

**CERTIFICATE OF HIGHWAY MILEAGE
YEAR ENDING FEBRUARY 10, 2004**

Fill out form, make and file copy with the Town Clerk, and mail ORIGINAL, before February 20, 2004 to: VT Agency of Transportation, Program Development Division, Drawer 33, Montpelier, VT 05633.

We, the Selectmen or Aldermen or Trustees of CHITTENDEN in 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

PART I - CHANGES TOTALS - Please fill in and calculate totals.

Town Highways	Previous Mileage	Added Mileage	Subtracted Mileage	Total	Scenic Highways
Class 1	0.000			0	0.000
* Class 1 Lane	0.000			0	
Class 2	10.780	0.720		10.78	0.000
Class 3	18.240			18.960	0.000
State Highway	0.142			.142	0.000
* Class 4	3.020			3.020	0.000
Total	29.162	0.720		29.882	0.000

* Class 1 Lane Mileage and Class 4 is NOT included in total.

PART II - INFORMATION AND DESCRIPTION OF CHANGES SHOWN ABOVE.

- NEW HIGHWAYS:** Please attach Selectmen's "Certificate of Completion and Opening".
TH-12 Class III 0.720
- DISCONTINUED:** Please attach SIGNED copy of proceedings (minutes of meeting).
- RECLASSIFIED/REMEASURED:** Please attach SIGNED copy of proceedings (minutes of meeting).
- SCENIC HIGHWAYS:** Please attach a copy of order designating/discontinuing Scenic Highways.

IF THERE ARE NO CHANGES IN MILEAGE: Check box and sign below. []

PART III - SIGNATURES - PLEASE SIGN.

Selectmen/ Aldermen/ Trustees Signatures:

Robert E. Beane
Connalyn A. Hannell
Beane Condon
Wardell H. Sweet

Clerk Signature:

Rebecca Janoski

Date Filed:

1/26/04

Please sign ORIGINAL and return it for Transportation signature.

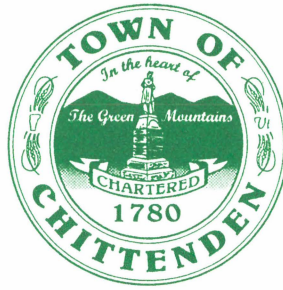
AGENCY OF TRANSPORTATION APPROVAL: Signed copy will be returned to T/C/V Clerk.

APPROVED:

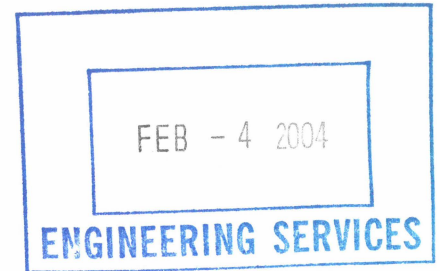
Michael Elmy
Representative, Agency of Transportation

DATE:

3/22/04



January 26, 2004



Mr. Michael Eling
Mapping & GIS Unit
State of Vermont
Agency of Transportation
National Life Building, Drawer 33
Montpelier, Vermont 05633-5001

Dear Mike:

We need to make a correction to the latest General Highway Map for the Town of Chittenden. Part of one of our Class 3 roads is not on the map.

Enclosed are the following:

- 1) The Certificate of Highway Mileage for the year ending February 10, 2004, indicating addition of .722 of a mile of Class 3 town highway. The entire distance is blacktop. This is an extension of TH#12, making the total highway mileage for TH#12 1.442. The first .72 is gravel, balance of .722 mile is blacktop. The TH #12 extension was accepted as a public highway on April 1, 1976.
- 2) Description of the Right of Way for the extension of TH#12, from Book 26, page 594 of Chittenden land records.
- 3) Selectboard Acceptance of Public Highway, from Book 26, page 601 of Chittenden land records.
- 4) Copy of a portion of the 1986 Chittenden General Highway Map. The TH#12 extension was last shown on our map in 1986. However it was shown as a private road.
- 5) Copy of a portion of the 2004 Chittenden General Highway Map, indicating where the TH#12 extension should be.

Please do not hesitate to contact me with any questions. Thank you very much.

Sincerely,

Robert E. Bearor, Chair
Chittenden Selectboard

REB/rad
Encl.

Bask 26

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 northern 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.

Falk Rd

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-

LAW OFFICES
SMITH, HANSEN,
CARROLL & GEORGE
79 CENTER STREET
RUTLAND, VERMONT 05701

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. Toole
(as to CH 7 and CL 7)

Gary M. Falk
GARY M. FALK

John C. [unclear]
(as to CH 7 and CL 7)

Christine L. Falk
CHRISTINE L. FALK

Eddie W. Casey

Viola C. Falk
VIOLA C. FALK

LAW OFFICES
SMITH, HANSEN,
CARROLL & GEORGE
79 CENTER STREET
RUTLAND, VERMONT 05701

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, NC this 27 day of February,
A.D. 1976, Viola C. Falk, personally appeared, and she acknow-
ledged this instrument, by her sealed and subscribed, to be her
free act and deed.

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

LAW OFFICES
SMITH, HANSEN,
CARROLL & GEORGE
79 CENTER STREET
RUTLAND, VERMONT 05701

Book 26

ACCEPTANCE OF PUBLIC HIGHWAY

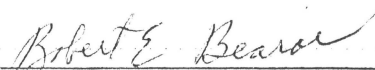
TOWN OF CHITTENDEN

COUNTY OF RUTLAND

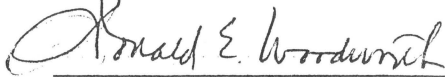
We, the undersigned Board of Selectmen of the Town of Chittenden, Vermont, hereby certify that the above described lands to be used for a public highway were accepted by us as a public highway and open to public travel this 1st day of April 1976.



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)	SELECTMAN'S RETURN AND ORDER
)	Falk Road and
TOWN OF CHITTENDEN)	RE: <u>Stoney Field Road</u>

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

NORMAN COHEN
 ATTORNEY AT LAW
 18 SOUTH MAIN ST.
 P. O. BOX 261
 RUTLAND, VT. 05701

775-2382

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

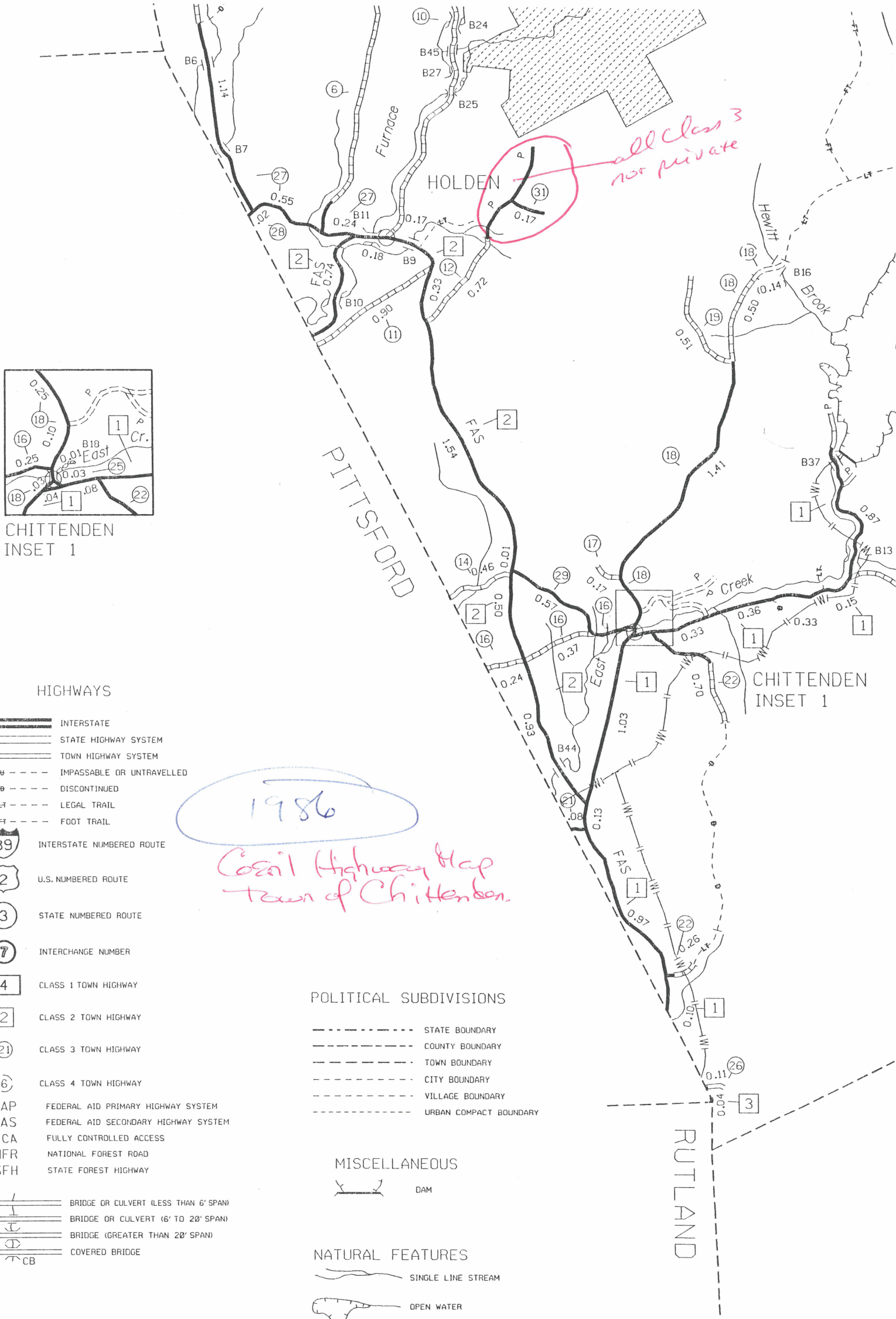
Charles E. Silver
Charles Silver

Robert E. Bearor
Robert Bearor

Donald E. Woodworth
Donald E. Woodworth

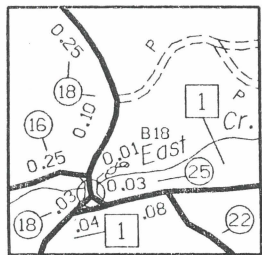
Received for record this 1st day of April A.D. 1976 at 10 o'clock no minutes a.m.

Norman J. Cohen
Attest: Town Clerk



*all class 3
not private*

*1986
Coal Highway Map
Town of Chittenden*



CHITTENDEN
INSET 1

CHITTENDEN
INSET 1

HIGHWAYS

- INTERSTATE
- STATE HIGHWAY SYSTEM
- TOWN HIGHWAY SYSTEM
- IMPASSABLE OR UNTRAVELLED
- DISCONTINUED
- LEGAL TRAIL
- FOOT TRAIL

- 89 INTERSTATE NUMBERED ROUTE
- 2 U.S. NUMBERED ROUTE
- 3 STATE NUMBERED ROUTE
- 7 INTERCHANGE NUMBER
- 4 CLASS 1 TOWN HIGHWAY
- 2 CLASS 2 TOWN HIGHWAY
- 21 CLASS 3 TOWN HIGHWAY
- 6 CLASS 4 TOWN HIGHWAY

- FAP FEDERAL AID PRIMARY HIGHWAY SYSTEM
- FAS FEDERAL AID SECONDARY HIGHWAY SYSTEM
- FCA FULLY CONTROLLED ACCESS
- NFR NATIONAL FOREST ROAD
- SFH STATE FOREST HIGHWAY

- BRIDGE OR CULVERT (LESS THAN 6' SPAN)
- BRIDGE OR CULVERT (6' TO 20' SPAN)
- BRIDGE (GREATER THAN 20' SPAN)
- COVERED BRIDGE
- CB

POLITICAL SUBDIVISIONS

- STATE BOUNDARY
- COUNTY BOUNDARY
- TOWN BOUNDARY
- CITY BOUNDARY
- VILLAGE BOUNDARY
- URBAN COMPACT BOUNDARY

MISCELLANEOUS

- DAM

NATURAL FEATURES

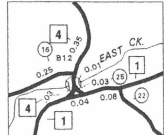
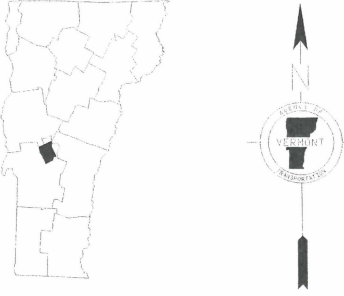
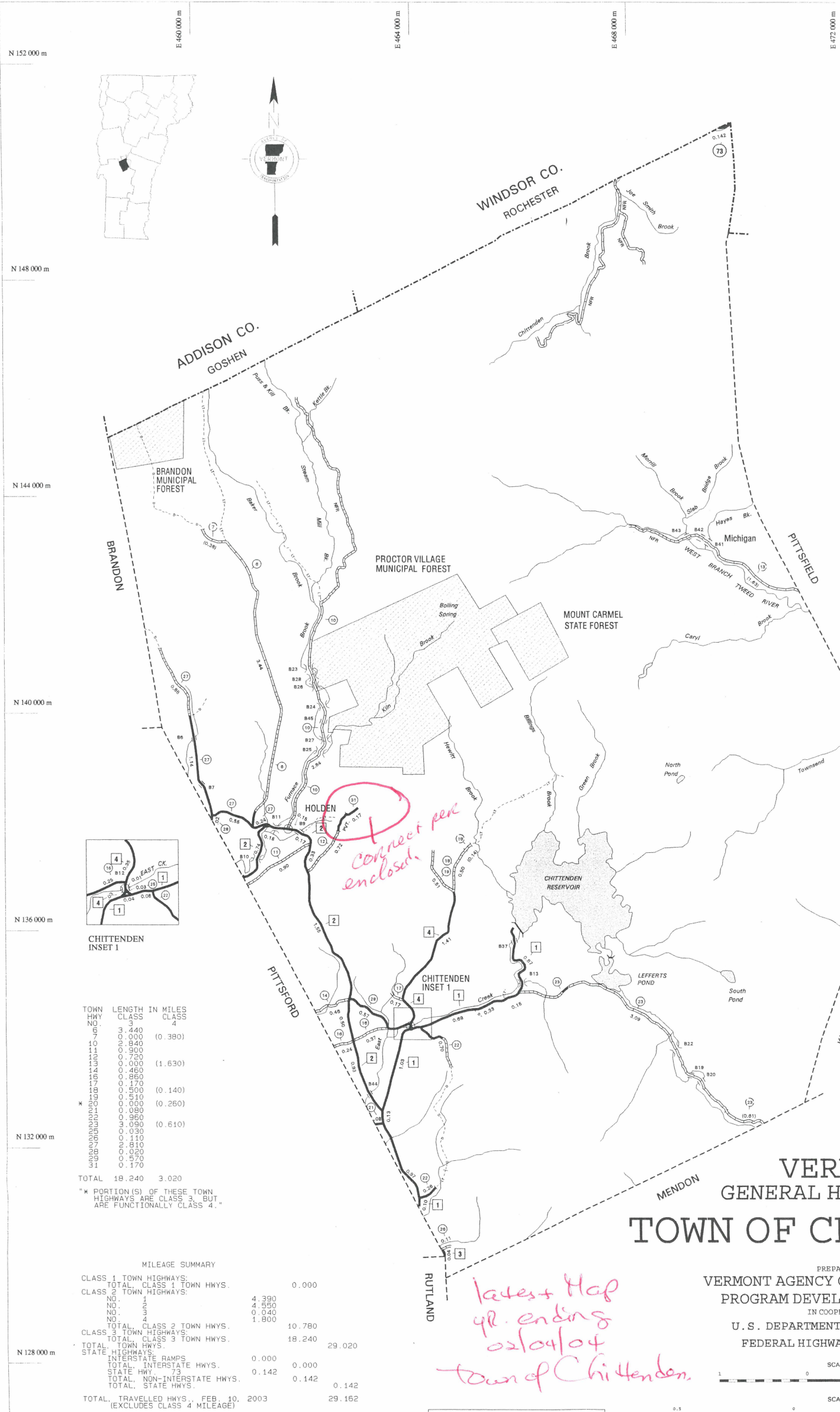
- SINGLE LINE STREAM
- OPEN WATER
- SWAMP

ROAD SURFACE TYPES

- STATE SURFACED
- OTHER SURFACED
- STATE GRAVEL
- OTHER GRAVEL
- SOIL SURFACED
- GRADED AND DRAINED

OTHER TRANSPORTATION

- RAILROAD



CHITTENDEN INSET 1

TOWN HWY NO.	LENGTH IN MILES	CLASS
3	4.40	4
4	0.00	(0.380)
5	0.84	
6	0.90	
7	0.20	
8	0.00	(1.630)
9	0.46	
10	0.85	
11	1.70	
12	0.50	(0.140)
13	0.00	(0.260)
14	0.08	
15	0.90	
16	0.03	(0.610)
17	0.10	
18	0.81	
19	0.02	
20	0.57	
21	0.17	
TOTAL	18.240	3.020

* PORTION(S) OF THESE TOWN HIGHWAYS ARE CLASS 3, BUT ARE FUNCTIONALLY CLASS 4.

MILEAGE SUMMARY			
CLASS 1 TOWN HIGHWAYS			
TOTAL CLASS 1 TOWN HWYS.			0.000
CLASS 2 TOWN HIGHWAYS			
NO.	4	390	
NO.	4	550	
NO.	4	040	
NO.	4	1800	
TOTAL CLASS 2 TOWN HWYS.		10.780	
CLASS 3 TOWN HIGHWAYS			
TOTAL CLASS 3 TOWN HWYS.		18.240	
TOTAL TOWN HWYS.		29.020	
STATE HIGHWAYS			
INTERSTATE RAMP		0.000	
TOTAL INTERSTATE HWYS.		0.000	
STATE HWY	73	0.142	
TOTAL NON-INTERSTATE HWYS.		0.142	
TOTAL STATE HWYS.		0.142	
TOTAL TRAVELLED HWYS., FEB. 10, 2003		29.162	
(EXCLUDES CLASS 4 MILEAGE)			

VERMONT GENERAL HIGHWAY PROGRAM DEVELOPMENT IN COOPERATION WITH THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

TOWN OF CHITTENDEN

latest Map yr. ending 02/04/04 town of Chittenden.

PREPARED BY
VERMONT AGENCY OF TRANSPORTATION
PROGRAM DEVELOPMENT
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE: 1" = 1 MILE