

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

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

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

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

Town Highways	Previous Mileage	Added Mileage	Subtracted Mileage	Total	Scenic Highways
Class 1	0.000				0.000
Class 1 Lane	0.000				
Class 2	15.920				0.000
Class 3	32.30				0.000
State Highway	16.929				0.000
Class 4	11.83	0.44	2.00	10.27 10.23	0.000
Legal Trail	2.48				
Total	65.149			65.149	0.000

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

PART II - INFORMATION AND DESCRIPTION OF CHANGES SHOWN ABOVE. Adjustments by

- NEW HIGHWAYS:** Please attach Selectmen's "Certificate of Completion and Opening". S. Monahan 3/23/10
- DISCONTINUED:** Please attach SIGNED copy of proceedings (minutes of meeting).
- RECLASSIFIED/REMEASURED:** Please attach SIGNED copy of proceedings (minutes of meeting).
- SCENIC HIGHWAYS:** Please attach a copy of order designating/discontinuing Scenic Highways.

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

PART III - SIGNATURES - PLEASE SIGN.

Selectmen/ Aldermen/ Trustees Signatures:

(Handwritten signatures: Mary Pt. Shino, [unclear], [unclear], [unclear])

T/C/V Clerk Signature: *Cindy Carlson* Date Filed: 2/3/2010

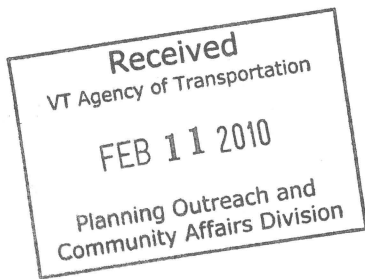
Please sign ORIGINAL and return it for Transportation signature.

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

APPROVED:

(Signature)
Representative, Agency of Transportation
John [unclear]

DATE: 5/19/2010



Vermont Statutes Annotated

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

§ 305. Measurement and inspection

(a) After reasonable notice to the selectboard, a representative of the agency may measure and inspect the class 1, 2, and 3 town highways in each town to verify the accuracy of the records on file with the agency. Upon request, the selectboard or their designee shall be permitted to accompany the representative of the agency during the measurement and inspection. The agency shall notify the town when any highway, or portion of a highway, does not meet the standards for its assigned class. If the town fails, within one year, to restore the highway or portion of the highway to the accepted standard, or to reclassify, or to discontinue, or develop an acceptable schedule for restoring to the accepted standards, the agency for purposes of apportionment under section 306 of this title shall deduct the affected mileage from that assigned to the town for the particular class of the road in question.

(b) Annually, on or before February 10, the selectboard shall file with the town clerk a sworn statement of the description and measurements of all class 1, 2, 3, and 4 town highways and trails then in existence, including any special designation such as a throughway or scenic highway. When class 1, 2, 3, or 4 town highways, trails, or unidentified corridors are accepted, discontinued, or reclassified, a copy of the proceedings shall be filed in the town clerk's office and a copy shall be forwarded to the agency.

(c) All class 1, 2, 3, and 4 town highways and trails shall appear on the town highway maps by July 1, 2015.

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

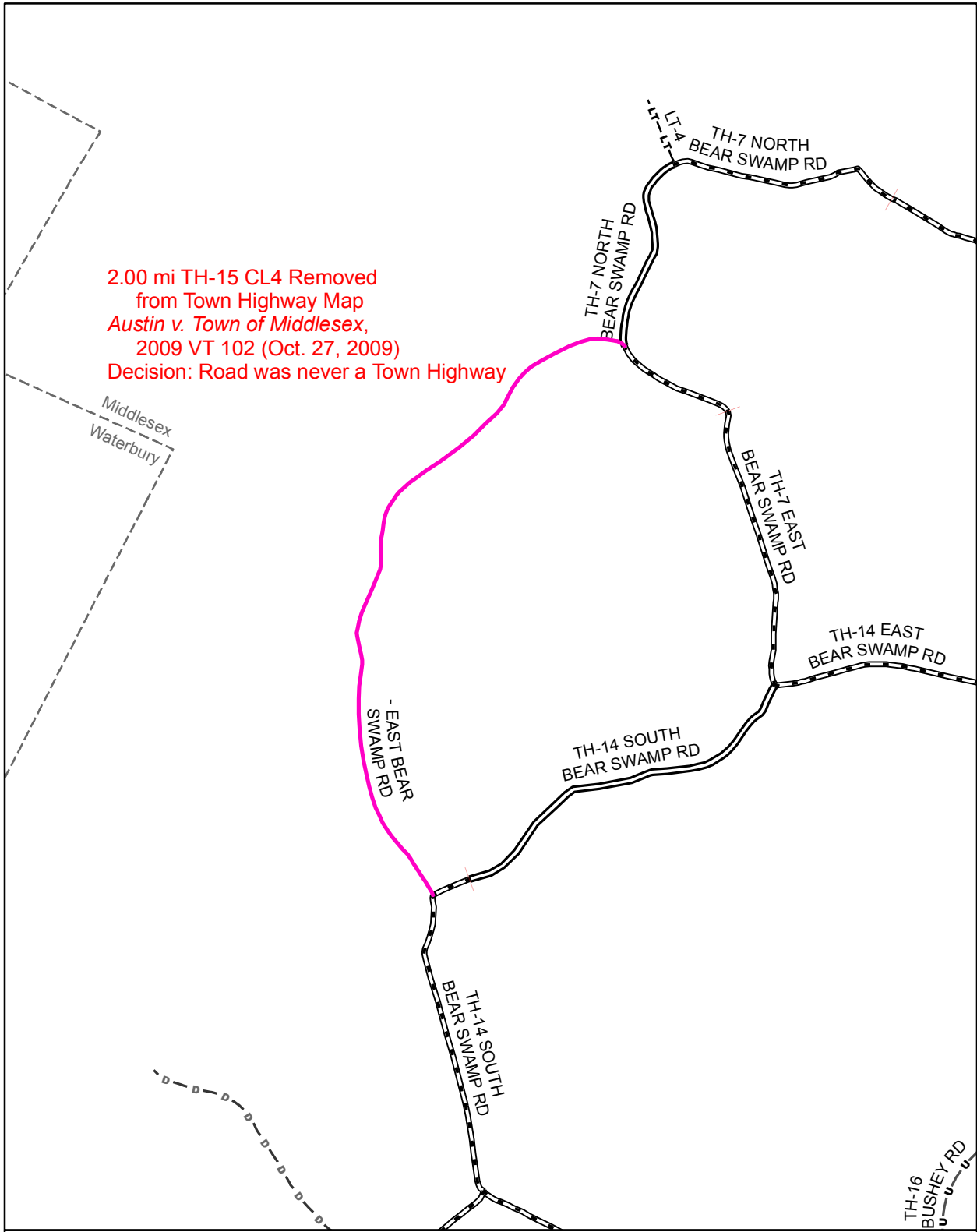
(e) The agency shall not accept any change in mileage until the records required to be filed in the town clerk's office by this section are received by the agency. A request by a municipality to the agency for a change in mileage shall include a description of the affected highway or trail, a copy of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

(f) The selectboard of any town who are aggrieved by a finding of the agency concerning the measurement, description or classification of a town highway may appeal to the transportation board by filing a notice of appeal with the executive secretary of the transportation board.

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

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

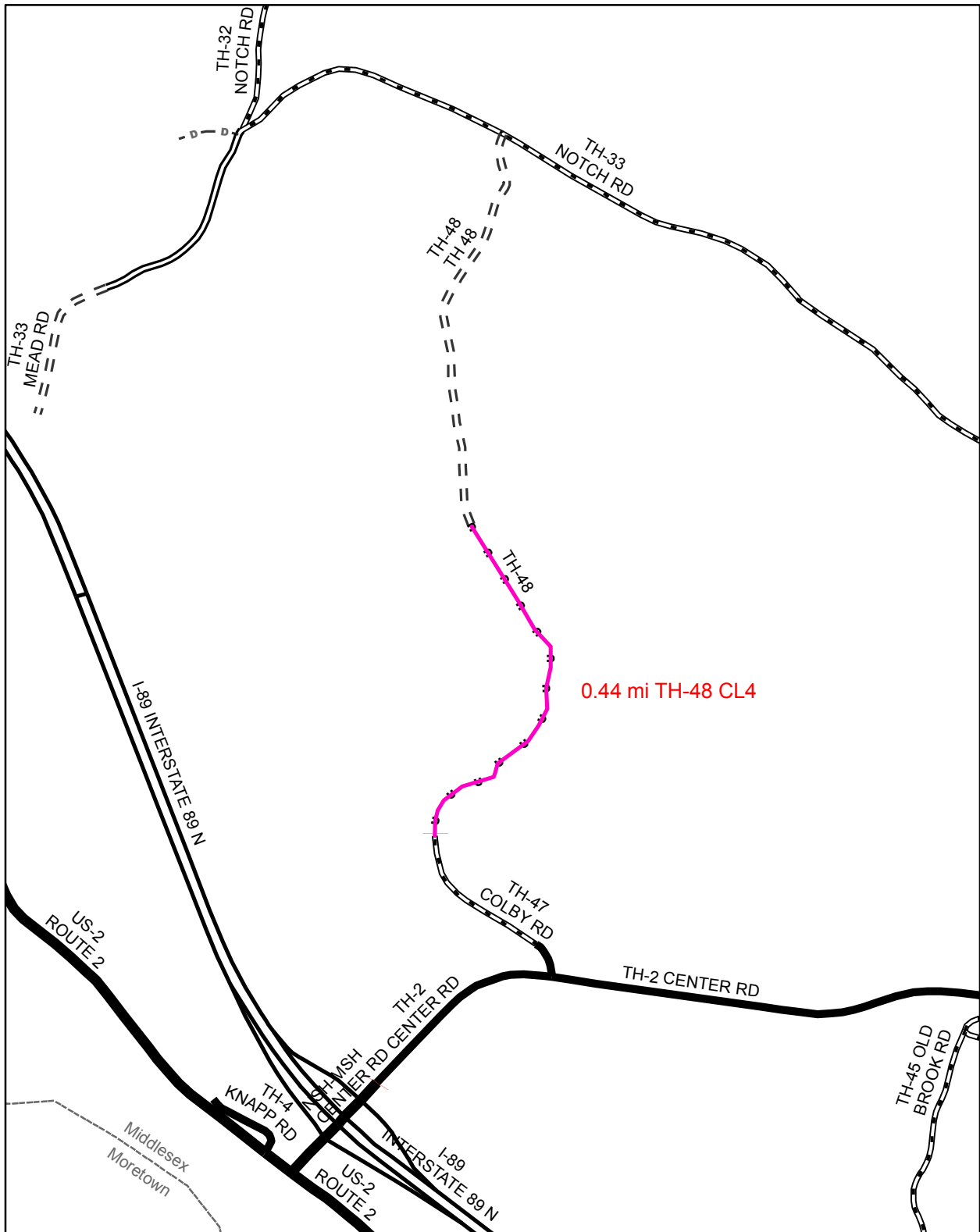
12/29/2009



**Mileage Certificate Change 2010
 MIDDLESEX**

Mapping Unit
 Division of Planning, Outreach and Community Affairs
 Vermont Agency of Transportation -- March 2010





**Mileage Certificate Change 2010
MIDDLESEX**

Mapping Unit
 Division of Planning, Outreach and Community Affairs
 Vermont Agency of Transportation -- March 2010

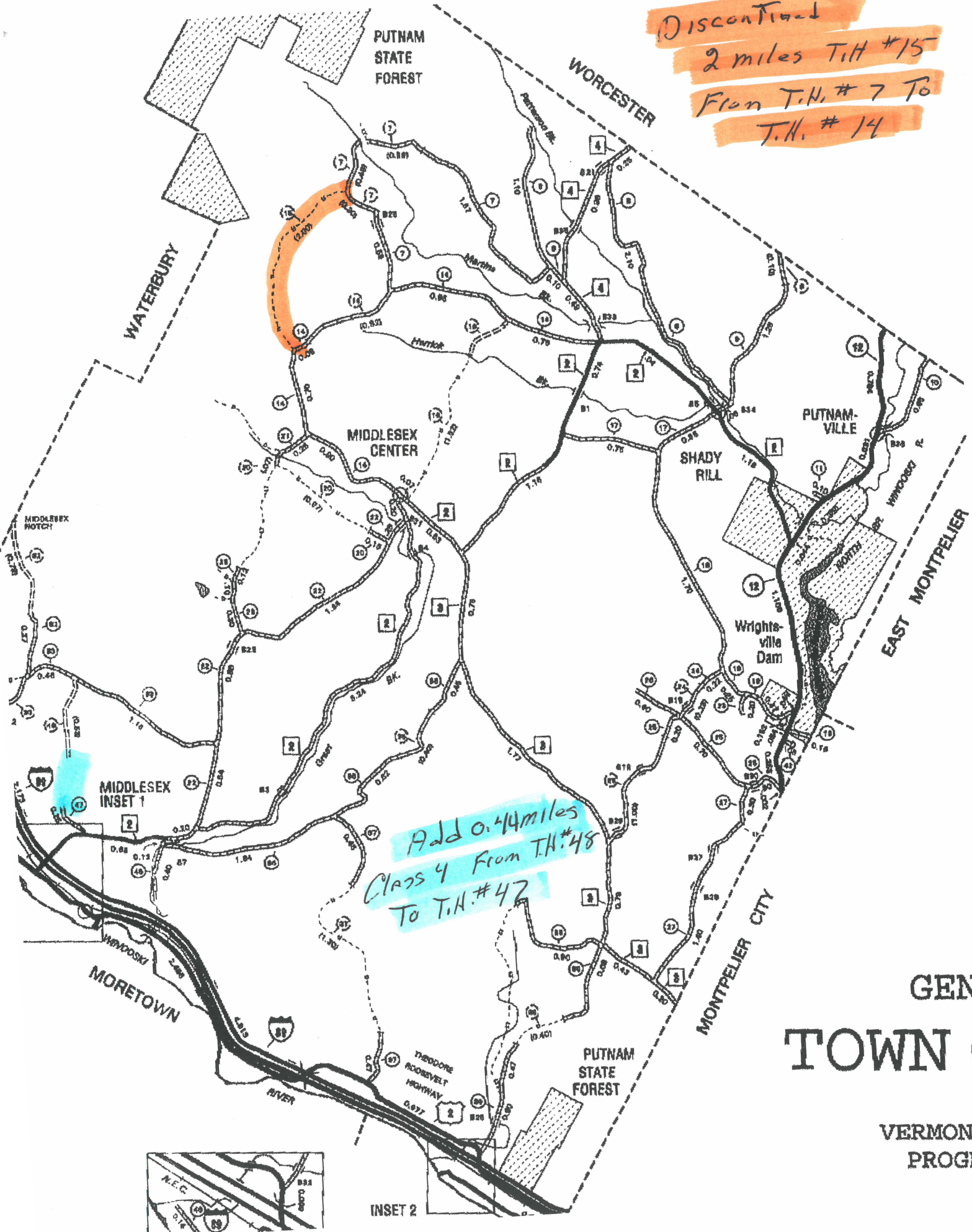


Discontinued

2 miles T.H. #15

From T.H. #7 To

T.H. #14



Add 0.44 miles
Class 4 From T.H. #48
To T.H. #42

GENESEE TOWN (

VERMONT
PROGR



INSET 2

Austin, Flanagan et al. v. Town of Middlesex (2008-428)

2009 VT 102

[Filed 27-Oct-2009]

ENTRY ORDER

2009 VT 102

SUPREME COURT DOCKET NO. 2008-428

SEPTEMBER TERM, 2009

James W. Austin, Joann Flanagan,
John Flanagan, Kirk Flanagan,
Dawn Flanagan and Christopher Austin

v.

Town of Middlesex

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}
}
}
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}
}

APPEALED FROM:

Washington Superior Court

DOCKET NO. 429-7-05 Wncv

Trial Judge: Dennis R. Pearson

In the above-entitled cause, the Clerk will enter:

¶ 1. The Town of Middlesex appeals a decision by the Washington Superior Court granting a declaratory judgment in favor of plaintiff landowners and co-tenants. In the underlying quiet-title action, plaintiffs sought to show that no “ancient road,” referred to as Town Highway 15 (T.H. 15), had ever formally existed on their land. We agree and affirm, finding that the Town has failed to prove the official establishment of a town road.

¶ 2. Plaintiffs are co-owners and/or co-tenants of a 270-acre parcel of land in Middlesex, Vermont. Joann Flanagan purchased the land in 1988, and she and James Austin currently make their home there. The other plaintiffs are their adult children who have remainder interests in the land. After purchasing the land, plaintiffs learned that the Town asserted the continuing existence of T.H. 15 and claimed that it crossed through plaintiffs’ property between their home and outbuildings. Plaintiffs currently use a section of this road as a portion of their private driveway, and it also serves as a private road that accesses a duly permitted subdivision created on plaintiffs’ land in 1999. The Town does not dispute that the road has remained without improvement or maintenance for at least the past three decades.

¶ 3. Maps of Middlesex dating back more than 150 years indicate the location of a road running the same general course as that claimed by the Town as T.H. 15. It is first referenced in 1833 in

Book B (1821-1851) of the Middlesex Town Land Records on a page recording the actions of the Town, by and through its selectmen and/or town clerk, with regard to three different roads. The entry describing the road that sparked this litigation provides:

Record of a Road in the North part of Middlesex. Beginning as follows [describing the course and length of the road] The above is a true Record as surveyed Middlesex July 6, 1833 by Eli Stone Surveyor The above described Road begins at a stake & stones on a road this day laid and surveyed through Mr Flints to Mr Roots land from George Paddlefords Road about forty rods Middlesex July 6, 1833 per me Eli Stone Recorded by me Horace Holden T Clerk

The two previous entries on the same page refer to roads surveyed in 1831. The recording of each of these roads concludes, “The above road laid out by us three rods wide and surveyed in the center by and under our direction. . . . John Vincent Elijah Holden Selectmen.” Following the second entry is the statement, “The above surveys recorded by me Horace Holden Town Clerk.” All three entries appear to be written by the same hand.

¶ 4. Before trial, the parties filed cross-motions for summary judgment and a hearing was held. Ruling in plaintiffs’ favor, the court reasoned that the Town had failed to provide sufficient evidence to prove it had “ever successfully established a public road.” The Town filed a motion to reconsider and included additional evidence from the Middlesex town records. The trial court subsequently denied that motion.

¶ 5. On appeal, the Town’s only claim is that the 1833 survey,^[1] along with other documents,^[2] provide sufficient context “to justify the conclusion that the road in question is a[n official] town highway.” It does not claim, nor is there any claim in the record, that any of plaintiffs’ predecessors-in-title voluntarily granted the Town a right-of-way along T.H. 15. Thus, the only legal basis on which the Town could have acquired the right-of-way and established T.H. 15 is by condemnation or a confiscatory taking under the applicable laws in effect in 1833.

¶ 6. When we review a grant of summary judgment, this Court applies the same standard of review as applied by the trial court. Delta Psi Fraternity v. City of Burlington, 2008 VT 129, ¶ 5, ___ Vt. ___, 969 A.2d 54. Summary judgment is appropriate where there is no genuine issue of material fact and any party is entitled to judgment as a matter of law. Id.; V.R.C.P. 56(c)(3). As this appeal raises no contested questions of fact, we limit our review to pure questions of law. See Delta Psi, 2008 VT 129, ¶ 5.

¶ 7. “The procedure to be followed in laying out . . . a highway is . . . statutory and the

method prescribed must be substantially complied with or the proceedings will be void.” In re Mattison, 120 Vt. 459, 462, 144 A.2d 778, 780 (1958) (citing Barton v. Sutton, 93 Vt. 102, 103, 106 A. 583, 584 (1919)); see In re Town Highway No. 20 of the Town of Georgia, 2003 VT 76, ¶¶ 6-7, 175 Vt. 626, 834 A.2d 17 (mem.); In re Bill, 168 Vt. 439, 442, 724 A.2d 444, 446 (1998). When interpreting any law, this Court begins by examining the plain language of the statute in order to give effect to the legislative intent. See Delta Psi, 2008 VT 129, ¶ 7. Our prior interpretations of a statute aid us in determining the legislative intent. See Lane v. Town of Grafton, 166 Vt. 148, 152, 689 A.2d 455, 457 (1997).

¶ 8. In 1833, the year in which the Town argues T.H. 15 was laid out, Vermont had three legal requirements for the official creation of a road. First, “[e]very highway or road [to] be laid out or opened [had to] be actually surveyed, and a survey thereof made out, entered and recorded, in the town clerk’s office, where such highway or road lies.” Laws of Vermont, 1824, Ch. LIII, No. 1, § 1. Second, the road had to be officially “laid out” through a formal act by the selectboard or another official body and duly recorded. See Young v. Town of Wheelock, 18 Vt. 493, 495 (1846) (“The evidence, that a road has thus been laid out and opened for travel, is usually to be found on the records of the town. The survey, the act of the selectmen, or commissioners, together with the certificate, that the road has been opened, are required to be recorded.”); Patchin v. Doolittle, 3 Vt. 457, 459 (1831) (road cannot be opened without being “laid out”). Third, the selectboard had to issue a “certificate of opening” attesting that the town had in fact physically created and put into public use the road as surveyed and “laid out.” Laws of Vermont, 1824, Ch. LIII, No. 10, § 2 (“[W]henever the selectmen of any town shall open any road, heretofore, or hereafter, laid out, they shall cause a certificate thereof, signed by them, or a major part of them, to be forthwith recorded in the town clerk’s office”); see Kelly v. Town of Barnard, 155 Vt. 296, 302-303, 583 A.2d 614, 618 (1990); Young, 18 Vt. at 495; Patchin, 3 Vt. at 458 (A road is “opened by the select men, in the way pointed out by statute; to wit, by their causing a certificate, that it is thus opened, to be recorded in the town clerk’s office.”).

¶ 9. It is clear from the town records quoted above and from the evidence submitted at trial that the Town could not show any official act by the selectmen “laying out” T.H. 15 in 1833 or otherwise legally establishing the road at any subsequent point.^[3] Apparently the road described as T.H. 15 was surveyed and recorded in 1833, but there is no proof that the selectboard officially authorized that road as a town highway. Indeed, on the evidence provided, it does not appear that the selectboard acted at all in 1833 with regard to the described road. Rather, the entry the Town relies upon only seems to record a road survey by one Eli Stone and provides no evidence of official sanction. In contrast to the survey recording the course and direction of T.H. 15, the two prior surveys that share the same page in the town records clearly state that those roads were “laid out by us [the selectmen] . . . and surveyed . . . under our direction.” Such entries demonstrate that the selectmen knew the legal requirements for formally establishing a town road, and there is no proof that such requirements were

followed in the entry for the road in dispute. Equally important, the same town clerk recorded all three entries on that page of the town records, and only the record for the disputed road lacks formal recognition by the selectboard.^[4]

¶ 10. The Town argues that the only legal requirements for establishing a road in 1833 were a recording of the survey and a certificate of opening, and that the certificate requirement was repealed by the Legislature in 2000.^[5] This argument, however, ignores the third and vital requirement that the road be formally “laid out” and claimed by the municipality. As our prior case law shows, the selectboard of the Town had to take this formal action. *Young*, 18 Vt. at 495; *Patchin*, 3 Vt. at 459. Moreover, the statutes in effect in 1833 regularly referred to “laying out” the road as a formal act by the selectboard. See, e.g., *Laws of Vermont, 1824*, Ch. LIII, No. 1, § 1 (“selectmen . . . shall have power . . . to lay out new highways”); *id.* No. 9, § 3 (highway “laid out” and “established” must be opened “within one year from the time it is established”). The provision requiring a duly recorded survey explicitly distinguishes that requirement from the road “lay out.” *Id.*, No. 1, § 1. (“[E]very highway or road which shall in future be laid out or opened, shall be actually surveyed . . .”). Without proof that the road was officially “laid out,” the Town lacks evidence that it substantially complied with the legal requirements in effect in 1833 and thus cannot successfully claim that T.H. 15 is a town highway.^[6]

Affirmed.

BY THE COURT:

Paul L. Reiber, Chief Justice

Denise R. Johnson, Associate Justice

Marilyn S. Skoglund, Associate Justice

Brian L. Burgess, Associate Justice

Cortland Corsones, Superior Judge,
Specially Assigned

^[1] The Town’s appeal also relies upon a later reference to T.H. 15 in an 1879 survey “under the

direction of the Selectmen of the Town of Middlesex” in the Middlesex town records. However, the Town concedes that this reference does not satisfy the requirements of the law applicable in 1879 and was likely just a re-survey of the road laid out in 1833. See *infra*, ¶ 7 (road layout not valid unless actions comply with applicable statute). We need not consider this facet of the Town’s argument.

[2] On appeal, the Town attempts to rely on various historical maps admitted in the trial court to show that T.H. 15 was an official town road as early as 1858. While we make no ruling on the admissibility of maps generally—especially given that here the trial court did not rely on the maps for its conclusion—we pause to note that the court did not state whether the maps were admitted as proof of the location of the road or proof of the official creation of the road. It seems unlikely that they would be reliable evidence to establish the latter.

[3] As is noted *supra*, ¶ 5 n.1, the road is officially “laid out” in the 1879 survey, but did not conform to the additional legal requirements applicable at that time.

[4] On appeal, the Town provided summary evidence regarding alleged recording discrepancies in the Middlesex town records between 1801 and 1867. Though the Town had a prior opportunity to present this evidence at trial, it was only brought before the trial court on a motion for reconsideration, which was denied. We will not address such evidence here.

[5] See 1999, No. 156 (Adj. Sess.), § 21(2) (repealing certificate of completion requirement); see also *id.* § 25, 19 V.S.A. § 717(a) (“The lack of a certificate of completion of a highway shall not alone constitute conclusive evidence that a highway is not public.”).

[6] We will not speculate as to the legal effect of Stone’s 1833 survey: whether it created a private road or was an initial step in establishing a public easement.

CERTIFICATE of COMPLETION and OPENING
of a HIGHWAY for PUBLIC TRAVEL

Cindy Carlson, Town Clerk of the Town of
(Clerk's Name) (City/Town/Village) (City/Town/Village)
Middlesex, Vermont.
(City/Town/Village Name)

Pursuant to Title 19, V.S.A., Chapter 7, this is to certify that the following described section of
 Class 4 Highway in the Town of Middlesex was COMPLETED AND
(1,2,3 or 4) (City/Town/Village) (City/Town/Village Name)
 OPENED FOR PUBLIC TRAVEL on June, 1823.
(Month - Day) (Year)

DESCRIPTION OF RIGHT OF WAY: Beginning - See attached .

and as shown on a Highway Map of the Town of Middlesex, dated
(City/Town/Village) (City/Town/Village Name)
January 11, 1904, and filed in Book 3 on page 335 of the Records of the
(Month - Day) (Year) (Book #) (Page #)
Town of Middlesex by the Town Clerk of said Town
(City/Town/Village) (City/Town/Village Name) (City/Town/Village) (City/Town/Village)
 incorporated herein by reference and attested to on said map by said the Town Clerk.
(City/Town/Village)

Dated at Middlesex, County of Washington and State of Vermont,
(City/Town/Village Name) (County Name)
 this 9th day of February, A.D., 2010.
(Date - Day) (Date - Month) (Date - Year)

[Signature]
(Selectman/Alderman/Trustee Signature)
[Signature]
(Selectman/Alderman/Trustee Signature)
Mary Alexander
(Selectman/Alderman/Trustee Signature)
[Signature]
(Manager/Mayor Signature)

[Signature]
(Selectman/Alderman/Trustee Signature)
[Signature]
(Selectman/Alderman/Trustee Signature)
[Signature]
(Selectman/Alderman/Trustee Signature)

BOARD
 OF
 SELECTMEN,
 ALDERMAN,
 or TRUSTEES

and the Manager/Mayor of the City/Town/Village of Middlesex.
(City/Town/Village Name)

Middlesex, VERMONT 219, 2010
(City/Town/Village Name) (Month - Day) (Year)

THE ABOVE IS A TRUE COPY OF THE DESCRIPTION OF CLASS 4 HIGHWAY COMPLETED AND
(1,2,3 or 4)
 OPENED FOR PUBLIC TRAVEL, RECORDED IN BOOK 3 ON PAGE 335 OF THE Town RECORDS
(Book #) (Page #)
 OF THE Town OF Middlesex ON THE 13th DAY OF January,
(City/Town/Village) (City/Town/Village Name) (Date - Day) (Date - Month)
1904, AT 11:00 O'CLOCK, A.M.
(Date - Year) (Time) (A or P)

ATTEST: Cindy Carlson
(Clerk's Name)
Town CLERK OF Middlesex, VERMONT
(City/Town/Village) (City/Town/Village Name)

Approved

Minutes for the Select Board Meeting of January 12, 2010

Present: Bill Callnan, Mary Just Skinner, Ruth Pope, Cindy Carlson, Dave Shepard, Matt Dwire, Peter Hood, Patty Willey, Mary Alexander, Gary Lamell, Abe Lewis

Meeting called to order at 6:40 pm

Ancient Road Study – Patty Willey, Dave Shepard

Patty updates the Board on her research for surveys for ancient roads. She was unable to find surveys for the following ancient roads: a road between Wood Road and Macy Road, two separate roads from Center Rd to Brook Road. She did find a road off of Notch Road which was discontinued in the 70's. The only road she was able to find surveys and documentation for is what is known as "Middle Road".

A site visit was conducted and evidence of the road is still visible. Patty was able to locate surveys, the original one from 1823 and one from 1904 where the middle section of the road was resurveyed. Patty found the road in the US GIS map from 1921. Ron Krauth has taken the metes and bounds from the survey and obtained aerial soil maps from the State and has been able to match up the surveys. Patty has met with the Ancient Roads Committee and the Conservation Commission and provided this information. Dave states that the Ancient Roads Committee voted to ask the Select Board to add this road to the Town Highway Map. The property owners were notified of this meeting and the meeting was warned as a public meeting. Jim Colby's letter which was received January 11, 2010 was read.

The Board is concerned about adding the road as a Class 4 Road. If this section of the road is added as a Class 4 the Town is responsible for maintenance. Ruth asks if her section of the road would be thrown up. She is told it is not the intention to throw up any section of the road. Dave states that there is not enough time to designate this road as a trail, but if it is put on the Town Highway Map as a Class 4 road it can be downgraded to a trail. This road could connect the village to the Notch Road for recreation purposes. Patty will ask AOT about downgrading it to a trail and report back to the Board.

Motion: Bill moves that the Board move to retain "Middle Road a continuation of Town Road #48" with the intention of downgrading it from a Class 4 to a trail. Mary Just Skinner seconds. Motion carries.

The Town Highway questionnaire has to be completed with this information. A copy of the minutes and a letter from the Select Board must be sent with the request to add the road.

A request has been received from Bryan J. Redmond to install an underground electric line across the class 4 section of Notch Road. It is noted that since this is considered secondary power, Washington Electric will not submit the normal permit request. This will be discussed at a future meeting.

Dave Shepard reports that Local Motion has a website showing various recreational trails. Central VT Regional Planning Commission has obtained a grant to add additional trails in Washington Country. Dave is asking if the Board wants to

include the Class 4 section of Notch Road and the Class 4 section of N. Bear Swamp Road in the Local Motion maps of trails. The Board is in support of this project.

Gary reports that the new truck will be back in service on Wednesday. The City of Montpelier loaned the Town a truck to use while the new truck was having the transmission replaced.

Budget Discussion

The Board is concerned about the increase in the budget for the 2010 – 2011 period. This budget will include the first bond payment for the new fire station. It is also noted that there will be a bond payment for the new town truck which was purchased under the town's equipment replacement schedule. Voters approved the construction of the new station but the Board does not want these capital expenditures to burden the town employees or to impair the Town's ability to maintain roads. The Board states that 2009 taxes have created hardships on some tax payers, if the Board can push back on expenditures it should. The Board discusses raises for employees. It was suggested that maybe the road crew would be the only employees to receive raises and the Board would find other ways to cut expenses. The Budget Committee members state that the Town voted for the fire station and the road crew shouldn't be penalized.

Motion: Bill moves the budget in the amount of \$1,003,955 for fiscal year 2010-2011. Matt seconds, motion carries.

Motion: Bill moves to ratify the decision to change in Health Insurance coverage to MVP with a \$2500/\$5000 deductible H S A Plan 02S. Mary Just Skinner seconds, motion carries.

The Board discusses building shelves in the storage closet and changing the lock on the door. This space would be used to store documents that are not required to be in the vault, such as financial records, correspondence, and other types of documents. The room has fire proof sheetrock in place and with the fire proof door the room would have a rating of 1 hour. The Fire Marshall has been consulted and has completed an inspection of the space.

The Board agrees that the Town Clerk's office can either rent a postage machine or postage on line which ever option would work best for the Town.

The Board agrees to obtain a credit card with a small balance for supply purchases instead of having to reimburse town employees.

The Board discusses the proposed flood regulations draft that the Planning Commission is developing. The deadline to warn a public hearing to place the regulations on the ballot for Town Meeting has passed. The Board has the option after the Planning Commission recommendation to either hold a public meeting in April or May and then schedule a special election or adopt interim zoning.

Motion: Bill moves to approve overweight permits for Paul I Stone, Jr/Paul I Stove Jr. Trucking and Bryan Lantagne. Mary Just Skinner seconds, motion carries.

A Letter of Agreement from the City of Montpelier for Ambulance Service for FY 2011 in the amount of \$49,034 and FY 2012 in the amount of \$51,974 is signed by the Board.

The Fire Department reports that they have been able to sell the furnace at the old fire station for a bid of \$260.00.

Meeting adjourn at 9:05 pm.

Respectfully submitted,

Cindy Carlson
Assistant to the Select Board

TOWN OF MIDDLESEX

Office of:
Town Clerk/Treasurer
Selectboard
Listers
Zoning Administrator
Planning Commission
Conservation Commission
School District Treasurer

5 Church St.
Middlesex, Vt. 05602
Tel. (802) 223-5915
Fax (802) 223-1298
Email: middlesxtwnclrk@comcast.net

MIDDLESEX TOWN CLERK'S OFFICE:

I, Cindy Carlson of the Town of Middlesex, Vermont certify that the

Public Notice for Tax Abatement meeting for Jo Collemer, Notice of Public Hearing for Middlesex Planning Commission for January 14, 2010 (updating the Flood Hazard Maps) and Public Notice for the Middlesex Select Board Ancient Roads, possible addition of "Middle Road" was:

- 1) Posted on December 24, 2009 at the following public places within the Town of Middlesex.
 - (a) Middlesex Country Store
 - (b) Middlesex Town Clerk's Office
 - (c) Middlesex Town Hall
 - (d) Rumney Memorial School

- 2) Was published in the Times Argus on December 28, 2009

ATTEST: Cindy Carlson
Cindy Carlson, Town Clerk

DATE: 12/23/2009

TOWN OF MIDDLESEX

Office of:
Town Clerk/Treasurer
Selectboard
Listers
Zoning Administrator
Planning Commission
Conservation Commission
School District Treasurer

5 Church St.
Middlesex, Vt. 05602
Tel. (802) 223-5915
Fax (802) 223-1298
Email: middlesxtreas@comcast.net

Public Notice

Town of Middlesex

The Middlesex Select Board will hear comments from the public at their January 12, 2010 meeting from 6:30 – 7:00 concerning the possible addition of “Middle Road” to the Middlesex Town Highway map. Middle Road will connect Colby Road (TH47) with TH48 off the Notch Road.



Israel to build 700 apartments in east Jerusalem

By KARIN LAUB
THE ASSOCIATED PRESS
RAMALLAH, West Bank — Israel announced Monday it is building nearly 700 new apartments for Jews in east Jerusalem, where Palestinians hope to set up the capital of a future state. The U.S., Palestinians and the European Union condemned the plan, a fresh setback to American efforts to restart Mideast peace talks.

The Palestinians have said they will not resume talks without an Israeli settlement freeze, and criticized what they said was another show

of bad faith by Israel. "With each individual action it undertakes on the ground, Israel is saying no to meaningful negotiations," said Palestinian negotiator Saeb Erekat.

President Barack Obama's Mideast envoy, George Mitchell, who is trying to find a formula for reviving negotiations, is due in Israel and the West Bank in the second week of January.

White House press secretary Robert Gibbs said the U.S. "opposes new Israeli construction in east Jerusalem" and that neither

side should take steps that pre-empt the outcome of talks. He urged both sides to restart negotiations without preconditions.

Sweden, which holds the rotating European Union presidency, said Israel's latest plans "prevent the creation of an atmosphere conducive to resuming negotiations on a two-state solution."

Israel insists the Jewish neighborhoods in east Jerusalem are not settlements, but part of its own capital, a view disputed by the international community.

The plan announced Monday takes the government of Israeli Prime Minister Benjamin Netanyahu into new political territory, by initiating construction for Jews in east Jerusalem. Up to now, the government has been saying it was endorsing plans already in the pipeline. Israel's Housing Ministry confirmed that the new construction bids are Netanyahu's first in east Jerusalem.

A partition of Jerusalem — with Jewish neighborhoods going to Israel and Arab neighborhoods to a future Palestine — would likely

be part of any peace deal. Palestinians say that with each expansion of Jewish areas, the Arab portion of the city is shrinking and partition becomes more difficult.

Netanyahu said he was willing to get back to talks immediately, telling a group of Israeli ambassadors: "Israel wants peace."

Israeli-Palestinian talks broke off a year ago. After coming to power nine months ago, Netanyahu withdrew key promises made by his predecessor, including a willingness, in principle, to discuss the future of

Jerusalem.

About 300,000 Israelis live in West Bank settlements and another 180,000 in east Jerusalem, areas claimed by the Palestinians for their state. Under U.S. pressure, Netanyahu agreed to slow new housing construction in the West Bank, though construction of more than 3,000 houses there continues.

The Israeli leader refuses to stop building in east Jerusalem, captured by Israel in the 1967 Mideast War and annexed. He says he will not cede any part of the city.



Pakistani Shiite Muslims mourn the deaths of people killed by a suicide bomber who detonated his explosives at the start of the procession Monday in Karachi.

Suicide attack on Pakistani Shiites kills 30

THE ASSOCIATED PRESS
KARACHI, Pakistan — A suicide bomber struck a procession marking a key Shiite Muslim holy day in Pakistan's biggest city Monday, killing 30 people in an attack blamed on extremists trying to hamper the country's fight against militancy by sparking a sectarian war.

Outraged Shiites responded to one of the worst sectarian attacks in the country this year by setting fire to buildings and vehicles at the blast site and pelting security forces with stones, a sign of frustration by the minority sect, which has suffered frequent attacks by Sunni extremist groups who regard them as heretical.

Authorities said these sectarian groups have teamed up with Taliban and al-Qaida members who are waging war against the government in a joint effort to destabilize Pakistan. More than 300 people have been

killed in attacks since mid-October when the army launched a major anti-Taliban offensive in the country's northwest.

"A deliberate attempt seems to be afoot by the extremists to turn the fight against militants into a sectarian clash and make the people fight against one another," said President Asif Ali Zardari in a statement.

Residents in apartments near the blast site tossed down body parts that had been cut into their homes from the explosion, while birds dove down to pick at the flesh amid damaged vehicles and motorbikes.

Authorities found the intact head and torso of the suicide bomber on the third floor of a nearby office building, where he had crashed through a window, said bomb disposal squad official Munir Sheikh. Some 35 pounds (16 kilograms) of high explosive were used in the bombing, he said.

Karachi police chief Waseem Ahmad said police were investigating the possibility that a second suicide bomber was also involved in the attack.

The blast killed 30 people and wounded another 60, said Sagheer Ahmad, the health minister in Sindh province, where Karachi is the capital.

At nearby Civil Hospital, relatives cried and beat their chests as the wounded lay on stretchers and beds.

Maj. Aurangzeb Khan, a spokesman for paramilitary troops who were protecting the procession, said the death toll would have been much higher if one of the soldiers had not spotted the suicide bomber and tackled him before he could enter the heart of the crowd.

"He just took him down, and the bomber detonated himself," said Khan.

Poirier

Continued From Page A1

any of the options as they plan a massive health care public hearing at the Statehouse on Jan. 12 and wait to see what the final bill from Washington looks like.

Rep. Steve Maier, D-Middlebury, the chairman of the House Health Care Committee, said he plans to work closely with Racine's committee during the first weeks of the session as they gather ideas, hold hearings and take testimony and "put it all in the hopper and see what comes out."

"I would like to see the Legislature take multiple state subsidies and health care reform next year," Maier said Monday. "I'm looking for a roadmap that would tie the state into the reforms that we hope will come out of Washington next year."

Poirier's bill, which will be co-sponsored by Rep. Mary Hooper, D-Montpelier, and Rep. Janet Anzel, D-Calais, includes many provisions dealing with doctor and hospital visits, prescription drugs, state subsidies and an individual mandate.

Highlights of the bill include:

- Requiring all Vermonters to have health insurance by April 1, 2012, with new residents having 63 days to find coverage. Those who do not have health insurance could be fined at up to 50 percent of the monthly Green Mountain Care premium each month.

■ Creating a statewide hospital budget that would be limited to an annual price linked to the consumer price index plus 3 percent. Hospital rates would be paid a base rate at the start of each month for the expected patients they will see.

■ Providing subsidies for lower-income Vermonters, including up to 400 percent of the federal poverty level for families of four, to buy the state-sponsored health insurance program.

Poirier's bill could face an uphill battle in the Legislature, which may be hesitant to offer dramatic reforms in an election year and during a state budget crisis.

Still, he said he is hopeful about its prospects as he begins finding more co-sponsors of the legislation and has been promised by Maier that the Health Care Committee, which Poirier serves on, will give it a hearing.

"I've been told that they will look at my bill," he said. "It will be priced out and it's on the table."

Marie Beatrice Grause, the CEO and president of the Vermont Association of Hospitals and Health Care Systems, said she has read the bill yet, but has some questions about the proposal to create a statewide hospital budget.

The group opposed a bill sponsored in recent years by Rep. Francis "Topper" McFaul, R-Barre Town, which would have created a statewide single-payer hospital system.

*Daniel Barlow
@timesargus.com*

NOTICE BARRE TOWN

NOTICE IS HEREBY GIVEN that on Tuesday, December 29 at 6:30 p.m. the Barre Town Selectboard will have a special meeting. The Selectboard will meet at the Barre City Public Safety Building for a tour of the dispatch center and discussion about dispatching. Note: The regular business meeting that normally would be held on December 29 is cancelled.

By: Jeffrey A. Blow, Chairman

Election talk heats up in Canada

By ROB GALLIES
THE ASSOCIATED PRESS
TORONTO — Canada's main opposition party vowed Tuesday to try to topple Prime Minister Stephen Harper's minority government at the first opportunity, which could force a fourth election in the last five years and the second in just a year.

Liberal opposition leader Michael Ignatieff's announcement means the Conservative government could be toppled in a confidence vote if Canada's two other opposition parties also vote to bring down the government.

"Mr. Harper, your time is up. The Liberal party cannot support this government any further," Ignatieff said. "We will hold Stephen Harper to account, and we will oppose his government in Parliament."

Harper now needs support from at least one of three opposition parties to stay in power. The Bloc Quebecois and New Democrats would have to do an about-face to back Harper.

"What I'm saying is: the last thing Canadians want is a fourth general election in five years, and we'd better have a bloody good reason for forcing a fourth general election in five years," Mulcair said.

"Harper said now is not the time for another election. "We had an election in this country less than a year ago. I haven't met a single Canadian who is saying they want to see another election right now," Harper said. "I think Canadians have been pretty clear."

"They want Parliament to focus on the economy. That is what the governments will be doing in the fall session. It's certainly our view — that going through more political games, more political instability does not serve the country's interest right now," Conservative Transport

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20 South Main St.
 Barre, VT 479-3381
 Mon.-Fri. 8:30 a.m.-6 p.m.
 Sat. 8:30 a.m.-1 p.m.

Public Notice Town of Middlesex

The Middlesex Select Board will hear comments from the public at their January 12, 2010 meeting from 6:30 - 7:00 concerning the possible addition of "Middle Road" to the Middlesex Town Highway map. Middle Road will connect Colby Road (TH47) with TH48 off the Notch Road.

FAYSTON ELEMENTARY SCHOOL Special Budget Meeting

The Fayston School Board will meet on Thursday, January 7, 2010, at 5:30 PM, at the school, to discuss the current and proposed budgets.

Questions may be directed to:
Chris Dodge, Principal
 at 496-3636

Exercise in Comfort

In our New Fitness Room
 Treadmill, Recumbent Bikes, Elliptical and more, plus a wide screen TV!

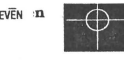
Comfort Inn & Suites
 at Maplewood Ltd.
 Exit 7, I-89, Montpelier, VT
 802-229-2222

BARRE TOWN DEVELOPMENT REVIEW BOARD NOTICE OF PUBLIC HEARING

The Town of Barre Development Review Board will hold a public hearing on Wednesday, January 13, 2010 beginning at 7:00 p.m. at the Municipal Building, Lower Westerville, to consider the following:

- Request by Brenda Decicco & Arlene Hoskins for a 3-lot subdivision on property located at 169 Middle Road; Parcel ID 006/001.00; Zoned: High Density Residential; P-09000020
- Request by Brenda Decicco & Arlene Hoskins for a boundary line adjustment for property located at 169 Middle Road with abutters Kaitlyn Nisake & Cecile Sayah of 155 Middle Road; Parcel ID's 006/001.00 & 022/028.00; Zoning: High Density Residential; P-09000021
- Request by Bond Auto for site plan approval to bring in 80,000 cubic yards of fill for the proposed construction of ball fields on property located off Prospect Street & Morrison Road; Parcel ID 005/113.00; Zoned: Low Density Residential; SP-09000006
- Request by Bond Auto for site plan approval to expand an existing parking lot for their warehouse located on Morrison Road; Parcel ID 005/113.01; Zoned: Low Density Residential; SP-09000007
- Request by Robert Williams on behalf of Dustin Williams for conditional use approval to allow a multi-family dwelling on open land off Upper Usle Road; Parcel ID 005/097.00; Zoned: Low Density Residential; CUP-09000005

Christopher P. Violette
 Planning Officer
 email: cviolette@barretown.org



Supporting documents for extension of TH #48 (extension is referred to as “Middle Road”), to be added to the General Highway Map for Middlesex, Vermont, February 2010:

- 1) Location and description of Middle Road.
- 2) 2008 aerial view, with Middle Road and existing adjacent roads mapped (TH #47 and TH #48), based on 1904 survey.
- 3) Copy of road survey for Middle Road, dated January 11, 1904. Survey recorded in Middlesex Town Records, Vol. 3, p. 335.
- 4) Computer plotting of Middle Road from TH #47 to TH #48 (file name titled “GeorgeMiles2GeorgeBruce1904”), based on 1904 survey. Plotted at scale of 1 inch = 160 rods to match scale of the General Highway Map.
- 5) Current General Highway Map with Middle Road highlighted, connecting TH #48 with TH #47.
- 6) Historic maps of Middlesex showing Middle Road:
 - a. 1858 Walling map
 - b. 1873 Beers map
 - c. 1921 USGS map
 - d. 1976 USGS map
- 7) Record of previous discontinuance of earlier version of Middle Road, dated December 18, 1903, recorded in Middlesex Town Records, Vol. 3, p. 334.
- 8) Original survey of entire road, from the northern end of TH #48 at its intersection with Notch Road to “River Road,” (current U.S. Route 2), dated June 1823, recorded in Middlesex Town Records, Book B, p. 45. (File name for computer plotting of this survey is “ZerahHills2River1823.”)

DESCRIPTION OF MIDDLE ROAD,
MIDDLESEX, VERMONT

Description of "Middle Road," to be added to the General Highway Map for Middlesex, Vermont, February 2010:

"Middle Road" is an extension of TH #48 (a Class 4 road), connecting TH #48 with TH #47. Starting at the end of TH #47 (Colby Road), the road proceeds in a northeasterly direction, and then curves to the northwest until it intersects with the current end of TH #48. The length of the new section of road is 0.44 miles. (*See survey dated January 11, 1904 recorded in the Middlesex Town Records, Vol. 3, p. 335.*)

center of orig highway leading to L.M. and George Bruce's house



NE corner of George Miles' barn

Title: GeorgeMiles2GeorgeBruce1904

Date: 01-11-1904

Scale: 1 inch = 160 ~~feet~~ rods

File: GeorgeMiles2GeorgeBruce1904.des

Tract 1: 0.003 Acres: 144 Sq Feet: Closure = s22.2941w 110.44 Feet: Precision =1/ 1: Perimeter = 141 Feet

001=n47.5e 4

006=n65e 16

011=n11.5e 9

002=n64e 10

007=n45.5e 8

012=n32w 10

003=n84e 14

008=n39e 8.6

013=n19.5w 14

004=n28.5e 2.6

009=n7.5e 9

014=n23.25w 23

005=n28.5e 4

010=n24e 9

connecting section of "Middle Road" -- between
TH 48 + TH 47 -- from Jan. 11, 1904 survey
recorded in Middlesex Town Records, Vol. 3, p. 335.

George Miles & George Bruce 1904
(title on Deed Plotter software of
survey of this road)

Beginning + endpoints of ~~George~~ Jan. 11, 1904 survey:
Town Records Vol. 3, p. 335:

① "4 rods from NE corner of George Miles' main barn."

Notes: George Miles' farm was where the Colby farm
is/was at the end of Colby Rd. Road
starts at corner of cellarhole where barn
used to be.

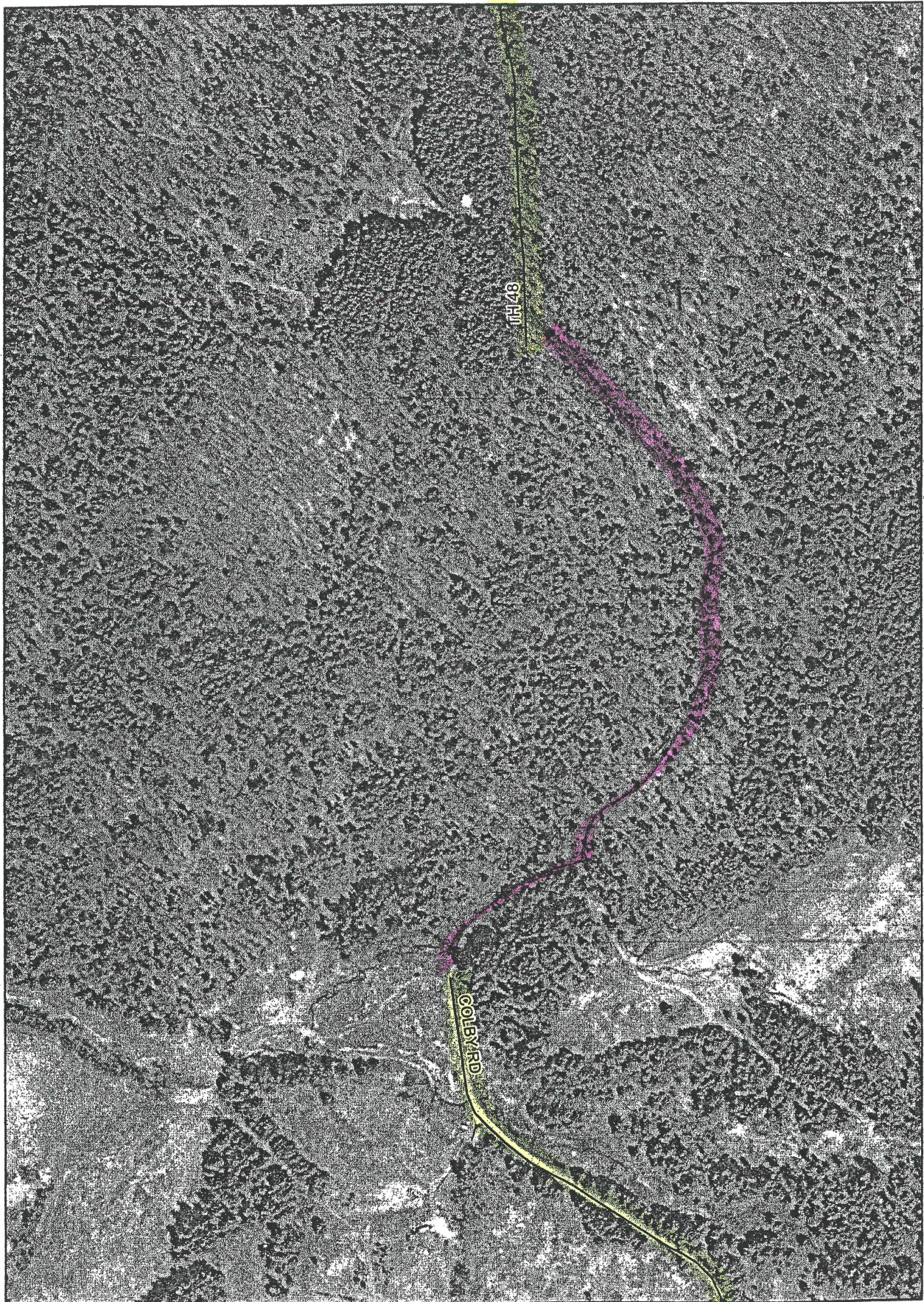
② "center of original highway leading toward
L.M. + George Bruce's house."

Notes: This is TH 48, ending at Notoh Rd.
where schoolhouse used to be. The
Bruce farm was located directly across
TH 48 from Ruth Pope's current (2010)
residence.

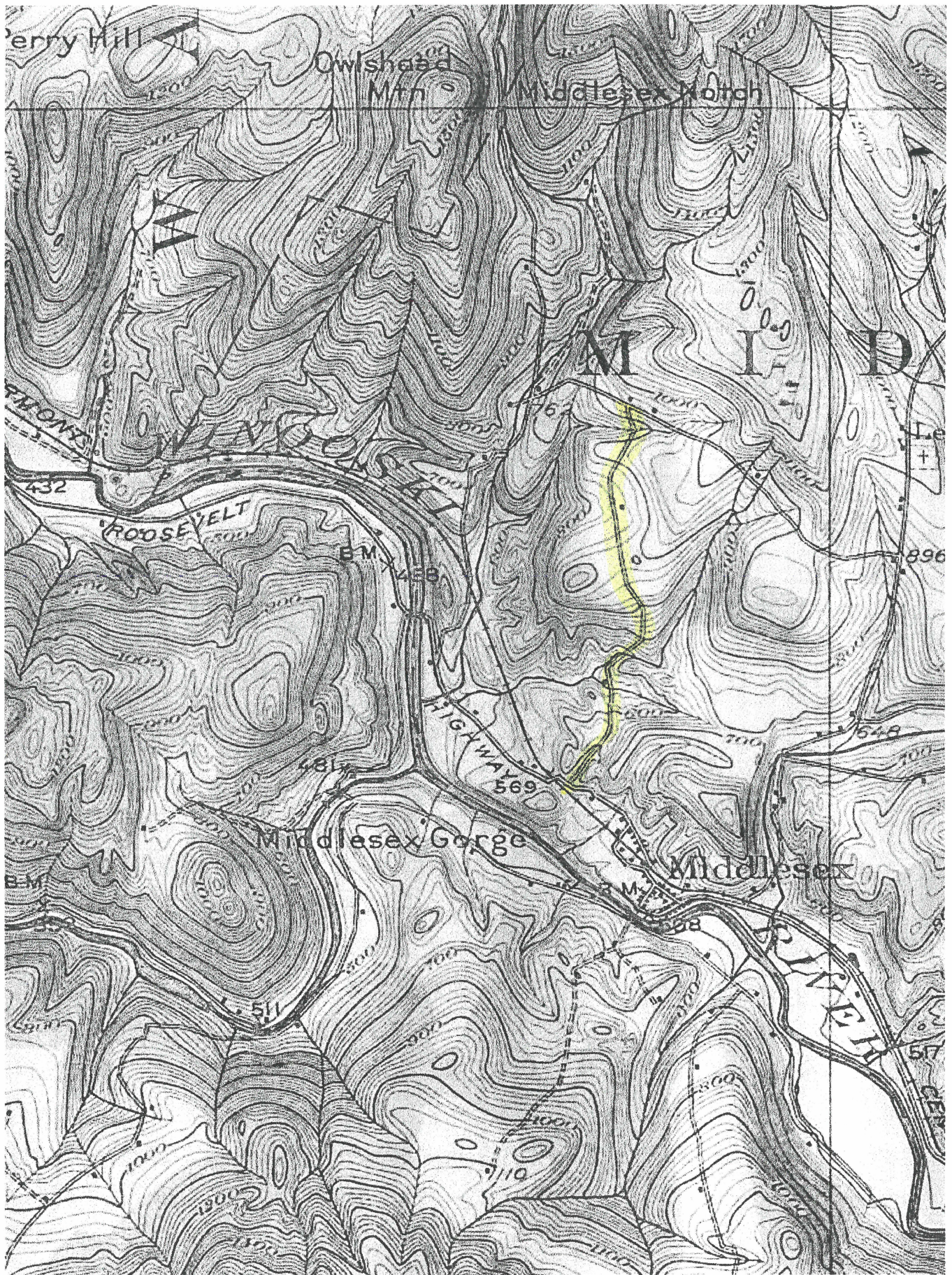
"MIDDLE ROAD" between Colby farm
& Ruth Pope's house.

Notch to Colby Rd

conjunction
Middlesex, VT

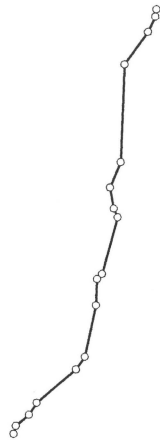


2008 aerial view with current TH 48 + 47 (Colby Rd.) highlighted in yellow. Highlighted in pink is .44 mile of "new" Middle Rd., based on 1904 survey (Town Records, Vol. 3, p. 335), taking into account change in magnetic declination.



1921 USGS, Middlesex, VT

Zerah Hills near John Hobart, by Notch
schoolhouse



River

Title: ZerahHills2River1823		Date: 6-27-1823
Scale: 1 inch = 160 feet rods	File: ZerahHills2River1823.des	
Tract 1: 0.000 Acres: 1 Sq Feet: Closure = n18.2329e 372.52 Feet: Precision =1/ 1: Perimeter = 393 Feet		
001=s9w 6	007=s25e 8	013=s50w 43
002=s25w 14	008=s15w 49	014=s34w 12
003=s35w 33	009=s45w 6	015=s49w 14
004=s2w 81	010=s2w 22	016=s16w 7
005=s23w 23	011=s12w 44	
006=s10e 18	012=s35w 13	

Original "Middle Road" survey, June 1823.
Middlesex Town Records, Book B, p.45

Encompasses TH 48, original middle section (discontinued 1903),
and lower end connecting with Rte 2. (This lower end
was changed to TH 47 when the interstate was constructed.)

Middle Road between

TH 47 + 48
calculated from Jan. 11, 1904 survey
Town Records Vol. 3, p. 335

2 rods 16 links 4
10
14
2.64

8 rods 16 links 4
8.64

total = ~~138~~ rods 16
8
9
9
9

10
14.

23

total = 141.28 rods

1 rod = 16.5 feet

$$141.28 \times 16.5 = 2331.12 \text{ feet}$$
$$= \boxed{.4415} \text{ of a mile}$$

←
mileage

1/2 Rod
 Joseph Chapin
 Middlesex
 June N. 21° E.
 62 Rods thence
 June N. 25° E.
 10 Rods thence
 as June N. 75° E.
 thence 865-28
 1/4 Rods thence
 Subbard Willey's
 he now lives on
 1/2 Rods
 to Direction
 of 30 Middlesex
 June 1823
 Surveyor
 beginning on a road
 North line of
 ion of lots in 30
 North 10° E 46 Rods
 North 12 Rods
 2° W 14 Rods N.
 1/4 W. 18 Rods
 S 1 20 Rods
 9° E 12 Rods
 16 Rods
 3° E 20 Rods
 North 40° E 12 Rods
 40° E 46 Rods
 21° E 14 Rods
 2° W. 24 Rods
 25° W 20 Rods
 6° W. 38 Rods
 by Benjamin
 or by the
 between of
 June 1823
 Surveyor
 in Book 1st
 1823 by
 den Town Clerk

(45)
 Survey of Road leading from Capt.
 Zerah Hills in Middlesex to the road
 on Kenon River Beginning on the road
 leading from John Hobart in 30 Middlesex
 by 30 Capt. Hills about 6 Rods S. 14° E. of
 his house and about 6 Rods Northwesterly
 of the school house and ran South 9°
 West 6 Rods S. 25° W. 14 Rods - S. 35° W. 33 Rods
 S. 2° W. 81 Rods - S. 23° W. 23 Rods S. 10° E. 18 Rods S.
 25° E 8 Rods S. 15° W. 49 Rods S. 45° W. 6 Rods
 S. 2° W. 22 Rods S. 12° W. 44 Rods S. 35° W. 13 Rods
 S. 50° W. 43 Rods S. 34° W. 12 Rods S. 49° W. 14 Rods
 S. 15° W. 7 Rods to the river road surveyed
 27th June 1823 by H. W. Carpenter Surveyor
 Survey and by our Direction in Centre
 laid out by us as an open road 3 rods
 wide this 27th of June 1823

Horace Holden
 Rufus Chamberlain
 Jesse Johnson Jr.

Town Records
 Book B
 p. 45
 1823

Zerah Hills 2 River 1823

Original "Middle Road" + TH#48
 from Notch Rd. to Rte 2.

2007 VTrans map

Connecting section of "Middle Road" highlighted in yellow.



TOWN HWY. NO.	LENGTH IN MILES CLASS 3	LENGTH IN MILES CLASS 4
4	0.130	
6	1.200	
7	2.180	(1.160)
8	2.100	
9	1.320	(0.100)
10	0.850	
11	0.100	(0.820)
14	3.280	(2.000)
15		(1.520)
16		
17	1.300	
18	2.420	
19	0.180	
20	0.130	(1.040)
21	0.250	
22	3.100	
23	0.200	
24	0.220	(0.230)
25	1.200	(1.000)
26	0.400	
27	1.700	
29	0.670	
32	0.370	(0.790)
33	1.840	(0.540)
34	0.170	
36	2.610	(0.400)
37	0.920	(1.300)
38	0.900	
39	1.850	(0.400)
40	0.250	
42	0.080	
45	0.520	
46	0.140	
47	0.250	
48		(0.530)
49	0.080	
TOTAL	32.300	11.830

MILEAGE SUMMARY

CLASS 2	LENGTH IN MILES
TH-1	0.950
TH-2	9.330
TH-3	3.940
TH-5	1.700
TOTAL CLASS 2	15.920
CLASS 3	32.300
TOTAL CLASS 3	32.300
TOTAL TOWN	48.220
STATE HIGHWAY	
VT-12	3.650
VT-100B	0.104
NSH-MSH	0.170
TOTAL STATE HIGHWAY	3.924
US HIGHWAY	
US-2	5.628
TOTAL US HIGHWAY	5.628
TOTAL STATE	9.552
INTERSTATE	
I-89	6.786
TOTAL INTERSTATE	6.786
INTERSTATE - Ramp	
I-89	0.591
TOTAL INTERSTATE - Ramp	0.591
TOTAL INTERSTATE	7.377

LEGAL TRAIL NO.	LENGTH IN MILES
1	(0.150)
2	(0.640)
3	(1.550)
4	(0.140)
TOTAL	2.480

TOTAL, TRAVELED HIGHWAYS, FEB. 10, 2007: 65.149
(Excludes Class 4 and Legal Trail Mileage)

- HIGHWAYS**
- INTERSTATE
 - U.S. ROUTE
 - STATE ROUTE
 - CLASS 1
 - CLASS 2
 - CLASS 3
 - CLASS 4
 - LEGAL TRAIL
 - INTERSTATE OR DIVIDED HIGHWAY
 - STATE - HARD SURFACE OR PAVED
 - TOWN - HARD SURFACE OR PAVED
 - GRAVEL
 - SOIL OR GRADED AND DRAINED EARTH
 - UNIMPROVED OR PRIMITIVE
 - IMPASSABLE OR UNTRAVELED
 - LEGAL TRAIL
 - DISCONTINUED
 - HIGHWAY CLASS CHANGE
 - RAILROAD

- FEDERAL CLASSIFICATION IDENTIFIER**
- FAU URBAN ARTERIAL OR COLLECTOR
 - MA MINOR ARTERIAL
 - MJC MAJOR COLLECTOR
 - MNC MINOR COLLECTOR
 - PA PRINCIPAL ARTERIAL



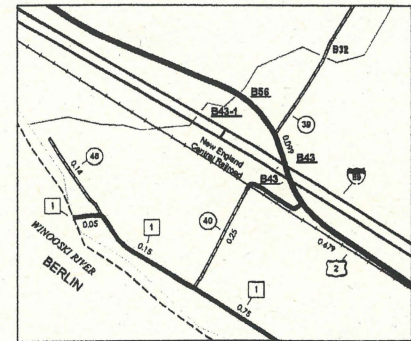
- PUBLIC LAND
- POLITICAL SUBDIVISIONS
- STATE BOUNDARY
- COUNTY BOUNDARY
- TOWN BOUNDARY
- VILLAGE BOUNDARY
- URBAN COMPACT BOUNDARY
- WATER BODIES
- OPEN WATER
- SWAMP
- STREAM OR BROOK
- BRIDGE OR CULVERT
- BRIDGE OR CULVERT GREATER THAN 20'
- BRIDGE OR CULVERT 6' - 20'

- B34 STATE BRIDGE IDENTIFIER
- B34 TOWN BRIDGE IDENTIFIER

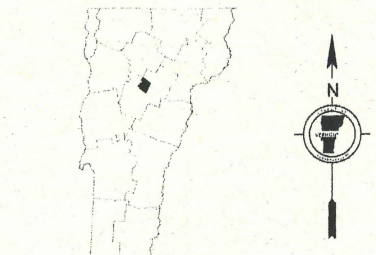
DISCLAIMER:

The untraveled highways (fold-out town highways), discontinued highways, and legal trails shown hereon are those of which the Agency of Transportation has record; others may exist.
Highway and bridge data by the Agency of Transportation, Policy & Planning Division. All other data from the Vermont Center for Geographic Information.

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



INSET 2 SCALE 1:6336



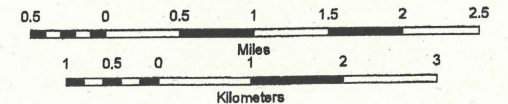
VERMONT
GENERAL HIGHWAY MAP
Town of Middlesex
WASHINGTON COUNTY

Transportation District #6

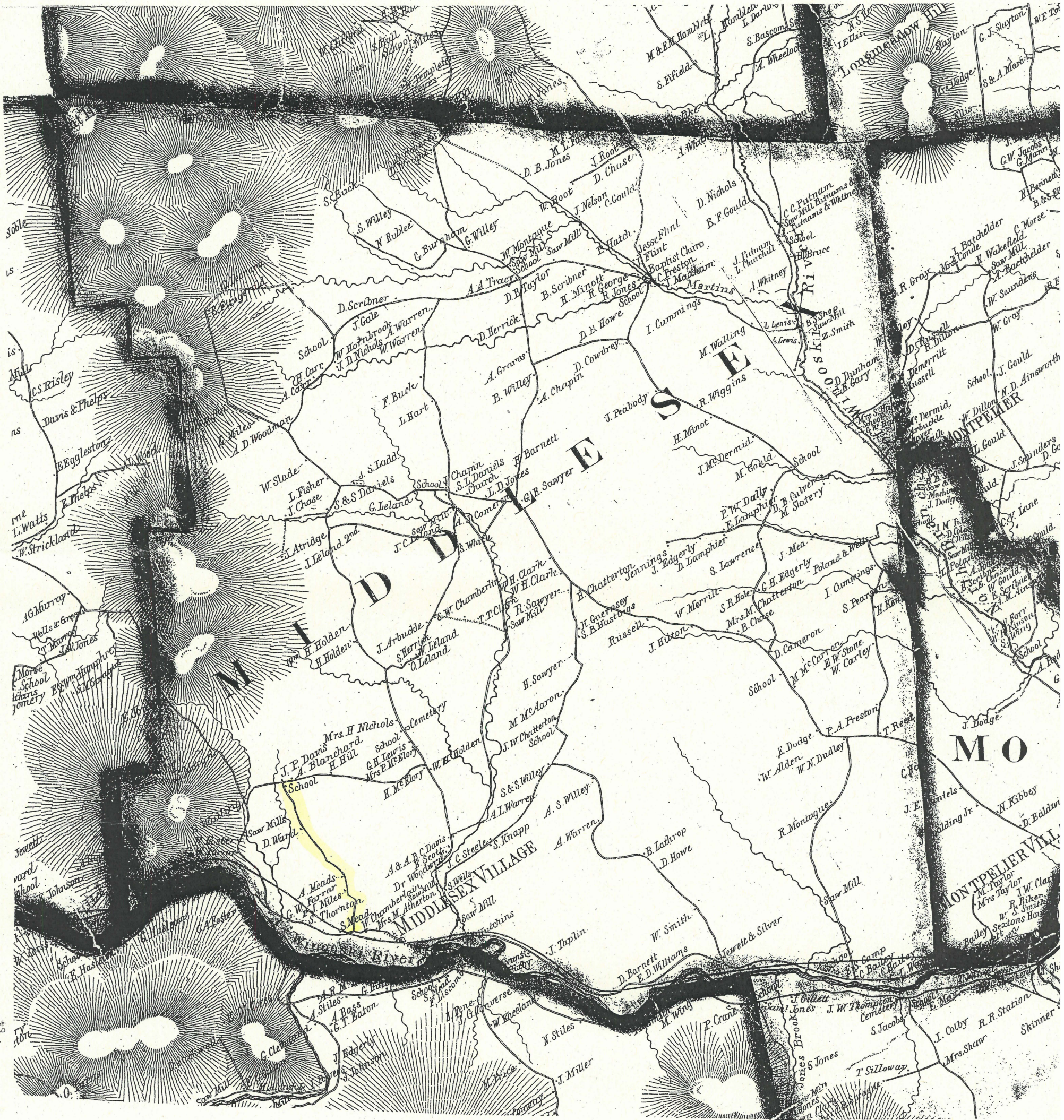
Prepared by the
Vermont Agency of Transportation
Policy & Planning Division
in cooperation with
U.S. Department of Transportation
Federal Highway Administration

Mileage as of Feb. 10, 2007
Map generated: October, 2007

SCALE: 1:31680



1858



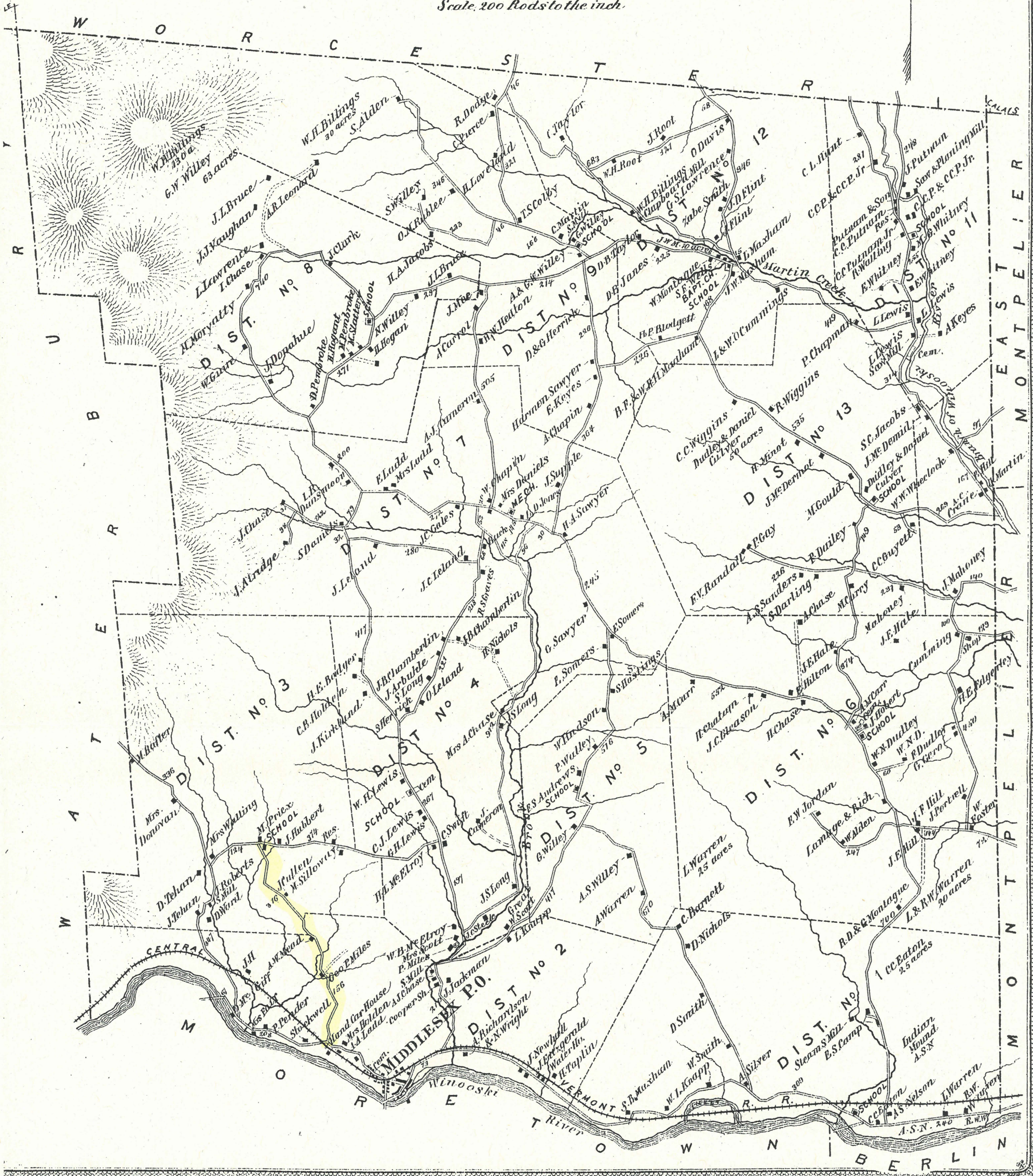
from 1858 Walling Map

Circa
1873

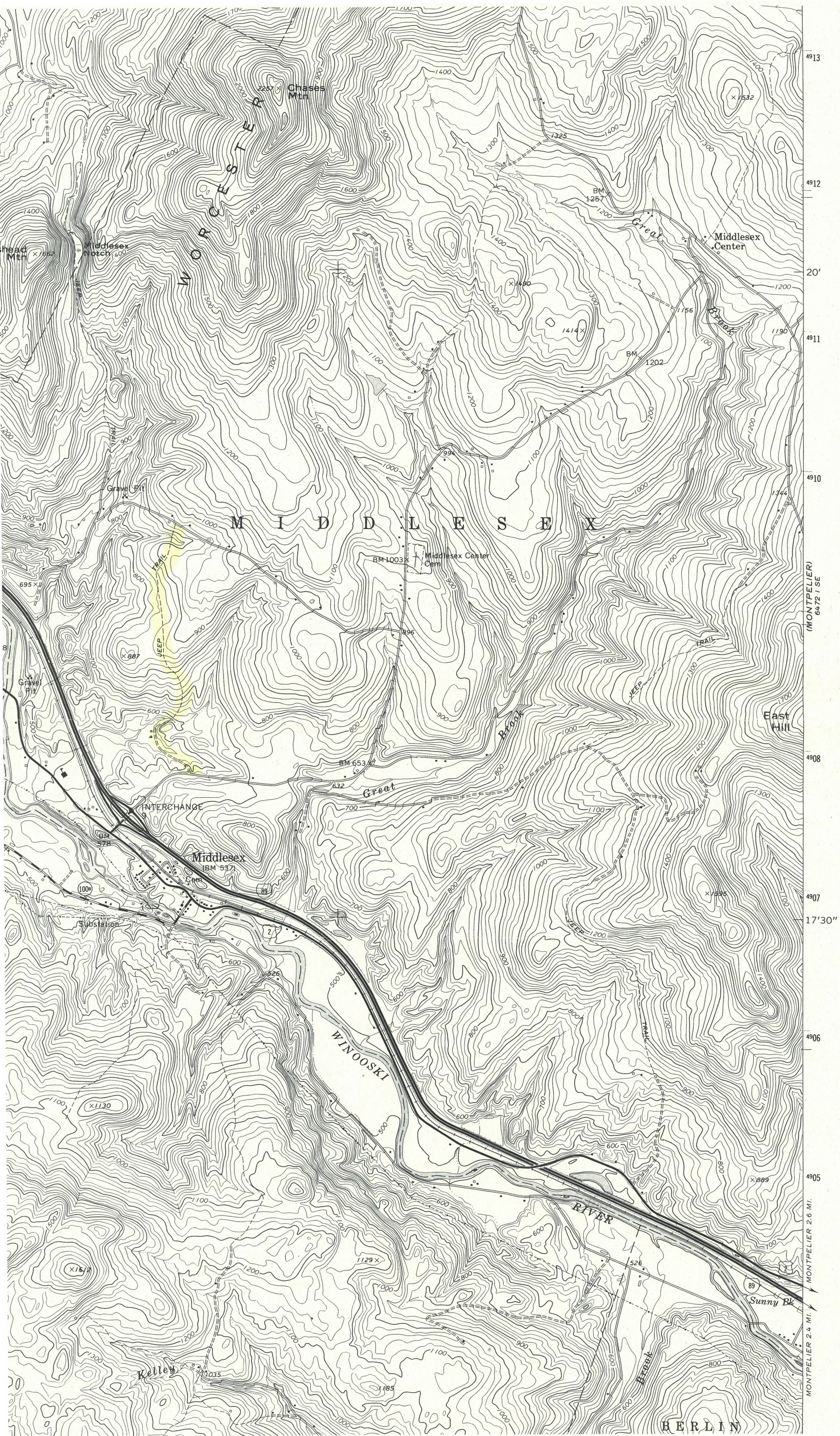
MIDDLESEX

27

Scale 200 Rods to the inch.



from 1873 Beers Map



from U.S.G.S. 1976

Roads discontinued 1903

G. M. Barnes road + L. M. Bruce's road

This is to certify that the Selectmen of the Town of Middlesex do this day discontinue the upper highway leading from the Hatch road to the residence of Calvin Barnes, by reason of there being two laid roads to said property

Dated this 18. th day of December A.D. 1903

Arthur Maxham }
Geo. O. Hale } Selectmen of
J. H. Daniels } Middlesex

Middlesex Town Clerk's Office Dec. 23^d A.D. 1903 at 8 o'clock A.M. Recd. the foregoing for record
Attest W^m B. McElroy Town Clerk

This is to certify that the Selectmen of the Town of Middlesex do hereby discontinue a portion of the highway leading from the river road past the residence of Geo. P. Miles to L. M. Bruce's

Commencing at a point just north of the buildings of said Geo. P. Miles where the new road leaves the old one to a point near the top of the hill where the new road intersects the old road

By reason of laying out the new highway

Dated this 18 day of December A.D. 1903

Arthur Maxham }
Geo. O. Hale } Selectmen of
J. H. Daniels } Middlesex

Middlesex Town Clerk's Office December 23^d A.D. 1903 at 8 o'clock A.M.
Recd. the foregoing for record
Attest W^m B. McElroy Town Clerk

Town Records
Vol. 3
1868-1914

1903: discontinuance of earlier version of "Middle Road."
Middlesex, VT

Road Survey 1904

Survey of New Road between Geo. P. Miles place and L. M. + Geo. B. Bruce's place in town of Middlesex, said survey having been made Jan 11, 1904 by J. A. Chapin and assistants under directions of Selectmen of said town of Middlesex, said road having been previously laid out by Selectmen and partially worked.

Starting Point. — Beginning at a point 4 rods from the N.E. corner of Geo. P. Miles' main barn in a direction E. $42\frac{1}{2}^{\circ}$ N in the center of the original highway leading past said Miles' house and barns. Thence running in a direction E. 26° N 10 rods. thence E 6° N 14 rods. thence N. $28\frac{1}{2}^{\circ}$ E. 2 rods and 16 links to center of bridge and thence 4 rods further in same degree from said center of bridge. thence E 25° N 16 rods E. $44\frac{1}{2}^{\circ}$ N 8 rods. N 39° E 8 rods 16 links. N $77\frac{3}{4}^{\circ}$ E 9 rods. N 24° E 9 rods N $11\frac{1}{2}^{\circ}$ E 9 rods N 32° W. 10 rods. N. $19\frac{1}{2}^{\circ}$ W. 14 rods, thence N $23\frac{1}{2}^{\circ}$ W. 23 rods to center of original highway leading towards Bruce's house. said section of road being 133 rods more or less in length and surveyed in middle of road bed and to be of legal width viz. 3 rods wide

Said section of road being surveyed through land owned by Geo. P. Miles its entire length

J. A. Chapin Surveyor

Middlesex W. Jan 11, 1904

Middlesex Town Clerk's Office Jan 13th A.D. 1904 at 11 o'clock A.M.
Recd the survey of which the above is a true copy and record

Attest Wm. B. Murphy

Town Clerk

Town Records

Vol. 3

1868-1914