

VELCO

Lamoille County Project

Line Design Criteria

The following pages are a spreadsheet outlining the design criteria used for each of the structures and spans for both the 115kV and 34.5kV lines.

The first seven pages are for the 115kV line and provide the type, height, embedded depth, landowner name and design parameter as well as other pertinent information for each structure and include the matching 34.5kV structure where applicable.

The last three pages provide this same information for the structures on the 34.5kV line.

In the column entitled “Engineering” there is a reference to “Engineering Design Criteria(EDC)” These parameters are defined below.

Engineering Design Criteria(EDC)

- Optimized Design (pole height, cost, minimize)
- NESC +2'
- Owner input of pole locations
- Aesthetic input for pole height
- matched spans for 115kV and 34.5kV
- Guys located within existing ROW
- Take advantage of terrain to optimize height and span
- Accommodate other utility crossings

Structure Number	Type	Height	Embedded Depth	Station	Elevation	Ahead Span	Line Angle	Landowner Name	Engineered
115kV	34.5kV	115kV	115kV	115kV	115kV	115kV	115kV		
232.1	115kv type da	52.0	8.0	56872.20	831.39	0.00	0.00	Harvey	Design determined by Engineering Design Criteria (EDC) ROW location resolved with landowner per CPG determination. This route is a compromise with landowner. Three pole double deadend
232.2	115kv type a-3 x-brace	61.0	9.0	56476.35	700.75	395.84	0.00	Harvey	Design determined by Engineering Design Criteria (EDC) ROW location resolved with landowner per CPG determination. This route is a compromise with landowner.
232.3	115kv type da	52.0	8.0	56057.31	561.53	419.05	-27.47	Harvey	Design determined by Engineering Design Criteria (EDC) ROW location resolved with landowner per CPG determination. This route is a compromise with landowner. PI
232.4	115kv type e_steel	50.0	0.0	55647.97	454.11	409.34	-35.42	Harvey	Design determined by Engineering Design Criteria (EDC) ROW location resolved with landowner per CPG determination. This route is a compromise with landowner. Steel - Self Supporting based on design and constructibility (three switch structures guyed heavily towards the central pivot pole created a configuration that was difficult to construct and maintain) LCP - 1 location (minimum setback from River Road) and the configuration of the Duxbury 115kV switching Center determined the location of this pole
232.5	115s1_de_sc	60.0	0.0	0.00	446.94	47.95	0.00	Harvey	Design determined by Engineering Design Criteria (EDC) ROW location resolved with landowner per CPG determination. This route is a compromise with landowner. Steel - Self Supporting based on design and constructibility (three switch structures guyed heavily towards the central pivot pole created a configuration that was difficult to construct and maintain) LCP - 1 location (minimum setback from River Road) and the configuration of the Duxbury 115kV switching Center determined the location of this pole
232.6	115kv type e_steel	50.0	0.0	53655.88	460.20	397.34	30.26	Harvey	Design determined by Engineering Design Criteria (EDC) ROW location resolved with landowner per CPG determination. This route is a compromise with landowner. Steel - Self Supporting based on design and constructibility (three switch structures guyed heavily towards the central pivot pole created a configuration that was difficult to construct and maintain) LCP - 1 location (minimum setback from River Road) and the configuration of the Duxbury 115kV switching Center determined the location of this pole
232.7	115kv type da	52.0	8.0	54053.23	572.22	382.78	-27.08	Harvey	Design determined by Engineering Design Criteria (EDC) ROW location resolved with landowner per CPG determination. This route is a compromise with landowner. PI
232.8	115kv type a-3 x-brace	61.0	9.0	54436.00	699.91	456.06	0.00	Harvey	Design determined by Engineering Design Criteria (EDC) ROW location resolved with landowner per CPG determination. This route is a compromise with landowner.
232.9	115kv type da	52.0	8.0	54892.06	836.45	0.00	0.00	Harvey	Design determined by Engineering Design Criteria (EDC) ROW location resolved with landowner per CPG determination. This route is a compromise with landowner. Three pole double deadend
LCP - 1	115kv type e_steel	55.0	0.0	40.96	439.77	370.53	-9.82	Harvey	Placed per Duxbury Station Requirements Placed 30' Minimum South of Edge of River Road Structure Height based on distribution crossing @ River Road Steel - Self Supporting based on design and constructibility (three switch structures guyed heavily towards the central pivot pole created a configuration that was difficult to construct and maintain)
LCP - 2	115s1_da	65.0	0.0	411.49	411.71	244.58	48.59	Harvey	Structure Height based on distribution crossing @ River Road Structure Height based on crossing GMP line 3312 crosses the horse track at NESCR clearance + 2 (30.2') for horse training requirements Steel - Self Supporting - to Eliminate guy wires for aesthetics and landowner utilization. H- frame or horizontal construction for aesthetics(low profile)
LCP - 3	115kv type a-3 x-brace	61.0	9.0	656.07	412.47	236.39	0.00	Harvey	Structure Height based on crossing GMP line 3312 which crosses the horse track at NESCR clearance + 2 (30.2') for horse training requirements H- frame or horizontal construction for aesthetics(low profile)
LCP - 4	115kv type a-3 x-brace	56.5	8.5	892.46	415.04	309.83	0.00	Harvey	Structure Height based on crossing the horse track at NESCR clearance + 2 (30.2') for horse training requirements. Location based on owner requested 30' minimum to horse track.
LCP - 5	115kv type a-3 x-brace	56.5	8.5	1202.29	412.99	309.24	0.00	Harvey	Structure Height based on crossing the horse track at NESCR clearance + 2 (30.2') for horse training requirements. H- frame or horizontal construction for aesthetics(low profile)
LCP - 6	115s1_da	50.0	0.0	1511.53	420.20	282.68	-47.74	Harvey	Structure Height based on crossing the horse track at NESCR clearance + 2 (30.2') for horse training requirements. Steel - Self Supporting - to Eliminate guy wires for aesthetics and landowner utilization of livestock. H- frame or horizontal construction for aesthetics(low profile)
LCP - 7	115kv type a-3 x-brace	52.0	8.0	1794.21	424.64	460.16	0.00	RR ROW	Structure Height Based on crossing RR at NESCR clearance + 2 (30.2') for horse training requirements. Located at the same position as existing GMP structure
LCP - 8	115kv type e_steel	65.0	0.0	2254.37	423.08	545.41	0.00	Wells	Install South of Interstate Fence and maintain 30' clearance from Route 2 Edge of Pavement Steel - Self Supporting - to eliminate guys due to lack of room H - frame required for guyed crossing of Interstate 89 Structure No. 8 is tall to maintain the required clearance over the Highway.

Structure Number	Type	Height	Embedded Depth	Station	Elevation	Ahead Span	Line Angle	Landowner Name	Engineered
LCP - 9	115kv type da	89.0	11.0	2799.78	444.56	257.42	20.18	Wells	Straddles Interstate Fence. Due to angle structure, it can not be relocated without changing ROW. H - frame required for guyed crossing of Interstate 89. Structure No. 9 is tall to maintain the required clearance over the Highway. This translates to the next few structures going uphill to be tall in order to keep these structures from going into uplift and from having insulator swing violations.
LCP - 10	115w1_de_guy	61.0	9.0	3057.20	472.15	464.79	-5.07	Lafayette	Located at existing pole location. (Slight PI to facilitate guying)
LCP - 11	115w1_t_ds	101.5	13.5	3521.99	536.17	263.17	0.00	Lafayette	Double Deadend - Guyed for uplift.
LCP - 12	115w1_de_guy_ub	70.0	10.0	3785.15	627.53	279.88	18.96	Lafayette	Design determined by Engineering Design Criteria (EDC)
LCP - 13	115w1_t_ds	56.5	8.5	4065.04	675.67	411.44	-0.39	Lafayette	Design determined by Engineering Design Criteria (EDC)
LCP - 14	115w1_t_ds	74.5	10.5	4476.47	660.42	667.09	0.00	Lickwar	Design determined by Engineering Design Criteria (EDC)
LCP - 15	115w1_t_ds	61.0	9.0	5143.56	673.68	405.67	0.00	Simpson	Design determined by Engineering Design Criteria (EDC)
LCP - 16	115w1_t_ds	83.5	11.5	5549.24	647.88	545.21	0.00	Oakwood Estates	Design determined by Engineering Design Criteria (EDC) Moved 40' West to edge of lawn per Oakwood Estates Association request
LCP - 17	115w1_t_ds	74.5	10.5	6094.44	654.60	455.90	0.00	Oakwood Estates	Design determined by Engineering Design Criteria (EDC) Due to the adjacent structure heights, in order to contain uplift and swing, this structure is at the lowest height above grade possible without having to go to a deadend type which would also affect the strength capacities of the adjacent structures.
LCP - 18	115s1_de_sc	80.0	0.0	6550.34	641.44	436.89	-7.54	Russo	Steel - Self Supporting Dead End to maintain existing pole location. New structure would have been a vertical corner with conductors on centerline, pole offset by 6', and four guys. Owner criteria required maintaining of pole location and guy lead (30'), and no additional guys.
LCP - 19	115s1_de_sc	80.0	0.0	6987.23	620.46	327.41	-71.20	McDermott	Steel - Self Supporting Dead End corner structure to accommodate landowner development plans (storm water retention and parking lots).
LCP - 20	115w1_t_ds	70.0	10.0	7314.64	655.14	291.60	0.00	Wagner	Design determined by Engineering Design Criteria (EDC) Structure 20 thru 23: The ground peak between 20 and 21 controls the height of 22 and the ground peak between 23 and 24 controls the height of 23 and thus in containing the limits of swing and uplift on the structures in-between these structures maintain a clearance to ground greater than 22 feet.
LCP - 21	115w1_t_ds	79.0	11.0	7606.24	670.16	294.41	0.00	Crossroads Development, LLC	Relocated per landowner (Torres) request to keep approximate structure location for viewshed concerns.
LCP - 22	115w1_t_ds	74.5	10.5	7900.65	705.35	387.41	0.00	Ricard	Design determined by Engineering Design Criteria (EDC). Landowner with no previous structure effected. Requested that pole be moved 75' south to aprox location of existing GMP pole.
LCP - 23	115w1_la_vsus2_guy	88.0	12.0	8287.49	742.49	377.67	10.04	ESM Equities, LLC	Design determined by Engineering Design Criteria (EDC) PI and located at existing structure Request from Landowner to relocate structures 23 through 26 was not able to be met without effecting uninvolved landowners (danger trees right) to the North and West
LCP - 24	115w1_t_ds	74.5	10.5	8664.58	788.11	340.92	0.00	ESM Equities, LLC	Design determined by Engineering Design Criteria (EDC) Request from Landowner to relocate structures 23 through 26 was not able to be met without effecting uninvolved landowners (danger trees right) to the North and West
LCP - 25	115w1_t_ds	74.5	10.5	9005.50	796.03	325.23	0.00	ESM Equities, LLC	Request from Landowner to relocate structures 23 through 26 was not able to be met without effecting uninvolved landowners (danger trees right) to the North and West
LCP - 26	115w1_t_ds	74.5	10.5	9330.73	789.09	399.71	0.00	ESM Equities, LLC	Request from Landowner to relocate structures 23 through 26 was not able to be met without effecting uninvolved landowners (danger trees right) to the North and West Landowner (Rogers) requested that this structure be moved aprox 100' south or at least back to existing pole location to get it out of mowed area. Moved aprox 60' to existing pole location.
LCP - 27	115w1_t_ds	61.0	9.0	9730.44	782.16	426.41	0.00	ESM Equities, LLC	Moved 15' south to accomdate requested move of structure # LCP-26
LCP - 28	115w1_t_ds	74.5	10.5	10156.85	761.73	407.97	0.00	Porowski	Design determined by Engineering Design Criteria (EDC)
LCP - 29	115w1_la_vsus2_guy	79.0	11.0	10563.25	765.95	325.69	21.54	Gerlach	Design determined by Engineering Design Criteria (EDC) Guy leads shortened to bring them within ROW
LCP - 30	115w1_t_ds	65.5	9.5	10887.35	798.60	396.46	0.00	Gerlach	Design determined by Engineering Design Criteria (EDC) Moved 45' south per landowner (Hathaway) request to keep pole in aprox location of existing GMP pole.
LCP - 31	115w1_de_guy	74.5	10.5	11283.81	800.00	350.41	-31.45	Gerlach	Design determined by Engineering Design Criteria (EDC) PI at existing pole location.
LCP - 32	115kv type c	52.0	8.0	11634.48	836.04	376.49	31.13	Blush Hill Trust	Design determined by Engineering Design Criteria (EDC) PI at existing pole location. Guy leads shortened to bring them into existing ROW
LCP - 33	115kv type da	52.0	8.0	12011.24	853.96	365.78	-19.62	Blush Hill Trust	Design determined by Engineering Design Criteria (EDC) Blush Hill Reroute - line moved east pre-CPG for historic viewshed.
LCP - 34	115kv type a-3 x-brace	52.0	8.0	12377.02	872.91	430.03	0.00	Blush Hill Trust	Design determined by Engineering Design Criteria (EDC) Blush Hill Reroute - line moved east pre-CPG for historic viewshed. H-frame to reduce height
LCP - 35	115kv type a-3 x-brace	56.5	8.5	12807.05	861.89	422.78	0.00	Blush Hill Trust	Design determined by Engineering Design Criteria (EDC) Blush Hill Reroute - line moved east pre-CPG for historic viewshed. H-frame to reduce height
LCP - 36	115kv type da	65.5	9.5	13229.83	858.85	211.72	-45.24	Blush Hill Trust	Design determined by Engineering Design Criteria (EDC) Blush Hill Reroute - line moved east pre-CPG for historic viewshed. H-frame to reduce height
LCP - 37	115w1_de_guy	65.5	9.5	13441.54	893.21	473.86	45.31	Blush Hill Trust	Moved 25' south (after public outreach) based on landowner request (Bueti) for aesthetics and EMF concerns.

Structure Number	Type	Height	Embedded Depth	Station	Elevation	Ahead Span	Line Angle	Landowner Name	Engineered	
LCP - 38	115w1_t_ds	83.5	11.5	13915.40	870.24	524.68	0.00	Cooper	Design determined by Engineering Design Criteria (EDC) Pole placement was heavily scrutinized to provide best compromise for all effected landowners in this area. (i.e aesthetics, viewshed, design)	
LCP - 39	115w1_t_ds	65.5	9.5	14440.08	883.33	453.43	0.00	Wallace	Design determined by Engineering Design Criteria (EDC) H-frame to reduce height	
LCP - 40	115kv type e - side guys	47.5	7.5	14893.52	904.42	384.37	-7.44	Wallace	Design determined by Engineering Design Criteria (EDC) H-frame to reduce height per pre-CPG historic viewshed concerns. PI at existing location	
LCP - 41	115kv type a-3 x-brace	52.0	8.0	15277.88	886.30	425.42	0.00	Wallace	Design determined by Engineering Design Criteria (EDC) H-frame to reduce height per pre-CPG historic viewshed concerns.	
LCP - 42	115kv type e	47.5	7.5	15703.30	881.71	277.31	0.00	Wallace	Design determined by Engineering Design Criteria (EDC) H-frame to reduce height per pre-CPG historic viewshed concerns.	
LCP - 43	115w1_t_ds	61.0	9.0	15980.61	876.13	463.58	0.00	Champagne	Design determined by Engineering Design Criteria (EDC) Per landowner, moved south away from pond and water lines. Landowner requested pole be located next to or south of house for aesthetic concerns. Home is 18' within existing GMP ROW. Attempts by VELCO to remedy this concern have not met with full support of all landowners. This would require a re-route from structure 40 through structure 46 including additional clearing.	
LCP - 44	115w1_t_ds	70.0	10.0	16444.19	839.65	414.86	0.00	Burnett	Design determined by Engineering Design Criteria (EDC)	
LCP - 45	115w1_t_ds	65.5	9.5	16859.05	803.28	368.21	0.00	Nelson	Design determined by Engineering Design Criteria (EDC)	
LCP - 46	115w1_de_guy_ub	65.5	9.5	17227.26	772.82	351.34	-23.10	Nelson	Design determined by Engineering Design Criteria (EDC) PI at existing location	
LCP - 47	115w1_t_ds	74.5	10.5	17578.59	759.34	385.74	0.00	Nelson	Design determined by Engineering Design Criteria (EDC)	
LCP - 48	GMP - 94	115w1_de_guy_ub	79.0	11.0	17964.33	746.73	337.37	0.00	Douglass/Berrings	Design determined by Engineering Design Criteria (EDC) Waterbury Tap - special design with 115kV davit arm over a 34.5kV horizontal arm and buck arm to tap pole.
LCP - 49	GMP - 93	115w1_t_ds	92.5	12.5	18301.70	724.50	239.12	0.00	Guillemette	Design determined by Engineering Design Criteria (EDC) Waterbury Tap - special design with 115kV davit arm over a 34.5kV horizontal arm. Per landowner request, moved pole 75' to the north for aesthetic concerns. GMP Switch 472 on this property will be removed and replaced with a switch located just south of the tie point with GMP line 3347 at reservoir.
LCP - 50	GMP - 92	115w1_de_guy_ub	83.5	11.5	18540.82	715.00	366.72	15.05	Krister Adams	Design determined by Engineering Design Criteria (EDC) PI at existing location. Special structure with 115kV vertical angle, 34.5kV horizontal angle, 12.470kV distribution, customer service transformer and service feed as well as six telephone lines. Guys to span Adams driveway.
LCP - 51	GMP - 91	115w1_t_ds	83.5	11.5	18907.54	686.17	271.04	0.00	Krister Adams	Design determined by Engineering Design Criteria (EDC) Structure height has been a concern raised by off corridor landowners. VELCO continues to work with them to address their concerns.
LCP - 52	GMP - 90	115w1_t_ds	74.5	10.5	19178.57	681.96	309.03	0.00	State Forest	Design determined by Engineering Design Criteria (EDC) Structure height has been a concern raised by off corridor landowners. VELCO continues to work with them to address their concerns.
	GMP - 89								State Forest	New Blush Hill Switch structure
LCP - 53	GMP - 88	115w1_la_vsus2_guy	79.0	11.0	19486.50	674.83	388.31	24.56	State Forest	Design determined by Engineering Design Criteria (EDC) PI at new location as determined by reservoir crossing. Location changed based on request of Vermont Forest and Parks. (move new ROW from east side of existing ROW to West side of existing ROW)
	GMP - 87								State Forest	New Blush Hill Switch structure
LCP - 54	GMP - 86	115kv type da	103.0	12.0	19873.72	642.83	1406.68	2.66	State Forest	Design determined by Engineering Design Criteria (EDC) Designed to NESC standards for public or private land and water areas between 200 and 2000 acres posted for rigging or launching sailboats Structure 54 is tall in order to maintain clearance to the side slope ground profile. Both 115kV and 34.5kV structures are identical for phase to phase blowout concerns. Both crossings are 1272 Bittern for commonality and constructibility. The 34.5 would have required at least a 795 Mallard to meet tension requirements and this would have been a third type of conductor.
LCP - 55	GMP - 85	115kv type da	108.0	12.0	21280.40	633.53	423.13	0.00	State Forest	Design determined by Engineering Design Criteria (EDC) Designed to NESC standards for public or private land and water areas between 200 and 2000 acres posted for rigging or launching sailboats. Both 115kV and 34.5kV structures are identical for phase to phase blowout concerns. Both crossings are 1272 Bittern for commonality and constructibility. The 34.5 would have required at least a 795 Mallard to meet tension requirements and this would have been a third type of conductor.
LCP - 56	GMP - 84	115w1_t_ds	70.0	10.0	21703.53	714.39	409.58	0.21	State Forest	Design determined by Engineering Design Criteria (EDC)
LCP - 57	GMP - 83	115w1_t_ds	83.5	11.5	22113.11	706.59	402.83	0.00	State Forest	Design determined by Engineering Design Criteria (EDC)
LCP - 58	GMP - 82	115w1_t_ds	83.5	11.5	22515.94	720.21	502.70	0.00	State Forest	Design determined by Engineering Design Criteria (EDC)
LCP - 59	GMP - 81	115-34s2_de	95.0	0.0	23018.64	744.40	240.33	95.06	Magdamo- Abraham	Design determined by Engineering Design Criteria (EDC) This structure is a steel self supporting deadend to provide a single pole double circuit structure that meets aesthetic concerns for the landowner and the neighborhood (multiple guys with long leads) Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 60	GMP - 80	115-34w2_t_s	74.5	10.5	23258.97	802.08	291.49	0.00	Magdamo- Abraham	Design determined by Engineering Design Criteria (EDC) moved 15' west to avoid ledge outcropping. Single pole for aesthetics as it is directly in the view of the landowner (Magdamo-Abraham) as well as offering a cleaner design between two single pole structures. Gregg Hill Re-route - landowner initiated in compliance with CPG.

Structure Number	Type	Height	Embedded Depth	Station	Elevation	Ahead Span	Line Angle	Landowner Name	Engineered	
LCP - 61	GMP - 79	115-34s2_de	75.0	0.0	23550.45	808.81	338.45	-91.33	Magdamo- Abraham	Design determined by Engineering Design Criteria (EDC) This structure is a steel self supporting deadend to provide a single pole double circuit structure that meets aesthetic concerns for the landowner as well as the need to keep the guys out of the state forest. Additional 25' danger tree buffer on east of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 62	GMP - 78	115w1_t_ds	79.0	11.0	23888.91	791.37	375.22	0.00	Magdamo- Abraham and Orr	Design determined by Engineering Design Criteria (EDC) Moved 76' north to match span with 34.5kv structure and align on property boundary. Pole height increased 20'. Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 63	GMP - 77	115w1_t_ds	106.0	14.0	24264.13	737.49	506.18	0.00	Orr and Bankson	Design determined by Engineering Design Criteria (EDC) Additional 25' danger tree buffer on east of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 64	GMP - 76	115w1_t_ds	101.5	13.5	24770.31	736.70	439.37	0.00	Bankson	Design determined by Engineering Design Criteria (EDC) Per A. Gilman recommendation, moved 80' north to provide minimum 15' buffer to brook Reduced height by 5' Additional 25' danger tree buffer on east of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 65	GMP - 75	115w1_t_ds	61.0	9.0	25209.67	786.81	552.60	0.00	Boschen	Design determined by Engineering Design Criteria (EDC) Additional 25' danger tree buffer on east of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 66	GMP - 74	115w1_t_ds	83.5	11.5	25762.27	795.37	517.62	0.00	Boschen	Design determined by Engineering Design Criteria (EDC) Additional 25' danger tree buffer on east of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 67	GMP - 73	115w1_t_ds	65.5	9.5	26279.89	835.58	544.18	0.00	Boschen	Design determined by Engineering Design Criteria (EDC) Additional 25' danger tree buffer on east of ROW Gregg Hill R
LCP - 68	GMP - 72	115w1_t_ds	65.5	9.5	26824.07	855.61	338.53	0.00	Lillis	Design determined by Engineering Design Criteria (EDC) Additional 25' danger tree buffer on east of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 69	GMP - 71	115w1_t_ds	65.5	9.5	27162.60	846.16	512.58	0.00	Lillis	Design determined by Engineering Design Criteria (EDC) Additional 25' danger tree buffer on east of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 70	GMP - 70	115w1_t_ds	74.5	10.5	27675.18	807.43	449.52	0.00	Murray	Design determined by Engineering Design Criteria (EDC) Additional 25' danger tree buffer on east of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 71	GMP - 69	115w1_t_ds	70.0	10.0	28124.70	804.37	392.05	0.00	Murray	Design determined by Engineering Design Criteria (EDC) Additional 25' danger tree buffer on east of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 72	GMP - 68	115w1_de_guy	70.0	10.0	28516.75	807.77	307.70	-89.75	Murray	Design determined by Engineering Design Criteria (EDC) PI, shortened guys to fall within ROW Additional 25' danger tree buffer on east and north of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 73	GMP - 67	115w1_t_ds	79.0	11.0	28824.45	835.63	346.24	0.00	Murray	Design determined by Engineering Design Criteria (EDC) Additional 25' danger tree buffer on north of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 74	GMP - 66	115w1_t_ds	61.0	9.0	29170.69	896.54	309.30	0.00	Murray	Design determined by Engineering Design Criteria (EDC) Additional 25' danger tree buffer on north of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 75	GMP - 65	115s1_de_sc	70.0	0.0	29479.99	905.03	399.98	89.80	Murray	Design determined by Engineering Design Criteria (EDC) PI with inside angle. Guys tucked into ROW Additional 25' danger tree buffer on east and north of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 76	GMP - 64	115w1_t_ds	70.0	10.0	29879.98	889.69	361.49	0.00	Spurr	Design determined by Engineering Design Criteria (EDC) Additional 25' danger tree buffer on east of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 77	GMP - 63	115w1_t_ds	83.5	11.5	30241.47	842.42	577.74	0.00	Bieler	Design determined by Engineering Design Criteria (EDC) Additional 25' danger tree buffer on east of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 78	GMP - 62	115w1_t_ds	83.5	11.5	30819.21	812.36	472.85	0.00	Bieler	Design determined by Engineering Design Criteria (EDC) Additional 25' danger tree buffer on east of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 79	GMP - 61	115w1_t_ds	79.0	11.0	31292.06	813.77	349.20	0.00	Bieler	Design determined by Engineering Design Criteria (EDC) Additional 25' danger tree buffer on east of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 80	GMP - 60	115w1_de_guy	74.5	10.5	31641.26	813.96	398.02	-88.14	Bieler	Design determined by Engineering Design Criteria (EDC) PI - guy leads tucked into ROW Additional 25' danger tree buffer on east and north of ROW Moved 80-83 ROW 8' to south due to property line irregularities. Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 81	GMP - 59	115w1_t_ds	74.5	10.5	32039.27	810.41	338.87	0.00	Bieler	Design determined by Engineering Design Criteria (EDC) Additional 25' danger tree buffer on north of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 82	GMP - 58	115w1_t_ds	56.5	8.5	32378.14	829.40	425.56	0.00	Bieler	Design determined by Engineering Design Criteria (EDC) Additional 25' danger tree buffer on north of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.

Structure Number	Type	Height	Embedded Depth	Station	Elevation	Ahead Span	Line Angle	Landowner Name	Engineered	
LCP - 83	GMP - 57	115s1_de_sc	70.0	0.0	32803.70	819.68	214.86	60.94	Bieler	Design determined by Engineering Design Criteria (EDC) PI with guys tucked in Additional 25' danger tree buffer on north of ROW Gregg Hill Re-route - landowner initiated in compliance with CPG.
LCP - 84	GMP - 56	115w1_t_ds	83.5	11.5	33018.56	827.07	521.78	0.00	Lackey	Design determined by Engineering Design Criteria (EDC) Per request of Gazo, moved from existing location across Gregg Hill rd to Lackey Property for aesthetic views shed.
LCP - 85	GMP - 55	115w1_la_vsus2_guy	97.0	13.0	33538.66	862.65	498.38	-23.41	Cahill	Design determined by Engineering Design Criteria (EDC) PI. Shortened guys for keep inside ROW. Cahill re-route - existing line located below ledge. Severe danger tree issue and no room to add second line. ROW jog at Pittman property due to close proximity of new 34.5kV line 25' off center.
LCP - 86	GMP - 54	115s1_de_sc	90.0	0.0	34035.35	978.21	453.06	57.17	Cahill	Design determined by Engineering Design Criteria (EDC) Steel self supporting. PI with hard inside angle Cahill re-route - existing line located below ledge. Severe danger tree issue and no room to add second line. ROW jog at Pittman property due to close proximity of new 34.5kV line 25' off center.
LCP - 87	GMP - 53	115w1_t_ds	61.0	9.0	34488.41	987.51	352.05	0.00	Cahill	Design determined by Engineering Design Criteria (EDC) Cahill re-route - existing line located below ledge. Severe danger tree issue and no room to add second line. ROW jog at Pittman property due to close proximity of new 34.5kV line 25' off center.
LCP - 88	GMP - 52	115w1_t_ds	79.0	11.0	34840.46	936.96	392.74	0.00	Van Sant and Edelstein	Design determined by Engineering Design Criteria (EDC) Cahill re-route - existing line located below ledge. Severe danger tree issue and no room to add second line. ROW jog at Pittman property due to close proximity of new 34.5kV line 25' off center.
LCP - 89	GMP - 51	115w1_la_vsus2_guy	101.5	13.5	35233.20	890.00	383.17	-18.08	Pittman	Design determined by Engineering Design Criteria (EDC) PI - tucked in guys Cahill re-route - existing line located below ledge. Severe danger tree issue and no room to add second line. ROW jog at Pittman property due to close proximity of new 34.5kV line 25' off center.
LCP - 90	GMP - 50	115w1_la_vsus2_guy	74.5	10.5	35616.37	894.36	395.39	29.19	Pittman	Design determined by Engineering Design Criteria (EDC)
LCP - 91	GMP - 49	115w1_t_ds	83.5	11.5	36011.77	865.75	515.57	0.00	Whitney Blauvelt	Design determined by Engineering Design Criteria (EDC)
LCP - 92	GMP - 48	115w1_t_ds	97.0	13.0	36527.33	846.30	356.62	0.00	Whitney Blauvelt	Design determined by Engineering Design Criteria (EDC)
LCP - 93	GMP - 47	115w1_t_ds	61.0	9.0	36883.96	892.29	461.92	0.00	Frank and Blauvelt	Design determined by Engineering Design Criteria (EDC)
LCP - 94	GMP - 46	115w1_t_ds	70.0	10.0	37345.88	893.60	292.82	0.00	Frank, Blauvelt, and Simoneau	Design determined by Engineering Design Criteria (EDC)
LCP - 95	GMP - 45	115w1_de_guy	65.5	9.5	37638.69	907.52	297.43	-11.91	Frank, Blauvelt, and Simoneau	Design determined by Engineering Design Criteria (EDC) PI - tucked in guys
LCP - 96	GMP - 44	115w1_t_ds	65.5	9.5	37936.12	899.64	401.97	0.00	Frank and Blauvelt	Design determined by Engineering Design Criteria (EDC)
LCP - 97	GMP - 43	115w1_t_ds	74.5	10.5	38338.10	879.19	346.32	0.00	Frank and Blauvelt	Design determined by Engineering Design Criteria (EDC)
LCP - 98	GMP - 42	115w1_t_ds	83.5	11.5	38684.42	869.54	375.99	0.00	Frank and Blauvelt	Design determined by Engineering Design Criteria (EDC)
LCP - 99	GMP - 41	115-34s2_de	80.0	0.0	39060.41	881.69	383.92	0.09	Frank and Blauvelt	Design determined by Engineering Design Criteria (EDC) Steel self supporting. Small angle with 34.5 would have resulted in guys. With two circuits, this would have been very difficult to design and build. Transition to single pole double circuit and was requested in this location by Black Bear Run Landowners. (instead of next structure north)
LCP - 100	GMP - 40	115-34w2_t_s	83.5	11.5	39444.33	868.13	403.37	-0.27	Rossi and Hiss	Design determined by Engineering Design Criteria (EDC) Location by mutual agreement of property owners (Rossi and Hiss). Located on property boundary.
LCP - 101	GMP - 39	115-34w2_t_s	88.0	12.0	39847.70	849.51	338.64	0.00	Kneale and Stevens	Design determined by Engineering Design Criteria (EDC) Structure moved south to get it out of mowed area and put between two drives
LCP - 102	GMP - 38	115-34s1_a	75.0	0.0	40186.33	839.99	395.59	-8.94	Stevens, Kneale, and Trowbridge	Design determined by Engineering Design Criteria (EDC) Steel self supporting PI with two circuits. Options were steel or multiple poles with multiple guys. Property owners preferred self supporting option without guys.
LCP - 103	GMP - 37	115-34w2_t_s	92.5	12.5	40581.92	778.38	468.84	0.00	Trowbridge	Design determined by Engineering Design Criteria (EDC) This pole was located based on landowner input and preference for spanning the pond area to the north. Current design is under review. New option replaces two wood poles (103 and 104) with two steel poles to facilitate moving this structure further south and up the hill without setting a pole in front of the pond.

Structure Number	Type	Height	Embedded Depth	Station	Elevation	Ahead Span	Line Angle	Landowner Name	Engineered	
LCP - 104	GMP - 36	115-34w2_t_s	92.5	12.5	41050.76	752.05	319.02	0.00	Sands	Design determined by Engineering Design Criteria (EDC) This pole was located based on landowner request that it be located in approximate location of existing GMP 34.5kV pole. Current design is under review. New option replaces two wood poles (103 and 104) with two steel poles to facilitate moving pole 103 further south without moving this structure.
LCP - 105	GMP - 35	115-34w2_t_s	74.5	10.5	41369.78	759.06	306.49	0.00	Storage in Stowe	Design determined by Engineering Design Criteria (EDC)
LCP - 106	GMP - 34	115-34w2_t_s	79.0	11.0	41676.27	750.26	372.76	0.00	Tabor Trust	Design determined by Engineering Design Criteria (EDC) Design based on maintaining blowout clearance with SED distribution line on west side.
LCP - 107	GMP - 33	115-34w2_t_s	83.5	11.5	42049.03	741.19	326.62	0.00	Dougherty	Design determined by Engineering Design Criteria (EDC) Design based on maintaining blowout clearance with SED distribution line on west side. Design takes into consideration eventual correction of ground clearance issue for distribution line crossing under this line and the need to locate structure close to this crossing to keep pole heights down.
LCP - 108	GMP - 32	115-34s1_s	95.0	0.0	42375.65	717.02	489.60	0.00	Ondris	Design determined by Engineering Design Criteria (EDC) Design based on maintaining blowout clearance with SED distribution line on west side. Steel - self supporting for loading
LCP - 109	GMP - 31	115-34s2_de	90.0	0.0	42865.24	685.00	292.57	-4.73	Reinhardt	Design determined by Engineering Design Criteria (EDC) PI at approx existing location Steel - self supporting for loading and design without guys
LCP - 110	GMP - 30	115-34w2_t_s	74.5	10.5	43157.81	691.20	324.30	0.00	Merek	Design determined by Engineering Design Criteria (EDC) Structures in this area are single pole double circuit based on CPG determination
LCP - 111	GMP - 29	115-34w2_t_s	88.0	12.0	43482.11	665.00	311.29	0.00	Auer & Turiello	Design determined by Engineering Design Criteria (EDC)
LCP - 112	GMP - 28	115-34w2_t_s	97.0	13.0	43793.40	643.37	451.70	0.00	Auer & Turiello	Design determined by Engineering Design Criteria (EDC) Moved 28' south to provide 25' stream buffer (minimum 15' per A. Gilman recommendation) Removed minor (2) PI to keep this structure wood Structures 112 to 116 are as tall as they are due to swing and strength limitations
LCP - 113	GMP - 27	115-34s1_a	85.0	0.0	44245.09	640.00	410.19	12.89	Salvas	Design determined by Engineering Design Criteria (EDC) PI, Steel self supporting. Structures 112 to 116 are as tall as they are due to swing and strength limitations
LCP - 114	GMP - 26	115-34s1_a	85.0	0.0	44655.28	640.00	339.70	-21.27	Salvas	Design determined by Engineering Design Criteria (EDC) PI, Steel self supporting Structures 112 to 116 are as tall as they are due to swing and strength limitations
LCP - 115	GMP - 25	115-34w2_t_s	83.5	11.5	44994.98	642.96	296.17	0.00	Nicols	Design determined by Engineering Design Criteria (EDC) Structures 112 to 116 are as tall as they are due to swing and strength limitations
LCP - 116	GMP - 24	115-34s1_a	85.0	0.0	45291.15	643.16	298.09	10.51	Adams	Design determined by Engineering Design Criteria (EDC) PI, self supporting steel Structures 112 to 116 are as tall as they are due to swing and strength limitations
LCP - 117	GMP - 23	115-34w2_t_s	92.5	12.5	45589.24	644.35	499.20	0.00	Bryan	Design determined by Engineering Design Criteria (EDC) Moved 120' south per land owner request to keep it away from the pond.
LCP - 118	GMP - 22	115-34s1_s	95.0	0.0	46088.44	663.96	362.95	0.00	Bryan	Design determined by Engineering Design Criteria (EDC) Moved north 60' per land owner request for aesthetic concerns
LCP - 119	GMP - 21	115-34s2_de	90.0	0.0	46451.39	682.60	264.63	0.00	Loyson	Design determined by Engineering Design Criteria (EDC) PI for 34.5kV line, steel self supporting, last SPDC structure going north
LCP - 120	GMP - 20								Loyson	Design determined by Engineering Design Criteria (EDC) Dewey Tap take off pole
LCP - 121	GMP - 19	115w1_t_ds	79.0	11.0	46716.02	715.00	378.36	0.00	Loyson	Design determined by Engineering Design Criteria (EDC)
LCP - 122	GMP - 18	115w1_la_vsus2_guy	83.5	11.5	47093.91	738.08	277.75	10.00	Nichols	Design determined by Engineering Design Criteria (EDC) PI, start of Shaw Hill re-route. Shaw Hill Reroute landowner initiated in compliance with CPG.
LCP - 123	GMP - 17								Nichols	Design determined by Engineering Design Criteria (EDC) Shaw Hill Reroute landowner initiated in compliance with CPG Non-matched span, Mountain tap point.
LCP - 124	GMP - 16	115w1_t_ds	65.5	9.5	47371.18	756.89	384.05	0.00	Nichols	Design determined by Engineering Design Criteria (EDC) Shaw Hill Reroute landowner initiated in compliance with CPG. Non-matched span, Mountain tap point.
LCP - 125	GMP - 15	115w1_t_ds	65.5	9.5	47755.23	764.21	351.53	0.00	Brink	Design determined by Engineering Design Criteria (EDC) Shaw Hill Reroute landowner initiated in compliance with CPG.
LCP - 126	GMP - 14	115w1_la_vsus2_guy	70.0	10.0	48106.76	758.88	240.12	16.68	Mannion	Design determined by Engineering Design Criteria (EDC) PI as a result of landowner request that the line move an additional amount east and down hill towards River road (Pearson reroute) Shaw Hill Reroute landowner initiated in compliance with CPG.

Structure Number	Type	Height	Embedded Depth	Station	Elevation	Ahead Span	Line Angle	Landowner Name	Engineered	
LCP - 125	GMP - 14	115w1_t_ds	70.0	10.0	48346.88	744.02	211.72	0.00	Wenner	Design determined by Engineering Design Criteria (EDC) Part of Shaw Hill reroute, Landowner requested that structure elevation be kept to 814'. Based on terrain, this request could not be met for GMP - 14. 115kV and 34.5kV lines split up here based on terrain (Ledge) in area. Shaw Hill Reroute landowner initiated in compliance with CPG.
LCP - 126	GMP - 13	115w1_la_vsus2_guy	101.5	13.5	48558.60	703.62	420.79	-32.59	Wenner	Design determined by Engineering Design Criteria (EDC) PI as a result of landowner request that the line move an additional amount east and down hill towards River road (Pearson reroute) Landowner requested that structure elevation be kept to 814'. 115kV and 34.5kV lines split up here based on terrain (Ledge) in area. Shaw Hill Reroute landowner initiated in compliance with CPG.
LCP - 127	GMP - 12	115w1_t_ds	70.0	10.0	48979.39	722.17	344.44	0.00	Fountain	Design determined by Engineering Design Criteria (EDC) Shaw Hill Reroute landowner initiated in compliance with CPG.
LCP - 128	GMP - 11	115w1_la_vsus2_guy	74.5	10.5	49323.83	708.07	397.74	17.01	Fountain	Design determined by Engineering Design Criteria (EDC) PI, Last pole of Shaw Hill Reroute Shaw Hill Reroute landowner initiated in compliance with CPG.
LCP - 129	GMP - 10	115w1_de_guy	83.5	11.5	49721.56	684.76	318.64	5.89	Bouchard	Design determined by Engineering Design Criteria (EDC) The ROW at this location was shifted approx 32' to the west in an effort to align the transmission line going between the two apartment buildings at structure 131, and to remove two proposed PI structures in the fen area.
LCP - 130	GMP - 9	115w1_t_ds	74.5	10.5	50040.21	699.26	575.85	0.00	Bouchard	Design determined by Engineering Design Criteria (EDC) The ROW at this location was shifted approx 26' to the west in an effort to align the transmission line going between the two apartment buildings at structure 131, and to remove two proposed PI structures in the fen area. Pole moved south to protect this critical area and span the fen per A. Gilman recommendation.
LCP - 131	GMP - 8	115w1_t_ds	65.5	9.5	50616.06	738.60	268.12	0.00	Scheuermann	Design determined by Engineering Design Criteria (EDC) The ROW at this location was shifted approx 14' to the west in an effort to align the transmission line going between the two apartment buildings at structure 131, and to remove two proposed PI structures in the fen area. Moved pole 10' north to same GMP location per landowner request for aesthetics and child play area.
LCP - 132	GMP - 7	115w1_t_ds	79.0	11.0	50884.18	736.97	305.09	0.00	Scheuermann	Design determined by Engineering Design Criteria (EDC)
LCP - 133	GMP - 6	115w1_la_vsus2_guy	92.5	12.5	51189.27	740.00	288.10	-24.87	Scheuermann	Design determined by Engineering Design Criteria (EDC) PI, beginning of Cady Hill Re-route The two lines cross over between structures 133 and 134 to accomodate the alignment coming into the new Stowe Substation This re-route was discussed and agreed to by signature with all effected landowners in the summer of 2005. to move line and structures away from homes that had been constructed close to and under the existing line.
LCP - 134	GMP - 5	115w1_la_vsus2_guy	97.0	13.0	51477.37	735.64	317.04	21.41	Radley	Design determined by Engineering Design Criteria (EDC) PI The two lines cross over between structures 133 and 134 to accomodate the alignment coming into the new Stowe Substation This re-route was discussed and agreed to by signature with all effected landowners in the summer of 2005. to move line and structures away from homes that had been constructed close to and under the existing line.
LCP - 135	GMP - 4	115w1_t_ds	88.0	12.0	51794.41	738.54	353.53	0.00	Bingnot	Design determined by Engineering Design Criteria (EDC) This structure was moved 45' south off lawn area to opposite side of the stream This re-route was discussed and agreed to by signature with all effected landowners in the summer of 2005. to move line and structures away from homes that had been constructed close to and under the existing line.
LCP - 136	GMP - 3	115w1_t_ds	65.5	9.5	52147.94	757.76	434.91	0.00	Adams	Design determined by Engineering Design Criteria (EDC) This re-route was discussed and agreed to by signature with all effected landowners in the summer of 2005. to move line and structures away from homes that had been constructed close to and under the existing line. Moved 30' south as mutually agreed upon by members of Cady Hill Homeowners Association (Adams, and Keifer)
LCP - 137	GMP - 2	115w1_t_ds	79.0	11.0	52582.85	755.27	248.38	0.00	Cady Hill Homeowners Association	Design determined by Engineering Design Criteria (EDC) This re-route was discussed and agreed to by signature with all effected landowners in the summer of 2005. to move line and structures away from homes that had been constructed close to and under the existing line. Moved 15' north to provide buffer (15') from seasonal stream per A. Gilman recommendation.
LCP - 138	GMP - 1	115kv type e	52.0	8.0	52831.24	759.71	126.71	4.76	Vermont Transco	Design determined by Engineering Design Criteria (EDC) Slack span into station
SUB	stowesub-115kv	60.0	0.0	52957.95	762.82	0.00	0.00			

Str. #	Type	Height	Embedded Depth	Station	Elevation	Ahead Span	Line Angle	Landowner Name
34.5kV	34.5kV	34.5kV	34.5kV	34.5kV	34.5kV	34.5kV	34.5kV	
GMP - 94	115w1_de_guy_ub	79	11	139.94	746.681	334.96	0	Douglass/Berrings
GMP - 93	115w1_t_ds	92.5	12.5	474.9	724.636	240.425	0	Guillemette
GMP - 92	115w1_de_guy_ub	83.5	11.5	715.325	715.034	399.308	11.5344	Krister Adams
GMP - 91	ap-3	39.813	6.5	1114.633	691.629	238.958	3.5352	Krister Adams
GMP - 90	ap-3	35.313	6	1353.591	689.232	286.949	-3.637	State Forest
GMP - 89	dist_34de-vert-1ckt	43	7	1640.54	684.859	42.645	0	State Forest
GMP - 88	dist_34de-vert-1ckt	43	7	1683.185	682.955	52.771	28.1744	State Forest
GMP - 87	dist_34de-vert-1ckt	47.5	7.5	1720.73	675.791	351.419	0	State Forest
GMP - 86	34kv type da	103	12	2072.149	636.742	1411.275	2.5871	State Forest
GMP - 85	34kv type da	108	12	3483.424	628.11	417.744	3.7248	State Forest
GMP - 84	ap-3	48.813	7.5	3901.168	713.013	471.798	-3.4597	State Forest
GMP - 83	tp-3	53.313	8	4372.966	719.12	342.491	0	State Forest
GMP - 82	34de	56.5	8.5	4715.457	720.578	503.664	2.8821	State Forest
GMP - 81	115-34s2_de	95	0	5219.121	744.4	241.135	92.1915	Magdamo- Abraham
GMP - 80	115-34w2_t_s	74.5	10.5	5460.256	802.164	290.681	0	Magdamo- Abraham
GMP - 79	115-34s2_de	75	0	5750.937	808.807	350.092	-95.4242	Magdamo- Abraham
GMP - 78	34de	56.5	8.5	6101.029	786.206	365.555	4.0982	Magdamo- Abraham and Orr
GMP - 77	tp-3	57.813	8.5	6466.584	742.703	532.536	0	Orr and Bankson
GMP - 76	tp-3	62.313	9	6999.12	739.543	409.696	0	Bankson
GMP - 75	tp-3	35.313	6	7408.816	796.682	554.418	0	Boschen
GMP - 74	tp-3	48.813	7.5	7963.234	797.954	516.472	0	Boschen
GMP - 73	tp-3	44.313	7	8479.706	836.265	543.22	0	Boschen
GMP - 72	tp-3	44.313	7	9022.926	858.183	341.17	0	Lillis
GMP - 71	tp-3	48.813	7.5	9364.096	848.795	512.091	0	Lillis
GMP - 70	tp-3	39.813	6.5	9876.187	807.52	450.153	0	Murray
GMP - 69	tp-3	39.813	6.5	10326.34	804.498	366.883	0	Murray
GMP - 68	dist_34de-vert-1ckt	47.5	7.5	10693.223	808.005	284.649	-89.7927	Murray
GMP - 67	tp-3	48.813	7.5	10977.872	833.181	347.823	0	Murray
GMP - 66	tp-3	39.813	6.5	11325.695	895.432	330.933	0	Murray
GMP - 65	dist_34de-vert-1ckt	47.5	7.5	11656.628	897.863	424.375	89.8413	Murray
GMP - 64	tp-3	44.313	7	12081.003	886.508	359.998	0	Spurr
GMP - 63	tp-3	48.813	7.5	12441.001	841.8	575.833	0	Bieler
GMP - 62	tp-3	39.813	6.5	13016.834	811.385	479.7	0	Bieler
GMP - 61	tp-3	39.813	6.5	13496.534	811.66	322.748	0	Bieler
GMP - 60	dist_34de-vert-1ckt	43	7	13819.282	811.875	373.121	-88.1437	Bieler

Str. #	Type	Height	Embedded Depth	Station	Elevation	Ahead Span	Line Angle	Landowner Name
GMP - 59	tp-3	39.813	6.5	14192.403	810.252	337.985	0	Bieler
GMP - 58	tp-3	35.313	6	14530.388	826.209	442.221	0	Bieler
GMP - 57	dist_34de-vert-1ckt	43	7	14972.609	818.28	201.212	61.0585	Bieler
GMP - 56	tp-3	39.813	6.5	15173.821	827.342	540.298	0	Lackey
GMP - 55	dist_34de-vert-1ckt	70	10	15714.119	864.476	508.192	-23.5292	Cahill
GMP - 54	dist_34de-vert-1ckt	65.5	9.5	16222.311	976.584	462.53	57.1707	Cahill
GMP - 53	tp-3	44.313	7	16684.841	988.16	355.03	0	Cahill
GMP - 52	tp-3	48.813	7.5	17039.871	947.48	389.936	0	Van Sant and Edelstein
GMP - 51	34de	47.5	7.5	17429.807	892.757	385.712	-18.0748	Pittman
GMP - 50	34de	34	6	17815.519	911.302	401.802	29.1856	Pittman
GMP - 49	tp-3	35.313	6	18217.321	867.258	511.37	0	Whitney Blauvelt
GMP - 48	tp-3	39.813	6.5	18728.691	845.231	363.09	0	Whitney Blauvelt
GMP - 47	tp-3	30.813	5.5	19091.781	891.893	455.49	0	Frank and Blauvelt
GMP - 46	tp-3	35.313	6	19547.271	895.774	294.403	0	Frank, Blauvelt, and Simoneau
GMP - 45	34de	34	6	19841.674	913.029	292.707	-11.9071	Frank, Blauvelt, and Simoneau
GMP - 44	tp-3	35.313	6	20134.381	900.839	399.84	0	Frank and Blauvelt
GMP - 43	tp-3	39.813	6.5	20534.221	880.813	348.306	0	Frank and Blauvelt
GMP - 42	34de	47.5	7.5	20882.527	865.55	379.14	3.7809	Frank and Blauvelt
GMP - 41	115-34s2_de	80	0	21261.667	881.689	383.917	-3.6954	Frank and Blauvelt
GMP - 40	115-34w2_t_s	83.5	11.5	21645.584	868.126	403.364	-0.267	Rossi and Hiss
GMP - 39	115-34w2_t_s	88	12	22048.948	849.511	338.643	0	Kneale and Stevens
GMP - 38	115-34s1_a	75	0	22387.591	839.987	397.93	-8.9395	Stevens, Kneale, and Trowbridge
GMP - 37	115-34w2_t_s	92.5	12.5	22785.521	777.809	466.48	0	Trowbridge
GMP - 36	115-34w2_t_s	92.5	12.5	23252.001	752.048	319.03	0	Sands
GMP - 35	115-34w2_t_s	74.5	10.5	23571.031	759.059	307.171	0	Storage in Stowe
GMP - 34	115-34w2_t_s	79	11	23878.202	750.277	372.566	0	Tabor Trust
GMP - 33	115-34w2_t_s	83.5	11.5	24250.768	741.169	325.746	0	Dougherty
GMP - 32	115-34s1_s	95	0	24576.514	717.101	489.989	0	Ondris
GMP - 31	115-34s2_de	90	0	25066.503	685	292.563	-4.617	Reinhardt
GMP - 30	115-34w2_t_s	74.5	10.5	25359.066	690.979	324.3	0	Merek

Str. #	Type	Height	Embedded Depth	Station	Elevation	Ahead Span	Line Angle	Landowner Name
GMP - 29	115-34w2_t_s	88	12	25683.366	665	339.298	0	Auer & Turiello
GMP - 28	115-34w2_t_s	97	13	26022.664	640.86	423.695	-0.3603	Auer & Turiello
GMP - 27	115-34s1_a	85	0	26446.359	640	410.189	13.1432	Salvas
GMP - 26	115-34s1_a	85	0	26856.548	640	339.762	-21.2705	Salvas
GMP - 25	115-34w2_t_s	83.5	11.5	27196.31	642.956	296.105	0	Nicols
GMP - 24	115-34s1_a	85	0	27492.415	643.158	298.763	10.5148	Adams
GMP - 23	115-34w2_t_s	92.5	12.5	27791.178	644.333	498.881	0	Bryan
GMP - 22	115-34s1_s	95	0	28290.059	663.978	362.591	0	Bryan
GMP - 21	115-34s2_de	90	0	28652.65	682.598	89.341	-15.756	Loyson
GMP - 20	34s2h_de	45	0	28741.991	696.609	256.614	15.6796	Loyson
GMP - 19	tp-h-3	53.313	8	28914.651	714.007	386.049	0	Loyson
GMP - 18	34s2h_a	55	0	29300.7	739.921	141.675	10.0793	Nichols
GMP - 17	spdc-34	56.5	8.5	29442.375	756.478	516.48	0	Nichols
GMP - 16	tp-h-3	53.313	8	29958.855	768.036	357.725	0	Brink
GMP - 15	tp-h-3	57.813	8.5	30316.58	761.78	222.953	0	Mannion
GMP - 14	34s2h_de	40	0	30539.533	779.452	245.609	31.5831	Wenner
GMP - 13	34s2h_de	85	0	30785.142	712.704	412.963	-47.4925	Wenner
GMP - 12	tp-h-3	44.313	7	31198.105	725.693	349.774	0	Fountain
GMP - 11	34s2h_de	50	0	31547.879	712.093	403.071	17.064	Fountain
GMP - 10	34s2h_a	65	0	31950.95	688.226	320.696	5.8399	Bouchard
GMP - 9	tp-h-3	48.813	7.5	32271.646	700.509	574.008	0	Bouchard
GMP - 8	tp-h-3	44.313	7	32845.654	739.036	262.009	0	Scheuermann
GMP - 7	tp-h-3	44.313	7	33107.663	738.003	305.44	0	Scheuermann
GMP - 6	34s2h_de	40	0	33413.103	740.462	282.303	-14.6734	Scheuermann
GMP - 5	34s2h_a	45	0	33695.406	734.921	330.87	11.2125	Radley
GMP - 4	tp-h-3	44.313	7	34026.276	737.534	377.546	0	Binginot
GMP - 3	tp-h-3	44.313	7	34403.822	756.054	393.222	0	Adams
GMP - 2	34s2h_a	55	0	34797.044	755.294	249.677	11.6653	Cady Hill Homeowners Association
GMP - 1	34s2h_de	55	0	35046.722	760.082	181.575	-0.7774	Vermont Transco
	stowesub-34kv	30	0	35222.959	763.753	0	0	