### CERTIF ATE OF HIGHWAY MLEAGE

#### FOR YEAR ENDING FEBRUARY 10, 1969

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

	(Or incorp	LEAGE IN TO utside of village oraced for high FILMINGTON	(ce itways)	MILEAGE IN VILLAGE (Incorporated for highways)		Total All Systems	
	Tuwo Highways	State Aid Highways	State Highways	Town Highways	State Aid Highways	State Highways	
PREVIOUS MILEAGE s shown March 15, 1968	46.69	9.850	14.738		1	T	71,278
IIGHWAYS ADDED	1	7,050			l	<del> </del>	
Since March 15, 1968, ac- ording to statute. Explain	1						
inder paragraph 1 below, SUB-TOTAL						<u> </u>	
HIGHWAYS SUBTRACTED Since March 15, 1968. Those secoming untraveled, discon- tinued, legal trails or pent roads. Explain under para- traphs 2 and 3 below.							
OTAL TRAVELED	47.10	9.850	14.73B				71.688
. We hereby certify that the ince March 15, 1968, as substituted in the control of the certify that the certification is control of the certify that the certification is certification.	tantisted by th	ne attached con	py of the proce	sedings:			- 4 - 11 - 1040004 11 - 11
/		***************************************				***************************************	***************
	************************	***************************************		**************************************			
7.714	-	SELECTI		**************	Biship		
At Wilmin 13 th day of .	egten m	selecti arch : N. P.		**************	Biship	dham	
At Wilmin the 19th day of E.W. Bish	of minut	arch N.P.	men:	Ewinty of porsonally sp	Biship		
At Wilmin the 13th day of Solectmon of Will and made each to the truth of	nglen m mingle mingle mingle	selection of the select	in to 1969	Ewenter of personally applications	Biship Wene Wine W. You	tham ve	
At Wilmin the 19th day of E.W. Bish	nglen m mingle mingle mingle	selection of the select	in to 1969	Ewenter of personally applications	Biship Wene Wine W. You	tham ve	
At Wilmin the 19 th day of 6. W. Book. Selectmon of U.L. and made eath to the truth of the truth	tollowing and	SELECTION OF STATE OF	in U	Ewenter of personally applications	Biship Wene Wine W. You	tham ve	

H.D. 201,—490 946 Bev. 1989

## Hascell Hill Rd. 14001

Earlene D. Fitch	Clerk	of the	
of Wilmington	. Vermont.		•
Pursuant to Title 19,	V.S.A., Section 15.	as amended, this	is to certi
that the following describe ofWilmington COMPLETED AND OPEN FOR PUBL	d section(s) of high	way in the T	own
COMPLETED AND OPEN FOR PUBL	TC TRAVEL on NOV	e Number 011 ft.	100
DESCRIPTION OF RIGHT-O	F-WAY: XBOSIONINGX	Being a certai led "Havnes Br	n right o others. I
l Hill Farm. Wilmington	. Vermont" prepai	red by R. H. Jp	yce dated
er. 1967 said right of	way commencing at	; Rout 100 and	running t
evelopment to the commo	n boundary line o	of premises of	Haynes Pr
Inc., as more particula	rty defineated of	i che albrasald	PATA QA .
•			
•			
and as shown on a Highway Meted 19 ,	ap of the	of	
Records of the	and filed in Book _	on Page	of t
Clerk of said	ir	corporated herein	by referen
and attested to on said map	by said	_ Clerk.	, rezeren
Dated at Wilmi			
State of Vermont, this1	4th day of	March	. A.D. 19 <sup>6</sup>
•			
	A	W. Brahop	<b>-</b> 1
	( /	ver Duanon.	Board
		10	
	9.7	Ra	of
	<del>-</del> <del>-</del> <del>-</del> <del>-</del> <del>-</del> <del>-</del> <del>-</del> <del>-</del> - <del>-</del>	Ha	_ of
	J. 1	for	
	J. P.	W. Howe-	Selectme
	9.1 En	W. Howe	Selectme (Aldermen
	<u></u>	Wowe.	of Selectme (Aldermen (Trustees
(and the Mayor of the City	<u></u>	W. Howe-	Selectme (Aldermen
(and the Mayor of the City	<u></u>	Nowe.	Selectme (Aldermen
(and the Mayor of the City Wilmington	<u></u>	W. Howe-	Selectme (Aldermen
		Nowe.	Selectme (Aldermen

RECORDS OF THE

Road

ON THE 3rd DAY OF

CLERK OF Wilmington, VERMONT

<b>.</b> • • • • • • • • • • • • • • • • • • •	Carlene D. Tr	tch.	Town Cle	erk of the	Town	
	of Wilmington	<u>, '</u>	Vermont.			
	Pursuant to Title that the following des of Lilmangton COMPLETED AND OPEN FOR	19, V.S.A. cribed sect	, Section 1: lon(s) of hi , Rou VEL on	5, as amended Ighway in the ute Number March 1	this is to cer lown of	tify Wes 69
d nor	DESCRIPTION OF RI oad 42 and running w s to lands of Daniel therly through said g house	GHT-OF-WAY: esterly t Shapiro	Beginning hrough lan and Joan l	at a point nds of Davi Roessle Sha	on the weste d L. Sills an	rly side d Yole westerly
	Strip of land	l 50' in w	idth			
	and as shown on a High dated, 1 Records of the Clerk of said and attested to on sai	way Map of 9, and fofof	theiled in Boo	ofononClerk.	Page of by the herein by refer	f the rence
	Dated at Wi	lmington		County of W	1ndham	_ and
	State of Vermont, this	13				
		· .	£,W,	Bushop	Board	
			J. 14		of	
			Ew	some	Selection (Alderi	merr\ C.S
	(and the Mayor of the	City of	•			
		, v	ermont		•	
	Wilmington	_				
	Wilmington March 14,	, 1	9 69			

CLERK OF Wilmington VERMONT

#### STATE OF VERMONT

WINDHAM COUNTY, 5:.

IN WITNESS WHEREOF, we have set our hands and seals at Wilmington in the County of windham this 2/ day of January, 1965.

E, W. Bishep (SEAL)

LA Brown (SEAL)

Selectmen of the Town of

Wilmington

TOWY CLEAKS OFFICH
Wilmington, Vermont
RESHIVED
January 21, 1965
At 8 4 20 M P. M
Recorded Book 2 Page 3/8
ROAD RECORDS

### unovall Men by these Presents

the receipt whereof  I do hereby acknowledge, have, and do hereby freely remise, release, and forever  QUIT-CLAIM unto the said  Town of Wilmington, its successors and assigns,  -herend-assigns forever, all my right, title, inclose successors and enter a certain place of land, is limington, in the County of Windham and State of Vermont, described as follo  Lz: Commencing at a point in the center of the old road with an iron pln an  cones which is 17 feet westerly of a point 82 ft. northerly from the Crafts  ridge, center line extended, said bridge being a 2-span concrete bridge over  the North Branch of the Deerfield River on the road to West Dover 1.5 miles for  ank Square in Wilmington Village; and extending N 298-55' E. 173.25 feet;  tence N. 470-16' E. 155.6 ft.; thence N. 650-08' E 185.75 ft. to an iron pin  and stones; thence S 150-0'E. 24.75 ft. to an iron pin and stones, which is  point in the center of the old road; thence S. 600-27' W. 55.4 ft; thence  550-48' W. 112.7 ft.; thence S. 450-34' W. 180.85 ft. to an iron pin and  cones, which is a point in the center of the old road; thence S. 488-35' W.  39.95 ft. to point of beginning. Area 0.423 acre.  aerings are magnetic and survey made July 24, 1933. For a further descripting  the road and bridge layout above described, said profile being on file  lith the Town Records. Above described property to be used for highway	That I, Harold tate of Vermont, i eceived	n considerat	rou or the	adm of Seven	ty-five and : dSucol	no/100 dolla
the receipt whereof  I do hereby acknowledge, have, and do hereby feedly realize, release, and forester  QUIT.CLAIM unso the said  Town of Wilmington, its successors and essigns;  - heigened-originar forever, all my right, title, intranscate the said of vermon't, described as followed in the County of Windham and State of Vermon't, described as followed which is 17 feet westerly of a point 82 ft. northerly from the Grafts ridge, center line extended, said bridge being a 2-span concrete bridge over the North Branch of the Deerfield River on the road to West Dover 1.5 miles ft wink Squere in Wilmington Villege; and extending N 29-55; E. 173,25 feet; hence N. 470-16; E. 155,6 ft.; thence N. 65 -08; E 185,75 ft. to an iron pin and stones; thence S 150-016; 24.75 ft. to an iron pin and stones, which is point in the center of the old road; thence S. 600-27; W. 55.4 ft; thence S. 450-34; W. 112.7 ft.; thence S. 450-34; W. 180.85 ft. to an iron pin and stones, which is a point in the center of the old road; thence S. 480-35; W. 19.95 ft, to point of beginning. Area 0.423 acre, searings are magnetic and survey made July 24, 1933. For a further described the above described highway roction, reference on the road and bridge layout above described, said profile being on file the road and bridge layout above described, said profile being on file the Town Records. Above described property to be used for highway propers.  To Have and to Hold the above greated and bargained premises, with the privileges and appurtenance thereunto belonging to the said Town of Wilmington, its successors and assigns their audanigms we  to them  In Wilmess Whereof, We have hareunto set Our hands and seeds this 11th  day of August , in the year of our lord one thousand also bundeed and thirty-three.  Signed, Scaled, and Delivered in presence of Viola L, Crafts  Wille L, Crafts	in consideration of the sum of		·		<del> </del>	dollars
the receipt whereof  QUIT-CLAIM unso the said  Town of Wilmington, its successors and assigns,  -their receipt whereof  QUIT-CLAIM unso the said  Town of Wilmington, its successors and assigns,  -their receipt whereof  In y right, title, introduce the said into a certain piece of lead, is climington, in the County of Windham and State of Vermont, described as follows:  Commencing at a point in the center of the old road with an iron pin and stones which is 17 foet westerly of a point 82 ft. northerly from the Crists ridge, center line extended, said bridge being a 2-span concrete bridge over the North Branch of the Deerfield River on the road to West Dover 1.5 miles from the Square in Wilmington Villege; and extending N 29-55; E. 173,25 feet; hence N. 470-16; E. 155,6 ft.; thence N. 65 -08; E 185,75 ft. to an iron pin and stones, which is point in the center of the old road; thence S. 60 -27; W. 55.4 ft; thence S. 45 -34; W. 180,85 ft. to an iron pin and stones, which is point in the center of the old road; thence S. 48 -35; W. 180,85 ft. to an iron pin and stones, which is a point in the center of the old road; thence S. 48 -35; W. 180,85 ft. to point of beginning. Area 0,423 acre, serings are magnetic and survey made July 24, 1933. For a further descriptif the above described highway section, reference may be had to a profile plat the road and bridge layout above described, said profile being on file the the Town Records. Above described property to be used for highway surposes.  To Have and to Hold the above greated and bargained premises, with the privileges and appurtuanness thereunto belonging to the said Town of Wilmington, its successors and assigns  take the road and bridge layout above described property to be used for highway surposes.  To Have and to Hold the above greated and bargained premises, with the privileges and appurtuanness thereunto belonging to the said Town of Wilmington, its successors and assigns  take the privilege and benefit and behaved and thirty-three.  Signed, Scaled, and Delive		• •	the Town o	f Wilmington		
QUITCLAIM unite the said Town of Wilmington, its successors and assigns,  **hebrendenignate forever, all my right, title, implementations of the old road with an iron pin and comes which is 17 feet westerly of a point 22 ft. northerly from the Orafts ridge, center line extended, said bridge being a 2-span concrete bridge over the North Branch of the Deerfield River on the road to West Dover 1.5 miles of the North Branch of the Deerfield River on the road to West Dover 1.5 miles of the Square in Wilmington Village; and extending N 298-55' E. 173.25 feet; tence N. 47-16' E. 155.6 ft.; thence N. 65-08' E 185.75 ft. to an iron pin and stones; thence S 15-06' E. 24.75 ft. to an iron pin and stones; thence S 15-06' E. 24.5' ft. to an iron pin and stones; thence S 15-63' W. 112.7 ft.; thence S. 43-34' W. 180.85 ft. to an iron pin and to the center of the old road; thence S. 60-27' W. 55.4 ft; thence S. 55-48' W. 112.7 ft.; thence S. 43-34' W. 180.85 ft. to an iron pin and the said and survey made July 24, 1933. For a further description of the old road; thence S. 48-35' W. 39.95 ft. to point of beginning. Area 0.423 acre.  serings are magnetic and survey made July 24, 1933. For a further description of the road and bridge layout above described, said profile being on file the road and bridge layout above described property to be used for highway process.  To Have and to Hold the above greated and bargained premise, with the privileges and apputtenances thereunto belonging to the said Town of Wilmington, its successors and assigns  then waterizes to them  In Wilness Wheteol, We have hereunto set our bands and seals this 11th  day of August in the year of our Lord one thousand nine hundred and thirty-three.  Signed, Scaled, and Delivered in presence of Viola L. Crafts  Harold B. Wheeler LS	•	ing Supportion At				
The brenchest group forever, all my right, title, is the many successful default of unto a certain piece of land, its limington, in the County of Windham and State of Vermont, described as following to the County of Windham and State of Vermont, described as following in the County of windham and State of Vermont, described as following the county of the December of the old road with an iron pin and cones which is 17 feet westerly of a point 82 ft, northerly from the Crafts ridge, center line extended, said bridge being a 2-span concrete bridge over the North Branch of the Decrited River on the road to West Dover 1.5 miles fink Square in Wilmington Village; and extending N 298-55' E. 173.25 feet; tence N. 47-16' E. 1556 ft; thence N. 65'-08' E 185.75 ft. to an iron pin and stones, which is a point in the center of the old road; thence S. 60'-27' W. 55.4 ft; thence 55'-48' W. 112.7 ft.; thence S. 45'-34' W. 180.85 ft. to an iron pin and cones, which is a point in the center of the old road; thence S. 48'-35' W. 99.95 ft. to point of beginning. Area 0.423 acre.  serings are magnetic and survey made July 24, 1933. For a further description the above described highway section, reference may be had to a profile pink the road and bridge layout above described, said profile being on file the road and bridge layout above described property to be used for highway imposes.  To Have and to Hold the shove greated and bargained premises, with the privileges and appurtenances thereunto belonging, to the said Town of Wilmington, its successors and assigns  their undamigns to  to them  In Wilmess Whereof, We have become set our hands and seals this 11th  day of August , in the year of our Lord one thousand nine hundred and thirty-three.  Signed, Scaled, and Delivered in presence of Viola L. Crafts  Harold B. Wheeler LS	-	_	do hereby acknowl	ledge, have, and do herel	by freely remise, release	e, and forever
Lucington, in the County of Windham and State of Vermont, described as follows: Comesoning at a point in the center of the old road with an iron pin at cones which is 17 feet westerly of a point 82 ft. northerly from the Crafts ridge, center line extended, said bridge being a 2-span concrete bridge over the North Branch of the Described River on the road to West Dover 1.5 miles fink Square in Wilmington Village; and extending N 298-55' E. 173.25 feet; hence N. 47-16' E. 155.6 ft; thence N. 65-08' E 185.75 ft. to an iron pin and stones; thence S 15-0'E. 24.75 ft. to an iron pin and stones; thence S 15-0'E. 24.75 ft. to an iron pin and stones; thence S 15-0'E. 24.75 ft. to an iron pin and cones, which is a point in the center of the old road; thence S. 60-27' W. 55.4 ft; thence 5. 55-48' W. 112.7 ft.; thence S. 45-34' W. 180.85 ft. to an iron pin and cones, which is a point in the center of the old road; thence S. 48-35' W. 39.95 ft. to point of beginning. Area 0.423 acre, earings are magnetic and survey made July 24, 1933. For a further description the behave described highway rection, reference may be had to a profile pic fthe road and bridge layout above described, said profile being on file lith the Town Records. Above described property to be used for highway imposes.  To them  In Wilness Whereof, We have because of our bands and seels this 11th day of August  is the year of our Lord one thousand nine hundred and thirty-three.  Signed, Scaled, and Delivered in presence of Viola L. Crafts  Harold B. Wheeler LS		2002. 022		• •		
belonging, to the said Town of Wilmington, its successors and assigns  to them  In Witness Whereof, We have hereunto set Our bands and seals this 11th  day of August , in the year of our Lord one thousand nine hundred and thirty-three.  Signed, Scaled, and Delivered in presence of  Viola L. Crafts  Harold B. Wheeler LS	iz: Commencing at tones which is 17 ridge, center line he North Branch of ank Square in Wilthence N. 47 -16' End stones; thence point in the cent. 55 -48' W. 112.7 tones, which is a 39.95 ft. to point earings are magnet f the above descrift the road and brittens.	ca point in feet westerle extended, so the Deerfie ington Villa 1. 155.6 ft.; es 15°-0'E. The of the old ft.; then contin the cof beginning in and surveying a layout a	the center y of a poi aid bridge ld River of ge; and e thence N 24.75 ft. d road; t e S. 450-3 e center of g. Area O y made Jul Esction, r above descr	of the old rent 82 ft. nor being a 2-spectate road to extending N 29 65 -08' E 1 to an iron pinence S. 60 -4' W. 180.85 the old road 423 acre. y 24, 1933. The old road the ol	oad with an therly from an concrete West Dover 173 85.75 ft. to an and stones 27' W. 55.4 ft. to an ir; thence S. For a furthe to had to a ofile being	iron pli and the Grafts bridge over 1.5 miles for 25 feet; an iron pin, which is ft; thence on pin and 48 -35 W.  r description plate on file
belonging, to the said Town of Wilmington, its successors and assigns  to them  In Witness Whereof, We have hereunto set Our bands and seals this 11th  day of August , in the year of our Lord one thousand nine hundred and thirty-three.  Signed, Scaled, and Delivered in presence of  Viola L. Crafts  Harold B. Wheeler LS	•			•	•	
belonging, to the said Town of Wilmington, its successors and assigns  to them  In Witness Whereof, We have hereunto set Our bands and seals this 11th  day of August , in the year of our Lord one thousand nine hundred and thirty-three.  Signed, Scaled, and Delivered in presence of  Viola L. Crafts  Harold B. Wheeler LS			•			
belonging, to the said Town of Wilmington, its successors and assigns  to them  In Witness Whereof, We have hereunto set Our bands and seals this 11th  day of August , in the year of our Lord one thousand nine hundred and thirty-three.  Signed, Scaled, and Delivered in presence of  Viola L. Crafts  Harold B. Wheeler LS		·	•			
belonging, to the said Town of Wilmington, its successors and assigns  to them  In Witness Whereof, We have hereunto set Our bands and seals this 11th  day of August , in the year of our Lord one thousand nine hundred and thirty-three.  Signed, Scaled, and Delivered in presence of  Viola L. Crafts  Harold B. Wheeler LS		•			•	
belonging, to the said Town of Wilmington, its successors and assigns  to them  In Witness Whereof, We have hereunto set Our bands and seals this 11th  day of August , in the year of our Lord one thousand nine hundred and thirty-three.  Signed, Scaled, and Delivered in presence of  Viola L. Crafts  Harold B. Wheeler LS	To Have and	d to Hold the above	granted and bargain	ed premises, with the pr	ivileges and appurtens.	nces thereunto
to them  In Wilness Whereof, We have becaunt our our bands and seals this 11th  day of August , in the year of our Lord one thousand nine hundred and thirty-three.  Signed, Scaled, and Delivered in presence of  Viola L. Crafts  Harold B. Wheeler LS						
In Wilness Whereof, We have hereunto set Our bands and seals this 11th  day of August , in the year of our Lord one thousand nine hundred and thirty-three.  Signed, Scaled, and Delivered in presence of  Viola L, Crafts Harold B. Wheeler LS		i or wrrmtiige	.on, res se		43815113	
In Wilness Whereof, We have become of Our bands and seals this 11th  day of August , in the year of our Lord one thousand nine hundred and thirty-three.  Signed, Scaled, and Delivered in presence of  Viola L, Crafts Harold B. Wheeler LS		÷				habané énama
day of August , in the year of our Lord one thousand nine hundred and thirty-three.  Signed, Scaled, and Delivered in presence of  Viola L. Crafts  Harold B. Wheeler LS	•			-		**
Signed, Scaled, and Delivered in presence of  Viola L. Crafts  Harold B. Wheeler LS	In Witness V	Thereof, We ha	ive hereunto set	OUI bands and	sealS this 11Th	<b>.</b>
Viola L. Crafts Harold B. Wheeler LS	day of August	, in the	year of our Lord on	e thousand nine hundred a	md thirty-t	hree.
Viola L. Crafts Harold B. Wheeler LS	Signed, Scaled, and D	elivered in presence of			•	
	1		•	Harold	B. Wheeler	LS
	*					<b>2</b> S
	Commence or resources and Complete Commence and Commence	and the second s	······································		·	1-1/3
			re-amin's sing selection desired that	**************************************		

Before me,

Carlene D. Gitch

## Know all Men by these Presents

Thall We, J. Burton Crafts and Viola L. Crafts, husband and wife,

of Wilmington , in the County of Windi	nam , and State of Vermont
in consideration of the sum of Fifty and no/100	dollars
received to our full satisfaction of Town of and the State of Vermont	Wilmington, in the County of Windham,
the receipt whereof WO do hereby acks	towledge, have, and do hereby freely remise, release, and foretes
QUIT-CLAIM unto the said Town of Wilmingto	on, its successors and assigns
homeand essigns, forever, all our sign said Town of Wilmington, described as found stones 33 feet easterly of the centre southerly from the south end of the Crast concrete bridge over the North Branch of West Dover, 1.5 miles from the Bank Square N. 11 - 0' E. 400 ft.; thence N. 31 - 18 thence S. 48 - 35' W. 139.95 ft. to iron 36.65 ft., thence S. 11 - 0' W 300.0 feed 65 ft., thence S. 11 - 0' W 300.0 ft.	er of the highway, at a point 196 ft. Its bridge, said bridge being a 2-spart the Deerfield River, on the road to are in Wilmington Village; and extend E. 102.45 ft. to and iron pin and st pin and stones; thence S. 21 -45! Whet to iron pins and stones; thence S. 2. Area == 0.623 acre.  Laly 24, 1933.  Scribed highway section, reference may described apput above described, said
Above described property to be used for	
•	
To Have and to Hold the above granted and barg	ained premises, with the privileges and appurtenances thereunto
belonging, to the said Town of Wilmington, i	ts successors and assigns,
heis and essigns to them	
•	and their own proper use and benefit and behoof forever
In Wilness Whereof, We have hereunto set	- 1987年 - 19874 - 19874 - 19874 - 19874 - 19874 - 19
	A Company of the Comp
day of August , in the year of our Lord	one thousand nine hundred and thirty-three.
Signed, Sealed, and Delivered in presence of Harold B. Wheeler	J. Burton Crafts LS
Beth F. Smith	Viola L. Crafts LS
	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
	- 13法 ・ 12 - 13 - 13 - 13 - 13 - 13 - 13 - 13 - 13
State of Vermont Personally appeared	this 11th. day of August
Windham County ce	1 (A)

Before me,

Carleno D. Gitch

Baginning at a point in the center of the existing highway, Vermont Route 100, at its junction with Vermont Route 9 and extending northerly 4.840 miles to the Wilmington-Dover Town Line, said point being identified as survey station 9+30 of Project S 22 (1);

thence 24.75 feet northwesterly to a point 24.75 feet distant northerly at right angle from said station 9+30;

thence northeasterly 130 feet, more or less, to a point 25 feet distant northerly at right engle from survey station 10+60;

thence 710 feet, more or less, easterly and parallel to survey line to a point 25 feet distant northerly, radially from approximate survey station 17465.4;

thence 85 feet, more or less, northeasterly to a point 23 feet distant northerly, radially from survey station 18+50;

thence 56 feet, more or less, northeasterly to a point 50 feet distant northerly, radially from survey station 19:00;

thence 245 feet, more or less, northeasterly to a point 40 feet distant northerly at right angle from survey station 21+40;

thence 210 feet, more or less, northeasterly to a point 24 feet distant northerly, radially from survey station 23+50;

thence 50 feet, more or less, northeasterly to a point 50 feet distant northerly, redially from survey station 24+25;

thence 527 feet, more or less, northeasterly and northerly and parallel to survey line to a point 50 feet distant northerly at right engle from survey station 29+35;

thence 80 feet, more or less, easterly to a point in the westerly boundary of land of Poor, 30 feet distant northerly at right angle from approximate survey station 30+15;

thence 7 feet, more or less, southerly in said Boundary to a point 23 feet distant at right angle from approximate survey station 30+15;

at right angle from survey station 31+75;

thence 58 feet, more or less, northeasterly to a point 50 feet distant northerly at right angle from survey station 32+25;

thence 387 feet, more or less, northeasterly and parallel to survey line to a point 50 feet distant northwesterly, radially from survey station 36+50;

thence 55 feet, more or less, northeasterly to a point 25 feet distant northwesterly at right angle from survey station 37400;

thence 50 feet, more or less, northeasterly to a point 25 feet distant northwesterly at right angle from survey station 37+50;

thence 51 feet, more or less, northerly to a point 45 feet distant northwesterly at right angle from survey station 38+00;

thence 250 feet, more or less, northeasterly to a point 35 feet distant northwesterly, radially from survey station 40+50;

thence 127 feet, more or less, northeasterly to a point 60 feet distant northwesterly, radially from survey station 41+67;

thence 100 feet, more or less, northeasterly to a point 63 feet distant northwesterly at right angle from survey station 42+65;

thence 105 feet, more or less, northeasterly to a point 42 feet distant northwesterly at right angle from survey station 43+67;

thence 130 feet, more or less, northeasterly to a point 24.75 feet distant northwesterly at right angle from survey station 44+92.7;

thence 790 feet, more or less, northeasterly and northerly and parallel to survey
line to a point 24.75 feet distant westerly at right angle from survey station 53+00
(the terminus of Project S 22 (1) 1946);

thence 1600 feet, more or less, northerly and parallel to survey line to a point 24.75 feet distant westerly at right angle from survey station 69400;

#### Wilmington - Vermont Route 70

thence 1868 feet, more or less, northerly and parallel to survey line to a point 24.75 feet distant vectorly, radially from survey station 87/59;

thence 100 feet, more or less, northerly to a point 25 feet distant vesterly persured radially from survey station 88/60;

thence 100 feet, more or less, northeasterly to a point 27 feet distant northwesterly measured readially from survey station 89/55;

thence 100 feet, more or less, northeasterly to a point 35 feet distant northeasterly measured radially from survey station 90/45;

thence 160 feet, more or less, northeasterly to a point 35 feet distant northwesterly measured at right angle from survey station 91/45;

thence 100 feet, more or less, northeasterly to a point 27 feet distant northwesterly radially measured from survey station 92/40;

thence 100 feet, more or less, easterly to a point 24.75 feet distant northerly measured radially from survey station 93/30;

thence 1833 feet, more or less, northeasterly, easterly and northeasterly and parallel to survey line to a point 24.75 feet distant northwesterly at right angle from approximate survey station 111/20;

thence 340 feet, more or less, northeasterly to a point 24.75 feet distant northwesterly at right angle from survey station 115/13.5;

themes 150 feet, more or less, northeasterly to a point 22.75 feet distant northwesterly, radially from survey station 116/66;

thence 235 feet, more or less, northeasterly to a point 20.75 feet distant northwesterly at right angle from survey station 119/60;

thence 670 feet, more or less, northeasterly and parallel to survey line to a point 20.75 feet distant northwesterly, radially from approximate survey station 125/67.2;

thence 437 feet, more or less, northeasterly to a point 24.75 feet distant northwesterly at right angle from survey station 130/C4.3;

thence 285 feet, more or less, northeasterly and parallel to survey line to a point 24.75 feet distant northwesterly at right angle from survey station 132/94.1;

thence 230 feet, more or less, northerly to a point 30 feet distant morthwesterly, radially from survey station 135/25;

me. Carlene D. Gitch

thence 500 feet, more or less, northeasterly and parallel to survey line to a point in the southerly boundary of land of Davelopment Apportates, Inc., 30 feet distant northmenterly at right emble from approximate survey station 149/13;

thence 390 feet, more or less, northconterly to a point 20 feet distant northwesterly. radially from survey station 144/00;

thance 300 feet, more or less, northeasterly to a point 24.75 feet distant neglinesterly radially from survey station 147/00;

thence 291 feet, more or less, northeasterly to a point 21.75 feet distant northwesterly at right angle from approximate survey station 1/9491:

thence 262 feet, more or less, northeasterly to a point 17.75 feet distant northwesterly at right angle from survey station 152+54;

thence 350 feet more or less, northeasterly to a point 27 feet distant northwesterly, radially from survey station 156+00;

thence 265 feet, more or loss, northeasterly to a point 22.75 feet distant northwesterly at right angle from survey station 158+62;

thence 325 feet, more or less, northeasterly and parallel to survey line to a point 22.75 feet distant northwesterly at right angle from survey station 161+87;

thence 133 feet, more or less, northerly to a point 32.75 feet distant northwesterly, radially from survey station 163+20;

thence 50 feet, more or less, northerly to a point 30 feet distant northwesterly, radially from survey station 163+65;

thence 50 feet, more or less, northeasterly to a point 28 feet distant northwesterly, radially from survey station 164-05;

thence 100 feet, more or less, northeasterly and parallel to survey line to a point 28 feet distant northwesterly at right angle from survey station 165+06;

thence 210 feet, more or less, northeasterly to a point 23.75 feet distant northwesterly at right angle from survey station 167416;

thence 627 feet, nore or less, northeasterly and parallel to survey line to a point 23.75 feet distant northwasterly at right angle from survey station 17346;

thence 555 feet, more or less, northeasterly to a point 23.75 feet distant northwesterly at right angle from survey station 179+00;

thence 525 feet, more or less, northeasterly to a point 18 feet distant northwesterly, radially from survey station 184+25;

thence 270 feet, more or less, northeasterly to a point 26.75 feet distant northwesterly at right angle from survey station 187400;

thence 350 feat, more or less, northeasterly and parallel to survey lime to a Point 26.75 feet distant northwesterly, radially from survey station 190445

thence 90 feet, more or less, northeasterly to a point 34.75 feet distant northerly & right engle from survey station 191423;

thence 265 feet, more or loss, northeasterly to a point 27 feet distant northwasterly, radially from curvey station 194400:

thence 285 feet, more or loss, northeasterly to a point 30 feet distant morthwesterly of right engle from curvey station 196+63.5;

thence 330 feet, more or less, essienty and southeesterly and parallel to survey lime to a point 30 feet distant mortherly at right angle from aurvey station 200+00;

thence 232 feet, more or less, southeesterly to a point 22 feet distant mortherly et right orgle from survey station 202+29.7;

thence 225 feat, more or less, onstarly and northeastarly and parallel to survey line to a point 22 feet distent northwesterly at right argle from survey station 204+66.11

theres 125 feet, more or less, morthesaterly to a point 26 feet distant morthwasterly, radially from survey station 206400;

theres 200 feet, more or less, northeasterly to a point 28 feet distant morthwesterly at right engle from survey station 203400;

thence 252 feet, more or less, northeacterly to a point 32.75 feet distant corthwasterly, radially from survey station 210+50;

thence 360 feet, more or less, mortheasterly to a point 20 feet distant northwesterly at right engle from aurvoy station 214:03.1;

thence 130 feet, more or loss, northeasterly to a point 26,75 feet distant northwasterly, radially from survey station 215+38;

thence 23 feet, more or less, northeneterly and perulled to nurvey line to a point 26.75 feat distant northwaterly, redially from survey station 2174751

thence 70 feet, more or less, northeasterly to a point 23.75 feet distant northwesterly from survey station 217/75;

thence E9 feet, more or less, northeasterly to a point 23.75 feet distant northwesterly at right angle from survey station 219:00;

thence 555 feet, more or less, northerly and northeasterly and parallel to survey line to a point 23.75 feet distant westerly, radially from survey station 22460;

thence 140 feet, more or less, to a point 18 feet distant westerly at right angle from survey station 226+00;

thence 223 feet, more or less, northwesterly to a point 24.75 feet distant westerly at right angle from survey station 228+20.8;

thence 175 feet, more or less, northwesterly and northerly and parallel to survey line to a point 24.75 feat distant westerly from survey station 229+95.2

thence 275 feet, more or less, northerly to a point 24.75 feet distant westerly at right angle from survey station 232+67.8;

thence 195 feet, more or less, northerly and parallel to survey line to a point 24.75 feet distant vesterly at right angle from survey station 234,61.3;

thence 295 feet, more or less, northerly to a point 21 feet distant westerly at right angle from survey station 237+54.6;

thence 100 feet, more or less, northerly to a point 24.75 feet distant wasterly, redially from survey station 238+60;

theree 645 feet, more or less, northerly and parallel to survey line to a point 24.75 feet distant southwesterly at right angle from survey station 245+01;

thence 1875 feet, more or less, northwesterly and parallel to survey line to a point 24.75 feet distant southwesterly, radially from survey station 263+80;

thence 90 fest, more or less, northwesterly to a point in the Wilmington-Dover Town Line, 30.75 feet distant westerly at right angle from survey station 26468.0;

thence 30.75 feet, more or less, easterly in said Town Line to survey station 264+68.0;

thence 18.75 feet, more or less, easterly in said Town Line to a point 18.75 feet distant easterly at right angle from survey station 264+63.0;

thence 83 feet, more or less, southeasterly to a point 24.75 feet distant casterly. radially from survey station 263/80;

thence 1833 feet, more or less, southeasterly and parallel to survey line to a point 24.75 feet distant northeasterly at right angle from survey station 245/01;

thence 650 feet, more or less, southeasterly and parallel to survey line to a point 24.75 feet distant easterly, radially from survey station 238/60:

thence 110 fact, more or loss, southerly to a point 28.5 feet distant casterly at right angle from survey station 237/54.6;

thence 300 feet, more or less, southerly to a point 24.75 feet distant casterly at right engle from survey station 234/61.3;

thence 640 feet, more or less, southerly and parallel to survey line to a point 24.75 feet distant easterly at right angle from survey station 228/20.8;

thence 306 feet, more or less, southeasterly to a point 31.5 feet distant casterly at right angle from survey station 225/12.8;

thence 53 feet, more or less, southerly to a point 25.75 feet distant easterly. radially from survey station 224/60:

thence 558 feet, more or loss, southerly and southwesterly and parallel to survey line to a point 25.75 feet distant easterly, radially from survey station 219/00;

thence 125 feet, more or less, southwesterly to a point 25.75 fast distant easterly, radially from survey station 217/75;

thence 70 feet, more or less, southwesterly to a point 22.75 feet distant southeasterly, radially from survey station 217/05;

thence 167 feet, wore or less, southwesterly to a point 22.75 feet distant southeasterly redially from survey station 215/33;

thence 135 feet, more or less, southwesterly to a point 29.5 feet distant southeasterly at right angle from survey station 214/03.1;

thence 353 feat, core or less, southwesterly to a point 16.75 feet distant southeasterly radially from survey station 210/50;

thence 250 feat, more or less, southwesterly to a point 21.50 feet distant southeasterly at right angle from survey station 208/00;

thence 200 feet, more or less, southwesterly to a point 21.50 feet distant southwesterly, radially from survey station 206+00;

thence 143 feet, more or less, southwesterly to a point 27.5 feet distant southeasterly at right angle from nurvey station 204+66.1;

thence 260 feet, more or less, southerly and southwesterly and parallel to survey line to a point 27.5 feet distant southerly at right angle from survey station 202; 29.7;

thence 233 feet, more or less, southwesterly to a point 19.5 feet distant southerly at right angle from survey station 200+00;

thence 310 feet, more or less, westerly and southwesterly and parallel to survey line to a point 19.5 feet distant southeasterly at right angle from survey station 196+83.5;

thence 285 feet, more or less, southwesterly to a point 22.50 feet distant southeasterly, radially from survey station 194+00;

thence 265 feet, more or less, southwesterly to a point 14.75 feet distant southerly at right angle from survey station 191+28;

thence 85 feet, more or less, southwesterly to a point 22.75 feet distant southeasterly, radially from survey station 190+45;

thence 335 feet, more or less, southwesterly and parallel to curvey line to a point 22.75 feet distant southeasterly at right angle from survey station 187400;

thence 276 feet, more or less, southwesterly to a point 31.5 feet distant southeasterly, radially from survey station 184+25;

thence 527 feet, more or less, southwesterly to a point 25.75 feet distant southeasterly at right angle from survey station 179:00;

thence 555 feet, more or less, southwesterly to a point 25.75 feet distant southeasterly at right angle from survey station 173+46;

thence 635 feet, more or less, southwesterly and parallel to survey line to a point 25.75 feet distant southeasterly at right engle from survey station 167+16;

thence 210 feet, more or less, southwesterly to a point 21.5 feet dictant southersterly at right angle from survey station 165+06;

thence 98 feet, more or less, southwesterly and parallel to survey line to a point 21.5 feet distant southeasterly, radially from survey station 164.05;

thence 40 feet, more or less, southwesterly to a point 19.5 feet distant southeasterly, redially from survey station 163+65;

thence 42 feet, more or less, southwesterly to a point 17.0 feet distant southeasterly, radially from survey station 163+20;

thence 133 feet, more or less, southerly to a point 26.75 feet distant southeasterly, radially from survey station 161+87;

thence 325 feet, more or less, couthwesterly and parallel to survey line to a point 26.75 feet distant southeesterly at right angle from survey station 152+62;

thence 260 feet, more or less, southwesterly to a point 22.5 feet distant southeasterly from survey station 156+00;

thence 345 feet, more or less, southwesterly to a point 21.75 feet distant southeasterly at right angle from survey station 152+54;

thence 272 feet, more or less, southwesterly to a point 27.75 feet distant southeasterly at right angle from survey station 149+91;

thence 291 feet, more or less, southwesterly to a point 24.75 feet distant southeasterly, radially from survey station 147.00;

thence 300 fest, more or less, southwasterly to a point 29.50 fest distant southeasterly, radially from survey station 144.00;

thence 390 feet, more or less, southwesterly to a point 19.5 feet distant southeasterly at right angle from survey station 140+13;

thence 1.52 feet, more or less, southwesterly and parallel to survey line to a point 19.5 feet distant southeasterly, radially from survey station 135+25;

thence 230 feet, more or less, southerly to a point 24.75 feet distant southeasterly at right angle from survey station 132+94.1; thence 293 feet, more or less, southwesterly and parallel to survey line to a point 24.75 feet distant southeasterly at right angle from survey station 130/04.3;

thence 437 feet, more or less, southwesterly to a point 23.75 feet distant southeasterly, radially from survey station 125/67.2;

thence 675 feat, more or less, southwesterly and parallel to survey line to a point 28.75 feat distant southeasterly at right angle from survey station 119/00;

thence 235 feet, more or less, southwesterly to a point 26.75 feet distant southern easterly, radially from survey station 116/56;

thence 150 feet, more or less, southwesterly to a point 24.75 feet distant southeasterly at right angle from survey station 115/18.5;

thence 340 feet, more or less, southwesterly to a point 24.75 feet distant southseasterly at right angle from survey station 111/30;

thence 1870 feet, more or less, southwesterly, westerly and southwesterly and parallel to survey line to a point 24.75 feet distant casterly, radially from survey station 93/30;

thence 90 feat, more or less, southwesterly to a point 22.5 feat distant southerly, radially from survey station 92/40;

thence 90 feat, more or less, southwesterly to a point 14.5 feet distant southeasterly, radially from survey station 91/45;

thence 95 feet, more or less, southwesterly to a point 14.5 feet distant southeasterly, radially from survey station 90/45;

thence 90 feet, more or less, southwesterly to a point 22.5 feet distant: southeasterly, radially from survey station 89/55;

thence 90 feet, more or less, southwesterly to a point 24.5 feet distant southeasterly, radially from survey station 83/60;

thence 93 feet, more or less, southwesterly to a point 24.75 feet distant southeesterly, radially from survey station 87/59;

thence 1051 feet, more or less, southerly and parallel to survey line to a point 24.75 feet distant easterly from survey station 69/00;

thence 1623 feet, more or less, southerly and parallel to survey line to a point 24.75

feet distant easterly at right angle from survey station 53/00 (the terminus of Project
5 22 (1) 1946);

-10-

Notary Public

thence 99 feet, more or less, southerly to a point 30 feet distant easterly at Fight angle from survey station 52/00;

thence 310 feet, more or less, southerly and parallel to survey line to a point 30 feet.

distant easterly, radially from curvey station 49/00;

thence 51 feet, more or less, southwesterly to a point 25 feet distant easterly, radially from survey station 48/50;

thence 355 feet, more or less, southwesterly and parallel to survey line to a point 25 feet distant radially from survey station 45/00;

thence 152 feet, more or less, southerly to a point 70 feet distant southeasterly at right angle from survey station 43+50;

thence 392 feet, more or less, southwesterly to a point 70 feet distant southerseasterly at right angle from survey staion 39+50;

thence 120 feet, more or less, southwesterly to a point 25 feet distant southeasterly at right angle from survey station 38+36;

thence 695 feet, more or less, southwesterly and parallel to survey line to a point 25 feet distant southerly at right angle from survey station 31+62;

thence 304 feet, more or less, westerly and northwesterly and parallel to survey
line to a point 25 feet distant southwesterly at right angle from survey station
28+22.5;

thence 127 feet, more or less, wasterly to a point 22 feet distant southwesterly at right angle from survey station 27+00;

thence 123 feet, more or less, wasterly to a point 25 feet distant southerly, radially from survey station 25+60;

thence 78 feet, more or less, southwesterly to a point 50 feet distant southerly, radially from survey station 24+80;

thence 233 feet, more or less, southwesterly to a point 27 feet distant southeasterly at right angle from survey station 22+36;

thence 105 feet, more or less, southwesterly to a point 30 feet distant southeasterly at right angle from survey station 21+32;

thence 185 feet, more or less, southwesterly and parallel to survey line to a point 30 feet distant southeasterly, radially from survey station 19+50;

thence 217 feet, more or less, southwesterly to a point 22 feet distant southeeasterly, radially from survey station 17+45;

thence 45 feet, more or less, southwesterly to a point 20 feet distant southern easterly, radially from survey station 17+00;

thence 165 feet, more or less, southwesterly to a point 55 feet distant southerly at right angle from survey station 15+50;

thence 153 feet, more or less, westerly to a point 22 feet distant southerly, radially from survey station 14-00;

the with the

thence 93 feet, more or less, westerly to a point 23 feet distant southerly, radially from survey station 13+07;

thence 60 feet, more or less, westerly to a point 23 feet distant southerly, radially from survey station 12+50;

thence 47 feet, more or less, southwesterly to a point 25 feet distant southeasterly, radially from survey station 12:03;

thence 230 feet, more or less, southwesterly to a point 25 feet distant southeasterly at right angle from survey station 9+75;

thence 45 feet, more or less, southwesterly to a point 24.75 feet distant southeasterly at right angle from survey station 9+30;

thence 24.75 feat, more or less, northwesterly to a point in the center of the existing highway, Vermont Route 100, at survey station 9+30 of Project S 22 (1).

#### HIGHWAY DEPARTMENT

#### OFFICE MEMORANDUM

TO:

Louis P. Peck, Esq., Actorney General's Office

The Market

Sleny via Remot Goss

HIGHWAY DEPARTMENT

OFFICE MEMORANDUM

TO:

L. S. Larsen, Commissioner of Highway via R. H. Arnold, Chief Engineer

R.J.N. C

FROM:

A Reserbini

Stearns R. Jenkins, Director, ROW Division

DATE:

June 17, 1968

SUBJECT:

Relinquishment of State Highway Vt. Rte. #9

G. H. M

Village of Wilmington

It is my understanding that the Village of Wilmington is no longer in existence as a legal entity but has been merged with the Town. The total population in 1960 of both the old village and the town is listed at 1,245. VSA 19, Section 10, refers to villages with a population of 1,500 or over.

Assistant Attorney Coneral Pack has ruled that Vt. #9 through the old village of Wilmington can not be relinquished by the State Righway Board unless the population of the town has now reached 1,500 or more. The only alternative is a legislative act.

Attached is a copy of Assistant Attorney Gameral Peck's answer.

SILT: cm

ca: I. S. Pelsue

A. Coleman

HD-295 20M G-CA R. J. Nicholis 🖊

Steams !

The population of the old Village is of no significance if, in fact, it no longer exists but has been merged back into the Town. In this case it will be the Town population which controls and if the pop. is 1500 or over, and if the houses along the roads "average to stoud one hundred feet or less apart for a distance of one - halfmile on a state highway," then I cloub see what the problem is! Sumply follow 19 V.S. A 10.

(sop. under 1500, or if it has been merged and the whole town (meluding the former Village) does not have a total pop. of 1500 or more than — Court be done! Only remedy! Legislative

HO-206 A 20H 12.87 ( 245 m 1960)

Carley S. Oth

TO:

Louis P. Peck, Esq., Attorney General's Office

FROM:

A Reference

Stearns R. Jenkins Director, ROW Division

DATE:

April 11, 1968

APR 1 2 1968"

SUBJECT: Relinquishment of State Highways

The Town of Wilmington is desirous of having the State relinquish sections of Vermont Routes #9 & #100 with the boundary limits of the previous Village of Wilmington which was merged with the Town a few years ago.

The Selectmen met with the Vermont State Traffic Committee on April 10th and were told that the only regulations the State would consider is the signals of speed limits. However, the Highway Department now plows snow through the Village but does not remove the snow, thus the Village is forced to plow their sidewalks and remove the snow banks. Consequently they are having to remove vehicles which are illegally parked during the night and they apparently have no legal right to do so.

VSA 19, Section 10, State Highways, refers to Villages who have a population of 1,500 or over. The old Village does not have a population, according to the 1960 census, of more than 600 persons.

Question: What procedure do we go through to relinquish these sections to the Town? As far as I can ascertain from the Board records there have been no precedents.

SRJ:cm

The population of the old Village is of no significance if, in feet, it no longer exists but has been merged back into the Town. In this case it will be the Down population which controls and if the pop. is 1500 or over, and if the houses along the roads "average to stoud one hundred feet or less apart for a distance of one-halfmile on a state highway," then I don't see what the problem is! Simply follow 17 V.S. A 10.

But if the Village is still in legal existence with a prop. under 1500, or if it has been merged and the whole Town (including the former Village) does not have a total pop. of 1500 or more than — Court be Done! Only remarky: Legislative.

Carlene O. Publis

(Write official title, as Notary Public

#### FOR YEAR ENDING FEBRUARY 10, 1968

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

	(Ou	EAGE IN <b>TOV</b> taide of villag rated for high	es		EAGE IN VILL orated for high		Total
	W	Limington					All Systems
	Town Highways	State Ald Highwaya	State Highways	Town Highways	State Ald Highways	State Highwaya	
REVIOUS MILEAGE s shown March 15, 1967	45,12	9.850	14,738			**************************************	69.708
ince March 15, 1967, according to statute. Explain nder paragraph 1 below.	1.57 <del>1.6</del>						
SUB-TOTAL							
ince March 15, 1967. Those ecoming untraveled, discon- nued, legal trails or pent oads. Explain under para- raphs 2 and 3 below.	46 <b>6</b> 9						7627
OTAL TRAVELED IIGHWAYS Feb. 10, 1988.	46.72	9.850	14.738				71.30
We hereby certify that the		ew highwaya,	as substantia	ted by the a	ttached "Selec	rnen's Certific	rate of Compl
Road #80 1/10	W4 1 a	\ <b>7</b>		***************************************			
Road #79 1 M1			· - * * * * * * * * * * * * * * * * * *		********		
Boad #81 🔒 N11	*********	. —					
. We bereby certify that the lace March 15, 1987, as substa	-			-	ged to trails o	r pent reads	according to s
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	****************		***************************************		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	>*************************************	merson manaramatika
VA AVAIN AATOOHAAMEN HATNOOTOO							
. We heroby certify that the							

SELECTMEN: Windham W11mington 1950 personally appeared . W. Blakeb. Pebruary the 10 10thy of P. L. Davis and John Poor Selectmen of the Town of Wilmington and made oath to the truth of the foregoing affidavit by their subscribed. liefore me

(Write efficial dide as Notaby )

(Town Clerk abould fill out following and mall one white and one vallow copy to the Commissions Vermont, on or before March 15(b.)

r, Earlens D. Fitch hereby certify that the foregoing is a true copy of record of the excellents of the se-

relating to highway milesyo, filed and recorded at file office

Attest

FLD. 301-400 9-67 Bev. 1907

## OF A HIGHWAY FOR PUBLIC TRAVEL

Carlene D. Titch	JAMES Clark of the	Tarina
of Wilmington	Variable Var	
- comingion	, vermont	
Pursuant to Title 19. V.S	.A., Section 15, as amended, th	
that the following described so	section(s) of highway in the	le 16 to serth was
that the following described so of <u>Wilmington</u> COMPLETED AND OPEN FOR PUBLIC ROLLMAN ET AL TO TOWN OF WILMINGT	Route Number	
ROLLMAN ET AL TO DWN OF WILMINGT	ON	
Description of Right-of-Waring located South 10 West a dis	Ly; Deginning at an iron pi	n, said iron pin pin marking the Nort
est corner of the end of Town Ros	d #50: thence South 10° W	Jest a distance of
56', more or less, to an iron pin tanley Greenwald South 80° East a istance of 336', more or less, to f 20' to an iron pin; thence Nor	distance of 50'; thence	North 10° East a
istance of 336', more or less, to	an iron pin; thence South	th 80° East a distanc
to able useadenes and enaso acces	' oforemembers awar Town Door	WELL MONTH MIT MARK
distanced as shown on a Highway Map	of the Town of W	llmington
distanced as shown on a Highway Map of 70° totated Feb. 2. , 1968, as he placescords of the of nd point of a steemed to on said map by	id file! in Book on Page	e of the
nd point ofk of said	, incorporated he	rein by reference
1/10 Mileated at	County of	, ard
Road #80 State of Varmont, this		
		-
	L. L. Davis	None Marie
		L
:	L. Danis	
l e e e e e e e e e e e e e e e e e e e	J. Hon	
		Carlotte The Color
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		€ magain
the Mayor of the City of _	allinger englisher - propriesse - Amburuset also alliste - Anglisher - Anglish	) 31.
T, [:] . +		
Vermingson	, Vermont	. <del>188</del> 3 . 3 4
Tebruary 29	7.15.68	
The above is a true copy o	f description of section(s) of	highway.
COMPLETED AND OPENED FOR PUBLIC	TRAVEL, recorded in Book Road	2 on Page 334
of the Indiay of Tebrus	s of the <u>Ooun</u> of <u>Uli</u>	lock AN.
The second secon		
ALL	est: Carlene D. C	Litel
	Town cross of Wilm	
•	AD-WIN CLOPK OF COURSE	LOCATE VOICE
		U Productive Contractive Contr

Route #79 HAYNES BROTHERS. INC. TO TOWN OF WILMINGTON.

Being a certain right of way fifty (50) feet in width as delineated and a plan entitled MOUNTAINVIEW SUBDIVISION. Revised, prepared by John Goede, dated May, 1965 for Haynes Brothers, Inc., recorded in Plan Book III Page 1 of the Wilmington Land Records and reference is hereby made for a more particular description of said right of way.

January 4, 1967

1 Mile Road #79

KENNETH M. BICKFORD AND DOUGLAS S. REID TO TOWN OF WILMINGTON.

A certain piece or strip of land fifty feet in width to be used for highway purposes running and passing through Sun and Ski Village, so-called, in Wilmington, Vermont, which said highway is more particularly delineated on a survey entitled "Sun and Ski Village, Wilmington, Vermont, August, 1965, Scale 1 inch = 300 feet prepared by Stuart Dauchy, Surveyor, which said survey is recorded in Plan Book III, Page 7 and to which survey reference is hereby made for a more particular description of said readway.

uistantens Cipiail cu Tipiail

February 16, 1968

1/2/ Mile Road #81

#### CERTIFICATE OF HIGHWAY MILEAGE

FOR YEAR ENDING FEBRUARY 10, 1967

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

	MILRAGE IN TOWN (Outside of villages incorporated for highways)		MILI (Incorp	Total Ali			
	Town	VILMINGTON State Aid	State	Town	State Ald	منعنق	Systems
	Highways	Highways	Highways	Highways	Highways	Highways	4.0
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#### STATE OF VERMONT DEPARTMENT OF HIGHWAYS MONTPELIER 08802

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Highway Planning Division

February 9, 1967

Board of Selectmen Town of Wilsington Wilmington, Versiont

with man and the Paragraph Attention of Chairman

#### Gentlepen:

Due to an oversight, a State Highway Mileage change was omisted from the Highway Mileage Certificate which you recently signed and returned to this office.

In the "Highways Added" column to 0001 mile should have been added to State Highway Mileage due to remeasurement. This gives you a new State Highway Mileage cotal of 14.738 mileage of 14.738 m

Also, in accordance with the State Aid Selection Cortificates being forwarded to you through your District Engineer, the following changes are in order:

- 1. Due to project Sr. 6511, SA I will be shortened -0.20 mile for a new total State Aid Mileage of 9.85 miles.
- 2. Town Dighway Milenge will increase the Saile since Mr. Bishop indicated to Mr. Maryey of this office that you wish to maintain two sections of old SA 1 as Town Nighway. Town Highways in Wilmington now total 45.12 miles.

We have made the above changes in our copies of the Bighway Mileage Cartificate and would appreciate your doing the page,

Very truly yours,

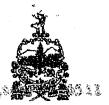
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By: James E. Bisson Administrative Assistant

RIM/SEB/ele

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## STATE OF VERMONT DEPARIMENT OF HIGHWAYS MONTPELIER OSEOS

Highway Planning Division

January 27, 1967 Object the previous of Tirle 19, 9.5.4., Easting 509, this is a certify that the Collowing Assertion section of highway in the Trans of Wilmington is Conferent and open for the lift was

Town of Wilmington

Wilmington, Marmone, 05363 and the state of the state of

Attention of Chairman Marke 160 to the leaves allowed by Mighting Gentlemen: "100 to 100 to 1

With Eagard to the ancional Bighway Mileses Cartificates please note that no changes have been indicated for 1966, 1965 and 11100 in

Due to construction and relocation project Sk 6511 on SA 1 during this last year, the following mileage changes are in order:

State Aid Mileage of 9.85 miles.

Mr. Sisher has indicated to Mr. Harvey from this office that you wish to maintain two sections of old SA 1 as Town Nighway. These sections are 0.17 mile and 0.28 mile in length.

However, before these changes can be effected, it will be necessary that you sign and return the State Aid Selection Certificates recently forwarded to you through your District Engineer.

We will appreciate your entering any Town Highway changes processed in accordance with the statutes during the past year.

Very truly yours,

R. J. Nicholis

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Mont petien

her Righmay Project Vilmington SK 6511

# SCARD OF SYLECTHER CERTIFICATE OF OPENING RIGHWAY FOR PUBLIC TRAVEL IN THE TOWN OF WILHIBOTON, VERNOWT

Under the provisions of Title 19, V.S.A., Section 349, this is to certify that the following described section of highesy in the News of Wilmington is COMPLETED AND OPEN FOR THE USE OF THE PUBLIC:

Soing the Coldbrook Road, so-called, which runs from State Highway Route 100 to the Bover-Wilmington Town Lino, so the same has been altered by Highway Project Wilmington SK 5511, a copy of the survey of which is on file in the Office of the Town Clerk of Wilmington, Verment and is contained in the Report of Selectmen dated February 24, 1965 and filed in the Office of the Town Clerk of Wilmington on February 25, 1966, to which survey and Report further reference may be made for a particular description of said highway as opened.

Reted at Wilmington, County of Vindham, State of Versont this lith day of Movember, A.D. 1966.

EWBISH BUNDON TO THE WAR THE W	BOARD
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Amounded in the Office of the Town Clerk of the Town of Vilmington on November /S , 1966 at S hours 30 minutes A M.

Carling District

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#### HIGHWAY DEPARTMENT

#### OFFICE MEMORANDUM

TO:

I. S. Paleus, District Highest Engineer

FROM:

G. H. Martin, Special Assignments Engineer

DATE:

February 24, 1967

SUBJECT: Wilmington State Aid Selection Certificate

Attached you will find a new State Aid Selection Certificate for the Town of Wilmington which I would appreciate your forwarding to the Town Clerk.

I have also enclosed a copy of this for your records. Thank you for your assistance.

GHK/nal Attach.

HD-296 25M 4-86

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### HIGHWAY DEPARTMENT

#### OFFICE MEMORANDUM

TO:

R. A. Holden, Commissioner of Highways

via: R. H. Arnold, Chief Engineer

FROM:

G. H. Mertin, Special Assignments Engineer

DATE:

February 20, 1967

SUBJECT: Wilmington State Aid Selection Certificates

Attached for your signature you will find new State Aid Selection Certificates for the Town of Wilmington. These reflect a decrease in the length of State Aid I due to construction project SK 6511.

As this change is due to construction, approval of the Board is not necessary.

GMM/mal Attach.

HD-296 25M 4-66

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#### HIGHWAY DEPARTMENS

#### OFFICE MEMORANDUM

TO:

I. Peisue, District Engineer

FROM:

R. J. Micholls, Highway Planning Engineer

DATE:

By: G. H. Kartin, Special Assignments Engineer

December 9, 1966

SUBJECT:

State Aid Changes

Attached you will find State Aid selection certificates for the Town of Wilmington. These reflect a decrease of 0.2 mile in the length of SA 1 due to construction on project SK 6511.

I would appreciate your having these signed by the Selectman of Wilmington as soon as possible so that we can incorporate this change in the forth-coming March mileage certificates.

Thank you for your assistance.

RJN/GHM/ple Attach.

HD-298 25M 4-86

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#### HIGHWAY DEPARTME, SF

OF ICE MEMORANDIA

TO:

I. Pelsue, District Engineer

FROM:

G. H. Martin, Special Assignments Engineer

DATE:

February 9, 1967

SUBJECT:

Wilmington State Aid

Attached you will find the new copies of Wilmington's State Aid Selection Cartificates that you requested.

GHM/ple Attach.

HD-296 20M 4-66

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Approved:

District Highway Engineer

## CERTIFICATE OF HIGHWAY A LEAGE

FOR YEAR ENDING PERRUARY 10, 1966

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

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

We, the Selectmen of the all the traveled highways in amended 1961, Act No. 28, n	this town and	l find that the	e total mileuge	of traveled l	ilghways acco	rding to Title	carefully measured 19, V.S.A. Sec. 15, 1966, is as follows:
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,	W	LMINGTON		प्रकृतकार्याः			Systems
er u	Town Highways	State Aid Highways	State Highways	Town Highways	State Aid Highways	State Highways	Vac 1923
PREVIOUS MILEAGE as shown March 15, 1965	47.25	7.470	14.737				69,486
MIGHWAYS ACCED Since March 15, 1965, ac- cording to statute. Explain under paragraph 1 below.	0.35	2.93					
SUB-TOTAL				1 1 1 1 1 1		7.W. & S	
HIGHWAYS SUBTRACTED Since March 15, 1965. Those becoming untravoled, discon-	2.93	0.35	0.029				
tinued, legal trails or pent roads. Explain under para- graphs 2 and 3 below.			V 8 9 38 31				
TOTAL TRAVELED HIGHWAYS Feb. 10, 1966	44.67	10.05	14.737				69.457
We hereby certify that the have been added since Max			, as substantia	ited by the at	tached "Select	men's Certific	1. 2 节用 30 YX in
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2. We hereby certify that the	ne following l	highways hav	e been disconti	nued, or chan	ged to trails o	r pent roads a	ccording to statute
since March 15, 1965, as subs					B 10 0		
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H.D. 301---400-9-65

Rev. 1966

#### HIGHWAY DEPARTMENTIMA

OFFICE MEMORANDUM

TO:

I. S. Pelsus, District Highway Engineer

FROM:

E. Beach Bly, Chief of Operations Beach

DATE:

Openher 22, 1965

SUBJECT:

Record Plane, Town of Wilmington

When Sidney Liff checked the records of the resurvey of Route 106 in Wilmington, he did not find a copy of the Isyouts. I assume that you furnished the isyouts to the atterney and he should have filed them. Will you please thank to find out what has become of them? We wish to have the Town Clerk certify to a copy which we have so that this copy can be microfiled.

I understand that he was successful in finding the filed copy in Resisborn and Searsburg.

ren/14

ee: G. A. Pierce Sidney Liff

HD-296 40M 6-65

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**UNION** BEAL SE FREE FREE HIGHWAY DEPARTMEN"

OFFICE MEMORANDUM

TO:

I. S. Polsus, District Highest Engineer

FROM:

B. Beach Bly, Chief of Operations See

DATE:

October 25, 1965

SUBJECT:

Reuto 100

Under separate cover we are sending a set of plans of the two projects that have been built on Route 100 in the Mt. Snew area. We have deleted the fittle page from the second project and the last page of the first project so that the stationing of the layouts runs continuously through the two projects. If you find that plans were filed by Attorney Kristenson, and that they are the same as these that are being sent, planse have the Town Clerk certify that these plans are a true copy and roturn them so that we may have them microfilmed. A certification form is stapled to the first sheet.

As a matter of further explanation, Mr. Liff is not an engineer and could not determine whether or not the plans on file were the ones that should be there.

EBE/1b cc: G. A. Pierce Eldney Life

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#### STATE OF MERMONT

#### DEPARTMENT OF HIGHWAYS MONTPELIER 08802

-Kirkov Planning Divinion

Jensery II. 1966

Chairma, Borrd of Relection e/o Town Clark of Wilminston Wilmington, Vermont

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A. J. Michaella TERRETARIA SELECTORES TOWNSELS

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Dacemer 15, 1965

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with resert to the antiqued Highway Mileage Cartificates and reference your letter of March 17, 1965 to Mr. H. V. Varrington, the Highway Scard on April 18, 1965 approved a State Aid Sciention Contificate for the Town of Wilmington, Location is a accommodate with Title 19, Y.S.A., Ecotions 1

This cordificate reflected the following changes:

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SA I was transferred to Town Highways (as except of 0.35 mile) and numbered To 5.

The shore mileage changes have been entered to the lighter Mileage Cortificates and the totale agree with the shower indicated in your letter.

Be**Form topic topic**t

R. J. Michelle Bighway Planning Angineer

KJH/6L/ala Kocsi

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RUSSELL A. HOLDEN Commissioner of Highways



Total S. A. SERVARY

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Sept 1 Safety Bridge

Eighway Plumning Division

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exception they diseases

Creteowitton

April 27, 1965

--- Bussell W. Free Committee Line (Being present Tell 85) Town Clerk Nilmington, Vermont 2 05363 30.32

called in figure of the State State of the later form

To are enclosing for your records a map of the form of Wilmington, as approved by the Commissioner of Highways on April 22, 1965. Also included is an antro may for your use.

your office by Mr. Pelsus.

This repalection is in accordance with Title 19, V.S.A., Sections 1 The liment of the first which the Left made southerly of the liver love

When the algorithm has been filed, would you please complete the forus which was will find attached to the maps, and return to this office.

> Vory truly yours, di see Bellioro Tevo Lina, known as Higler Hill Boad

> > **U. F. Ferrieston** Highway Planning Engineer

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By: A. P. Perrasult adulaterative Angletune

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District Highw	ay Engineer		(10)		

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## LECTION OF STATE AID HIGHWAYS

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#### STATE OF VERMONT

#### DEPARTMENT OFFICIALWAYS

Montpelier Oscor Highway Flaming Division

March 16, 1965

Board of Aslectmen gosgainlik le mesk Wilmington, Varnout

#### Attention of Chairman

Gene Lement

Thank you for the presept submission of your Highway Mileaga Cortificates. The the way to be the

Is is requested that the mileogo for town bighreys added be rounded 🐞 bundrads rather than thousands. Places annotate the certificate on file to read, "bighways added 0.67 mile". Changes on file at this office have been the programme of the second .bedellqmesse

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H. F. Farrington Rightan Flanning Englaser

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# STATE OF VERMONT STATE OF VERMONT OF PARTMENT OF MICHWAYS DEPARTMENT OF MICHWAYS MONTPELIER 08002

Highway Planning Division

March 3. 1965

1948 E

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Town of Witnington Wilmington, Vermont

## Attention of Chairman

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which regard to the completion of the enclosed. Highway Mileage Certificates,

we invitely our detention to changes in State and State Aid Highway Hilege in the color of the second of the secon

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December 14; 1964; kha Stateshighvey pileage hes discreted 4,860 mileguis.

The State Ald Highway milenge, due to this same addition to State Righways.

we have entered the changes in State and State Aid Highways on the enclosed certificates for your convenience and would appreciate your entering any change that may have occurred on town highways during the past year.

If you have any questions regarding the completion of the anciosed mileage certificates, please consult your District Highway Engineer.

Yours very truly.

H. F. Farrington Highway Flanning Engineer

HFF/AFF/mjs

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Before me.

A 9

#### STATE OF VERMONT

## DEPARTMENT OF HIGHWAYS MONTPELIER 08602

CHERT MEMORAMULE

4 3 5

Bighway Planning Division

Commence of the other specimens

Commission Fabruary 25, 1965

Hr. 2. W. Fitch Town Clork Wilmington, Vermont

Deer Sir:

· Still to be form

Attrobed because is a map of the Town of Wilmington, reflecting the addition of a portion of SA fi to state highways. Also included in an analyst extra copy of the revised map for your use. The map signed by the Commissioner should be filed and recorded in your town records.

The second second

Attached to the maps, you will find two filing forms for state-sid highway changes. Both of these forms should be employed and returned to this office.

This transfer of mileage is in accordance with Title 19, V.S.A., Section 10.

When the maps have been filed, we would approciate it if you would complete the recording data forms which will be provided by your District Righway Engineer, Mr. Pelsus. The original is to be retained in your files, the little copy is to be filed in the district highway engineer's office, and the second copy is to be returned to this office.

Very truly yours,

N. F. Parrington Righwey Planning Engineer

By: A. F. Porrecult Mulaistrative Assistant

HFF/AFF/mm Arroch

Before me, The sand The

Town Clark

TO:

I. S. Pelsue, District Highway Engineer

PROM:

H. F. Farrington, Highway Planning Engineer

By: A. F. Perresult

DATE:

Pebruary 16, 1965

Administrative Assistant

SUBJECT:

Attached are reselection certificates for the Towns of Readsboro and Wilmington, reflecting changes due to transfer of mileage from state-aid to state highways.

Please obtain signatures and return selection certificates before February 26, in order that they may be processed in time for inclusion in March Mileage Report.

Prior to completion of these certificates, would you please check to be certain that the appeal period has been cleared.

HFF/AFP/mjs Attach.

HD 296 46M 11-84

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JELL A. HOLDEN

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### STATE OF VERMONT

#### DEPARTMENT OF HIGHWAYS MONTPELIER

05602

February 8, 1963

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to the Suigegreen and Town Clurk Town of Wilmington Vortegal.

क्षेत्रकार है स्थायन है

In accordance with Title 19, V.S.A., Section 10, the Selection of the Town of Vilmington have potitional the State Highway Board to take over es a state highway the following state aid highways in the Town of Wilmington:

Vt. 100 (portion S.A. fl): Deginaling at the intersection of Vt. 9 eed Vr. 160 in Wilmington Village, extending corthorly, and ending at the Wildington Dower Town Line, a total distance of 4.860 miles.

And as provided by Title 19, V.S.A., Section 10, a map showing this highway has been filed by the State Highway Board.

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Towns Clark

HIGHWAY DEPARTMENT

OFFICE MEMORANDUM

TO:

H. F. Farrington, Highway Planning E

FROM:

A. D. Bishop, Chief Engineer A. D. B.

DATE:

April 12, 1965

SUBJECT:

The following is an exerpt from the Board Meeting April 8, 1965:

"Selection of State Aid Highways Certificates for the Town of Wilmington, signed by the Selectmen on March 10, 1965, and for the Town of Dover, signed by the Selectmen on March 15, 1965, transmitted with memoranda from Messrs. Farrington and Arnold explaining these reflected the addition to the State Aid System, the Town Highway known as "Cold Brook Road" in these Towns."

"Approved by Board and Commissioner authorized to execute the above certificates."

ADB/1b

HD-296 40M 11-64

COLCION OF BINE OF FO REGES GIERNALES

Very truly yours,

H. F. Farrington Highway Planning Engineer

what had a supported by the support of the support Administrative Assistant

HYF/AFP/mjs Attach.

COMMISSIONEN OF HIGHWAYS POR YEAR ROLL Market in the The Participant was the with your Town Co The second distance is the second Since weathers of Assessor 24 The second secon - ANTO MAN TO SE WAS BELLE VARIABLE OF THE SECOND DEPARTMENT OF HIGHWAYS OF THE PROPERTY OF THE STATE MONTROLIER OBGO2 コルジャント をは具体的 . Mande of villages The compared the figures. ne organized for alghways) Highway Planning Division Testart Air Sycholesia. There had grape 1300 The Rivers of the second of the second adagra da ja The graphical in the free to a tong 种种中的结 历代对数 the text of the form of the April 7, 1965 计数据数据 医超级线 The same of the same of the same NAME OF TAXABLE PARTY. 5.88a 1 - Kun 1 - 4, - 1 Leanard H. Brown Chairman, Board of Selectmen Wilmington, Vermont Dear Sir Markey States Parties - Attached herewith for your records is a copy of the selection certificate for the Town of Wilmington reflecting the addition of a Very truly yours, H. F. Farrington

Highway Planning Engineer

All results the trees discontinued on a count . Perfecult was security a result, Administrative Assistant

HFF/AFP/mjs Attach.

and production differentially because the

### CERTIFICATE OF HIGHWAY MILEAGE

FOR YEAR ENDING FEBRUARY 10, 1965

Fill out in triplicate and file with your Town Clerk on or before February 10, 1965

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

We, the Selectmen of the town of Wilmington

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	Town Highways	State Aid Highways	State Highways	Town Highways	State Aid Highways	State Highways	The state of the s
OUS MILEAGE own March 15, 1984	46.58	12.330	2.200			- 4 2 a &	98.816
WAYS ADDED March 15, 1964, ac- ig to statute. Explain paragraph I below.	0.67	·	4.860				
SUB-TOTAL			19:146				74.344
WAYS SUBTRACTED March 15, 1964. Those ning untraveled, discon- d, legs! trails or pent Explain under para- ns 2 and 3 below.		4.860					
L TRAVELED WAYS Feb. 10, 1965	47 23	7.470	121.766				69.486
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ncen added since March	10, 1904: Face ( ) ( )	d Town	Road"	+ Hon	of the	11:11 0	Pd. 6387
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wilmington, Vt.

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THIS IS TO CERTIFY that a section of highway beginning at Smith Road (TH #15) and extending southeasterly 2044 feet all as described by deed of dedicated fand for public highway purposes dated Sept. 17, 1962 from Stizmark, Inc. to Pown of Wilmington and as shown on road layout in Plan Book 2, Page 37 of the Wilmington Town Records has been inspected by the Selectmen and is hereby declared open for public travel. It shall presently be called "Old Town Road".

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Board

ABout

Selectmen

Wilmington, Vermont.

May 15 St. A. S. A. M. Jegs



Road (Town Highway #20) extending southerly approximately 1507 feet.

Road (Town Highway #20) extending southerly approximately 1507 feet.

Book 39, Page 258 and shown in detail on Plan Layout as in Plan Book

Page 54 of the Wilmington Town Records has been inspected by the Selectmen and is hereby declared open for public travel. It shall be presently called "Top of the Hill Road".

Board of

r 1 g

Dated December 18, 1964.

) Selectmen

E.W. Bishop Wilmington, Vermont.



#### JHGHWAY DEPARTMENT

#### OFFICE MEMORANDUM

TO:

A. D. Bishop, Chief Engineer Via R. H. Arnold, Ass't, Chief Engineer

FROM:

H. F. Farrington, Highway Planning Engineer

DATE:

March 26, 1965

SUBJECT:

Wilmington-Dover Selection Certificates

Attached are Selection Certificates for the addition of the so-called Cold Brook Road in the towns of Wilmington and Dover. The attached maps show the location and mileage as well as traffic on this highway. We have estimated that the average daily traffic on the proposed State Aid addition would average some 80 to 150 vehicles per day. This State Aid highway would serve the Haystack ski area and would be the south access from Route 100.

In order to provide an access from the Haystack ski area, it is recommended that this be put on the State Aid system. Also attached is a memorandum from Ivor Pelsue recommending this addition.

RFF/hoc attach.

HD-196 40M 11-64

HIGHWAY DEPARTMENT

TO: H. F. F. GRANGE BLANGERY ENGINEER STATES

FROM: FROM: Flower

DATE: 3/5/65

SUBJECT: Reselection of 5A Milinington:

The enclosed are facts the desires of the Whiting to

Selection to place the Haystack road on the

5.A. system-olive to heavy traffic:

This is shown as 5A #1 to replace the 5A manufacture which was formerly At #100 4 -5 non 5th Hydrog.

HD:396 40M 11-64

EILE

office of

## BOARD OF SELECTMEN WILMINGTON YERMONT

March 19, 1965

Mr. H. F. Farrington
Highway Planning Engineer
Department of Highways
Montpelier, Vt.

Dear Mr. Farrington:

We have annotated our copy of Highway Mileage Certificate as requested in your March 16, 1965 request. This now reads "highways added 0.67 miles" made up of "OldTown Road".28 miles" and "Top of Hill Road".39 miles.

Our original filing attempted to be consistent with your map data but we now see you treat State Highways differently than Town Highways.

We want to draw attention to inconsistency of this certificate and State Aid application filed with District Engineer Pelsue recently with his assurance that there was no conflict. Total travelled highways Feb. 10, 1965 rest at 69,486, however, distribution to classification will vary. Mr. Pelsue has made application read to add 2.93 miles (T.H. #5) to S. A. system and degrade S.A. Highway #1 (.35)mi.) to Town Road. Therefore, if this becomes fact totals will be as follows: State Highway 14.766, S. A. total 10.05, Town Highways 44.67.

Yours truly James Solutions



#### HIGHWAY DEPARTMENT

OFFICE MEMORANDUM

TO:

A. D. Bishop, Chief Engineer

FROM:

H. F. Farrington, Highway Planning Engineer by A. F. Perrasult,

Administrative Ass

DATE:

March 18, 1965

SUBJECT:

Attached for your approval and Commissioner's signature are selection certificates for the Towns of Wilmington and Readsbors, reflecting the mileage change due to the addition of Vt. 100 in Wilmington and Vt. 8 in Readsberg to state highways.

RFF/AFP/hoc attach.

HD-295 40M 11-64

being a total distance of 3.629 miles. the northern end of project S 0117(1)

The State Highway Board approved taking over the state-aid highway in Wilmington on December 14, 1964, the state-aid highway in Dover on November 30, 1964, and hereby respectfully request your approval of same.

Very truly yours,

STATE HIGHWAY BOARD

Russell A. Holden

Commissioner of Highways





#### STATE OF VERMONT

## DEPARTMENT OF HIGHWAYS

20980

February 8, 1965

Honorable Philip H. Hoff Governor, State of Vermont Montpelier, Vermont

Dear Governor Hoff:

In accordance with Title 19, V.S.A., Section 10, the Selectmen of the Towns of Wilmington and Dover have petitioned the State Highway Board to take over as state highways, the following state-aid highways:

Wilmington, Vt. 100 - Beginning at the intersection of Vt. 9 and Vt. 100 in Wilmington Village, extending northerly 4.860 miles and ending at the Wilmington-Dover Town Line, being a total distance of 4.860 miles.

Dover, Vt. 100 - Beginning at the Wilmington-Dover Town Line, extending northwesterly 3.629 miles, and ending at the northern end of project S 0117(1) near Mt. Snow ski area, being a total distance of 3.629 miles.

The State Highway Board approved taking over the state-aid highway in Wilmington on December 14, 1964, the state-aid highway in Dover on November 30, 1964, and hereby respectfully request your approval of same.

Very truly yours,

STATE) HIGHWAY BOARD

By: Russell A. Holden

Commissioner of Highways

Approved: 2-1

Covernor



#### STATE OF VERMONT

DEPARTMENT OF HIGHWAYS MONTPELIER 05602

James 28, 1965

Hr. Norton Burber Actorney at Law banuington, Vermont

Dear hr. Merbers

this will automisladge receipt of the corrections of completion so this by the solockmen of the Town of Wilmington.

) on turning this over to the Flanning Division for their records. They make the supe and like them in accordance with the statutes.

very truly years.

E. Reach bly Chief of Operations

anticle

ec: 4. P. Rudigan

I. S. Peleve

G. A. Plance

H. F. Farrington

## NORTON BARBER ATTORNEY AT LAW BENNINGTON; VERMONT

January 26, 1965

State Highway Department Montpelier Vermont

Gentlemen:

Enclosed find certificate of completion by the selectmen of the Town of Wilmington regarding the laying out of State Aid Highway No. 100. I have not attached the survey thereto since your department made the survey and has all the information.

The Town of Wilmington would much appreciate the State's taking over this highway as a state highway as soon as possible, and if you need anything further from the town to expedite that matter, please let me know.

Yours truly,

Town of Wilmington

Its Attorney

NB:HA

### STATE OP VER DNT

1322

HIGHWAY DEPARTMENT

RTMENT

OFFICE MEMORANDUM

TO:

H. F. Farrington, Highway Planning Engineer

FROM:

E. Beach Bly, Chief of Operations

Buch

DATE:

January 8, 1965

SUBJECT:

Ivor Pelsue tells me that the Town of Wilmington held their results hearing yesterday, January 7, on the portion of Route 100 in their town.

There were no objections and we should be able to take this mileage onto the State Highway System as soon as the appeal period expires. I understand that Wilmington is very anxious to have this transfer made on the earliest possible day.

ЕВБ/1Ь

cc: I. S. Pelsue

G. A. Pierce

HD-296 40M 11-64

Larliest possible day.

Work Rendered Court Rendere

1965.

E.W. Bishop (SEAL)

Selectmen of the Town of

Wilmington

TOWN CLERKS OFFICE
Wilmington, Vermont
RECOIVED

January 21, 1965

At 8 H 20 H P. M
Recorded Book 2 Page 3/5

ROAD RECORDS

# STATE OF VER ONT

IN WITNESS WHEREOF, we have set our hands and seals at Wilmington in the County of Windham this 2/ day of January, 1965.

E.W. Bishop	(SEAL)
Cartie - Frank	(SEAL)
A.B.om	(SEAL)
Selectmen of the Town of Wilmington	-

At SH JA M P. M. Recorded Book 2 Page 3/8

State of Vermont AUG 291966 Windham County, SS.

In re: All persons owning or interested in lands through which Vermont Route 100 may pass or in lands abutting said highway

Town of Wilmington

## LAYING OUT AND ALTERATION OF HIGHWAY IN THE TOWN OF WILMINGTON REPORT AND DECISION OF SELECTMEN

On December 17, 1964, the selectmen of the Town of Wilmington instituted proceedings for the laying out and alteration of State Aid Highway No. 100 from its intersection with State Highway No. 9 northerly to the Dover town line, all as described in Schedule A. hereto annexed which is hereby referred to and made a part of this report.

And the selectmen ordered and appointed that they would examine the premises on the 7th day of January, 1965, at 2 o'clock in the afternoon; that they would hear all parties interested in the proposed laying out or alteration of said highway No. 100 at the Wilmington town clerk's office on the same day at 3 o'clock in the afternoon; and that at 4 o'clock in the afternoon on the same day at said town clerk's office they would hear all parties interested who might claim any damages by reason of said laying out or alteration.

The selectmen gave 12 days notice in writing of their said proceedings to persons owning or interested inlands through which the said State Aid Highway No. 100 to be laid out or altered might pass and to persons owning or interested in land abutting said highway, as shown on the original notice hereto attached and the return thereof by Samuel D. Thompson, Second Constable, and by Leonard H. Brown, selectman of the town; and said selectmen gave further notice on the 17th day of December, 1964, by posting a copy thereof in the Wilmington town clerk's office; and on the 26th day of December, 1964, by causing the same to

Interpoted in Li

be published in the Brattleboro Daily Reformer, a local newspaper generally circulating in the area.

And thereafter on January 7, 1965, in accordance with their order and appointment, Porter Farwell and Leonard H. Brown, two of the three selectmen of said town (E. W. Bishop, the third selectman being then and there absent and unable to attend) did examine the premises at 2 P. M. from the junction of said State Aid Highway No. 100 with State Highway No. 9 in the village of Wilmington northerly to the Dover town line. At 3 P. M. on the same day they met at the town clerk's office in the village and town of Wilmington for the purpose of hearing all persons interested in the proposed laying out of alteration of the described highway. At .—that time and place the following persons appeared:

Ivor Pelsue, District Highway Engineer Nelson E. Williams, State Highway Department Daniel Cadiz, State Highway Department Norton Barber, Attorney for the Town of Wilmington

And the following landowners:
Philip L. Davis
Edith M. Batchelder
Eleanor Davis
Harry Cutting
Marguerite C. Evans
Larry Chase
John Poore

The meeting was called to order, the matter of laying out and altering said highway was explained and discussed, and there was no objection thereto.

At 4 P.M. at the same time and place said selectmen met for the purpose of hearing all parties interested who might claim any damages by reason of said laying out or alteration and at that time and place the same persons attended, except that no property owner attended or claimed any damages.

Said selectmen duly considered the matter and determined that the public good and the necessity and convience of individuals did require that State Aid Highway No. 100 be laid out and/or altered in accordance

with the survey by metes and bounds which the selectmen have caused to be made as set forth in said Schedule A. hereinabove referred to.

And no person appearing who claimed any damages by reason of said laying out and/or alteration, and it further appearing to the selectmen after due consideration that no actual damage has been caused to any person owning lands through which said highway runs or lands abutting the same, the selectmen awarded no damages.

Wherefore, it is ordered by the selectmen of the town of Wilmington that said State Aid Highway No. 100 as hereby laid out and surveyed be established.

Done at Wilmington in said County this 21st day of January, 1965.

E. W. Bishop

Porter Farwell
Porter Farwell

L. H. Brown

Selectmen of the Town of Wilmington

State of Vermont Windham County, ss.

To all persons owning or interested in lands through which Vermont Route 100 may pass or in lands abutting said highway

Hearing on Laying Out and Alteration of Highway in the Town of Wilmington

Whereas, the undersigned selectmen of the Town of Wilmington consider it advisable to determine whether or not the public good will be promoted by the laying out and alteration of State Aid Highway No. 100 from its intersection with State Highway No. 9 northerly to the Dover town line; and

Whereas, said Selectmen are informed and believe that if said highway is so laid out and altered, it will be accepted by the State of Vermont as a state highway and the town will be relieved of the care and

· Whereas, the laying out and alteration of said highway will require the taking by the town of Wilmington of a strip of land three rods wide in said town as described in Schedule A hereto annexed, which is hereby referred to and made a part hereof.

ras-Agrae and Mante Leader Reserving

Now, therefore, you and each of you are hereby notified that the Selectmen of the Town of Wilmington will meet at the junction of State Aid Highway No. 100 with State Highway No. 9 in the village of Wilmington in said town of Wilmington on the 7 day of January, 1965, at 2 o'clock in the afternoon for the purpose of examining the premises.

And you are hereby further notified that said Selectmen will meet at the Wilmington town clerk's office in the village and town of Wilmington on the 7 day of January, 1965, at 3 o'clock in the afternoon for the purpose of hearing all parties interested in the proposed laying out or alteration of the described highway.

And you are hereby further notified that if the selectmen decide that the public good or the necessity or convenience of individuals does require that said highway be laid out and altered, they will hear all parties interested who may claim any damages by reason of said laying out or alteration at the town clerk's office aforesaid on the 7 day of January, 1965, at 4 o'clock in the afternoon.

Dated at Wilmington in the County of Windham and State of Vermont this 17 day of December, 1964.

E.	W.	Bishop	
 Por	rter	Farwe:	11

Salastmen of the L. H. Brown

Town of Wilmington

A true Copy

Attest, Erlene D. Fitch As st. Town Clerk.

A true Copy.

Attest: Carlene D. Ditch Town Clerk.

Widmind

State of Vermont Windham County, ss.

To all persons owning or interested in lands through which Vermont Route 100 may pass or in lands abutting said highway

Hearing on Laying Out and Alteration of Highway in the Town of Wilmington

Whereas, the undersigned selectmen of the Town of Wilmington consider it advisable to determine whether or not the public good will be promoted by the laying out and alteration of State Aid Highway No. 100 from its intersection with State Highway No. 9 northerly to the Dover town line; and

Whereas, said Selectmen are informed and believe that if said highway is so laid out and altered, it will be accepted by the State of Vermont as a state highway and the town will be relieved of the care and maintenance thereof; and

Whereas, the laying out and alteration of said highway will require the taking by the town of Wilmington of a strip of land three rods wide in said town as described in Schedule A hereto annexed, which is hereby referred to and made a part hereof.

Now, therefore, you and each of you are hereby notified that the Selectmen of the Town of Wilmington will meet at the junction of State Aid Highway No. 100 with State Highway No. 9 in the village of Wilmington in said town of Wilmington on the ray of December, 1964, at 2 o'clock in the form. noon for the purpose of examining the premises.

And you are hereby further notified that said Selectment will meet at the Wilmington town clerk's office in the village and town of Wilmington on the day of December, 1964, at so'clock in the purpose of hearing all parties interested in the proposed laying out or alteration of the

J.Y.

#### HIGHWAY DEPARTMENT

### OFFICE MEMORANDUM

by: A. F. Perreault, Administration As

TO

1. S. Poleve, District Highway Engineer

FROM:

H. F. Parrington, Highway Planning Engineer

DATE:

December 22, 1964

SUBJECT

Sandy hear

Request you inform us in regard to laying out of the connecting highway between Readsboro and Searsburg. It is our understanding that the data regarding this has been filed and we would like to have the book and page of the town records in which it is recorded, to complete our records.

We would appreciate notification of the similar action relative to Vt. 100 in Wilmington and Dover, which survey is underway.

57,00 PM

AFP/hoc

Wilmington Haring Jan 1, 7:00 PM

Commong Hearing Jan 21.

H D- 296 20M-9-68

and with

Dover - Beg. at the wilmington T/L, extending northwesterly, and ending at The northwesterly, and ending at The construction project at mt. Surv., a total distance of 3.629 miles.

Sensburg 5.a. 1 - Beg. at the jet of s. n. i and Rt. 9 at the top of leasting mo, and extending anotherty 2.79 miles to the Readsboro Town Line.

Readstores - 5. 9. 2 - Beg at jet of 5. 4. 2 and Ot V100, extending northerly and ending at the hearting form Line, a total distance of 2.507 miles.

TO:

H. F. Farrington, Highway Planning Engineer

FROM:

E. Beach Bly, Chief of Operations

DATE:

December 16, 1964

SUBJECT: Transfer of State Aid No. 1 in Wilmington to State System.

On December 14 the State Highway Board approved a petition received from the Selectmen of Wilmington asking that State Aid No. 1 be transferred to the State System. This begins at the junction of State Aid No. 1 and Route 9 and extends northerly along State Aid road to the Wilmington town line, a distance of 4:02 miles. State Aid No. 1 is known as Route 100. WX 4.86

EBB/16 de som us we have from Peles relative 20 ml Marine Law, we can proceed

HD-296 28M 7-64

> Dover Beg. at the wilmington The, extending northwesterly, and ending at The construction project at mt. Snow, a total distance of 3.629 miles.

Searchard - S.a. 1 - Beg. at the jet. of s.a. t and Rt. 9 at the top of leasting mos, and extending southerly 2.79 miles to the Readshoro Town Line.

Readabors - S. a. 2 - Bug at jet of S. a. 2 and Ot NT 100, extending northerly and ending at the teamburg Town Line, a tutal distance of 2.507 miles.

Wilmington Town APPROVED BY BOARD Line to by. of DECEMBER 14,1964 16 TON Constr. jub at Michow NOVEMBER 30, 1964 3.629 miles. Bolevice of 1.82 mi. Nov. 4, 1963 (under construction) to Stratton Town Line Nov. 4, 1963 or a Total Mileage of 5.45 miles. - S.A. 1 - Beginning at the quarties of S.a. 1 and Rt. 9, effecting withing and white at the will south T/L, a detail it is datal distance of 4.800 miles. Beg. at the wilming ton The, extending northwesterly, and ending at the Dover construction project at mit. Survey a total distance of 3.629 miles. our 72 S.a. I - Beg. at the jet of s.a. i and Rt. 9 at the top of huntury met. to the Rendstone Town Line. Restators - S.a. 2 - Bug at jet of S.a. 2 and servino, examining northery and story the transfer of 2.507 m

# APPROVED BY BOARD (WILMINGTON DECEMBER 14,1964 DOVER NOVEMBER 30,1964

READSBORD - NOV. 4, 1963 SEARSBURG - NOV. 4, 1963

wilmington - S.A. ", - Beginning at the quinting of S.a.", and Rig, effecting northly of S.S. and inding at the willing The, a datal distance of 4.880 miles.

Sover - Beg. at the wilmington T/L, extending northwesterly, and ending at the morthwesterly, and ending at the profes at mt. Snow, at total distance of 3.629 miles.

Sensburg 5.a. 1 - Rieg. at the jet of s.a. 1 and Rt. 9 at the top of leaning mo, and extending southerly 2.79 miles to the Readshore Town Line.

Readstors - S. 9. 2 - Bug at jet of S. e. 2 and At VI 100, extending northerly and ending at the hearthung Form Line, a total distance of 2.507 miles.

ICE MEMORANDUM

TO:

H. F. Farrington, Highway Planning Engineer

FROM:

E. Beach Bly, Chief of Operations

DATE:

December 16, 1964

SUBJECT: Transfer of State Aid No. 1 in Wilmington to State System.

On December 14 the State Highway Board approved a petition received from the Selectmen of Wilmington asking that State Aid No. 1 be transferred to the State System. This begins at the junction of State Aid No. 1 and Route 9 and extends northerly along State Aid road to the Wilmington town line, a distance of 4,82 miles. State Aid No. 1 is known as Route 100.

EBB/1b

DEPARTMENT

Delmington RECEIVENEMORANDUS

Russell A. Holden, Commissioner of Highways

JAN6 1935

E. Beach Bly, Chief of Operations

Buch CENTRAL FILES

ATE:

December 4, 1964

SUBJECT: Wilmington - Petition to accept State Aid #1 to State System

I attach a petition that has been received from the Selectmen of Wilmington, through our District #1 office, asking that State Aid Highway #1 be transferred to the State System. State Aid #1 is also Route 100 and it extends 4.82 miles from Route 9 to the Dover Town line.

I recommend that this transfer be made.

EBB/1b Attach.

cc: R. H. Arnold

G. A. Pierce

I. S. Pelsue

D) Mamorandum written Mr. Holden by Chief of Operations Bly, on December 4, with attached Potition received from the Selectron of Wilminston, through the District No. 1 Office asking that State Aid Michaely No. 1 be transferred to the State System, beginning at the junction of State Aid Road 21 and Route 49; thence northerly along State Aid Road No. 1 to the Wilmington-Dover Town Line, a distance of 4.02 miles.

ACTION:

Transfer of above-described State Aid Highway to the State Highway System approved by Board.

TO STATE HIGHWAY BOARD

#### PETITION

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

State Aid # 1 in the Town of Wilmington, beginning at the junction of State Aid road # 1 and Route # 9; thence northerly along State Aid road # 1 to the Wilmington - Dover Town Line, a distance of 4.82 miles.

Dated at Wilmington, this 24 th day of November 1964.

E'M Bishop

The fact

Selectmen of the Town of Wilmington

Rich Mills

Kunll H. Fitch

### CERTIFICATE OF HIGHWAY MILEAGE

FOR YEAR ENDING FEBRUARY 10, 1964

Fill out in triplicate and file with your Town Clerk on or before February 10, 1964

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

We, the Selectmen of the town of Wilmington, on eath state that we have carefully measured all the traveled highways in this town and find that the total mileage of traveled highways according to Title 19, V.S.A. Sec. 15, accorded 1944. Acc No. 29, are including more reads and smile in this town for the very ending Pelephoter 10, 1964 is at follower.

	MILEAGE IN YOWN (Outside of villages incorporated for highways)			MILI (Incor	Total		
		WILMINGTO	<b>V</b>				All: Systems
	Town Highways	State Aid Highwaya	State Highwaya	Town Highways	State Aid Highways	State Highways	
REVIOUS MILEAGE 3 shown March 15, 1969	46.58	12.330	9.906				68.816
IGHWAYS ADDED ince March 15, 1963, ac- ording to statute. Explain ader paragraph 1 below.							A Control of the cont
SUB-TOTAL				3 3	2 <sup>1</sup>		TYTE.
IGHWAYS SUBTRACTED ince March 15, 1968. Those ecoming untraveled, disconneed, logal trails or pentoads. Explain under pararaphs 2 and 3 below.							
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We hereby certify that ce March 15, 1963, as sul	the following ostantiated by	highways have the attached	e been discont	tinued, or char proceedings:	nged to trails	or pent roads a	eccarding to statut
nce March 15, 1963, as sul	ostantiated by	the attached	copy of the p	proceedings:			eccarding to statut
We hereby certify that nce March 15, 1963, as sul	ostantiated by	the attached	copy of the p	proceedings:			ccarding to statut
nce March 15, 1963, as sul	ostantiated by	the attached	come untrave	proceedings:			eccarding to statut
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### CERTIFICATE OF HIGHWAY MILEAGE FOR YEAR ENDING FEBRUARY 10, 1963

Fill out in triplicate and file with your Town Clerk on or before February 10, 1963 (Note sections of Vermont Statutes Admotated on reverse side of this sheet)

We, the Selectmen of the town of Wilmington, on oath state that we have carefully measured all the traveled highways in this town and find that the total mileage of traveled highways according to Title 19 V.S.A. Sec. 13, amended 1961, Act No. 28, not including pent roads and trails, in this town for the year ending February 10, 1963, is as follows:

:		LEAGE IN TO		MILEAGE IN VILLAGE (Incorporated for highways)			
	¥	ilmington					Total All Systems
	Town Highways	State Ald Highways	State Highways	Town Highways	State Ald Highways	State Highways	535 WHAT : 125
REVIOUS MILEAGE s shown March 15, 1962	46.58	12.330	9.906	`			68.816
IIGHWAYS ADDED ince March 15, 1052, ac- ording to statute. Explain inder paragraph 1 below.						· .	
SUB-TOTAL							
IGHWAYS SUBSTRACTED ince March 15, 1962. Those ecoming untraveled, discontinued, legal trails or pent oads. Explain under paracphs 2 and 3 below.							
OTAL TRAVELED IIGHWAYS Feb. 10, 1968	46.58	12.330	9.906				68.816
. We hereby certify that the een added since March 15,		ew highways, a	is substantiate	d by the attach	ied "Selectmen	's Certificate o	of Completion," have
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							,-,
. We hereby certify that the	e following b	iebways have	been disconti	nued, or chang	ed to trails o	r pent roads :	according to statute
ince March 15, 1962, as sub					<b>,</b>		<b>2 3 3</b>
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	***********************	<b></b>	***************************************				
. We hereby certify that t	he following	roads have be	come untrave	led since Marc	h 15, 1962:		
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At Wilmington							
he 17th day of						rter Fai	well.
E. W. Bishop ar	d John K	Mumfor	d	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	***************		*************************
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(Town Cler» should fill our Vermour, on or before March	following and	d mail one wh	ite and one 1		rite official tit the Commis		
L. Russall W			Clerk	of the Town o	of. Wilmi	ngton	ģ
hereby certify that the forego							n
relating to highway mileage,							1963
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		Attest 🗻	Klim	W.M.	Touteh	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Land Land Land Carlotter Comment
H.D. 801100-12-81			de Allegan	er <b>s</b> an e Mi	Town Cler	k	



Elghwy windered lylaton

February 16, 1962

Board of Selectmen Wilmington, Vermont

The markety is a smith

Attention of Chairman

Gentlemen:

Thank you for the prompt submission of your Highway Mileage Certificates.

THE LANGE FORE STATE STATES OF THE

Movever, we must admit to an error on our part on the letter sent to your office last year regarding the March Mileage.

Because of a typing error we indicated that the addition to Town Highway

No. 15 should be 0.15 mile, when it actually should have increased by 0.05 mile.

This will necessicate a deletion of 0.10 mile from Town Highways, leaving the new total as 66.58 miles. If you will make the change on your copy of the Hillenge Carrifficate, we shall do the same on the copies you have subsitted.

Thank you for your cooperation in this matter.

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READ BY HE STATE OF THE STATE O

MARKET SALVERS

Profes Part + Tags gr

H. F. Ferrington Highway Planning Engineer

HEP/VNT/OW

was used with the train of the foregoing amount by them subscribed;

Before me,

Sund M. Titch

WILLIAM POETER COMMISSIONER OF HIGHWAYS

#### CER APPORTE OF HIGHWAY MISS EAST

FOR YEAR ENDING TERRUARY 10, 1962

Fill out in triplicate and file with you Clerk on or before February 16, 1882

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DEPARTMENT OF HIGHWAYS

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February 26

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Cower Highways

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Highways | Highway.

State Aid Highways Highways

state

Board of Selection were thank vernont

Attention of Chairman

Sent lenens

a. Charch 15, 1961 and

L. March W. Oak Ware

HOWNEYS ADDED

May we apologize for a second typing error on our part? CONTRACT STREET, CHANGE

On our letter of February 16th, 1962, the number of Town Highway 68 should be substituted for Town Highway 15, and on T-68 there actually was a typing error total traveled 

The conductor of this do following him highways, as substantional by the acception Their curen's Confidence of Society

We are not making excuses for these errors because they should not have happened, but we are gratified to learn that there are some townspeople who are interested enough in their mileage to check the figures that are sent to them rather than just accepting our word. Probably it is good that people learn that with coming that the halowing highways have been discontinuous and they we too have entirers chrounspanoile thrached copy of the accom-

Many thanks for bringing this to our attention.

Yours very truly. citely that the Inhowing results have carriers and

> H. F. Farrington Highway Planning Engineer

HFF/VNT/1zf

5年1年11月美國公司

مهير أتأته ينها والماكات

Harris Francis

and made oath to the truth of the foregoing affidavit by them subscribed.

Before me,

Junell It FA

#### CER' FICATE OF HIGHWAY M.LEAGE

FOR YEAR ENDING FEBRUARY 10, 1962

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

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

	MILI Outside ut vi	EAGE IN TO	WN for bighways:	MILEA			
	W	ilmington				1.2%	Total All Systems
	Town Highways	State Ald Highways	State Highways	Town Highways	State Aid Highways	State Highways	
REVIOUS MILEAGE is shown March 15, 1961	46.68	12.330	9.906	Table Ca			68.916
HIGHWAYS ADDED Since March 15, 1961, ac- ording to statute. Explain under paragraph 1 below.							Assertation of the control of the co
SUB-TOTAL					,		<b>与《名》等</b> 基
HIGHWAYS SUBTRACTED Since March 15, 1961. Those secoming untraveled, discontinued, legal trails or sent roads. Explain under saragraphs 2 and 3 below.	0.10			Red Eigen Earcest 14 by letter r	I recer. T	materic puin modit vart	
TOTAL TRAVELED HIGHWAYS Feb. 10, 1962	46,58	12.330	9.906				68.816
We hereby certify that pletion," have been added si			ys, as substa	ntiated by the	attached "	Selectmen's C	ertificate of Com-
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		y			error ex consideration of	1 (\$1) FEAS - FEETEN CONTRACTORS	
3. We hereby certify that	the following	roads have b	ecome untra	veled since Ma	rch 15, 1961:	:	
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At Wilmington	HARAMAN R PARALLES	1 1801 - X - 1816888 - \$111000 1111	in £	he county of	Windha	<b>M</b>	
the 10th day of							
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Selectmen of W1 Lning, and made eath to the truth	of the forego	ing affidavit b	y them subsc	ribed:			-22
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(Town Clerk should fill out Vermont, on or before Marc	rollowing and h-15th/)	mul one wh	ite and one y	enow copy to	the Commiss	noner of High	ways, Montpelier,
1, Russell W.		n grantere manifest en mi		of the Town	e Wildin	ngton	
hereby cortify that the fore							
relating to highway milea		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	er to Low Old , mainth	3 5 5 5 5 6 5 T C C C C C C C C C C C C C C C C C C	4 E	and the second of the second o	- 175577
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ilip. 301—100012-01		Attest /	CLARLEY,	VX	GA.	marjaritéhakatapana	

H.D. 301-400-12-61 Rev. 1982 STREET CHRESTS OF SEC. 40



#### STATE OF VERMONT DEPARTMENT OF HIGHWAYS Highway Rights Riviation

June 23, 1961

T. H. Thomas, Chairman Board of Selectmen Town of Wilmington Vermont and a ment

Dear Sire

We are enclosing for your records a copy of the selection of state-aid highways in the town of Wilmington, as approved by the Commissioner of High-ways on May 19, 1961.

This is in connection with the 10-year reselection of state-aid highways. There is no change in wileage. 

Very truly yours,

H. F. Farrington Highway Flanning Engineer

e e e e e e e e e e e e e e e e e e e	HFF:ML:enp Enc.	
in additional to \$1.50	ending at the Marlboro Town Line, known as Higley Hill Road	
No.	4 2.90 miles.	
	Beginning at the junction with State Road Rt. 9, at the Raponda Ti	ırn
	extending (Give direction) northerly	
3	ending at the junction with SA #3, being known as Lake Raponda	Road.
No.	, 5 miles.	
	Beginning at	and the second second
	extending (Give direction)	; 
	ending at	

WILLIAM POETER COMMISSIONER OF HIGHWAYS



# STATE OF VERMONT DEPARTMENT OF HIGHWAYS MONTPELIER Bighway Planning Division

The reference to an income homes.

June 13, 1961

I. S. Peisus
District Highway Engineer
Bennington, Verment

Dear Sire

We are enclosing for your records a copy of the selection of state-aid highways in the town of Wilmington, as approved by the Commissioner of highways on May 10, 1961.

This is in connection with the 10-year resoluction of state-aid highways. There is no change in mileage.

Very truly yours,

H. F. Farrington Highway Planning Engineer

HFT: WITHERP

	ending at	the Marlboro Town Line, known as Higley Hill Road	******		
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	ending at			17.12 17.12 17.13	

## CTION OF STATE AND HIGHWAYS L. Year Reselection - No Change

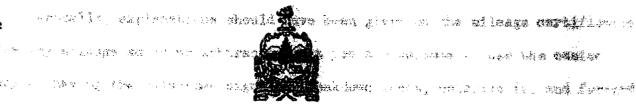
Town of Wilmington

•		Vr. Hwy. Dist. No.	5.000000
		Total S. A. Mileage	12.33
aportant town highways as required by Title	e 19, V. S. A., Sections 1 & 13	ing terminal and the second of	1
o. 15.21miles.		्र इस्ट	
Beginning at the intersecti		25	
extending (Give direction) nort	therly through Bank Squ	lare	
		•	2.25-325
ending ar the Dover Town	Line, being Route 100	from Vt. 9 north	
. 20.92 miles.			
Beginning at the junction w			
extending (Give direction) norther1		•	7.7
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ending at the Dover Town	Line.		
3.30 miles.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Beginning at the junction with Line on SA #1. extending (Give direction) easterly			C. C
the Marillana Di	+ for 4f - 2		134.054.21
ending at the Marlboro To	own line, known as Hig	ley Hill Road	
4 2.90 miles.			
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ending at the junction wi	th SA #3, being known	as Lake Raponde Ro	ad.
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OFFICE OF THE

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STATE OF VERMONT

THE MET AND THE DEPARTMENT OF HIGHWAYS

Highway Flaming Division

March 20, 1961

Mr. Ruesell W. Fitch Country this should be information as some as Town Clerk
Wilmington, Vermont to the reputly a paramotic for salkithing time resident

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Dear Sir:

THEY MEETER

Thank you for the prompt submission of your 1961 Highway Wilesge Certificates.

However, we would appreciate a little more information, on both the additions and subtractions made on your mileage certificates.

First of all we noticed that although the total additions shown on the breakdown sheets was 2.32 miles, you have entered only a total of 2.63 miles, as "Highways Added." We assume that your intent was to can't the addition of 7-25 (0.19), as purhaps it is not bravelled as was determined at the time of the measurement of your highways. This is perfectly all right, except that we would appreciate notification if our assumption is correct in this matter.

Then there is the matter of the Certificates of Completion and Opening to Fublic Travel, which we are enclosing, for highways 21A, 23A, 23B and 61A. These should contain a description of the highway as well as the date that the highway was laid out and recorded in the Town Records.

(江) 以下10个为19金属等

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Partie Park

for any mileage added or subtracted, the you are welcome to use the easier way of having the Selectmen sign the treakdown sheet, notarize it, and forward it to this office. Any charge in the additions or subtractions, such as your evident desire not to add the 0.19 mile for T-25, can be crossed off the breakdown sheet and the totals adjusted before the Selectmen sign it.

possible as the deadline is rapidly approaching for substiting the revised mileages to the State Auditor.

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# STATE OF VERMONT DEPARTMENT OF HIGHWAYS MONTPELIER NIGHT Planting Division

February 30, 1961

Section 1997 to Section 1998 to

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铁色 一点 人名西约托勒 医海绵 糖 跨湖山东

Dourd of Selectmen Vilaington, Vermont

Accession of Chairman

cassisant

With regard to the completion of the analoged Highway Himse Cartificates.

all the travelled highways in your town were measured in 1960 by Mr. Edward

books, Jr., Hond Commissioner, with Hr. Hervey of this effice, in excertaint

with Title 19, V. S. A., Section 15.

The resulting additions, subtractions and revisions are indicated in the sectored map, and explained on the attached branches should be attached branches should be attached branches and allows confirmations.

In sector that highways 714, 734, 730 and 614 may be middle to your Town wilesgo, it is necessary that we receive a Contificate of Completion and Completion

Nacy Lealy power,

n. f. farringen Highwy flaming Smilesz

### 1960 ROAD NEASBERRET CHARGES

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	21	* 0.46		Removation of 1.50 to 1.05.
C	25	+ 0.19	en muse	Catravelled por Lion now travelled beyond Saythe place to summer casp.
D	37	+ 0.11	a Facility	Untravelled portion now travelled to Dr. Riles' place.
£	55		- 0.05	Said to be a Private Road to Stone's and Surtis' camps.
7	65		- 0.07	Portion of road out off by new school.
G	67		- 0.20	Portion now untravelled beyond old road to red sugar house, road blocked by beaver dem.
H	<b>48</b>	+ 0.15		Remember to end.
*	<b>JA</b>	+ 0.11	The second of th	Addition of part of old s. A. ).
	364	+ 0,33	i Silanda i Silah da katengan Kalanda i Silanda i Kalanda i Silanda i S	Addition part of old Vt. U ralinguishment date 1/10/5%, recorded book 3), page 500 of land records.
Ä.	368	÷ 0.14		Addition part of old Vt. 6 relinquishment data 1/10/59, recorded book 33, page 500 of land records.
da,	21A	* 0.5h		Laid out and recorded - Lake Rapenda Read, planbook #2, page 2.
	2)3	+ 0.21		Said to be old town road to Mageon place, shown on an old town map.

#### BREAKDOM OF 1960 ROAD HEASTERENT CHANGES

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C	61A	+ 0.30	Laid out and recorded town Find, recorded in Planbook #1, page #17.
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Note: If desired, a copy of this sheet may be attached to year mileage report In place of filling in Items 1, 2 and 3. If this is done, the copy should be signed by the Selectmen and notarised, with reference to attached copy indicated under Items 1, 2 and 3. However, such a copy does not constitute a substitution for the Certificate of Completion and Opening to Public Travel required for new highways added.

STATE HIGHWAY BOARD

CLEON A. PERKINS, CHAIRMAN

PORTER J. MODRE

NEWPORT

FRANK E. HOWE, 11 BENNINGTON STATE OF VERMONT



DEPARTMENT OF HIGHWAYS

Righway Flanning Division

COMMISSIONER OF RIGHWAYS
WILLIAM POETER
CHIEF ENGINEER
HUBERT E. SARGENT

ASSISTANTS TO THE COMMISSIONER

6. SEACH BLY

WINDIN D'A DHENIDAN

March 15, 1960

Bussell W. Fitch Town Clark Wilmington, Vermont

Door Sire

We are returning one yellow copy of your 1960 Read Mileage Certificates, as we require only one white and one yellow copy for our records and assumb that you may wish to keep this copy for your records.

Very truly yours,

H. F. Farrington Highway Planning Engineer

her/vnt/jh

Enc.