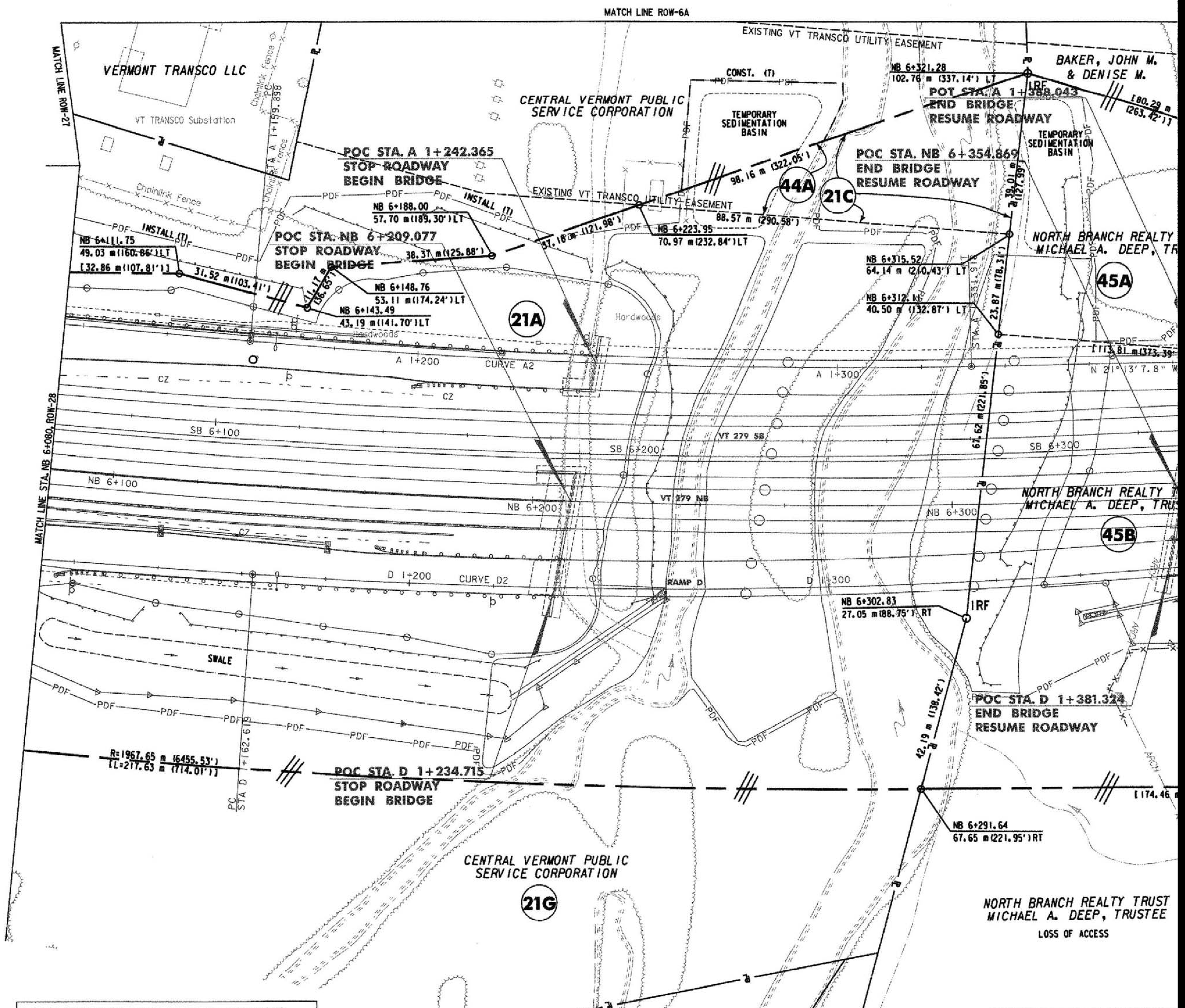
MATCH LINE ROW-6A
MATCH LINE ROW-27
MATCH LINE STA. NB 6+080, ROW-28
VERMONT TRANSCO LLC
VT TRANSCO Substation
Chainlink Fence
STA A 1+159.898
EXISTING VT TRANSCO UTILITY EASEMENT
CENTRAL VERMONT PUBLIC SERVICE CORPORATION
CONST. (T)
TEMPORARY SEDIMENTATION BASIN
POC STA. A 1+242.365
STOP ROADWAY
BEGIN BRIDGE
POC STA. NB 6+209.077
STOP ROADWAY
BEGIN BRIDGE
INSTALL (T)
NB 6+111.75
49.03 m (160.86') LT
[32.86 m (107.81')]
31.52 m (103.41')
11.17 m (36.65')
NB 6+148.76
53.11 m (174.24') LT
NB 6+143.49
43.19 m (141.70') LT
NB 6+188.00
57.70 m (189.30') LT
38.37 m (125.88')
37.18 m (121.98')
NB 6+223.95
70.97 m (232.84') LT
98.16 m (322.05')
88.57 m (290.58')
44A
21C
21A
Hardwoods
NB 6+321.28
102.76 m (337.14') LT
POT STA. A 1+388.043
END BRIDGE
RESUME ROADWAY
POC STA. NB 6+354.869
END BRIDGE
RESUME ROADWAY
BAKER, JOHN M. & DENISE M.
IRF
[80.29 m (263.42')]
39.01 m (127.99')
NORTH BRANCH REALTY
MICHAEL A. DEEP, TR
45A
NB 6+315.52
64.14 m (210.43') LT
NB 6+312.11
40.50 m (132.87') LT
23.87 m (78.31')
[113.81 m (373.39'
N 21° 13' 7.8" W
A 1+200
CURVE A2
A 1+300
CZ
SB 6+100
SB 6+200
SB 6+300
VT 279 SB
VT 279 NB
NB 6+100
NB 6+200
NB 6+300
67.62 m (221.85')
NORTH BRANCH REALTY T
MICHAEL A. DEEP, TRUS
45B
D 1+200
CURVE D2
D 1+300
RAMP D
NB 6+302.83
27.05 m (88.75') RT
IRF
SWALE
PDF
POC STA. D 1+381.324
END BRIDGE
RESUME ROADWAY
ARCH
R=1967.65 m (6455.53')
[L=217.63 m (714.01')]
PC STA D 1+162.619
POC STA. D 1+234.715
STOP ROADWAY
BEGIN BRIDGE
42.19 m (138.42')
NB 6+291.64
67.65 m (221.95') RT
[174.46
CENTRAL VERMONT PUBLIC SERVICE CORPORATION
21G
NORTH BRANCH REALTY TRUST
MICHAEL A. DEEP, TRUSTEE
LOSS OF ACCESS
0 10 20 30
SCALE 1:500 @ FULL SIZE

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (1992)

LINES SHOWN ON THIS PLAN AS EXISTING PROPERTY LINES P/L ARE BELIEVED TO BE ACCURATE BUT SHOULD NOT BE RELIED UPON FOR PURPOSES UNRELATED TO THE STATE OF VERMONT'S ACQUISITION OF LAND AND RIGHTS FOR THIS PROJECT.

THIS SHEET TO BE USED FOR RIGHT-OF-WAY INFORMATION ONLY

**R.O.W.
PLAN**

ROW-6

PROJECT NAM
BENN
DESIGN FILE
PROJECT LEA

[redacted]