

CERTIFICATE OF HIGHWAY MILEAGE  
YEAR ENDING FEBRUARY 10, 2007

FEB 20 2007

Fill out form, make and file copy with the Town Clerk, and mail ORIGINAL, before February 20, 2007 to:  
Vermont Agency of Transportation, Policy and Planning Division, Drawer 33, Montpelier, VT 05633.

Policy & Planning Division

We, the Selectmen or Aldermen or Trustees of ARLINGTON in BENNINGTON County

on an oath state that the mileage of highways, according to Title 19, V.S.A, Sec #305, added 1985, is as follows:

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

Town Highways	Previous Mileage	Added Mileage	Subtracted Mileage	Total	Scenic Highways
Class 1	0.000				0.000
Class 1 Lane	0.000				
Class 2	7.910			7.910	0.000
Class 3	26.800			26.800	0.000
State Highway	14.047			14.047	0.000
Class 4	1.930	1.37	<del>0.59</del> <del>0.47</del>	<del>2.83</del> 2.71	0.000
Legal Trail	0.000	4.56		4.56	-0-
Total	48.757	5.93	<del>0.59</del> <del>.47</del>	<del>56.147</del>	0.000

\* Mileage for Class 1 Lane, Class 4, and Legal Trail classifications is NOT included in total. ← 48.757

PART II - INFORMATION AND DESCRIPTION OF CHANGES SHOWN ABOVE.

1. NEW HIGHWAYS: Please attach Selectmen's "Certificate of Completion and Opening"

Adjustment by  
S. Moulton 4/4/07

CL4 error correction  
5/24/07

2. DISCONTINUED: Please attach SIGNED copy of proceedings (minutes of meeting)

3. RECLASSIFIED/REMEASURED: Please attach SIGNED copy of proceedings (minutes of meeting)

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:

*Keith Lewis* *Richard A. King*  
*By signing of Benjamin*  
*Daniel M. Harwood*

T/C/V Clerk Signature:

*Robins Wilcox*

Date Filed:

*2/16/07*

Please sign ORIGINAL and return it for Transportation signature.

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

APPROVED:

*[Signature]*  
Representative, Agency of Transportation  
Jonathan Gray

DATE:

*4/30/2007*

To: File *SEM*  
 From: Sara Moulton  
 Date: 24 May 2007  
 Subject: Arlington Error Corrections - Certificate of Highway Mileage

The following is a table summarizing the changes submitted with the 2007 Certificate. The items in ***bold/italics*** are error corrections.

	<b>Class 4 Addition</b>	<b>Class 4 Subtraction</b>	<b>Legal Trail Addition</b>		<b>Total</b>
TH-66	+1.37 CL4				1.37
LT-1			+0.28 LT		0.28
TH-31 / LT-2		<b><i>-0.14 TH-31 CL4 to LT</i></b>	+1.19 LT		1.33
LT-3				± 0.00, wasn't a Legal Trail, had been Discontinued	0.00
LT-4			+0.95 LT		0.95
LT-5			+0.41 LT		0.41
TH-27 / LT-6		<b><i>-0.45 CL4</i></b>	+0.47 LT		0.45/0.47
LT-1a -> LT-7			+1.01 LT		1.12
LT-1a -> LT-7			+0.11 LT		

The following table summarizes the changes into modified Certificate format with the newly calculated totals for each class.

<b>Town Highways</b>	<b>Previous Mileage</b>	<b>Added Mileage</b>	<b>Subtracted Mileage</b>	<b>Total</b>
<b>Class 4</b>	1.930	1.37 (TH-66, 1.37)	0.59 <b><i>(TH-31, 0.14 TH-27, 0.45)</i></b>	<b>2.71</b>
<b>Legal Trail</b>	0.00	4.56 (LT-1, 0.28 LT-2, 1.33 LT-3, disc. LT-4, 0.95 LT-5, 0.41 LT-6, 0.47 LT-7, 1.12)		4.56

As part of Arlington's 2007 Certificate of Highway Mileage, a portion of highway that had been recorded as Class 4 TH-27 for 0.45 miles was reclassified as Legal Trail LT-6 for 0.47 miles.

Since 1973, this portion of highway had been recorded as 0.45 miles. I recorded Arlington's change of mileage as a subtraction of 0.45 miles of CL4. The mileage of 0.47 for LT-6 was considered a remeasurement because the new figure was closer to the GIS ARCMILES of 0.50 miles.

CERTIFICATE OF HIGHWAY MILEAGE

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\* Mileage for Class 1 Lane, Class 4, and Legal Trail classifications is NOT included in total. 48.757

PART II - INFORMATION AND DESCRIPTION OF CHANGES SHOWN ABOVE. Adjustment by S. Moulton 4/4/07

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Selectmen/ Aldermen/ Trustees Signatures: Keith Gaurier, Richard A. King, Stephen J. Brennan, Daniel M. Harwood

T/C/V Clerk Signature: Robins. Wilcox Date Filed: 2/16/07

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 Johnathan Croft

DATE: 4/30/2007

**TOWN OF ARLINGTON**  
**Selectboard**  
**P.O. Box 268**  
**Arlington, Vermont 05250**  
**Telephone 802-375-6474**  
**Fax 802-375-6474**

February 16, 2007

TO: Vermont Agency of Transportation  
Policy & Planning Division  
Drawer 33  
Montpelier, Vt. 05633

The following is a summary of what the Town of Arlington believes to be the actual mileage for Town Trails and Class IV highways:

As shown on Map dated November 2006:

- LT-1:           Made up of a portion of TH#29 that was made a trail:  
                  A portion of an existing roadway on School Lot # 14 that is  
                  still owned by the school:  
                  A roadway laid out in 1794 and classified a Trail Sept. 5, 1989  
                  Total Length = 1.40 miles
- LT-2:           So called "Stage Coach Road" laid out in 1787 and classified  
                  a Trail June 1989  
                  Length = 1.33 miles
- LT-3:           TH#26 "Murray Hollow" Discontinued Dept. 1989  
                  Length 0.53 miles
- LT-4:           Buck Road – now known as "Hawley Mt. Road"  
                  Road laid out 1785, Classified a Trail July 1989  
                  Length = 0.95 miles
- LT-5:           Butternut Gutter to Sunderland Town Line laid out 1798  
                  Classified a Trail Nov. 1989  
                  Length = 0.41 miles

**To be designated a "Legal Trail" in 2007:**

1. TH#27 "Bates Road" shown on Highway Map as a class IV Highway  
Classified a Trail Sept. 1989
2. "School Lot Road" Highway laid out 1794  
Classified a Trail Sept. 5, 1989  
Located within School Lot #14 and Westerly of the  
West boundary of Glebe Lot #19  
Length = 0.11 miles

**To be designated a "Class IV Highway" in 2007:**

1. "Glebe Lot Road" 1  
Laid out May 1817  
Recorded Nov. 1817 BK 6, Pg 204  
Permits have been issued in the past that treat this road as  
A Class IV road. The road has been used by ATVs and  
for logging and is visible on the ground.  
Length = 1.37

  
Keith Squires, Chairman Arlington Selectboard

**State of Vermont**  
**Agency of Transportation**  
**Policy and Planning Division - Mapping Unit**

1 National Life Drive, Drawer 33  
 Montpelier, VT 05633-5001  
<http://www.aot.state.vt.us>

Telephone: 802-828-2109  
 Fax: 802-828-2334  
 Email: [sara.moulton@state.vt.us](mailto:sara.moulton@state.vt.us)

Chairperson, Board of Selectmen  
 Arlington, c/o Town Clerk  
 PO Box 304  
 Arlington, VT 05250

January 5, 2007

Below is a table summarizing the information on Legal Trails that is on file in the Mapping Unit. Act 178 of 2006 requires the measurement of trails be included on the sworn statement, the Mileage Certificate. To assist in this, we are providing a summary of the information we have on the trails that are shown on the Town Highway Maps, including mileage and former town highway number. The majority of trails were created by the reclassification of a town highway into a trail, thus the legal trail inherited an official measurement. The former town highway number is included in the FORMER\_RTNAME column, and the former town highway mileage is in the AOTMILES column for each trail. VTrans has assigned a trail number, such as LT-1, to make the trails distinct. If the AOTMILES column is zero, the municipality will need to provide a mileage. The column ARCMILES contains the mileage as generated by the geometry of the trail, as digitized in the Geographic Information System (GIS). The mileages included in this table should be used as approximate mileages and the municipality should measure or verify the mileage of these trails.

A map showing the Legal Trail numbers and mileage has been included with this packet to further assist in this project. Any additional trails that exist should be added to the Mileage Certificate, as defined in the provided guidelines. Please feel free to contact us with any questions or comments regarding the above information, or the Mileage Certificates in general.

HIGHWAY / LEGAL TRAIL IDENTIFIER (RTNAME)	AOTMILES	ARCMILES	FORMER TOWN HIGHWAY NUMBER (FORMER_RTNAME)	
LT-1	1.15	0.62	TH-29	200.7 MILES
LT-2	0.00	1.15		1.40
LT-3	0.53	0.40	TH-26	1.33
LT-4	0.00	1.10		DISCONTINUED
LT-5	0.00	0.25		0.95 0.41

If you have any questions, please call me at 802-828-2109 or send email to [sara.moulton@state.vt.us](mailto:sara.moulton@state.vt.us)

Thank you.

**Sara Moulton**

Sara Moulton  
 Mapping and GIS Specialist

State of Vermont  
Policy & Planning Division-Mapping Unit  
1 National Life Drive, Drawer 33  
Montpelier, VT 05633-5001  
<http://www.aot.state.vt.us>

Agency of Transportation

Telephone: 802-828-2109  
Fax: 802-828-2334  
Email: [sara.moulton@state.vt.us](mailto:sara.moulton@state.vt.us)

April 23, 2007

Chairperson, Board of Selectmen  
Arlington, c/o Town Clerk  
PO Box 304  
Arlington, VT 05250

Dear Town Clerk and Selectboard:

Thank you for submitting your 2007 Certificate of Highway Mileage. The numbers submitted by Arlington on its 2007 Certificate of Highway mileage have been forwarded to our Finance and Administration Division for processing.

I think there might be an error with one of the Class 4 figures, but since the town is not reimbursed for Class 4 highways, I did not hold up processing of the Certificate because of it. However, I would like to work with the town to determine if there is an error with my interpretation of the material submitted with the Certificate. Also, I need to ask for assistance in trying to map one of the added Legal Trails.

#### **CLASS 4 ERROR**

It appears that the reclassification of 0.14 miles of TH-31 from Class 4 to Legal Trail was not included in the Subtracted Mileage column on the Certificate. This would have brought the total Subtracted Mileage to 0.61, and the total Class 4 mileage to 2.69 miles. On the next page, I've included two tables summarizing my interpretation of the material submitted with the 2007 Certificate and showing where the 0.14 figure fits in the calculations. Please let me know if my interpretation is correct and I will incorporate an error correction with the 2007 Town Highway Map and will update the figures for next year's Certificate.

#### **LEGAL TRAIL, LT-1**

There was an error with the mileage of LT-1 on the Legal Trails Verification map generated in November 2006 by the Agency of Transportation. It was listed as 1.15 miles, but should have been 0.28.

It looks like the town would like to add a Legal Trail associated with LT-1. I've temporarily labeled the new trail section "LT-1a", which consists of two segments (0.11 and 1.01 miles each). I am having difficulty determining the location of these segments. Would the town be able to provide some assistance in helping me determine where these segments are? At a minimum, it would be helpful to know where the location of "School Lot #14 and Glebe Lot #19" is.

I've enclosed a copy of Arlington's description of this new trail section. I've also enclosed a summary map showing our new alignment of the original section of LT-1 (0.28 miles).

The following is a table summarizing the changes submitted with the 2007 Certificate. The item in ***bold/italics*** appears to have not been included in the Class 4 Subtracted Mileage column on the Certificate.

	<b>Class 4 Addition</b>	<b>Class 4 Subtraction</b>	<b>Legal Trail Addition</b>		<b>Total</b>
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TH-27 / LT-6		-0.47 CL4	+0.47 LT		0.47

The following table summarizes the changes into modified Certificate format with the newly calculated totals for each class.

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<b>Class 4</b>	1.930	1.37 (TH-66, 1.37)	0.61 <b><i>(TH-31, 0.14 TH-27, 0.47)</i></b>	2.69
<b>Legal Trail</b>	0.00	4.56 (LT-1, 1.40 LT-2, 1.33 LT-3, disc. LT-4, 0.95 LT-5, 0.41 LT-6, 0.47)		4.56

Please confirm if my interpretation of the Class 4 subtraction is correct, and forward clarification of the LT-1a Legal Trail addition. We need this information to be able to complete the update to the 2007 Arlington Town Highway Map.

If you have any questions, please call me at 802-828-2109 or send e-mail to [sara.moulton@state.vt.us](mailto:sara.moulton@state.vt.us)

Thank you.

Sincerely,

*Sara Moulton*

Sara Moulton  
Mapping & GIS Specialist



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S. Moulton 4/4/07

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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:

Handwritten signatures of Keith Lewis, Richard A. King, Elizabeth S. Brown, and Daniel M. Hardin.

T/C/V Clerk Signature:

Handwritten signature of Robyn S. Wilson

Date Filed:

2/16/07

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:

NOTICE OF HEARING  
ON RECLASSIFICATION OF A HIGHWAY  
BOARD OF SELECTMEN, ARLINGTON, VERMONT

THE SELECTMEN OF THE TOWN OF ARLINGTON HEREBY GIVE NOTICE TO THE PERSONS NAMED BELOW AS OWNERS OR PERSONS INTERESTED IN LAND AND RIGHTS THAT MAY BE AFFECTED BY A DECISION OF SAID SELECTMEN, ACTING ON A MOTION OF THE BOARD OF SELECTMEN TO CHANGE THE CLASSIFICATION OF A TOWN HIGHWAY.

THE MOTION ASKS THAT A PORTION OF TOWN HIGHWAY AS LAID OUT BY THE SELECTMEN OF THE TOWN OF ARLINGTON IN APRIL 1794 AND RECORDED ON MARCH 25, 1807, IN BOOK 5, PAGE 68, OF THE ARLINGTON LAND RECORDS BE CLASSIFIED AS A TRAIL.

THE SELECTMEN WILL MEET ON 09/02, 1989, AT 9:00 A.M. IN THE ARLINGTON TOWN HALL TO CONDUCT A SITE INSPECTION OF THE HIGHWAY, AND THEN MET AT THE SELECTMEN'S OFFICE AT 1:30 P.M., \_\_\_\_\_, 1989, TO CONDUCT A HEARING ON THE CLASSIFICATION OF SAID HIGHWAY.

AS REQUIRED BY LAW, NOTICE OF THIS SITE INSPECTION AND HEARING IS BEING PROVIDED BY CERTIFIED MAIL TO EACH PERSON OWNING OR HAVING AN INTEREST IN LANDS THROUGH WHICH THE HIGHWAY PASSES, AS LISTED BELOW, AS WELL AS THE ARLINGTON PLANNING COMMISSION. A COPY IS TO BE POSTED IN THE OFFICE OF THE ARLINGTON TOWN CLERK, AND PUBLISHED IN A LOCAL NEWSPAPER OF GENERAL CIRCULATION IN THE AREA, NAMELY, THE BENNINGTON BANNER, NOT LESS THAN 10 DAYS BEFORE THE DATE SET FOR THE HEARING.

THE MOTION AND OTHER PERTINENT INFORMATION RELATIVE TO THE PROPOSED RECLASSIFICATION OF THE HIGHWAY IS AVAILABLE FOR PUBLIC INSPECTION AND COPYING IN THE OFFICE OF THE ARLINGTON TOWN CLERK DURING REGULAR BUSINESS HOURS.

THE PORTION OF THE HIGHWAY PROPOSED FOR RECLASSIFICATION TO A TRAIL COMMENCES AT THE BOUNDARY LINE OF SCHOOL LOT #14 AND GLEBE LOT #19 AND EXTENDS WESTERLY .11 MILES AND THENCE NORTHERLY FOR 1.01 MILES.

THE FOLLOWING PERSONS ARE HEREBY NOTIFIED OF THE PUBLIC HEARING:  
ARLINGTON PLANNING COMMISSION

JOSEPHINE BRYCE  
GRAEME PARRISH  
J. SEVERSON  
J. BLOOM  
W.C. COWEE, INC.

SCHOOL NOT ROAD  
TO A TRAIL  
LENGTH 0.11 MILES

ARLINGTON BOARD OF SELECTMEN

*cc Curtis*  
CLARENCE S. CURTIS, CHAIRMAN

*Bill Squires*  
KEITH SQUIRES

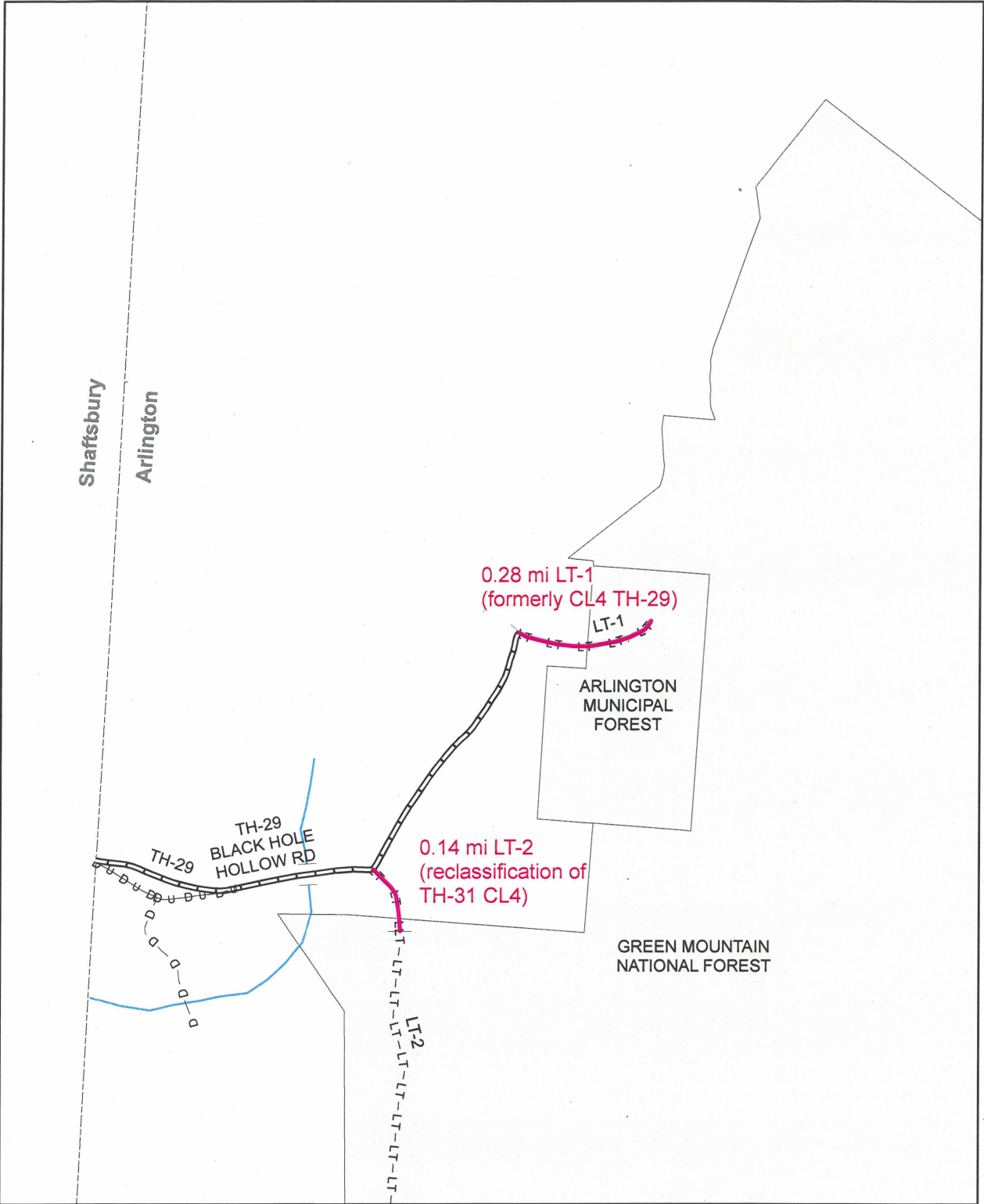
*Lawrence Molloy*  
LAWRENCE MOLLOY

*Daniel M. Harvey*  
DANIEL HARVEY

*Richard A. King*  
RICHARD KING

(LT-1a 3.1901104 4/23/07)

0.11 + 1.01 = 1.12 miles



**Mileage Certificate Change 2007 -- ARLINGTON**

Mapping Unit  
 Policy & Planning Division  
 Vermont Agency of Transportation -- April 2007



**TOWN OF ARLINGTON**  
**Selectboard**  
P.O. Box 268  
Arlington, Vermont 05250  
Telephone 802-375-6474  
Fax 802-375-6474  
Email: [arladmin@comcast.net](mailto:arladmin@comcast.net)

Vermont  
Agency of Transportation  
**MAY 21 2007**  
Policy & Planning Division

May 14, 2007

TO: Sara Moulton, Mapping & GIS Specialist  
Vt. Policy & Planning Division-Mapping Unit  
1 National Life Drive, Drawer 33  
Montpelier, VT 05633-5001

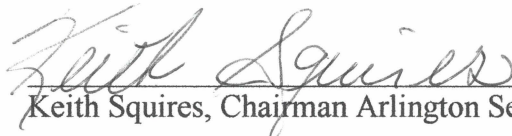
RE: Letter of April 23, 2007

Thank you for your time spent on our changes.

I agree with your corrections to Class 4 mileage. The final number should be 2.69 miles.

Attached please find a copy of your map and a tax map to indicate lot# 14 and lot# 19 and the location of the two (2) segments that make up LT-1a.

I hope that this helps. If you have any further questions or inquiries please let me know.

  
Keith Squires, Chairman Arlington Selectboard

KS/mh  
cc: files

enc.

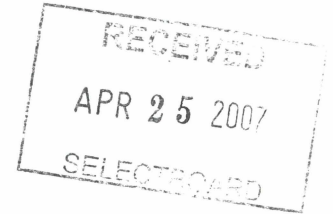


State of Vermont  
 Policy & Planning Division-Mapping Unit  
 1 National Life Drive, Drawer 33  
 Montpelier, VT 05633-5001  
<http://www.aot.state.vt.us>

*Agency of Transportation*

Telephone: 802-828-2109  
 Fax: 802-828-2334  
 Email: [sara.moulton@state.vt.us](mailto:sara.moulton@state.vt.us)

April 23, 2007



Chairperson, Board of Selectmen  
 Arlington, c/o Town Clerk  
 PO Box 304  
 Arlington, VT 05250

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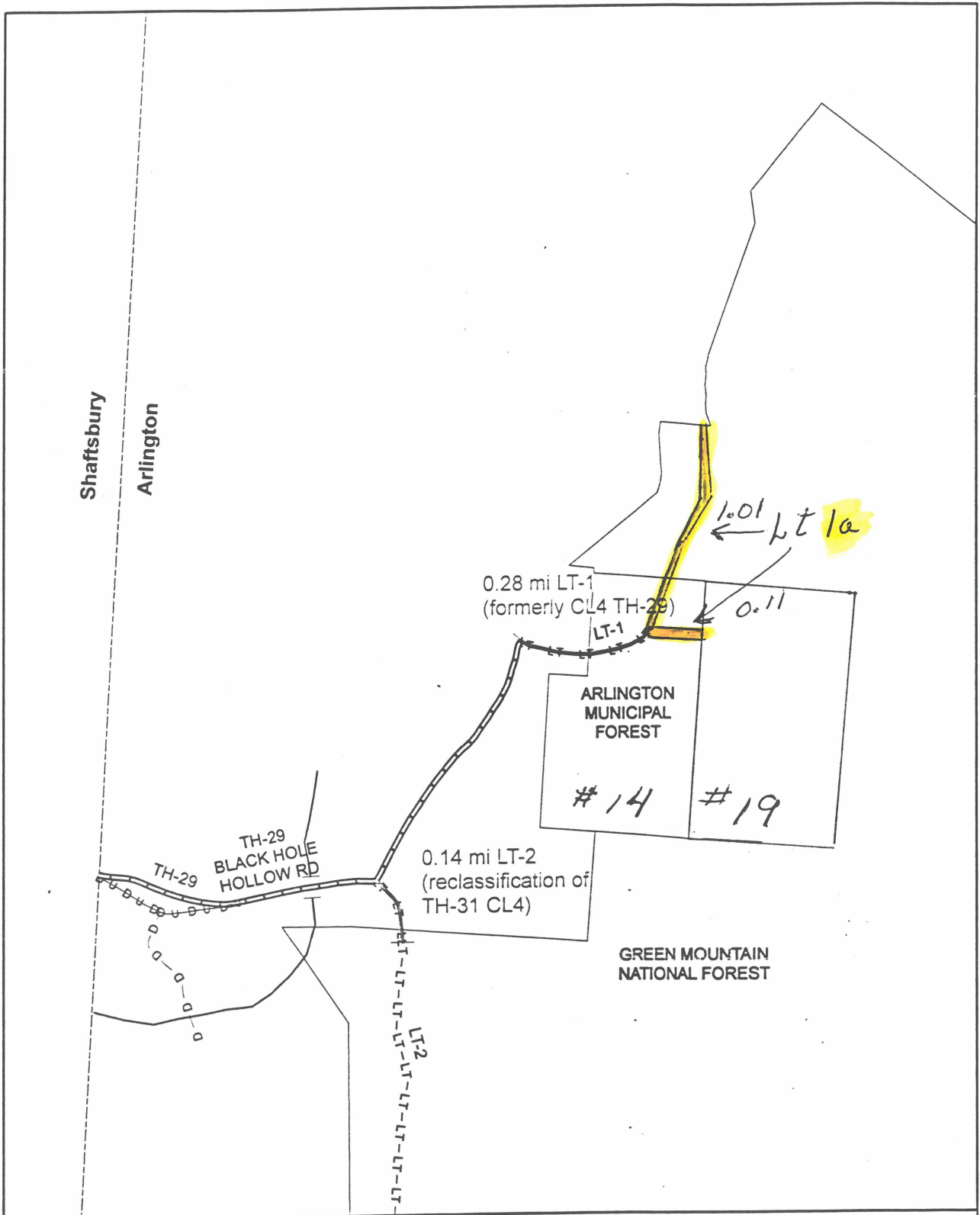
If you have any questions, please call me at 802-828-2109 or send e-mail to [sara.moulton@state.vt.us](mailto:sara.moulton@state.vt.us)

Thank you.

Sincerely,

*Sara Moulton*

Sara Moulton  
Mapping & GIS Specialist



**Mileage Certificate Change 2007 – ARLINGTON**



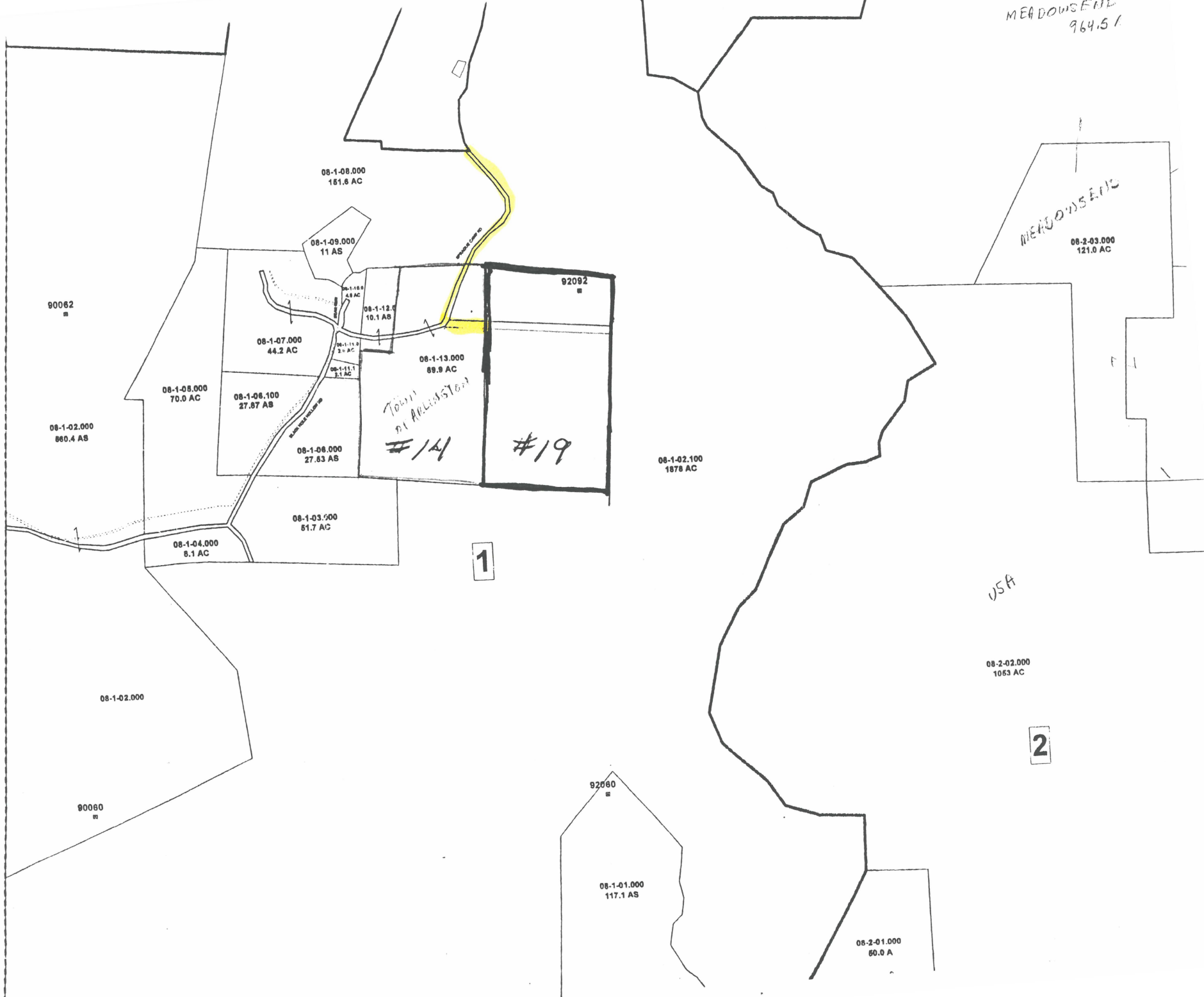
Mapping Unit  
 Policy & Planning Division  
 Vermont Agency of Transportation – April 2007





State of New York

MEADOWS END  
964.51





CERTIFICATE OF HIGHWAY MILEAGE
YEAR ENDING FEBRUARY 10, 2007

FEB 20 2007

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Policy & Planning Division

We, the Selectmen or Aldermen or Trustees of ARLINGTON in BENNINGTON County

on an oath state that the mileage of highways, according to Title 19, V.S.A, Sec #305, added 1985, is as follows:

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

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.

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

Handwritten note: 48.757

PART II - INFORMATION AND DESCRIPTION OF CHANGES SHOWN ABOVE.

- 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)
4. SCENIC HIGHWAYS: Please attach a copy of order designating/discontinuing Scenic Highways

Handwritten note: Adjustment by S. Moulton 4/4/02

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

PART III - SIGNATURES - PLEASE SIGN.

Selectmen/ Aldermen/ Trustees Signatures:

Handwritten signatures of Keith Lewis, Richard A. King, and Daniel M. Harwood.

T/C/V Clerk Signature:

Handwritten signature: Robins Wilcox

Date Filed:

Handwritten date: 2/16/07

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:

NOTICE OF HEARING  
ON RECLASSIFICATION OF A HIGHWAY  
BOARD OF SELECTMEN, ARLINGTON, VERMONT

THE SELECTMEN OF THE TOWN OF ARLINGTON HEREBY GIVE NOTICE TO THE PERSONS NAMED BELOW AS OWNERS OR PERSONS INTERESTED IN LAND AND RIGHTS THAT MAY BE AFFECTED BY A DECISION OF SAID SELECTMEN, ACTING ON A MOTION OF THE BOARD OF SELECTMEN TO CHANGE THE CLASSIFICATION OF A TOWN HIGHWAY.

THE MOTION ASKS THAT A PORTION OF TOWN HIGHWAY AS LAID OUT BY THE SELECTMEN OF THE TOWN OF ARLINGTON IN APRIL 1794 AND RECORDED ON MAP 25, 1807, IN BOOK 5, PAGE 68, OF THE ARLINGTON LAND RECORDS BE CLASSIFIED AS A TRAIL.

THE SELECTMEN WILL MEET ON 09/02, 1989, AT 9:00 A.M. IN THE ARLINGTON TOWN HALL TO CONDUCT A SITE INSPECTION OF THE HIGHWAY. AND THEN MET AT THE SELECTMEN'S OFFICE AT 1:30 P.M., 1989, TO CONDUCT A HEARING ON THE CLASSIFICATION OF SAID HIGHWAY.

AS REQUIRED BY LAW, NOTICE OF THIS SITE INSPECTION AND HEARING IS BEING PROVIDED BY CERTIFIED MAIL TO EACH PERSON OWNING OR HAVING AN INTEREST IN LANDS THROUGH WHICH THE HIGHWAY PASSES, AS LISTED BELOW, AS WELL AS THE ARLINGTON PLANNING COMMISSION. A COPY IS TO BE POSTED IN THE OFFICE OF THE ARLINGTON TOWN CLERK, AND PUBLISHED IN A LOCAL NEWSPAPER OF GENERAL CIRCULATION IN THE AREA, NAMELY, THE BENNINGTON BANNER, NOT LESS THAN 10 DAYS BEFORE THE DATE SET FOR THE HEARING.

THE MOTION AND OTHER PERTINENT INFORMATION RELATIVE TO THE PROPOSED RECLASSIFICATION OF THE HIGHWAY IS AVAILABLE FOR PUBLIC INSPECTION AND COPYING IN THE OFFICE OF THE ARLINGTON TOWN CLERK DURING REGULAR BUSINESS HOURS.

THE PORTION OF THE HIGHWAY PROPOSED FOR RECLASSIFICATION TO A TRAIL COMMENCES AT THE BOUNDARY LINE OF SCHOOL LOT #14 AND GLEBE LOT #19 AND EXTENDS WESTERLY .11 MILES AND THENCE NORTHERLY FOR 1.01 MILES.

THE FOLLOWING PERSONS ARE HEREBY NOTIFIED OF THE PUBLIC HEARING:  
ARLINGTON PLANNING COMMISSION

JOSEPHINE BRYCE  
GRAEME PARRISH  
J. SEVERSON  
J. BLOOM  
W.C. COWEE, INC.

*SCHOOL LOT ROAD  
TO A TRAIL  
LENGTH 0.11 MILES*

*(LT-1a 5.1900000 4/23/07)*

*0.11 + 1.01 = 1.12 miles*

ARLINGTON BOARD OF SELECTMEN

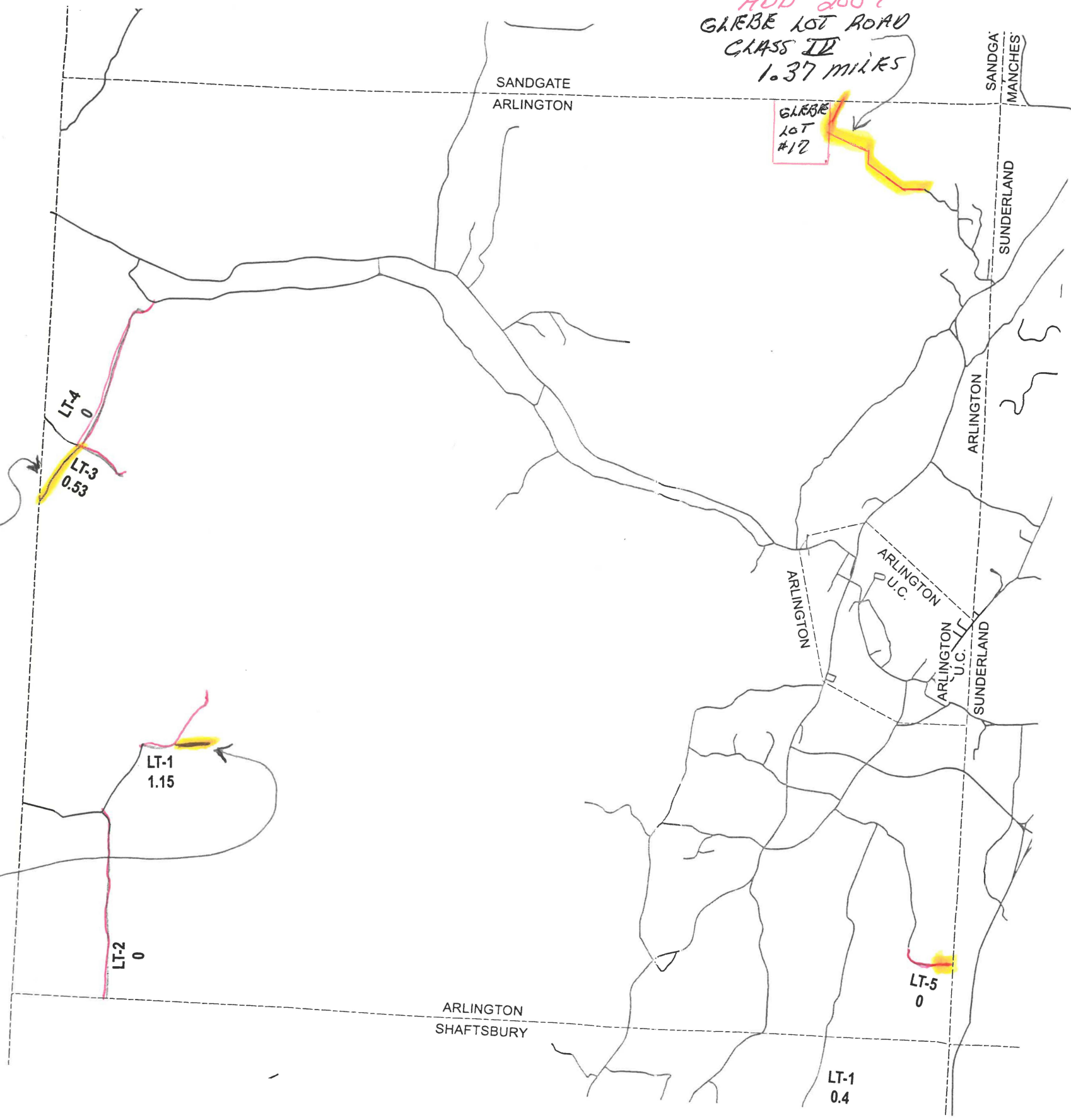
*acuti*  
CLARENCE S. CURTIS, CHAIRMAN

*Bill Squires*  
KEITH SQUIRES

*Lawrence Molloy*  
LAWRENCE MOLLOY

*Daniel M. Harvey*  
DANIEL HARVEY

*Richard A. King*  
RICHARD KING



ADD 2007  
GLEBE LOT ROAD  
CLASS II  
1.37 MILES

GLEBE  
LOT  
#12

ADD - 2007  
TH #27 BATES RD  
TO A "TRAIL"  
0.47 MILES

ADD 2007  
SCHOOL LOT "TRAIL"  
0.11

LEGAL TRAIL NUMBER	LENGTH IN MILES	2007 MILES
LT-1	1.15	? 1.40
LT-2	0	1.33
LT-3	0.53	DISCONTINUED
LT-4	0	0.95
LT-5	0	0.41

lead trail or discontinued?

Notes by S Moulton (22 Dec 2006)

**HIGHWAYS**

- PUBLIC HIGHWAYS
- LEGAL TRAILS

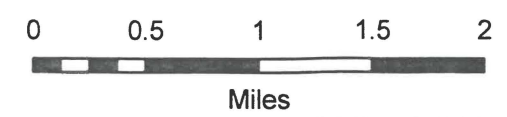
*2007*

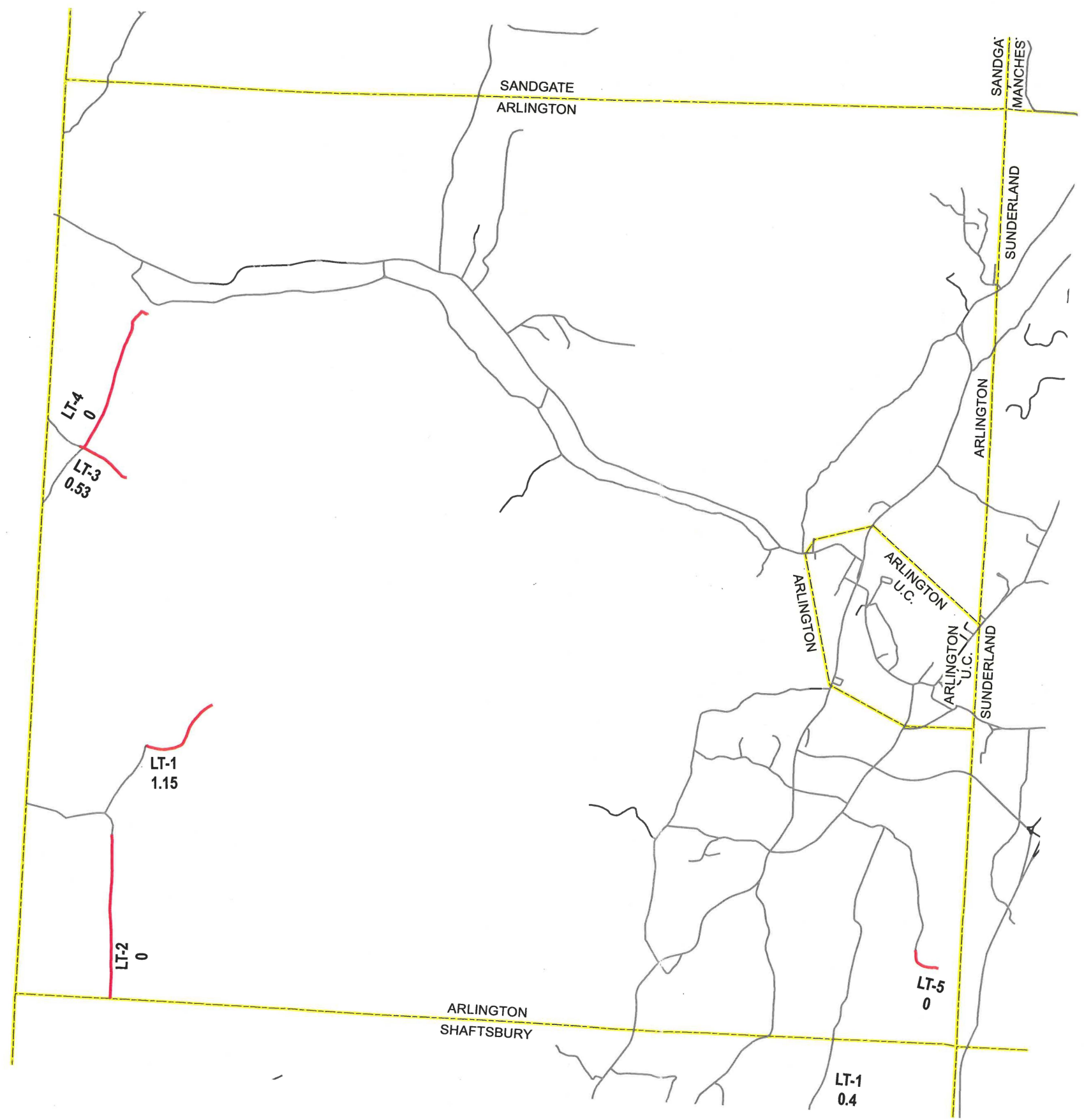
### LEGAL TRAIL VERIFICATION TOWN OF ARLINGTON

BENNINGTON COUNTY

Map generated: November, 2006

SCALE: 1:52334





LEGAL TRAIL NUMBER	LENGTH IN MILES
LT-1	1.15 - ?
LT-2	0
LT-3	0.53
LT-4	0
LT-5	0

*legal trail or discontinued?*  
*Notes by S. Moulton (22 Dec 2006)*

**HIGHWAYS**

- PUBLIC HIGHWAYS
- LEGAL TRAILS

**LEGAL TRAIL VERIFICATION  
TOWN OF ARLINGTON**

BENNINGTON COUNTY

Map generated: November, 2006

SCALE: 1:52334



LT-7  
1.12 mi

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ON RECLASSIFICATION OF A HIGHWAY  
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THE PORTION OF THE HIGHWAY PROPOSED FOR RECLASSIFICATION TO A TRAIL COMMENCES AT THE BOUNDARY LINE OF SCHOOL LOT #14 AND GLEBE LOT #19 AND EXTENDS WESTERLY .11 MILES AND THENCE NORTHERLY FOR 1.01 MILES.

THE FOLLOWING PERSONS ARE HEREBY NOTIFIED OF THE PUBLIC HEARING:  
ARLINGTON PLANNING COMMISSION

- JOSEPHINE BRYCE
- GRAEME PARRISH
- J. SEVERSON
- J. BLOOM
- W.C. COWEE, INC.

ARLINGTON BOARD OF SELECTMEN

LT-1

*asanti*  
 \_\_\_\_\_  
 CLARENCE S. CURTIS, CHAIRMAN  
*Keith Squires*  
 \_\_\_\_\_  
 KEITH SQUIRES  
*Lawrence Molloy*  
 \_\_\_\_\_  
 LAWRENCE MOLLOY  
*Daniel M. Harvey*  
 \_\_\_\_\_  
 DANIEL HARVEY  
*Richard A. King*  
 \_\_\_\_\_  
 RICHARD KING

DATED THIS JULY 24, 1989  
ARLINGTON, VERMONT

AGENDA FOR BOARD OF SELECTMEN'S MEETING

Office of Selectmen  
September 5, 1989  
7:00 P.M.

- I. Meeting called to order.
- II. Minutes of the August 21, 1989 meeting read and adopted.  
(Pg. 1-4)
- III. Highway report.
- IV. Old business:
  1. Discussion in regard to Hale Co. and the CDOP grant.
  2. Progress report on the right-of-way for Raven Rock Road.
  3. Discussion with Roy Crofut regarding the Green in West Arlington. (Pg. 5)
  4. Reminder of the National Register of Historic Places meeting, September 7, 1989, at the Community House, 7:30 P.M.
  5. Decision on change of retirement system for employees.
  6. Update on the above ground storage tanks for fuel.
  7. Update on the possible purchase of a dump truck for the town.
  8. Other business.
- V. New business:
  1. Decision to be made on the reclassification of some town highways (Site inspection and public hearing held on September 2, 1989).
    - B) What other town highways will be warned for reclassification?
  2. Other Business.
- VI. Adjournment.

## MINUTES FOR BOARD OF SELECTMEN'S MEETING

Office of Selectmen

September 5, 1989

7:00 P.M.

Selectmen Present: Clarence Curtis, Keith Squires, Richard King (late), Daniel Harvey and Lawrence Molloy.

Public Present: Mr. & Mrs. F. Kostenblatt, Guenel Mauntafray, Roy Crofut, Harry Pickering, Robert Ebbeling, Pat Moulton, Joe O'Dea,

Meeting Opens: The meeting was called to order at 7:12 P.M. by Clarence Curtis.

Minutes of the August 21, 1989 Board of Selectmen's Meeting: The minutes for this meeting were read by each Selectman. The motion was made by Keith Squires to accept the minutes as printed. The motion was seconded by Dan Harvey and so voted by all favoring the motion.

Highway Report: Gene Hoyt reported that the rope at the Covered Bridge in West Arlington has been removed, that the wire put into the bridge interior last year is still in tact and one board has been removed from the exterior of the bridge.

Gene said that he had called Montpelier today in regard to the request for a permit to put in above ground storage gasoline and diesel fuel tanks at the town garage. A decision has been made but Gene could get no answer as to what the decision is but it is expected that a letter will be forthcoming within the next few days.

Gene also called LaFayette & Sheldon regarding the guard railing for the Chippenhook Bridge. He was not able to get information as to when its installation might begin.

The grader is expected to be repaired by tomorrow afternoon, Gene is to be notified by the repair company and he will have to arrange to have it transported back to Arlington. He said that he had them put in a couple of new seals and a wheel checked, in addition to the major repair.

Gene said that he had not yet been able to talk with Ross about a bid on a new dump truck but Ross is supposed to get in touch with him within the next day or so. Keith explained that so far there are only two bids and he really wants to get a third. It was determined to sit on this until the next meeting and to make a decision at that time with or without a third bid. An order placed today probably would not be delivered prior to December.

Gene reported that the drainage project on the East Arlington Road is coming along nicely. The two sections by Buck Hill Road are done and today the road crew put in the section by the Inez Smith house and tomorrow the plans are to pour the top between these two and toward the end of the week he expects to get to the other two on the other side.

Clarence Curtis asked about the promised sidewalks and Gene explained that the sidewalks are a part of the deal. The drainage needs to be corrected first, this followed by the sidewalk. Whitcomb has been asked to give a price for paving the section prepared last year, Beaudoin will be asked, as will Pike and when the three bids are in the paving job will be let. The portion prepared this year or at least a part of that prepared this year will be paved next year, depending upon the amount of money available, said Keith Squires.

#### Old Business:

Discussion with Roy Crofut Regarding the Green in West Arlington: Roy Crofut was present at the request of the Board of Selectmen to give his version of happenings on the "Green". (The other side was presented last week by Mrs. Anne Weber and Mrs. Tom William.)

Clarence Curtis asked of Roy "who owns the property?" Roy explained that the Grange owns the property, not all the way to the River but in back of the Grange Hall and in back of the Church all the way up to River Road. The Church owns in front of that and the Church owns the section down by the River.

Clarence asked how the Church and Grange get along? Roy asked to explain first that the Grange has several obligations. He says that the Grange keeps the lawn mowed, pay for weekly garbage removal, likes to keep it looking neat, paid \$2,600.00 this summer to reroof the pavillion and now owe \$300.00 in taxes. He said that about \$60.00 per week comes in from Bingo and that it is necessary to rent out the pavillion in order to get monies to pay for these things, but at the same time he would like to get along with the neighbors. He said that he rents to parties and wedding parties of reputable people. But once this summer he rented to a wedding reception of about 200 people, one of the biggest ever rented to and that was no Sunday school picnic. Unfortunately the people working Bingo that night did not turn the lights off at eleven o'clock, as is the custom, and apparently the reception continued on. Roy said that he apologized to the neighbors and the lights are not likely to be left on again.

He said that the State police have been called a couple of times because of a couple of scuffles. The State police suggested to Roy that on behalf of the Grange there be some curfew signs put up stating that everyone should be out of there by ten o'clock at night. Roy has had some of these signs printed up and will put them up next spring when the rental season for the platform begins. He expects that there are only a couple more activities scheduled for this fall.

Roy also recommended that those who complain call Charlie Farrell, 2nd Constable, and he lives just over the bridge.

Roy says that when the platform is rented out there are bathroom facilities in the Grange Hall. The Grange is not responsible for any Sunday activities at the platform.

Clarence Curtis asked if the Grange does anything about policing? Roy said "No". He does not think that policing is necessary. Keith Squires suggested that if another large event of a couple of hundred or so is scheduled then maybe Roy should think about having a sheriff present for such events.



Reminder of the National Register of Historical Places Meeting,  
September 7, 1989 at the Community House 7:30 P.M.

Decision on Change of Retirement System for Employees: After looking over a cost analysis of the difference between the cost of Plan A and Plan B, Vt. Municipal Employee Retirement System for 1990 and an anticipated salary increase for the four regularly employed employees of the town (Gene Hoyt, Robert Thompson, Kevin Keough and Millicent Cross) a decision was made. The motion was made by Keith Squires to upgrade the Municipal Employee Retirement System from Plan A to Plan B. This was seconded by Larry Molloy and all voted in favor of the motion.

Update on the Above Ground Storage Tanks for the Fuel: This was taken care of during the highway report.

Update on the Possible Purchase of a Dump Truck for the Town: This was taken care of during the earlier highway report.

George Novotny's Road Request: At an earlier meeting Mr. Novotny requested that the town take over a road which he has extended from town highway #34.

Keith Squires said that he and Gene Hoyt had met with George and Randy Novotny recently, looked over the road and discussed it. A portion of the road that George would like taken over has a grade measuring from 15-18 degrees in a constant 740' uphill stretch. The distance of the 18% is about 230-240'.

Keith says that George's biggest argument is that Wilcox Road, with a 15 degree slope was taken over by the town but that this does not necessarily mean that the town has to make the same mistake twice. Keith said that George wants a letter from the Selectmen stating what it is that they will require him to do to the highway in question before the Town will accept the road.

Keith said that he would suggest the following:

1. The turn around needs to be enlarged and flattened out to measure at least 70-75' in diameter.
2. To improve the drainage with at least two culverts, one culvert installed upgrade from the cul-de-sac and the other culvert about 200' below the first one.
3. The 18% grade needs to be cut down--probably he can't get it much below the 15% grade.

Clarence Curtis said that if George does these things and the town does take it over then the town is responsible for anything that might happen on it? Keith said that yes this would be true.

It was determined that Gene and Keith would get together and outline the contents of the letter to be written to Mr. Novotny.

Keith then asked if everyone is agreeable to leave it at the lower 15-16% grade? Clarence said that he felt that if George was willing to put the money into the project then he was willing to go along with the proposal.

Dan Harvey asked how long the present road is from River Road? It is .11 miles of Class 3 and .16 miles of class 4., about 3/4 of a mile.

Larry Molloy said that his concern is that of development above the present houses and if we accept this portion of the road, how are we not going to accept that for future development? No one was able to

give an accurate answer to this. Larry said that reluctantly he could go along with the proposal.  
Gene said that even though he was not a Selectman he could easily say "no".

Harvey said that he felt that if George does as the letter states than he could accept the variance, but inspection of the road would be necessary before the town would accept it.  
Keith Squires feels that he can go along, as long as George does what is suggested in the letter to be outlined by he and Gene.

Tape Recorder Needed: The motion was made by Dan Harvey and seconded by Keith Squires to buy a new tape recorder and to give Marlene Roderick a reasonable amount of money for her tape recorder that we have used for nothing for eight years and it has now died. The motion was passed by all agreeing.

There is still left in the equipment budget about \$420.00. The new tape recorder should be portable said Keith Squires.  
It appears that some inquiries as to types available and prices will be looked into for the purchase of a new tape recorder (As quickly as possible.)

Discussion with Hale Company and the CDEE Project:  
Patricia Moulton of BCIC was present and told the Board and Mr. Ebbline of Hale Company that one of the many things that one must go through when getting a grant and before you can get the money is the environmental review record. Basically the activity falls into one of three categories: 1. Exempt and therefore does not need an environmental review. 2. It may be excluded, meaning there is no significant effect on the human environment. 3. An environmental assessment, which means going through all of the environmental aspects of the project. She said it is up to the town and the administrator, (BCIC) to determine into which area the project falls. Pat said from her review she determined that the project falls into category #2 (that it be excluded from an environmental impact statement.) She said that the reason that she assumes this category would apply is that this projects purpose is to provide a loan to Hale Company for the purchase of working and operating capital for the company.

This environmental review record will now go up to the State as soon as possible, Patricia Moulton will confirm this with the State that the categorically excluded designation is correct. She will put the notice in the paper and get this process underway. Ms. Moulton said that technically and if there are no delays then the monies should be released 21 days from tonight.

The motion was made by Keith Squires to have Clarence Curtis act as the certifying officer on behalf of the town for the environmental review. The motion was seconded by Daniel Harvey and so voted with no opposing votes.

The loan agreement for the payback by Hale Company to the Town of Arlington (\$195,000) and B.C.I.C. (\$5,000 for administration) for a \$200,000 Vermont Community Grant was discussed. It was generally determined that the payback by Hale Company would be over a seven year period at an interest rate of 4%. A third security interest in inventory and receivables would most likely fall to Arlington should there be a default in the company.

contract between the Town of Arlington and BCIC for administration only was discussed but not yet signed by the Board of Selectmen.

A motion was made by Daniel Harvey to authorize Clarence Curtis to execute the loan agreement under terms and conditions presented, subject to meeting with Joe O'Dea to put a sealing on the subordination tomorrow. The motion was seconded by Lawrence Molloy and so voted by all Selectmen.

Hale Road: Mr. Ebling said that he had sent a note back in July regarding Hale Road and saw no reason that the Town should not take it over. The correct procedure will have to be followed to take over this private road and to receive monies on it as a class three road.

Right of Way for Raven Rock Road: Mr. Montaufray was present as was Joe O'Dea and who told Mr. Montaufray that the map previously presented to him was adequate and that the legal transaction would take place. The old section will be returned to Montaufray and the new section will go to the town. The new section will be top dressed as soon as the legal procedure is completed, hopefully before the snow falls.

#### New Business:

Decision to be made of the reclassification of some town highways (Site inspection and public hearing held on September 2, 1989):

Highway #26: The motion was made by Lawrence Molloy to reclassify .20 miles, class 3 of this highway and .33 miles, class 4 highway (a total of .53 miles) to be discontinued. The motion was seconded by Keith Squires and so voted by all favoring the motion.

An unnumbered highway: This highway commences at the boundary line of School lot #14 and Glebe lot #19 and extends northeasterly .37 miles to the easterly boundary of Glebe Lot #19. It is not classified on the Vermont General Highway Town of Arlington, dated 1986. The motion was made by Keith Squires and seconded by Lawrence Molloy to discontinue this highway. So voted by all Selectmen.

Buck Road: This highway is unidentified on the Vermont General Highway Map, Town of Arlington, dated 1986, but laid out by selectmen of Arlington on May 7, 1785 and recorded on March 7, 1799, in book 5, page 79 and also as laid out on May 11, 1826 and recorded on March 15, 1827, in book 8, page 64 of the Arlington Land Records. This highway extends from the River Road in West Arlington south and southwesterly 5,120 feet or about .95 miles. The motion was made by Keith Squires to turn 5,120 feet or about .95 miles of Buck Road into a trail. The motion was seconded by Lawrence Molloy. All Selectmen favored the motion and so carried.

Arnold Road: This highway is unidentified on the Vermont General Highway Map, Town of Arlington, dated 1986, but laid out by the Selectmen of Arlington on June 26, 1841 and recorded on July 18, 1842, in book 10, page 211 of the Arlington Land Records. This highway is not classified. This highway measures 6121.5 feet in length or about 1.16 miles. The motion was made by Keith Squires and seconded by Lawrence Molloy to discontinue this highway. So voted by all Selectmen agreeing to the motion and its second.

Highway #27, Bates Road: This is classified on the 1986 Vermont General Highway Map for the Town of Arlington as a class 4, untraveled highway .47 miles in length but in 1785 was laid out as 1,680 feet (as nearly as we can tell). The motion was made by Lawrence Molloy to reclassify this highway to a trail. The motion was seconded by Keith Squires and so voted by no opposing votes.

An unnumbered highway: The highway is not shown on the Vermont General Highway Map, Town of Arlington, dated 1986, and is unclassified. It commences at the boundary line of School Lot #14 and Glebe Lot #19 and extends westerly .11 miles and thence northerly for 1.01 miles. It was laid out by the Selectmen of the Town of Arlington in April 1794 and recorded on March 25, 1807, in book 5, page 68 of the Arlington Land Records.

The motion was made by Keith Squires and seconded by Daniel Harvey to turn this highway into a trail, and so voted by all.

Highway #30: This road is known as Mrs. Bryces road, is entirely within her property lines, is classified as a class 4, untraveled road on the 1986 Vermont General Highway, Town of Arlington highway map. This highway measures .32 miles. The motion was made by Lawrence Molloy to discontinue highway #30. The motion was seconded by Keith Squires and so voted by all in favor of the motion.

Are There Other Highways that We Want to Reclassify this Year? There are others (Butternut Gutter, Shaftsbury Hollow, a road off from Maple Hill Road and Benedict Hollow) but no action was taken as to whether or not to be reclassified this year.

Keith Squires asked if anyone knew as to whether or not it was a requirement that these roads that have reclassified to a trail, must they be signed indicating that they are trails? Gene knew nothing in the statutes regarding this, he thought perhaps that Alden Grout might know. Keith said that if signs were not put up indicating that these roads are now trails and that the town no longer maintains the road, travel at your own risk etc. If these newly created trails are not signed then Keith said that he would like to see a legal notice put into the Bennington Banner stating that the Town of Arlington is no longer responsible for the maintenance of these former highways nor liable for any one traveling on them. Clarence Curtis suggested that we wait until all the roads that are to be reclassified or already have been reclassified this year before having a legal notice put into the Banner. It was determined that next meeting a decision would be made as to whether or not more highways would be reclassified this year.

Bridge #25: A letter dated August 30, 1989, from the State of Vermont Agency of Transportation and signed by Warren Tripp was read. This bridge is scheduled to be replaced in 1990 or 1991. In effect the letter says that scuba divers have found that the abutment to this bridge is undermined as much as 1 foot below the footing and as much as 6 feet in under the footing. This abutment needs to be stabilized with a concrete sub-footing and the completed repair should be protected by placing stone fill or riprap against the face of this abutment. The bridge is owned by the Town and failure to follow recommendations on the necessary repairs may make the town ineligible for Federal funding on any Town bridge work.

Clarence said that he had talked with Joe Talbot today and said that he got no where with Joe. He said that if there were objections to the letter that he should call Warren Tripp and Clarence said that he would do that tomorrow. Joe Talbot did say that there were two alternative, one to close the bridge and the other is to do the recommended work on it for about \$30,000. Keith suggested a temporary structure, or limiting the bridge to passenger cars only.

Adjournment: This took place at 9:18 P.M.

Minutes for this meeting were taken by Millicent Cross. The meeting was also taped and the tapes are available for anyone wishing to learn greater detail of the meeting.

*Keith Quises*  
Selectman

From Book 5, Page 68, Arlington Land Records

ARLINGTON APRIL 1794. IN THE SOUTHWEST PART OF ARLINGTON

THEN SURVEYED AND LAID OUT A HIGHWAY BEGINNING ON THE EAST LINE OF THE GLEBE ABOUT 9 RODS SOUTH OF THE NORTH EAST CORNER, THEN WEST 20° SOUTH 20 RODS, THEN WEST 15° SOUTH 64 RODS, THEN WEST 10° NORTH 34 RODS TO WEST LINE OF THE GLEBE, THEN WEST 20° NORTH 36 RODS, THEN WEST 17 RODS TO MR. WRIGHT'S HOUSE ON THE SCHOOL LOT. NOW BEGINNING 17 RODS EAST OF MR. WRIGHT'S HOUSE AT A BIRCH TREE, THEN NORTH 30° EAST 50 RODS THAN NORTH 45° EAST 26 RODS THEN NORTH 55° EAST 36 RODS, THEN NORTH 31° WEST 56 RODS, THEN NORTH 3° WEST 42 RODS, THEN NORTH 25° WEST 94 RODS, THEN NORTH 15° WEST 20 RODS TO THE OLD ROAD BETWEEN ABEL BLOWERS AND THE WIDOW BLOWERS.

RECORDED MARCH 25, 1807  
LUTHER STONE, TOWN CLERK

SURVEYED AND LAID OUT BY US  
ROBERT BUCK, SURVEYOR

December the 17<sup>th</sup> 1794) Then surveyed and laid out a Highway in Arlington 68  
 beginning S. 1/2 of Mr. Leonard's by the County Road the Leads down the river at  
 a heap of Stones by S. road one rod and half from his to him the road being 3 rods  
 wide one half taken from Mr. Leonard's Land and one half from the Jour-  
 ners Land and the other half from S. Leonard's Lands. so long as it contin-  
 ues between them. beginning at the other side of the heap Stones then running N.  
 18 E. 51 rods to a Poplar Bush. then N. 27 W. 47 rods to a white Oak Bush  
 marked then N. 77 E. 11 rods to a maple Bush marked then N. 33 E. 27 rods to a white  
 Oak Bush marked then N. 77 E. 11 rods to a white Oak tree marked then N. 51 E. 86 rods  
 to a Chestnut tree marked then N. 52 E. 126 rods to a white Oak tree marked  
 then E. 12 S. 32 rods to a Stake Stones to it then E. 36 S. 26 rods to a white Oak  
 Swamp then E. 54 N. 115 rods to a black Oak tree marked then E. 73 N. 36 rods  
 to a black Oak tree marked then E. 30 N. 26 rods to a pink Pole marked then E.  
 50 North 10 rods to a Chestnut Pole marked then E. 13 S. 18 rods to a white Oak  
 tree marked then N. 13 E. 28 rods to John foot's corner a Stake and Stone then  
 S. 77 E. 29 rods to a heap of Stones in Andrew Howleys Land N. of John foot's  
 then E. 21 N. 26 rods through a corner of Esq. Potlisons Land & the County  
 road S. of his house.

March 7<sup>th</sup> 1799  
 Received for Record  
 W. A. C. Collins T. Clerk

Surveyed by me James Hard  
 (Madock Hard) } Subscribed  
 (William Campfield)

Arlington April 1794. In the southwest part of Arlington.  
 Then surveyed and laid out a Highway beginning on the east Line  
 of the Globe about nine rods south of the Southwest corner then West  
 20 South 22 rods then west 15 South 6 rods then west 11 North 34 rods  
 to east Line of the Globe then west 20 North 36 rods then west 17 rods  
 to the Wrights House on the School Lot. Now beginning 17 rods East of the  
 Wrights House at a Birch tree then North 35 E 50 then N. 45 E 6  
 N then N. 55 E 36 to then N. 37 W 56 to then S. 38 W 12 R then N.  
 25 W 9 R then N. 15 W 20 R to the old Road between Abel Howlers  
 and the Widow Howlers. Surveyed and Laid out by us

Recorded March 25<sup>th</sup> 1807  
 Luther Stone Town Clerk

Robert Buck Surveyor

A Survey of the Highway to the Summit and the Summit Yard beginning  
 on the E. side of County Road as far as the first corner and Stones on the S.  
 side of the Summit then N. 11 rods to a Pine Tree and Stone  
 as marked N. 17 rods and 1/2 to a Stake and Stone then E. 36 S. 12 rods to  
 the corner of the Hill Down a heap of Stones and Stake then E. 12 S. 16 rods  
 to a Stake and Stone on the east side of the Road then N. 45 E. 3  
 rods and a half to a Stake and Stone then N. 15 W. 15 rods to a heap  
 of Stones on the Hill then West 37 N. 13 rods a Stake and Stone  
 then then N. 21 E. 10 rods to a Stake and Stone on the N. S. side  
 of the Summit and the Road to be 2 rods wide

Received for Record  
 this 31<sup>st</sup> May 1798  
 W. A. C. Collins T. Clerk

James Hard

LT-1  
0.28 mi

NOTICE OF HEARING  
ON RECLASSIFICATION OF A HIGHWAY  
BOARD OF SELECTMEN, ARLINGTON, VERMONT

THE SELECTMEN OF THE TOWN OF ARLINGTON HEREBY GIVE NOTICE TO THE PERSONS NAMED BELOW AS OWNERS OR PERSONS INTERESTED IN LAND AND RIGHTS THAT MAY BE AFFECTED BY A DECISION OF SAID SELECTMEN, ACTING ON A MOTION OF THE BOARD OF SELECTMEN TO CHANGE THE CLASSIFICATION OF A TOWN HIGHWAY.

THE MOTION ASKS THAT THE TOWN HIGHWAY #29 AS IDENTIFIED ON THE VERMONT GENERAL HIGHWAY MAP, TOWN OF ARLINGTON, DATED 1986 AS A CLASS IV HIGHWAY, BE RECLASSIFIED TO A TRAIL.

THE SELECTMEN WILL MEET ON JUNE 17, 1989 AT 9:00 A.M. IN THE ARLINGTON TOWN HALL TO CONDUCT A SITE INSPECTION OF THE HIGHWAY, AND THEN MEET AT THE SELECTMEN'S OFFICE AT 1:30 P.M., JUNE 17, 1989 TO CONDUCT A HEARING ON THE RECLASSIFICATION OF SAID HIGHWAY.

AS REQUIRED BY LAW, NOTICE OF THIS SITE INSPECTION AND HEARING IS BEING PROVIDED BY CERTIFIED MAIL TO EACH PERSON OWNING OR HAVING AN INTEREST IN LANDS THROUGH WHICH THE HIGHWAY PASSES, AS LISTED BELOW AS WELL AS THE ARLINGTON PLANNING COMMISSION. A COPY IS TO BE POSTED IN THE OFFICE OF THE ARLINGTON TOWN CLERK, AND PUBLISHED IN A LOCAL NEWSPAPER OF GENERAL CIRCULATION IN THE AREA, NAMELY THE BENNINGTON BANNER, NOT LESS THAN 10 DAYS BEFORE THE DATE SET FOR THE HEARING.

THE MOTION AND OTHER PERTINENT INFORMATION RELATIVE TO THE PROPOSED RECLASSIFICATION OF THE HIGHWAY IS AVAILABLE FOR PUBLIC INSPECTION AND COPYING IN THE OFFICE OF THE ARLINGTON TOWN CLERK DURING REGULAR BUSINESS HOURS.

THE HIGHWAY PROPOSED FOR RECLASSIFICATION TO A TRAIL IS TOWN HIGHWAY #29, CLASS IV, EXTENDING EASTERLY .28 MILES FROM THE BLACK HOLE HOLLOW ROAD TO LAND FORMERLY BELONGING TO SCHOOL LOT #14.

THE FOLLOWING PERSONS ARE HEREBY NOTIFIED OF THE PUBLIC HEARING:  
MR. AND MRS. CYRIL HOYT, JR.  
TED WILLIAMS  
WARREN L. GILLIS

ARLINGTON BOARD OF SELECTMEN

LT-1

Clarence S. Curtis  
CLARENCE S. CURTIS, CHAIRMAN  
Lawrence E. Molloy  
KEITH SQUIRES  
Keith Squires  
LAWRENCE MOLLOY  
Daniel M. Harvey  
DANIEL HARVEY  
Richard A. King  
RICHARD KING

DATED THIS MAY 1, 1989  
ARLINGTON, VERMONT



NOTICE OF ALTERATION OF HIGHWAYS

The following steps were taken in the reclassification of town highways #29, and #31 and town highway #21 to be discontinued

1. Decision to reclassify highways #29,31,21, 26,30 and the Glebe Lot (Decision made on April 17, 1989, formal motion made on May 17,1989)
2. Certified mail notification to all adjoining land owners of the above mentioned highways. (May 4, 1989 mailing)
3. Site inspection conducted for above mentioned highways, June 17, 1989 beginning at 9:00 A.M..
4. Public hearing conducted on June 17, 1989 at 1:00 P.M. in the Arlington Town Hall.
5. Decision as to the reclassifications made on June 26, 1989 as follows:

Highway #29 (Class IV portion, as shown on the Vermont General Highway map, Town Of Arlington dated 1986, extending easterly .28 miles from the Black Hole Road formerly belonging to Sc lot #14).

The motion was made by Keith Squires to reclassify from a class IV highway as shown on the 1986 Vt. Highway Map, highway #29 to a trail. The motion was seconded by Daniel Harvey. So approved by all Selectmen.

Highway #31 (Commonly called Stage Coach Road, extending southerly from Black Hole Hollow Road .14 miles and its southerly extension 1.19 miles to the Shaftsbury-Arlington Town line) The motion was made by Keith Squires to reclassify Town Highway #31 from a Class IV highway to a trail as warned. The motion was seconded by Lawrence Molloy and so voted by all Selectmen in agreement.

Highway #21 (Extends northerly .06 miles from the private driveway leading past the house owned by George VanGemert and Malcolm Sprague and is entirely within their property lines) The motion was made by Keith Squires to abandon (discontinue) highway #21. This motion was seconded by Lawrence Molloy. The motion was carried by all Selectmen voting in favor of motion.

Highways #26,30 and the Glebe Lot: After much discussion, listening to the public and so on the decision made by the Board of Selectmen was to rewarn these highways for reclassification to abandonment rather than to trails as the warning of May 1, 1989 stated. For the time being they remain classified as shown on the Vt. Highway Map of 1986.

Clarence S. Curtis  
Clarence S. Curtis, Chairman

Lawrence E. Molloy  
Lawrence Molloy

Richard A. King  
Richard King

Keith Squires  
Keith Squires

Daniel M. Harvey  
Daniel Harvey

ARLINGTON BOARD OF  
SELECTMEN  
DATED JUNE 26, 1989

BOARD OF SELECTMEN

TOWN OF ARLINGTON

ARLINGTON, VERMONT 05250

TELEPHONE 375-6474

NOTIFICATION BY CERTIFIED MAIL  
OF THE ALTERATION (RECLASSIFICATION OF HIGHWAYS)  
MAILINGS MAY 4, 1989

HIGHWAY #29 Cyril & Barbara Hoyt  
Ted Williams  
Warren L. Gillis

HIGHWAY #31 Mrs. John F.C. (Josephine) Bryce  
Michael & Patricia Pollak  
Shaftsbury Board of Selectmen, Chairman  
Shaftsbury Planning Commission, Chairman

HIGHWAY #21 George VanGemert and Malcolm Sprague

HIGHWAY #26 Mr. and Mrs. Reginald Tschorn  
W.J. Cowee, Inc.

HIGHWAY #30 Mrs. John F.C. (Josephine) Bryce

PLEBE LOT Mrs. John E. C. (Josephine) Bryce  
Graeme Parrish  
J. Severson  
J. Bloom  
W.C. Cowee, Inc.

*Road past  
April Hays  
Camp  
S. Arley*

FROM BOOK 5, PAGE 71 ARLINGTON LAND RECORDS

ARLINGTON DECEMBER 18, 1789. THEN LAID OUT A HIGHWAY  
IN THE WEST PART OF ARLINGTON BEGINNING A LITTLE SOUTH  
OF HEART BLOWERS HOUSE BEGINNING ON THE EAST SIDE OF THE  
HIGHWAY THAT GOES TO DAVID FORSBURG'S, THEN RUNNING EAST  
28° SOUTH 18 RODS TO THE SCHOOL LOT, THE SAID ROAD IS TO  
BE TWO RODS WIDE BY US.

WILLIAM NICHOLSON  
RECORDED MARCH 26, 1807  
LUTHER STONE, TOWN CLERK

TYRUS HURD  
ZADOCK HARD  
NATHAN CANFIELD  
SELECTMEN



MINUTES FOR BOARD OF SELECTMEN'S MEETING

Office of Selectmen

September 5, 1989

7:00 P.M.

Selectmen Present: Clarence Curtis, Keith Squires, Richard King (late), Daniel Harvey and Lawrence Molloy.

Public Present: Mr. & Mrs. F. Kostenblatt, Quenel Mauntafray, Roy Crofut, Harry Pickering, Robert Ebbing, Pat Moulton, Joe O'Dea,

Meeting Opens: The meeting was called to order at 7:12 P.M. by Clarence Curtis.

Minutes of the August 21, 1989 Board of Selectmen's Meeting: The minutes for this meeting were read by each Selectman. The motion was made by Keith Squires to accept the minutes as printed. The motion was seconded by Dan Harvey and so voted by all favoring the motion.

Highway Report: Gene Hoyt reported that the rope at the Covered Bridge in West Arlington has been removed, that the wire put into the bridge interior last year is still in tact and one board has been removed from the exterior of the bridge.

Gene said that he had called Montpelier today in regard to the request for a permit to put in above ground storage gasoline and diesel fuel tanks at the town garage. A decision has been made but Gene could get no answer as to what the decision is but it is expected that a letter will be forthcoming within the next few days.

Gene also called LaFayette & Sheldon regarding the guard railing for the Chippenhook Bridge. He was not able to get information as to when its installation might begin.

The grader is expected to be repaired by tomorrow afternoon, Gene is to be notified by the repair company and he will have to arrange to have it transported back to Arlington. He said that he had them put in a couple of new seals and a wheel checked, in addition to the major repair.

Gene said that he had not yet been able to talk with Ross about a bid on a new dump truck but Ross is supposed to get in touch with him within the next day or so. Keith explained that so far there are only two bids and he really wants to get a third. It was determined to sit on this until the next meeting and to make a decision at that time with or without a third bid. An order placed today probably would not be delivered prior to December.

Gene reported that the drainage project on the East Arlington Road is coming along nicely. The two sections by Buck Hill Road are done and today the road crew put in the section by the Inez Smith house and tomorrow the plans are to pour the top between these two and toward the end of the week he expects to get to the other two on the other side.

Unnumbered Road: This highway is unidentified on the Vermont General Highway Map, Town of Arlington, dated 1986, but laid out by the Selectmen of Arlington on June 26, 1841 and recorded on July 18, 1842, in book 10, page 211 of the Arlington Land Records. This highway is not classified. This highway measures 6121.5 feet in length or about 1.16 miles. The motion was made by Keith Squires and seconded by Lawrence Molloy to discontinue this highway. So voted by all Selectmen agreeing to the motion and its second.

✓ Highway #27, Bates Road: This is classified on the 1986 Vermont General Highway Map for the Town of Arlington as a class 4, untraveled highway .47 miles in length but in 1785 was laid out as 1,680 feet (as nearly as we can tell). The motion was made by Lawrence Molloy to reclassify this highway to a trail\_\_\_\_\_. The motion was seconded by Keith Squires and so voted by no opposing votes.

An unnumbered highway: The highway is not shown on the Vermont General Highway Map, Town of Arlington, dated 1986, and is unclassified. It commences at the boundary line of School Lot #14 and Glebe Lot #19 and extends westerly .11 miles and thence northerly for 1.01 miles. It was laid out by the Selectmen of the Town of Arlington in April 1794 and recorded on March 25, 1807, in book 5, page 68 of the Arlington Land Records.

The motion was made by Keith Squires and seconded by Daniel Harvey to turn this highway into a trail\_\_\_\_\_, and so voted by all.

Highway #30: This road is known as Mrs. Bryces road, is entirely within her property lines, is classified as a class 4, untraveled road on the 1986 Vermont General Highway, Town of Arlington highway map. This highway measures .32 miles. The motion was made by Lawrence Molloy to discontinue highway #30. The motion was seconded by Keith Squires and so voted by all in favor of the motion.

Are There Other Highways that We Want to Reclassify this Year? There are others (Butternut Gutter, Shaftsbury Hollow, a road off from Maple Hill Road and Benedict Hollow) but no action was taken as to whether or not to be reclassified this year.

Keith Squires asked if anyone knew as to whether or not it was a requirement that these roads that have reclassified to a trail, must they be signed indicating that they are trails? Gene knew nothing in the statutes regarding this, he thought perhaps that Alden Grout might know. Keith said that if signs were not put up indicating that these roads are now trails and that the town no longer maintains the road, travel at your own risk etc. If these newly created trails are not signed then Keith said that he would like to see a legal notice put into the Bennington Banner stating that the Town of Arlington is no longer responsible for the maintenance of these former highways nor liable for any one traveling on them. Clarence Curtis suggested that we wait until all the roads that are to be reclassified or already have been reclassified this year before having a legal notice put into the Banner. It was determined that next meeting a decision would be made as to whether or not more highways would be reclassified this year.

Keith Squires -6-

71. Then surveyed and laid out a Highway in the westerly part of the Town East of the Green River from John McRae's to the great Road up and down the River Bottoms beginning at his south line thence south eight degrees west 178 rods to Stake and Stones then South 32 West 46 rods then South 8 West 46 rods then South 36 West 3 rods then South 6 West 40 rods to the great road the above road is to be one rod each way from the center or two rods wide from the east line thence which is one rod east of the East Line.

Arlington July Eightth To 1796 Surveyed by The above Lots Lines are No 11 and No 12 in the first Hundred Acre Lots and No 31 Fifty Acre Lot on the east side of the Road at the north end of D. Road

BK 5

Received for Record  
July the 8. 1796  
Tyrus Hurd J. Clerk

Certified by us.

Samuel Howford Surveyor

Abel Aylesworth Select  
Jonathan Baker Men

September the 4<sup>th</sup> 1778 then Laid out a Highway in Arlington beginning at Eight's Run north line at the road east side lower at David Matheson at a maple tree a Stake to it from thence west 2 rods to a heap of Stones from thence northwesterly 96 rods to Baldwins lot to a heap of Stones west 2 rods to a bush Tree with Stones to it from thence northwesterly 40 rods to Baldwins north west corner then east 2 rods to a heap of Stones from thence north westerly 84 north of Daniel Catmans Dwelling house to a heap of Stones then west 2 rods to a heap of Stones from thence west westerly 18 to a Highway to Daniel Catmans north west corner the Highway is 2 rods wide all the way

Daniel Catmans  
Deleg Matheson

Abel Howley }  
Ezra Leonard } Select  
Samuel Bush } Men

Recorded March the 26<sup>th</sup> 1807

Luther Stone Town Clerk

Arlington December 18<sup>th</sup> 1789. Then Laid out a Highway in the west part of Arlington beginning little south of Hearts Blowers House beginning on the east side of the Highway that goes to David Torbury thence running East twenty Eight Degrees south eighteen rods to the School Lot the D. Road is to be two Rods wide by us

Wm Nicholson

Tyrus Hurd }  
Ladock Hard } Select  
Nathan Canfield } Men

Recorded March the 26<sup>th</sup> 1807

Luther Stone Town Clerk

(LT-3 didn't exist,

NOTICE OF HEARING  
ON RECLASSIFICATION OF A HIGHWAY  
BOARD OF SELECTMEN, ARLINGTON, VERMONT

was TH-26

discontinued)

THE SELECTMEN OF THE TOWN OF ARLINGTON HEREBY GIVE NOTICE TO THE PERSONS NAMED BELOW AS OWNERS OR PERSONS INTERESTED IN LAND AND RIGHTS THAT MAY BE AFFECTED BY A DECISION OF SAID SELECTMEN, ACTING ON A MOTION OF THE BOARD OF SELECTMEN TO CHANGE THE CLASSIFICATION OF A TOWN HIGHWAY.

THE MOTION ASKS THAT TOWN HIGHWAY #26 AS IDENTIFIED ON THE VERMONT GENERAL HIGHWAY MAP, TOWN OF ARLINGTON, DATED 1986, AS A CLASS III HIGHWAY, .20 MILES IN LENGTH, AND A CLASS IV HIGHWAY .33 MILES IN LENGTH BE RECLASSIFIED TO BECOME DISCONTINUED.

THE SELECTMEN WILL MEET ON 09/02, 1989, AT 9:00 A.M. IN THE ARLINGTON TOWN HALL TO CONDUCT A SITE INSPECTION OF THE HIGHWAY, AND THEN MEET AT THE SELECTMEN'S OFFICE AT 1:30 P.M., 1989 TO CONDUCT A HEARING ON THE RECLASSIFICATION OF SAID HIGHWAY.

AS REQUIRED BY LAW, NOTICE OF THIS SITE INSPECTION AND HEARING IS BEING PROVIDED BY CERTIFIED MAIL TO EACH PERSON OWNING OR HAVING AN INTEREST IN LANDS THROUGH WHICH THE HIGHWAY PASSES, AS LISTED BELOW AS WELL AS THE ARLINGTON PLANNING COMMISSION. A COPY IS TO BE POSTED IN THE OFFICE OF THE ARLINGTON TOWN CLERK, AND PUBLISHED IN A LOCAL NEWSPAPER OF GENERAL CIRCULATION IN THE AREA, NAMELY THE BENNINGTON BANNER, NOT LESS THAN 10 DAYS BEFORE THE DATE SET FOR THE HEARING.

THE MOTION AND OTHER PERTINENT INFORMATION RELATIVE TO THE PROPOSED RECLASSIFICATION OF THE HIGHWAY IS AVAILABLE FOR PUBLIC INSPECTION AND COPYING IN THE OFFICE OF THE ARLINGTON TOWN CLERK DURING REGULAR BUSINESS HOURS.

THE HIGHWAY PROPOSED TO BE DISCONTINUED IS THAT PORTION OF TOWN HIGHWAY #26, EXTENDING EASTERLY .53 MILES FROM THE INTERSECTION OF THE MURRAY HOLLOW AND BATES-BUCK ROAD.

THE FOLLOWING PERSONS ARE HEREBY NOTIFIED OF THE PUBLIC HEARING:  
W.J. COWEE, INC.  
MR. AND MRS. REGINALD TSCHORN  
ARLINGTON PLANNING COMMISSION

Now shown as  
LT-3 on November BRK  
2006 map

ARLINGTON BOARD OF SELECTMEN

Clarence S. Curtis  
CLARENCE S. CURTIS, CHAIRMAN

Keith Squires  
KEITH SQUIRES

Lawrence Molloy  
LAWRENCE MOLLOY

Daniel M. Harvey  
DANIEL HARVEY

Richard A. King  
RICHARD KING

DATED THIS JULY 24, 1989  
ARLINGTON, VERMONT



SITE INSPECTION AND PUBLIC HEARING FOR THE RECLASSIFICATION OF TOWN HIGHWAYS, #26, BUCK ROAD, ARNOLD ROAD, #27, #30 AND TWO HIGHWAYS WITHIN SCHOOL LOT #14 AND GLEBE LOT #19

SITE INSPECTION: The site inspections of the above highways began at 9:00 A.M., September 2, 1989, meeting at the Town Hall with Selectmen, Lawrence Molloy, Keith Squires and Richard King in attendance. Gene Hoyt, highway foreman, was also in attendance and inspected with the Selectmen each of the sites named.

BUCK HILL ROAD: Attending this site inspection were Alfred and Elaine Kostenblatt, William Brown, Dale Brown, Roy Crofut, Larry Molloy, Richard King, Keith Squires and Gene Hoyt. This was the only site that any of the public visited.

Lawrence Molloy, Keith Squires, Richard King and Gene Hoyt visited and walked each of the sites named at the top of this page.

PUBLIC HEARING: This hearing opened at 1:40 P.M. in the Arlington Town Hall on September 2, 1989. Those attending the hearing were: Alfred & Elaine Kostenblatt, William Brown, Dale Brown, Donald Brown, Alfred Pellicane, Francis Conroy, Reginald Tschorn, Gene Hoyt (Highway foreman) and Selectmen Clarence Curtis, Keith Squires, and Richard King.

The hearing was opened by Clarence Curtis, Chairman of the Board of Selectmen, and he explained that the purpose of the hearing is to hear public comment in regard to town highways that the town desires to reclassify. The following highways were discussed:

HIGHWAY #26: Gene Hoyt explained the location of this highway. No one had any comments to make on the proposed reclassification to reclassify .20 miles of Class 3 highway and .33 miles of class 4 highway to discontinuance of the highway.

HIGHWAY COMMENCES AT THE BOUNDARY LINE OF SCHOOL LOT #14 AND GLEBE LOT #19 AND EXTENDS NORTHEASTERLY .37 MILES TO THE EASTERLY BOUNDARY OF GLEBE LOT #19: There was no discussion and therefore no comments opposing the classification of this highway to be discontinued were heard. This highway is entirely within the property lines of Mrs. Bryce.

BUCK ROAD: Gene Hoyt explained the location of this highway and said that the deed states that it was laid out as a three rod road, laid out May 7, 1785 and May 11 1826, is unclassified and is not shown on the Vt. General Highway map for the Town of Arlington 1986, and has never received any State Aid.

Donald Brown, speaking on behalf of his brothers Dale and William, said that he felt that the landowners would be denied their rights by changing the road to a trail. He also said that changing the road would deny access to their property.

Roy Crofut explained his position, that being that his family had owned some of this property for years and some maintenance had been done after the flood of 1927, he did not say that the work had been done by the town, nor did he say who had actually done the maintenance.

Reggie Tschorn asked if the road could be turned back to the land owners? It appeared that most of those present did not feel that was really what they wanted.

Clarence Curtis explained that just because a highway becomes classified to one category, it does not mean that it must stay that way forever but can be changed whenever proper procedures are followed.

Bill Brown asked that if this unclassified highway is classified to a trail that his taxes be lowered.

ARNOLD ROAD: There was no public comment, for or against, the classification of this road to become a discontinued highway.

#27- BATES ROAD: This highway is presently classified as a class 4, untraveled highway. There was no comment for or against the reclassification of this highway to become a trail.

AT THE BOUNDARY LINE OF SCHOOL LOT #14 & GLEBE LOT #19 AND EXTENDS WESTERLY .11 MILES AND THENCE NORTHERLY FOR 1.01 MILES: There was no objection from the public that this unclassified highway become a trail.

HIGHWAY #30: This highway identified on the 1986 Vermont General Highway Map, Town of Arlington is classified as a Class 4, untraveled highway and is all within the property lines of Mrs. Josephine Bryce. There was no comment on the reclassification of this highway to become a discontinued highway.

ADJOURNMENT: The public hearing was closed by Clarence Curtis at 2:30 P.M.

AGENDA FOR BOARD OF SELECTMEN'S MEETING

Office of Selectmen  
September 5, 1989  
7:00 P.M.

- I. Meeting called to order.
- II. Minutes of the August 21, 1989 meeting read and adopted.  
(Pg. 1-4)
- III. Highway report.
- IV. Old business:
  1. Discussion in regard to Hale Co. and the CDOP grant.
  2. Progress report on the right-of-way for Raven Rock Road.
  3. Discussion with Roy Crofut regarding the Green in West Arlington. (Pg. 5)
  4. Reminder of the National Register of Historic Places meeting, September 7, 1989, at the Community House, 7:30 P.M.
  5. Decision on change of retirement system for employees.
  6. Update on the above ground storage tanks for fuel.
  7. Update on the possible purchase of a dump truck for the town.
  8. Other business.
- V. New business:
  1. Decisison to be made on the reclassification of some town highways (Site inspection and public hearing held on September 2, 1989).
    - B) What other town highways will be warned for reclassification?
  2. Other Business.
- VI. Adjournment.

MINUTES FOR BOARD OF SELECTMEN'S MEETING

Office of Selectmen  
September 5, 1989  
7:00 P.M.

Selectmen Present: Clarence Curtis, Keith Squires, Richard King (late), Daniel Harvey and Lawrence Molloy.

Public Present: Mr. & Mrs. F. Kostenblatt, Quenel Mauntafray, Roy Crofut, Harry Pickering, Robert Ebbeling, Pat Moulton, Joe O'Dea,

Meeting Opens: The meeting was called to order at 7:12 P.M. by Clarence Curtis.

Minutes of the August 21, 1989 Board of Selectmen's Meeting: The minutes for this meeting were read by each Selectman. The motion was made by Keith Squires to accept the minutes as printed. The motion was seconded by Dan Harvey and so voted by all favoring the motion.

Highway Report: Gene Hoyt reported that the rope at the Covered Bridge in West Arlington has been removed, that the wire put into the bridge interior last year is still in tact and one board has been removed from the exterior of the bridge.

Gene said that he had called Montpelier today in regard to the request for a permit to put in above ground storage gasoline and diesel fuel tanks at the town garage. A decision has been made but Gene could get no answer as to what the decision is but it is expected that a letter will be forthcoming within the next few days.

Gene also called LaFayette & Sheldon regarding the guard railing for the Chippenhook Bridge. He was not able to get information as to when its installation might begin.

The grader is expected to be repaired by tomorrow afternoon, Gene is to be notified by the repair company and he will have to arrange to have it transported back to Arlington. He said that he had them put in a couple of new seals and a wheel checked, in addition to the major repair.

Gene said that he had not yet been able to talk with Ross about a bid on a new dump truck but Ross is supposed to get in touch with him within the next day or so. Keith explained that so far there are only two bids and he really wants to get a third. It was determined to sit on this until the next meeting and to make a decision at that time with or without a third bid. An order placed today probably would not be delivered prior to December.

Gene reported that the drainage project on the East Arlington Road is coming along nicely. The two sections by Buck Hill Road are done and today the road crew put in the section by the Inez Smith house and tomorrow the plans are to pour the top between these two and toward the end of the week he expects to get to the other two on the other side.

A contract between the Town of Arlington and BCIC for administration only was discussed but not yet signed by the Board of Selectmen.

A motion was made by Daniel Harvey to authorize Clarence Curtis to execute the loan agreement under terms and conditions presented, subject to meeting with Joe O'Dea to put a sealing on the subordination tomorrow. The motion was seconded by Lawrence Molloy and so voted by all Selectmen.

Hale Road: Mr. Ebbeling said that he had sent a note back in July regarding Hale Road and saw no reason that the Town should not take it over. The correct procedure will have to be followed to take over this private road and to receive monies on it as a class three road.

Right of Way for Raven Rock Road: Mr. Montaufray was present as was Joe O'Dea and who told Mr. Montaufray that the map previously presented to him was adequate and that the legal transaction would take place. The old section will be returned to Montaufray and the new section will go to the town. The new section will be top dressed as soon as the legal procedure is completed, hopefully before the snow falls.

#### New Business:

Decision to be made of the reclassification of some town highways (Site inspection and public hearing held on September 2, 1989):

Highway #26: The motion was made by Lawrence Molloy to reclassify .23 miles, class 3 of this highway and .33 miles, class 4 highway (a total of .53 miles) to be discontinued. The motion was seconded by Keith Squires and so voted by all favoring the motion.

An unnumbered highway: This highway commences at the boundary line of School lot #14 and Glebe lot #19 and extends northeasterly .37 miles to the easterly boundary of Glebe Lot #19. It is not classified on the Vermont General Highway Town of Arlington, dated 1986. The motion was made by Keith Squires and seconded by Lawrence Molloy to discontinue this highway. So voted by all Selectmen.

Buck Road: This highway is unidentified on the Vermont General Highway Map, Town of Arlington, dated 1986, but laid out by selectmen of Arlington on May 7, 1785 and recorded on March 7, 1799, in book 5, page 79 and also as laid out on May 11, 1826 and recorded on March 15, 1827, in book 8, page 64 of the Arlington Land Records. This highway extends from the River Road in West Arlington south and southwesterly 5,120 feet or about .95 miles. The motion was made by Keith Squires to turn 5,120 feet or about .95 miles of Buck Road into a trail. The motion was seconded by Lawrence Molloy. All Selectmen favored the motion and so carried.

Arnold Road: This highway is unidentified on the Vermont General Highway Map, Town of Arlington, dated 1986, but laid out by the Selectmen of Arlington on June 26, 1841 and recorded on July 18, 1842, in book 10, page 211 of the Arlington Land Records. This highway is not classified. This highway measures 6121.5 feet in length or about 1.16 miles. The motion was made by Keith Squires and seconded by Lawrence Molloy to discontinue this highway. So voted by all Selectmen agreeing to the motion and its second.

Highway #27, Bates Road: This is classified on the 1986 Vermont General Highway Map for the Town of Arlington as a class 4, untraveled highway .47 miles in length but in 1785 was laid out as 1,680 feet (as nearly as we can tell). The motion was made by Lawrence Molloy to reclassify this highway to a trail. The motion was seconded by Keith Squires and so voted by no opposing votes.

An unnumbered highway: The highway is not shown on the Vermont General Highway Map, Town of Arlington, dated 1986, and is unclassified. It commences at the boundary line of School Lot #14 and Glebe Lot #19 and extends westerly .11 miles and thence northerly for 1.01 miles. It was laid out by the Selectmen of the Town of Arlington in April 1794 and recorded on March 25, 1807, in book 5, page 68 of the Arlington Land Records.

The motion was made by Keith Squires and seconded by Daniel Harvey to turn this highway into a trail, and so voted by all.

Highway #30: This road is known as Mrs. Bryces road, is entirely within her property lines, is classified as a class 4, untraveled road on the 1986 Vermont General Highway, Town of Arlington highway map. This highway measures .32 miles. The motion was made by Lawrence Molloy to discontinue highway #30. The motion was seconded by Keith Squires and so voted by all in favor of the motion.

Are There Other Highways that We Want to Reclassify this Year? There are others (Butternut Gutter, Shaftsbury Hollow, a road off from Maple Hill Road and Benedict Hollow) but no action was taken as to whether or not to be reclassified this year.

Keith Squires asked if anyone knew as to whether or not it was a requirement that these roads that have reclassified to a trail, must they be signed indicating that they are trails? Gene knew nothing in the statutes regarding this, he thought perhaps that Alden Grout might know. Keith said that if signs were not put up indicating that these roads are now trails and that the town no longer maintains the road, travel at your own risk etc. If these newly created trails are not signed then Keith said that he would like to see a legal notice put into the Bennington Banner stating that the Town of Arlington is no longer responsible for the maintenance of these former highways nor liable for any one traveling on them. Clarence Curtis suggested that we wait until all the roads that are to be reclassified or already have been reclassified this year before having a legal notice put into the Banner. It was determined that next meeting a decision would be made as to whether or not more highways would be reclassified this year.

bridge #25: A letter dated August 30, 1989, from the State of Vermont Agency of Transportation and signed by Warren Tripp was read. This bridge is scheduled to be replaced in 1990 or 1991. In effect the letter says that scuba divers have found that the abutment to this bridge is undermined as much as 1 foot below the footing and as much as 6 feet in under the footing. This abutment needs to be stabilized with a concrete sub-footing and the completed repair should be protected by placing stone fill or riprap against the face of this abutment. The bridge is owned by the Town and failure to follow recommendations on the necessary repairs may make the town ineligible for Federal funding on any Town bridge work.

Clarence said that he had talked with Joe Talbot today and said that he got no where with Joe. He said that if there were objections to the letter that he should call Warren Tripp and Clarence said that he would do that tomorrow. Joe Talbot did say that there were two alternative, one to close the bridge and the other is to do the recommended work on it for about \$30,000.

Keith suggested a temporary structure, or limiting the bridge to passenger cars only.

Adjournment: This took place at 9:18 P.M.

Minutes for this meeting were taken by Millicent Cross. The meeting was also taped and the tapes are available for anyone wishing to learn greater detail of the meeting.

*Keith Squires*

BOARD OF SELECTMEN

TOWN OF ARLINGTON  
ARLINGTON, VERMONT 05250

TELEPHONE 375-6474

September 25, 1989

TO: Persons owning or interested in lands through which the highways listed below pass.

RE: Reclassifications of some Town Highways.

At our Selectmen's meeting of September 18, 1989 the minutes for the Site Inspection and Public Hearing, held on September 2, 1989 for the reclassification of the following highways for the good, necessity and convenience of the inhabitants of the town of Arlington were accepted. These are highways reclassified:

<u>HIGHWAY</u>	<u>CLASSIFICATION AS OF SEPTEMBER 5, 1</u>
#26	From .20 miles of Class 3 and .33 miles of class 4 to .53 miles as a discontinued highway.
Not numbered but commencing at the boundary line of School Lot #14 and Glebe Lot #19 and extending northeasterly .37 miles to the easterly boundary of Glebe Lot #19.	As a discontinued highway
✓ Buck Road	As a trail.
Arnold Road	As a discontinued highway.
Bates Road, #27	As a trail.
#30	As a discontinued highway
This unnumbered highway begins at the boundary line of School Lot #14 and Glebe Lot #19 and extends westerly .11 miles and thence northerly for 1.01 miles.	As a trail.

Sincerely,

*Clarence S. Curtis*  
m.c.

Clarence S. Curtis, Chairman  
Board of Selectmen



LT-7  
1.12 mi

**NOTICE OF HEARING**  
ON RECLASSIFICATION OF A HIGHWAY  
BOARD OF SELECTMEN, ARLINGTON, VERMONT

THE SELECTMEN OF THE TOWN OF ARLINGTON HEREBY GIVE NOTICE TO THE PERSONS NAMED BELOW AS OWNERS OR PERSONS INTERESTED IN LAND AND RIGHTS THAT MAY BE AFFECTED BY A DECISION OF SAID SELECTMEN, ACTING ON A MOTION OF THE BOARD OF SELECTMEN TO CHANGE THE CLASSIFICATION OF A TOWN HIGHWAY.

THE MOTION ASKS THAT A PORTION OF TOWN HIGHWAY AS LAID OUT BY THE SELECTMEN OF THE TOWN OF ARLINGTON IN APRIL 1794 AND RECORDED ON MARCH 25, 1807, IN BOOK 5, PAGE 68, OF THE ARLINGTON LAND RECORDS BE CLASSIFIED AS A TRAIL.

THE SELECTMEN WILL MEET ON 09/02, 1989, AT 9:00 A.M. IN THE ARLINGTON TOWN HALL TO CONDUCT A SITE INSPECTION OF THE HIGHWAY, AND THEN MET AT THE SELECTMEN'S OFFICE AT 1:30 P.M., 1989, TO CONDUCT A HEARING ON THE CLASSIFICATION OF SAID HIGHWAY.

AS REQUIRED BY LAW, NOTICE OF THIS SITE INSPECTION AND HEARING IS BEING PROVIDED BY CERTIFIED MAIL TO EACH PERSON OWNING OR HAVING AN INTEREST IN LANDS THROUGH WHICH THE HIGHWAY PASSES, AS LISTED BELOW, AS WELL AS THE ARLINGTON PLANNING COMMISSION. A COPY IS TO BE POSTED IN THE OFFICE OF THE ARLINGTON TOWN CLERK, AND PUBLISHED IN A LOCAL NEWSPAPER OF GENERAL CIRCULATION IN THE AREA, NAMELY, THE BENNINGTON BANNER, NOT LESS THAN 10 DAYS BEFORE THE DATE SET FOR THE HEARING.

THE MOTION AND OTHER PERTINENT INFORMATION RELATIVE TO THE PROPOSED RECLASSIFICATION OF THE HIGHWAY IS AVAILABLE FOR PUBLIC INSPECTION AND COPYING IN THE OFFICE OF THE ARLINGTON TOWN CLERK DURING REGULAR BUSINESS HOURS.

THE PORTION OF THE HIGHWAY PROPOSED FOR RECLASSIFICATION TO A TRAIL COMMENCES AT THE BOUNDARY LINE OF SCHOOL LOT #14 AND GLEBE LOT #19 AND EXTENDS WESTERLY .11 MILES AND THENCE NORTHERLY FOR 1.01 MILES.

THE FOLLOWING PERSONS ARE HEREBY NOTIFIED OF THE PUBLIC HEARING:  
ARLINGTON PLANNING COMMISSION

- JOSEPHINE BRYCE
- GRAEME PARRISH
- J. SEVERSON
- J. BLOOM
- W.C. COWEE, INC.

*SCHOOL NOT ROAD  
TO A TRAIL  
LENGTH 0.11 miles*

*(LT-1a S. Moulton 4/23/07)  
0.11 + 1.01 = 1.12 miles*

ARLINGTON BOARD OF SELECTMEN

*acuti*  
CLARENCE S. CURTIS, CHAIRMAN

*Clarence S. Curtis*  
KEITH SQUIRES

*Lawrence Molloy*  
LAWRENCE MOLLOY

*Daniel M. Harvey*  
DANIEL HARVEY

*Richard A. King*  
RICHARD KING

DATED THIS JULY 24, 1989  
ARLINGTON, VERMONT

AGENDA FOR BOARD OF SELECTMEN'S MEETING

Office of Selectmen  
September 5, 1989  
7:00 P.M.

- I. Meeting called to order.
- II. Minutes of the August 21, 1989 meeting read and adopted.  
(Pg. 1-4)
- III. Highway report.
- IV. Old business:
  1. Discussion in regard to Hale Co. and the CDOP grant.
  2. Progress report on the right-of-way for Raven Rock Road.
  3. Discussion with Roy Crofut regarding the Green in West Arlington. (Pg. 5)
  4. Reminder of the National Register of Historic Places meeting, September 7, 1989, at the Community House, 7:30 P.M.
  5. Decision on change of retirement system for employees.
  6. Update on the above ground storage tanks for fuel.
  7. Update on the possible purchase of a dump truck for the town.
  8. Other business.
- V. New business:
  1. Decision to be made on the reclassification of some town highways (Site inspection and public hearing held on September 2, 1989).
    - B) What other town highways will be warned for reclassification?
  2. Other Business.
- VI. Adjournment.

MINUTES FOR BOARD OF SELECTMEN'S MEETING

Office of Selectmen  
September 5, 1989  
7:00 P.M.

Selectmen Present: Clarence Curtis, Keith Squires, Richard King (late), Daniel Harvey and Lawrence Molloy.

Public Present: Mr. & Mrs. F. Kostenblatt, Quenel Mauntafray, Roy Crofut, Harry Pickering, Robert Ebling, Pat Moulton, Joe O'Dea,

Meeting Opens: The meeting was called to order at 7:12 P.M. by Clarence Curtis.

Minutes of the August 21, 1989 Board of Selectmen's Meeting: The minutes for this meeting were read by each Selectman. The motion was made by Keith Squires to accept the minutes as printed. The motion was seconded by Dan Harvey and so voted by all favoring the motion.

Highway Report: Gene Hoyt reported that the rope at the Covered Bridge in West Arlington has been removed, that the wire put into the bridge interior last year is still in tact and one board has been removed from the exterior of the bridge.

Gene said that he had called Montpelier today in regard to the request for a permit to put in above ground storage gasoline and diesel fuel tanks at the town garage. A decision has been made but Gene could get no answer as to what the decision is but it is expected that a letter will be forthcoming within the next few days.

Gene also called LaFayette & Sheldon regarding the guard railing for the Chippenhook Bridge. He was not able to get information as to when its installation might begin.

The grader is expected to be repaired by tomorrow afternoon. Gene is to be notified by the repair company and he will have to arrange to have it transported back to Arlington. He said that he had them put in a couple of new seals and a wheel checked, in addition to the major repair.

Gene said that he had not yet been able to talk with Ross about a bid on a new dump truck but Ross is supposed to get in touch with him within the next day or so. Keith explained that so far there are only two bids and he really wants to get a third. It was determined to sit on this until the next meeting and to make a decision at that time with or without a third bid. An order placed today probably would not be delivered prior to December.

Gene reported that the drainage project on the East Arlington Road is coming along nicely. The two sections by Buck Hill Road are done and today the road crew put in the section by the Inez Smith house and tomorrow the plans are to pour the top between these two and toward the end of the week he expects to get to the other two on the other side.

Clarence Curtis asked about the promised sidewalks and Gene explained that the sidewalks are a part of the deal. The drainage needs to be corrected first, this followed by the sidewalk. Whitcomb has been asked to give a price for paving the section prepared last year, Beaudoin will be asked, as will Pike and when the three bids are in the paving job will be let. The portion prepared this year or at least a part of that prepared this year will be paved next year, depending upon the amount of money available, said Keith Squires.

#### Old Business:

Discussion with Roy Crofut Regarding the Green in West Arlington: Roy Crofut was present at the request of the Board of Selectmen to give his version of happenings on the "Green". (The other side was presented last week by Mrs. Anne Weber and Mrs. Tom Williams.)

Clarence Curtis asked of Roy "who owns the property?" Roy explained that the Grange owns the property, not all the way to the River but in back of the Grange Hall and in back of the Church all the way up to River Road. The Church owns in front of that and the Church owns the section down by the River.

Clarence asked how the Church and Grange get along? Roy asked to explain first that the Grange has several obligations. He says that the Grange keeps the lawn mowed, pay for weekly garbage removal, likes to keep it looking neat, paid \$2,600.00 this summer to reroof the pavillion and now owe \$300.00 in taxes. He said that about \$60.00 per week comes in from Bingo and that it is necessary to rent out the pavillion in order to get monies to pay for these things, but at the same time he would like to get along with the neighbors. He said that he rents to parties and wedding parties of reputable people. But once this summer he rented to a wedding reception of about 200 people, one of the biggest ever rented to and that was no Sunday school picnic. Unfortunately the people working Bingo that night did not turn the lights off at eleven o'clock, as is the custom, and apparently the reception continued on. Roy said that he apologized to the neighbors and the lights are not likely to be left on again.

He said that the State police have been called a couple of times because of a couple of scuffles. The State police suggested to Roy that on behalf of the Grange there be some curfew signs put up stating that everyone should be out of there by ten o'clock at night. Roy has had some of these signs printed up and will put them up next spring when the rental season for the platform begins. He expects that there are only a couple more activities scheduled for this fall.

Roy also recommended that those who complain call Charlie Farrell, 2nd Constable, and he lives just over the bridge.

Roy says that when the platform is rented out there are bathroom facilities in the Grange Hall. The Grange is not responsible for any Sunday activities at the platform.

Clarence Curtis asked if the Grange does anything about policing? Roy said "No". He does not think that policing is necessary. Keith Squires suggested that if another large event of a couple of hundred or so is scheduled then maybe Roy should think about having a sheriff present for such events.

Reminder of the National Register of Historical Places Meeting,  
September 7, 1988 at the Community House 7:30 P.M.

Decision on Change of Retirement System for Employees: After looking over a cost analysis of the difference between the cost of Plan A and Plan B, Vt. Municipal Employee Retirement System for 1990 and an anticipated salary increase for the four regularly employed employees of the town (Gene Hoyt, Robert Thompson, Kevin Keough and Millicent Cross) a decision was made. The motion was made by Keith Squires to upgrade the Municipal Employee Retirement System from Plan A to Plan B. This was seconded by Larry Molloy and all voted in favor of the motion.

Update on the Above Ground Storage Tanks for the Fuel: This was taken care of during the highway report.

Update on the Possible Purchase of a Dump Truck for the Town: This was taken care of during the earlier highway report.

George Novotny's Road Request: At an earlier meeting Mr. Novotny requested that the town take over a road which he has extended from town highway #34.

Keith Squires said that he and Gene Hoyt had met with George and Rard Novotny recently, looked over the road and discussed it. A portion of the road that George would like taken over has a grade measuring from 15-18 degrees in a constant 740' uphill stretch. The distance of the 18% is about 230-240'.

Keith says that George's biggest argument is that Wilcox Road, with a 15 degree slope was taken over by the town but that this does not necessarily mean that the town has to make the same mistake twice.

Keith said that George wants a letter from the Selectmen stating what it is that they will require him to do to the highway in question before the Town will accept the road.

Keith said that he would suggest the following:

1. The turn around needs to be enlarged and flattened out to measure at least 70-75' in diameter.
2. To improve the drainage with at least two culverts, one culvert installed upgrade from the cul-de-sac and the other culvert about 200' below the first one.
3. The 18% grade needs to be cut down--probably he can't get it much below the 15% grade.

Clarence Curtis said that if George does these things and the town does take it over then the town is responsible for anything that might happen on it? Keith said that yes this would be true.

It was determined that Gene and Keith would get together and outline the contents of the letter to be written to Mr. Novotny.

Keith then asked if everyone is agreeable to leave it at the lower 15-16% grade? Clarence said that he felt that if George was willing to put the money into the project then he was willing to go along with the proposal.

Dan Harvey asked how long the present road is from River Road? It is .11 miles of Class 3 and .16 miles of class 4., about 3/4 of a mile.

Larry Molloy said that his concern is that of development above the present houses and if we accept this portion of the road, how are we not going to accept that for future development? No one was able to

Give an accurate answer to this. Larry said that reluctantly he could go along with the proposal.  
Gene said that even though he was not a Selectman he could easily say "no".

Harvey said that he felt that if George does as the letter states that he could accept the variance, but inspection of the road would be necessary before the town would accept it.  
Keith Squires feels that he can go along, as long as George does what is suggested in the letter to be outlined by he and Gene.

Tape Recorder Needed: The motion was made by Dan Harvey and seconded by Keith Squires to buy a new tape recorder and to give Marlene Rodenburg a reasonable amount of money for her tape recorder that we have used for nothing for eight years and it has now died. The motion was passed by all agreeing.  
There is still left in the equipment budget about \$420.00. The new tape recorder should be portable said Keith Squires.  
It appears that some inquiries as to types available and prices will be looked into for the purchase of a new tape recorder (As quickly as possible.)

Discussion with Hale Company and the CDDP Project:  
Patricia Moulton of BCIC was present and told the Board and Mr. Ebbetts of Hale Company that one of the many things that one must go through when getting a grant and before you can get the money is the environmental review record. Basically the activity falls into one of three categories: 1. Exempt and therefore does not need an environmental review. 2. It may be excluded, meaning there is no significant effect on the human environment. 3. An environmental assessment, which means going through all of the environmental aspects of the project. She said it is up to the town and the administrator (BCIC) to determine into which area the project falls. Pat said for her review she determined that the project falls into category #2 (that it be excluded from an environmental impact statement.) She said that the reason that she assumes this category would apply is that this projects purpose is to provide a loan to Hale Company for the purchase of working and operating capital for the company.  
This environmental review record will now go up to the State as soon as possible. Patricia Moulton will confirm this with the State that the categorically excluded designation is correct. She will put the notice in the paper and get this process underway. Ms. Moulton said that technically and if there are no delays then the monies should be released 21 days from tonight.

The motion was made by Keith Squires to have Clarence Curtis act as the certifying officer on behalf of the town for the environmental review. The motion was seconded by Daniel Harvey and so voted with no opposing votes.

The loan agreement for the payback by Hale Company to the Town of Arlington (\$195,000) and B.C.I.C. (\$5,000 for administration) for a \$200,000 Vermont Community Grant was discussed. It was generally determined that the payback by Hale Company would be over a seven year period at an interest rate of 4%. A third security interest in inventory and receivables would most likely fall to Arlington should there be a default in the company.

contract between the Town of Arlington and BCIC for administration only was discussed but not yet signed by the Board of Selectmen.

A motion was made by Daniel Harvey to authorize Clarence Curtis to execute the loan agreement under terms and conditions presented, subject to meeting with Joe O'Dea to put a sealing on the subordination tomorrow. The motion was seconded by Lawrence Molloy and so voted by all Selectmen.

Hale Road: Mr. Ebbeling said that he had sent a note back in July regarding Hale Road and saw no reason that the Town should not take over. The correct procedure will have to be followed to take over a private road and to receive monies on it as a class three road.

Right of Way for Raven Rock Road: Mr. Montaufray was present as was O'Dea and who told Mr. Montaufray that the map previously presented to him was adequate and that the legal transaction would take place. The old section will be returned to Montaufray and the new section will go to the town. The new section will be top dressed as soon as the legal procedure is completed, hopefully before the snow falls.

#### New Business:

Decision to be made of the reclassification of some town highways (Site inspection and public hearing held on September 2, 1989):

Highway #26: The motion was made by Lawrence Molloy to reclassify .2 miles, class 3 of this highway and .33 miles, class 4 highway (a total of .53 miles) to be discontinued. The motion was seconded by Keith Squires and so voted by all favoring the motion.

Unnumbered highway: This highway commences at the boundary line of School lot #14 and Glebe lot #19 and extends northeasterly .37 miles to the easterly boundary of Glebe Lot #19. It is not classified on the Vermont General Highway Town of Arlington, dated 1986. The motion was made by Keith Squires and seconded by Lawrence Molloy to discontinue this highway. So voted by all Selectmen.

Buck Road: This highway is unidentified on the Vermont General Highway Map, Town of Arlington, dated 1986, but laid out by selectmen of Arlington on May 7, 1785 and recorded on March 7, 1799, in book 5, page 79 and also as laid out on May 11, 1826 and recorded on March 15, 1831 in book 8, page 84 of the Arlington Land Records. This highway extends from the River Road in West Arlington south and southwesterly 5,120 feet or about .95 miles. The motion was made by Keith Squires to turn 5,120 feet or about .95 miles of Buck Road into a trail. The motion was seconded by Lawrence Molloy. All Selectmen favored the motion and so carried.

Arnold Road: This highway is unidentified on the Vermont General Highway Map, Town of Arlington, dated 1986, but laid out by the Selectmen of Arlington on June 26, 1841 and recorded on July 18, 1842, in book 10, page 211 of the Arlington Land Records. This highway is not classified. This highway measures 6121.5 feet in length or about 1.16 miles. The motion was made by Keith Squires and seconded by Lawrence Molloy to discontinue this highway. So voted by all Selectmen agreeing to the motion and its second.

Highway #27, Bates Road: This is classified on the 1986 Vermont General Highway Map for the Town of Arlington as a class 4, untraveled highway. .47 miles in length but in 1785 was laid out as 1,680 feet (as nearly as we can tell). The motion was made by Lawrence Molloy to reclassify this highway to a trail. The motion was seconded by Keith Squires so voted by no opposing votes.

An unnumbered highway: The highway is not shown on the Vermont General Highway Map, Town of Arlington, dated 1986, and is unclassified. It commences at the boundary line of School Lot #14 and Glebe Lot #19 and extends westerly .11 miles and thence northerly for 1.01 miles. It was laid out by the Selectmen of the Town of Arlington in April 1794 and recorded on March 25, 1807, in book 5, page 68 of the Arlington Land Records. The motion was made by Keith Squires and seconded by Daniel Harvey to turn this highway into a trail, and so voted by all.

Highway #30: This road is known as Mrs. Bryces road, is entirely within her property lines, is classified as a class 4, untraveled road on the 1986 Vermont General Highway, Town of Arlington highway map. This highway measures .32 miles. The motion was made by Lawrence Molloy to discontinue highway #30. The motion was seconded by Keith Squires and so voted by all in favor of the motion.

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Keith Squires asked if anyone knew as to whether or not it was a requirement that these roads that have reclassified to a trail, must they be signed indicating that they are trails? Gene knew nothing on the statutes regarding this, he thought perhaps that Alden Grout might know. Keith said that if signs were not put up indicating that these roads are now trails and that the town no longer maintains the road, travel at your own risk etc. If these newly created trails are not signed then Keith said that he would like to see a legal notice put into the Bennington Banner stating that the Town of Arlington is no longer responsible for the maintenance of these former highways nor liable for any one traveling on them. Clarence Curtis suggested that we wait until all the roads that are to be reclassified or already have been reclassified this year before having a legal notice put into the Banner. It was determined that next meeting a decision would be made as to whether or not more highways would be reclassified this year.



Bridge #25: A letter dated August 30, 1989, from the State of Vermont Agency of Transportation and signed by Warren Tripp was read. This letter says that scuba divers have found that the abutment to this bridge is undermined as much as 1 foot below the footing and as much as 6 feet in under the footing. This abutment needs to be stabilized with a concrete sub-footing and the completed repair should be protected by placing stone fill or riprap against the face of this abutment. The bridge is owned by the Town and failure to follow recommendations on the necessary repairs may make the town ineligible for Federal funding on any Town bridge work.

Clarence said that he had talked with Joe Talbot today and said that he got no where with Joe. He said that if there were objections to the letter that he should call Warren Tripp and Clarence said that he would do that tomorrow. Joe Talbot did say that there were two alternatives, one to close the bridge and the other is to do the recommended work on it for about \$30,000. Keith suggested a temporary structure, or limiting the bridge to passenger cars only.

Adjournment: This took place at 9:18 P.M.

Minutes for this meeting were taken by Millicent Cross. The meeting was also taped and the tapes are available for anyone wishing to learn greater detail of the meeting.

*Keith Quises*  
Selectman

From Book 5, Page 68, Arlington Land Records

ARLINGTON APRIL 1794. IN THE SOUTHWEST PART OF ARLINGTON

THEN SURVEYED AND LAID OUT A HIGHWAY BEGINNING ON THE EAST LINE OF THE GLEBE ABOUT 9 RODS SOUTH OF THE NORTH EAST CORNER THEN WEST  $20^{\circ}$ SOUTH 20 RODS, THEN WEST  $15^{\circ}$ SOUTH 64 RODS, THEN WEST  $10^{\circ}$  NORTH 34 RODS TO WEST LINE OF THE GLEBE, THEN WEST  $20^{\circ}$  NORTH 36 RODS, THEN WEST 17 RODS TO MR. WRIGHT'S HOUSE ON THE SCHOOL LOT. NOW BEGINNING 17 RODS EAST OF MR. WRIGHT'S HOUSE AT A BIRCH TREE, THEN NORTH  $30^{\circ}$  EAST 50 RODS THAN NORTE  $45^{\circ}$  EAST 26 RODS THEN NORTH  $55^{\circ}$  EAST 36 RODS, THEN NORTH  $31^{\circ}$  WEST 56 RODS, THEN NORTH  $3^{\circ}$  WEST 42 RODS, THEN NORTH  $25^{\circ}$  WEST 94 RODS, THEN NORTH  $15^{\circ}$  WEST 20 RODS TO THE OLD ROAD BETWEEN ABEL BLOWERS AND THE WIDOW BLOWERS.

RECORDED MARCH 25, 1807  
LUTHER STONE, TOWN CLERK

SURVEYED AND LAID OUT BY US  
ROBERT BUCK, SURVEYOR

December the 11<sup>th</sup> 1798) Then surveyed and laid out a Highway in Arlington 68  
 beginning S. 1/2 of M<sup>r</sup>. Leonard's by the County Road the Lands down the river at  
 a heap of Stones by the road one rod and half from his to Leonard's road being 3 rods  
 wide one half taken from M<sup>r</sup>. Leonard's Land and one half from the Gov-  
 ernor's Land and the other half from S. Leonard's Lands. so long as it contin-  
 ues between them beginning at the water of the said heap Stones then running N.  
 18 E. 51 rods to a Poplar Bush then N. 27 W. 7 rods to a straight Oak Bush  
 marked then N. 77 E. 10 rods to a maple Bush marked then S. 33 E. 28 rods to a white  
 Oak Bush marked then S. 7 E. 16 rods to a white Oak tree marked then N. 51 E. 86 rods  
 to a Chestnut tree marked then S. 12 E. 126 rods to a white Oak tree marked  
 then E. 12 S. 7 rods to a Stake Stones to it then E. 36 S. 26 rods to a white Oak  
 stump then E. 54 N. 15 rods to a black Oak tree marked then E. 73 S. 36 rods  
 to a black Oak tree marked then E. 30 N. 26 rods to a birch Pole marked then E.  
 50 North 10 rods to a stump Pole marked then E. 13 S. 18 rods to a white Oak  
 tree marked then N. 13 E. 28 rods to John foot's corner a Stake and Stones then  
 S. 72 E. 29 rods to a heap of Stones in Andrew Hardsley's Land N. of John foot's  
 then E. 21 N. 26 rods through a corner of Esq<sup>r</sup>. Pettibone's Land & the County  
 road S. of his house.

March 7<sup>th</sup> 1799  
 Received for Record  
 Wm. C. Collins J. Clerk

Surveyed by me James Hard  
 of Adack Road }  
 Nathan Campbell } Selectmen

Arlington April 1798. on the southeast part of Arlington  
 Then surveyed and laid out a Highway beginning on the east Line  
 of the Globe about nine rods south of the Northeast corner thence West  
 20 South 12 rods thence west 15 South 6 rods thence west 15 North 3 rods  
 to east Line of the Globe thence west 20 North 3 rods thence west 17 rods  
 to the Wright's House on the School Lot thence beginning 17 rods East of the  
 Wright's House at a birch tree thence North 30 E 50 thence N. 45 E 6  
 N thence N. 55 E 36 thence N. 31 W 56 thence S 38 W 28 thence N.  
 25 W 96 thence S 15 W 20 to the old Road between Abel Blosser  
 and the Widow Blosser. Surveyed and Laid out by us

Recorded March 25<sup>th</sup> 1807  
 Luther Stone Town Clerk

Robert Bruce Senior

A Survey of the Highway to the Summit and the Summit Yard beginning  
 on the E. side of Summit Lake upon a Stake and Stones on the S.  
 side of the Summit West thence N. 35 E. 11 rods to a Pine Tree and Stone  
 as thence S. 17 rods and to a Stake and Stone then E. 36 S. 12 rods to  
 the corner of the Hill thence a heap of Stones and a Stake then E. 12 S. 16 rods  
 to a Stake and Stone on the east side of the Pond then S. 18 E. 3  
 rods and a Stake and Stone then S. 15 W. 15 rods to a heap  
 of Stones on the Hill then West 37 S. 13 rods to a Stake and Stone  
 then thence S. 21 W. 10 rods to a Stake and Stone on the S. side  
 of the Summit road the road to be 12 rods wide

Received for Record  
 this 31<sup>st</sup> May 1798  
 Wm. C. Collins J. Clerk

James Hard

NOTICE OF HEARING  
OF RECLASSIFICATION OF A HIGHWAY  
BOARD OF SELECTMEN, ARLINGTON, VERMONT

LT-4  
0.95 mi

THE SELECTMEN OF THE TOWN OF ARLINGTON HEREBY GIVE NOTICE TO THE PERSONS NAMED BELOW AS OWNERS OR PERSONS INTERESTED IN LAND AND RIGHT THAT MAY BE AFFECTED BY A DECISION OF SAID SELECTMEN, ACTING ON A MOTION OF THE BOARD OF SELECTMEN TO THE CLASSIFICATION OF A TOWN HIGHWAY.

THIS MOTION ASKS THAT THE TOWN HIGHWAY, KNOWN AS **BUCK ROAD**, UNIDENTIFIED ON THE VERMONT GENERAL HIGHWAY MAP, TOWN OF ARLINGTON, DATED 1986, BUT LAID OUT BY THE SELECTMEN OF ARLINGTON ON MAY 7, 1785 AND RECORDED ON MARCH 7, 1799, IN BOOK 5, PAGE 79 AND ALSO AS LAID OUT ON MAY 11, 1826 AND RECORDED ON MARCH 15, 1827, IN BOOK 8, PAGE 64 OF THE ARLINGTON LAND RECORDS, BE CLASSIFIED AS A TRAIL.

THE SELECTMEN WILL MEET ON SEPTEMBER 2, 1989 AT 9:00 A.M. IN THE ARLINGTON TOWN HALL TO CONDUCT A SITE INSPECTION OF THE HIGHWAY, AND AT 1:30 P.M. TO CONDUCT A HEARING ON THE CLASSIFICATION TO A TRAIL OF SAID HIGHWAY.

AS REQUIRED BY LAW, NOTICE OF THIS SITE INSPECTION AND HEARING IS BEING PROVIDED BY CERTIFIED MAIL TO EACH PERSON OWNING OR HAVING AN INTEREST IN LANDS THROUGH WHICH THE HIGHWAY PASSES, AS LISTED BELOW, IN THE OFFICE OF THE ARLINGTON TOWN CLERK, AND PUBLISHED IN A LOCAL NEWSPAPER OF GENERAL CIRCULATION IN THE AREA, NAMELY THE BENNINGTON BANNER, NOT LESS THAN 10 DAYS BEFORE THE DATE SET FOR THE HEARING.

THE MOTION AND OTHER PERTINENT INFORMATION RELATIVE TO THE PROPOSED CLASSIFICATION OF THE HIGHWAY IS AVAILABLE FOR PUBLIC INSPECTION AND COPYING IN THE OFFICE OF THE ARLINGTON TOWN CLERK DURING REGULAR BUSINESS HOURS.

THE HIGHWAY PROPOSED TO BE CLASSIFIED AS A TRAIL COMMENCES AT THE RIVER ROAD IN WEST ARLINGTON, AND THEN EXTENDS **0.95 MILES** IN SOUTH SOUTHWESTERLY DIRECTION TO THE MURRAY HOLLOW ROAD.

THE FOLLOWING PERSONS ARE HEREBY NOTIFIED OF THE PUBLIC HEARING:  
W.J. COWEE, INC. ROY CROFUT URI & MARIE LAVY  
ALFRED & ELAINE KOSTENBLATT CHARLES BUZZELL FRANCIS & CELIA CONRO  
ALFRED & SUSAN PELLICANE WM. & DALE BROWN  
REGINALD & JEAN TSHORN DONALD & BRIDGET PIERCE  
RUTH O'HARA & DOROTHEA, ALBERT & WILLIAM WALSH  
ARLINGTON PLANNING COMMISSION

ARLINGTON BOARD OF SELECTMEN  
Clarence Curtis CLARENCE CURTIS, CHAIRMAN Keith Squires KEITH SQUIRES Lawrence Molloy LAWRENCE MOLLOY  
Richard A. King RICHARD KING Daniel M. Harvey DANIEL HARVEY

DATED THIS July 24 1989 ARLINGTON, VERMONT

**LT-4** ON NOVEMBER 2006 MAP

MINUTES FOR BOARD OF SELECTMEN'S MEETING

Office of Selectmen  
September 5, 1989  
7:00 P.M.

Selectmen Present: Clarence Curtis, Keith Squires, Richard King (late), Daniel Harvey and Lawrence Molloy.

Public Present: Mr. & Mrs. F. Kostenblatt, Quenel Mauntafray, Roy Crofut, Harry Pickering, Robert Ebling, Pat Moulton, Joe O'Dea,

Meeting Opens: The meeting was called to order at 7:12 P.M. by Clarence Curtis.

Minutes of the August 21, 1989 Board of Selectmen's Meeting: The minutes for this meeting were read by each Selectman. The motion was made by Keith Squires to accept the minutes as printed. The motion was seconded by Dan Harvey and so voted by all favoring the motion.

Highway Report: Gene Hoyt reported that the rope at the Covered Bridge in West Arlington has been removed, that the wire put into the bridge interior last year is still in tact and one board has been removed from the exterior of the bridge.

Gene said that he had called Montpelier today in regard to the request for a permit to put in above ground storage gasoline and diesel fuel tanks at the town garage. A decision has been made but Gene could get no answer as to what the decision is but it is expected that a letter will be forthcoming within the next few days.

Gene also called LaFayette & Sheldon regarding the guard railing for the Chippenhook Bridge. He was not able to get information as to when its installation might begin.

The grader is expected to be repaired by tomorrow afternoon, Gene is to be notified by the repair company and he will have to arrange to have it transported back to Arlington. He said that he had them put in a couple of new seals and a wheel checked, in addition to the major repair.

Gene said that he had not yet been able to talk with Ross about a bid on a new dump truck but Ross is supposed to get in touch with him within the next day or so. Keith explained that so far there are only two bids and he really wants to get a third. It was determined to sit on this until the next meeting and to make a decision at that time with or without a third bid. An order placed today probably would not be delivered prior to December.

Gene reported that the drainage project on the East Arlington Road is coming along nicely. The two sections by Buck Hill Road are done and today the road crew put in the section by the Inez Smith house and tomorrow the plans are to pour the top between these two and toward the end of the week he expects to get to the other two on the other side.

A contract between the Town of Arlington and BCIC for administration only was discussed but not yet signed by the Board of Selectmen.

A motion was made by Daniel Harvey to authorize Clarence Curtis to execute the loan agreement under terms and conditions presented, subject to meeting with Joe O'Dea to put a sealing on the subordination tomorrow. The motion was seconded by Lawrence Molloy and so voted by all Selectmen.

Hale Road: Mr. Ebbling said that he had sent a note back in July regarding Hale Road and saw no reason that the Town should not take it over. The correct procedure will have to be followed to take over this private road and to receive monies on it as a class three road.

Right of Way for Raven Rock Road: Mr. Montaufray was present as was Joe O'Dea and who told Mr. Montaufray that the map previously presented to him was adequate and that the legal transaction would take place. The old section will be returned to Montaufray and the new section will go to the town. The new section will be top dressed as soon as the legal procedure is completed, hopefully before the snow falls.

#### New Business:

Decision to be made of the reclassification of some town highways (Site inspection and public hearing held on September 2, 1989):

Highway #26: The motion was made by Lawrence Molloy to reclassify .20 miles, class 3 of this highway and .33 miles, class 4 highway (a total of .53 miles) to be discontinued. The motion was seconded by Keith Squires and so voted by all favoring the motion.

An unnumbered highway: This highway commences at the boundary line of School lot #14 and Glebe lot #19 and extends northeasterly .37 miles to the easterly boundary of Glebe Lot #19. It is not classified on the Vermont General Highway Town of Arlington, dated 1986. The motion was made by Keith Squires and seconded by Lawrence Molloy to discontinue this highway. So voted by all Selectmen.

✓ Buck Road: This highway is unidentified on the Vermont General Highway Map, Town of Arlington, dated 1986, but laid out by selectmen of Arlington on May 7, 1785 and recorded on March 7, 1799, in book 5, page 79 and also as laid out on May 11, 1826 and recorded on March 15, 1827, in book 8, page 64 of the Arlington Land Records. This highway extends from the River Road in West Arlington south and southwesterly 5,120 feet or about .95 miles. The motion was made by Keith Squires to turn 5,120 feet or about .95 miles of Buck Road into a trail. The motion was seconded by Lawrence Molloy. All Selectmen favored the motion and so carried.

HIGHWAY SITE INSPECTION AND PUBLIC HEARING FOR HIGHWAYS: BUTTERNUT GUTTER (TO BOTH THE SHAFTSBURY & SUNDERLAND TOWN LINES), SHAFTSBURY HOLLOW ROAD, MULLIGAN'S ROAD (OFF MAPLE HILL), HOLTZMAN ROAD (OFF FROM RED MT. ROAD), AND THE HIGHWAY FROM THE SANDGATE LINE TO GLEBE EAST, TO THE RED MOUNTAIN ROAD.

Arlington Town Hall

November 4, 1989

9:00 A.M.

Selectmen Lawrence Molloy, Keith Squires and Daniel Harvey met at the Arlington Town Hall to begin the Site Inspection. Going with them were Gene Hoyt, former highway foreman and present highway foreman, Robert Thompson. Their first stop was to Butternut Gutter where observations of the two roads were made. Freeman Grout, his two sons and Mr. Jerry Krome (Beaver Valley) were present and all seemed in favor of making a trail of that portion of the highway described in the notice of reclassification.

The second spot to be walked was the road leading off from Maple Hill to the Dorothy Mulligan property. No one present at this site inspection seemed to object to the discontinuance of this highway.

Following the visit to the Mulligan property the group went to that portion of the Shaftsbury Hollow Road that is in Arlington. This is a long drive from the center of town and a long walk .94 miles when one gets to that portion of the road that is in Arlington. There was no one present at the site inspection who seemed to object to the written proposal made by the Board of Selectmen for the discontinuance of the .94 miles of this road that is in Arlington.

Highway #17 (The Holtzman Road on Red Mountain): This was walked by the Selectmen and highway crew members present. There were none at the site inspection who contested the proposal of discontinuance but it appeared that the length of discontinuance may require this highway to be rewarned for another hearing as there appears that difficulty in turning equipment around at the end of the road may exist.

Sandgate Line to Glebe East Line to Red Mt. Road: This was the final site inspected and the meeting was ajourned until this afternoon at 2:30 in the Town Hall when the Public Hearing will take place.

LT-5 Nov. 2006 MAP  
TRAIL 0.41 MILES

PUBLIC HEARING

Town Hall  
November 4, 1989  
2:30 P.M.

SELECTMEN PRESENT: Clarence Curtis, Keith Squires, Daniel Harvey

PUBLIC PRESENT: Gene Hoyt, Dorothy Mulligan, Traci Mulligan, Charles Kieweg for W.J. Cowee, Inc., Freeman Grout, Grace Hitchcock, Phyllis Towne, Marie & Frank Finch, Virginia and John Calnan, Qwenal Montaufray.

This hearing was called to order by Clarence Curtis, Chairman of the Board of Selectmen. He said that the purpose of this hearing is to determine whether or not various highways are to be discontinued, made into trails or left as they now exist. He said that Lawrence Molloy, Keith Squires and Daniel Harvey, Selectmen, had walked the highways under discussion this morning.

The first highway reclassification to be discussed is:

A Portion of a highway known as the Shaftsbury Hollow Road, is not identified on the State Highway General Highway Map for the Town of Arlington, 1986, but is recorded in book 5 page 73 and recorded on May 28, 1801. This road is in Shaftsbury Hollow and is located entirely on the Rybka property. The notice for reclassification said "To be classified as a discontinued highway". There were no objections from any of those in attendance to this being carried out.

The next highway under discussion is unidentified on the State Highway General Highway Map for the Town of Arlington, dated 1986 but is recorded in Book 1, page 165 in the Arlington Town Records. There are two roads here that will be discussed. One commences at the southerly terminus of Butternut Gutter and extends in a south south easterly direction .10 miles and then in an easterly direction approximately .31 miles to the Sunderland Town Line. The warning indicates that this portion of Butternut Gutter become a Trail. The other portion of the road commences at a point approximately .175 miles northeasterly of the southerly terminus of Butternut Gutter, and extends in a general southerly direction .817 miles to the Shaftsbury Town Line. It is also proposed that this portion of the highway become a trail. This portion of the highway is recorded in Arlington town Records, book 5 page 80, and recorded on August 25, 1798.

It was asked what the alternatives were to it becoming a trail? Keith Squires said that they could become discontinued highways.

A letter from Gerald Kron, President of Beaver Valley Inc., dated Nov. 3, 1989, was made available. The letter stated that Beaver Valley "does not currently expect or request any change to the service provided it by the Town through this ROW, nor does it wish to alter its current presence in the area."

It appears that no one present felt that there was a real objection to either of the portions of Butternut Gutter, under study, becoming trails as indicated in the warning notice of the hearing on the reclassification of this highway.



The next highway to be discussed was that commonly known as the road leading to Mrs. Dorothy Mulligans, off from Maple Hill road. This was laid out on November 24, 1789, and recorded on December 10, 1789, in Book 5 page 74 of the town land records. The notice of the hearing proposes that this highway become a discontinued highway. No one seemed to voice any objection to this.

The highway next discussed was that one unidentified on the Vt. General Highway Map, town of Arlington, dated 1886, but laid out by the Selectmen on May 24, 1817 and recorded on November 25, 1817, in book 6 page 204 of the Arlington Land records. Today's selectmen recommend that this highway be discontinued. The highway proposed to be discontinued commences at the Arlington-Sandgate town line, runs southwesterly .15 miles to the easterly boundary of Glebe Lot #17, and thence in a general southerly and easterly direction for 1.22 miles to Red Mountain Road.

Keith Squires explained that basically it is a road that has been used only for logging over the years and now portions of it it can barely be seen on the ground. A spokesman for Cowee Lumber Company was present and said that he was opposed to this becoming a discontinued highway unless there was access to Cowee Lumber Company property. It appears there is other access. It was determined that this question will be settled later. Cowee Company will be writing the Town of Arlington a letter stating what they want as far as a road goes. Keith Squires suggested that the other residents of this road, get together and write to the Board of Selectmen saying what they want done to the road described in the notice of the hearing.

Highway #17, Class 4, .30 miles in length, and identified on the 1986 Vermont General Highway map, Town of Arlington is listed in the hearing of today to become a discontinued highway. Keith Squires said that from a town's point of view it appears best to drop it for today and redue it for reclassification another day. It now appears that it would be an advantage to the town for the road to end a bit differently than described in this notice for a public hearing. It would be difficult for town equipment to turn around in the limits as proposed in this hearing notice.

The minutes for the Site Inspection and Public Hearing were written up, by Millicent Cross, from tapes recording the site inspection and the hearing. These are available for those wishing greater detail of the site inspection and hearing.

MINUTES FOR BOARD OF SELECTMEN'S MEETING

Office of Selectmen

November 13, 1989

7:00 P.M.

Selectmen Present: Clarence Curtis, Keith Squires, Lawrence Molloy and Daniel Harvey.

Public Present: David Leland, Grace Hitchcock, Phyllis Towne, Donald Towne, Philip Webb, Jerry & Jim Kroan, Peter & Chris Woodard, Carol Mattison, Dorothy and Traci Mulligan, Richard Lacy and Robert Thompson.

Meeting Called to Order: This was done by Clarence Curtis at 7:09 P.M.

Minutes for the Board of Selectmen's Meeting, October 30, 1989: The minutes for this meeting were read by each Selectman present. The motion was made by Lawrence Molloy to accept the minutes as printed. This motion was seconded by Daniel Harvey. All Selectmen voted approval of the motion.

Minutes for the Public Hearing on the Reclassification of some Highways, Held November 4, 1989: The minutes for this meeting were read by each Selectman. The motion was made by Keith Squires to accept these minutes as printed. This motion was seconded by Daniel Harvey and approval of the motion was given by all Selectmen.

Highway Report: Robert Thompson, highway foreman was present and reported that since the last meeting regular highway maintenance has been carried out by scraping the roads, preparing for the winter road care, drawing in some gravel, etc.

Robert is on vacation this week but he assured the Board that there was plenty for the remaining two workers to keep them selves busy with the continued scraping of the road, brush cutting, equipment maintenance, etc.

Larry reported that residents of Tory Lane said that they were happy with the maintenance of that town highway.

It was reported by Keith that the accidental spill of a small amount of fuel oil, at the town garage was reported to the Hazardous Waste Department, the correct procedures used in its clean up and assistance was provided by Mack Molding.

OLD BUSINESS:

Reclassification of some Town Highways: Notification by Certified Mail to property owners, site inspection and public hearing for the reclassification of the following highways were carried out and tonight decisions were made for the reclassification of the following highways:

Shaftsbury Hollow Road:(A portion of) This highway was laid out by the Selectmen of Arlington and Recorded on May 28, 1801 in the Arlington Town Records, Book 5, page 73. The motion was made by Keith Squires to discontinue that portion of said highway that commences at a point just westerly of where Little White Creek intersects the Arlington-Shaftsbury boundary, and then runs in a northerly direction 0.94 miles. He said, this portion of the highway is all within the property lines of that owned by Boris Rybka. The motion was seconded by Lawrence Molloy. All Selectmen voted in favor of the motion.

Butternut Gutter to Sunderland Line: The motion was made by Keith Squires to classify as a trail the portion of a highway laid out by the Selectmen of Arlington on June 15, 1798 and recorded on August 25, 1798 in the Arlington Town Records, Book 5, page 80, commencing at the southerly terminus of Butternut Gutter and extending in a south south easterly direction 0.10 miles and then in an easterly direction approximately 0.31 miles to the Sunderland town line. This motion was seconded by Daniel Harvey. All selectmen approved the motion.

Butternut Gutter to Shaftsbury Line: This highway proposed to become a trail commences at a point apporoximately 0.75 miles northeasterly of the southerly terminus of Butternut Gutter, and extends in a general southerly direction 0.817 miles to the Shaftsbury town line. This highway was laid out by the Selectmen of Arlington and recorded on June 3, 1784, in the town land records, book 1, page 165.

David Leland, Dorothy Mulligan and Chris Woodard, all land owners along this highway, verbally expressed their preference to see this unclassified highway classified to a discontinued highway rather than to a trail. The public notice for a site inspection, public hearing and certified mail sent to landowners involved, stated that the classification would be to a trail. It was the determined by the Selectmen that, for now, this highway remain unclassified as is and at a later date the procedure for changing the classification of a highway would be repeated, this next time classifying this particular highway for a discontinued highway rather than a trail.

Dorothy Mulligan's Driveway (off from Maple Hill Road): This highway was laid out by the Selectmen of Arlington on November 24, 1789, and recorded on December 10, 1789, in the Arlington Town records, Book 5, page 74. The motion was made by Keith Squires to discontinue this highway that commences at a point about 0.4 miles northerly of the intersection of Maple Hill Road and the Arlington-Shaftsbury Town line, and runs in an easterly direction 0.26 miles. The motion was seconded by Lawrence Molloy and approved by all of the Selectmem.

Sandgate Line to Glebe East Line to Red Mountain Road: This highway was laid out by the Selectmen of Arlington on May 24, 1817, and recorded on November 25, 1817 in Book 6 Page 204 in the Arlington Land Records. The notice of hearing for the reclassification of this highway asked that it be classified as a discontinued highway. Letters from Arlington Industry and Cowee Lumber Co. indicated that they did not want the highway to be discontinued but preferred that this highway be classified as a trail. Letters from Virginia and John Calnan and from Frank and Marie Finch favored the discontinuance of

No decision was made as to whether or not this highway would be classified as being a discontinued highway. It appears that if it is to be classified the process for classification will need to be repeated.

The Holtzman Road, T.H. #17: This highway shown on the Vermont General Highway Map, town of Arlington, dated 1986 shows this to be a class 4 highway, 0.30 miles in length. It was warned to be discontinued but upon closer observation during the site inspection and the discussion that followed at the public hearing held on November 4, 1989 it was the general opinion of the Board of Selectmen that this highway be reconsidered, remeasured and rewarned for the change in classification. As a result no action for reclassification of this highway was taken tonight.

Auditors for the Vt. Day Care Planning Grant: Two bids were received for the audit of the financial statement of the Town of Arlington, Vermont Day Care Planning Grant #24/87PG(1). One bid was submitted by Joseph Pieciak & Company in the amount of \$850.00. The other bid submitted was from Sullivan & Powers & Co., and they will do the work for \$1,000.00. Clarence Curtis said that he would prefer that the audit be conducted by Sullivan & Powers because they have done work for the town before, are a known and are comfortable to work with. It was agreed, by Roberts Rule, by all of the Selectmen that the bid would go to Sullivan & Powers.

A Possible Third Auditor for the Town: Lawrence Molloy suggested that perhaps retired banker, Dorothy Rutkin might be interested in being appointed as the third auditor for the Town. Larry agreed to contacting Mrs. Rutkin and getting back to the board with her answer.

#### NEW BUSINESS:

Request for a "Hidden Drive" sign: It was reported that Rose Conduit, living on a private drive leading to route 313 has requested a "Hidden Drive" sign to be installed at the point of entry and exit to route 313 from the private drive. Mr. Curtis explained that route 313 is a State maintained highway and that requests concerning it have to be made through the District Administrator of the Vt. Highway Department, Joseph Talbot. Clarence said that he would write the necessary letter to Mr. Talbot requesting the sign and that it be installed by the State of Vermont Highway Department.

Discussion on the Sunderland Transfer Station Tipping Fees, and the Ratification of a Proposal: A communication, dated November 3, 1989 from Nathan R. Williams of the Bennington County Regional Commission and regarding the Sunderland Transfer Station Tipping Fees was read by each Selectman. One part of the letter states, "Therefore, it is imperative that the towns ratify the following proposal in the most timely manner possible. This proposal will become effective immediately upon the ratification by four or more towns. Implementation of the proposal later than Monday,, November 13th will result in a cash deficit greater than the estimated \$25,000.00."

Heap of Stones thence north 56 east 130 rods to Watsons House thence  
 east 10 north 10 rods to a heap of Stones thence north 58 east 32 rods  
 to a brick Linn thence north 22 east 38 rods to a brick Linn thence  
 28 east 80 rods to a heap of Stones thence north 24 rods to a Maple Linn  
 thence north 17 east 12 rods to a heap of Stones thence north 29 east  
 rods to Barnes House thence north 15 east 12 rods to a heap of Stones  
 thence north 6 east 22 rods to a heap of Stones thence north 48 east  
 rods to a brick Linn thence north 38 east 72 rods thence north  
 east 98 rods to Sunderland Linn. The foregoing survey is made on the  
 east side of the road, for Tho: Butterfield Surveyor

Recd. for Record  
 May 3<sup>o</sup> 1786  
 O. Baker T. Regt.

Witnessed for Caleb Dutton } Siles  
 Jacob Hinds } Min  
 M Lyon

Arlington June 15<sup>th</sup> 1798. In consequence of Application made to us the  
 Subscriber we have surveyed and laid out a Highway two rods wide in the follo-  
 wing manner (to wit) Beginning on rod N. 9<sup>o</sup> East of Ismael Spinkers  
 Corner in Sunderland west Linn then West 9<sup>o</sup> N. Eighty eight rods to a  
 and Stones by an old Linn thence W. 18<sup>o</sup> N. ten rods to a stake and Stone  
 thence N. 4<sup>o</sup> W. Thirty seven rods to a brick near Ester Lecher's Cross  
 thence N. 15<sup>o</sup> E. sixteen rods by Siles Wall to the north end thence of the  
 N. 30<sup>o</sup> E. Forty rods to the east line of the old Highway the Road lies on  
 south and westerly Side of the aforesaid line as far as the Road is laid  
 crosses said the property of the Heirs of Benjamin Burt. They have  
 old Road in lieu. Surveyed by O. Baker

Tyrus Howard  
 David Matheson  
 Noahiah Spingwell  
 Elisha Stone

Arlington June 15<sup>th</sup> 1798

we the Subscribers do hereby acknowledge that we have nor never  
 have any demand against this town or any Individual for the Land  
 contained in the above Survey bill but trust our hands in presents of

O. Baker

Austin Siles  
 Ismael Spink

Received for Record  
 August 25<sup>o</sup> 1798

Attest C. Collins T. Clerk

The next highway to be discussed was that commonly known as the road leading to Mrs. Dorothy Mulligans, off from Maple Hill road. This was laid out on November 24, 1789, and recorded on December 10, 1789, in Book 5 page 74 of the town land records. The notice of the hearing proposes that this highway become a discontinued highway. No one seemed to voice any objection to this.

The highway next discussed was that one unidentified on the Vt. General Highway Map, town of Arlington, dated 1986, but laid out by the Selectmen on May 24, 1817 and recorded on November 25, 1817, in book 6 page 204 of the Arlington Land records. Today's selectmen recommend that this highway be discontinued. The highway proposed to be discontinued commences at the Arlington-Sandgate town line, runs southwesterly .15 miles to the easterly boundary of Glebe Lot #17, and thence in a general southerly and easterly direction for 1.22 miles to Red Mountain Road.

Keith Squires explained that basically it is a road that has been used only for logging over the years and now portions of it it can barely be seen on the ground. A spokesman for Cowee Lumber Company was present and said that he was opposed to this becoming a discontinued highway unless there was access to Cowee Lumber Company property. It appears there is other access. It was determined that this question will be settled later. Cowee Company will be writing the Town of Arlington a letter stating what they want as far as a road goes. Keith Squires suggested that the other residents of this road, get together and write to the Board of Selectmen saying what they want done to the road described in the notice of the hearing.

Highway #17, Class 4, .30 miles in length, and identified on the 1986 Vermont General Highway map, Town of Arlington is listed in the hearing of today to become a discontinued highway. Keith Squires said that from town's point of view it appears best to drop it for today and reclass it for reclassification another day. It now appears that it would be an advantage to the town for the road to end a bit differently than described in this notice for a public hearing. It would be difficult for town equipment to turn around in the limits as proposed in this hearing notice.

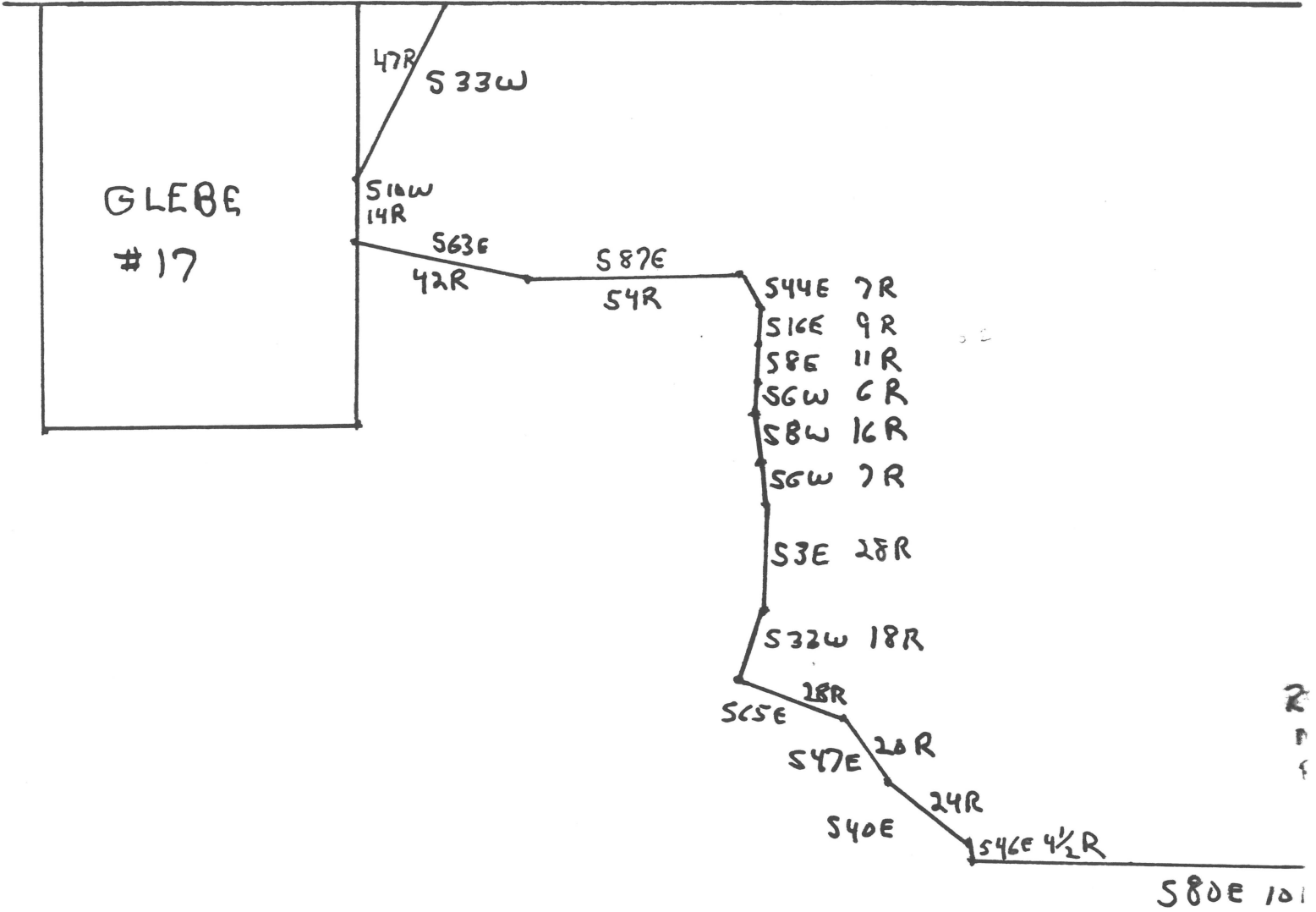
The minutes for the Site Inspection and Public Hearing were written up, Millicent Cross, from tapes recording the site inspection and the hearing. These are available for those wishing greater detail of the site inspection and hearing.

ADD AS CLASS IV ROAD,

A Survey of a Highway Laid out by the select men  
 of the town of Arlington from Sandgate South line to  
 a Highway leading from John Holdens to Caleb Andrews --  
 and begins and runs as follows (Viz) beginning at a  
 Stake and Stones in the South line of Sandgate and  
 running from thence South 33 West 47 Rods to the East line of  
 the Glebe from thence South 10 West 14 Rods to a Stake  
 and Stones from thence South 69 East 42 Rods from thence  
 South 87 East 34 Rods from thence South 44 East 7 Rods from  
 thence South 16 East 9 Rods from thence South 8 East 11 Rods  
 from thence South 5 West 6 Rods from thence South 8 West  
 16 Rods from thence South 6 West 7 Rods from thence  
 South 3 East 28 Rods from thence S 33 West 18 Rods  
 from thence South 65 East 28 Rods from thence South  
 47 East 20 Rods from thence South 40 East 24 Rods from thence  
 South 46 East 4 1/2 Rods from thence South 80 East ~~40 Rods~~  
 101 Rods to the West line of the Highway leading from  
 Holdens to Andrews aforesaid Said Highway is laid  
 three rods wide one half to the right and the other  
 to the left of said line Surveyed under the direction  
 of the select men of the town of Arlington by --  
 Rufus Chadwick Jr

Noble Harg }  
 Anson Canfield } Select men  
 Simeon Cole } and Cham  
 man

# SANDGATE



2  
P  
E



GLEBE  
#17

1st 50 A  
DIVISION

ARLINGTON

HOLTZMAN

194.9 A. (C)  
(4-1)  
SEE INDEX MAP NO. 3

(SEE INDEX  
MAP NO. 4)  
194.9 A. (C)

12.0 A. (C)  
(3-7)  
(SEE INDEX MAP  
NO. 4)

19.8 A. (C)  
(3-4)

29.7 A. (C)  
(3-5)

75.3 A. (C)  
(3-8)  
(SEE INDEX MAP  
NO. 7)

1.0 A. (C)  
(3-14)

1.0 A. (C)  
(3-15)

1040' (SC)  
51.5 A. (C)  
(SEE INDEX MAP NO. 7)

75.3 A. (C)  
(SEE INDEX MAP NO. 3)

(SEE INDEX  
MAP NO. 3)

(SEE INDEX  
MAPS NO. 3 & 8)

1.0 A. (C)  
(4-11)

(4-10)

.90 A. (C)

.90 A. (C)

.70 A. (C)  
(4-8)

2.0 A. (C)  
(4-2)

1.3 A. (C)  
(4-3)

(4-4)  
.50 A. (C)

1.0 A. (C)  
(4-7)

5.8 A. (C)  
(4-5)

10.0 A.  
(8-5)  
(SEE MAP NO. 8)

7.7 A. (C)  
(8-1)

1.3 A. (C)  
(8-11)

2.4 A. (C)

1.6 A.  
(C)

1.8 A.  
(8-2)

2.34 A.  
(8-3)

2.2 A. (C)  
(8-8)

1.6 A.  
(8-7)

2.6 A. (C)  
(8-4)

2.2 A. (C)  
(8-8)

320' (N)

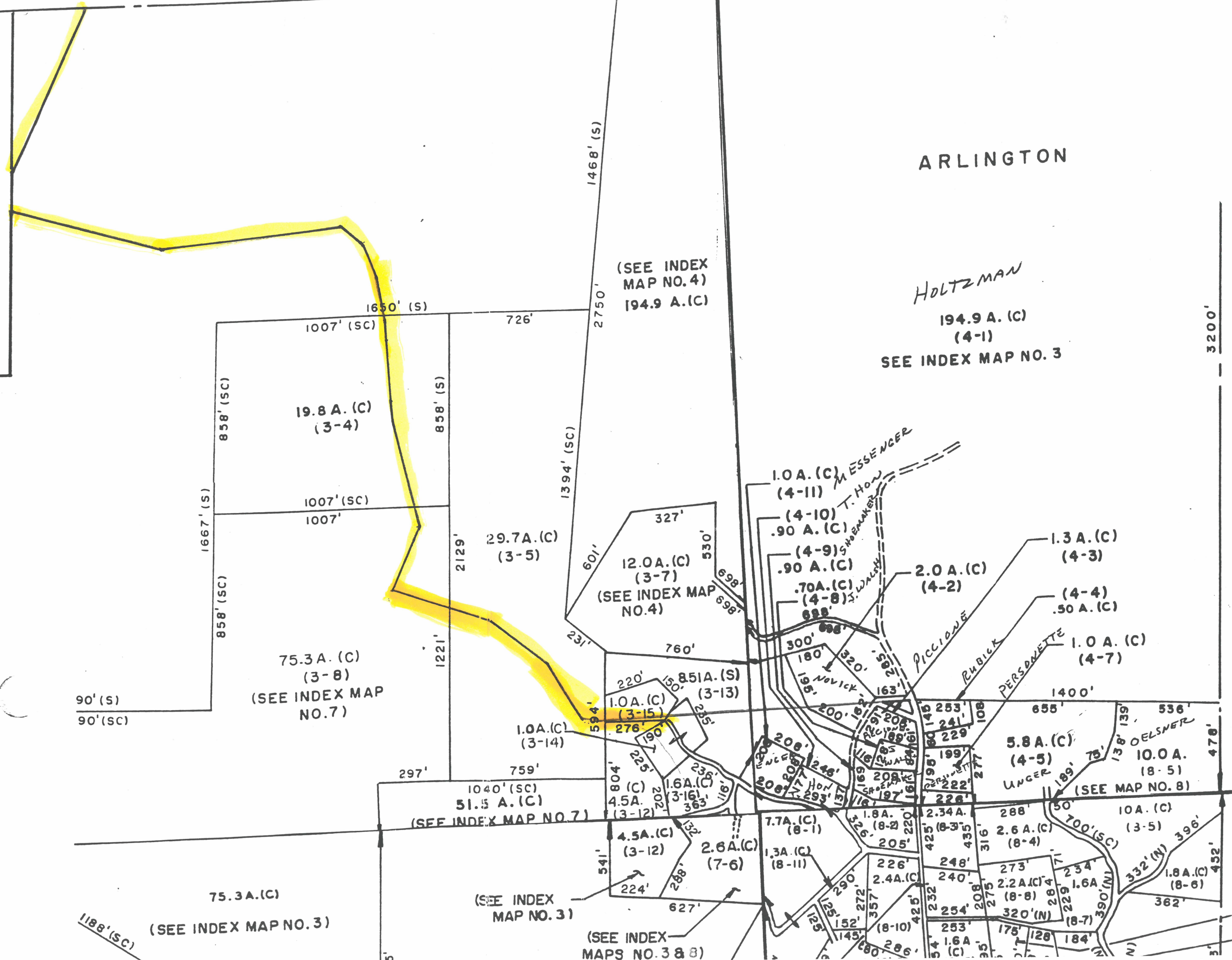
1.8 A. (C)  
(8-6)

10 A. (C)  
(3-5)

1.8 A. (C)  
(8-6)

332' (N)

1.8 A. (C)  
(8-6)



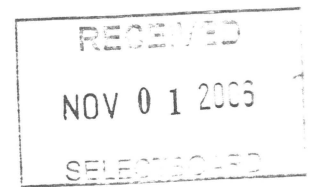
Arlington May 24<sup>th</sup> 1817

A survey of a Highway laid out by the select men of the town of Arlington from Sandgate south line to a highway leading from John Watsons to Sandgate and begins and thence as follows: Beginning at a stake and stone in the south line of Sandgate and thence from thence South 33<sup>rd</sup> West 4<sup>th</sup> Rods to the east line of the Elder from thence South 10<sup>th</sup> West 14<sup>th</sup> Rods to a stake and stone from thence South 6<sup>th</sup> East 12<sup>th</sup> Rods from thence South 4<sup>th</sup> East 34<sup>th</sup> Rods from thence South 4<sup>th</sup> East 1<sup>st</sup> Rods from thence South 16<sup>th</sup> East 9<sup>th</sup> Rods from thence South 3<sup>rd</sup> East 11<sup>th</sup> Rods from thence South 5<sup>th</sup> West 6<sup>th</sup> Rods from thence South 3<sup>rd</sup> West 14<sup>th</sup> Rods from thence South 5<sup>th</sup> West 7<sup>th</sup> Rods from thence South 3<sup>rd</sup> East 18<sup>th</sup> Rods from thence South 33<sup>rd</sup> West 13<sup>th</sup> Rods from thence South 15<sup>th</sup> East 1<sup>st</sup> Rods 28<sup>th</sup> Rods from thence South 17<sup>th</sup> East 20<sup>th</sup> Rods from thence South 17<sup>th</sup> East 24<sup>th</sup> Rods from thence South 16<sup>th</sup> East 4<sup>th</sup> Rods from thence South 10<sup>th</sup> East 14<sup>th</sup> Rods to the west line of the Highway leading from Watsons to Sandgate as above and said Highway is laid three Rods wide on each side the Right the other to the left of said line surveyed under the direction of the select men of the town of Arlington by Joseph Sheard with June

Wid for Highway  
done the 23<sup>rd</sup> 1817  
Cotton Stone Town Clerk

Wm Ward  
Aaron Sampson } Select men  
Samson Cole } Sandgate

October 16, 2006



**PERMIT**

The Selectboard received a request for permission to improve a Class IV Town Road off Glebe Lot Road, off Raven Rock Road on Red Mountain. The request came by written petition dated October 10, 2006 and was presented by and behalf of Dan Thompson of Vermont Forestry Associates, Inc. whose address is P.O. Box 229, Fairlee, Vermont 05045.

The Arlington Selectboard hereby grants permission for improvements of this Class IV road as requested in Mr. Thompson/Vermont Forestry Associates, Inc.'s petition, a copy of which is annexed hereto and incorporated herein by reference.

It is understood by the parties, and in issuing this permit, the Selectboard has relied upon the fact that the petitioner, Dan Thompson/Vermont Forestry Associates, Inc., shall pay all costs and expenses associated with the improvements he/they intend to make and the work shall be done by him/them and the Town accepts and incurs no responsibility and/or liability for the improvements nor their maintenance.

It is further understood the Town has not represented the actual boundaries of the Class IV road and makes no representation nor warranty the portions of land to be improved are contained within the public right-of-way of the Class IV road in question.

By acceptance of this permit, petitioner, Dan Thompson/Vermont Forestry Associates, Inc., and his/their successors and assigns, shall assume full responsibility for all the costs associated with the improvements and for all future maintenance of the improvements and the improved area, and shall indemnify and save the Town of Arlington harmless from any and all claims arising out of the improved area.

Upon the full execution of this Permit, the Permittee shall cause a copy of the Permit to be recorded in the Arlington Land Records and indexed to the Permittee and the Town of Arlington.

ARLINGTON SELECTBOARD

Keith Squires  
David M. Harvey  
Joseph J. Brown  
Richard A. Fry  
Lawrence E. M. Day

I hereby accept this Permit and the terms and conditions contained herein on this 24<sup>th</sup> day of OCTOBER, 2006.

Karen Jones  
Witness

Dan Thompson  
Dan Thompson,  
Vermont Forestry Associates, Inc.

STATE OF VERMONT  
COUNTY OF BENNINGTON, ss.

At Arlington, in said county, this 24 day of October, 2006 personally appeared Dan Thompson/Vermont Forestry Associates, Inc. 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 on:  
2/16/07

JOSEPH J. O'DEA, P. C.

ATTORNEY AT LAW  
ROUTE 7A SOUTH  
P.O. BOX 286  
MANCHESTER, VERMONT  
05254-0286

TELEPHONE  
802-362-2240

FACSIMILE  
802-362-5369

May 14, 1997

Keith Squires, Chair  
Town of Arlington Selectboard  
Arlington, VT 05250

Re: Petition of Stephen D. Price

Dear Keith:

Enclosed is the permit you requested to cover Mr. Price's proposed work to what is alleged to be a Class IV Town Road off Raven Rock Road on Red Mountain.

Should you have any questions, please do not hesitate to contact me.

Sincerely yours,



JJO'D/ewo  
Enc.

May 28, 1997

PERMIT

The Selectboard received a request for permission to improve a Class IV Town Road off Glebe Lot Road, off Raven Rock Road on Red Mountain. The request came by written petition dated May 2, 1997 and was presented by and behalf of Stephen D. Price whose address is 64 Sagamore Road, Apt. A-5, Bronxville, NY 10708.

The Arlington Selectboard hereby grants permission for improvements of this Class IV road as requested in Mr. Price's petition, a copy of which is annexed hereto and incorporated herein by reference.

It is understood by the parties and in issuing this permit, the Selectboard has relied upon the fact that the petitioner, Stephen D. Price, shall pay all costs and expenses associated with the improvements he intends to make and the work shall be done by him and the Town accepts and incurs no responsibility and/or liability for the improvements nor their maintenance.

It is further understood the Town has not represented the actual boundaries of this Class IV road and makes no representation nor warranty the portions of land to be improved are contained within the public right-of-way of the Class IV road in question.

By acceptance of this permit, petitioner, Stephen D. Price, and his successors and assigns, shall assume full responsibility for all the costs associated with the improvements and for all future maintenance of the improvements and the improved area and shall indemnify and save the Town of Arlington harmless from any and all claims arising out of the improved area.

Upon the full execution of this Permit, the Permittee shall cause a copy of the Permit to be recorded in the Arlington Land Records and indexed to the Permittee and the Town of Arlington.

ARLINGTON SELECTBOARD

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I hereby accept this Permit and the terms and conditions contained herein on this 28 day of May, 1997.

Alison B. MacDonald  
Witness

Stephen D. Price  
Stephen D. Price

STATE OF ~~VERMONT~~ <sup>New York</sup>  
COUNTY OF ~~BENNINGTON~~, ss.

At ~~Arlington~~ <sup>New York</sup>, in said county, this 28 day of May, 1997 personally appeared Stephen D. Price and he acknowledged this instrument by him sealed and subscribed to be his free act and deed.

Before me, Alison B. MacDonald  
Notary Public

My commission expires on:

ALISON B. MACDONALD  
Notary Public, State of New York  
No. 07843061780  
Qualified in New York County  
Commission Expires November 13, 1997

