

CERTIFICATE OF HIGHWAY MILEAGE
YEAR ENDING FEBRUARY 10, 2010

Fill out form, make and file copy with the Town Clerk, and mail ORIGINAL, before February 20, 2010 to: Vermont Agency of Transportation, Division of Planning, Outreach and Community Affairs, One National Life Drive, Montpelier, VT 05633.

We, the members of the legislative body of STOCKBRIDGE in WINDSOR County on an oath state that the mileage of highways, according to Vermont Statutes Annotated, Title 19, Section 305, added 1985, is as follows:

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

Table with 6 columns: Town Highways, Previous Mileage, Added Mileage, Subtracted Mileage, Total, Scenic Highways. Rows include Class 1, Class 1 Lane, Class 2, Class 3, State Highway, Class 4, Legal Trail, and Total. Handwritten values are present in the Added Mileage and Total columns.

* Mileage for Class 1 Lane, Class 4, and Legal Trail classifications is NOT included in total.

PART II - INFORMATION AND DESCRIPTION OF CHANGES SHOWN ABOVE. Changes not accepted

- 1. NEW HIGHWAYS: Please attach Selectmen's "Certificate of Completion and Opening".
2. DISCONTINUED: Please attach SIGNED copy of proceedings (minutes of meeting).
3. RECLASSIFIED/REMEASURED: Please attach SIGNED copy of proceedings (minutes of meeting). 74.94 miles
4. 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:

Handwritten signatures of Selectmen/Aldermen/Trustees.

T/C/V Clerk Signature:

Catherine Brown

Date Filed:

2/20/10

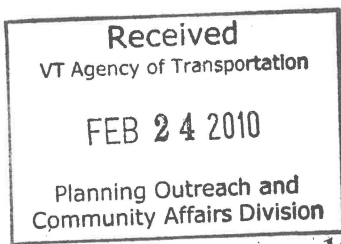
Please sign ORIGINAL and return it for Transportation signature.

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

APPROVED:

Representative, Agency of Transportation

DATE:



Vermont Statutes Annotated

19 V.S.A. § 305. Measurement and inspection

§ 305. Measurement and inspection

(a) After reasonable notice to the selectboard, a representative of the agency may measure and inspect the class 1, 2, and 3 town highways in each town to verify the accuracy of the records on file with the agency. Upon request, the selectboard or their designee shall be permitted to accompany the representative of the agency during the measurement and inspection. 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 selectboard shall file with the town clerk a sworn statement of the description and measurements of all class 1, 2, 3, and 4 town highways and trails then in existence, including any special designation such as a throughway or scenic highway. When class 1, 2, 3, or 4 town highways, trails, or unidentified corridors 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) All class 1, 2, 3, and 4 town highways and trails shall appear on the town highway maps by July 1, 2015.

(d) At least 45 days prior to first including a town highway or trail that is not clearly observable by physical evidence of its use as a highway or trail and that is legally established prior to February 10, 2006 in the sworn statement required under subsection (b) of this section, the legislative body of the municipality shall provide written notice and an opportunity to be heard at a duly warned meeting of the legislative body to persons owning lands through which a highway or trail passes or abuts.

(e) 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. A request by a municipality to the agency for a change in mileage shall include a description of the affected highway or trail, a copy of any surveys of the affected highway or trail, minutes of meetings at which the legislative body took action with respect to the changes, and a current town highway map with the requested deletions and additions sketched on it. A survey shall not be required for class 4 town highways that are legally established prior to February 10, 2006. All records filed with the agency are subject to verification in accordance with subsection (a) of this section.

(f) The selectboard 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 transportation board by filing a notice of appeal with the executive secretary of the transportation board.

(g) The agency shall provide each town with a map of all of the highways in that town together with the mileage of each class 1, 2, 3, and 4 highway, as well as each trail, and such other information as the agency deems appropriate.

Excerpt of 19 V.S.A. § 305 - *Measurement and inspection* from Vermont Statutes Online located at –
<http://www.leg.state.vt.us/statutes/fullsection.cfm?Title=19&Chapter=003&Section=00305>

12/29/2009

Supplemental information related to this certificate
is stored in a separate storage box labeled

"Certificate of Highway Mileage
Supplemental Documentation"

2 DVD's



State of Vermont
Division of Planning, Outreach and Community Affairs
Mapping Unit
1 National Life Drive
Montpelier, VT 05633-5001
<http://www.aot.state.vt.us>

Agency of Transportation

Telephone: 802-828-2600
Fax: 802-828-2334
Email: johnathan.croft@state.vt.us

May 26, 2010

Mark Pelletier, Selectboard Chair
Town of Stockbridge, c/o Town Clerk
PO Box 39
Stockbridge, VT 05772

Dear Mr. Pelletier,

The VTrans Mapping Unit has not accepted the addition of 24.59 miles of class 4 town highways as submitted on Stockbridge's 2010 Certificate of Highway Mileage, due to the lack of documentation showing the legal establishment of these highways through the formal laying out process or "dedication and acceptance".

VTrans sent a letter on March 29, 2010 to the Town of Stockbridge requesting documentation regarding the establishment of these highways and no documents have been received to date. The Vermont Supreme Court decision, *Austin v. Town of Middlesex*, 2009 VT 102 (Oct. 27, 2009) has reaffirmed the need for documentation showing the legal establishment of town highways. A copy of this decision can be found at the following link –

<http://info.libraries.vermont.gov/supct/current/eo2008-428.html>

The changes that were listed on the 2010 Certificate of Highway Mileage may be re-submitted on the 2011 Certificate for review and the potential inclusion on the 2011 Town Highway Map.

Please feel free to contact me with any questions or comments related to this letter, or mapping in general.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Johnathan Croft".

Johnathan Croft
AOT GIS Database Administrator
VTrans Mapping Unit

JFC/jfc

Enclosures

cc: Susan Clark, VTrans Planning Coordinator

**CERTIFICATE OF HIGHWAY MILEAGE
YEAR ENDING FEBRUARY 10, 2010**

Fill out form, make and file copy with the Town Clerk, and mail ORIGINAL, before February 20, 2010 to:
Vermont Agency of Transportation, Division of Planning, Outreach and Community Affairs, One National Life Drive, Montpelier, VT 05633.

We, the members of the legislative body of STOCKBRIDGE in WINDSOR County on an oath state that the mileage of highways, according to Vermont Statutes Annotated, Title 19, Section 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				0.000
Class 1 Lane	0.000				
Class 2	5.120				0.000
Class 3	33.40				0.000
State Highway	11.832				0.000
Class 4	26.11	24.59			0.000
Legal Trail	0.00				
Total	50.352	24.59		74.94 50.352	0.000

* Mileage for Class 1 Lane, Class 4, and Legal Trail classifications is NOT included in total.

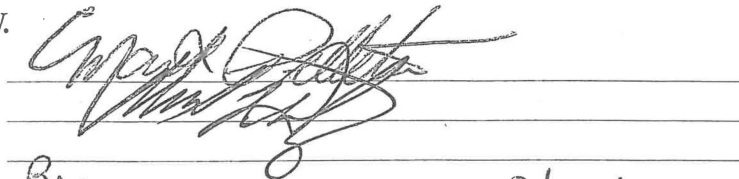
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S. Monahan 5/11/10
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74.94 miles
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IF THERE ARE NO CHANGES IN MILEAGE: Check box and sign below. []

PART III - SIGNATURES - PLEASE SIGN.

Selectmen/ Aldermen/ Trustees Signatures:



T/C/V Clerk Signature:

Catherine Brown

Date Filed:

2/20/10

Please sign ORIGINAL and return it for Transportation signature.

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

APPROVED:

Representative, Agency of Transportation

DATE:



State of Vermont
Division of Planning, Outreach and Community Affairs
Mapping Unit
1 National Life Drive
Montpelier, VT 05633-5001
<http://www.aot.state.vt.us>

Agency of Transportation

Telephone: 802-828-2600
Fax: 802-828-2334
Email: johnathan.croft@state.vt.us

March 29, 2010

Mark Pelletier, Selectboard Chair
Town of Stockbridge, c/o Town Clerk
PO Box 39
Stockbridge, VT 05772

Dear Mr. Pelletier,

The VTrans Mapping Unit has received and begun the review of Stockbridge's 2010 Certificate of Highway Mileage, and to complete the review and accept the changes, I am requesting additional documentation.

I would like to request copies of the laying-out documents that show the legal establishment of all the class 4 town highway additions that have been included in the 2010 Mileage Certificate. Some of the additions reference specific documents, whereas the remainder of highways has less substantive references to their establishment and we request copies of documentation evidencing these roads as public rights of way.

Highways and trails may have established in several ways, including the formal layout process as defined in the statutes at the time or through "dedication and acceptance," where the landowner dedicates the land to town and the selectboard accepts the right of way for the highway or trail. We request any documents that provide evidence that the trail was legally established and remains a public right of way. This documentation may include copies of original surveys, deeds, selectboard minutes, road calls, highway maintenance records, or other direct references to the establishment of the highways or trails.

I have included a copy of the Ancient Road Practicum that provides details on the documentation requirements that were defined in Act 178 of 2006 and can be found in 19 V.S.A § 305(e). This information includes a description of the affected highway or trail, copies of any surveys, minutes of the meetings at which the legislative body took action with respect to the changes, and a current town highway map with the deletions and additions sketched on it.

The information that has been provided in the Mileage Certificate packet includes the marked-up town highway map, providing the relative location of the additions. More detailed information from the laying-out documents, deeds, surveys, and descriptions will provide the Mapping Unit the ability to better map the highways.

In review of the highway addition listed as TH-75 (Unnamed Road), it appears that this may have been added in 2008 as TH-30 (Eigenbrod Road). I have enclosed the documentation that was supplied in 2008 regarding this highway. If this is a duplicate addition, the mileage for class 4 will need to be reduced by 0.36 miles.

The VTrans Mapping Unit will make the necessary changes once the documentation has been supplied. Please feel free to contact me with any questions or comments related to the Mileage Certificate, or mapping in general.

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Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Johnathan Croft', with a long horizontal stroke extending to the right.

Johnathan Croft
AOT GIS Database Administrator
VTrans Mapping Unit

JFC/jfc

Enclosures

cc: Susan Clark, VTrans Planning Coordinator

427

#3

Eigenbrood 3d

BK 5 TH 30

Survey of a Pent Road from Philander R. Packard's on Barnard line to Austin Bradford's

Beginning on F^d line near P^d Packard's House -

~~then~~ South 40° W. one rod & 12 links from an Apple tree
thence North 46° W. 12 Rods

North 30° W. 10 1/2 "

North 12° W. 12 "

do 6° W. 10 "

do 8° E. 7 "

do 35° E. 27 "

do 25° E. 2 "

do 45° W. 6 "

do 73° W. 3 "

South 80° W. 10 "

do 70° W. 6 Rods to a point at the road near Austin Bradford's dwelling House -

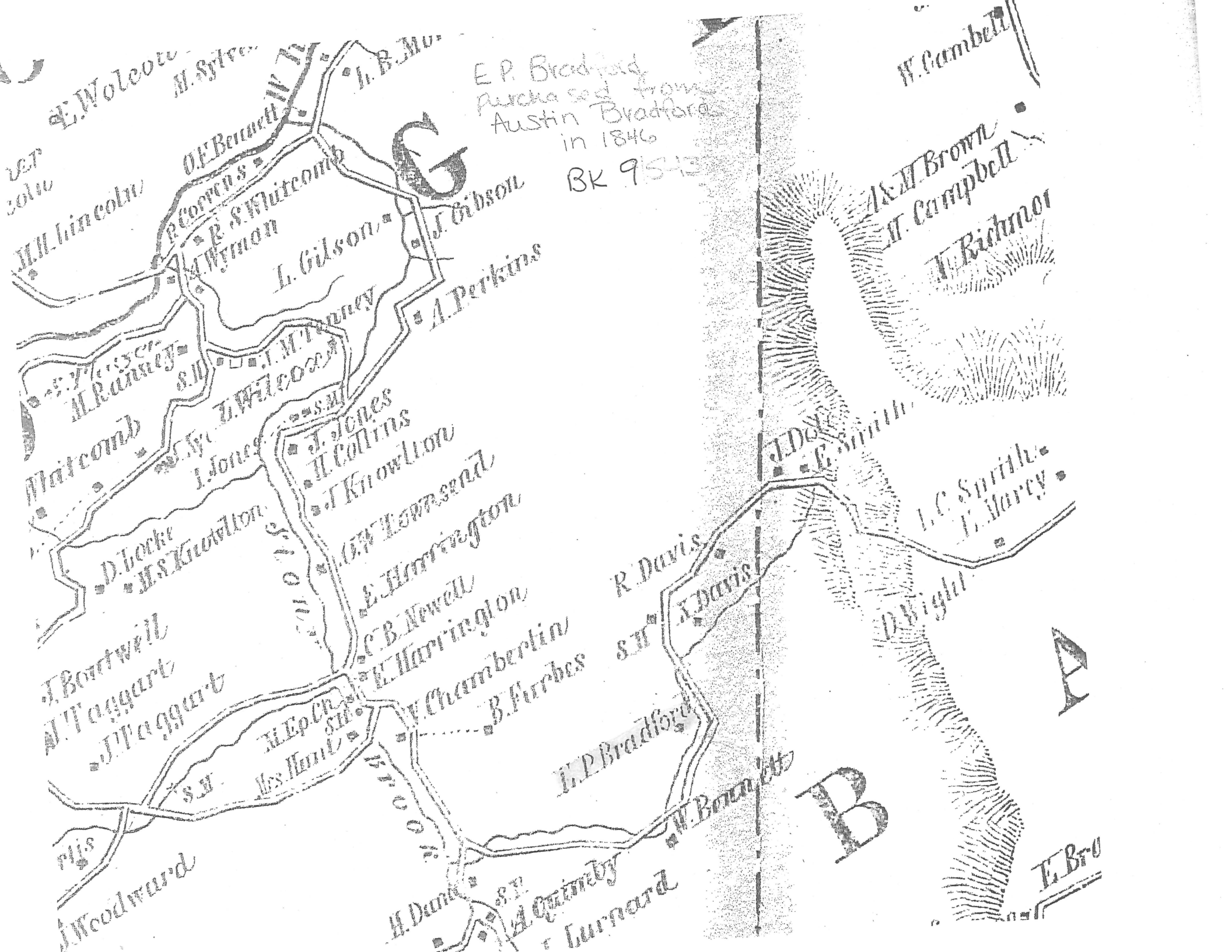
thence Sawyer's Conant's Survey

The above Road to be one rod wide & the above survey to be the center, giving the occupants of the lands through which P^d road passes the privilege of erecting such Gates as are necessary

Stockbridge May 26. 1849 } Calat Leonard
David Everett } Select
Chas. Whitecomb } Men

Recorded June 9. 1849 }
By Mr } Merrick Gay, Town Clerk

DAVIS HILL



E. P. Bradford
 Purchased from
 Austin Bradford
 in 1846
 BK 9543

E. Wolecott
 M. Sylvester
 W. Lincoln

DE Bennett
 R. Correns
 R. S. Mitcomb
 A. Wyman
 I. Gilson
 J. Gibson

Mitcomb
 M. P. Messer
 M. Ranney
 S. H.
 J. Jones
 J. W. Wolecott
 S. M.
 J. Jones
 H. Collins
 J. Knowlton

D. Becke
 H. S. Knowlton
 J. Boardwell
 A. Taggart
 J. Taggart
 S. H.
 M. Epch
 Mrs. Hunt
 E. Harrington
 C. B. Newell
 E. Harrington
 W. Chamberlin
 B. Furber
 Woodward

H. P. Bradford
 W. Brown
 A. Dan
 S. H.
 A. Guiney
 Lurnard

W. Campbell
 A. M. Brown
 W. Campbell
 T. Richmond
 J. De
 E. Smith
 I. C. Smith
 E. Marcy
 D. Vight
 A
 B
 E. Bro

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS:--

That LESLIE F. NEWELL and DORA NEWELL, his wife, of Bethel, Vermont, GRANTORS
 In consideration of ONE DOLLAR AND OTHER VALUABLE CONSIDERATION, paid by
 RICHARD E. BISHOP and M. HELEN HARRINGTON BISHOP, his wife, of the City of
 Philadelphia, Commonwealth of Pennsylvania, GRANTEEES,

By these presents do freely give, grant, sell, convey and confirm unto the said
 RICHARD E. BISHOP and M. HELEN HARRINGTON BISHOP, his wife, and their heirs and
 assigns forever, as tenants by entireties, a certain tract of land in the Towns of
 Stockbridge and Barnard in the County of Windsor and State of Vermont, described as
 follows, viz:--

Being a certain tract of land consisting of 100 acres more or less situated on
 Davis Hill, so-called, on the road leading from Stony Brook to Barnard, bounded and
 described more in detail as follows:--

Beginning at a big sugar maple tree with stones piled around its roots located on
 the North line of the so-called Nathan Davis farm in the Town of Stockbridge. Thence
 South 52 degrees West 84 rods on a spotted line to a post and stones, it being the
 Northwest corner of the so-called Enoch Harrington farm. Thence South 37 degrees East
 50 rods to a stake and stones; thence South 80 degrees East 40 rods to a stake and
 stones at the corner of wall. Thence along said wall South 53 degrees East 49 rods,
 crossing highway now in use, to stake and stones on East side of the old highway
 which was washed out by the flood and abandoned in 1927. Thence up the old highway
 about 35 rods to a stake and stones about one rod Southeasterly of the so-called
 Davis hill brook near the remains of an old bridge. Thence up the brook in an
 Easterly direction in an irregular course, said line being removed one rod's
 distance on the Southeasterly side of brook as it runs as of date of survey,
 crossing town line in its course, following up the left bank of the brook to stake
 and stones at the end of a stone wall standing in the line between the so-called
 Nathan Davis and Adams farms. Then following a spotted line in a Northerly direction
 about 60 rods to a stake and stones, it being the Southwest corner of right 210 in
 town of Barnard now owned by paper company. Thence North 31'30" East along a spotted
 line following an old fence 19 rods to a post and stones beside the /// highway
 leading from Stony Brook to Barnard, then crossing the highway to a stone wall running
 North 33'30" West 18 rods to a wall, it being the Barnard and Stockbridge town line.
 Thence following a stone wall on town line 19 rods to a post and stones. Thence South
 63 degrees West along a wall 45½ rods and continuing its course 14½ rods more to a
 maple tree, thence North 54'30" West on a spotted line following an old line fence to
 the place of beginning.

BEING the same premises which M. HELEN HARRINGTON BISHOP and RICHARD E. BISHOP, her
 husband, by Indenture bearing even date herewith and intended forthwith to be recorded,
 granted and conveyed unto the said LESLIE F. NEWELL, in fee.

Reserving and excepting, however, to Lasell Junior College, its successors and
 assigns, the right to cross land hereby conveyed at all times and to pile logs and
 pulp near the road temporarily for removable purposes. Also right of way given to the
 Central Vermont Public Service Corp. to cross said granted premises.

TO HAVE AND TO HOLD said granted premises with all the privileges and appurtenances
 to the said Grantees, Richard E. Bishop and M. Helen Harrington Bishop, his wife, their
 heirs and assigns, as tenants by entireties, to their own use and behoof forever; and
 Leslie F. Newell for himself, his heirs and assigns, does covenant with the said
 Richard E. Bishop and M. Helen Harrington Bishop, their heirs and assigns, that until
 the ensembling of these presents he is the sole owner of the premises and has good right
 and title to convey the same in manner aforesaid; that they are free from every
 encumbrance except as above mentioned and we hereby engages to warrant and defend the
 same against all lawful claims whatever, except as above mentioned.

IN WITNESS WHEREOF LESLIE F. NEWELL and DORA NEWELL, his wife, have hereunto set
 their hands and seals this 24th day of Sept. A. D. 1951.

In the presence of:

Vivien M. Martin
Blanche M. Mills

Leslie F. Newell (SEAL)

Leslie F. Newell

Dora Newell (SEAL)

Dora Newell

STATE OF VERMONT : ss
 COUNTY OF Windsor :

Be it remembered that on the 24th day of Sept A. D. 1951, personally
 appeared LESLIE F. NEWELL and DORA NEWELL, his wife, signers and sealers of the
 foregoing written instrument and acknowledged the same to be their free act and
 deed.

Before me F. Clayton Mills
 Justice Peace

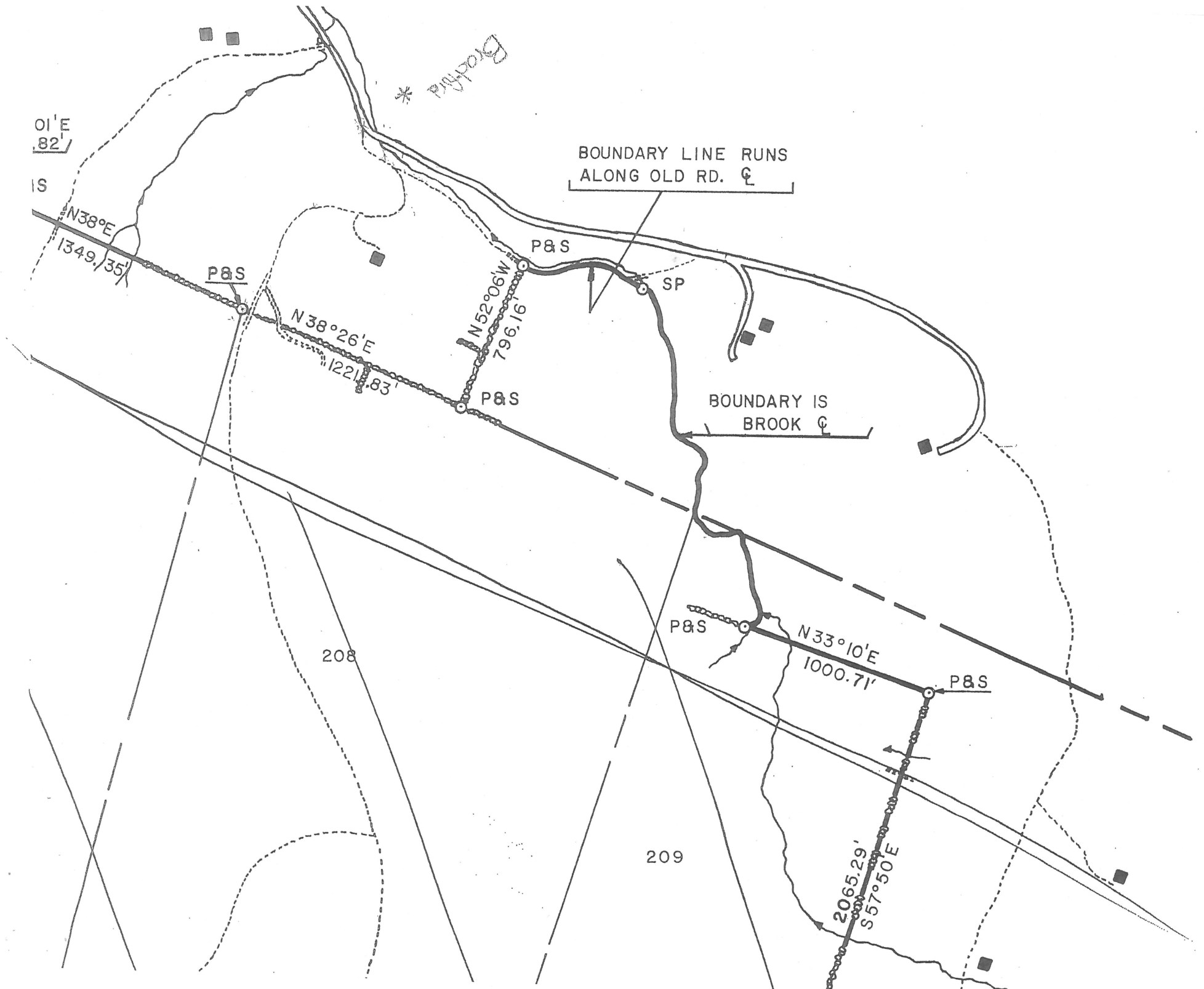
I hereby certify that the consideration herein is less than One hundred Dollars.

Leslie F. Newell

Leslie F. Newell

Stockbridge, Vt., Town Clerk's Office. Received for record September 28th, 1951 at
 3:15 P. M.

Attest: Erinice E. Lashlee, Town Clerk.



Town of Barnard

April 1, 2005








DISCLAIMER:

This map is a work in progress. It is not to be used for description, for conveyance, or for determination of legal title.









The information on this map is derived in part from recorded surveys, in part from deed descriptions, and in part from approximations. Therefore, property boundaries as shown here are only approximations and may differ significantly from actual boundaries. Furthermore, not all internal property lines are shown. While the map shows many public rights-of-way, it does not show them all; similarly, it does not show all bodies of water.

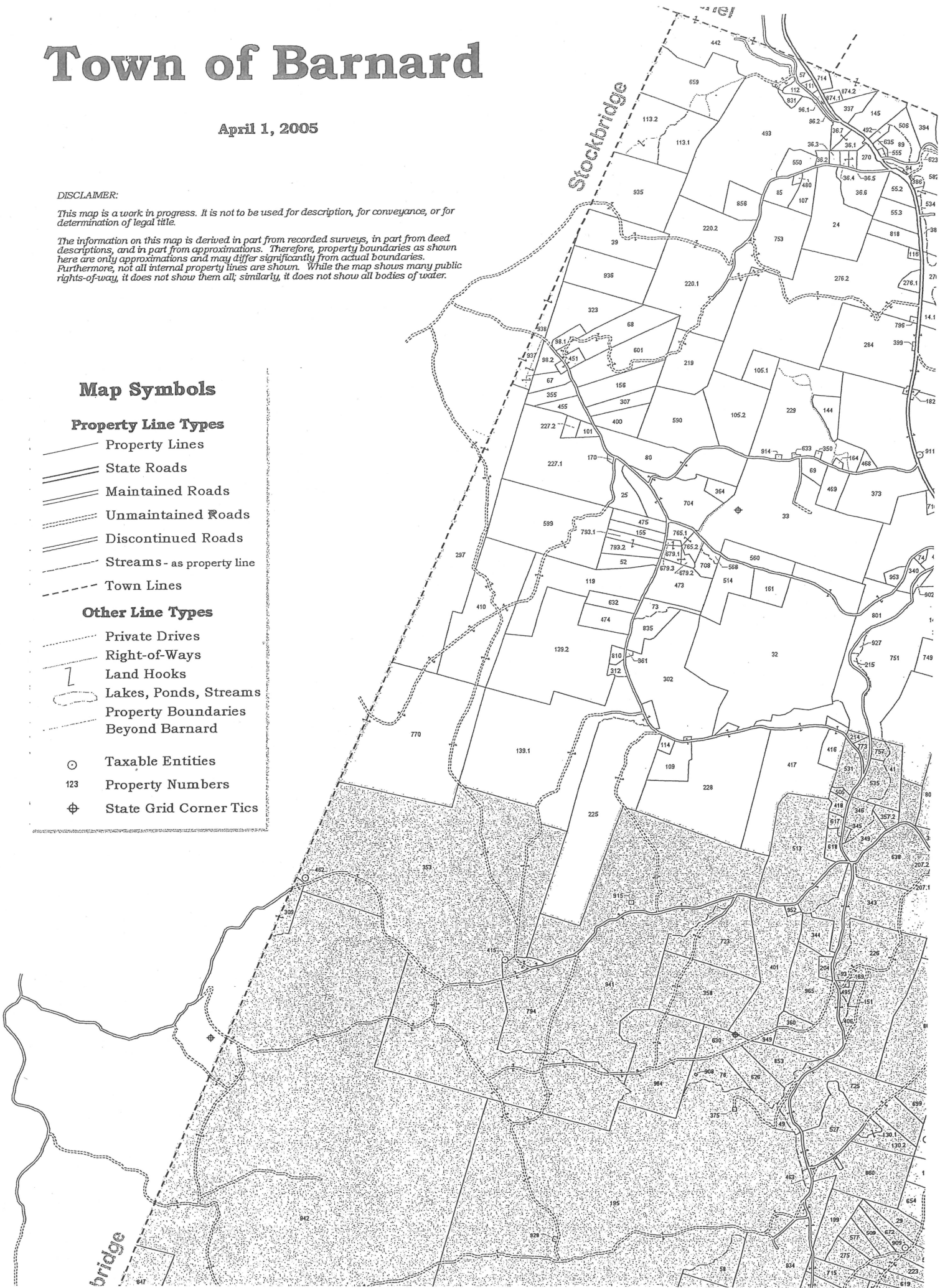
Map Symbols

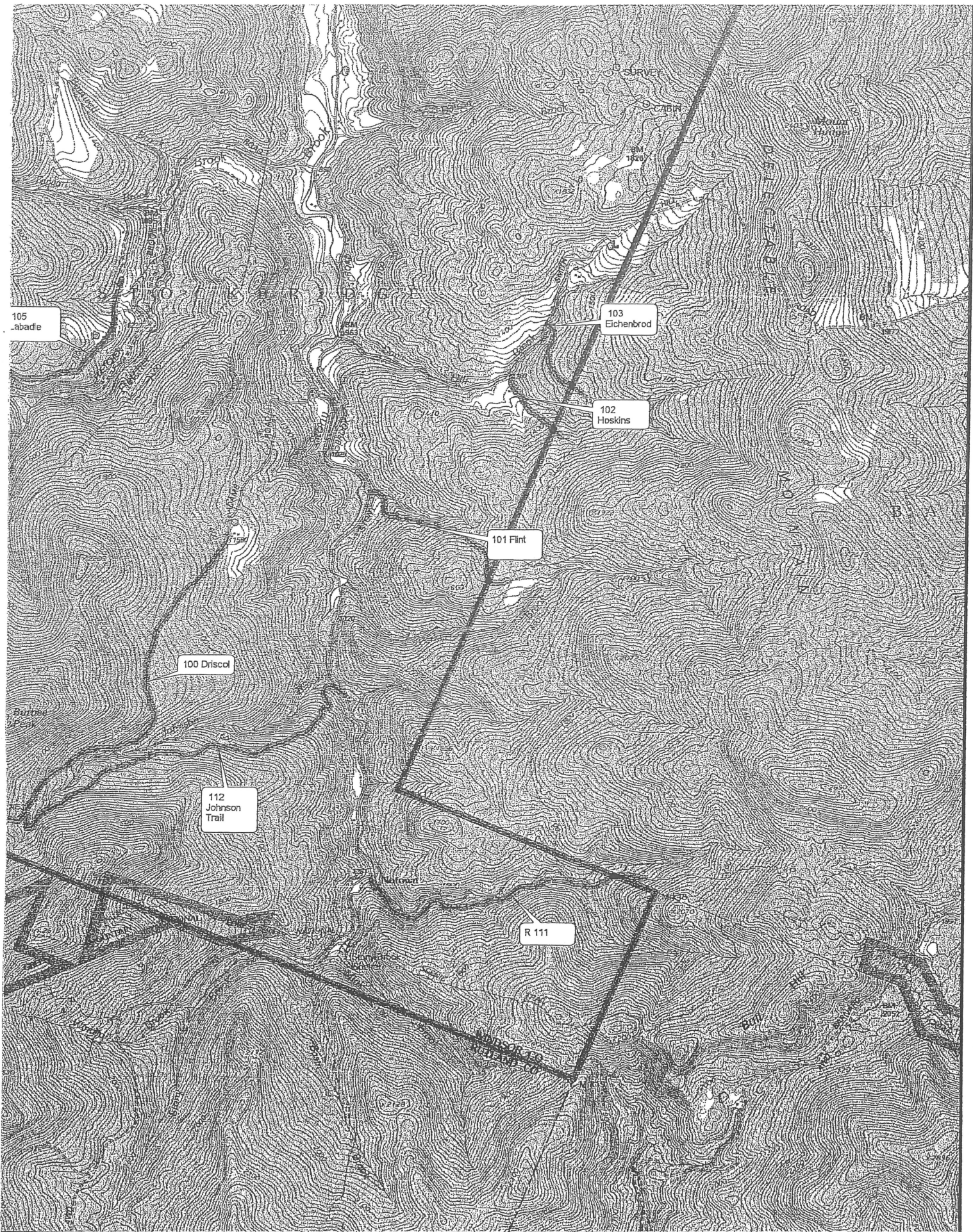
Property Line Types

-  Property Lines
-  State Roads
-  Maintained Roads
-  Unmaintained Roads
-  Discontinued Roads
-  Streams - as property line
-  Town Lines

Other Line Types

-  Private Drives
-  Right-of-Ways
-  Land Hooks
-  Lakes, Ponds, Streams
-  Property Boundaries Beyond Barnard
-  Taxable Entities
-  Property Numbers
-  State Grid Corner Tics





1,837' . 35 miles

Class 4 Road Examination Sheet

Road # 103

Road Name (if any) Eichenbrock

Date inspected: 6/16/02

Inspected by: Ken Carter + Ken Carter II

1. Access: Connected to:
Class 1 Class 2 Class 3 Class 4

Dead End Thru Road Only Access to Property?

If Yes, which property?

2. Condition: Good
Slope:

Apparent Width:

Roadbed condition. Good

Current Use: Driveway

Potential Use:

Proximity to dwellings:

Water bars: Culverts

3. Environmental/Ecology:

On this road at this time, is there an apparent need to control:

Water quality: Yes No

Noise Pollution Yes No

Erosion: Yes No

4. Conflicts:

With landowner(s) Yes No

If so, what?

5. Impediments:

Agricultural use around Class 4 road: *None*

What building(s) is this road close to: *None*

How Close?

6. Safety:

Any cross roads: Yes No

If so, where?

7. Recommendations:

8. Comments:

Decision and Order of the Selectboard
of the Town of Stockbridge, Vermont
for the discontinuance of Town Highway #30

At 6:00 p.m. on Monday evenings January 15, 22, and 29 the Stockbridge Selectboard conducted public hearings and on Saturday February 3, 1996 conducted a site inspection at 9:00 a.m. for the purpose of taking testimony of interested persons and adjoining landowners as to whether the public good, necessity and convenience of the inhabitants of Stockbridge required that Town Highway #30 be retained or discontinued as a public right of way by the Town of Stockbridge.

During the site inspection the Selectboard walked along the former roadbed and inspected the topography, condition, stability and width of the right of way.

The attached minutes of these hearings serve as a summary of discussion and issues raised by adjoiners, persons receiving notice, witnesses, and other active participants. The minutes include a list of participants at each hearing date. Madeline Benson, Michael Freund and Michael Ketchum participated in the site inspection.

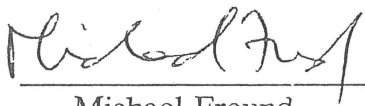
No written or direct testimony was received on this proposal.

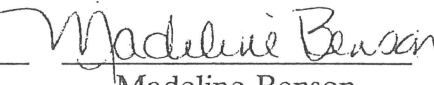
Based on the evidence and exhibits presented the Board of Selectmen make the following findings:

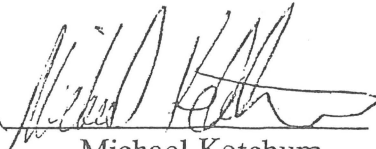
1. That there is a .28 mile section of town highway that runs off Town Road # 29 (Davis Hill Road) in a Southerly direction. This right of way serves one property that has frontage on Town Highway #29.
2. That this section of public right of way has not been maintained, plowed, graded or graveled by the town for over 5 years. This public right of way is treated by the Town and adjoining property owner as essentially a private driveway.
3. That this right of way has been resitricted from public access by gate in the past. The gate existed at the date of inspection.
4. That the convenience and economy of one property owner with frontage on Davis Hill Road does not outweigh the burden placed on the public to continue to recognize this as a public right of way.

Based upon the preceding findings, the Stockbridge Board of Selectmen hereby orders that the .28 mile right of way known as town highway #30 be discontinued as a public right of way in the Town of Stockbridge and that the right of way revert to adjoining property owners.

Based on the evidence presented at the hearing, the Board also finds that this action will not landlock any property and that persons owning or interested in the lands to be reverted are not entitled to any damages from this action. The benefit to the Town of Stockbridge and existing condition of the right of way balances any residual damages related to the discontinuance.


 Michael Freund


 Madeline Benson
 Town of Stockbridge
 Board of Selectmen


 Michael Ketchum

Order vacated. See BR 50 p. 512-080

STOCKBRIDGE TOWN CLERK'S OFFICE
 RECEIVED FOR RECORD/DISCHARGE
 This 4th Day of April A.D., 1996
 At 9 O'Clock 13 A.M.
 Received And Recorded in Vol. 32A
 At Page 472-473
 Attest Catherine Brown Town Clerk

STATE OF VERMONT
WINDSOR COUNTY, SS.

WINDSOR SUPERIOR COURT
DOCKET NO. S184-96-WrCa

WHITE RIVER VALLEY TRAILS)
ASSOCIATION/VERMONT)
TRAILS & GREENWAYS COUNCIL,)
Plaintiffs)

v.)

TOWN OF STOCKBRIDGE,)
Defendant)

STOCKBRIDGE TOWN CLERK'S OFFICE
RECEIVED FOR RECORD/DISCHARGE

This 23rd Day of May, A.D. 2006
At 9 O'Clock 25 A.M.
Received And Recorded In Vol. 510
At Page 572-580
Attest Chloé Marie Blotner Town Clerk

STIPULATION AND ORDER

White River Valley Trails Association, Vermont Trails & Greenways Council, John E. Dutton, Frank H. Lambert, David Lambert, Ann Wall, Lettie Fifield, Kim Fifield, William O. Gilderdale, Dale Merrill, Jonathan D. Hodgdon, Dot Williamson, Lawrence Rhoades, Rick Richardson, Ronald Sigmund, Ken Blanchard, Dan and Alice Whitney and the Town of Stockbridge, Vermont, by and through their respective counsel, hereby stipulate and agree and move pursuant to V.R.C.P. 41(a) as follows:

1. That all claims asserted by Plaintiffs in their appeal, be dismissed WITH PREJUDICE and that all parties bear their own costs and attorneys' fees.

2. The Decision and Order of the Selectboard of the Town of Stockbridge, Vermont, regarding a Town Highway formerly known as the "Rutland Turnpike", which Decision and Order was recorded in the Stockbridge Land Records on April 4, 1996, is hereby adopted and affirmed and the findings by the Stockbridge Selectboard set forth in the Decision and Order are hereby

FILED

GAIL P. B...
WINDSOR COUR...

COPY

LOWERS, ENGLISH,
ROLL & RITTER, LTD.
4 COURT STREET
DLEBURY, Vt. 05753
(802) 388-6711
FAX 388-2111

incorporated by reference as if fully set forth at length herein. As such, the Rutland Turnpike is hereby discontinued as a public right of way in accordance with 19 V.S.A. §708 et. seq.

3. The Decision and Order of the Selectboard of the Town of Stockbridge, Vermont, regarding the discontinuance of Town Highway No. 47, which Decision and Order was recorded in the Stockbridge Land Records on April 4, 1996, is hereby vacated.

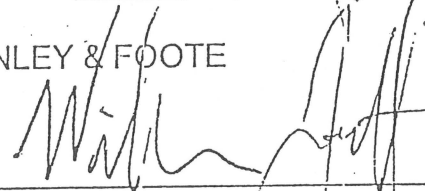
4. The Decision and Order of the Selectboard of the Town of Stockbridge, Vermont, for the discontinuance of Town Highway No. 30 is hereby vacated.

5. This Stipulation and Order shall be recorded in the Town of Stockbridge Land Records.

DATED at Middlebury, Vermont this 4 day of April, 1999.

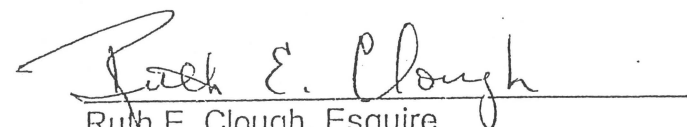
CONLEY & FOOTE

BY:



Willem Jewett, Esquire
Attorneys for White River Valley
Trails Association/Vermont Greenways
Council

DATED at Bethel, Vermont this 2nd day of March, 2000.



Ruth E. Clough, Esquire
Attorney for Rick Richardson and
Ronald Sigmund

FILED

MAR 14 2000

GAIL P. BRADY
WINDSOR COUNTY CLERK

STOCKBRIDGE NOTES

29 Mar 2010

Stockbridge has listed 24 roads that they want added to the Town Highway Map. Although it appears that they have done much research on them, only about 4 of them have specific town record documentation, i.e. book and page references, although copies of these references were not included.

The documentation of the remaining roads does not seem to meet our standard.

TOWN OF STOCKBRIDGE

P.O. BOX 39

STOCKBRIDGE, VT 05772

TELEPHONE: 802-746-8400

February 20, 2010

Mr. Jonathon Croft
Vermont Agency of Transportation
1 National Life Drive
Montpelier, VT 05633-5001

Dear Mr. Croft:

The time is upon us as a Selectboard to make a determination about which roads to keep under the ancient roads regulations. Over the past three years we have researched and traveled our ancient road infrastructure documenting the condition of as much of it as we could. This has been a huge undertaking involving hundreds of hours of volunteer time both in the field and in the records vault.

During this same three year period we have noticed an increase in the number of incidents involving land owners and other residents about use of existing roads that have been listed on the town highway map since 1931. Most often, though, these incidents involve the town and its resources.

By including these roads on our town highway map we are bringing them out of the ethereal of ancient roads and including them as assets to the town. We would only do so with the understanding that these roads were originally paid for with town assets, as was required by law in the time they were built. It is our obligation as a selectboard to identify and look after these assets in a responsible manner.

In the short-term, the selectboard has no plans for the use of these roads, other than acknowledge our rights of way and to continue to permit travel along the roads. These roads belong to everyone and in many areas provide the only public access into many of the more remote areas of towns. ATV and snow machining are already not allowed unless riders are members of the local riding club and are riding on established routes of travel.

As a board we have been skeptical about how the entire ancient roads legislation would affect the town and its resources. While it will probably be a good thing to have a date certain for which all road claims to be made, getting to that point involved some difficult questions for us.

- Sensitive to what might amount to takings. Need to understand that we want to do what most makes sense for the town and its residents. For instance there are

several roads we would like to discontinue and probably will make that recommendation sometime in the spring.

- How would we respond to a road “just appearing” on our property? This issue challenged us the most.

In dealing with existing roads courts use surveys and dedication and acceptance to resolve issues. We looked at each road with these points in mind. In some cases the evidence for inclusion was stronger than in others. Where does one draw the line between: “Yes, that’s a road” and “No, that’s not.”? The answer is not clear in any of these old roads because it is not settled law. Here are some of the questions we asked ourselves:

- Is there a survey?
- Is physical evidence of the road plainly obvious? How old is the road? Who knows about it and how long have they used it as a road?
- Is there physical evidence on the ground like stone walls, cellar holes, or large trees lining the roadway?
- Is there evidence of use by animals, or mechanical conveyances (tire marks, hoof prints, manure)?
- Does it make sense that a road would be here? What does it connect with? Is that part of a bigger connection of roads?
- Are there any maps showing it as a road?
- Are there property records acknowledging it as a road (subdivision records)?
- Are there records indicating that town funds were dispersed to build or maintain the road?
- Are there any corporate records to show road existence?

It’s important to remember that absence of proof does not indicate proof of absence. In determining what roads to include, we had to ask ourselves two questions: What is the likelihood that this is a road? And, can you prove it? Often a road with a high likelihood of being a road has scant evidence other than proof on the ground and word of mouth. Roads were rarely included in deeds and there was no requirement to keep specific records. Deeds often referred back to individual names of property and adjoining property owners. Often, there exists proof of a road but locating it on the ground proves impossible.

In making our decision we looked at where the road travels and does it connect other areas? For the most part we did not pursue locating roads that are “dead-ends”. Dead end roads often become destinations for poor behavior. We concentrated, instead, on roads that went places: either to other towns (Bethel, Pittsfield, and Barnard) or they connected to other existing or historical roads in other locations in town.

In areas where there were several roads intersecting in a close proximity, we chose to pursue the ones that were the most obvious or that made the most sense.

For instance, in the New Boston area, there were several roads that loop just below the ridge. Rather than reserving our rights to all of the different roads that are obvious, we ensured that our right of way passage to Bethel was maintained as was access out of and into Fanny Meadow connecting on Music Mountain Road.

The Stockbridge Planning Commission hired John Dutton to map the historical roads of Stockbridge. The finished product was a map released in 2002. The release of this map caused much consternation in the town and so we, as a selectboard, chose not to rely solely on it for completing this project. After three years of research without the use of the Dutton map, when we finally compared the results of our research with Dutton's research, we have verified much of what was on the Dutton Map and only found a couple of roads that he excluded. In no case did he indicate the location of a road that we could not find. Since the Dutton Map was produced as a professional product for the town, we are relying on it as a significant historical document and are including it as proof of roads based on historical records.

There was an untold amount of time and hard work that went into identifying and verifying these roads on the ground and in the written record. We feel that the roads we have added or extended are the rightful and legal rights of way for the Town of Stockbridge.

Sincerely,

Stockbridge Selectboard

Mark Doughty

Stockbridge Selectboard
February 9, 2010
7:00 PM.

Present: Mark Doughty and Mark Pelletier

The board reviewed the road certification information and the motion was made to add roads included on the list of road additions to general highway map, Town of Stockbridge dated February 9, 2010. Seconded and approved.

The Board went to Mayo Meadow Road to see if it is already on the town highway map. It was determined to be Town Highway #16.

The meeting was adjourned at 7:50 P.M.

Mark Doughty

September 8, 2009 – I walked the course of the Center Turnpike from Gaysville to Blackmer Blvd. and back again. The road was obvious as it left Gaysville and followed the river to the corner of lots 6 and 7 of the Riverain Subdivision, at the edge of a large field. The old railroad ballast was evident on the left side of the road. At the edge of the field the road entered the woods and was obvious to the point at which it crossed the power line ROW. Photos 25 – 28 were taken in the gully between the railroad bed and the existing road. It is possible that the original road traveled in this gully, but the most likely place for the road is where it currently sits on the southern edge of the field. After crossing the ROW the road re-entered the woods in the vicinity of photo #64.

Although I continued to photograph the road, I believe this is a different road, which eventually died out on the upper slopes of a hill. I bushwhacked back down the hill until I came to what I believed was the road of interest. I followed that road to where it merged with Blackmer Blvd. I began photographing my return trip with Photo # 123. The road in this section is clearly evident. I continued heading in an easterly direction. Just before the powerlines, the road takes a slight right and enters the woods. A short distance further, the Center Turnpike exits the main road (which continues downhill to the White River) to the left and re-enters the power line ROW. A short distance further the road leaves the ROW and travels to the left, down an embankment to a small brook. After crossing the brook, the road travels to back to the ROW where I left the trail at Photo #64.

The road is in fairly good shape with the exception of two places where it crosses brooks. Given the age of the road and the lack of maintenance for a very long time, these exceptions are understandable. The terrain between the two brooks is very inconsistent and it is easy to see why the road was not maintained in these areas.

These photographs were taken by me, Mark Doughty, on February 11, 2010. I began photographing below where south hill road and TH33 diverge, near power pole #23, and stopped filming when I reached the intersection of South Hill Road and Fletcher Brook Road. I photographed behind and in front of every filming location and clocked approximately 1.02 miles on my odometer.

Town Highway #7 Fanny Meadow Road

This addition to the highway map is being added as an existing road, clearly visible on the ground. It continues Fanny Meadow Road from Music Mountain Road to New Boston Road, where a series of old roads come together and head into Bethel or down to Tupper Ledges. See Attachment #1 for road location.

Parts of this road are apparent on Doton's 1856 map, Beer's 1869 map, and the 1917 and 1998 USGS topographical maps. I have walked this road from both ends and photographed it from the New Boston side. I have not walked the center section. The

Town Highway 19 South Hill Road

This is an addition that should have been placed on the map decades ago. Sometime in the 1960s or 70s the town built a one mile (.84) change in the road configuration between TH19 and TH33. The addition begins at telephone pole 23 on TH33 and intersects TH19 approximately 0.25 miles from the South Hill cemetery.

I walked this road in both directions on the afternoon of September 3, 2009. I began by wading across the Tweed River near the site of the Keyes (Eagle Square) Mill and heading to TH 47 and then to VT Route 107. After traversing the heavy riparian undergrowth, I located the path of the road and followed it up to a bench above the confluence of the Tweed and the White Rivers, on the southwestern side of the river. The path of the road was obvious once I left the river bed and climbed above the old railroad right of way.

The road follows the edge of the high bank of the river until it descends through heavy undergrowth and emerges in a field of the Mahren farm. The road re-enters the woods for a short distance and flows into TH 47.

While on the ridge the road is bordered by a stone wall and remnants of a barbed wire fence can be seen on the northeastern side of the road. About halfway along the road course there was a place with three metal sign post that were cut to ground level.

Photo Disk 2

JD-4 App .3 mi

Traveled with Ken Carter on 6/7/09 at approx 10:30 AM

Road is completely passable by ATV or 4WD vehicle

From NW to SE:

Approx 0.2 mi is a culvert that was likely placed by the town at some point.

Approx 0.3 mi is remnants of an old stone wall near camp at the SE outlet of the road.

JD-1&2

Rode w/Ken Carter Approx 10:30 AM

Evidence of stone walls along entire road, which connects into Killington

Huges place foundation hole is evident

Ken remembers working on culverts for the town when he was road commissioner.

Several old cellar holes along road.

JD-3

Approximately 11:00 AM

Traveled w/Ken Carter on 6/7/09

Road very eroded in places can see it has followed this route for a very long time.

Cellar hole is approx 0.7 mi from junction w/Fletcher Brook road.

Road continues into Killington.

Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

1

Road Number	Road Name	Description	Existing Mileage	Proposed Additional Mileage*	Total Miles
TH 7	Fanny Meadow Rd	<p>This addition to the highway map is being added as an existing road, clearly visible on the ground. It includes from where the survey ends according to our 2009 General Highway map. Several ancient road connectors were identified in the area where Fanny Meadow and New Boston converge. The path being recommended is the least intrusive to access the public rights of way in this area, and still respect the rights of the property owners in the area</p> <p>This road continues the existing Fanny Meadow Road from it's origin at Music Mountain Road to New Boston Road, where a series of old roads come together. These roads head into Bethel or down New Boston Road. This amendment adds approximately 1.91 miles to what the map currently shows. See</p> <p>Parts of this road are apparent on Doton's 1856 map, Beer's 1869 map, and the 1917 and 1998 USGS topographical maps. This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>This road was evaluated from both ends. The condition of the center section has not been verified and there is no reason to believe to be obvious and passable. The upper section of the road is used today for equestrian travel and connects to other non-public trails and roads. The lower portion of the proposed extension is probably less used because the area where the roads join is wet and difficult terrain.</p> <p>Beginning at New Boston road, the road proceeds for about 0.23 miles along a road maintained by the town, but not currently on the highway map. Next, the road crosses a small brook. The thoroughfare is wide and the trees along the edge are mature and old. Prior to crossing the brook, TH7 intersects with an old road intersecting from the right, which loops back and connects with New Boston Road</p>	0.65	1.91	2.56

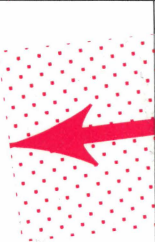

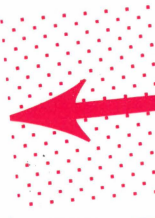

Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

2

		<p>just below the intersection of TH7. The path being recommended is, in our opinion, the least intrusive means of connecting Fanny Meadow Road to New Boston Road and to maintains the existing public right of way in this area.</p> <p>Locals know of the road as a town road and claim to use or have used it.</p> <p>Photographs of the top portion of this road were taken but are unavailable at this time.</p>			
TH 39	New Boston Road	<p>This road connects into Bethel and is on Bethel's map</p> <p>This addition to the highway map is being added as an existing road, clearly visible on the ground. It continues New Boston Road into Bethel. Bethel is placing the road on their highway map. This amendment adds approximately 0.11 miles to the length of an existing road.</p> <p>This road is apparent on the 1917 and 1998 USGS topographical maps as a jeep road connecting and continuing into Bethel. This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>Locals know of the road as a town road and claim to use or have used it.</p>	0.88	0.11	0.99
TH 66	Unnamed Road	<p>This addition to the highway map is being added as a new town road, clearly visible on the ground. There is a network of old roads interweaving in this area of which this is one. It links the Luce farm with Whitcomb Hill Road, after crossing TH 9. This road is part of a series of roads that ran along the northeast boundaries of the town and connecting Abbott and Lilliesville Roads with the Stockbridge Gap and Bethel. This addition is approximately 1.04 miles in length.</p> <p>It is difficult to say if the road is represented on Doton's 1856 map or the Beer's 1869 map, since there are numerous relocations to roads in this area. According to local surveyor, Richard Luna, the surveys and property records in this area are unclear. There are at least three surveys in this area.</p> <p>This road is identified as a woods road on the drawing entitled, "Parcels of Land to</p>	0.00	1.04	1.04

Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

3

		<p>be Conveyed to James Leemon by James and William Bones in Stockbridge Windsor County Vermont” by Bruno Associates, Inc, dated August 25, 1989, and recorded as Book III Page 53 in the Stockbridge Maps.</p> <p>A right of way is granted over this woods road in book 53; Pages 412-413 in the land records of the Town of Stockbridge.</p> <p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>This was likely an earlier road to get through Stockbridge Gap than the current Music Mountain Road. The alignment of this road with Luce farm is consistent with how buildings were built in the time period. Several surveys intermingle in this area. There are several roads still in existence.</p> <p>Locals know of the road as a town road and claim to use or have used it.</p>			
<p>TH 67</p>	<p>Bix Road</p>	<p>This road connects to Bethel and is on the Bethel’s map.</p> <p>This addition is an extension to TH 44 is being added as an existing road that connects Whitcomb Hill Road into Bethel. This road is part of a series of roads that ran along the northeast boundaries of the town and connecting Abbott and Lilliesville Roads with the Stockbridge Gap and Bethel. This amendment adds approximately 1.0 miles to what the map currently shows.</p> <p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>This road is contained on the survey done for Kathleen Bradley by Norman R. Smith on September 16, 1991 with revisions on 10-29-91 and 4-30-02. This map is recorded as Page 69; Map III in the Stockbridge Maps. This road is also mentioned in numerous deeds from the present back to March 1, 1863¹, not limited to but including the following Stockbridge Land Records:</p>	<p>0.00</p> 	<p>1.00</p> 	<p>1.00</p>

¹ It is likely that records go back before 1863, but at this point the records ceased to include previous book and page for deed references.

Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

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		<ul style="list-style-type: none"> • 57:543 Truckenbrod • 41:349 Truckenbrod • 59:505 Bradley • 59:503 Bradley • 49:578 Demarest • 31:411 Bix (this CVPS ROW mentions access via the road to his house) • 13:360 French 			
TH 12	Abbott Road	<p>This road connects Abbott Road to Lyon Hill Road.</p> <p>This addition is an extension to TH 12 is being added as an existing road that connects Abbott Road to Lyon Hill Road. This road is part of a series of roads connecting Abbott and Lilliesville Roads with the Stockbridge Common and Bethel. This amendment adds approximately 1.23 miles to what the map currently shows.</p> <p>This road is apparent on Beer’s 1869 map. This road is evident on a map labeled, “traced and copied by Lee H. Lowell – 4/25/58 From a map by Leslie Newell.</p> <p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p>	0.6	1.23	1.83
TH 68	Bridle Path	<p>This road was discontinued to be used as a bridle Path Connects Abbott Road to Bix Road and goes to the Bethel town line. The discontinuance for the road clear establishes this road to be discontinued for use as a bridle path. (SLR 10:145). The document states, “... discontinue the road as a public highway from the fork of the road east of John Bakers through the Ellis farm, Bugbe farm, Austin Abbott’s farm, and Bennett Chamberlain’s Farm to the town line and the same shall be as a bridle path (word path crossed out) road with the privileges of erecting gates on the road.</p>		App. 0.5	
TH 69	Unnamed	<p>This road connects to Barnard is on the Barnard map.</p> <p>This road branches off of Hunger Mountain Rd. It is considered by some to be the end of the Keyes Mill Rd survey (SLR 2:60b) which was laid out in 1790. It</p>	0.00	0.82	0.82

Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

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		<p>connects to Barnard and is being listed on their map.</p> <p>This addition is highway branching off of TH 15 is being added as an existing road that connects from Mount Hunger Road into Barnard, and is clearly visible on the ground. This road is part of a series of roads that ran along the northeast boundaries of the town connecting into Barnard. This amendment adds approximately 0.82 miles of road.</p> <p>The road is visible on the 1926 and the 1983 USGS topographic maps.</p> <p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>This road is apparent on Beer's 1869 map. This road is evident on a map labeled, "traced and copied by Lee H. Lowell - 4/25/58 From a map by Leslie Newell.</p> <p>Locals know of the road as a town road and claim to use or have used it.</p>			
<p>TH 70</p>	<p>Unnamed</p>	<p>This road connects to Barnard is on the Barnard map.</p> <p>This road branches off of Hunger Mountain Rd. It connects to Barnard and is being listed on their map.</p> <p>This addition is highway branching off of TH 15 is being added as an existing road that connects from Mount Hunger Road heading southeast into Barnard. It is clearly visible on the ground. This road is part of a series of roads that ran along the northeast boundaries of the town connecting into Barnard. This amendment adds approximately 0.84 miles of road.</p> <p>The road is visible on the 1926 and the 1983 USGS topographic maps.</p> <p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>This road is apparent on Beer's 1869 map. This road is evident on a map labeled, "traced and copied by Lee H. Lowell - 4/25/58 From a map by Leslie Newell.</p>	<p>0.00</p>	<p>0.84</p>	<p>0.84</p>

Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

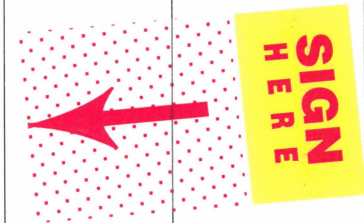
6

		Locals know of the road as a town road and claim to use or have used it.			
TH 65	Unnamed Extension	<p>This road extension adds to what was added last year. It exits woods at log cabin hotel. It runs toward the northwest from where the 2009 General Highway map shows it's terminus in the Bradford lot.</p> <p>This addition is an extension to TH 65 and is being added as an existing road that connects Davis Hill to VT Rout 107, and is clearly evident on the ground. This amendment adds approximately 0.89 miles to what the map currently shows.</p> <p>A portion of the road is clearly evident on the 1926 USGS topographic map.</p> <p>Although the road is not located on the Doton's 1856 map or the Beer's 1869 map, both maps show the location of the G. W. Bradstreet residence at the location where this extension joins the existing highway, indicating a road into this area.</p> <p>This road is evident on a map labeled, "traced and copied by Lee H. Lowell - 4/25/58 From a map by Leslie Newell, and identified as an old road.</p> <p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>This road was photo documented by Mark Doughty on August 15, 2009. He began at the log cabin motel on Rt. 107 and walked the clearly visible road back to the intersection of TH65 and new addition TH 71. There are stone walls and foundation holes in the area of the road intersection.</p> <p>Locals know of the road as a town road and claim to use or have used it.</p>	1.23	0.89	2.12
TH 71	Unnamed	<p>This road connects to Barnard is on the Barnard map.</p> <p>This addition is a highway branching off of TH 65 at a point where the 2009 general highway map indicates as the end of TH 65. It is being added as an existing road that connects from the Bradstreet lot southeast into Barnard, and is clearly visible on the ground. This road is part of a series of roads that ran along the northeast boundaries</p>	0.00	1.02	1.02

Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

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		<p>of the town connecting into Barnard. This amendment adds approximately 1.02 miles of road.</p> <p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>This road, located in right 32, is evident on a map labeled, "traced and copied by Lee H. Lowell – 4/25/58 From a map by Leslie Newell.</p> <p>Locals know of the road as a town road and claim to use or have used it.</p>			
TH 5	Children's Camp Road	<p>This addition is an extension to TH 5 is being added as an existing road, clearly visible on the ground that connects River Road in Gaysville to Blackmere Boulevard just above Cobb Bridge. This amendment adds approximately 1.14 miles to what the map currently shows.</p> <p>This road is part of the original Center Turnpike, a highway built to connect the courthouse in Woodstock, VT to the courthouse in Middlebury, by order of the Vermont legislature.</p> <p>The Corporate Charters of Vermont list numerous references to Center Turnpike Company including: 1800: 45-52 Charter 1837:85-86 Discharge from maintenance</p> <p>The Center Turnpike, after leaving Woodstock, crossed the White River in Royalton at the current site of the Fox Stand Inn. It remained on the north and east side of the river until crossing it again in Hancock. The road entered Stockbridge from Bethel and followed the route of River Road through Gaysville and continued along the White River bank until it crossed Coles Brook and another unnamed brook, in close proximity, and then connected into what is now Blackmere Boulevard. It is our understanding that this is the only piece of the original Center Turnpike not currently listed as a public thoroughfare.</p> <p>The Center Turnpike is described by Edmund Fuller, <i>History of Vermont</i> (pg.178-79) and is mapped and discussed in <i>Turnpikes of New England</i> (257-58). There is</p>	0.66	1.14	1.80



Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

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	<p>quite a bit of information available related to the construction, operations and issues faced by the corporation, but we were unable to find a survey of the route. The Land Records for the Town of Stockbridge (10:162) documents the return of the Center Turnpike to the town on October 23, 1842. There is no record of any discontinuance of this road.</p> <p>Our research leads us to believe that when Cobb Bridge was constructed over the White River, this road became useful to the property owners along it, who could go out either way, but not to the residents of town in general. The crossings at Cole Brook and the unnamed brook nearby would have been difficult to maintain.</p> <p>Exhaustive research into the property records for the parcels in the area indicate that there were families along the route and thus access to a road. At one time the predominant direction of travel would have been in and out of Gaysville, where the population existed. Although the road does not show on Doton's 1856 map or the Beer's 1896 Map, there are property owners identified along its route. Our research documented the chain of title back to the resident identified as indicated by Doton and Beer.</p> <p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>According to the map entitled, "Retracement Survey With Subdivision, Rudelle Carr Hampton Property, Stockbridge – Windsor County-Vermont" Surveyed by Richard Lunna 7/26/1985 and recorded as Platt Book II, Page 59 of the Maps of the Town of Stockbridge, No discontinuances found for the section of the old Center Turnpike crossing property from the s'ly end of TH 5 to Hampton's west line.</p> <p>According to the map entitled, "The Former Clyde Hunt Farm, Stockbridge, Vermont" by Norman R. Smith, dated July 27, 1988 and recorded as Book III, Page 41 of the Maps of the Town of Stockbridge, a woods road is identified in the location where this extension shows on the ground.</p> <p>According to the map entitled, "United States of America, Green Mountain National Forest, Survey Plat, Robert M. Dean and D. Bruce Stearns Tract 815, Stockbridge Twp., Windsor Co., VT" by Albert Harris and recorded in Plat Book III, Page 83, of</p>			
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Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

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	<p>the Maps of the Town of Stockbridge, there is a woods road placed in the same location as on the Smith survey mentioned above. The Harris survey also references Blackmere Boulevard as the former Center Turnpike.</p> <p>In the physical description of the Harris survey (dated 13 January, 1994, and recorded as ages 67 – 76 in the land records of the Town of Stockbridge, the surveyor mentions an Appurtenant Easement “being a right of way for highway purposes in and along the existing woods road” and give a description of the course of the right of way.</p> <p>When looked at together, these surveys outline most of the road extension. The portion not identified on the surveys is the piece between Cole Brook and the unnamed brook, which has difficult access.</p> <p>According to the “Taking for the benefit of the White River Valley Electric Railroad Company Royal A. Conner, taking”, the meats and bounds describes a stone on the “south side of the roadway leading to Chauncey Boutwell’s, thence westerly along the south side of the upland and the roadway ...” The Boutwell property falls along the route of this road extension.</p> <p>According to notes written by Mark Doughty on September 8, 2009: I walked the course of the Center Turnpike from Gaysville to Blackmer Blvd. and back again. The road was obvious as it left Gaysville and followed the river to the corner of lots 6 and 7 of the Riverain Subdivision, at the edge of a large field. The old railroad ballast was evident on the left side of the road. At the edge of the field the road entered the woods and was obvious to the point at which it crossed the power line ROW. After crossing the ROW the road immediately re-entered the woods. The road crossed Cole brook and is obvious between the two river beds. The area between the brooks is wet. After crossing the second brook the road re-crosses under the power-line and run parallel to them until the road merges with a gravel road from the right. The road continues to Blackmere Boulevard.</p> <p>Mr. Mark Doughty photographed the condition of the road. The photographs are in the directory labeled TH05.</p> <p>According to Mr. Doughty, “The road is in fairly good shape with the exception of</p>			
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Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

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		<p>two places where it crosses brooks. Given the age of the road and the lack of maintenance for a very long time, these exceptions are understandable. The terrain between the two brooks is very inconsistent and it is easy to see why the road was not maintained in these areas.”</p> <p>Locals know of the road as a town road and claim to use or have used it.</p>			
TH 72	Coles Road	<p>This road connects Larmie Hill Road with the Center Turnpike and is evident on the ground on the north bank of Coles Brook.</p> <p>This addition is a connector between TH 17 at the top of the hill to TH 5 along the river, is being added as an existing road, clearly visible on the ground. This amendment adds approximately 0.71 miles to the map.</p> <p>The road is mentioned in the meets and bounds of survey 1:92 in the Stockbridge Land Records. This survey dates to January 7, 1803.</p> <p>Conversations with John Dutton indicate that he knew there was a road in this area but did not have enough evidence in his mind to include it on the map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>Mr. Mark Doughty photographed the condition of the lower portion of the road while filming TH 5 when he inadvertently followed the route up the hill until its path became obscure in a steep area. The photographs are in the directory labeled TH 72. Locals familiar with the road say that the path at the top of the hill where it joins Larmie road is clearly evident until the top of the steep section where the path becomes obscure.</p> <p>According to Mr. Doughty, the road is in fairly good shape as it follows the north bank of Coles Brook. It is likely the road fell into disuse when Cobb Bridge was built and TH 5 came into disuse.</p> <p>A review of the land records for the Town of Stockbridge verify that the Cole family did own and operate a farm in the south half of Right 12 (1:122 SLR) for generations.</p>	0.00	0.71	0.71

Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

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		Locals know of the road as a town road and claim to use or have used it.			
TH 47	Keyes Mill Road	<p>This road follows the southwest side of the White river between route 100 and route 107. It is located across the White River from Blackmere Boulevard. It is up on a bench above the old railroad right of way.</p> <p>This addition is an extension to TH 47 and is being added as an existing road that connects Route VT 100 at the site of the former Eagle Square Mill to VT Rout 107, and is clearly evident on the ground. This amendment adds approximately 0.89 miles to what the map currently shows.</p> <p>The Town of Stockbridge tried to discontinue this road in the late 1996. According to a Stipulation and Order agreed to by the parties, the decision to discontinue TH 47 was vacated on April 4, 1999 (56:572-580 SLR).</p> <p>This road is part of the Keyes Mill Road survey (SLR 2:60b) which connected the White River crossing near Stockbridge Common along the south and western side of the White River to the Barnard town line. It was used regularly until the 1927 flood destroyed the mill. The road fell into disuse with the construction of VT Route 107 and the lack of mill traffic.</p> <p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>Mr. Mark Doughty documented the location and condition of this road on September 3, 2009. According to Mr. Doughty's notes: "I walked this road in both directions on the afternoon of September 3, 2009. I began by wading across the Tweed River near the site of the Keyes (Eagle Square) Mill and heading to TH 47 and then to VT Route 107. After traversing the heavy riparian undergrowth, I located the path of the road and followed it up to a bench above the confluence of the Tweed and the White Rivers, on the southwestern side of the river. The path of the road was obvious once I left the river bed and climbed above the old railroad right of way.</p> <p>The road follows the edge of the high bank of the river until it descends through heavy undergrowth and emerges in a field of the Mahren farm. The road re-enters</p>		0.89	0.89

Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

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		<p>the woods for a short distance and flows into TH 47.</p> <p>While on the ridge the road is bordered by a stone wall and remnants of a barbed wire fence can be seen on the northeastern side of the road. About halfway along the road course there was a place with three metal sign post that were cut to ground level.”</p> <p>After documenting the road, Mr. Doughty compared notes with Mr. John Dutton, who walked, surveyed and documented the road in May of 1998. Both descriptions were consistent with conditions on the ground.</p> <p>Locals know of the road as a town road and claim to use or have used it.</p>			
TH 19	South Hill Road	<p>This section of road was never added to the highway map when it was made circa 1970. Sometime in the 1960s or 70s the town built a 0.84 mile change in the road configuration between TH19 and TH33. The addition begins at telephone pole 23 on TH33 and intersects TH19 approximately 0.25 miles from the South Hill cemetery.</p> <p>The road was photographed by Mark Doughty on February 11, 2010. Photographs can be found in the directory labeled: TH 19.</p> <p>This road is obvious on the ground and is maintained by the town.</p>		0.84	
TH 73	Unnamed Road	<p>This road connects Gilkey Road with Brown Road.</p> <p>This addition is a connector between TH26 and TH 32. It is being added as an existing road that is clearly evident on the ground. This amendment adds approximately 0.36 miles to the map.</p> <p>The road is evident on the 1988 USGS topographic map.</p> <p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>There are stone walls along this path and is currently being used by ATV and foot</p>	0.00	0.36	0.36

Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

		<p>traffic.</p> <p>Mr. Mark Doughty traveled the road with Mr. Ken Carter, former Stockbridge Road Commissioner on June 7, 2009. According to Mr. Doughty's notes, the road is completely passable by ATV or 4WD vehicle without obstruction. Heading from NW to SE at approximately 0.2 mi is a culvert that was likely placed by the town at some point. At approximately 0.3 mi is remnants of an old stone wall near camp at the SE outlet of the road at the former location of the G. Hansen property.</p> <p>Mr. Doughty also photo documented the road. Those photographs can be found in the directory labeled: TH 73.</p> <p>Locals know of the road as a town road and claim to use or have used it.</p>			
<p>TH 74</p>	<p>Fiefield Camp Road</p>	<p>This road connects into Killington.</p> <p>It is in good repair and has been worked on by Stockbridge road personnel within the past year. The road is currently used to access paper company land in Killington and is gated near the town line.</p> <p>This addition is a branch off of TH 34 that extends into Killington. It is being added as an existing road that connects into an adjacent town, and is clearly evident on the ground. This amendment adds approximately 1.0 miles to the map.</p> <p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>This road is evident on a map labeled, "traced and copied by Lee H. Lowell – 4/25/58 From a map by Leslie Newell, and identified as an old road.</p> <p>Mr. Mark Doughty traveled the road with Mr. Ken Carter, former Stockbridge Road Commissioner on June 7, 2009. According to Mr. Doughty's notes, there was evidence of stone walls along entire road, which connects into Killington. The Huges farmhouse foundation hole is evident. The Huges farm was the last property in Stockbridge before heading into Killington. Ken remembers working on culverts for the town when he was road commissioner. Several old cellar holes exist along</p>		<p>1.0</p>	

Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

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		<p>road.</p> <p>Mr. Mark Doughty photographed the condition of the road. The photographs are in the directory labeled TH 74.</p> <p>Locals know of the road as a town road and claim to use or have used it.</p>			
TH 75	Unnamed Road	<p>This road connects to Barnard is on the Barnard map.</p> <p>This addition is a branch from Davis Hill Road (TH 29) into Barnard and is being added as an existing road that connects to another town. It is clearly evident on the ground. This amendment adds approximately 0.36 miles to what the map currently shows.</p> <p>The road is evident on the 1996 USGS topographic map.</p> <p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>This road is evident on a map labeled, "traced and copied by Lee H. Lowell – 4/25/58 From a map by Leslie Newell.</p> <p>Locals know of the road as a town road and claim to use or have used it.</p>	0.00	0.36	0.36
TH 35	Driscoll Road	<p>This road connects into Killington.</p> <p>This addition is an extension to TH 35 is being added as an existing road, clearly visible on the ground that connects Stony Book area into Killington. There are numerous cellar holes along it's route. This amendment adds approximately 1.96 miles to what the map currently shows.</p> <p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>This road is apparent on Doton's 1856 map and Beer's 1869 map. The road is shown partially on the 1913 USGS topographic map and in it's entirety on the 1996</p>	1.51	1.96	3.47

Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

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		<p>USGS topographic map.</p> <p>This road is evident on a map labeled, "traced and copied by Lee H. Lowell – 4/25/58 From a map by Leslie Newell.</p> <p>Locals know of the road as a town road and claim to use or have used it.</p>			
TH 76	Johnson Brook Road	<p>This road connects into Barnard and Killington. It is on Barnard's Map.</p> <p>This road connects from Barnard into Parker's gore (No Town)</p> <p>Laws of Vermont 1801, page 145 authorized a tax of 4 cents per acre on the tract know as Parker's Gore for the purpose of building roads and bridges in the area, which connects three different towns in two different counties.</p> <p>This addition is being added as an existing road that connects Barnard to Stockbridge and Stockbridge to Killington in an area know as No Town. The road is evident on the ground. This amendment adds approximately 3.48 miles to the map.</p> <p>It is evident on the 1996 USGS topographic map.</p> <p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>This road is partially evident on a map labeled, "traced and copied by Lee H. Lowell – 4/25/58 From a map by Leslie Newell.</p> <p>Locals know of the road as a town road and claim to use or have used it.</p>	0.00	3.48	3.48
TH 77	Unnamed Road	<p>This road connects into Killington from Johnson Brook Road.</p> <p>This addition is an extension to TH 76 is being added as an existing road, visible on the ground that connects Johnson Brook Road with Killington. This amendment adds approximately 0.27 miles to what the map currently shows. The Appalachian Trail passes by the road.</p>	0.00	0.27	0.27

Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

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		<p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>This road is evident on a map labeled, “traced and copied by Lee H. Lowell – 4/25/58 From a map by Leslie Newell.</p> <p>The road is evident on the 1996 USGS topographic map.</p> <p>Locals know of the road as a town road and claim to use or have used it.</p>			
TH 78	Delectable Mountain Road	<p>This road connects to Killington and Johnson Brook Road via Prior Dam</p> <p>This addition is added as an existing road, visible on the ground that connects Fletcher Brook Road at Prior Dam to Killington near where TH 35 enters Killington. This amendment adds approximately 1.82 miles to the map.</p> <p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>This road is evident on a map labeled, “traced and copied by Lee H. Lowell – 4/25/58 From a map by Leslie Newell.</p> <p>Locals know of the road as a town road and claim to use or have used it. The road is clearly evident in most places and is currently used by ATVs and pedestrian traffic.</p>	0.00	1.82	1.82
TH 79	Water Bar Hill Road	<p>Connects into Killington from Delectable Mountain Road near Prior dam</p> <p>This addition is an extension to TH 78 and is being added as an existing road that connects Prior Dam to Killington. The road is clearly evident on the ground. This amendment adds approximately 1.81 miles to the map.</p> <p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>This road is evident on a map labeled, “traced and copied by Lee H. Lowell –</p>	0.00	1.81	1.81

Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

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		<p>4/25/58 From a map by Leslie Newell.</p> <p>The road is clearly evident in most places and is currently used by ATVs. There are numerous cellar holes along its route.</p> <p>Mr. Mark Doughty traveled the road with Mr. Ken Carter, former Stockbridge Road Commissioner on June 7, 2009. According to Mr. Doughty's notes Road is very eroded in places and one can see it has followed this route for a very long time. There is a cellar hole is approx 0.7 mi from junction w/Fletcher Brook road. This road continues into Killington.</p> <p>Mr. Mark Doughty photographed the condition of the road. The photographs are in the directory labeled TH 79.</p> <p>Locals know of the road as a town road and claim to use or have used it.</p>			
TH 80	Unnamed Road	<p>This road connects into Killington from Delectable Mountain Road</p> <p>This addition is an extension to TH 78 and is being added as an existing road that connects Prior Dam to Killington. The road is clearly evident on the ground. This amendment adds approximately 0.27 miles to the map.</p> <p>This road was identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request.</p> <p>This road is evident on a map labeled, "traced and copied by Lee H. Lowell – 4/25/58 From a map by Leslie Newell.</p> <p>The road is clearly evident in most places and is currently used by ATVs. There are numerous cellar holes along its route.</p> <p>Locals know of the road as a town road and claim to use or have used it.</p>	0.00	0.27	0.27
TH 81	Unnamed Road	<p>This road is an alternate route for TH 65. It connects from VT Route 107 to the Bradstreet approximately 0.25 miles from where TH 65 leaves VT 107.</p>	0.00	0.32	0.32

Road Additions to General Highway Map,
Town of Stockbridge February 9, 2010

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		<p>This addition is a branch off of TH 65 and is being added as an existing road that connects VT 107 to TH 65. The road is steep and difficult to travel but clearly evident on the ground. This amendment adds approximately 0.32 miles to the map.</p> <p>This road was not identified by John Dutton, a local historian, as a town road on a map he prepared for the Stockbridge Planning Commission in 2002 at their request, however, in subsequent conversations with Mr. Dutton, he was aware of the road and felt it was likely a town road.</p> <p>This road is evident on a map labeled, "traced and copied by Lee H. Lowell – 4/25/58 From a map by Leslie Newell.</p> <p>Locals know of the road as a town road and claim to use or have used it.</p>			
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* Mileage is approximate as measured on map with a scale of 1 mile = 2.75 inches

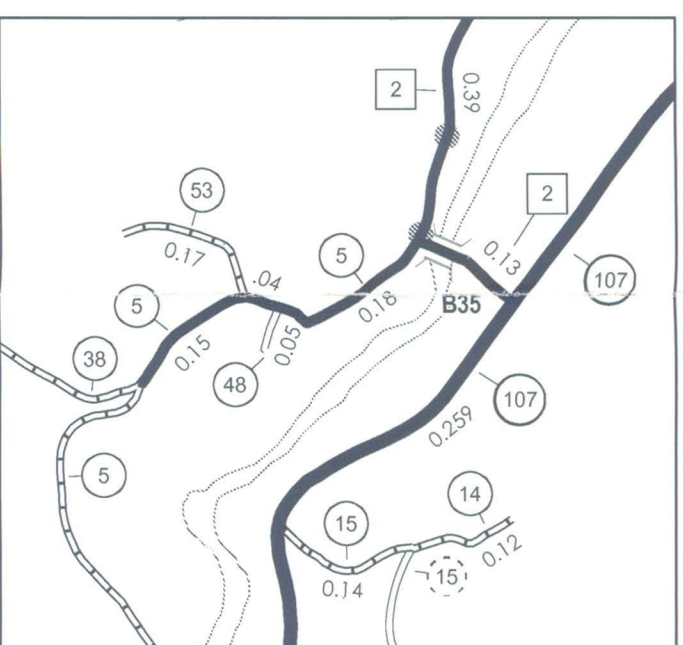
BOLDED TEXT indicates that a road connects two towns. Our understanding of current road law requires that we maintain these corridors until and unless both towns agree to discontinue them.



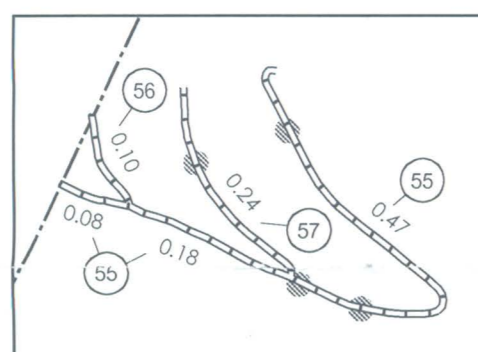
STOCKBRIDGE, WINDSOR COUNTY - 2009



INSET 1 SCALE 1:12672



GAYSVILLE INSET 1 SCALE 1:12672



INSET 3 SCALE 1:12672

SCALE FOR INSETS 1:12672 0 0.2 0.4 Miles

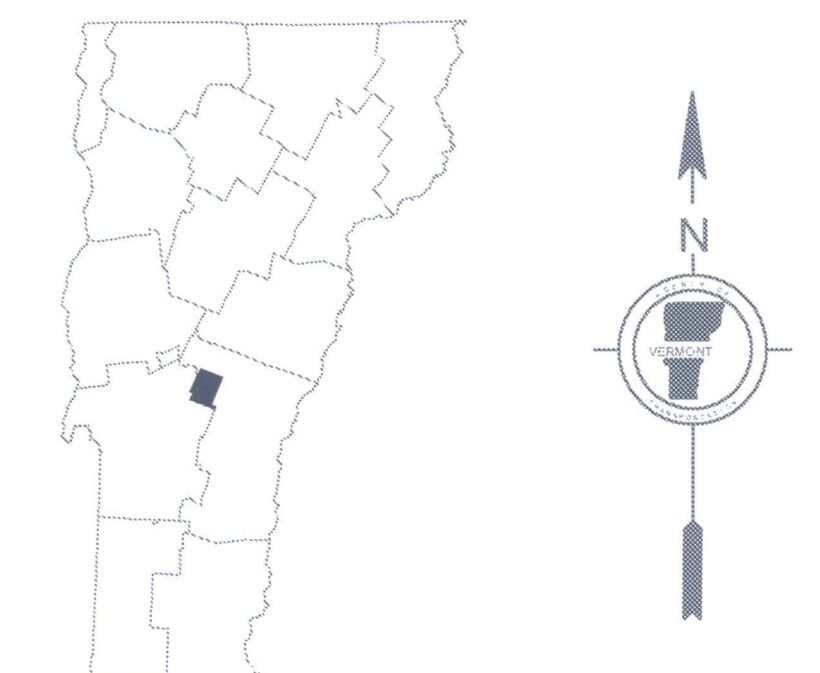
MILEAGE SUMMARY

CLASS 2			
TH-1	2.620		
TH-2	2.500		
TOTAL CLASS 2	5.120		
CLASS 3			
TOTAL CLASS 3	33.400		
TOTAL TOWN	38.520		
STATE HIGHWAY			
VT-100	5.132		
VT-107	6.700		
TOTAL STATE HIGHWAY	11.832		
TOTAL STATE	11.832		

TOTAL, TRAVELED HIGHWAYS, FEB. 10, 2009: 50.352
(Excludes Class 4 and Legal Trail Mileage)

TOWN HWY. NO.	CLASS 3	CLASS 4			
3	0.72		33	0.73	(0.51)
4	2.69		34		(1.97)
5	1.03		35	0.92	(0.59)
7		(0.60)	36	5.58	(0.80)
8	0.20	(0.05)	37		(0.62)
9			38	1.46	(0.52)
10	2.32	(1.10)	39	0.88	(0.06)
11	1.59		40		(0.20)
12	0.60		41	0.04	
13	0.70		42		(0.60)
14	0.12		43		(0.33)
15	0.14	(1.95)	44		(0.07)
16		(0.30)	45	0.06	
17		(1.70)	48	0.05	
18	1.14		49	0.36	
19	3.09	(0.37)	51	0.32	
20	0.60		52	0.50	
21		(1.28)	53	0.17	
22		(0.90)	54	0.20	
23		(0.40)	55	0.73	
24		(0.10)	56	0.10	
25	2.44	(0.91)	57	0.24	
26		(0.24)	58	0.54	
27	0.24	(2.25)	59	0.11	
28	0.21		60	0.07	
29	1.55		61	0.04	
29		(0.30)	62	0.07	
30		(0.35)	63	0.08	
31	0.18	(0.30)	64		(0.85)
32	0.59	(3.16)	65		(1.23)
			TOTAL	33.40	26.11

* This portion of town highway is Class 3, but is functionally Class 4



VERMONT GENERAL HIGHWAY MAP
Town of Stockbridge

WINDSOR COUNTY

Transportation District #4

Prepared by the Vermont Agency of Transportation Division of Planning, Outreach and Community Affairs in cooperation with

U.S. Department of Transportation Federal Highway Administration

Mileage as of February 10, 2009
Map prepared August 11, 2009

SCALE 1:31,680



- HIGHWAYS**
- INTERSTATE
 - U.S. ROUTE
 - STATE ROUTE
 - CLASS 1
 - CLASS 2
 - CLASS 3
 - CLASS 4
 - LEGAL TRAIL
 - INTERSTATE OR DIVIDED HIGHWAY
 - STATE - HARD SURFACE OR PAVED
 - TOWN - HARD SURFACE OR PAVED
 - GRAVEL
 - SOIL OR GRADED AND DRAINED EARTH
 - UNIMPROVED OR PRIMITIVE
 - IMPASSABLE OR UNTRAVELED
 - LEGAL TRAIL
 - DISCONTINUED
 - HIGHWAY CLASS CHANGE
 - RAILROAD
- POLITICAL SUBDIVISIONS**
- STATE BOUNDARY
 - COUNTY BOUNDARY
 - TOWN BOUNDARY
 - VILLAGE BOUNDARY
 - URBAN COMPACT BOUNDARY
 - WATER BODIES
 - STREAM OR BROOK
- BRIDGE OR CULVERT**
- BRIDGE OR CULVERT GREATER THAN 20'
 - BRIDGE OR CULVERT 6' - 20'
 - TOWN SHORT STRUCTURE
- B34 / C34 STATE BRIDGE OR CULVERT IDENTIFIER**
B34 / C34 TOWN BRIDGE OR CULVERT IDENTIFIER
- FEDERAL CLASSIFICATION IDENTIFIER**
- FAU URBAN ARTERIAL OR COLLECTOR
 - MA MINOR ARTERIAL
 - MJC MAJOR COLLECTOR
 - MNC MINOR COLLECTOR
 - PA PRINCIPAL ARTERIAL

STRUCTURES - SURFACE WATER NOTE:

STRUCTURES: Town short structures (bridges or culverts from 4-feet to less than 20-feet) are drawn from the Vermont Online Bridge & Culvert Inventory Tool (VOBCIT) database. NOTE: Town shorts are not consistently tagged within VOBCIT.

The surface waters are from the Vermont Hydrological Dataset (VHD). Only the named streams are shown.

DISCLAIMER:

The untraveled highways (laid-out town highways), discontinued highways, and legal trails shown hereon are those of which the Agency of Transportation has record; others may exist.

Highway and bridge data by the Agency of Transportation. All other data from the Vermont Center for Geographic Information.

Vermont State Plane Coordinate System
North American Datum of 1983
SPCS Zone Identifier: 4400
Geodetic Reference System 80
4,000-meter grid, Easting - Northing