

**CERTIFICATE OF HIGHWAY MILEAGE  
YEAR ENDING FEBRUARY 10, 2012**

Fill out form, make and file copy with the Town Clerk, and mail ORIGINAL, before February 20, 2012 to:  
Vermont Agency of Transportation, Division of Policy, Planning and Intermodal Development,  
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 2	15.920				0.000
Class 3	32.30				0.000
State Highway	16.940				0.000
<b>Total</b>	<b>65.160</b>				<b>0.000</b>
* Class 1 Lane	0.000				0.000
* Class 4	10.27		.84	9.43	
* Legal Trail	2.48	.84		3.32	
* Unidentified Corridor	0.00				

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

**PART II - INFORMATION AND DESCRIPTION OF CHANGES SHOWN ABOVE.**

1. NEW HIGHWAYS: Please attach Selectmen's "Certificate of Completion and Opening".
2. DISCONTINUED: Please attach SIGNED copy of proceedings (minutes of meeting).
3. RECLASSIFIED/REMEASURED: Please attach SIGNED copy of proceedings (minutes of meeting).
4. SCENIC HIGHWAYS: Please attach a copy of order designating/discontinuing Scenic Highways.

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

**PART III - SIGNATURES - PLEASE SIGN.**

Selectmen/ Aldermen/ Trustees Signatures:

*[Handwritten signatures]*  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

T/C/V Clerk Signature: Audrey Carlson Date Filed: 1/18/2012

Please sign ORIGINAL and return it for Transportation signature.

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

APPROVED:

*[Handwritten signature]*  
 Representative, Agency of Transportation  
 Jonathan Croft

DATE:

6/25/2012

Received

JAN 19 2012

Policy, Planning & Intermodal  
Development Division

## 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.

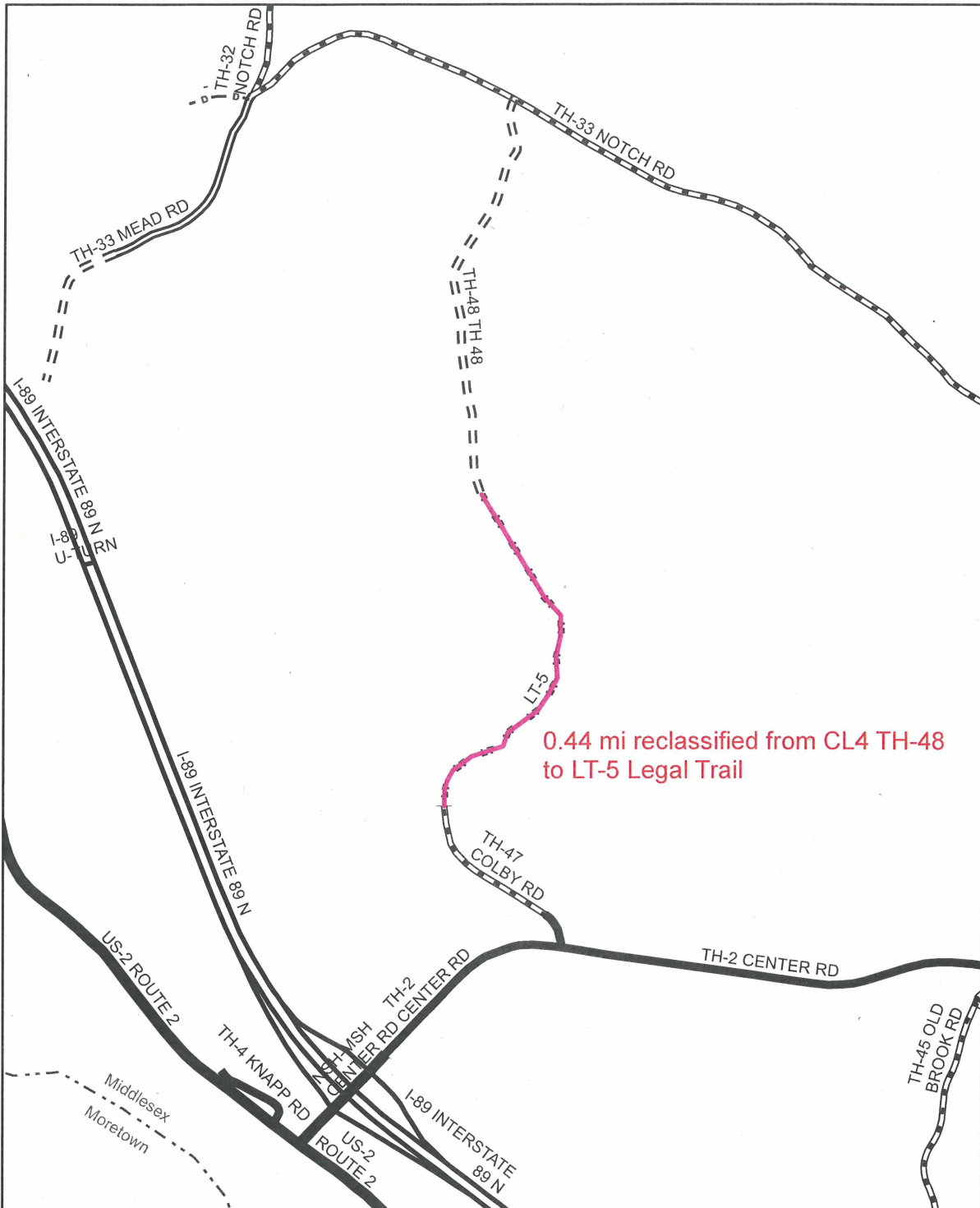
(e) The agency shall not accept any change in mileage until the records required to be filed in the town clerk's office by this section are received by the agency. A request by a municipality to the agency for a change in mileage shall include a description of the affected highway or trail, a copy of 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>

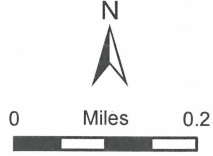
12/20/2010

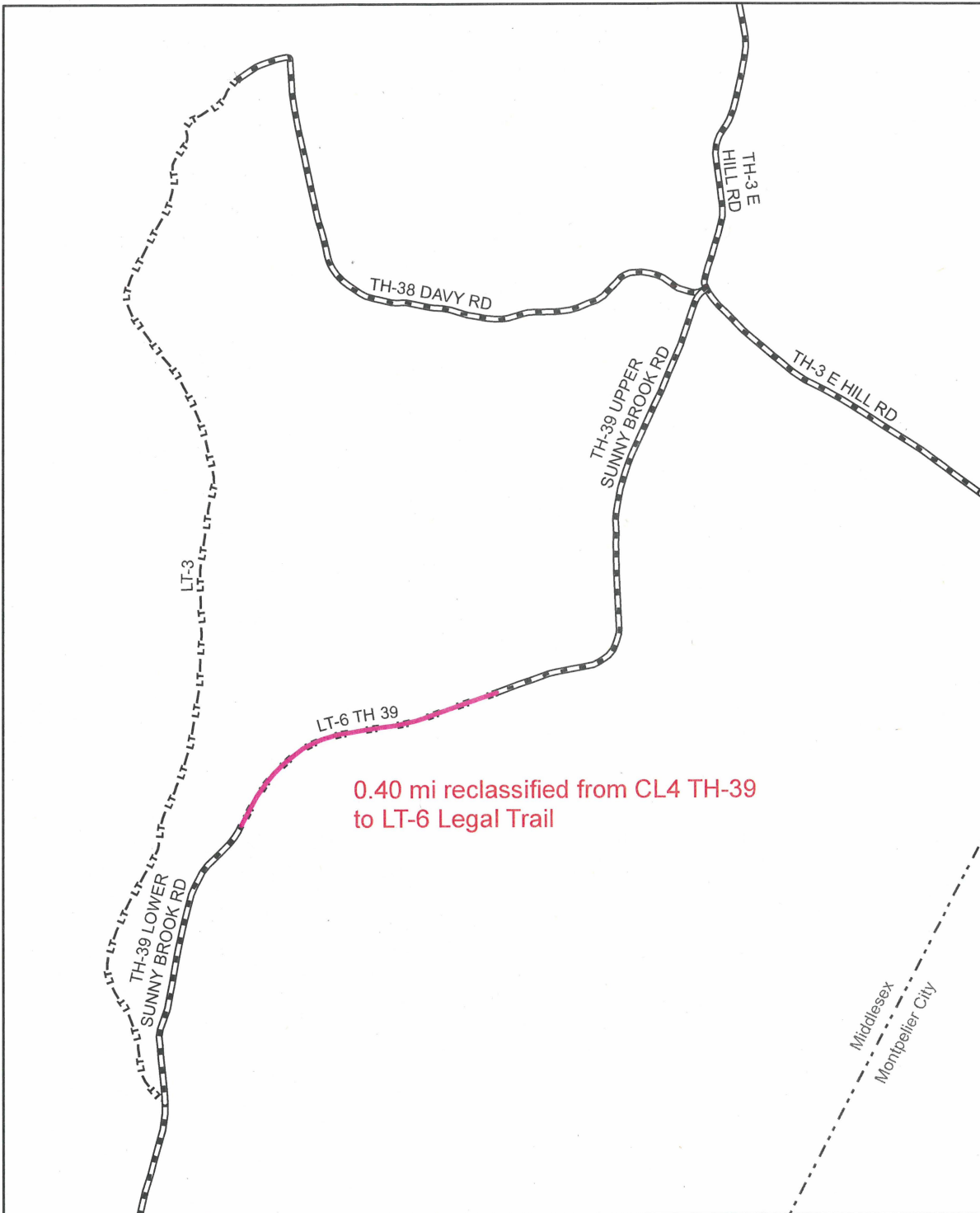


0.44 mi reclassified from CL4 TH-48 to LT-5 Legal Trail

**Mileage Certificate Change 2012  
MIDDLESEX**

Mapping Unit  
 Division of Policy and Planning  
 Vermont Agency of Transportation -- February 2012





**Mileage Certificate Change 2012  
MIDDLESEX**

Mapping Unit  
 Division of Policy and Planning  
 Vermont Agency of Transportation -- February 2012



TOWN HWY. NO.	LENGTH IN MILES CLASS 3	LEGAL TRAIL NO.	LENGTH IN MILES LEGAL TRAIL
4	0.13	1	(0.15)
6	1.20	2	(0.64)
7	2.16	3	(1.55)
8	2.10	4	(0.14)
9	1.32		
10	0.65		
11	0.10		
14	3.28		
16	1.52		
17	1.30		
18	2.42		
19	0.18		
20	0.13		
21	0.25		
22	3.10		
23	0.20		
24	0.22	(0.23)	
25	1.20	(1.00)	
26	0.40		
27	1.70		
28	0.67		
32	0.37	(0.79)	
33	1.64	(0.54)	
34	0.17		
36	2.61	(0.40)	
37	0.82	(1.30)	
38	0.80		
39	1.65	(0.40)	
40	0.25		
42	0.08		
45	0.52		
46	0.14		
47	0.25		
48		(0.87)	
49	0.09		
<b>TOTAL</b>	<b>32.30</b>	<b>10.27</b>	

**MLEAGE SUMMARY**

CLASS	TOTAL CLASS	TOTAL TOWN
CLASS 2		
TH-1	0.950	
TH-2	9.330	
TH-3	3.940	
TH-4	1.700	
<b>TOTAL CLASS 2</b>	<b>15.920</b>	
CLASS 3		
<b>TOTAL CLASS 3</b>	<b>32.300</b>	
<b>TOTAL TOWN</b>	<b>48.220</b>	
STATE HIGHWAY		
VT-12	3.650	
VT-100B	0.104	
MIDDLESEX STATE HIGHWAY	0.170	
<b>TOTAL STATE HIGHWAY</b>	<b>3.924</b>	
US HIGHWAY		
US-2	5.639	
<b>TOTAL US HIGHWAY</b>	<b>5.639</b>	
<b>TOTAL STATE</b>	<b>9.563</b>	
INTERSTATE		
I-89	6.786	
<b>TOTAL INTERSTATE</b>	<b>6.786</b>	
INTERSTATE - Ramp		
I-89	0.591	
<b>TOTAL INTERSTATE - Ramp</b>	<b>0.591</b>	
<b>TOTAL INTERSTATE</b>	<b>7.377</b>	

**TOTAL TRAVELED HIGHWAYS, FEB. 10, 2011: 65,160**  
(Excludes Class 4, Legal Trail, and Unidentified Corridor 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
  - INACTIVE RAILROAD
- PUBLIC LAND**
- POLITICAL SUBDIVISIONS
  - STATE BOUNDARY
  - COUNTY BOUNDARY
  - TOWN BOUNDARY
  - VILLAGE BOUNDARY
  - URBAN COMPACT BOUNDARY
  - WATER BODY
  - STREAM OR BROOK
  - BRIDGE OR CULVERT
  - BRIDGE OR CULVERT GREATER THAN 20'
  - BRIDGE OR CULVERT 6' - 20'
  - TOWN SHORT STRUCTURE
- B34 / C34 STATE BRIDGE OR CULVERT IDENTIFIER**  
**B34 / C34 TOWN BRIDGE OR CULVERT IDENTIFIER**
- FEDERAL CLASSIFICATION IDENTIFIER**
- FAU URBAN ARTERIAL OR COLLECTOR
  - MA MINOR ARTERIAL
  - MJC MAJOR COLLECTOR
  - MNC MINOR COLLECTOR
  - PA PRINCIPAL ARTERIAL

**STRUCTURES - SURFACE WATER NOTE:**

**STRUCTURES:**  
Town short structures (bridges or culverts from 6-feet to less than 20-feet) are drawn from the Vermont Online Bridge & Culvert Inventory Tool (VOCBIT) database.  
NOTE: Town shorts are not consistently tagged within VOCBIT.

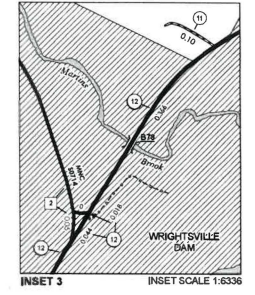
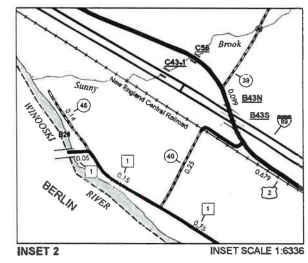
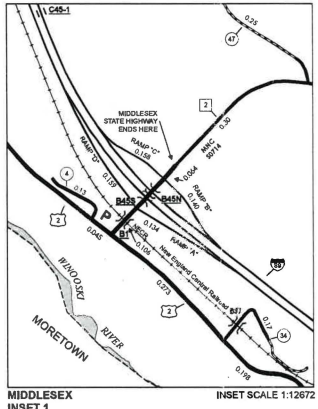
**SURFACE WATERS:**  
The surface waters are from the Vermont Hydrological Dataset (VHD). Only the named streams are shown.

**DISCLAIMER:**

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

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

Vermont State Plane Coordinate System  
North American Datum of 1983  
SPCS\_Zone\_Identifier: 4400  
Geoidic Reference System: 80  
4,000-meter grid, Easting - Northing



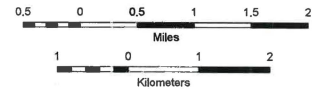
**VERMONT**  
**GENERAL HIGHWAY MAP**  
**Town of Middlesex**  
WASHINGTON COUNTY

Transportation District #6

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

Map as of February 10, 2011  
Map prepared October 25, 2011

SCALE 1:31,680



# TOWN OF MIDDLESEX

Office of:  
Town Clerk/Treasurer  
Selectboard  
Listers  
Board of Civil Authority  
Zoning Administrator  
Planning Commission  
Conservation Commission  
Highway Department  
Fire Department



5 Church St.  
Middlesex, Vt. 05602  
Tel. (802) 223-5915

Fax (802) 223-1298  
Email: [middlesxtreas@comcast.net](mailto:middlesxtreas@comcast.net)

February 14, 2012

State of Vermont  
Division of Policy, Planning and Intermodal Development – Mapping Unit  
Attn: Sara Moulton  
1 National Life Drive  
Montpelier, VT 05633-5001

RE: Certificate of Highway Mileage – 2012

Dear Sara,

Enclosed you will find the documents requested to make the change in our highway mileage for 2012.

Sincerely,

  
Cindy Carlson  
Town Clerk/Treasurer  
Select Board Assistant

## Certificate


I, Cindy Carlson, Town Clerk of the Town of Middlesex, VT do certify that:

1. The attached Notice of Hearing relative to the downgrade from a class 4 to a trail for the impassable sections of "Middle Road" and "Lower Sunny Brook Road" was posted in the following places in the Town of Middlesex from October 6, 2010 to November 16, 2010, being the date of the hearing stated therein:
  - a. Middlesex Town Clerk's Office
  - b. Middlesex Country Store
  - c. Rumney Memorial School
2. Said notice of hearing was mailed on October 6, 2010 by Certified Mail on October 6, 2010 to:  
Jennifer & Shane Aldrich - 253 Notch Road, Middlesex, VT 05602  
Stanley Williams – 616 East Main St., Lunenburg, VT 05906  
Scott & Barbara Wennerholm – 138 Sain Botolph St., Boston, MA 02115-5204  
Marianne Verzonini – 58 Fifth Ave, Bay Shore, NY 11706  
Thea Schwartz and Alesci Rubenstein – 142 Upper Sunny Brook Road, Middlesex, VT 05602  
Katherine Shaprio, – 141 Upper Sunny Brook Rd., Middlesex, VT 05602  
Ruth Pope – 245 Notch Road, Middlesex, VT 05602-8787  
Robert & Linda Nelson – 179 Jalbert Rd., Barre, VT 05641  
Steven Nelson – 41 Fortney Place, Barre, VT 05641-2602  
Glenn and Anne Howland – 188 Lower Sunny Brook Rd., Middlesex, VT  
Neil Howell – PO Box 528 Smithfield, NC 27577  
Thomas Gaboriault , Annette Halasz – 127 Upper Sunnybrook Rd., Middlesex, VT 05602  
Penne Dodge – 180 Lower Sunny Brook Road, Middlesex, VT 05602  
Donald & Stephanie D'Arcy – 51 Winward Drive, Barnegat, NJ 08005-1853  
Gloria Colby – 760 Hampshire Hill Road, Worcester, VT 05682  
James Colby – 3333 Freedom Place, Falls Church, VA 22041  
Carter, Earle, Barbara & Jeffrey – 14 Berkley St., S. Burlington VT 05401  
Janet Andrews, David Clemons 190 Lower Sunnybrook Road, Middlesex, VT 05602  
Vermont Department of Forest & Parks, 103 S. Main St 10 South, Waterbury VT 05671

Said notice was mailed to other residents' regular postage as indicated in the attached list.  
Said notice was posted in the Times Argus newspaper on October 11, 2010 and November 8, 2010.

3. A site visit was held on November 16, 2010 at 3:30 pm to meet at the Colby Farm and then travel to the end of Lower Sunny Brook Road.
-

4. Minutes for the Public Hearing of November 23, 2010 are attached. At this meeting the Select Board continued the hearing until a later date. Residents that had attended the public hearing: Bernie Chennette, Carl Dupont, Linda Moulton, David Clemons, Janet Andrews, Ann Howland, Ruth Pope were mailed a copy of the Select Board Agenda for February 8, 2011. These notices were sent regular mail on January 7, 2011. Minutes for February 8, 2011 and March 29, 2011 are attached. At these meetings the Select Board voted to downgrade from class 4 to a legal trail for the Town of Middlesex, the impassable sections of Lower Sunny Brook Road and Middle Road.
  
5. A decision letter was mailed to interested parties on May 20, 2011, copy attached along with a certificate of mailing.



Cindy Carlson, Town Clerk

Dated May 20, 2011



**Approved** Minutes of the Select Board Meeting 2/8/2011

**Present:** Peter Hood, Mary Just Skinner, Matt Dwire, Cindy Carlson, Bernie Chenette, Carl Dupont & Linda Moulton, Dave Clemmons, Janet Anders, Tammy Thompson, Liz Fortman, Lisa Murphy

Meeting called to order at 6:40 pm

The Board continues its discussion from previous meetings to downgrade the Middle Road from a Class 4 to a trail. The Board is asked if the road is downgraded how will vehicles be kept off the road? The Board will not block the trail off in any way. After further discussion it was decided to defer any decision until a copy of the road survey is reviewed.

The Board discusses downgrading the untraveled section of Lower Sunny Brook Road.

**Motion:** Mary Just Skinner moves to downgrade the impassable class 4 section of Sunny Brook to a trail. Matt seconds, motion carries.

The Board will discuss at a future meeting if this section of Lower Sunny Brook Road should be blocked to keep vehicles off the road.

**Tammy Thompson, Liz Fortman – Health Officers**

The Health Officers have been investigating property at 165 Wood Road. There are rodents, broken windows, the chimney has been blocked with snow at various times, and other violations that are not being corrected. The Health Officers have given the property manager until the 25<sup>th</sup> of February to correct violations, none of which are an emergency at this time. There is an outstanding electric bill that the property manager needs to pay by the end of the week or the electric will be disconnected. The Board will be kept advised of the situation.

Tammy asks if their salary could be donated to another town fund. The Board advises her that their pay checks needs to be issued and they can donate the check as they wish.

**Motion:** Mary Just Skinner moves to approve the 2011 Liquor License for Nutty Steph's LLC. Matt seconds. Motion carries.

**Motion:** Mary Just Skinner moves approval of the Capital Equipment note from Merchant's bank in the amount of \$32,938.00 with an interest rate of 1.90%. Matt seconds. Motion carries.

**Motion:** Mary Just Skinner moves approval of overweight permits from Hartigan Company and SD Ireland Concrete Construction Corp/SD Ireland Brothers Corp. Matt seconds. Motion carries.

Meeting adjourns at 8:25 pm.

Respectfully submitted,

Cindy Carlson  
Assistant to the Select Board

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**Approved:** Minutes of Middlesex Select Board Meeting of 3/29/2011

**Present:** Bill Callnan, Mary Just Skinner, Matt Dwire, Cindy Carlson, Mary Alexander, Peter Hood, Brett Myer, Sam Hill, Jim Wallace, Aaron Weed, Gary Lamell, Ted Hobson

Meeting called to order at 6:30 pm

#### Organization Agenda

1. **Motion:** Bill moves to appoint Peter Hood as Select Board Chair. Matt seconds, motion carries
2. **Motion:** Mary Just Skinner moves that the Select Board Chair will have voting status. Bill seconds, motion carries
3. **Motion:** Bill moves Mary Skinner as Vice Chair. Mary Alexander seconds, motion carries.

#### **Sam Hill and Brett Meyer, Washington County Sherriff's Department**

The Board discusses with Sam Hill and Brett Meyer speed enforcement for Middlesex. The Sherriff's Department fees for speed enforcement is \$28.25 per hour, over time at \$42.38 plus mileage. Any court time is charged against the contract amount. The department is currently contracting with nine towns and has limited resources available. During the summer months the department may be able to do very limited patrols, since they work all the highway construction projects. There is more time available during winter and spring. The Department requests one person be a contact from the Town and provides a list of roads that the Board wants patrolled. Sam states they are willing to start in April or May on a short-term basis. The Board discusses starting with a \$1,000 contract for 90 days and review results for a July 1, renewal date. **Motion:** Bill moves to approve \$1,000 from the discretionary fund from 4/1/2011 – 6/30/2011 with the intent to renew the contract July 1, 2011. Matt seconds, motion carries.

#### **Gary Lamell, Road Commissioner**

Jim Wallace asks the Board for permission to improve a section of Bushey Road from a Class 4 to a Class 3 with the intention that the Town would take the road over once the improvements are completed. Jim has submitted a written request to make these improvements. It is Jim's intention to sell building lots that are on this section of Bushey Road. Jim has not obtained an estimate to have the work done. Peter states that the Board has been supportive of residents making improvements to Class 4 roads. The Board has been reluctant to upgrade classifications because the Town is responsible to maintain the road year-round. The Board gives Jim Wallace permission to improve the road in accordance with the Town Highway Policies and with approval of Gary Lamell, Road Commissioner. The highway policy was reviewed and discussed with Jim. The Board is not granting permission to change the road to a Class 3.

**Motion:** Mary Alexander moves to change "Middle Road" from a Class 4 to Town Trail as described in the Survey recorded in Vol. 3, page 335 of the Middlesex Town Records. Mary Just Skinner seconds, motion carries.

## **Organization**

**Motion:** Mary Just Skinner moves that the Select Board meetings will be the 2<sup>nd</sup> & 4<sup>th</sup> Tuesday of each month at 6:30 pm at the Town Clerk's Office. There is discussion of changing the time to 6:00 or 5:30. Mary Just Skinner amends the motion to: Select Board meetings will be the 2<sup>nd</sup> & 4<sup>th</sup> Tuesday of each month at 5:30 pm at the Town Clerk's Office. Bill seconds, motion carries.

**Motion:** Mary Just Skinner moves that the News Paper of Record be the Times Argus. Mary Alexander seconds. There is discussion of using the World instead of the Times Argus as the rates are much lower. It is understood that timing would be critical to warn hearings with adequate time since the paper is published weekly and not daily. Mary Just Skinner withdraws her motion. **Motion:** Matt moves to use the World as the Paper of Record. Bill seconds, motion carries.

**Motion:** Bill moves to appointment Gary Lamell as Road Commissioner. Matt seconds, motion carries.

The Board discusses Vacancies for Elected Officials. There are two Budget Committee and one Auditor vacancies.

**Motion:** Mary Just Skinner moves to appoint Rich Langdon to the Conservation Commission for a 4-year term. Bill seconds, motion carries.

**Motion:** Mary Just Skinner moves to appoint the following positions. Bill seconds, motion carries.

Board of Adjustment: Charlene Bohl, Charlie Merriman, Doug Lombard, Roger Hirt, Dennis Nealon, 1 year term.

Central VT Regional Planning Commission Representative: Ronald Krauth, 1 year term.

CV Solid Waste Management District Representative: Anita Krauth, 1 year term.

Conservation Commission: Barry Goodman, 4 year term, Scott Gurley, 4 year term

Constable: Ron Morissette, 1 year term.

Fire Warden: Jason Merrill, 1 year term.

Health Officers: Tammy Thompson, Elizabeth Fortman, 1 year terms,

Town Service Officer: Neely Washington, 1 year term

Wrightsville Beach District Representative: Jane Dudley, 1 year term

Zoning Administrator: John Lincoln, 1 year term

**Motion:** Mary Just Skinner moves to approve minutes of 12/14/2010 . Bill seconds, motion carries ,

**Motion:** Mary Just Skinner moves to approve minutes of 1/11/11. Mary Alexander seconds, motion carries. Bill abstains.

**Motion:** Mary Alexander moves to approve minutes of 1/18/11. Mary Just Skinner seconds, motion carries. Matt abstains.

**Motion:** Mary Just Skinner moves to approve minutes of 2/8/11. Matt seconds, motion carries. Mary Alexander and Bill abstains.

**Motion:** Mary Alexander moves to approve minutes of 2/22/11. Bill seconds, motion carries.

**Motion:** Mary Alexander moves minutes for the 2011 Annual Town Meeting. Mary Just Skinner seconds, motion carries. Matt abstains.

Cindy presented the Board with a review of digital recording options. The choice was narrowed down to three companies. The Board is in favor of going ahead with the ACS digital recording proposal.

Ted Hobson and Paul Zabriskie update the Board on the Pace Grant. The Town received a Pace grant for \$13,000 that was intended to set up a loan fund for residents for energy improvements. Due to problems with the Pace Fund, the Town has been given permission to repurpose the grant if the Board agrees. The Town could use the grant to provide energy efficiency education and incentives to residents. Coupons for Energy Audits would be given to approximately 40 residents to partially fund an energy audit and an educational seminar will be held. Anyone who meets the State eligibility requirements would be directed to Energy Vermont instead of using this grant fund. The town will have to advance payments and be reimbursed from the grant. There will be representatives from the Northfield Savings Bank and the Citizens Bank for possible finance options.

**Motion:** Mary Just Skinner moves to repurpose the grant as outlined above. Matt seconds, motion carries.

The Town financial reports for March 2011 were reviewed.

The Green Up Day Grant application is signed.

The Annual Financial Plan for Town Highways, as recommended by Gary Lamell, Road Commissioner, is signed.

**Motion:** Mary Alexander moves to approve Petition and Order for Pole & Wire Locations from Fair Point Communications for Order 240185 – File 11-079, Tel Route 5-1-5 Portal Road, Middlesex and to ratify for Order 240348 – File 11-065, Tel Route 1-10-9 South Bear Swamp Road, signed by Mary Just Skinner, as recommended by Gary Lamell, Road Commissioner. Mary Just Skinner seconds, motion carries.

The Board signs the Town Service Officer Appointment form.

The Board discusses changing from Peoples Bank to Official Payment Center for credit card and debit card payments. The Board agrees to make this change as the fees are slightly less than Peoples Bank and using this service does not tie the Town to one particular bank. There are surrounding towns that use this service.

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All orders are signed.

**Overweight permits:** Matt moves to approve the following overweight permits: Rice Lumber Company, GW Tatro Construction Inc., LePage Gravel Pit, Allen Lumber Company, Inc., Pike Industries, Inc., Lajeunesse Construction Inc., HA Manosh Corp., Curtis Lumber Co., Inc, Richmond Home Supply Inc., Spafford & Sons, Engineers Construction Inc./ AC Paving Corp./ ECI Directional Drilling./ Inc. ECI Rail Constructors, Inc., Dale E. Percy, Inc., Jack F. Corse, Inc., Tomco Excavating, Inc., Jonathan J. Beebe, Mike Lowell Logging & Wood, R. P. Frost, Inc dba Vermont Well & Pump, Sundown Corporation, Gillespie Fuels, W.B. Rogers, Inc. and to ratify the following overweight permits signed by Cindy on 3/8/11: CT VT Solid Waste Management District. Weston Pulpwood Sales, Inc., Arnold L. Withers dba A Withers Trucking, Kingsbury Construction, McCullough Crushing, Inc., Barrett Trucking Co., Inc., Newport Sand & Gravel Co., Inc./Carroll Concrete Co., Inc., Harrison Concrete Construction, Inc., Harrison Redi-Mix Corp. Mary Just Skinner seconds, motion carries.

**Motion:** Bill moves to go into executive session to discuss personnel matters. Matt seconds, motion carries.

Board comes out of executive session at 9:13 pm, no action taken.

Meeting adjourns at 9:20 pm.

Respectfully submitted,

Cindy Carlson  
Assistant to the Select Board

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## **Approved**

Middlesex Select Board Minutes of 11/23/10

**Present:** Peter Hood, Bill Callnan, Mary Alexander, Matt Dwire, Cindy Carlson, Mary Just Skinner

Meeting called to order at 6:30 pm

All orders are signed.

**Motion:** Bill moves to approve the minutes of 10/12/10. Mary Alexander seconds, motion carries. Peter abstains

**Motion:** Bill moves to approve the minutes of 11/9/2010. Mary Alexander seconds, motion carries.

**Motion:** Matt moves to approve the minutes of 10/26/2010. Mary Alexander seconds, motion carries.

The Board discusses the time line for the old fire station committee to submit a report and bring an article to the voters. If the recommendation from the committee is to ask for voter approval, there will not be adequate time to warn an article for Town Meeting 2011.

**Motion:** Matt moves to approve the overweight permit for United Natural Foods, Inc. Bill seconds, motion carries.

The renewal notice from MVP (Towns health insurance carrier) outlining a 12% increase effective 1/1/2011 is reviewed.

The Board signs the renewal contract from Central Vermont Humane Society for 2011.

The Board discusses December's meetings. The Board agrees to cancel their 12/28/2010 meeting.

### **Gary Lamell, Road Commissioner**

Gary presents the Board with an estimate for \$44,000 to rebuild the grader. Gary reports there are some repairs that need to be made to the grader now. The work is guaranteed for six months and the company would not give a life expectancy after the repairs are made. Gary has also obtained two estimates for replacements: Caterpillar - \$232,000 (after trade in), CRW - Volvo - \$158,400 (after trade in). The Board asks for some references from other business that may have had their equipment rebuilt. The Board discusses a compactor to use after the road is graded.

**Public Hearing is called to order.**

The purpose of the public hearing is to hear comments about reclassifying Middle Road and Lower Sunny Brook Road from a class 4 to a trail. Both stretches of the roads are impassable by a vehicle. It is not the Town's intent to maintain these roads. The Board feels if the roads are reclassified to trails, they can then be blocked off for vehicle traffic. The Board has conducted a road walk and inspected the lower ends of both roads.

The Board accepts questions and comments from members of the public:

Are there any plans to build a hiking trail? At the current time the Board does not have any plans to build hiking trails.

Letters from Jeffrey Carter, Jim Colby and Ruth Pope are read.

The section of Middle Road that would be downgraded would be from Carters driveway to the bridge abutment. If anyone wanted to improve the road from a trail to a Class 4 the property owners would have to bear the costs.

There is concern if someone who owned property along these sections wanted to log their property, there would be no place for the logging vehicle to gain access. The Board can give permission to land owners to use the town's right-of-way as a trail or improve the trail. The Board's intention would be to give permission with a stipulation the trail had to be returned to its original condition after the logging or other improvement took place. The Board intends to give people access to their property while keeping the original condition of the town right-of-way.

The residents of Lower Sunny Brook Road are tired of hearing the turmoil in the middle of the night with people being stuck or using the area. They want to be sure both ends are blocked if it is downgraded to a trail.

A letter from the Department of Forests and Parks is read.

The Board will obtain an opinion from legal council on steps required if the road was to be improved from a trail to a class 3 or 4 and will discuss again at a meeting in January.

The Public Hearing is concluded.

Gary reports that he dug test pits on the Colby property. The Board feels they should pursue purchasing this property.

Authorization to Vermont Energy Finance Investment Corporation to provide administrative and consulting services under the PACE program is signed. There are no fees associated with this service. Peter signs the document.

The Board discusses Welch Park Association and appointing one or two Board members to represent the Town's interest. The Board agrees anyone who is available could attend the Welch Park meetings.

**Correspondence**

Washington County Pre-Budget Meeting on December 17, 2010

Green Mountain Transportation Agency announcement they will be combining with Chittenden Country Transportation Authority on July 1, 2011

Vermont Department of Environmental Conservation – copy of Public Notice for an Authorization to Discharge Stormwater Runoff for Welch Park Association, Inc.

A letter from Scott Skinner regarding improvements to Leland Farm Road was reviewed and discussed.

The Board discusses:

The cutting of trees for a future power line prior to the electric company applying for a permit, The road appears wider now because the top coat has not been put down, and when the road is complete the road will not be as wide as seeding will be done. The Road Commissioner has confirmed the width.

The Board will write a letter to the engineering company stating the expectation is that the road will be the same width as shown on the original drawing when it is completed.

Meeting adjourns at 8:50 pm.

Respectfully submitted,

Cindy Carlson  
Assistant to the Select Board





# Granite

Continued from Page A6

and designs are cut out of the stencil and the abrasive cuts away the stone only in the exposed areas. The used abrasive falls through a floor grating into a pit beneath and is re-circulated by a sandblast abrasive elevator that cleans, elevates and stores the abrasive for reuse.

For sandblast shape carving, the stone is blown with fine steel shot abrasive in two or more passes, at each pass cementing on additional particles of the stencil that had been removed for the initial sandblasting and cutting additional fine lines in the stencils. The final finishing pass is done with silicon carbide.

### Multi-function granite working machine

One of the most complex and most capable automated granite-working machines, the French-made Tibaut GB110, grinds, shapes, routs, drills and polishes. It is interesting that the modern automatic line polishers have adopted some of the design elements of the early line polishers with stone moved on carriages under the polishing heads. The modern automatic line polisher has multiple polishing heads, each with

a contained diamond abrasive head of a different grit. Both the carriages and the polishing heads move under computer control.

### Tool Sharpening

Most granite manufacturers had facilities for sharpening, tempering and repairing iron and steel tools. Jones Brothers had a sharpening room with three flat belt-driven two-wheel grinders. Natural sandstone (a natural bonding of silicon sand particles) wheels were used. Stonecutter chisels and surfacer bush chisels were sharpened on these five-foot diameter wheels under a constant flow of water by three grinder operators. Tool boys shuffled the dulled tools to the sharpening room and the sharpened tools back to the stonecutters. This room went into disuse after the advent of carbide tip tools.

Jones Brothers also owned a specialized sharpening machine, designed by Willis A. Lane of Barre, which sharpened the 8 to 18-inch diameter steel cutting discs for the cutting lathes and at an earlier time the McDonald mechanical surfacers. It had a large 8-inch wide by 4 1/2-foot diameter grindstone that moved back and forth along its axle as it turned to ensure even wear on the grindstone. After

sharpening on the Lane machine, the discs were tempered and hardened by a blacksmith at a forge and quenching tub. This involved heating the discs until overall white, thereby producing a hard long-lasting cutting edge.

### Abrasive Suppliers

Two samples of abrasive supplies from Granite City Tool Company catalogs (1932 and circa 1950) give good idea of the types of abrasives used by Barre granite manufacturers during these times. The 1932 catalog lists: ironing wheels, cast iron scrolls, emery rings, and buffing wheels for polishing machines; crushed crucible tool steel for sawing; Carborundum polishing emery, steel shot for sawing and polishing; tin oxide, putty powder, and steel grit for final-stage polishing; rubbing bricks; flint shot for sandblasting; and a Carborundum jointer and edger machine manufactured by Lincoln Iron Works.

The circa 1950 Granite City Tool Co. catalog lists: carbide-tipped machine and hand tools; scroll ironing wheels and buffing wheels for polishing machines; Carborundum GP (16 to 600 grit silicon carbide) for polishing; Carborundum W (36/60, 46/70 and 60/120 grit silicon carbide) for wire sawing; steel abrasives

— Samson shot for sawing and polishing, angular grit for steeling, and crushed steel for steeling; tin oxide and cerium oxide for final-stage polishing; hand rubbing bricks; abrasive discs and belts; vitrified, resinoid and shellac-bonded grinding wheels (cup, contour, molding, steel tool sharpening, carbide tool sharpening); cut-off and edger blades; metal and resinoid-bonded diamond wheels with segmented or continuous rim; abrasive elevators; zig-zag abrasive sifters; Diamond and Norbide (boron carbide) sandblast nozzles; Fastblast (aluminum oxide) for sandblasting; shaping shot for sandblast shape carving; and flint shot for sandblasting.

### Summary

Although an unsung technology in the granite industry, abrasives are nevertheless one of the most important. Abrasives make possible higher worker productivity as well as more rapid manufacture, leading to lower costs. Abrasives also allow greater manufacturing precision and product uniformity. Today, most lettering and bas-relief carving is done by sandblasting. It is safe to say that the current state of granite artistry and manufacture would not be possible without the modern range of abrasives.

# Yankee

Continued from Page A1

He said the second emergency shutdown at Yankee in the past seven months would trigger additional reviews by the NRC. "The shutdown will count as a hit on the plant's performance indicator for unplanned scrams (shutdowns) per 7,000 hours," Sheehan wrote in an e-mail.

Yankee, under Entergy ownership, has a practice of keeping the plant operating during problems or leaks, reducing power while some repairs are put in place. All during the investigation into the radioactive tritium leak at the plant earlier this year, Yankee remained online.

The leak in the feedwater system was not in the containment building, but in the turbine building, Smith said, and close to the feedwater pumps. The feedwater system is not considered safety-related. Almost two years ago, in January 2009, there was a

series of radioactive leaks at Yankee, including one in the feedwater system at the plant.

The feedwater system was one of the systems reviewed during the Public Oversight Panel's independent review of Yankee in 2008, because the system is considered key to the plant's continued reliability.

Vermont Yankee's last emergency shutdown came in late May, as the plant was returned to active service after a refueling and maintenance stoppage. The problem was traced to the new switchyard built by VELCO, the electric transmission company owned by Vermont utilities that distributes power all over the state.

Smith said Vermont Yankee had been operating at reduced power for one of the regular rod pattern adjustments and to support line work by Public Service Co. of New Hampshire. Until Sunday, the plant had operated continuously for 165 days.

susan.smith@herald.com

# Trial

Continued from Page A1

In his only public statements about the rift, he said after a court hearing in July that he and his family have been unfairly portrayed in news accounts about the estate battle.

"We've been very unfairly characterized by the news, because we haven't spoke to the news people. And some of the things that have been said are absolutely untrue, and extremely unfair, and highly detrimental to our image."

It's Tasha Tudor's image that may take the beating in the five-day trial, which opens Monday in Superior Court in Newfane.

"People are going to see a very different side of the Tasha Tudor lifestyle," said Mark Schwartz, a lawyer representing Thomas Tudor. "That's sad, quite frankly."

Much of Thomas Tudor's case draws on statements by a longtime Tudor friend, Amelia Stauffer, of Ada, Ohio, whom the art-

ist befriended in the late 1970s and considered something of an adopted sister.

Stauffer, who spoke with Tudor by telephone daily and visited her Marlboro home every other month in some years, said Tudor complained to her about wearing shoes with holes in them, going cold because she didn't have wood for the fire and having to pay

Seth Tudor to get things done because he wouldn't act unless she paid him. In a deposition last March, Stauffer said Seth had cut off telephone communications between her and Tasha Tudor because the phone bills were getting too high. Stauffer, who was left \$10,000 by Tudor in her will, also said that Tudor's prescriptions were going unfilled because Seth Tudor felt she didn't need them.

Stauffer didn't identify the prescriptions or what they were for when she was questioned by lawyers preparing for the trial. Tudor told Stauffer she had trouble with dizziness, according to Stauffer.

Marlboro Probate Court Judge Robert Pu, who will preside over the trial, must decide first who has the burden of proof — Seth Tudor, to prove there was no undue influence, or Thomas Tudor, to prove there was. In court filings,

each has insisted the other has the burden.

All four of Tudor's children — and some of her grandchildren — are on witness lists submitted by the parties and may testify. "I just hope that justice is done," said Thomas Tudor.

## Card of Thanks

I want to wholeheartedly thank everyone who supported me throughout my campaign. Thank you for believing in me. I look forward to representing you in the Legislature.

Sincerely,  
Patti J. Lewis  
Representative-Elect  
Washington 3-3 (Berlin/Barre City)

*Paid for by Patti Lewis for House*

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NOV. 28-30 \* Festival of Lights in Niagara Falls with Glen Campbell and Gene Watson and Jimmy Fortune and Helen Conelias

DEC. 7 \* Christmas in White Mountain - Indian Head

DEC. 4-5 \* Family Christmas in New York City with Rockettes

DEC. 8-9 \* Mystery Tour???

DEC. 11-13 \* Christmas Deluxe New York City with Rockettes Radio City Music Hall and Nutcracker at the Lincoln Center

DEC. 29 \* Cirque Du Soleil at Bell Center in Montreal

REMEMBER ONE PRICE DOESN'T FIT ALL

# Racing

Continued from Page A1

course threw some technical difficulties at him during his qualifying run in the NAS Truck division, driving him to fiddle with the vehicle before the final race.

"I just have to make some adjustments to the control arms in the front and change the suspension springs in the rear," he said.

Each racer has to go through pre- and post-race inspections and must follow specifications for the cars that they drive. As drivers become more experienced, they move up through the classes and must follow more rigorous specifications.

Racers can get RC cars online for less than \$20 through some can cost considerably more.

For the Turkey Shoot Out this weekend there were five classes of racing each with a specific body type from the very advanced Spec Car of Tomorrow division, with body types like NASCAR, to the Sportsman division for beginners, which have body types like those that race at Thunder Road. There is also a NAS Truck body style and Nationwide style race car division.

There are races each Sunday afternoon throughout the winter season and

those interested in joining the club, or who just want to check out the competition and see what it's all about, are welcome to come up, said Chris Fazzini, a spokesman for the club.

Anyone in the area interested in RC racing with the club can find out more on the web at [www.barrertownrc.com](http://www.barrertownrc.com).

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## LOOKING FOR SCORES — You'll find scores of them in the Times Argus Scoreboard every day in the sports section.

### Public Notice

The Middlesex Select Board will hold a public hearing on November 23, 2010 at 7:00 pm at the Middlesex Town Clerk's office to take comments from members of the community on the following:

Shall the Town of Middlesex change the impassable sections of the Colby Road (Middle Road) and Sunny Brook Road from a Class 4 road to a trail?

A site visit is scheduled for November 16th at 3:30 pm, meet at the Colby Farm and then travel to the end of Lower Sunny Brook Road.

Middlesex Select Board

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# TOWN OF MIDDLESEX

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Listers  
Board of Civil Authority  
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](mailto:middlesxtreas@comcast.net)

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Middlesex Select Board

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State of Vermont  
Department of Forests, Parks and Recreation  
103 South Main Street, 10 South  
Waterbury, VT 05671-0601  
www.vtfpr.org

[fax] 802-244-1481  
[tdd] 800-253-0191

Agency of Natural Resources

802.241.3693  
ANR Lands Division

November 9, 2010

Town of Middlesex Selectboard  
c/o Cindy Carlson, Town Clerk  
5 Church Street  
Middlesex, Vermont 05602

Dear Board Members:

We are in receipt of the notice pursuant to the requirements of Title 19 V.S.A. that you propose to change the impassable sections of Colby Road (Middle Road) and Sunny Brook Road from a Class 4 Town Highway to trail in the Town of Middlesex. The Department of Forests, Parks & Recreation has reviewed the proposal and finds that this will not affect any existing trail corridors and therefore, has no objection to the proposed reclassification. For your information, it has been the policy of this Department to encourage towns to continue ownership of highway rights-of-way where they are of sufficient length or location to be of value to recreational users. Such existing rights-of-way can be valuable recreation resources for our growing population.

With the passage of H. 83 in the 1991 Legislature, the laws regarding Class 4 roads and trails give much more strength to towns in their ability to preserve these rights-of-way. Title 19 V.S.A. 711 states in part:

"...the selectmen may order that the petitioner bear the cost of upgrading a class 4 town highway to the class 3 town highway standards established in 19 V.S.A. 302(a)  
(3)(B). Nothing in this section shall be construed to require a town to maintain a class 4 highway or to upgrade a highway from class 4 to class 3."

Enclosed is a copy of the "Town Policy on Class 4 Roads and Trails," issued by the Vermont Trails and Greenways Council. In addition, you will find a copy of the Department's policy on road discontinuance. You may want to consider a similar policy in Middlesex. Having such a policy will help to ensure that you will not be required to maintain Class 4 roads or trails or upgrade them to Class 3.

This Department will not be represented at your meeting on November 16, 2010 but we ask that this letter and attachments be entered into the proceedings. We also request that local trail organizations such as snowmobile clubs be notified of the proposed discontinuance.

Thank you for contacting us on this matter. We always appreciate the opportunity to comment on these important recreation resources.

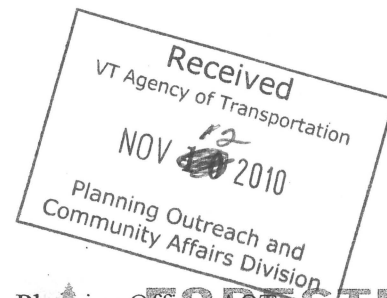
Sincerely yours,



Mike Fraysier  
ANR Lands Director

Enclosures

Cc: Trails Coordinator, VAST; FPR District Trails Coordinator, Diana Frederick; Planning Office, AOC



FORESTRY  
CENTENNIAL  
CELEBRATION

State of Vermont  
Division of Policy, Planning and Intermodal Development - Mapping Unit

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

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

Agency of Transportation

January 30, 2012

Chair, Selectboard  
Middlesex, c/o Town Clerk  
5 Church St  
Middlesex, VT 05602

Dear Selectboard Chair:

We have received the Middlesex 2012 Certificate of Highway Mileage. Based on the change of mileage that was noted on the Certificate and based on the marks on the map that was submitted with the Certificate, it looks like a 0.40-mile section of TH-39 and a 0.44-mile section of TH-48 has been reclassified from Class 4 to Legal Trail.

In order to process this change, we need documentation that demonstrates that the town followed the reclassification process as defined in V.S.A. Title 19, § 709. Notice and hearing. Specifically, we need the following items:

- copies of the Selectboard's minutes of the meetings at which the Selectboard took action on these reclassifications,
- a copy of the notice that was sent to the abutting landowners via certified mail,
- a copy of the notice that was sent to the local newspaper including the name of the newspaper, and
- a copy of the minutes of the site visit.

The Vermont Statutes Annotated can be referred to online at this address:  
<http://www.leg.state.vt.us/statutes/sections.cfm?Title=19&Chapter=007>

Another resource that might be helpful is "The 'Orange Book' a Handbook for Local Officials" available online at [http://www.aot.state.vt.us/ops/documents/AOT-OPS\\_OrangeBook.pdf](http://www.aot.state.vt.us/ops/documents/AOT-OPS_OrangeBook.pdf).

Once we receive these items, we can process the changes on the Certificate and incorporate the changes on the Town Highway Map. Please let me know if you have any questions.

Sincerely,



Sara Moulton  
Mapping & GIS Specialist