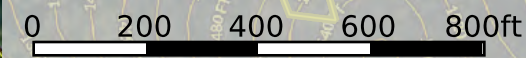
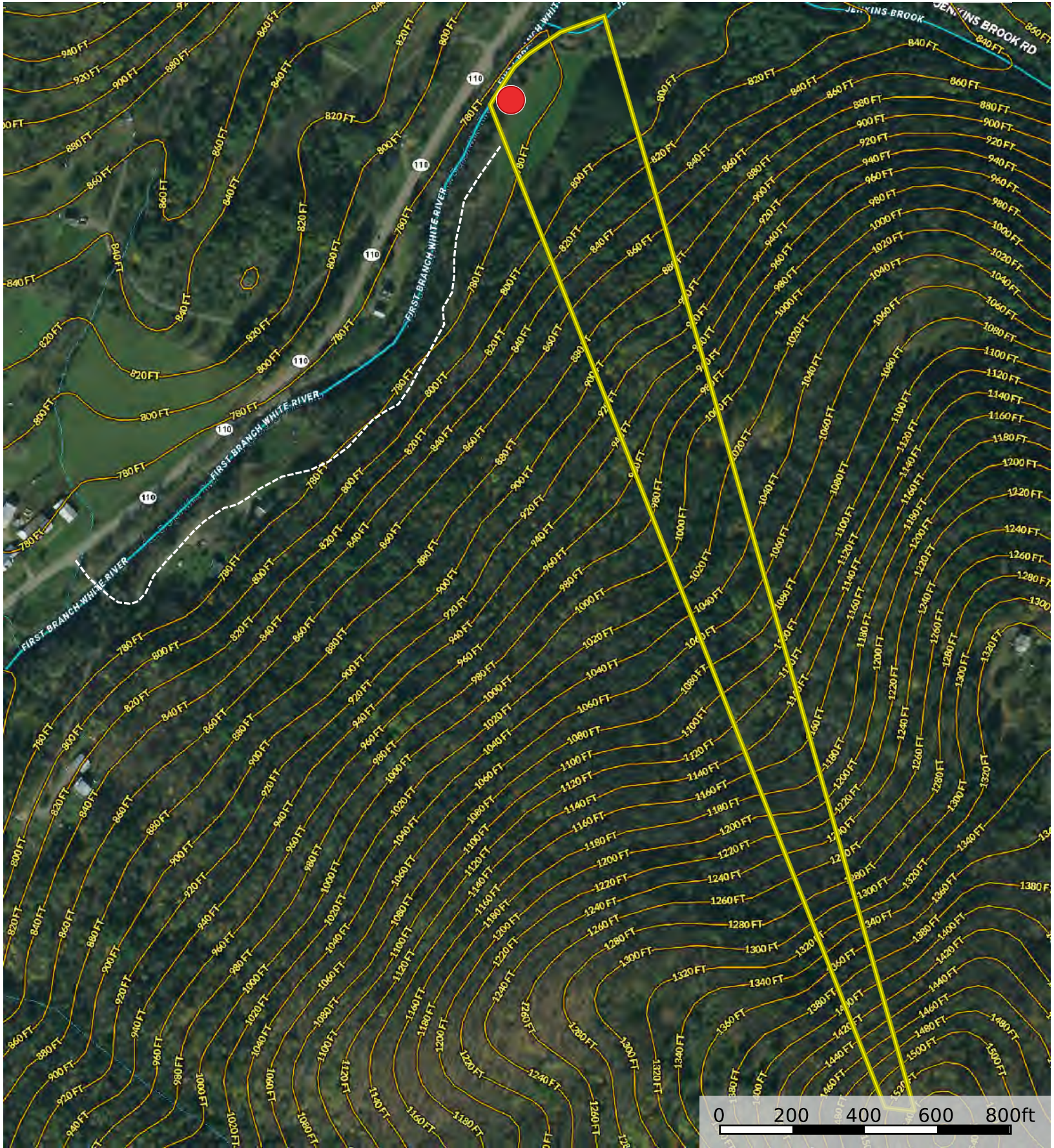


Chelsea 16.28 Acres - 12 Meadowbrook Lane  
Vermont, AC +/-



- Power Pole
- Road / Trail 1
- Property Boundary
- Stream, Intermittent
- River/Creek
- Water Body



Chelsea 16.28 Acres - 12 Meadowbrook Lane  
Vermont, AC +/-

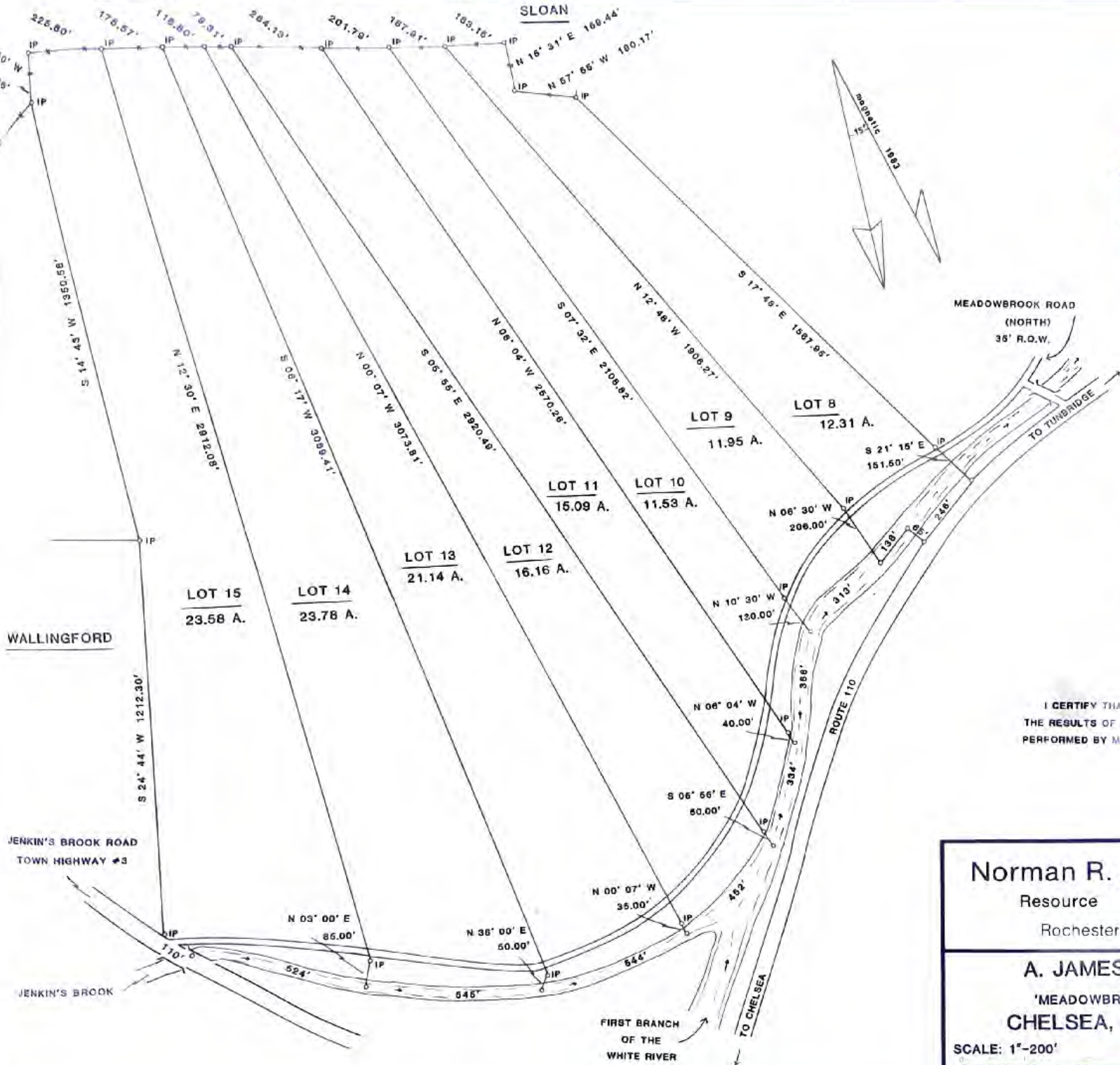
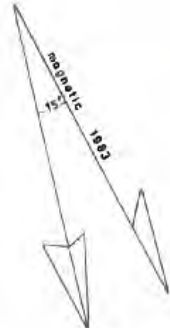


- Parking Location
- Power Pole
- Road / Trail 1
- Property Boundary
- Stream, Intermittent
- River/Creek
- Water Body



SLOAN

VICINITY MAP



LEGEND

- O PROPERTY CORNER
- WIRE FENCE
- IP IRON PIN
- ~ BROOK
- PROPERTY LINE

I CERTIFY THAT THIS PLAT ACCURATELY REPRESENTS THE RESULTS OF A CLOSED TRANSIT AND TAPE SURVEY PERFORMED BY ME IN THE FIELD.

Norman R. Smith, Inc.  
Resource Managers  
Rochester, Vermont

A. JAMES GRACE  
'MEADOWBROOK NORTH'  
CHELSEA, VERMONT

SCALE: 1"=200'

12/22/83



Book No.
SLP
44-6026-83

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PAGE 10

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PAGE 10

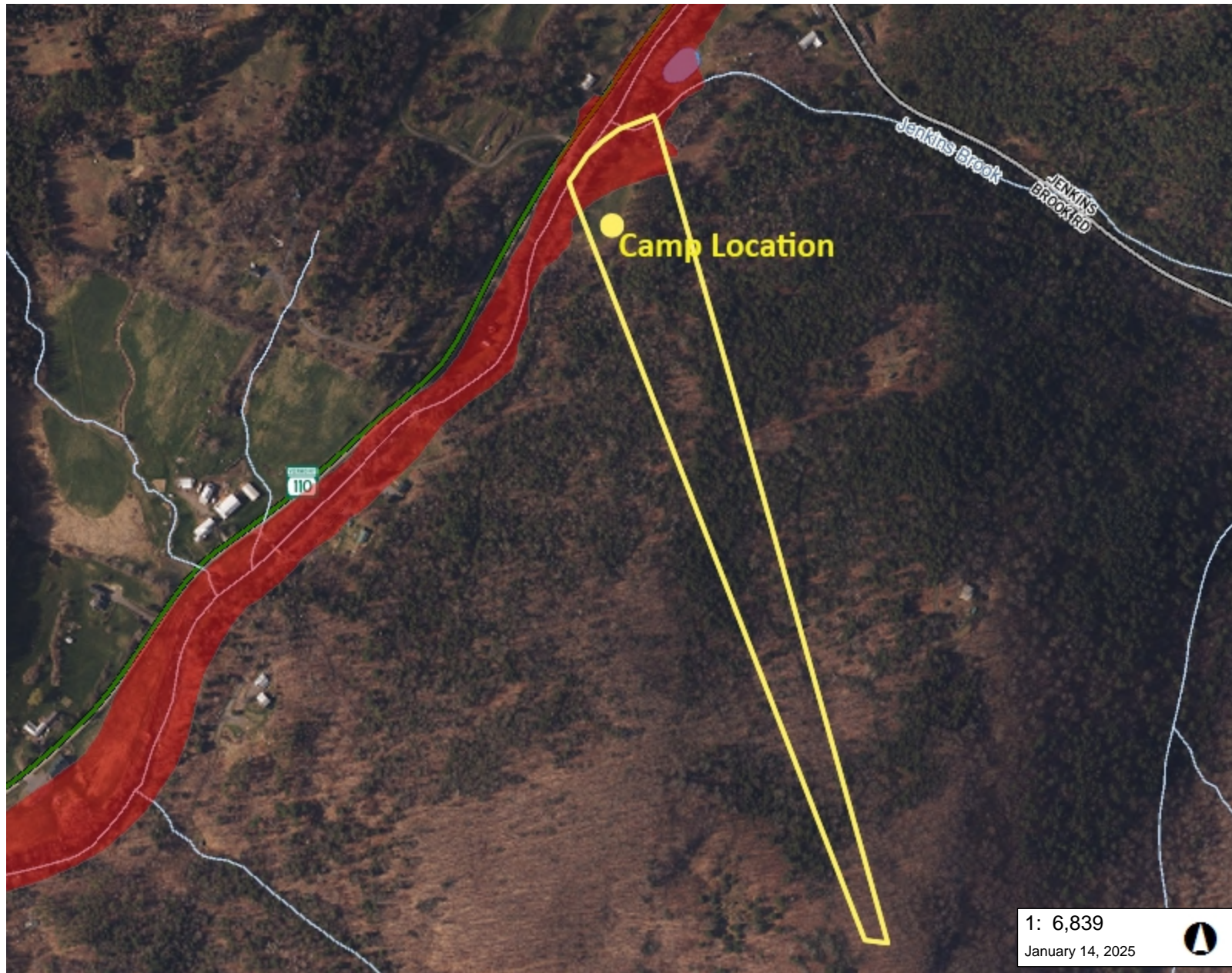
PAGE 9  
PAGE 10

PAGE 10  
PAGE 13

PAGE 10  
PAGE 13

Brennan, C. J.





## LEGEND

- Flood Hazard Areas (Approxir 8/24)
- Waterbody
- Stream
  - Stream
  - Intermittent Stream
- Roads
  - Interstate
  - US Highway; 1
  - State Highway
  - Town Highway (Class 1)
  - Town Highway (Class 2,3)
  - Town Highway (Class 4)
  - State Forest Trail
  - National Forest Trail
  - Legal Trail
  - Private Road/Driveway
  - Proposed Roads
- Town Boundary

1: 6,839

January 14, 2025



347.0 0 174.00 347.0 Meters

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

© Vermont Agency of Natural Resources

1" = 570 Ft.

1cm = 68 Meters

THIS MAP IS NOT TO BE USED FOR NAVIGATION

DISCLAIMER: This map is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. ANR and the State of Vermont make no representations of any kind, including but not limited to, the warranties of merchantability, or fitness for a particular use, nor are any such warranties to be implied with respect to the data on this map.

## NOTES

Map created using ANR's Natural Resources Atlas

72/730

### VERMONT WARRANTY DEED

**KNOW ALL MEN BY THESE PRESENTS THAT I, Dean A. Preston,** of the Town of Barre, in the County of Washington, in the State of Vermont, Grantor, in the consideration of TEN DOLLARS AND OTHER GOOD AND VALUABLE CONSIDERATION, paid to my full satisfaction by **Richard D. Jackson and Wei Gao,** of Town of Somerville, in the County of Middlesex, in the Commonwealth of Massachusetts, Grantees, by these presents, does freely, **GIVE, GRANT, SELL, CONVEY AND CONFIRM** unto the said Grantees, **Richard D. Jackson and Wei Gao,** joint tenants with rights of survivorship, and their heirs and assigns forever, a certain piece of land in the Town of Chelsea, in the County of Orange, and State of Vermont, described as follows, viz:

Being all of the same lands and premises conveyed to Dean A. Preston by Vermont National Land Corp., by Warranty Deed dated February 15, 1984 and recorded in Book 40 at Pages 278-279 of the Town of Chelsea, VT Land Records.

Being a portion of the same lands and premises conveyed to Vermont National Land Corp. by the following deeds: Levi F. Barnaby and Edward H. Barnaby dated January 4, 1984 and recorded in Book 40 at Page 230 of the Town of Chelsea Land Records and Lee Tucker and Vivian Tucker dated January 4, 1984 and recorded in Book 40 at Page 237 of the Town of Chelsea Land Records.

Meaning and intending to convey Lot No. 12 containing 16.16 acres, more or less, as shown on certain survey plats entitled, "A. James Grace, Meadowbrook North and Meadowbrook South, Chelsea, Vermont", and prepared by Norman R. Smith, Inc. Dated November 19, 1983 and December 22, 1983 respectively, and recorded in map Book 1 at Pages 47-48 of the Town of Chelsea Land Records.

A portion of the above described premises (of the original Vermont National Land Corp., source deeds referenced in the second paragraph of the above description) is designated in the Town grand list as school lease land upon which an annual rental is due the Town of Chelsea on January 1<sup>st</sup> of each year.

Together with a perpetual easement and right of way, in common with others, over and upon the existing steel and cement bridge located on Lot No. 6 and leading from Route 110 across the first branch of the White River, so-called. Further, conveying hereunder a perpetual easement and right of way for all lawful purposes of ingress and egress over and upon that portion of Meadowbrook Road (north) leading from the above referred bridge across Lots No. 7, No. 8, No. 9 No. 10 and No. 11 to the herein conveyed premises. In aid of the foregoing description reference is had to the aforesaid subdivision plats of record; provided, however, the grantor hereunder, Dean A. Preston, makes no warranty as to the accuracy of said survey or surveys of record.

This is not the homestead property of Dean A. Preston or his spouse, if applicable.

This conveyance is made subject to and with the benefit of any utility easements,

78/731 731

springs rights, easements for ingress and egress, and rights incidental to each of the same as may appear more particularly of record, provided that this paragraph shall not reinstate any such encumbrances previously extinguished by the Marketable Record Title Act, Chapter 5, Subchapter 7, Title 27, Vermont Statutes Annotated.

Reference may be had to the above-mentioned deeds and to their records and to all prior deeds and their records in the Town of Chelsea, Vermont Land Records for a more complete and particular description of the herein conveyed land and premises.

**TO HAVE AND TO HOLD** said granted premises, with all the privileges and appurtenances thereof, to the said Grantees, **Richard D. Jackson and Wei Gao**, joint tenants with rights of survivorship, and their heirs and assigns for their own use and behoof forever;

And I, the said Grantor, **Dean A. Preston**, for myself and my heirs, executors and administrators, do covenant with the said Grantees, and their heirs and assigns, that until the ensealing of these presents I am the sole owner of the premises, and have good right and title to convey the same in manner aforesaid, that they are free from every encumbrance, except as aforesaid; and I hereby engage to **warrant and defend** the same against all lawful claims whatever, except as aforesaid.

IN WITNESS WHEREOF, Grantor, **Dean A. Preston**, hereunto sets his hand and seal, this 29<sup>th</sup> day of September, 2016.

In Presence of:

[Signature]  
Witness

Dean A. Preston  
Dean A. Preston

STATE OF VERMONT  
COUNTY OF WASHINGTON, ss.

At, Bare, Vermont, this 29<sup>th</sup> day of September, 2016, personally appeared **Dean A. Preston**, and he acknowledged this instrument, by him sealed and subscribed, to be his free act and deed.

Before me

[Signature]  
Notary Public

My Commission Expires: 02/10/19

Vermont Property Transfer Tax  
32 V.S.A. Chap. 231

-ACKNOWLEDGMENT-  
RETURNS RECEIVED

Return No. 16-40  
Signed [Signature] Clerk  
Date October 6, 2016

CHELSEA TOWN CLERK'S OFFICE

THIS 6 DAY OF October, 2016  
AT 1 O'CLOCK 15 MINUTES P.M.  
RECEIVED AND RECORDED IN VOL. 78  
AT PAGE 730-731  
ATTEST: [Signature] TOWN CLERK

Page 2 of 2

Chelsea Town Clerk's Office October 6, 2016 at 1:15 PM  
Rec'd for record the foregoing document of which is a true copy.

Attest: [Signature]  
Town Clerk



September 27, 2018

Jason Goodrich  
4 Meadow Brook Lane  
Chelsea, Vermont 05038

Subject: **Structural Inspection and Load Capacity of Bridge  
Located at Meadow Brook Lane, Chelsea, Vermont**

Dear Jason:

As requested, on August 23, 2018, Ken Bushey visited the above referenced site to complete an inspection of the existing bridge in an effort to determine its load capacity. After the site visit, a structural analysis of the existing bridge was completed.

The bridge deck is made up of a single layer of rough sawn 3x10 hemlock decking that is oriented in the flat direction and is in fair condition. The deck surface is approximately 12'-0" wide by 47'-5" long. At the approximate wheel path locations, 3-rough sawn 2x running planks have been installed, which measure 9'-0" from outside of running planks to outside of running planks. There are rough sawn 8"x8" curbs installed on each edge of the bridge. The driving surface from inside of curb to inside of curb is approximately 10'-9".

The decking is supported by four steel beams, and does not appear to be attached to the beams. Based upon field measurements, the beams appear to be S20x86 beams that are in fair condition. Steel channel bracing is installed at quarter points along the span of the beams. The inner beams are spaced approximately 4'-0" from center to center and the outer beams are centered 2'-0" beyond the inner beams. The deck overhangs approximately 1'-8" at the upstream end of the bridge and 1'-10" at the downstream end. Based upon the beam size and condition it appears that the beams are likely A36 steel.

A visual inspection of the concrete abutments indicates that they are in fair condition. It appears that the house side abutment has slightly rotated, but it is my professional opinion that the abutment condition does not currently effect the capacity of the bridge, but should be monitored every year for any further movement.

Our analysis and review are based upon our visual inspection, field measurements, accepted structural engineering standards, and upon the AASHTO Standard Specifications for Highway Bridges. AASHTO specifies two load ratings for bridges. The first load rating is called an inventory rating and is based upon daily use of the bridge at the specified loading. The second load rating is called an operating rating.

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Permitting

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Grading

317 River Street

P.O. Box 1576

Montpelier, VT

05601-1576

phone: 802.223.4727

fax: 802.223.4740

www.dirtsteel.com



Page 2 of 2  
Jason Goodrich  
September 27, 2018

This load rating should be used as an upper maximum and is based upon a limited or one time use. It is possible that some permanent damage to the bridge will occur if a vehicle of this loading crosses the bridge but the bridge will not fail under this load. As part of our analysis, AASHTO specifies the wheel load shall be applied at 2'-0" from the edge of curb/edge of decking. In this case, the deck overhang of the steel beam was less than 2'-0" and analysis cantilevered portion of the wood deck was excluded.

Based upon our visual inspection and subsequent calculations, the bridge decking has an inventory rating of H-9 (9 tons) and an operating rating of H-11 (11 tons). Based upon an estimated A36 steel strength, the steel beams have an inventory rating of H-16 (16 tons) and an operating rating of H-27 (27 tons).

In conclusion, the bridge appears to have been designed to have an H-9 load rating. This load rating is less than that required by the state of Vermont for the design of most state highway and town highway bridges. For occasional deliveries the bridge will be able to support an 11 ton, 2 axle delivery truck.

If a higher load rating is required an additional layer of 2x rough sawn running planks maybe added directly over the existing running planks. This will increase the bridge's inventory rating to an H-11 (11 tons) and an operating rating H-15 (15 tons). For occasional deliveries the bridge will be able to support an 15 ton, 2 axle truck.

If there are any question concerning this report, please feel free to call write.

Sincerely,

Christopher J. Temple, P.E.

