FOR YEAR ENDING FEBRUARY 10, 1969

Fill out in triplicate and file with your Town Clerk on or before February 10, 1969
(Note sections of Vermont Statutes Annotated on reverse side of this sheet)

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	F. Town	AYSTON State Aid	State	Town	State Aid	State		
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PREVIOUS MILEAGE as shown March 16, 1968								
HIGHWAYS ADDED	30.84	6.450	5.793	-			43.08	<u> </u>
Since March 15, 1966, ac- cording to statute. Explain under paragraph 1 below.	_							
SUB-TOTAL	0.70 31.54					1		() () () () () () () () () ()
HIGHWAYS SUBTRACTED Since March 15, 1968. Those becorning untraveled, discon- tinued, legal trails or pent roads. Explain under para- graphs 2 and 3 below.					·	en villa en		
TOYAL TRAVELED HIGHWAYS Feb. 10, 1969.	31.54	6.450	6.793				43.78	3
1. We hereby cerully that the	e following ne	w highways, a	s substantiat	ed by the att	ached "Select	men's Certifica	te of Comp	etken'
have been added since March 1		of TH 18	.for a di	stance of	9. 7 mi.l.	ea.		
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2. We hereby certify that th					ged to trails	or pent roads :	according to	statute
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3. We hereby certify that the				l zince March 1	4.11	***************************************		
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Streetmen of Tayyater and made oath to the kruth of	the foragolog	andavit by to	hem subscribe sefore ma, and one year	the county of the county to th	ite official still	Citis C City Services Pa ser Notary Pa r of Inglyways	e San Carlotte and the Car	

H.D. 201-400 0-63 Rev. 1968



STATE OF VERMONT DEPARTMENT OF HIGHWAYS

Highway Planning Division to lette to the first and the first of

Board of Salectmen Town of Fayeton Moretown, Vermont 05660

A CONTRACTOR OF THE PROPERTY O

Attention: Willis C. Bragg, Clerk

Dear Mr. Bragg:

We have received the Certificate of Highway Hileage which the Board of Selectmen recently submitted and mate you wish to add on extension of T 18 to your Town Highway mileage.

Your accompanying letter indicates that the Belectmen filed a Certificate of Completion and Opening on February 10, 1969. The Certificate should be forwarded to this agency before March 15 in order to complete this addition to your Town Highway System.

As soon as it is received, your Town Highway mileage will be increased to 31.54 miles.

Sincerely yours,

R. J. Nicholle Highway Planning Engineer

By: James E. Bieson Administrative Assistant

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Suggested Selectmen's Certificate of Completion for New Highways built or added

CERTIFICATE OF COMPLETING AND OPENING HIGH 'AY FOR PUBLIC TRAVEL

Ruth Kimball , Town (City) Clerk	
Town (City) of Fayston , Vermont	
Pursuant to Title 19, V.S.A. Section 15, this is to certify that the lowing described section (sections) of highway in the Town (City) of Fays on September 1, 1968Route Number TH 18 is completed and OPEN FOR PUBLIC TRAVEL.	
Section I. (If only one section, omit words "Section I")	
Beginning (description Continuation of TH 18, for a distance of 0.7 miles.	
and as shown on a Highway Map of the Town (City) of Fayston February 10, 1969, and filed in Records of the Town (City) of Fayston the Town (City) Clerk of said Town (City), incorporated herein by reand attested to on said map by said Town (City) Clerk.	of the by
Dated at Fayston , County of Washington , and of Vermont, this 10th , day of February A.D., 1	State 9 <u>69</u> .
Folest Vassey of	rd
Muss Elleng Sele	ectmen Newwen)
(and the Mayor of the City of) Lacture of) Lacture of) Lacture of)	
The above is a true copy of description of a section (s) of highway, and OFENED FOR PUBLIC TRAVEL, recorded in Book 1 Machon Page 1/4 of Seconds of the Town (City) of Feefel on the 10	gompleted day of M.
Attest: (Puth W. King Town (City) Clerk of	Staff Vt

Refere mn.

Alex wilds

BOARD OF SELECTMEN

Februar**y** 10. **1964**

Vt. Highway Planning Division
% Mr. James Bisson
Montpelier, Vermont

Dear Sir:

This is to certify that the Town of Fayston owns a right-of-way three rods wide, on the continuation of TH 18, as set forth in the "Certificate of Completion and Opening", filed with the Fayston Town Clerk on February 10, 1969.

Yours truly.

Willis C. Bragg

Clerk of Board of Selectmen

FOR YEAR ENDING FEBRUARY 10, 1968

Fill out in triplicate and file with your Town Clerk on or before February 10, 1968
(Note sections of Vermont Statutes Annotated on reverse side of this sheet)

Favston We, the Selectmen of the town of ... , on oath state that we have carefully measured all the traveled highways in this town and find that the total mileage of traveled highways according to Title 19, V.S.A. Sec. 15, amended 1981, Act No. 28, not including pent roads and trails, in this town for the year ending February 10, 1968, is as follows: MILEAGE IN TOWN MILEAGE IN VILLAGE (Outside of villages (Incorporated for highways) incorporated for highways) **FAYSTON** Town State Aid State Town State Aid State Highways Highways Highways Highways Highways Highways PREVIOUS MILEAGE as shown March 15, 1967 29.99 6.450 5.793 HIGHWAYS ADDED Since March 15, 1987, according to statute. Explain under paragraph I below. 0.85 SHR.TOTAL HIGHWAYS SUBTRACTED Since March 15, 1967. Those becoming untraveled, discontinued, legal trails or pent roads. Explain under paragraphs 2 and 3 below. TOTAL TRAVELED 6 450 5 193 HIGHWAYS Feb. 10, 1968. 1. We hereby certify that the following new highways, as substantiated by the attached "Selectmen's Certificate of Completion", have been added since March 16, 1967: Continuation of TH 19, part of No. 29, and No. 30. 0.15 2. We hereby certify that the following highways have been discontinued, or changed to trails or pent roads according to statute, since March 15, 1967, as substantiated by the attached copy of the proceedings: 3. We hereby certify that the following roads have become untraveled since March 15, 1967: SELECTMEN: day of Jack the Colony _____, 1968 personally appeared ... and made oath to the trith of the foregoing affidavit by them subscribed.

Before mo,

(Write official title, as Notary Bublic)

FOR YEAR ENDING FEBRUARY 10, 1968

Fill out in triplicate and file with your Town Clerk on or Defore February 10, 1968
(Note sections of Vermont Statutes Annotated on reverse side of this sheet)

We, the Selectman of the town of Fayeton , on eath state that we have essetully measured all the traveled highways in this town and find that the total mileogo of traveled highways according to Title 19, V.S.A. Sec. 18, amended 1991, Act No. 18, not including post roads and trails, in this town for the year ending February 10, 1980, is as follows:

	MILEAGIS IN TOWN (Outside of villages incorporated for highways)				EAGE IN VILL orated for Idg		Tolal All		
		FAYSTON	. *	\$ 100,000			AU Systems		
	Town Highways	State Aid Highways	State Highways	Town Highways	State Aid Highways	State Highwaya			
PREVIOUS MILEAGE as shown March 15, 1967	29,99	6.450	5,793				42,233		
HIGHWAYS ADDED Since March 15, 1967, ac- cording to statute. Explain under paragraph 1 below.			-						
SUB-TOTAL HIGHWAYS SUBTRACTED									
Since March 15, 1967. Those becoming untraveled, discon- tinued, legal trails or pont roads. Explain under para-	· .								
Praphs 2 and 3 below. TOTAL TRAVELED HIGHWAYS Feb. 10, 1968.	-a 01	6 450	5 193				43.063		
l. We hereby certify that the have been added since March Continuation	15, 1987:	new highways,	ae substantia	生理	Marie Partie	tmen's Certific	ate of Completion		
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3. We hereby certify that the	e following r	onds have bec	***************************************	doce March	A CONTRACT OF THE STATE OF				
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(Town Clerk should fill out: Vormont, on or before harch		mall one m	11	vallow copy (4: cf (be Your	\mathcal{L}				
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relating to highway initiongs, i		dod at this ord			<i>"</i> "//				
H.D. 301-400 9-67 Nev. 1967		Allest	V(T)		Town				



STATE OF VERMONT DEPARTMENT OF HIGHWAYS MONTPELIER ORSON

Highway Florming Division

Home per a

February 15, 1968

Board of Selectman Term of Fayston Horotoma, Vermont 05660

Accountes: Buth W. Kimball, Town Clerk

Gost Lanca:

We have received your 1968 Highway Mileage Contilicates and note the additions you wish to make.

We have accepted our records and can find no mention of the old town highway which you refer to as T 29. Our records do show, however, that the section known as T 30 is actually a private road. We will, therefore, need copies of the rights-of-way for these two roads before they can be included in your Town Highway mileses. We shall also need a copy of the right-of-way for the extension of T 19 which you recently opened to travel.

As soon as these are received, your form Highway mileage will be incremed 0.85 mile.

Sincorely yours,

--- R. J. Nicholla Highway Planning Engineer

> By: James E. Bisson Administration Assistant

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	Purcular to This 19, V.S.A., Section 13, as consider the is a cert that the full coding described exertacted of bighter to the Town of Town to the following described and the first the the Town to the transfer of the trans	
3.	Continuation of the 100 0.0 miles Heropatruction of old town highway, No. 29, which intersects with McC State Highway approximately 450 feet SSE of bridge No. 8 0.15 mile Emisting highway between SA Highway No. 2 and bridge no 13 never between savered, but now No. 30 0.10 miles.	3 6 .
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Hefore me,

TOWN OF PAYSTON, VERMONT

BOARD OF SELECTMEN

March 13. 1968

Vt. Highway Planning Division
% Mr. James Bisson
Montpelier, Vermont

Dear Sir:

This is to certify that the Town of Fayston owns a right-of-way three rods wide on the three roads, set forth in the "Certificate of Completion and Opening" filed with your office on February 8, 1968.

These roads are a continuation of TH 19-0.6 miles, TH 29 - 0.15 miles, and TH 30 - 0.10 miles.

Yours truly,

Willis C. Bragg

Clerk of Board of Selectmen

Before me,

Erleve B Bragge

FOR YEAR ENDING FEBRUARY 10, 1967

Fill out in triplicate and file with your Town Clerk on or before February 10, 1967
(Note sections of Vermont Statutes Annotated on reverse side of this shoet)

	MILEAGE IN TOWN (Outside of villages incorporated for highways)			MILE (Incorp	Total Atl		
1		Fayston					Bystems
	Town Highways	State Ald Highways	State Highways	Town Highways	State Aid Highways	Siato Highways	
PREVIOUS MILEAGE as shown March 15, 1966	00.00	- 6 110					40.344
HIGHWAYS ADDED	29.99~	6.430	5.793	20 3 - 3 Qi			
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HIGHWAYS SUBSTRACTED Since March 15, 1966. Those becoming untraveled, discon-	; 74	<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>					
tinued, legal trails or pent roads. Explain under pare- graphs 2 and 3 below.			-				
TOTAL TRAVELED HIGHWAYS Feb. 10, 1967					3 X X		
 We hereby certify that the have been added since March 1 		ew highways,	as substantia	ted by the at	fached "Select	nen's Certific	te of Completion",
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3. We hareby certify that th	e following r	onds have bec	ome untravel	ed since March	1 15, 1966;	Miles) — A septible distribution	***************************************
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	18th) /	ambo	te and one i	relions copy to ix of the Town	o the Commis	eioner of 1816	diwaye, Montpolier,

H.D. 301~400-9-99 Rev. 1965

FOR YEAR ENDING FEBRUARY 10, 1966

Fill out in triplicate and file with your Town Clerk on or before February 10, 1966

Persona We the Selectmen of the town of on oath state that we have carefully measured we are selectmen of the town of _______, on oath state that we have carefully measured all the traveled highways in this town and find that the total militage of traveled highways according to Tale 19, V.S.A. Sec. 15, amended 1961, Act No. 28, not including pent roads and trattle, in this town for the year ending February 10, 1966, is as follows:

(Note sections of Vermont Statutes Annotated on reverse side of this sheet)

	MILEAGE IN TOWN Oblighte of villages moorporated for highways)			MILEAGE IN VILLAGE (Incorporated for tilghways)			Total All Systems	
	Town Highways	State Aid Highways	State Highways	Tuwn Highways	State Aid Highways	State Highwaya		
ecvious mileane is shown March 15, 1965	29.99	4.029	5.799				42,233	
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SUB-TOTAL		7				7-7-7-1		
schways subtracted Since March 13, 1965, Those recoming untraveled, discon- linued, legal trails or pent roods. Explain under para- traphs 2 and 3 holow.								
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I,			Clei	It of the Town	of			
hereby certify that the foreg	olne is a cour	copy of record	I of the cortif	ente of the Sc	decimen of	-	*****	
relating to highway mileage.	Med and reco	orded at Ilia b	flee	= = 1		-	, 1968	

Attest.

FOR YEAR ENDING FEBRUARY 10, 1965

Fill out in triplicate and file with your Town Clerk on or before February 10, 1965 (Note sections of Vermont Statutes Annotated on reverse side of this sheet)

Fayston We, the Selectmen of the town of We, the Selectmen of the town of Physican , on eath state that we have carefully manned all the traveled highways in this town and find that the total mileage of traveled highways according to Title 19, V.S.A. Sec. 18, amended 1961, Act. No. 28, not included upon read and health in this town for the control of the contr

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		FAYSTON					Total All Systems
	Tovn Highwaya	State Aid Highways	State Highways	Town Highways	State Aid Highways	State Kighways	
REVIOUS MILEAGE es abown March 15, 1964	29.99	6.450	5.793				42.233
MGMWAYS ADDED Since March 15, 1904, ac- ording to statute. Explain Inder paragraph 1 below.				3, 573	raile a	To Co	
SUB-TOTAL						72	
MGHWAYS SUBTRACTED fince March 16, 1964. Those ecoming untraveled, discon- inued, legal trails or pent onds. Explain under para- graphs 2 and 3 below.				D. S. Constant	er secen	al.	
OTAL TRAVELED IIGHWAYS Feb. 10, 1966	THE REPORT OF THE PERSON NAMED IN						42.235
. We hereby certify that t ave been added since March	he following r 15, 1964:	new highways	, as substanti	ated by the at	tached "Selec	tmen's Certific	
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. We hereby certify that the					h 15, 1964;		
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			******	(West	te official title	, as Notary P	iblie)
Town Clerk should fill out . Front, on or helors March							waya, Montpellar,
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erchy certify that the foregr	ing is a true	copy of record	of the certifi	ente of the Sel	ectmen of 🗸	+ cu	paton
elating to highway mileage.	filed and recor	eded at thin o	ffice	t-b-down	any !		, 1966
	Λė	test /	Wars	arel 5	<i>"</i> — У	Clerk (
(.f), 301			- 77		Town	Clerk /	7

H.D. 301-400-12 61 Rev 1986

CERTIFICATE OF HIGHWAY MILEAGE FOR YEAR ENDING FEBRUARY 10, 1964

Fill out in triplicate and file with your Town Clerk on or before February 10, 1964 (Note sections of Vermont Statutes Annotated on reverse side of this sheet)

	MILEAGE IN YOWN (Outside of villages lacorporated for highways)				EAGE IN VIL ported for high		Total	
		FAYSTON					All Bystems	
	Town Highways	State Aid Highways	State Highways	Town Highways	State Aid Highways	State Highways	And the second of the second o	
PREVIOUS MILEAGE as shown March 15, 1963	29.99	6,450	5.793				42.233	
HIGHWAYS ADDED Since March 15, 1968, according to statuta. Explain under paragraph 1 below.				Secretariones (S. Constructions) Secretariones (S. Constructions) Secretariones (S. Constructions) Secretariones (S. Constructions)	STATE OF THE STATE	int Table for a cross also sell as a magnetal		
SUE-TOTAL				និ <u>ក្សេង</u>				
HIGHWAYS SUBTRACTED Since March 15, 1963. Those becoming untraveled, discon- tinued, legal trails or pent roads. Explain under para- graphs 2 and 8 below.	i c					(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	A CONTRACT OF THE STATE OF THE	
TOTAL TRAVELED HIGHWAYS Feb. 10, 1964	29.99	6.450	5.793				42.233	
We hereby certify that have been added since March	15, 1963;		s, as substanti	sted by the at	tached "Solec	tmen's Certific	ace of Completion."	
3. We hereby certify that	the following	roads have be	come untrave	led since Mar	ch 15, 1963;			
At + auf the 2 day of	tac Jai	selec	in the	he county of	t Unast	ever Senge Karled	Jan 12	
Selectmen ofand made oath to the truth	of the foregoi		y them subscr Before me,	ma	genet t	Co. is Noisiry P	Cicky usbic)	
(Town Clerk should fill ou Vermont, on or before Marc I, have the hereby certify that the fore relating to highway mileage	ch 15th.) roing is a true	copy of recor	d of the certifice	vellow copy to k of the Townicate of the S	n of	lesioner of Al	sherre Martella	
H.D. 801-400-17-81 Rev. 1964		Attest/	haige	de C	Tow	i Clerk		

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FOR YEAR ENDING FEBRUARY 10, 1963

Fill out in triplicate and file with your Town Clerk on or before February 10, 1968 (Note sections of Vermont Statutes Appointed on reverse side of this sheet)

We, the Selectmen of the town of Fayston, on each state that we have carefully measured all the traveled highways in this town and find that the total mileage of traveled highways according to Title 19 VSA Sec. 15, amended 1961. Act No. 28, not including pent roads and trails in this town for the very ending Pebruary 19, 1963, is as follows:

	MILEAGE IN TOWN (Outside of villages incorporated for bighways)				MILEAGE IN VILLAGE (Incorporated for highways)			
		Fayston	14.t. +	ः । ५५ सद्या स्टान्			Total All	
	Town Highways	State Aid Highways	State Highways	Town Highways	State Aid Highways	Stato Highways	Systems	
REVIOUS MILEAGE a shown March 15, 1982	29.99	6,450	5.793				42.233	
HIGHWAYS ADDED Since March 15, 1953, ac- cording to statute, Explain under paragraph 1 below.								
SUB-TOTAL				3 4		* * * * * * * * * * * * * * * * * * * *		
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CERTIFICATE OF MICHWAY MINTAGE

WILLIAM POETER COMMISSIONER OF HIGHWAYS

for year ending redibagy to, 1961

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ath we find so have careful the few and th STATE OF VERMONT

DEPARTMENT OF HIGHWAYS VILLAGE

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Highway Planning Division

35 Systems

March 7, 1962 Comment of the state of the sta

per total Agency Argeret E. Galaby Town Clerk Fayeton, Vermont

Dear Mrs. Quinby:

We are enclosing for your records a map of the Town of Payston, as approved by the Commissioner of Highways on February 2, 1962. Also included is an extra map for your use.

The reselection certificate for the town records will be delivered to your office by the district highway engineer.

This is in accordance with Title 19, V.S.A., Sections 1 and 13 which states that "When an addition or deletion is made to state-aid highways. the Board shall make maps showing the highways which are added and/or deleted It shall also file a copy of the map of such highways in the office of the clerk of the town wherein said highways be. When such maps are so filed, the redesignation of such highways chall be deemed to have taken place A review and reselection of the state-aid highway willenge shall be made by the towns and the district highway engineer at least once in every 10-year period commencing in the year 1950."

When the map has been filled, would you please fill out and sign the enclosed forms, and return to this office.

Very truly yours,

H. F. Farrington Highway Planning Engineer

The state of the s

HFF/VNT/mm Ercs.

and made oath to the truth of the loregoing amounts by mean warmer Before me,

Margard & Lyce

FOR YEAR ENDING FEBRUARY 10, 1942

Fill out in triplicate and file with your Town Clerk on or before February 10, 1962 (Note sections of Vermont Statutes Annalated on reverse side of this sheet)

We, the Selectmen of the town of Fayston, on eath state that we have carefully measured all the traveled highways in this town and find that the total mileage of traveled highways according to Title 19 V.S.A. Sec. 15, amended 1961, Act No. 28, not including pent roads and trails, in this town for the year ending February 10, 1962, 1983 follows:

PREVIOUS MILEAGE as shown March 15, 1961	Town		AGE IN TOWN res (brosporated for bighways) RAYBEON			VILLAGE bigitwayai	Total All Systems
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SECTION OF STATE AID HIGHWAY

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COPY	Vt, Hwy, Dist, No. 9	
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We	have this 14th	day of December	19 61 , made v ae
sele	ction which is to supersede	and replace any and all selections made prior to this time.	
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		S/Robert Vasseur	Selectman
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		S/A. G. Graya	
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STATE OF VERMONT DEPARTMENT OF HIGHWAYS Solatvi Bulling Veetales

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Contlemen:

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With regard to the completion of the englosed Highery Mileage Certificates. all the travelled highedys in your town were measured in 1960 by Mr. Gregor Viens, Road Commissioner, with Mr. Marvey of this office, in accordance with Title 19, V. S. A., Section 15.

The resulting additions, subtractions, and revisions are indicated on enclosed map and explained on the attached breakforn short. Totald you please anter the encente, to be added or authrested, on Toma Highways, on the enclosed mileage pertificates.

In order that highway No. 234 may be added be your Town wilesae. it is necessary that we receive a Certificate of Complation and Opening to Public Travel med we have enclosed a suggested form of this certificate for your comveniouse.

Very truly yourse

H. F. Farrington Righway Flamning Engineer

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GLEON A. PERRIND, CHAIRMAN
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PORTER J. MOORE
NEWPORT
RENNETH H. ATWOOD
BRIDGEWATER GORNELO



COMMISSIONES OF HISHW PAUL IC MATES

CHIEF ENGINEER

ABBIETANT TO THE COMMISSION WINCHA DIA HERIDAS

STATE OF VERMONT DEPARTMENT OF HIGHWAYS MONTPELIER

Principle 28, 1994

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To the Selecture and Your Clark Team of Fayshoo Vermont

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As accomplished with Chapter 731, Section 1755 of the Formant States having political field for State of 1967, the Selection of the Town of Payeton having political like State Highway Assert that the highway described below to taken one of a state Highway self this purp listing improved with a better than provided a sale approved section than provided approved section of the Conserver, the State Highway Board does not take over an a state highway.

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VERMON

PAUL H. GATES

GLOON A. PERKING, CHAIRMAN Statte Augo

PORTER J. MOORE

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ASSISTANT TO THE COMME WINCHA D' A. SHESSIDAM

STATE OF VERMONT DEPARTMENT OF HIGHWAYS MONTPELIER

Potenter 21, 1985

Hanamabla Janoph B. Jehnson Converge, State of Termost Mostyplian, Versint

Inde Geverant Johnsons

In accordance with Compter 214, Section 4038 of the Terrent Statutes, Revision of 1947, the Selections of the Town of Tayman have pothtioned the Sinte Highery Hourd, that the following described highway, having a buttor time gravel carince, be taken over as a part of the State Highest Systems

State Aid Highest #1 in the Tone of Payeties, beginning at the canterly and of the destribugh State Mahney, extending eastorly and ending as the Makestiald Town Line, a total distance we be the wilder.

It was teday reced by the linera to treasfor this nilegge to the State Mginey System, subject to your approval which to hereby respectfully requested.

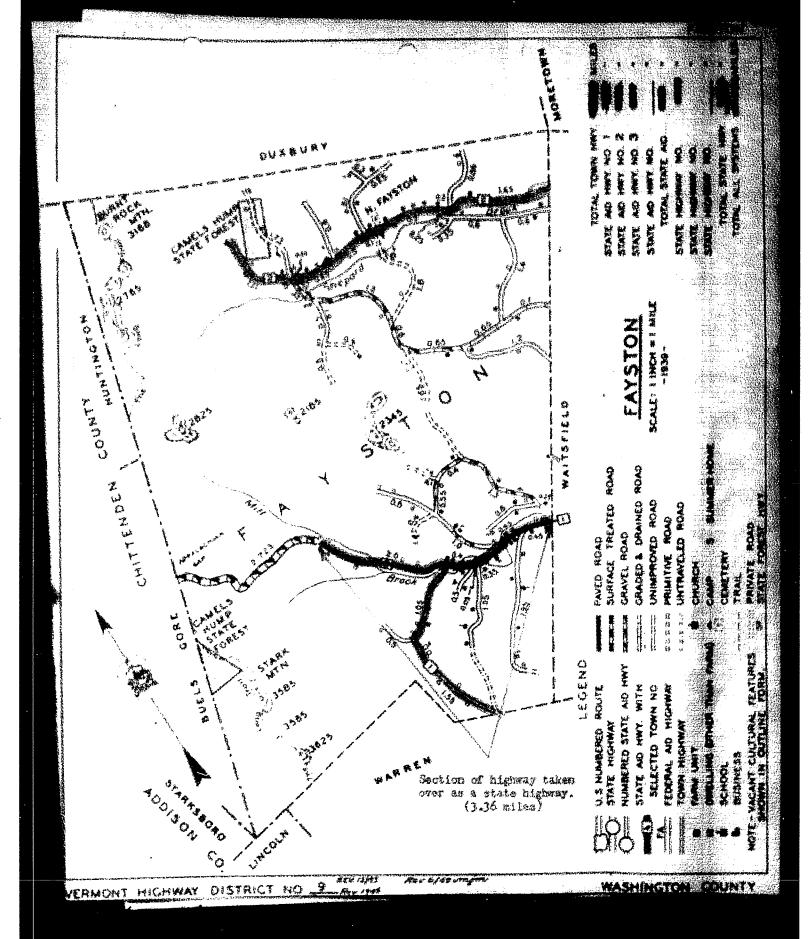
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PETITION

Pursuant to Section 4955 of the Vermont Statutes, Revision of 1947, we, the Selectmen of the Town of Fayston, hereby petition the Highway Board of the State of Vermont, that the following described highway, having a better than gravel surface, be taken over as a part of the State Highway System.

State Aid Highway #1 in the Town of Fayston, beginning at the easterly end of the McCullough State Highway, extending easterly and ending at the Waitsfield Town Line, a total distance of 3.36 miles.

Dated at Fayston, this // day of December, 1955.

Micas & Bugg

Selectmen of the Town of Fayston

novemen 10, 1995

TOTAL TOTAL TOTAL CONTROL TO THE CONTROL OF THE CON

At the Board Meeting on Nevember 18, the letter eritten on October 35 by Mr. Houry J. Ferkins was considered. It was felt by the Board that it was logical to transfer the State Aid Mileago in the Toma of Fayston to the State Mighest Dyston as a connecting link between Route 180 and the section of the State Mighest System on the McCullough Termpile. After voting that, upon proper potition of the Selectmen as required by Section 4935 of the Vermont Statutes, the Board directed that a potition be prepared to properly describe and cover the mileage to be transferred for the migrature of the Selectmen of the Town of Fayston.

When this information is furnished us by the Planning Survey, I am to sail it, with a letter, to Mr. H. J. Forking so that he may take it to the Scarci of Sciectum with whom he has already discussed the matter.

Enecetive Secretary

新花工 [6]

ect Planuing Survey

November 16, 1955

Mr. Henry J. Perkins Mad Hiver Association Weitsfield, Vermont

Dear Mr. Perkins:

This will confirm the fact that you today called at the office and left a message for Chairman Perkins and the other Board Members to consider with your letter of October 26 at the next Board Meeting. At the time, I shall be pleased to advise them that you stated the Selectmen are in favor of the transfer of the approach road to Mad River Glen Ski Area in Fayston to the State Highway System and are willing to make a formal request if desired by the Board.

As you have been informed, your letter was read at the last meeting of the Highway Board, but was tabled for consideration and action until another meeting attended by all Members. The two Members present noted that you were correct in your belief that the Highway Board is authorized to add State Aid Highways, which have a better than gravel surface to the State Highway System. The came Section of the Statutes (1955) requires, however, that such action be upon the petition of the Selectmen of the town in which the highway is altuated.

Another stipulation or condition, on which the Board insists whenever State Aid Milesge is transferred to the State Bighway System, is that the Town be required to provide a good clear right-of-way title, instead of simply whatever rights it may have previously had. The Selectmen would be informed of this fact if their petition received favorable consideration. In any event, after the meeting the week if attended by all the Members, you will be notified of the attitude expressed by the Board when your letter is given attention.

Yours truly,

Executive Secretary



Mad River Association

WANTEPIELD. VERNOUT

Mr. Cleon A. Perkins Chairman, State Highway Board

October 26, 1955

F 24 上海

Subject: Med River Glen Road

Dear Mr. Perkins,

During several of our past conservations about the paving of the access road to the Mad River Glen ski area in the town of Fayston, we have mentioned the possibility of that section of the read - now state-aid - being added to the State Road System. It has been my understanding, that, once this road was paved all the way, it would be possible for it to be added to the state system by direction of the Board and Governor. (I believe, an act of the legislature was necessary if the road was unpaved.)

In the last session of the legislature, the Fayston representative allowed his bill to make this a State Road to be amended, I think, omitting

this provision, in order to cooperate with the Highway Boards plans.

The road is now completely paved, as you undoubtedly know, through a four year program of cooperation on the standard state aid to towns basis; with your Board's added cooperation on the state road section. It is a very fine road and we are all very proud of #1 it. The ski industry in Fayston is extremely grateful to the town and the State Highway Department for the cooperative effort that accomplished it. We are looking forward to many successful seasons and the paved highway will be a major factor.

I feel that I have had an understanding with you although it was define tely not a promise !) that when Fayston had done its part and the road was paved, the Board would be agreable to placing the road on the state system. It is the one more, and it seems to me, logical, step. The Fayston selectmen are in favor of such a move, the members of the Mad River association and the Mad River Corporation would like to see it a State Road. May we ask that the Highway Board favorable consider action to this end 3

If you will comider this favorably, what should be done next to

accomplish it ? How can I help ?

I thank you and the board for your wery great cooperation. Very sincerely,/

Henry I Perkins

Carletto Refer

Housing and Information Office: Waitsfield, VI.

Tel. Waitsfield 1007

TO:

H. E. Sargent, Chief Engineer

H. F. Farrington, Mgr., Highway Plenning

DATE: March 4, 1955

SUBJECT:

Reselection in Fayston - Remeasurement only

Attached is a reselection of the State Aid roads in the town of Payston which is a remeasurement only, with a change in State Aid numbers as shown on the attached map. The change in mileage is due to the correct establishment of the beginning of the McCullough State Highway. from R/O/W surveys, field checks and research, made during the past year.

Explanation of difference between mileages on previous selection and the present reselection of S.A. # 2.

Previous selection 4.91 miles Mileage on present reselection blank 4.96

The difference of 0.05 mile is due to a remeasurement of this road during the Town Road Study and we were waiting for an opportune time to make this change without making out a new reselection balnk for 0.05 mi.

HFF: pm HD 296 12.89

The turnpike road commences at the intersection of State Aid Highway No. 3 in the Town of Fayston (3.7 miles west of State Highway Route 100 at Irasville) and extends westerly to the intersection of State Aid Highway No. 1 in the Town of Starksboro (6.1 miles east of State Highway Route 116).

Present Condition

The present condition of the turnpike road, from east to west, is as follows:

- 1. Section A From the intersection of State Aid Highway No. 3 in the Town of Fayston westerly 1.27 miles to the Mad River Glen ski area. This section was improved in 1948 with a 20 foot gravel surface but the surface is inadequate for the amount of traffic using it in the spring to reach the ski area.
- Section B From Mad River Glen westerly 1.4 miles to the height of land in Appalachian Cap. This section was completed early in 1941 by the Civilian Conservation Corps, under the direction of the Vermont Porest Service, to provide a one-lane gravel truck trail with turnouts. It is very winding and mostly in rock cuts and entirely unsuitable for two-way traffic.
- 3. Section C From Appalachian Gap westerly to the intersection of State Ald Highway No. 1 in the Town of Starksboro. This section is located on the extremely steep and rocky westerly slope of the main Green Hountain range and exists as a survey only, no actual road ever having been built.

Water Tolking B. Charles

TO: R. F. Taylor, District Engineer

FROM: H. F. Farrington, Mgr., Highway Planning Survey

DATE: February 8, 1955

SUBJECT:

Attached are State Aid Selection forms for the town of Payston. These forms reflect the latest mileage of the State Aid roads in the town of Payston. You will note that the State Aid road leading to the Payston State Highway has been renumbered #1 and former State Aid #1 from the intersection of State Aid roads south to the Warren T/L has been renumbered State Aid #3.

HPF; EHT: sr Attach.

HD 296 12-55

The turnpike road commences at the intersection of State Aid Highway No. 3 in the Town of Fayston (3.7 miles west of State Highway Route 100 at Irasville) and extends westerly to the intersection of State Aid Highway No. 1 in the Town of Starksboro (6.1 miles east of State Highway Route 116).

Present Condition

The present condition of the turnpike road, from east to west, is as follows:

- 1. Section A From the intersection of State Aid Highway No. 3 in the Town of Fayston westerly 1.27 miles to the Mad River Glen ski area. This section was improved in 1948 with a 20 foot gravel surface but the surface is inadequate for the amount of traffic using it in the spring to reach the ski area.
- 2. Section B From Mad River Glen westerly 1.4 miles to the height of land in Appalachian Gap. This section was completed early in 1941 by the Civilian Conservation Corps, under the direction of the Vermont Forest Service, to provide a one-lane gravel truck trail with turnouts. It is very winding and mostly in rock cuts and entirely unsuitable for two-way traffic.
- 3. Section C From Appalachian Cap westerly to the intersection of State Aid Highway No. 1 in the Town of Starksboro. This section is located on the extremely steep and rocky westerly slope of the main Green Mountain range and exists as a survey only, no actual road ever having been built.

Addition to the state system,

AI A. McCULLOUGH MOUNTAIN TURNPIKE ROAD

(Note: The following is copied from the letter sent to Governor Lee E. Emerson by the Highway Board, on January 12, 1951, with copies for the House of Representatives and the State Senate, making the report and recommendations to the General Assembly of 1951, as required by Act No. 269 of 1949.)

In accordance with No. 269 of the Public Acts of 1949, the State Highway Board has made and completed a survey as to the cost and feasibility of completing the construction of the Ai A. McCullough Mountain Turnpike Road and herewith presents a report of the survey, with recommendations to the General Assembly of 1951 as directed by the Act.

Location

The Ai A. McCullough Mountain Turnpike Road is located in the Town of Fayston (Washington County), Buel's Gore (Chittenden County) and the Town of Starksboro (Addison County). If constructed, it would form a connecting link through Appalachian Gap (elevation 2,365 feet) between State Highway Route 100 at Irasville and State Highway Route 116 north of Bristol.

The turnpike road commences at the intersection of State Aid Highway No. 3 in the Town of Fayston (3.7 miles west of State Highway Route 100 at Irasville) and extends westerly to the intersection of State Aid Highway No. 1 in the Town of Starksboro (6.1 miles east of State Highway Route 116).

Present Condition

The present condition of the turnpike road, from east to west, is as follows:

- l. Section A From the intersection of State Aid Highway No. 3 in the Town of Fayston westerly 1.27 miles to the Mad River Glen ski area. This section was improved in 1948 with a 20 foot gravel surface but the surface is inadequate for the amount of traffic using it in the spring to reach the ski area.
- 2. Section B From Mad River Glen westerly 1.4 miles to the height of land in Appalachian Gap. This section was completed early in 1941 by the Civilian Conservation Corps, under the direction of the Vermont Forest Service, to provide a one-lane gravel truck trail with turnouts. It is very winding and mostly in rock cuts and entirely unsuitable for two-way traffic.
- 3. Section C From Appalachian Gap westerly to the intersection of State Aid Highway No. 1 in the Town of Starksboro. This section is located on the extremely steep and rocky westerly slope of the main Green Mountain range and exists as a survey only, no actual road ever having been built.

Access Highways

On the east side of the Green Mountain range the turnpike read is reached from State Highway Route 100 by means of State Aid Highway No. 2 in the Town of Waitsfield and State Aid Highways Nos. 1 and 3 in the Town of Fayston. The length of this access highway is 3.7 miles. A 20 foot gravel surface was constructed over this section in 1948 by the towns with the assistance of the State Highway Board, connecting with the east end of the turnpike road (Section A) to provide access to Mad River Glen, but it is inadequate for spring traffic.

On the west side of the Green Mountain range the turnpike is reached from State Highway Route 116 by means of State Aid Highway No. 6 in the Town of Bristol and State Aid Highway No. 1 in the Town of Starksboro. The length of this access highway is 6.1 miles. These highways at present are narrow and winding, with a gravel surface not suitable for any increase in traffic.

If the turnpike road is constructed, these access highways should be improved to the same standards so that the entire link between State Highway Route 100 on the east and State Highway Route 116 on the west will be adequate for the traffic using it.

Description of Survey

The survey of the turnpike road followed the present alignment of Section A to Mad River Glen, which was improved in 1948 to suitable alignment and grade.

From Had River Glen to Appalachian Gap (Section B) the present line of the road built by the Civilian Conservation Corps has been improved somewhat and has 2 curves between 10° and 20° and 13 curves (including 2 switchbacks) of over 20°. There are 3,125 linear feet of grade between 10% and 14% and 475 linear feet of grade 14% and steeper.

From Appalachian Gap westerly (Section C) two survey lines were run and alternate designs made as follows:

- (a) The <u>original line</u>, laid out by the Vermont Forest Service, has 6 curves between 10° and 20° and 16 curves (including 3 switchbacks of 20° and over. There are 3,950 linear feet of grade between 10% and 14% and 1,925 linear feet of grade 14% and steeper.
- (b) The revised line was laid out to provide generally less sharp curves and less steep grades than the original line. It has 6 curves between 10° and 20° and 12 curves (including 1 switchback) of 20° and over. There are 1,975 linear feet of grade between 10% and 14% and 2,125 linear feet steeper than 14%.

Over the entire length of the turnpike road the maximum grade is nearly 16% and the sharpest curve is 80°.

Design Standards

The standards used in designing the improvement of the turnpike road consist of a 20 foot wide hard surfaced roadway with a 4 foot pravel shoulder on each side. The proposed surface is 18 inches of pravel with a double tack coat bituminous treatment.

Estimated Costs

The estimated costs of improving the turnpike road and its access highways to a condition suitable for year around travel by a minimum average of 150 vehicles per day are given in detail below.

Turnpike Road

	I driidike road	- 3				
1.	Section A - From the easterly end, at the in- tersection of State Aid Highway No. 3 in the Town of Fayston, to Mad River Glen (1.27 miles)	\$ 11,000.00				
2.	Section B - From Mad River Glen to Appalachian Gap (1.4 miles)	86,000.00				
3.	Section C - From Appalachian Gap to the westerly end at the intersection of State Aid Highway No. 1 in the Town of Starks- boro:					
	(a) Original line (2.95 miles) (b) Revised line (2.85 miles)	291 ,000. 00 317 ,000. 00				
4.	Total Estimated Cost of Turnpike Road: (a) Via original line (b) Via revised line	\$388,000.00 414,000.00				
Access Highways						
1.	State Aid Highway No. 2 in the Town of Waitsfield (0.2 mile)	\$ 1,600.00				
2.	State Aid Highways No. 1 and 3 in the Town of Fayston (3.7 miles)	30 ,000.0 0				
3.	State Aid Highway No. 6 in the Town of Bristol (1.7 miles)	85,000.00				
4,	State Aid Highway No. 1 in the Town of Starks- boro (4.4 miles)	110,000,00				
5.	Total Estimated Cost of Access Highways	\$226,600.00				

Total Estimated Cost of All Necessary Improvements:

(a) Via Original Line

\$614,600.00

(b) Via Revised Line

\$640,600.00

Travel Characteristics.

The constructed turnpike road, with its access highways, would provide a new east-west crossing of the main Green !!ountain range:

At the present time, to the north, Route U.S. 2 between Burling ton and Montpelier, and, to the south, State Highway Route 125 between Middlebury and Hancock, provide existing crossings which already are adequate and safe for year around travel.

Also, a few miles to the south there is the State Aid highway through Lincoln Gap, which is suitable for summer travel but, because of excessively steep grades, is unsafe at other seasons of the year.

It is estimated that approximately 100 vehicles a day, in summer, would cross by the turnpike road if constructed.

The major usefulness of the turnpike road would be to provide access to the Mad River Glen ski development in winter. Because of the character of the western side of the mountain range, however, it would be exorbitantly expensive to construct that section of the turnpike road so as to be safe for winter travel.

This westerly section (Section C) of the turnpike road would be very similar to State Highway Route 108 through Smugglers Notch between Stowe and Jeffersonville. That highway is maintained in winter to the Mt. Mansfield ski area but it has been considered extremely hazardous to attempt to maintain winter travel over the steep grades and sharp curves through Smugglers Notch. All grades steeper than 10% and curves sharper than 100 are potential places for accidents under winter conditions.

Access to the Mad River Glen ski area already is provided by a recently constructed gravel highway on the east side of the mountain range from State Highway Route 100 at Irasville. This access involves a section (Section A) of the turnpike road already improved to a gravel surface.

State Highway Route 100 is paved from Irasville north to the intersection of Route U.S. 2 at Middlesex. All but 13 miles of this route through Granville Gulf is paved south to connect with main highways from Rutland and 'Mite River Junction. The Highway Board consider that the paving of this gravel section is more important than constructing a new access road.

<u>Recommendations</u>

At the present time Vermont has 291 miles of gravel State Highways and 273 miles of gravel State 11d Highways, which carry traffic volumes of 150 vehicles or more per day. These existing roads are vital to the State's agricultural, business and recreational interests. They should be hard surfaced as rapidly as finances permit in order to adequately carry the traffic without excessive maintenance expenditures.

The State Highway Board considers that these existing but inadequate highways should be improved before an entirely new and relatively unnecessary road is constructed through Appalachian Cap.

It is recommended, therefore, that all acts and parts of acts requiring completion of the Ai A. McCullough Mountain Turnpike Road be repealed.

Because of the extensive summer and winter recreational development at Mad River Glen, however, a hard surface should be provided
from State Highway Route 100 to this development. During a winter with
normal snowfall this access road will carry an estimated 300 vehicles
per day.

It is further recommended, therefore, that the connecting State Aid Highways, (No. 2 in the Town of Waitsfield and Nos. 1 and 3 in the Town of Fayston) from State Highway Route 100, and the easterly end of the Ai A. McCullough Mountain Turnpike Road to Mad River Glen, be resurfaced with gravel and improved with a double tack coat of bituminous material. (The estimated cost of this work is \$42,600.00).