

CERTIFICATE OF HIGHWAY MILEAGE FOR YEAR ENDING FEB. 10, 1991

Fill out the certificate, file a copy with the Town Clerk, and mail original to
Vt. Agency of Transportation, Planning Division before February 10, 1991.

▶ IF NO CHANGES IN MILEAGE, OMIT PART I, CHECK BOX IN PART II, AND SIGN PART III. ◀

PART I

DISTRICT 3+4

We, the Selectmen/Trustees/Aldermen of Chittenden, Rutland County
on an oath state that the mileage of highways, according to Title 19, V. S. A., Sec. 305,
added 1985, is as follows:

	TOWN HIGHWAYS				STATE HIGHWAYS	TOTAL EXCLUDING CLASS 4
	CLASS 1	CLASS 2	CLASS 3	CLASS 4		
PREVIOUS MILEAGE AS SHOWN FEBRUARY 10, 1990	0.000	8.980	19.870	3.020	0.142	28.992
MILEAGE ADDED SINCE FEBRUARY 10, 1990 EXPLAIN UNDER (1) BELOW			0.17			0.170
SUB TOTAL			20.040			
MILEAGE SUBTRACTED SINCE FEBRUARY 10, 1990 EXPLAIN UNDER (2) AND (3)						
TOTAL HIGHWAY MILEAGE FEB. 10, 1991	0.000	8.980	20.040	3.020	0.142	29.162
SCENIC HIGHWAY MILEAGE (19 VSA 2502)						

DURING THE PAST YEAR THE FOLLOWING CHANGES HAVE OCCURRED.

(1) NEW HIGHWAYS: We hereby certify that the following new highways, as substantiated by the attached
"Selectmen's Certificate of Completion" have been added.
Falk Road & Stoney Field Road 0.170 Class 3

(2) DISCONTINUED: We hereby certify that the following highways have been discontinued according to statute
and are substantiated by the attached copy of the proceedings.

(3) RECLASSIFIED/REMEASURED: We hereby certify that the following highways have been reclassified/remeasured
and are substantiated by the attached copy of the proceedings.

(4) SCENIC HIGHWAYS: We hereby certify that the following highways have been designated or discontinued
as "Town Scenic Highways", and are substantiated by the attached copy of the proceedings.

PART II CHECK BOX IF NO CHANGES IN MILEAGES.

PART III

SELECTMEN/ALDERMEN/TRUSTEES
SIGNATURES

R. E. Beaton
Gary M. Falk
Frank Hall

Town/City/Village CLERK SIGNATURE: *X Marie J. Shane* attests
that this record of highway mileage was filed and recorded on February 4th, 1991.

Approved: *Walter D. Willey* 3/4/91
Representative, Agency of Transportation Date

Note: Applicable section of Vermont Statutes is printed on reverse side.

Title 19, V. S. A. Section 305
Added 1985

SEC. 305. MEASUREMENT OF HIGHWAYS

(c) A representative of the agency in the presence of the selectmen or their designee shall measure and inspect the class 1, 2 and 3 town highways in each town at least once every ten years. The agency shall notify the town when any highway, or portion of a highway, does not meet the standards for its assigned class. If the town fails, within one year, to restore the highway or portion of the highway to the accepted standard, or to reclassify, or to discontinue, or develop an acceptable schedule for restoring to the accepted standards, the agency for purposes of apportionment under section 306 of this title shall deduct the affected mileage from that assigned to the town for the particular class of the road in question.

(b) Annually, on or before February 10, the selectmen shall, after review by a representative of the agency, file with the town clerk a sworn statement of the description and measurements of all class 1, 2 and 3 town highways, then in existence, including any special designation such as a throughway or scenic highway. When class 1, 2 or 3 town highways are accepted, discontinued, or reclassified, a copy of the proceedings shall be filed in the town clerk's office and a copy shall be forwarded to the agency.

(c) The agency shall not accept any change in mileage until the records required to be filed in the town clerk's office by this section are received by the agency.

(d) The selectmen of any town who are aggrieved by a finding of the agency concerning the measurement, description or classification of a town highway may appeal to the board by filing a notice of appeal with the executive secretary of the board.

Title 19, V. S. A. Section 2502
Added 1985

Sec. 2502. TOWN SCENIC ROADS; DESIGNATION AND DISCONTINUANCE

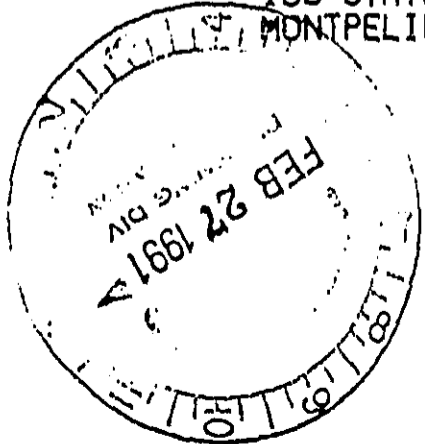
(a) On recommendation of the planning commission of a municipality, or on the initiative of the legislative body of a municipality, a legislative body may, after one public hearing warned for the purpose, designate or discontinue any town highway or portion of a town highway as a town scenic highway. Such action by the legislative body may be petitioned by the registered voters of the municipality pursuant to the provisions of section 1973 of Title 24.

(b) A town scenic road may be reconstructed or improved in a manner consistent with the standards established by the transportation board, pursuant to section 425 of Title 10. A class 1, 2 or 3 scenic highway shall still be eligible to receive aid pursuant to the provisions of this title.

(c) The legislative body of a municipality may appeal for a variance from standards promulgated by the transportation board. In these appeals the board's decision shall be final.

RETURN TO: VERMONT AGENCY OF TRANSPORTATION
DEPARTMENT OF PLANNING AND PRECONSTRUCTION
PLANNING DIVISION
133 STATE STREET
MONTPELIER, VERMONT 05602

Chittenden Town Clerk's Office
Received for Record



..... February 27 A. D., 1991
..... 10 minutes A M.
..... 42 Page 380
of Chittenden Town Clerk's Office
Attest *Harold J. [Signature]*
Town Clerk
Fee.....

AGENCY OF TRANSPORTATION

OFFICE MEMORANDUM

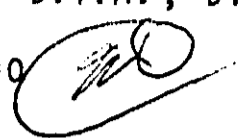
TO: Wilson K. Wheatley, III, P.E., Planning Engineer

FROM: Wayne A. Jarvis, D.T.A., District #3

DATE: November 30, 1990

SUBJECT: CHITTENDEN

W.K.W.

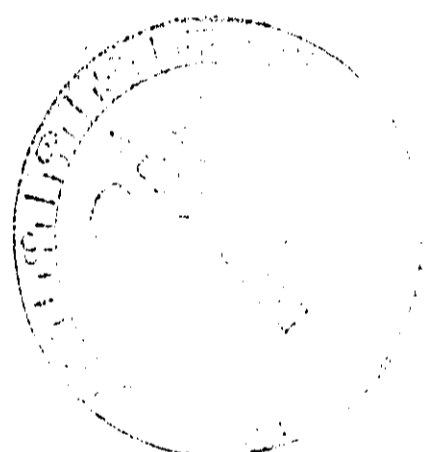


Attached is the information requested in the 1976 certificate of mileage.

Please don't get to expect this fast a response. Next time may take longer.

WAJ/j1

Enc.



CERTIFICATE OF COMPLETION AND OPENING
OF A HIGHWAY FOR PUBLIC TRAVEL

*Stoney Field Rd.
1991*

Harriet S. Thorne, Clerk of the Town
of Chittenden , Vermont.

Pursuant to Title 19, V.S.A., Section 15, as amended 1973, this is to certify that
the following described section of Class 3 Highway in the Town of
 Chittenden was COMPLETED AND OPEN FOR PUBLIC TRAVEL
on April 1, , 19 76.

DESCRIPTION OF RIGHT-OF-WAY: Beginning

SEE ATTACHED

and as shown on a Highway Map of the Town of Chittenden ,
dated February 10, 19 84, and filed ~~in Book~~ on page of the Records
of the of by the Town Clerk of
said Chittenden incorporated herein by reference and attested to on
said map by said Clerk.

Dated at Chittenden , County of Rutland and State of
Vermont, this 19 day of November, A.D., 19 90.

RE Beane
Gary M. Felt
Robert W. Hall

BOARD
OF
SELECTMEN
ALDERMEN
TRUSTEES

 and the MAYOR of the City of .

 Chittenden , VERMONT
 November 19 , 19 90.

THE ABOVE IS A TRUE COPY OF THE DESCRIPTION OF CLASS 3 HIGHWAY COMPLETED AND OPENED
FOR PUBLIC TRAVEL, RECORDED IN BOOK 26 ON PAGE 601 OF THE Chittenden RECORDS
OF THE OF ON THE First DAY OF April,
19 76, AT ten O' CLOCK, A..M.

ATTEST:
 Town CLERK OF Chittenden , VERMONT

REP. IDENT. LETTER	TOWN CHRT. NO.	MILES ADDED	MILES SUBTRACTED	EXPLANATION
TOWN HIGHWAY MILEAGE CHANGES DUE TO REMEASUREMENT				
A	10		0.120	REMEASUREMENT
D	22		0.050	REMEASUREMENT
TOTAL CLASS 3:			0.170	
CLASS 4:			()	()
ROADS BEING RECLASSIFIED - DOCUMENTATION IS REQUIRED				
C	20		(0.060) 0.200	Not Town Highway per Selectmen - need proof. To be 0.260 mile Class 4 if proof not furnished.
E	24		0.050	Discontinued per Selectmen. To be 0.050 mile Class 4 if proof not furnished.
TOTAL CLASS 3:			0.250	
CLASS 4:			(0.060)	()
"OLD TOWN HIGHWAYS" - CERTIFICATE SIGNED BY SELECTMEN STATING THAT THESE ROADS HAVE BEEN MAINTAINED AS TOWN ROADS FOR "X" YEARS IS REQUIRED				
NEW TOWN HIGHWAYS CERTIFICATE OF COMPLETION AND OPENING AND RIGHT-OF-WAY DESCRIPTION IS REQUIRED				
B	12	0.650		Addition
F	30 Prov.	0.170		New Road
TOWN HIGHWAY CHANGES FOR WHICH DOCUMENTATION HAS ALREADY BEEN RECEIVED BY AGENCY OF TRANSPORTATION (CHANGES ALREADY ENTERED ON MILEAGE CERTIFICATE)				
G	31	(0.560)		Legal Trail - Old Y-12

773-2637

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS THAT WE, Gary M. Falk and Christine L. Falk, husband and wife, of the Town of Chittenden, County of Rutland and State of Vermont, Grantors, in the consideration of One and More Dollars paid to our full satisfaction by the Town of Chittenden, a municipal corporation of and within the State of Vermont, Grantee, by these presents, do freely GIVE, GRANT, SELL, CONVEY AND CONFIRM unto the said Grantee, the Town of Chittenden, and its successors and assigns forever, a certain piece of land in the Town of Chittenden, County of Rutland and State of Vermont, described as follows, viz:

Being a portion of the lands and premises conveyed to Gary M. Falk by deed of Peter F. Ryan and wife dated November 1, 1971 and recorded in Book 24, Page 463 of the Town of Chittenden Land Records. Said portion is more particularly described as follows:

PARCEL 1:

Beginning at an iron pipe set in a fence line and set in the westerly line of Town Highway No. 12 and also marking the southeast corner of Lot No. 1 - German Hill Farms (said point of beginning being approximately seven tenths (0.7) of a mile northeasterly from the intersection of Town Highway No. 12 and German Hill Road (Town Highway No. 2) in the Town of Chittenden, County of Rutland, State of Vermont); thence North thirty five degrees (35°) - twenty three minutes (23') - fifteen seconds (15") East a distance of two hundred fifty five and eighty six one hundredths (255.86) feet along the easterly line of Lot No. 1 - German Hill Farms to an iron pipe (set); thence North thirty five degrees (35°) - thirty three minutes (33') East a distance of one hundred twenty two and fifty eight one hundredths (122.58) feet along a portion of the easterly line of Lot No. 1 and a portion of the easterly line of Lot No. 2 - German Hill Farms to an iron pipe; thence along the easterly line of Lot No. 2 and other lands belonging to Gary M. Falk the following five (5) courses: (1) North sixty two degrees (62°) - thirty eight minutes (38') East a distance of two hundred seventy and fifty one one hundredths (270.51) feet to an iron pipe; (2) North forty six degrees (46°) - twenty nine minutes (29') - thirty seconds (30") East a distance of one hundred twenty three and fifty one hundredths (123.50) feet to an iron pipe; (3) North thirty two degrees (32°) - zero minutes (00') East a distance of one hundred twenty nine and thirteen one hundredths (129.13) feet to an iron pipe; (4) North twenty one degrees (21°) - forty four minutes (44') East a distance of five hundred eighty and fifty one



one hundredths (580.51) feet to an iron pipe; (5) North Sixteen degrees (16°) - thirty five minutes (35') West a distance of four hundred seventy four and ninety five one hundredths (474.95) feet to an iron pipe marking the southeast corner of Lot No. 15; thence along the easterly line of Lot No. 15 the following four (4) courses: (1) North nineteen degrees (19°) - forty six minutes (46') East a distance of one hundred thirty nine and ninety nine one hundredths (139.99) feet to an iron pipe; (2) North fourteen degrees (14°) - twenty five minutes (25') East a distance of two hundred twenty five and eight one hundredths (225.08) feet to an iron pipe; (3) North fifteen degrees (15°) - thirty minutes (30') East a distance of one hundred sixty eight and ninety six one hundredths (168.96) feet to an iron pipe; (4) North three degrees (03°) - fifty one minutes (51') East a distance of thirty one and no tenths (31.0) feet to an iron pipe marking the northeast corner of the said Lot No. 15 and the southeast corner of Lot No. 13; thence along the easterly line of Lot No. 13 the following three (3) courses; (1) North three degrees (03°) - fifty one minutes (51') East a distance of one hundred forty three and thirty eight one hundredths (143.38) feet to an iron pipe; (2) North seven degrees (07°) - fifty nine minutes (59') - thirty seconds (30") East a distance of one hundred sixty five and ninety one hundredths (165.90) feet to an iron pipe; (3) North eight degrees (08°) - thirty minutes (30') - thirty seconds (30") West a distance of two hundred ninety three and fifty nine one hundredths (293.59) feet to an iron pipe marking the northeast corner of the said Lot No. 13 and the southeast corner of Lot No. 12; thence North zero degrees (00°) - twenty three minutes (23') West a distance of four hundred fifty three and seventy one hundredths (453.70) feet along the easterly line of Lot No. 12 to an iron pipe marking the northeast corner of the said Lot No. 12 and also marking the southeast corner of Lot No. 11; thence North zero degrees (00°) - twenty three minutes (23') West a distance of one hundred fifty eight and seventy seven one hundredths (158.77) feet to an iron pipe; thence South eighty nine degrees (89°) - thirty seven minutes (37') West a distance of seventeen and no tenths (17.0) feet to an iron pipe; thence North zero degrees (00°) - twenty three minutes (23') West a distance of one hundred and no tenths (100.0) feet to an iron pipe; thence North eighty nine degrees (89°) - thirty seven minutes (37') East a distance of seventeen and no tenths (17.0) feet to an iron pipe; thence continuing North eighty nine degrees (89°) - thirty seven minutes (37') East a distance of thirty three and no tenths (33.0) feet to an iron pipe located in the easterly line of the said Lot No. 11 and also located in the westerly line of Lot No. 10; thence continuing North eighty nine degrees (89°) - thirty seven minutes (37') East a distance of thirty three and no tenths (33.0) feet to an iron pipe; thence continuing North eighty nine degrees (89°) - thirty seven minutes (37') East a distance of seventeen and no tenths (17.0) feet to an iron pipe; thence South zero degrees (00°) - twenty three minutes (23') East a distance of one hundred and no tenths (100.0) feet to an iron pipe; thence South eighty nine degrees (89°) - thirty seven minutes (37') West a distance of seventeen and no tenths (17.0) feet to an iron pipe; thence South zero degrees (00°) - twenty three minutes (23') East a distance of six hundred seven and eighty one hundredths (607.80) feet along

a portion of the westerly line of Lot No. 10 and a portion of the westerly line of Lot No. 9 to a chiseled "X"; thence South eight degrees (08°) - thirty minutes (30') - thirty seconds (30") East a distance of two hundred ninety eight and forty seven one hundredths (298.47) feet along a portion of the westerly line of Lot No. 9 and a portion of the westerly line of Lot No. 8 to an iron pipe; thence South seven degrees (07°) - fifty nine minutes (59') - thirty seconds (30") West a distance of one hundred seventy three and six one hundredths (173.06) feet along a portion of the westerly line of Lot No. 8 to an iron pipe; thence South three degrees (03°) - fifty one minutes (51') West a distance of one hundred seventy eight and seventy two one hundredths (178.72) feet to an iron pipe marking the southwest corner of Lot No. 8 and the northwest corner of Lot No. 7; thence along the westerly line of Lot No. 7 the following three (3) courses: (1) South fifteen degrees (15°) - thirty minutes (30') West a distance of one hundred seventy five and six one hundredths (175.06) feet to an iron pipe; (2) South fourteen degrees (14°) - twenty five minutes (25') West a distance of two hundred twenty seven and fifty one one hundredths (227.51) feet to an iron pipe; (3) South nineteen degrees (19°) - forty six minutes (46') West a distance of ninety one and nineteen one hundredths (91.19) feet to an iron pipe marking the southwest corner of the said Lot No. 7 and the northwest corner of Lot No. 6; thence South nineteen degrees (19°) - forty six minutes (46') West a distance of thirty and two tenths (30.2) feet along a portion of the easterly line of Lot No. 6 to an iron pipe; thence South sixteen degrees (16°) - thirty five minutes (35') East a distance of three hundred ninety four and eighty one hundredths (394.80) feet along the westerly line of Lot No. 6 to an iron pipe marking the southwest corner of the said Lot No. 6 and also marking the northwest corner of Lot No. 5; thence along the westerly line of Lot No. 5 the following three (3) courses; (1) South sixteen degrees (16°) - thirty five minutes (35') East a distance of eighty one and forty one one hundredths (81.41) feet to an iron pipe; (2) South twenty one degrees (21°) - forty four minutes (44') West a distance of six hundred nine and thirty five one hundredths (609.35) feet to an iron pipe; (3) South thirty two degrees (32°) - zero minutes (00') West a distance of ninety five and seventy three one hundredths (95.73) feet to an iron pipe marking the southwest corner of Lot No. 5 and also marking the northwest extremity of Stoney Field Road (another proposed town highway); thence continuing South thirty two degrees (32°) - zero minutes (00') West a distance of forty seven and seventy three one hundredths (47.73) feet along the western extremity of Falk Road to a point in the westerly line of said highway; thence South forty six degrees (46°) - twenty nine minutes (29') - thirty seconds (30") West a distance of twenty three and nineteen one hundredths (23.19) feet along the westerly line of the said Falk Road to an iron pipe marking the southwestern extremity of the said highway and also marking the northwest corner of Lot No. 3A; thence along the westerly line of the said Lot No. 3A the following four (4) courses; (1) South forty six degrees (46°) - twenty nine minutes (29') - thirty seconds (30") West a distance of one hundred eighteen and five

one hundredths (118.05) feet to an iron pipe; (2) South sixty two degrees (62°) - thirty eight minutes (38') West a distance of two hundred sixty three and ninety seven one hundredths (263.97) feet to an iron pipe; (3) South thirty five degrees (35°) - thirty three minutes (33') West a distance of one hundred sixteen and ninety eight one hundredths (116.98) feet to an iron pipe; (4) South twenty eight degrees (28°) - five minutes (05') - thirty seconds (30") West a distance of one hundred fifty five and fifty two one hundredths (155.52) feet to an iron pipe marking the southwest corner of the said Lot No. 3A (said iron pipe is also located in a fence line which marks the northerly line of the property now or formerly belonging to Charles C. & Bertha B. Elliott); thence South seventy eight degrees (78°) - thirty eight minutes (38') - thirty seconds (30") West a distance of one hundred twenty five and ten one hundredths (125.10) feet across Town Highway No. 12 to the point or place of beginning.

Meaning and intending to describe a right of way sixty six (66) feet in width and more than sixty six feet in width for one hundred feet at its northern extremity and three thousand eight hundred thirteen (3,813) feet along its center line, with said right of way to be known as
Falk Road and to be conveyed or dedicated to the Town of Chittenden for use as a town highway.

Further reference is made to a survey plat (map) entitled: PROPOSED LOTS & ROAD LAYOUT - GERMAN HILL FARMS - GARY M. FALK - TOWN HIGHWAY #12 - CHITTENDEN, VT. - DATE: MAY 1972. The surveys were performed by A.C.F. Precision Surveys, Inc. of Rutland, Vermont.

PARCEL 2:

Beginning at an iron pipe located in the easterly line of Stoney Field Road (a proposed town highway) and also marking the northwest corner of Lot No. 3A - German Hill Farms (said point of beginning being a distance of seven hundred thirteen and forty eight one hundredths (713.48) feet in a northeasterly direction along the center line of Falk Road (another proposed town highway) from its southern extremity in the Town of Chittenden, County of Rutland, State of Vermont); thence North forty six degrees (46°) - twenty nine minutes (29') - thirty seconds (30") East a distance of twenty three and nineteen one hundredths (23.19) feet along the easterly line of Stoney Field Road (a proposed town highway) to a point in the easterly line of said highway; thence North thirty two degrees (32°) - zero minutes (00') East a distance of forty seven and seventy three one hundredths (47.73) feet along the easterly line of the said Stoney Field Road, to an iron pipe located in the easterly line of the said highway; thence South seventy three degrees (73°) - forty minutes (40') - thirty seconds (30") East a distance of twenty five and no tenths (25.0) feet along a portion of the southerly line of Lot No. 5 to an iron pipe marking the southwest corner of Lot No. 3B - German Hill Farms; thence along the southerly line of Lot No. 3B the following six (6) courses: (1) South seventy three degrees (73°) - forty minutes (40') - thirty seconds (30") East a distance of seventy two and eighty five one hundredths (72.85) feet to an iron pipe; (2) North eighty one de-

degrees (81°) - thirty eight minutes (38') - thirty seconds (30") East a distance of eighty four and fifty four one hundredths (84.54) feet to an iron pipe; (3) North seventy degrees (70°) - fifty eight minutes (58') - thirty seconds (30") East a distance of two hundred fifty four and eighty four one hundredths (254.84) feet to an iron pipe; (4) North sixty six degrees (66°) - thirty five minutes (35') - thirty seconds (30") East a distance of three hundred thirty and six one hundredths (330.06) feet to an iron pipe; (5) North seven degrees (07°) - fifty nine minutes (59') West a distance of seventeen and sixty three one hundredths (17.63) feet to an iron pipe; (6) North sixty six degrees (66°) - thirty five minutes (35') - thirty seconds (30") East a distance of one hundred three and seventy five one hundredths (103.75) feet to an iron pipe marking the southeast corner of Lot No. 3B; thence South seven degrees (07°) - fifty nine minutes (59') East a distance of one hundred three and seventy four one hundredths (103.74) feet along a portion of the westerly line of Lot No. 4 - German Hill Farms to an iron pipe located in the westerly line of the said Lot No. 4 and also marking the northeast corner of Lot No. 3A - German Hill Farms; thence along the northerly line of Lot No. 3A the following six (6) courses; (1) South sixty six degrees (66°) - thirty five minutes (35') - thirty seconds (30") West a distance of one hundred three and seventy five one hundredths (103.75) feet to an iron pipe; (2) North seven degrees (07°) - fifty nine minutes (59') West a distance of seventeen and sixty three one hundredths (17.63) feet to an iron pipe; (3) South sixty six degrees (66°) - thirty five minutes (35') - thirty seconds (30") West a distance of three hundred fourteen and thirty seven one hundredths (314.37) feet to an iron pipe; (4) South seventy degrees (70°) - fifty eight minutes (58') - thirty seconds (30") West a distance of two hundred sixty three and fifty three one hundredths (263.53) feet to an iron pipe; (5) South eighty one degrees (81°) - thirty eight minutes (38') - thirty seconds (30") West a distance of one hundred five and fourteen one hundredths (105.14) feet to an iron pipe; (6) North seventy three degrees (73°) - forty minutes (40') - thirty seconds (30") West a distance of one hundred thirty six and eighty four one hundredths (136.84) feet to the point or place of beginning.

Meaning and intending to describe a right of way sixty six (66) feet in width and more than sixty six feet in width at its eastern extremity, and eight hundred ninety seven and thirty four one hundredths (897.34) feet along its center line and extending from the easterly line of Stoney Field Road (a proposed town highway) in a east-northeasterly direction to the westerly line of Lot No. 4 - German Hill Farms, the said right of way to be known as Stoney Field Road and to be conveyed or dedicated to the Town of Chittenden for use as a town highway.

Further reference is made to a survey plat (map) entitled: PROPOSED LOTS & ROAD LAYOUT - GERMAN HILL FARMS - GARY M. FALK - TOWN HIGHWAY #12 - CHITTENDEN, VT. - DATE: MAY 1972. The surveys were performed by A.C.F. Precision Surveys, Inc. of Rutland, Vermont.

TO HAVE AND TO HOLD said granted premises, with all the privileges and appurtenances thereof, to the said Grantee, Town of Chittenden, its successors and assigns, to their own use and behoof forever; and we the said Grantors, Gary M. Falk and Christine L. Falk, husband and wife, for ourselves and our heirs, executors and administrators, do covenant with the said Grantee, the Town of Chittenden, its successors and assigns, that until the ensealing of these presents Gary M. Falk and Christine L. Falk, are the sole owners of the premises, and have good right and title to convey the same in manner aforesaid, that they are free from every encumbrance; except as herein before set forth, and we do hereby engage to WARRANT AND DEFEND the same against all lawful claims whatever, excepting as herein set forth.

Christine L. Falk joins in this deed for the sole and express purpose of conveying any homestead rights which she may possess in and to the above described premises.

Viola C. Falk joins in the execution of this deed for the sole and express purpose of releasing the above described lands and premises of and from the lien of a certain mortgage given by Gary M. Falk and Christine L. Falk to Viola C. Falk dated February 1, 1974 and recorded in Book 25, Page 251 of the Chittenden Land Records.

IN WITNESS WHEREOF, we hereunto set our hands and seals this 18th day of March, 1976.

In Presence of:

Patricia M. Forke
(as to G117 and C17)

Gary M. Falk
GARY M. FALK

Christine L. Falk
(as to G117 and C17)

Christine L. Falk
CHRISTINE L. FALK

Edna M. Casey

Viola C. Falk
VIOLA C. FALK

STATE OF VERMONT :
RUTLAND COUNTY : SS.

At Rutland this 18th day of March.

A.D. 1976, Gary M. Falk and Christine L. Falk personally appeared, and they acknowledged this instrument, by them sealed and subscribed, to be their free act and deed.

Before me, Patricia M. Poole
Notary Public

North Carolina
STATE OF FLORIDA :
Guilford BROWARD COUNTY : SS.

At Greensboro, N.C. this 27 day of February.

A.D. 1976, Viola C. Falk, personally appeared, and she acknowledged this instrument, by her sealed and subscribed, to be her free act and deed.

Before me, Jim A. [Signature]
Notary Public
11-14-78



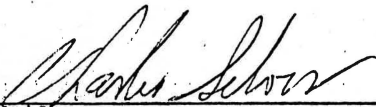
01

ACCEPTANCE OF PUBLIC HIGHWAY

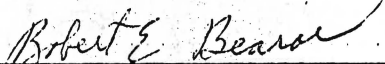
TOWN OF CHITTENDEN

COUNTY OF RUTLAND

We, the undersigned Board of Selectmen of the Town of Chittenden,
Vermont, hereby certify that the above described lands to be
used for a public highway were accepted by us as a public highway
and open to public travel this 1st day of April
1976.



Charles Silver




Robert Bearor

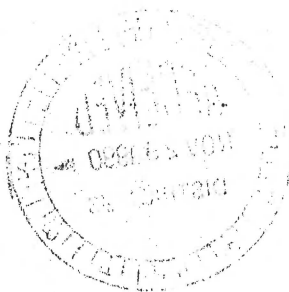


Donald Woodworth

Received for record this 1st day of April A.D. 1976 at 10 o'clock no minutes a.m.

Attest:


Town Clerk



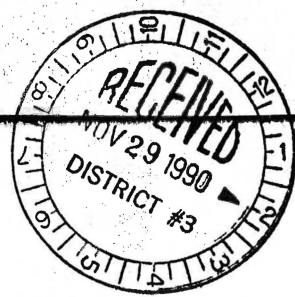
STATE OF VERMONT)
)
 RUTLAND COUNTY)
)
 TOWN OF CHITTENDEN)
)

SELECTMAN'S RETURN AND ORDER
 Falk Road and
 RE: Stoney Field Road

WHEREAS, on the 3rd day of November, 1975, more than three freeholders of the said Town of Chittenden, to wit: GARY M. FALK, JAMES N. DUCHARME, JOHN L. PHILLIPS, and MILDRED G. KIMBALL, and others, presented to the Selectmen of said Town, their petition in writing, hereinto annexed, therein asking that a highway in said Town be laid out in the German Hill Farm Development.

WHEREUPON, the said Selectmen did order and appoint that on the 1st day of February, 1976, at the hour of ten in the forenoon, that they would examine the premises, and did appoint the 3rd day of February, 1976, at the hour of 7:30 p.m. to hear the parties interested; and did give notice thereof to said petitioners by certified mail and did give a like notice to persons owning or interested in lands in which said highway now lies, said notice being mailed more than thirty days prior to said inspection and more than ten days prior to the said hearing, stating that the Selectmen would examine said premises and hear the parties interested and giving the dates thereof.

AND WHEREUPON the Selectmen did cause a like notice be given to the Planning Commission, Town of Chittenden, and did cause a copy of said notice to be posted in the office of the Town Clerk, Town of Chittenden on the 31st day of December, 1976, and did cause a



like notice to be published in the Rutland Herald, a local newspaper, generally circulating in the area on the 23rd day of January, 1976.

AND AFTERWARDS, on the 1st day of February, 1976, said Selectmen, to wit; CHARLES SILVER, DONALD WOODWORTH, and ROBERT BEAROR, did examine said premises, according to said appointment, and on the 3rd day of February, 1976, at 7:30 p.m., said Selectmen did hear the parties interested, were then and there of the opinion that the public good and the convenience of the individuals require that the public highway be laid out and accepted as claimed in said petition; and therefore, they did cause to be accepted a survey entitled: "PROPOSED LOT AND ROAD LAYOUT--GERMAN HILL FARMS--GARY M. FALK, TOWN HIGHWAY NO. 12--CHITTENDEN, VERMONT, DATE: MAY, 1972", a copy of which is attached hereto and by reference incorporated herein.

AND WHEREAS, all landholders did waive any and all rights that they may have had to or in the nature of damages by reason of the laying out, taking and acceptance of said roadway as a public highway and did waive any and all proceedings with respect to any such damages.

WHEREUPON IT IS HEREBY ORDERED by the said Selectmen that the said highway as above layed out and surveyed, be established and accepted, subject to the proper execution and delivery of a Warranty Deed to said surveyed property.

NORMAN COHEN
ATTORNEY AT LAW

Dated at the Town of Chittenden, County of Rutland and State of Vermont this 1st day of April, 1976.

TOWN OF CHITTENDEN
BOARD OF SELECTMEN

Charles E. Silver
Charles Silver
Robert Bearor
Robert Bearor
Donald E. Woodworth
Donald E. Woodworth

Received for record this 1st day of April A.D. 1976 at 10 o'clock no minutes a.m.

Norman F. Luce
Attest: Town Clerk

FILE

AGENCY OF TRANSPORTATION

OFFICE MEMORANDUM

TO: Wayne Jarvis, DTA #3 via MWL, GBM

FROM: Wilson K. Wheatley, III, P.E., Planning Engineer
By: Jay H. Kilton, Road Inventory Supervisor

DATE: October 30, 1990

SUBJECT: Chittenden Town Highways

Attached please find the information that you requested, as to our phone conversation of 10/24/90. Please note the highlighted area where it asks the town to supply the Agency with a certificate of completion and opening and a right-of-way description. This information was never received, subsequently, we have never added +0.17 to their class 3 mileage.

I am also attaching a copy of the revised map which was sent to the town with their mileage certificate in 1983 which reflects provisional T-30 and an addition F. If I can be of further assistance please feel free to call me at 828-2569.

WKW:JHK:GS
attach:

cc: Planning Files
J Kilton
E. Chabot