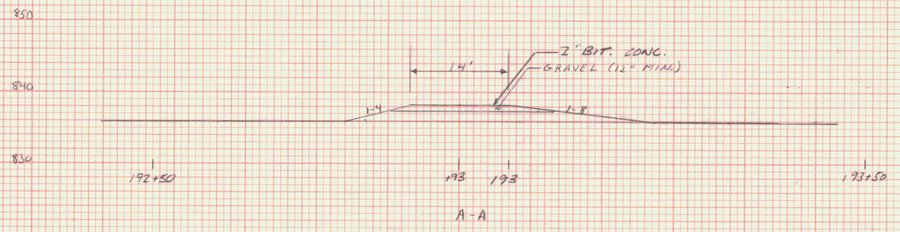
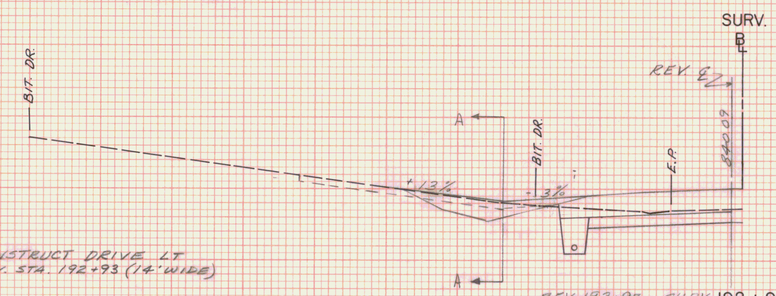
U.S. ROUTE 2
MARSHFIELD
F028-3(28)





840

830

CONSTRUCT DRIVE LT.
REV. STA. 192+93 (14' WIDE)

820

REV. 192+97 = SURV. 192+95
ASHEWED 75°45'00" LT

840

830

820

STA. 192+95 STA.
TOWN MARSHFIELD
PROJECT F NO. 028-3(28)
SHEET 224 OF 352 SHEETS
HORIZ. AND VERT. SCALE
0 10 20
SURVEYED BY: VT. SURVEY CONSULTANTS DATE 10/86

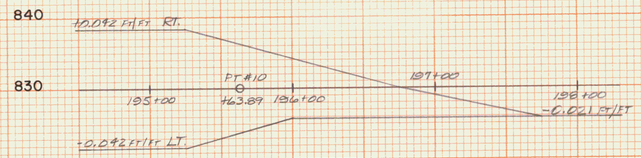
PLATE 3 CROSS SECTION O. P. R. & R. E. STANDARD
GIETZEN CORPORATION

FINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

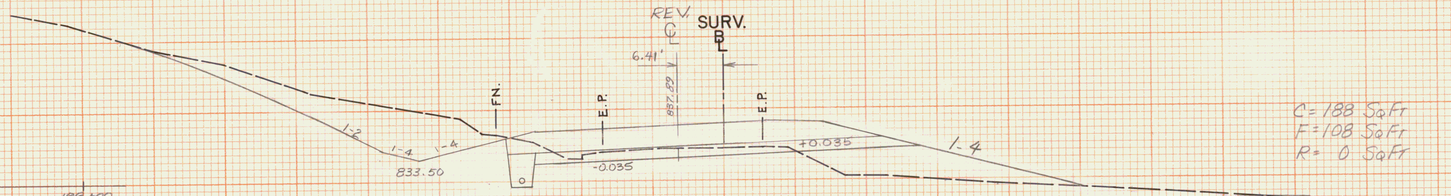
ORIGINAL SURVEY
NOTE BOOK
No.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY VT. SURVEY & GRANT ASSOC.
DATE 11/86

U.S. ROUTE 2
MARSHFIELD
F028-3(28)

PT #10
REV. 195+63.89
D = 2° 15' 00"
BANK = 0.042 FT/FT

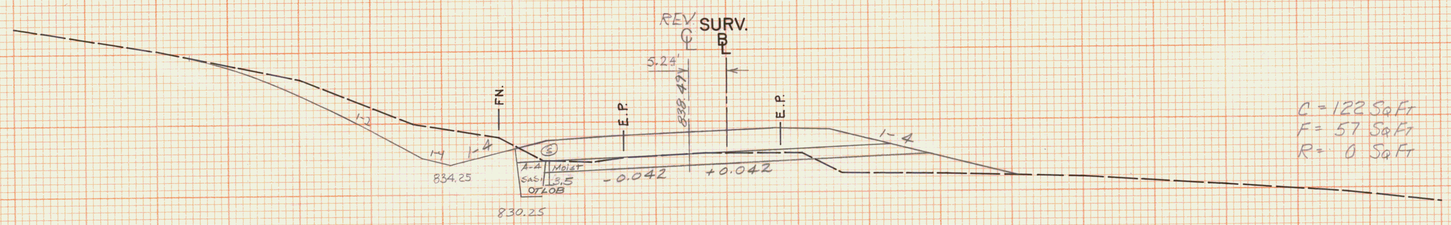


BANKING DIAGRAM
0.25 FT/FT V.
50' H.



C = 188 Sq Ft
F = 108 Sq Ft
R = 0 Sq Ft

REV. 195+49.73 = SURV. 195+50



C = 122 Sq Ft
F = 57 Sq Ft
R = 0 Sq Ft

REV. 194+99.82 = SURV. 195+00

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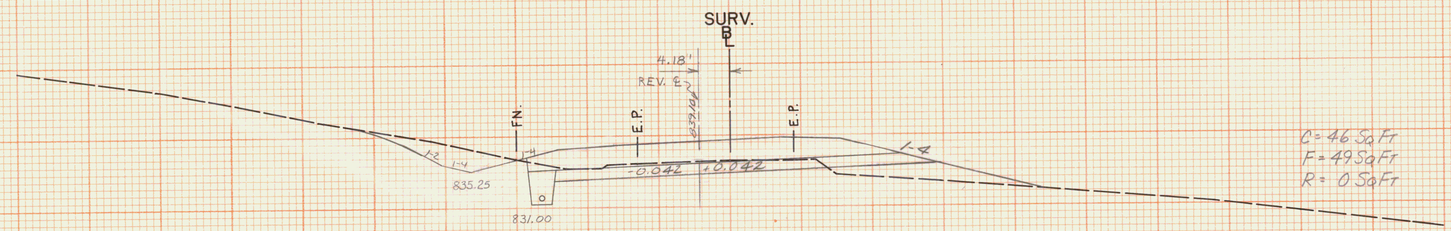
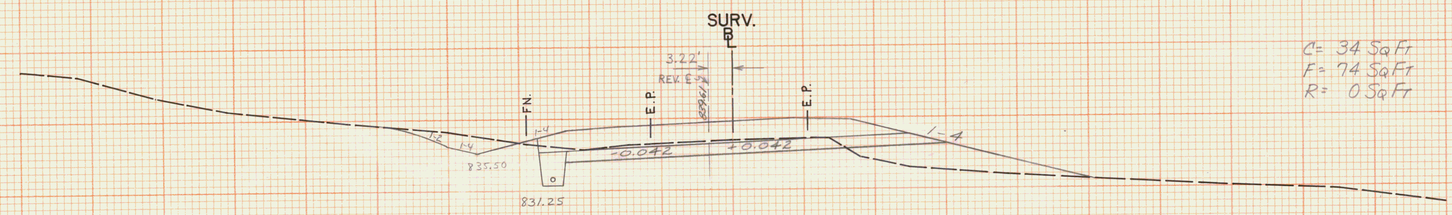
BRYANT ASSOC: 11/86

REV STA 194+50 LT
BEGIN EROSION MATTING



C = 46 Sq Ft
F = 49 Sq Ft
R = 0 Sq Ft

REV. 194+49.89 = SURV. 194+50



C = 34 Sq Ft
F = 74 Sq Ft
R = 0 Sq Ft

REV. 193+99.95 = SURV. 194+00

STA.	194+00 STA. 195+50
TOWN	MARSHFIELD
PROJECT	F NO. 028-3(28)
SHEET	225 OF 352 SHEETS

HORIZ. AND VERT. SCALE
0 10 20

VT. SURVEY
SURVEYED BY: CONSULTANTS DATE 10/86

SCALE: 1"=10' H & V

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