

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 2 + 3

We, the Selectmen/Trustees/Aldermen of Chester, Windsor 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	2.559	12.550	73.570	6.820	19.107	107.786
MILEAGE ADDED SINCE FEBRUARY 10, 1990 EXPLAIN UNDER (1) BELOW			0.890			0.890
SUB TOTAL			74.460			
MILEAGE SUBTRACTED SINCE FEBRUARY 10, 1990 EXPLAIN UNDER (2) AND (3)						
TOTAL HIGHWAY MILEAGE FEB. 10, 1991	2.559	12.550	74.460	6.820	19.107	108.676
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.
0.890 miles of Class 3 Highway known as Marc's Drive, starting south on Church Street a Class 2 Highway, .27 miles from the intersection of Church Street and State Route 103.

(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

William A. Meade
Cecilia

Town/City/Village Chester CLERK SIGNATURE: Sandra K. Walker

John R. Lynch
Thomas A. Beck

that this record of highway mileage was filed and recorded on 03-04, 1991. attests

Approved: William A. Meade
Representative, Agency of Transportation

2-6-91
Date

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

1991

TOWN OF CHESTER
CERTIFICATE OF COMPLETING AND OPENING
OF A HIGHWAY FOR PUBLIC TRAVEL

Sandra K. Walker, Town Clerk of the Town of Chester, 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 Chester was COMPLETED AND OPEN FOR PUBLIC TRAVEL on January 14, 1991.

REFERENCE:

Drawing number 69-1426, dated November 1969, by Dufresne-Henry Engineering Corporation, titled Rolling Acres Development.

DESCRIPTION OF RIGHT-OF-WAY:

MARC'S DRIVE

Beginning at a point on the northwesterly side of Church Street said point being the beginning of the within described Marc's Drive, said point marking the southerly side of Marc's Drive; thence running North 86° 40' 52" West a distance of 475 feet more or less to a point marked by an iron pin.

Thence running South 87° 33' 34" West along lands now or formerly of Richard Decell a distance of 150 feet to a point marked by an iron pin.

Thence running along lands now or formerly of Edward Donnis, North 89° 00' 49" West a distance of 150 feet to a point marked by an iron pin and continuing North 77° 38' 48" West a distance of 151.29 feet to a point marked by an iron pin.

Thence running on a curve to the right along Lot No. 1 on a curve with a radius of 307.62 feet a distance of 128.94 feet to a point marked by an iron pin and continuing on the same curve along Lot No. 2 a distance of 176.73 feet to a point marked by an iron pin and continuing on the same curve along Lot No. 3 a distance of 122.82 feet to a point marked by an iron pin.

Thence continuing on the said curve along Lot No. 7 a distance of 47.05 feet to a point marked by an iron pin.

Thence running North 6° 07' 22" East along Lot No. 7 a distance of 69 feet to a point marked by an iron pin.

Thence continuing North 6° 07' 22" East along Lot No. 9 a distance of 152.80 feet to a point marked by the southerly boundary of Regina's Lane, so called, running northwesterly.

Thence continuing North 6° 07' 22" East a distance of 60 feet more or less to a point being the northerly boundary of said Regina's Lane.

Thence continuing North $6^{\circ} 07' 22''$ East along Lot No. 15 a distance of 171.79 feet to a point.

Thence continuing on a curve to the left with a radius of 387.04 feet a distance of 36.03 feet along Lot No. 15 and 148.29 feet along Lot No. 16 to a point.

Thence continuing on a curve to the right with a radius of 264.94 feet a distance of 167.47 feet along Lot No. 16 and 41.78 feet along Lot No. 17 to a point.

Thence continuing North $24^{\circ} 05' 22''$ East along Lot No. 17 a distance of 115.00 feet to a point.

Thence continuing on a curve to the left with a radius of 475.46 feet a distance of 50.04 feet along Lot No. 17 and a distance of 311.51 feet along Lot No. 18 to a point.

Thence continuing North $19^{\circ} 28' 38''$ West along Lot No. 18 a distance of 100.00 feet and along Lot No. 19 a distance of 280.00 feet to a point.

Thence continuing on a curve to the right with a radius of 569.37 feet a distance of 183.80 feet along Lot No. 19 and a distance of 206.33 feet along Lot No. 20 and a distance of 100.14 feet along Lot No. 21 to a point.

Thence continuing on a curve to the left with a radius of 469.99 feet a distance of 128.41 feet along Lot No. 21 and a distance of 191.03 feet along Lot No. 22 to a point.

Thence continuing North $9^{\circ} 05' 08''$ West a distance of 192 feet along Lot No. 23 and 190 feet along Lot No. 24 and 192.29 feet along Lot No. 25 to a point at the beginning of a cul-de-sac.

Thence running on a curve to the right along said cul-de-sac with a radius of 75 feet a distance of 139.19 feet along Lot No. 26 and 90.00 feet along Lot No. 27 and 135.83 feet along Lot No. 28 and 55.24 feet along Lot No. 29 to a point at the end of said cul-de-sac and the beginning of the easterly side of said Marc's Drive.

Thence running South $9^{\circ} 05' 08''$ East a distance of 130.29 feet along Lot No. 29 and 175.00 feet along Lot No. 30 and 175.00 feet along Lot No. 31 and 94.00 feet along Lot No. 32 to a point.

Thence running on a curve to the right with a radius 519.99 feet a distance of 80.09 feet along Lot No. 32 and a distance of 273.34 feet along Lot No. 33 to a point.

Thence continuing on a curve to the left with a radius of 519.37 feet a distance of 155.59 feet along Lot No. 33 and 291.62 feet along Lot No. 34 to a point.

Thence continuing South $19^{\circ} 28' 38''$ East a distance of 45.00 feet along Lot No. 34 and 335.00 feet along Lot No. 35 to a point.

Thence running on a curve to the right with a radius of 525.46 feet a distance of 175.82 feet along Lot No. 36 and 223.73 feet along Lot No. 37 to a point.

Thence running South $24^{\circ} 05' 22''$ West a distance of 115.00 feet along Lot No. 38 to a point.

Thence running on a curve to the left with a radius of 214.94 feet a distance of 169.75 feet along Lot No. 38 to a point.

Thence running on a curve to the right with a radius of 437.04 feet a distance of 120.97 feet along Lot No. 38 and 87.15 feet along Lot No. 39 to a point.

Thence running South 6° 07' 22" West a distance of 214.77 feet along Lot No. 39 and 240.00 feet along Lot No. 40 to a point, marked by an iron pin.

Thence running on a curve to the left with a radius of 257.62 feet along the boundary of Lot No. 41 a distance of 420.03 feet to a point marked by an iron pin and stones.

Thence running South 77° 38' 48" East a distance of 150 feet more or less to a point marked by an iron pin, being the corner of Lot No. 41 and the corner of lands now or formerly of Richard Decell.

Thence running South 89° 00' 49" East a distance of 150 feet more or less along lands now or formerly of Richard Decell.

Thence running North 87° 33' 34" East along lands now or formerly of DiBernardi a distance of 150 feet more or less to a point.

Thence running South 86° 40' 52" East a distance of 475 feet more or less to a point on the Northwesterly side of the aforementioned Church Street.

Thence running Southwesterly along the northwesterly side of Church Street to the point and place of beginning. Said road being a distance of 4678 feet more or less.

and as shown on the above referenced plan by Dufresne-Henry and recorded in Town Highway Book No. 4 by the Town Clerk of said Town of Chester and recorded in Book 71 of the Chester Land Records.

Dated at Chester, County of Windsor and State of Vermont, this 14th day of January, A.D., 1991.

William H. Woods
Cecil Woods
Joseph J. Jackson
Ray A. Joseph
Board of Selectmen

Chester, Vermont
January 15, 1991

THE ABOVE IS A TRUE COPY OF THE DESCRIPTION OF A CLASS 3 HIGHWAY
COMPLETED AND OPENED FOR PUBLIC TRAVEL, RECORDED IN BOOK 71
ON PAGE 471-474 OF THE Chester Land RECORDS OF THE
Town OF Chester ON THE 15th DAY OF January,
19 91, AT 8:15 O'CLOCK, A. .M.

ATTEST: Deborah A. Putnam
Asst. TOWN CLERK OF CHESTER, VERMONT

THE ABOVE IS A TRUE COPY OF THE DESCRIPTION OF A CLASS 3 HIGHWAY
COMPLETED AND OPENED FOR PUBLIC TRAVEL, RECORDED IN ROAD BOOK 4
ON PAGE 142-145 OF THE ROAD RECORDS OF THE TOWN OF CHESTER ON THE
15TH DAY OF JANUARY, 1991, AT 8:25 O'CLOCK, A.M.

ATTEST: Deborah A. Putnam
Asst. TOWN CLERK OF CHESTER, VERMONT

