

**CERTIFICATE OF HIGHWAY MILEAGE
YEAR ENDING FEBRUARY 10, 2016**

Fill out form, make and file copy with the Town Clerk, and mail ORIGINAL, before February 20, 2016 to:
Vermont Agency of Transportation, Division of Policy, Planning and Intermodal Development, Mapping Section
One National Life Drive, Montpelier, VT 05633.

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

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

Town Highways	Previous Mileage	Added Mileage	Subtracted Mileage	Total	Scenic Highways
Class 1	0.000			0.00	0.000
Class 2	14.320			14.32	0.000
Class 3	37.29		0.82 0.22	37.07	36.47 0.000
State Highway	8.817			8.817	0.000
Total	60.427			60.207 59.607	0.000
* Class 1 Lane	0.000				
* Class 4	6.83	0.60 0.25	0.40	6.68	7.03 0.000
* Legal Trail	1.12			1.12	

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

PART II - INFORMATION AND DESCRIPTION OF CHANGES SHOWN ABOVE.

Adjustments by
K. Alley 2/18/2016

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

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

- 0.40 mi CL4 TH-23 (DEXTER Mtn. Rd) DISCONTINUED. CURRENT SELECTBOARD REAFFIRMS SELECTBOARD ORDER OF DISCONTINUANCE FROM 1944.

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

0.60 mi
KMA
- 0.25 mi CL3 TH-16 (Borland Rd) reclassified as CL4 - SEE MINUTES - 5C
- 0.17 mi CL3 TH-23 (Dexter Mountain Rd) remeasured
- 0.05 mi CL3 TH-54 (Hinman Rd) remeasured
~~0.08 mi CL3 TH-53 designated as CL4 Not Up To Standards (NUTS) pursuant to 19 V.S.A. 305(a) 8.3~~

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

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

PART III - SIGNATURES - PLEASE SIGN.

Selectmen/ Aldermen/ Trustees Signatures:

Michael J. Ford
Josh [unclear]
Ken [unclear]

T/C/V Clerk Signatures:

Danna Sweeney

Date Filed:

2/18/16

Please sign ORIGINAL and return it for Transportation signature.

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

APPROVED:

[Signature]
Representative, Agency of Transportation

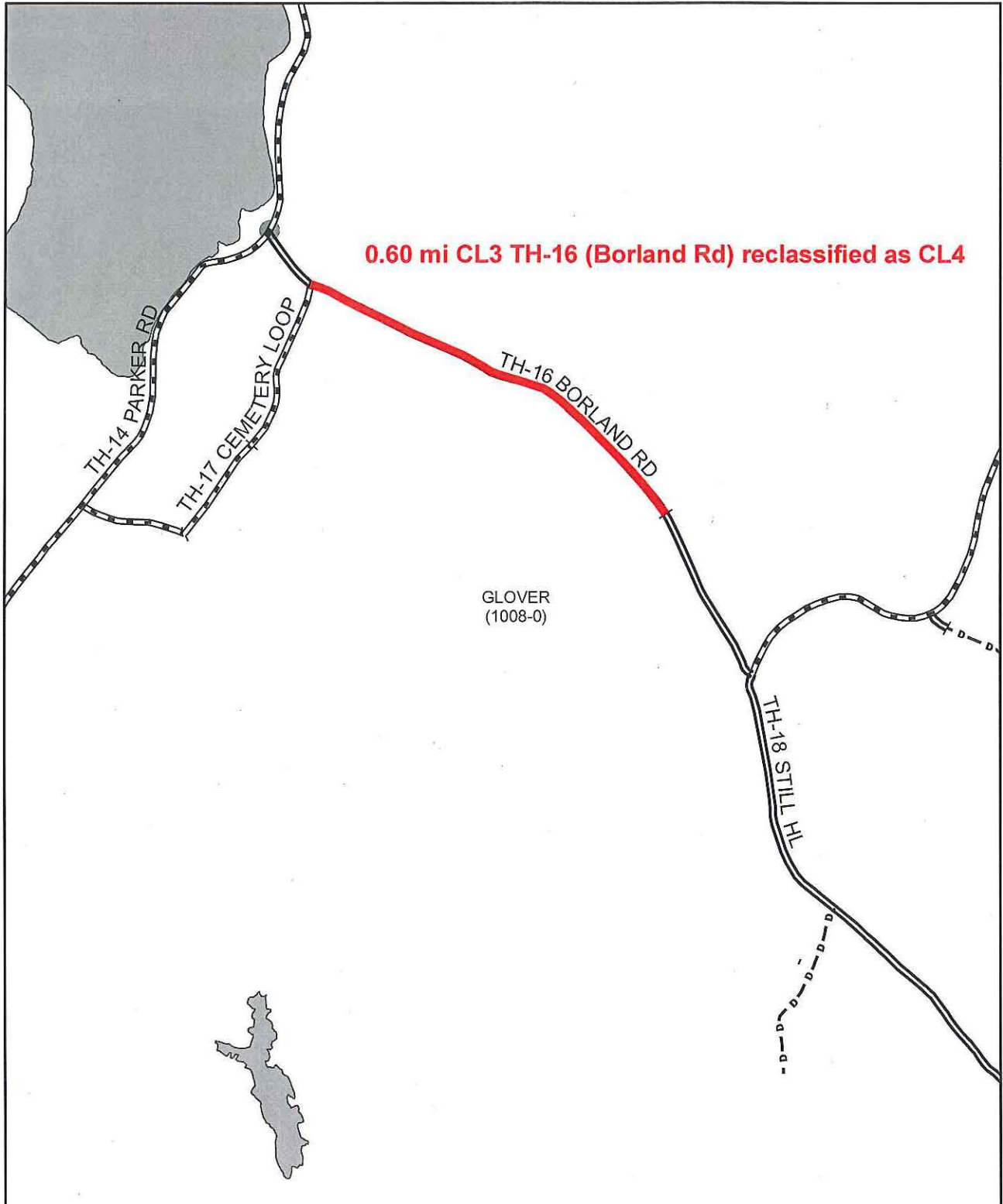
DATE:

5/17/2016

Received

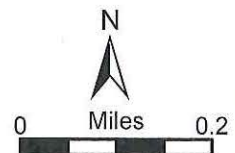
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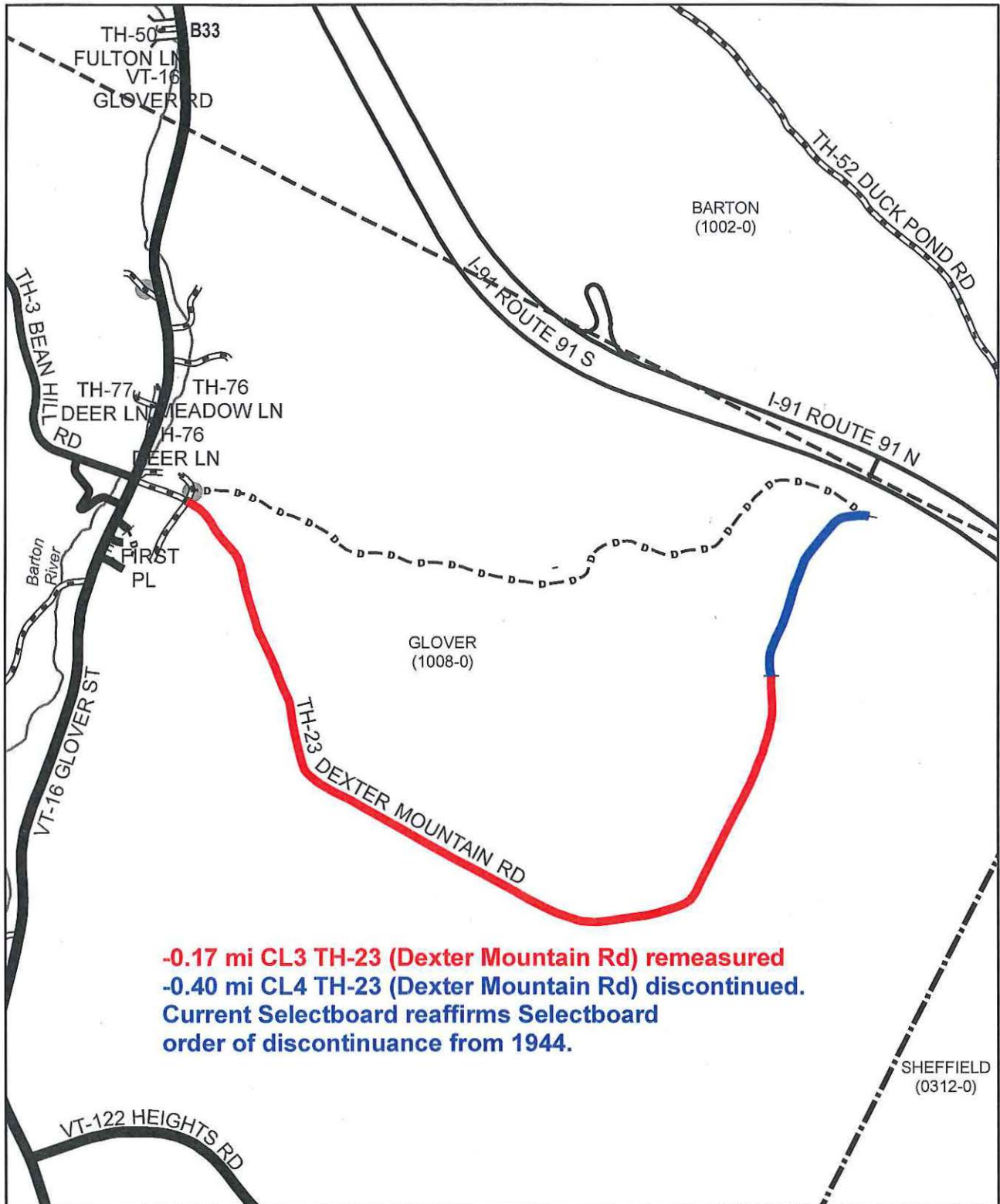
**Policy, Planning & Intermodal
Development Division**



**Mileage Certificate Change 2016
GLOVER (1008-0)**

Mapping Section
Division of Policy and Planning
Vermont Agency of Transportation -- February 18, 2016

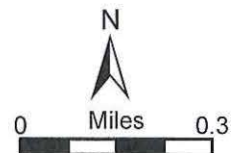


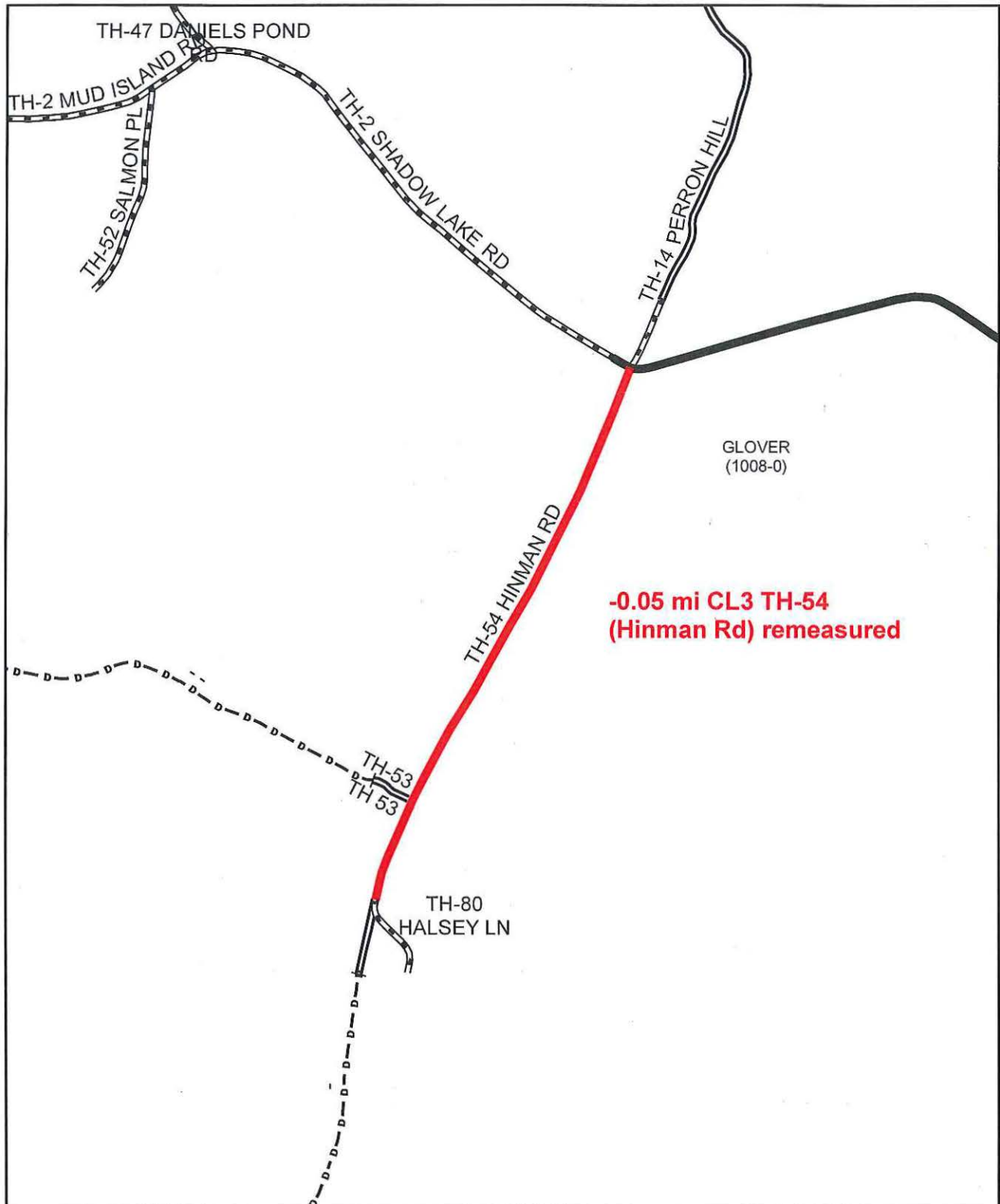


-0.17 mi CL3 TH-23 (Dexter Mountain Rd) remeasured
-0.40 mi CL4 TH-23 (Dexter Mountain Rd) discontinued.
Current Selectboard reaffirms Selectboard
order of discontinuance from 1944.

Mileage Certificate Change 2016
GLOVER (1008-0)

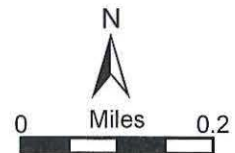
Mapping Section
 Division of Policy and Planning
 Vermont Agency of Transportation -- February 18, 2016

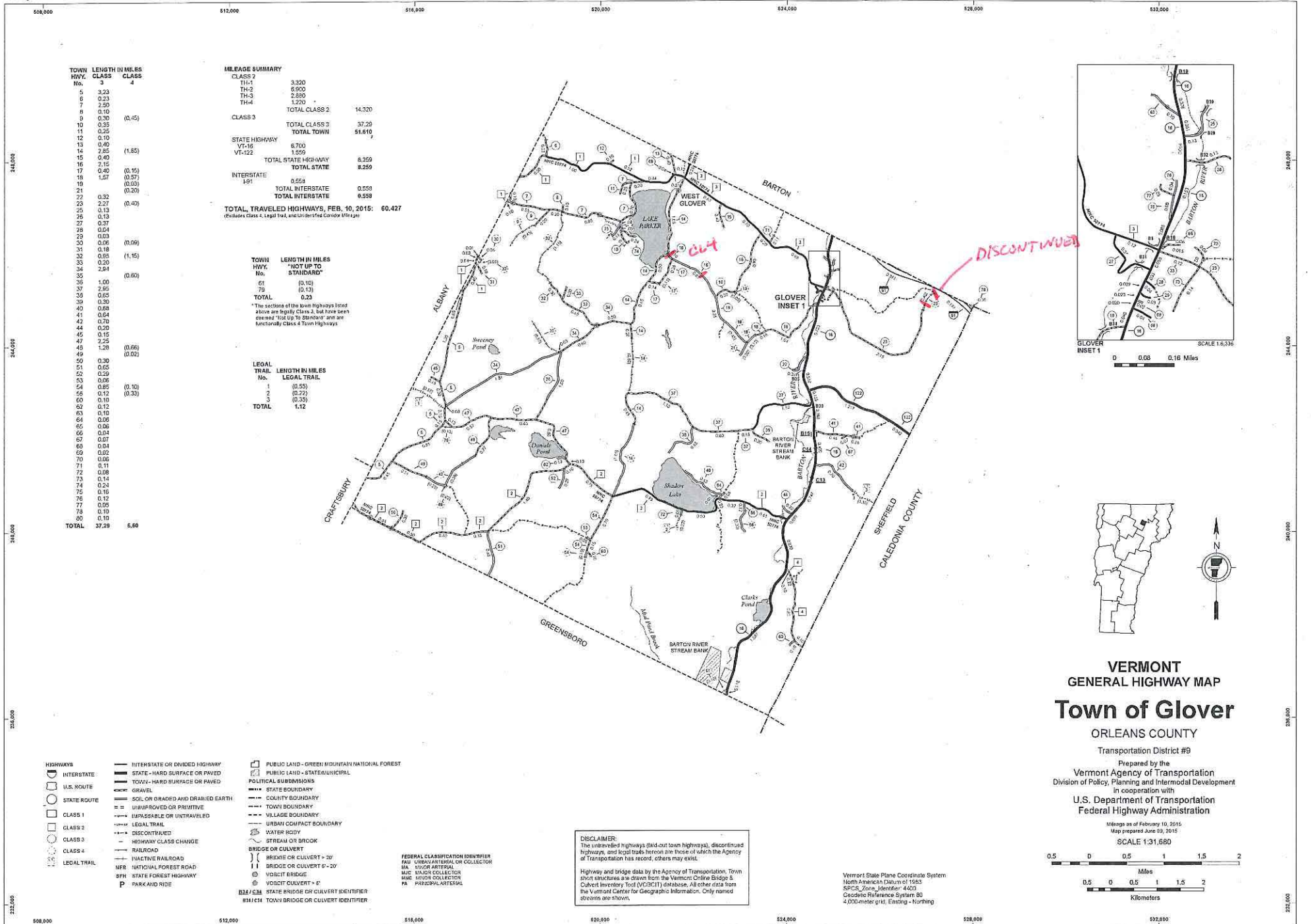




**Mileage Certificate Change 2016
GLOVER (1008-0)**

Mapping Section
Division of Policy and Planning
Vermont Agency of Transportation -- February 18, 2016





TOWN HWY. No.	LENGTH IN MILES CLASS 3	CLASS 4
5	3.23	
6	0.23	
7	1.20	
8	0.10	
9	0.30	(0.45)
10	0.35	
11	0.25	
12	0.10	
13	0.40	
14	2.85	(1.85)
15	0.90	
16	2.15	(0.15)
17	0.40	(0.57)
18	1.57	(0.20)
21		
22	0.32	
23	2.27	(0.40)
24	0.13	
25	0.13	
26	0.13	
27	0.37	
28	0.04	
29	0.03	(0.09)
30	0.06	
31	0.18	
32	0.08	(1.15)
33	0.20	
34	2.84	
35		(0.60)
36	1.00	
37	2.85	
38	0.05	
39	0.30	
40	0.08	
41	0.64	
42	0.70	
44	0.20	
45	0.15	
47	2.25	(0.66)
48	1.28	(0.02)
49		
50	0.39	
51	0.65	
52	0.29	
53	0.06	
54	0.85	(0.10)
56	0.12	(0.33)
60	0.10	
62	0.12	
63	0.10	
64	0.06	
65	0.06	
66	0.04	
67	0.07	
68	0.04	
69	0.02	
70	0.06	
71	0.11	
72	0.08	
73	0.14	
74	0.24	
75	0.16	
76	0.12	
77	0.05	
78	0.10	
80	0.10	
86	0.10	
TOTAL	37.29	6.60

MILEAGE SUMMARY

CLASS 2	CLASS 3	TOTAL CLASS 2	TOTAL CLASS 3	TOTAL TOWN
TH-1		3.320		
TH-2		0.900		
TH-3		2.800		
TH-4		1.220		
			14.320	
				37.29
				51.610

STATE HIGHWAY	TOTAL STATE HIGHWAY	TOTAL STATE
VT-16	6.700	6.359
VT-122	1.959	1.959
		8.259

INTERSTATE	TOTAL INTERSTATE	TOTAL INTERSTATE
IS-1	0.658	0.559
		0.559

TOTAL TRAVELED HIGHWAYS, FEB. 10, 2015: 60.427
(Excludes Class 4, Legal Trail, and Undersized Convoy Mileage)

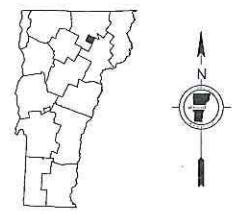
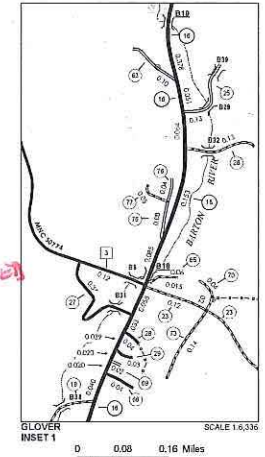
TOWN HWY. No.

TOWN HWY. No.	LENGTH IN MILES "HOT UP TO STANDARD"
61	(0.10)
79	(0.13)
TOTAL	0.23

*The sections of the town highways listed above are legally Class 3, but have been elevated "Hot Up To Standard" and are functionally Class 4 Town Highways

LEGAL TRAIL LENGTH IN MILES

LEGAL TRAIL No.	LENGTH IN MILES
1	(0.55)
2	(0.22)
3	(0.33)
TOTAL	1.12



VERMONT GENERAL HIGHWAY MAP
Town of Glover
 ORLEANS COUNTY
 Transportation District #9
 Prepared by the
 Vermont Agency of Transportation
 Division of Policy, Planning and Intermodal Development
 in cooperation with
 U.S. Department of Transportation
 Federal Highway Administration
 Maps as of February 10, 2015
 Map prepared June 03, 2015
 SCALE 1:31,680

0.5 0 0.5 1 1.5 2 Miles
 0.5 0 0.5 1 1.5 2 Kilometers

DISCLAIMER:
 The untraveled highways (old-out town highways), discontinued highways, and legal trails herein are those of which the Agency of Transportation has record; others may exist.

Highway and bridge data by the Agency of Transportation. Town street structures are drawn from the Vermont Online Bridge & Culvert Inventory Tool (VOCIC II) database. All other data from the Vermont Center for Geographic Information. Only named streams are shown.

GLOVER SELECT BOARD MEETING MINUTES


Thursday, January 28, 2016

Present: Michael Ladd, Jack Sumberg, Brian Carroll and Cindy Epinette, Transcriber

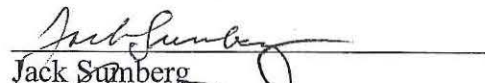
1. Meeting called to order at 6:30pm
2. Review of Agenda: Under new business the Board will discuss re-classifying town highway 53 Tate Road, All Hazard Mitigation Plan review and a new stove for town hall. Under old business the Board will discuss the sheriff's 2015 billing.
3. Minutes: Brian made a motion, seconded by Jack, to approve the minutes dated January 14, 2016 with corrections to who made the motions to approve the minutes. The motion carried. Jack made a motion, seconded by Mike to approve the minutes dated January 22, 2016. The motion carried.
4. Announcements for Review:
 - a. Better Back Roads Grant: FY2017 Application was received with a deadline of April 15, 2016.
5. Old and Unfinished Business:
 - a. Philips Road Guard Rail: Brian was contacted regarding concerns about the guard rail on Philips Road. Mike will consult with Harvey about what can be done.
 - b. Newport City Council Proposal: The Board decided to postpone making a decision until more information is provided regarding emergency dispatch services.
 - c. Agency of Transportation Highway Mileage: Jack made a motion, seconded by Brian, that: "We, the current Selectboard of the Town of Glover, VT, affirm that the 0.40 miles at the northern end of TH-23, Dexter Mountain Road, which is marked on the current Vermont General Highway Map of the Town of Glover as a Class 4 or untraveled road, was discontinued by the Selectmen of the Town of Glover on May 22, 1944. This action was entered into the Glover Town Records on May 22, 1944. We affirm that this portion of TH-23 has been treated as discontinued and not maintained by the Town of Glover for many years." The motion carried. Mike made a motion, seconded by Brian, to sign the Certificate of Highway Mileage from the Vermont Agency of Transportation. The motion carried.
 - d. Town Garage: The Board will continue to research financing possibilities and will meet on February 8, 2016 at 8am to begin work on the USDA grant application. Mike made a motion, seconded by Brian, to make Jack the contact person when applying for the USDA grant. The motion carried
 - e. Radar Signs: Jack reported that the permit will be issued by AOT so the town can install radar speed feedback signs, in an effort to discourage drivers from speeding through the village.
 - f. Sheriff's Department Billing: There was a concern about the cost of services. Mike researched the situation and determined that due to the contract being signed late, more hours were used during the summer than the contract indicated.


- g. Road Classification update:
- i. Stone Shore Road (TH-40): Jack made a motion, seconded by Mike, to reclassify 0.09 miles of TH-40, Stone Shore Road, from Class 3 to Class 4, being that portion of the road from a point 0.54 miles from the intersection with TH-2, Shadow Lake Road, to the end of Stone Shore Road. The motion carried.
 - ii. Buchanan Place (TH-30): Jack made a motion, seconded by Brian, to discontinue 0.09 miles of the Class 4 portion of TH-30, Buchanan Place, from a point 0.06 miles east of the northernmost intersection with TH-1, County Road, to a point 0.03 miles in a southerly direction, then turning westerly 0.06 miles to the southern intersection with County Road. The motion carried.
 - iii. Tate Road (TH-53): Jack made a motion, seconded by Brian, to reclassify the entire 0.06 miles of TH-53, Tate Road, from Class 3 to Class 4. The motion carried.
- h. All Hazard Mitigation Review: The All Hazard Mitigation Plan has been reviewed by FEMA. The reviewers determined that 13 of the 19 elements do not meet FEMA's stringent guidelines. Jack is waiting to receive more information from NVDA regarding our next step to complete the hazard mitigation plan.
- i. New Stove at the Town Hall: Brian made a motion, seconded by Mike, to authorized Gloria to purchase a new stove and have it installed at the Town Hall. Jack will resolve the issue of rewiring the Town Hall to accommodate the new stove with a 65 amp connection. The motion carried.
6. Board Action:
- a. The Board signed the director's orders.
7. Adjourn: Brian made a motion, seconded by Mike, to adjourn at 8:28pm.

Respectfully Submitted,


Cynthia Epinette
Transcriber


Michael Ladd, Chair


Jack Sunberg


Brian Carroll

CORRECTIONS TO GLOVER GENERAL HIGHWAY MAP

1. The Following Roads are DISCONTINUED:

- 1959 ✓ TH 9 - 0.45 miles - disc. 3/20/1959 Vol II p 208-2 *need affidavit to change to discontinued*
- TH 23 - 0.40 at end - disc. 1945 ?
- 1967 TH 30 - 0.09 miles - disc. 3/14/1967 Vol II p 208-2 *need affidavit*
- 1959 TH 32 - 1.15 miles - disc. 1959 Vol II p 208 "
- 1959 TH 35 - 0.60 miles - disc. 1959 Vol II p 208 "

Other 1959 changes

TH-14

17

48

52

56

2. Remove all DISCONTINUED roads from map
(not mapping section police)

3. Incorrect Surface Type Designations

- TH 14 - 0.10 miles from south end should be gravel; 0.70 miles soil or graded & drained earth (SGDE)
- TH 22 - should be gravel
- TH 25 - should be gravel
- TH 34 - should be gravel
- TH 36 - should be gravel
- TH 38 - should be gravel
- TH 40 - should be gravel
- TH 42 - first 0.20 miles should be gravel
- TH 44 - should be gravel
- TH 51 - should be gravel
- TH 52 - should be gravel
- TH 56 - first 0.12 miles should be gravel
- TH 60 - should be gravel
- TH 63 - should be gravel
- TH 69 - should be gravel
- TH 72 - should be gravel
- TH 75 - should be gravel
- TH 76 - should be gravel



Glover

1008

State of Vermont
Division of Policy, Planning and Intermodal Development - Mapping Section
1 National Life Drive
Montpelier, VT 05633-5001
http://vtransplanning.vermont.gov/maps

Telephone: 802-828-3666
Fax: 802-828-2334
Email: kerry.alley@vermont.gov

A

October 1, 2015

Jack Sumberg
Chair, Selectboard
Glover, c/o Town Clerk
51 Bean Hill Rd
Glover, VT 05839

Dear Mr. Sumberg:

Please find the attached table outlining what I believe to be the current status regarding Glover town highways changes, in particular the column of comments added after our meeting in Glover on August 20, 2015. The surface changes you provided to me during our meeting have been made in our road centerline data layer and will be reflected on the 2016 Glover Town Highway Map. Unfortunately, we are unable to delete the discontinued highways from the maps, as it is our practice to leave them symbolized with -D-D- to show where the former town highways existed and provide reference in our road centerline data layer.

Regarding the discontinuance of TH-23 (Dexter Hill Road), we are reluctant to accept the discontinuance solely based on the information that was supplied, as there is some uncertainty of what it represents. If the Selectboard can provide written affirmation and a map that does represent the discontinuance of both TH-24 and TH-23, and TH-23, then we will consider this change.

Additional doc's for 2016 found in 3 other Glover folders (floating around)

I believe the only other information that the 1959 and 1967 Mi... that the intention at the time of the records relevant to the highways having been reclassified... "discontinuance ambiguities" involving... alone are not sufficient to convince us... highways. Furthermore, all of our... ways are more consistent with those highways... We therefore cannot accept, in good conscience, an affidavit in lieu of documentation for discontinuing the described portions TH-9, TH-30, TH-32, and TH-35. In addition to the reasons discussed in person and in previous correspondence (outlined at the end of the attached table), interpreting the changes on the 1959 and 1967 certificates as discontinuances would correspondingly require that similarly listed changes also be interpreted as discontinuances. The subsequent reclassifications of portions of TH-17, TH-32, and TH-52 would become null and void, and the discontinuance of TH-55 in 1974 would have been unnecessary, further suggesting that the 1959 changes should not be interpreted as discontinuances. The Selectboard also reviewed each highway during the Act 63 effort in 1973 and 1974 to assign the current classification, including the highways that the current Selectboard states were discontinued. In the absence of any other documentation as evidence of the statutory process being followed, I recommend that if the Selectboard wishes these highways to be discontinued that they initiate the process to do so as defined in 19 V.S.A. Chapter 7.



State of Vermont
Division of Policy, Planning and Intermodal Development - Mapping Section
1 National Life Drive
Montpelier, VT 05633-5001
<http://vtransplanning.vermont.gov/maps>

Agency of Transportation

Telephone: 802-828-3666
Fax: 802-828-2334
Email: kerry.alley@vermont.gov

October 1, 2015

Jack Sumberg
Chair, Selectboard
Glover, c/o Town Clerk
51 Bean Hill Rd
Glover, VT 05839

Dear Mr. Sumberg:

Please find the attached table outlining what I believe to be the current status regarding Glover town highways changes, in particular the column of comments added after our meeting in Glover on August 20, 2015. The surface changes you provided to me during our meeting have been made in our road centerline data layer and will be reflected on the 2016 Glover Town Highway Map. Unfortunately, we are unable to delete the discontinued highways from the maps, as it is our practice to leave them symbolized with -D-D- to show where the former town highways existed and provide reference in our road centerline data layer.

Regarding the discontinuance of TH-23 (Dexter Hill Road), we are reluctant to accept the discontinuance solely based on the single document that was supplied, as there is some uncertainty of what is being discontinued related to TH-23. If the Selectboard can provide written affirmation and clarification that this document does represent the discontinuance of both TH-24 and TH-23, and a description of the discontinuance, then we will consider this change.

I believe the only other unsettled issue pertains to the "discontinuance ambiguities" involving to the 1959 and 1967 Mileage Certificates. The certificates alone are not sufficient to convince us that the intention at that time was to discontinue the town highways. Furthermore, all of our records relevant to that time or to those town highways are more consistent with those highways having been reclassified as "untraveled." We therefore cannot accept, in good conscience, an affidavit in lieu of documentation for discontinuing the described portions TH-9, TH-30, TH-32, and TH-35. In addition to the reasons discussed in person and in previous correspondence (outlined at the end of the attached table), interpreting the changes on the 1959 and 1967 certificates as discontinuances would correspondingly require that similarly listed changes also be interpreted as discontinuances. The subsequent reclassifications of portions of TH-17, TH-32, and TH-52 would become null and void, and the discontinuance of TH-55 in 1974 would have been unnecessary, further suggesting that the 1959 changes should not be interpreted as discontinuances. The Selectboard also reviewed each highway during the Act 63 effort in 1973 and 1974 to assign the current classification, including the highways that the current Selectboard states were discontinued. In the absence of any other documentation as evidence of the statutory process being followed, I recommend that if the Selectboard wishes these highways to be discontinued that they initiate the process to do so as defined in 19 V.S.A. Chapter 7.

Please feel free to contact me if you would like any clarification regarding my comments above and in the attached table.

Sincerely,

Kerry Alley

Kerry Alley
Mileage Certificate Specialist

Enclosure

Year(s) submitted	Town Highway	Submitted Comments	Comments after meeting with Nick	Changes	Attachments	VTrans comments after meeting with Jack Sumberg in Glover on June 10, 2014	Current Status	VTrans comments after meeting with Jack Sumberg in Glover on Aug. 20, 2015
2009, 2013	TH-14	3.2 miles from intersection with SA-4 with to intersection with CL3 TH-34. continue southerly 0.1 miles to end of CL3, thence southerly 0.9 miles on CL4 to intersection with Perron Hill Rd (TH-37). This will be the end of TH-14. Remaining 1.5 miles of now TH-14 will be Perron Hill Rd TH-37. The first 0.45 miles are CL3, last 1.05 miles are CL4.	Nick agreed with linework, mileage is consistent with linework. Disregarding measures from possibly malfunctioning "crazy" measuring wheel.	No change needed		No change needed	-	
2013	TH-16	0.75 miles of "now" TH-18 will be divided into 0.55 miles class 4 (Savaria Hill Rd) and 0.2 miles from intersection of TH-16 and TH-18 westerly will be retained as class 3.	Nick indicated that the road ends at a property line in the middle of the fields, evident by treelines in distance, but it isn't obvious in our imagery. Crazy wheel measures disregarded.	Printout of area imagery and linework sent with Nick so that he can indicate the property boundary location by referring to his imagery and parcel layouts. If we receive this clarification, we can remeasure the CL3 portion of TH-16 to the correct endpoint during our 2014 field season. Any change can be added to 2015 Cert.	Copies of imagery to help locate where new Class 3 to Class 4 transition occurs. Transition indicated on imagery and mailed in	ARCMILES = 0.245, Inventory measure = 0.245. AOTMILES would be 0.25 (rounded). We have the notice of hearing/visit, and Minutes from the hearing/visit stating there were no objections from Mr. Borland (The same documents pertaining to Hinman Rd. and Halsey Ln). We have since received Minutes demonstrating Selectboard action on Halsey Ln (3/27/2014) and Hinman Rd (4/10/2014), but not for Borland Rd. 5/25/2015 - Inventory of Borland Rd puts proposed end of CL3 portion at 1.43 mi, with additional 0.10 mi near TH-17. The proposed reclassification therefore measures 0.25	****	See 2014 note
2014	TH-17	Nick confirmed that the 1975 reclassification was for the CL4 segment that was then connected to TH-14, rather than extending the existing CL-3 section.	Nick confirmed that the 1986 reclassification was for the CL4 segment that was then connected to TH-14, rather than extending the existing CL-3 section that extends from TH-16. 1985 document of reclassification provided by Glover (Book No. 2, Highways Page 43) "...being that section of 0.14 miles of Town Highway 17 classified as a Town Class four Highway that leads Westerly from State Highway 16." (Book No. 2, Highways Page 43)	Map correction only, no mileage change needed.		Has been corrected on 2014 Town Highway Map.	%	Remeasured as 0.53 mi (was 0.55 mi, including the CL4 portion). It isn't clear where CL3/CL4 change near the cemetery is located, but the remeasurement can be applied to the entire highway after the 0.15 mi CL4 portion has been reclassified. If the CL4 portion will not be reclassified, then we'll need to know where along the cemetery the CL3/CL4 transition occurs. Imagery of this area is attached for you to indicate the location of this transition, if necessary.
2009, 2013	TH-17	All CL3 (map in error) TH-17, not 19 is 0.55 miles	We have 1959 documentation of reclassification of 0.29 miles from Class 3 to Untraveled/Class 4. We have 1986 documentation of reclassification of 0.14 miles (see above) from Class 4 to Class 3. We have no record of changes to the remaining CL4 section (0.15 miles). Nick had a record of both changes in his color-coded mileage change map book, but no record of an additional change for this portion of highway.	In order for the entire length of TH-17 to receive funding as a CL3 town highway, we need documentation of a change to CL3 for the remaining 0.15 mile that we show as CL4.	1984 inventory, 1959 cert, Record of Mileage Changes No documentation available. Segment in question has long been maintained as CL3. We will supply affidavit.	Long maintained as CL3, but no records of a reclassification from CL4. VTrans Recommends: reclassify as CL3 because maintaining a road as CL3 is not the same as having formally reclassified a road as CL3, and could leave town at risk.	****	See 2014 note
2013	TH-18	0.57 will be re-classified as CL4	Nick agreed with linework, mileage is consistent with linework. Crazy wheel measures disregarded.	no change needed		No change needed	-	

2013	TH-23	1.83 miles CL3 from intersection with TH-73 to end	Nick indicated the turnaround for town maintenance on the map. It is 0.20 miles before the CL3/CL4 change in our linework. Initial reclassification of 0.92 mile to untraveled (or discontinued?) occurred 1944, so we don't have a record on-site, but it is consistent with the position of the turnaround. 1984 inventory notes are also consistent with the turnaround location, so this issue is more consistent with a historic measuring error than a change in maintenance.	We will put this on our list of roads to be remeasured in our 2014 field season. Any change can be added to 2015 Cert.		Mileage at the final extent of winter plowing is 2.20 mi. However, I'd like to bring some details to your attention before you confirm this new measure. It is likely that this location is a new location of the end of the CL3 hwy, since it occurs in the yard of a relatively new homestead (the buildings are not in the 1999 imagery). The 1984 field inventory (accompanied by Mr. Benway of Glover) has the CL3 hwy ending at 2.11 mi. Has the end of the CL3 hwy changed since 1984?	****	Revised location of extent of winter plowing to end at Darling Farm (E911 # 2081). This is consistent with historic Town Highway Maps. 2015 Inventory puts this location at about 2.09 mi (average of 2.08 and 2.10 mi). We will preload this remeasurement of TH-23 onto the 2016 Cert.
2013	TH-23	(portion beyond CL3 portion was discontinued)	1944 Cert copy is partially cut off, 0.92 miles was removed from town mileage (not clear whether it was due to being untraveled, or to a formal discontinuance). We don't have supporting documents from 1940's on-site. It appears that the Selectboard believed the road to be CL4 in 1974 when 0.30 mile was discontinued for I91 project.	To make this change, we need discontinuation documentation	Have documentation copied from Book I, Page 130 of Road Records	Can you provide a complete copy of the 1944 Cert? Nick provided a partially cut-off copy in 2013. Can you also confirm that the document from Book I, Page 130 indeed refers to TH-23. It probably also refers to TH-24 which intersects TH-23 and was discontinued that year. (This document may clarify the original extent of the CL3 hwy, based on the names/properties mentioned)	****	Documentation for discontinuing TH-24 also seems to be referring to TH-23, although it is unclear which TH actually extended to the town boundary at that time. This document was submitted previously as documentation for TH-24 only. We still recommend that the Selectboard make discontinuance of CL4 TH-23 more explicit by going through the formal process, especially since the Selectboard confirmed its existence as a CL4 town highway in 1975. (Affidavit to absolve VTrans of responsibility?)
2009, 2013	TH-30	Map error (0.09 miles not CL4, was discontinued)	No documentation of formal discontinuance. 1967 Cert does not specify a discontinuance, rather it reflects change to untraveled status based on a remeasurement documented by J. Perron (Glover) and Don Harvey (Vtrans) on June 21, 1966 (see attachments). The 1967 map labels the new classification on TH-30 as untraveled, not discontinued. NOTE 1: 0.06 miles of TH-28 and 0.13 miles of TH-51 were handled similarly, and were recorded as reclassified as CL4 town highways in 1967, not discontinued. In fact, TH-28 was formally discontinued in 2006, and 0.13 miles of TH-51 was reclassified as CL3 in 1975. Such reclassification would not be legally possible if the road had been discontinued. NOTE 2: when Act 63 took effect in 1974, the Selectboard reviewed the town highways and established the new classifications. Essentially traveled highways became Class 3 and untraveled highways became Class 4. At that time, TH-30 was designated Class 3. NOTE 3: Clarifying confusion due to 1967 Cert... All reduction in mileage changes were listed in the discontinuance section (part 2) rather than listing the reclassifications to untraveled separately in part 3, however, the Cert states "N.B. see above" in the untraveled section (part 3) (N.B. = "note well")	no change. 1967 Discontinuation issue, see comments to the left.	1967 cert, 1967 map, 1967 letter and detail of mileage changes. Discuss this when we meet	1967 changes were to untraveled, not discontinuances, so no change needed. Also, I believe Glover is no longer interested in making this change at this time. (Landowner is ok with CL4 status)	-	No Change (Insufficient doc. of discontinuance)*
2009, 2013	TH-32	Note correction mileage 0.936 miles from intersection with TH-34, westerly to end.	I can't remember where Nick indicated the Class 3 roadway ends based on the imagery. There is a turnaround before the end of our linework, and a driveway after the end. The present extent of Class 3 highway was added to VTrans records in 2006. Previous changes occurred in 1967 (+0.08 miles CL4 to CL3) and 1968 (-1.45 miles CL3 to Untraveled/CL4).	Possible linework change. Send map with imagery to check endpoint.	TH-31 Map with imagery to precisely locate where the Class3 to Class 4 transition occurs. Endpoint marked on imagery. Book II, Page 208 of Road Records	Map corrected to place end of CL3 portion at turnaround.	%	
2009, 2013	TH-32	NOTE: 1.15 miles not CL4, was discontinued 3/20/1959.	NOTE: In 1964 Herbert H. Dunbar, Jr of West Gover requested and received information from Vtrans that TH-32 was considered untraveled as opposed to discontinued. (see attached)	See note below regarding 1959 discontinuation ambiguity	Discuss ambiguity at meeting. Supply affidavit?	No change	-	

2009, 2013	TH-35	error: 0.6 miles was discontinued, is not CL4		See note below regarding 1959 discontinuation ambiguity.	Discuss ambiguity at meeting. Supply affidavit? Bk II P 208	Assuming Bk II, p208 is the 1959 Cert, no change.	-	No Change (Insufficient doc. of discontinuance)*
2013	TH-37	total will be 4.45 miles, includes 1.05 CL4 northerly of intersection with CL2 TH-2 to top of Hill	Changing Town Highway numbers creates difficulties with recordkeeping, especially with oldest records no longer stored on-site.	see comments regarding changing Town Highway Numbers	OK	No change needed	-	
2013	TH-39	measurement error: is 0.804, not 0.3	Nick agreed with linework, mileage is consistent with linework. Crazy wheel measures disregarded.	no change needed		No change needed	-	
2013	TH-40	map error: 0.48 m not 0.63	Linework extends past turnaround indicated by Nick, but neither Nick nor Vtrans has documentation clarifying where the end of the road is supposed to be. The 1984 field inventory shows eight seasonal dwellings (on the left side of the road) past the last dwelling on the right, suggesting that the inventory went to the end of the road (see attached). Town official present was Mr. Benway. Appears to be a classification issue rather than a measurement issue.	To make this change, we need documentation of CL3 ending at turnaround	1984 inventory Remeasure to turnaround, which is the end of the town highway. There is no record of the last portion of the road being accepted as a town highway, though it may have been treated as such by Mr. Benway as Road	Is there documentation demonstrating the original extent of TH-40 ends at the turnaround? (Or original documentation clarifying the lot # of the last camp serviced by CL3?). VTrans will remeasure this too.	****#####	Inventory places snowplow turnaround (E911 #540 driveway) at 0.54 mi. It is our understanding that Glover will be discontinuing the remaining 0.09 mi.
2009, 2013	TH-48	westerly CL3 section = 0.56 miles (not 0.51)	Nick agreed with linework, mileage is consistent with linework. Crazy wheel measures disregarded.	no change needed		No change needed	-	
2009, 2013	TH-48	easterly CL3 section = 0.57 (not 0.77)	Nick indicated that CL3 portion ends at the farmhouse, not in the field, and believes that the 1986 change was added to incorrect leg of TH-48. Glover provided clear documentation (from Book No. 2, Highways Page 43) in 2013 indicating that in 1986, CL4 mileage was reclassified as CL3 mileage on both legs of TH-48. However, no landmarks were described in the document. Map records show pre-1986 CL3 section extending to farmhouse, and post-1986 maps show CL3 section extending beyond farmhouse, consistent with CL3/CL4 change occurring in the middle of the field (see attached). Field inventory notes are also consistent with CL3 extending to the farmhouse before 1986. Our archived "GLOVER_DISCONTINUED_1984-1.tif" map shows this change as revision "F." Appears to be a classification issue rather than a measurement issue	To make this change, we need documentation of CL3 ending at farmhouse.	pre-1986 map (GLOVER_REVISIO NS_1973) and post-1986 map (1984), GLOVER_DISCONTINUED_1984-1.tif, 1984 inventory, imagery Remeasure to turnaround at barn as end of CL3. Reclassify 0.17 mi as CL4.	Primarily a classification issue, but also a measurement issue (measure to barn is 0.57 mi, not the 0.60 shown on pre-1986 maps). The 0.17 mi portion of road past the barn is currently shown as CL3 in VTrans records. We recommend that you reclassify the 0.17 mi past the B&B, and then the "remeasurement" can also be added to the Cert (-0.03 mi remeasure, which is changing the mileage to the B&B from 0.60 mi to 0.57 mi.)	****	-It is our understanding that Glover will be reclassifying the CL3 portion immediately past the Inn to CL4. The Inn's drive is at 0.58 mi, end of barn at Inn at 0.62 mi, and the land levels out (a possible turnaround?) just past the barn at 0.63 mi. When you reclassify this portion of highway, it will help us if you specify which of these locations is correct. -Our records suggest that the western CL3/CL4 transition was established at the E911 address #1449 (measure of 1.45 mi., which is 0.51 mi from the end of TH-48, which matches our records). If the town is plowing to address #1375 from the direction of TH-5, we recommend reclassifying 0.08 mi to CL3. If not, then the western portion of TH-48 is good as it is. The inventory suggests that TH-48 measures 1.96 mi total. We can process this remeasurement along with a reclassification when we have the documentation.
2009	TH-49	none	1959 discontinuance ambiguity	See note below regarding 1959 discontinuation ambiguity.	Discuss ambiguity at meeting. Supply affidavit? Bk II, P 208	Assuming Bk II, p208 is the 1959 Cert, no change.	-	No Change (Insufficient doc. of discontinuance)*

2013	TH-52	map error: 0.36 miles to end, not 0.29	Nick agreed with linework, mileage is consistent with linework. Crazy wheel measures disregarded.	no change needed	Remeasure to turnaround at old house. See copy of Book 1, Page 171	No change needed. Was not remeasured.	-	
	TH-53	Was not submitted. Just an observation while cleaning up map of TH-54.	Is this still being maintained as CL3? Not to be confused with the obvious driveway just south of TH-53. TH-53 used to continue across to what is now CL2 TH-2. Imagery suggests it isn't maintained, and we have no record of relevant class changes. 1984 inventory and Act 63 reclassification documents indicate that TH-53 was Class 3 at the time. The house this road used to service is no longer there.	If not maintained as CL3, we recommend reclassifying or discontinuing this road.	Reclassify as CL4. See BK II P 188-9 for last action	Need documentation	****	It is our understanding that the town will be reclassifying or discontinuing TH-53.
2013	TH-54	map error: 0.71 miles from intersection with CL2 TH-2, to intersection with proposed TH-80.	Nick agrees with linework, however vtrans mileage is not consistent with linework. The official AOT mileage between Class 2 TH-2 and TH-53 is 0.70, but there is reason to believe it may be about 0.05 mile longer than this.	We will put this on our list of roads to be remeasured in our 2014 field season. Any change can be added to 2015 Cert.		Needs remeasuring... one value missing on inventory collected on 6/10/2014 (oops!)	####	CL3 portion remeasured as 0.82 mi (was 0.85 mi). We will preload this remeasurement onto the 2016 Certificate.
2013	TH-54	2013 Comment: 0.33 miles of Hinman southerly from Halsey Ln to end of section discontinued. 2013 Comment: Reclassify portion past Halsey Ln (TH-80) as CL4	Nick indicated that the 0.33 miles is to a property line south of current end of CL3 road. Contradictory information about location of point. Our records placed the cutoff at 0.25 miles past TH-53, which matches our current linework. Halsey Ln is about 0.15 miles past TH-53, so there is only 0.10 mile of CL3 past the intersection with Halsey Ln that was receiving funding as a CL3 road, so we should only subtract 0.01 mile to have funding reflect CL3 termination at intersection with Halsey Ln.	0.10 mile TH-54 reclassification from CL3 to CL4.	Change pre-loaded onto 2014 Certificate of mileage. SIGN & SEND CERTIFICATE	Have excerpt from Minutes of Selectboard meeting April 10, 2014. Full minutes received April 28, 2014. Notice and hearing documentation filed with 2013 Cert. We will preload 0.10 mile TH-54 reclassification from CL3 to CL4 onto the 2015 Cert. No additional documentation necessary.	!!!!	
2013	TH-54	0.85 miles northerly from glover/greensboro TL drawn incorrectly		Map linework has been roughly realligned with former Hinman Rd (west rather than east of Paddock Hill) based on imagery.		Has been corrected on 2014 Town Highway Map.	%	
2013	TH-54	0.85 miles northerly from glover/greensboro TL will be reclassified CL4 in 2013. (But Nick says that it has already been discontinued)	1975 document regarding road from Greensboro TL through the property of J.B. Meyer to the property of Gerald and Charlotte LeMoine, a response to petition to discontinue the following highway, in which the county commissioners state that the road should be discontinued. The document does not appear to be a formal discontinuance itself. It states: "...[6] That, if applicable, once this road is discontinued, the Selectmen can, through the Department of Recreation or Department of Highways, make it into a permanent trail [as outlined in 19 V.S.A. Section 535]." We don't have subsequent documentation that the Selectboard proceeded with the discontinuance, or alternatively that the County Court ordered it. At this time we are unable to confirm or verify the accuracy of the 0.85 mile length of the portion of TH-54 that was already listed as CL4.	To change our records to show this portion of TH-54 as discontinued, we need documentation of its discontinuance, or confirmation that the supplied documentation is indeed a legal discontinuance.	Copy of Order of Discontinuance by County Commissioners, 8/10/1976, Book 2, Page 17	Copy of "Findings of Fact and Order of Discontinuance" provided. Will be pre-loaded as a discontinuance on 2015 Cert. No additional documentation necessary.	!!!!	
2013	TH-56	map error: 0.17 mile (not 0.12) is CL3	Nick agreed with linework, mileage is consistent with linework. Crazy wheel measures disregarded.	no change needed		No change needed	-	
2009	TH-59	none	1959 discontinuation ambiguity	See note below regarding 1959 discontinuation ambiguity.	Record of Mileage Changes Discuss ambiguity at meeting. Book 2, Pages 113-115	No change	-	

2013	TH-60	map error: 0.12 miles, not 0.10	Current linework reaches driveway of dwelling, mileage consistent with linework. Crazy wheel measures disregarded.	no change needed		No change needed	-	1976 Cert was provided during the meeting as documentation that TH-61 is CL4, but it is already CL4 in our records and on the map, so no change needed?
2013	TH-61	map error: is CL4, not "non functional"	TH-61 is already shown as CL4 in Vtrans records.	no change needed		No change needed	-	
2013	TH-62	map error: 0.11 miles CL3, not 0.14	Have a 1950 document that shortened this road by 0.11 miles (to, presumably, the current mileage). Nick agreed with the current linework, but there is a discrepancy between official AOT mileages and measures.	We will put this on our list of roads to be remeasured in our 2014 field season. Any change can be added to 2015 Cert		Inventory on 6/10/2014 yielded 0.118 mi (rounded to 0.12 mi). Will preload onto Cert as a mileage change. No documentation needed.	!!!!	
2013	TH-71	map error: CL3 0.16 miles from intersection with CL2 TH-3 northerly to end of maintained rd	1975 documentation of reclassification of 0.29 miles from Class 3 to Class 4, leaving 0.11 miles of Class 3 road. Nick provided current landmark as 3rd home up the road, but the 1985 map edits and 1984 inventory suggest that there was a turnaround at 0.11 mile, just past the second home. There appears to be a turnaround visible at this location in the imagery, which matches the current linework. Appears to be a classification issue, not a measurement	To have CL3 extend to 3rd home, we need documentation that the roadway between the turnaround and the 3rd home has been reclassified.	1984 inventory, 1985 map, imagery End of CL3 marked on imagery. Book 2 Page 46. .29 subtracted from CL4	No change needed, linework and mileage already consistent with the turnaround.	-	
2009, 2013	TH-72	map error: 0.06 miles, not 0.08	Nick agreed with linework, mileage is consistent with linework. Crazy wheel measures disregarded.	no change needed		No change needed	-	
2013	TH-80	see surveyor's map		TH-80 added with 0.10 mile (rounded to nearest 0.01 mile)	+0.10 mile CL3 TH-80 preloaded on 2014 Certificate of Mileage	Received Minutes with Selectboard action dated 3/27/2014. Notice and hearing documentation filed with 2013 Cert. Will be pre-loaded onto 2015 Cert. No additional documentation necessary	!!!!	
2015	TH-42							Remeasured to 1st fork: 0.19 mi, it is our understanding that the remainder will be reclassified as CL4.

1959 discontinuance ambiguities... The 1959 map shows changes to "Untraveled." The wording on the 1959 Cert is consistent with wording on 1959 map, and with wording on Cert documents for other years referring to changes to untraveled (that were handwritten by the same person town clerk). There is no separate section on the 1959 Cert for changes to untraveled, so changes to untraveled would be listed with other mileage reductions (such as discontinuances). Aside from that issue, TH-55 was discontinued in 1932, but Vtrans didn't make the change until 1974, even though they "reclassified" it as untraveled in 1959. When Act 63 of 1973 took effect, officials from both VTrans and Glover agreed with the status of those roads as untraveled, and since then at least one road (TH-52) was reclassified to Class 3, which would not have been possible if it had been previously discontinued.

<---- NOTE - 1959 Discontinuance Ambiguity

Discontinuance ambiguities (1959 and 1967)... Relevant information not detailed in 10/1/2015 letter to Glover...

• We have not come across any documentation indicating that the town went through the statutory process of discontinuing any of those highways at that time. We have been provided with documentation of other Glover town highways that were discontinued in other years.

1967 Certificate:

• "Now untraveled" and "now traveled" had very clear and specific meanings in the context of a town highway inventory before Act 63 took effect in 1974. The summary of 1967 anticipated mileage changes based on the 1966 field inventory (conducted by Mr. Perron from Glover and Mr. Harvey from the Agency) was sent to Glover on December 15, 1966. That summary, which clearly indicates the Agency's use of the phrases "now untraveled" and "now traveled," was accompanied by a letter and the 1967 Mileage Certificate to be completed and signed by the town. Jack Sumberg should have a photocopy of these documents made during one of our trips to Glover, but we can provide additional copies as well. We have similar documentation indicating the use of those phrases from this year for nearby towns (e.g. Greensboro).

• The "N.B., see above" entry in the untraveled section of the 1967 certificate suggests that there are changes from traveled to untraveled listed in the section above.

1959 Certificate:

• As described above, the "now untraveled" and "now traveled" phrases were commonly used at the time to indicate the new status of a highway. The 1959 Certificate does not have a dedicated space to list changes to untraveled, so the standard procedure at the time was to list changes to untraveled in the section with other mileage reductions (including discontinuances).

2014/2015 Status KEY:
- No change
**** Glover action needed
VTrans action needed
!!!! Ready to be added to Cert, no additional documentation needed
% Map change made to 2014 map

Town of Glover
51 Bean Hill Rd.
Glover, VT 05839

November 8, 2015

Kerry Alley
Mileage Certificate Specialist
VT Agency of Transportation

Dear Kerry,

Regarding the end section of TH-23, Dexter Mountain Rd, I have enclosed copies of the 1944 discontinuance of all of TH-24 and 0.92 miles of the north end of TH-23, as well as the related 1945 mileage certificate. The Bailey Rd. referred to in the discontinuance notice is TH-24 running roughly parallel but to the north of TH-23. The Russell Darling farm referred to is the same Darling farm on the west side of TH-23 where the snowplow now turns around.

Looking through the Glover town highway maps in the VTrans online archives I see that these roads were incorrectly located on the 1931 map, ending at the Sheffield town line instead of the Barton town line. On the 1941 map they are located correctly and are shown as untraveled.

On the 1955 map, which should have incorporated the discontinuances made in 1944-45, these roads are both still shown as untraveled. There are two 1973 revisions maps which differ in the revisions shown to these 2 roads (1973 revisions and 1973 A). Can you interpret these for me?

The 1974 map finally shows TH-24 as discontinued – 30 years after the action was taken. The north end of TH-23 is still shown as untraveled. The 1975 map shows Interstate 91 crossing the northeast corner of Glover and the tip of TH-23 has disappeared without comment.

I hope this clears up the confusion concerning Th-23 and the next map can be corrected to show it as discontinued.

Sincerely,


Jack Sumberg
Glover Selectboard

Received

NOV 12 2015

VTrans Highway Division
Project Delivery Bureau

Fill out in duplicate and file with your Town Clerk on or before May 15th.

(Note Sections of Public Laws on reverse of this sheet)

We, the Selectmen of Glover on oath say that we have carefully measured all new roads and all roads discontinued, not including pent roads and trails, in the town of Glover and find that the total mileage of traveled highways, not including pent roads and trails, in the town of Glover for the year 1945 is as follows:

	In Town or City outside of Incorporated Village	In Incorporated Village of	In Incorporated Village of	In Incorporated Village of	Total
Number of miles of traveled highways, not including pent roads and trails, May 15 1944	73.511				
Number of miles of new roads, not including pent roads and trails, added from May 15, 1944 to May 15, 1945	none				
Sums of both amounts	73.511				
Number of miles of road discontinued, not including pent roads and trails from May 15, 1944 to May 15, 1945	2.420				
Leaving total number of miles of traveled highways not including pent roads and trails, on May 15, 1945	71.091				

We hereby further certify that the following is a true description of all new roads added since May 15, 1944, and of all roads discontinued since May 15, 1944, not including pent roads and trails, viz:

(Describe here all new roads added since May 15, 1944)

(Describe here all roads discontinued since May 15, 1944, not including pent roads, and trails)

ALL TH. # 24 ← #23 from Sheffield - Barton Road south 0.92 miles

THIS IS DICK POND ROAD ←

J. W. Dewing
Alden G. Borland
C. W. Bean

Selectmen.

At Glover in the County of Orleans
the 10th day of Dec, 1945, personally appeared J. W. Dewing
Alden G. Borland & C. W. Bean
Selectmen of Glover

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

Before me

A Douglas Wood
Notary Public
(Write official title, as Notary Public)

ROAD MILEAGE 1945

TOWN OF

Glover

This copy to be retained by the Town Clerk

SECTIONS 4662 AND 4664 OF THE PUBLIC LAWS

Sec. 4662. Measurement of highways; report. The Selectmen annually, on oath, on or before May 15, shall file with the town clerk a description and measurements of all new highways built and all highways discontinued during the year previous thereto, not including pent roads and trails. Highways which are not traveled shall be treated as discontinued under this section. (1931, No. 86, §2.)

Sec. 4664 as amended by Act No. 105 of 1935. Certificate; duties of State Treasurer. The certificate showing the highway mileage of towns and villages under the preceding section shall be forthwith recorded in the office of the town clerk, who, within five days, shall forward a certified copy thereof to the state highway board which shall certify the same to the secretary of state and to the state treasurer; and the state treasurer, within twelve days of the receipt of same, shall apportion to each town and incorporated village its portion of the appropriation provided for under the following section, upon a basis of a ratio of the highway mileage of such town and incorporated village, compared to the total highway mileage of the whole state exclusive of highways in unorganized towns and gores, and fractions of miles shall not be considered.

NOTICE OF DISCONTINUED HIGHWAY

The Selectmen of the Town of Glover do hereby order that the road from Leslie Clark's up the hill, past the Bailey farm to the Barton Town line; and from the Russell Darling residence to said Bailey Road, be discontinued. Selectmen will meet at Town Hall May 22nd, 1944 at 2 P.M. to hear any objection to this action.

Dexter Min. Ref. #27

/s/ C. W. Bean)
/s/ R. H. Rogers) Selectmen
/s/ A. G. Borland)

Dated at Glover May 15, 1944.

The Selectmen met agreeable to notice, and no one appearing to object, the Selectmen discontinued the road described in the above notice.

/s/ C. W. Bean)
/s/ R. H. Rogers) Selectmen
/s/ A. G. Borland)

Glover Town Clerk's Office May 22, 1944 at 2 o'clock P.M.
Received this instrument of which the foregoing is a true record.

Attest /s/ M. W. Johnson
Town Clerk

A true copy. Attest *M. W. Johnson*
Town Clerk
Town of Glover

Notice of discontinued highway
 The Selectmen of the town of Glover do hereby
 order that the road from Leslie Clark's up the
 hill, past the Bailey farm to the Barton town
 line; and from the Russell Darling residence
 to said Bailey road, be discontinued.

Selectmen will meet at town hall May 22nd
 at 2 P.M. to hear any objection to this action

Selectmen { C. W. Bean
 R. H. Rogers
 A. G. Borland

Dated at Glover May 15, 1944.

The Selectmen meet agreeable to notice, and
 no one appearing to object the Selectmen
 discontinued the road described in the above
 notice.

C. W. Bean }
 R. H. Rogers } Selectmen
 A. G. Borland. }

Glover Town Clerk's office May 22, 1944, at 2.0'clock
 P.M. Received this instrument of which the foregoing is
 a true record

Attest M. W. Johnson
 Town Clerk

Re-classification of 0.10 miles of TH 61 to Class 4

70

CERTIFICATE OF HIGHWAY MILEAGE

FOR YEAR ENDING FEBRUARY 10, 1976

Fill out in quadruplicate and file with your Town Clerk on or before February 10, 19 76

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

We, the Selectmen of the town of Glover, 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 1973, Act No. 63, not including class 4 town highways, in this town for the year ending February 10, 1976 is as follows:

	TOWN XXXXXX OF <u>GLOVER</u>					TOTAL TRAVELED HIGHWAYS NOT INCLUDING CLASS 4
	TOWN HIGHWAYS				STATE HIGHWAYS	
	CLASS 1	CLASS 2	CLASS 3	CLASS 4		
PREVIOUS MILEAGE as shown February 10, 19 75	---	13.100	38.270	10.060	8.817	60.187
HIGHWAYS ADDED Since February 10, 19 75 according to statute. Explain under paragraph 1 below.			0.210	0.710 0.730		
SUB-TOTAL						
HIGHWAYS SUBTRACTED Since February 10, 19 75 Those becoming class 4 or discontinued. Explain under paragraphs 2 and 3 below.			0.710 0.730			
TOTAL TRAVELED HIGHWAYS Feb. 10, 19 76	—	13.100	37.770	10.770	8.817	59.687

1. We hereby certify that the following new highways, as substantiated by the attached "Selectmen's Certificate of Completion," have been added since February 10, 19 75

T.H.NO. 47 0.13 M. Relocation ↘
T.H.NO. 74 0.08 M. Addition ↘

2. We hereby certify that the following highways have been discontinued according to statute, since February 10, 19 75 as substantiated by the attached copy of the proceedings:

None

3. We hereby certify that the following roads have been reclassified since February 10, 19 75 as substantiated by the attached copy of the proceedings:

T.H.# 6 0.17 now Class 4
T.H.# 47 0.13 " " "
T.H.# 61 0.10 " " "
T.H.# 75 0.09 " " "
T.H.# 72 0.22 " " "
} 0.710

SELECTMEN:

Dean Bailey
Donald Perron

At Glover in the county of Orleans

the 13 day of February, 19 76 personally appeared

Dean Bailey, Richard Taylor and Donald Perron

Selectmen of Town of Glover

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

Before me,

[Signature]

Notary Public

(Write official title, as Notary Public)

(Town Clerk should fill out following and mail one white and two yellow copies to the Commissioner of Highways, Montpelier, Vermont 05602, on or before February 15th. Retain one yellow copy for town records until approved copy is returned).

I, Betty Putney, Clerk of the Town of Glover

hereby certify that the foregoing is a true copy of record of the certificate of the Selectmen of Town of Glover

relating to highway mileage, filed and recorded at this office February 13, 19 76.

Attest

[Signature]
Town Clerk

Approved

[Signature]
Representative, Department of Highways

FEB 20 1976

Date

Received

AUG 31 2015

VTrans Highway Division
Project Delivery Bureau

NOTICE OF DISCONTINUED HIGHWAY

The Selectmen of the Town of Glover do hereby order that the road from Leslie Clark's up the hill, past the Bailey farm to the Barton Town line; and from the Russell Darling residence to said Bailey Road, be discontinued.

Selectmen will meet at Town Hall May 22nd, 1944 at 2 P.M. to hear any objection to this action.

/s/ C. W. Bean }
/s/ R. H. Rogers } Selectmen
/s/ A. G. Borland }

Dated at Glover May 15, 1944.

The Selectmen met agreeable to notice, and no one appearing to object, the Selectmen discontinued the road described in the above notice.

/s/ C. W. Bean }
/s/ R. H. Rogers } Selectmen
/s/ A. G. Borland }

Glover Town Clerk's Office May 22, 1944 at 2 o'clock P.M.
Received this instrument of which the foregoing is a true record.

Attest /s/ M. W. Johnson
Town Clerk

A true copy. Attest [Signature]
Town Clerk
Town of Glover

Discontinuance of Dexter Mtn Rd (TH-23)
past the Darling Farm

Received

AUG 31 2015

**VTrans Highway Division
Project Delivery Bureau**

Alley, Kerry

From: jsumberggloverselectboard@comcast.net
Sent: Saturday, August 15, 2015 8:41 PM
To: Alley, Kerry
Subject: Re: Glover inventory next Thursday, August 20
Attachments: CORRECTIONS TO GLOVER GENERAL HIGHWAY MAP.docx

Hello Kerry,

I have sewer engineers coming at 9 on Thursday and will probably be with them most of the morning. What time do you expect to be in Glover?

The board finally made some decisions at our meeting last week. See answers below. Please see attached list of requested changes to the Glover Highway Map.

Jack

From: "Kerry Alley" <Kerry.Alley@vermont.gov>
To: jsumberggloverselectboard@comcast.net
Sent: Friday, August 14, 2015 4:23:58 PM
Subject: Glover inventory next Thursday, August 20

Hi Jack,

We have access to a truck with a DMI (to measure mileage) next Thursday, August 20th, and are planning to go to Glover to measure the remaining town highways. We will also be testing some new methods of recording the information digitally in the field, so we may measure several of the highways more than once. You are welcome to join us for some or all of the measuring, although that isn't necessary. It might, however, be helpful if we meet at the town office at some point to make sure we're "on the same page" regarding what changes can be added to the 2016 Mileage Certificate.

Here's a list of the roads we plan on measuring, the results of which may change their mileages:

- TH-17 (measured on our last trip, but missing measure at T with TH-16)
- TH-23 (measured on our last trip, but with a discrepancy between the outbound and inbound measures along the steepest portion, possibly due to the freshly graded roadway)
- TH-40 (not measured on our last trip)
- TH-48 (traveled, but not measured on our last trip)
- TH-54 (measured on our last trip, but we missed one measure)

TH-42 measure to 1st fork

The following are roads that I believe the Town of Glover wishes to have updated, but that we need more than just a remeasure to make the change in our records:

- TH-16 (Has selectboard taken action?) **will do at our next meeting**
- TH-17 (Reclassifying portion shown as CL4?) **yes, we are ready to start the process**
- TH-23 (Where does the documentation say the change should be? Does it match the measure on record?) **0.40 miles were discontinued in 1945 - Class 3 should end at present turnaround.**
- TH-40 (Where did original TH end?) **the 1949 & 1953 maps show it as 0.62 miles which should match the existing road**
- TH-49 (Will it be discontinued?) **yes, we are ready to start the process**
- TH-53 (Will it be discontinued?) **yes, we are ready to start the process**

Are there any other town highways that you would like to add to these lists?

Thanks again,

Kerry

Kerry Alley
AOT Mapping & GIS Specialist
Vermont Agency of Transportation (VTrans)
Kerry.Alley@vermont.gov
(802) 828-3666

My email address has changed. Please update your address book to reflect my new email address:

Old address: Kerry.Alley@state.vt.us

New address: Kerry.Alley@vermont.gov

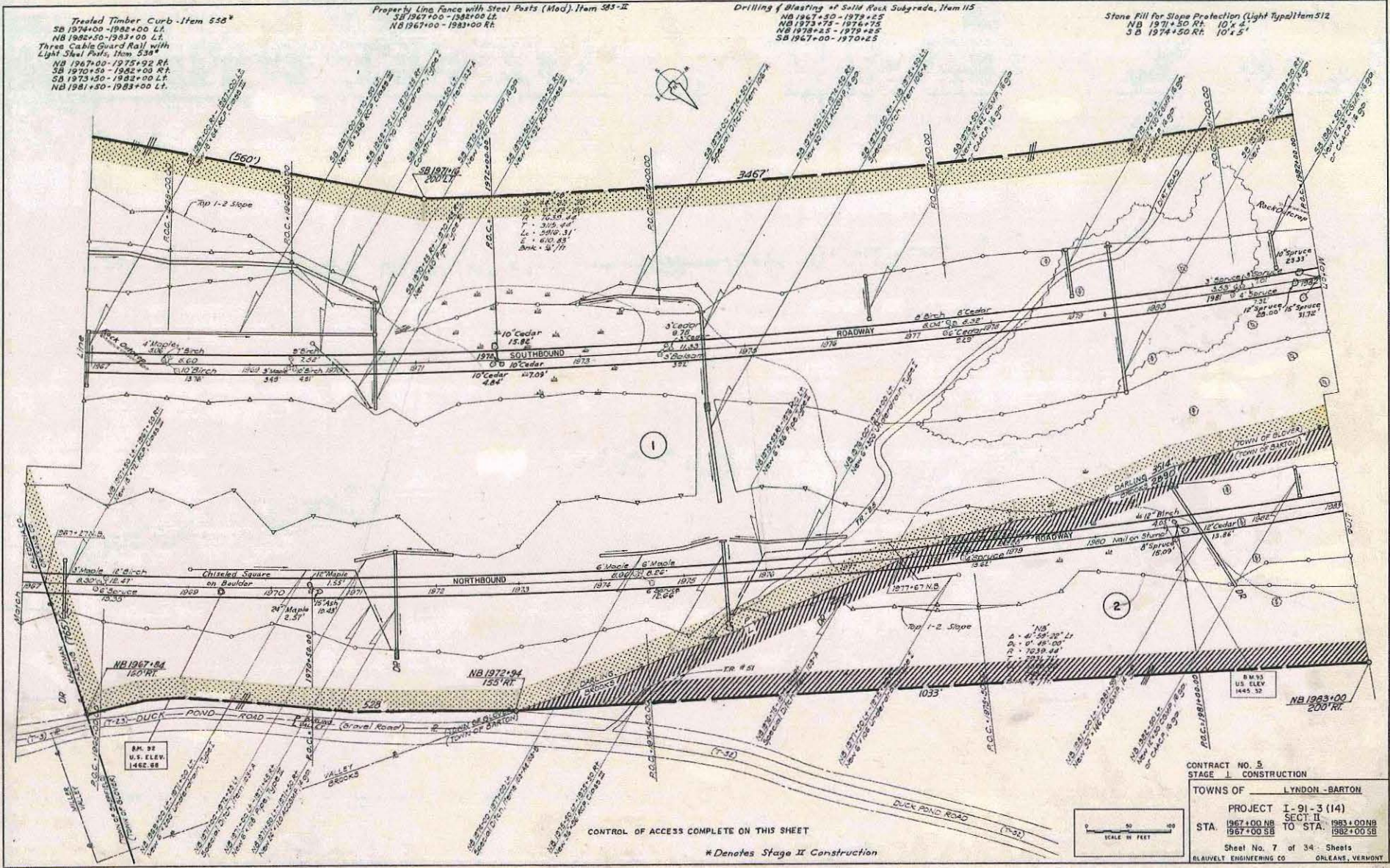
Treated Timber Curb - Item 538*
 SB 1974+00 - 1982+00 Lt.
 NB 1982+50 - 1983+00 Lt.
 Three Cable Guard Rail with
 Light Steel Posts, Item 539*
 NB 1967+00 - 1975+02 Rt.
 SB 1970+50 - 1982+00 Rt.
 SB 1973+50 - 1982+00 Lt.
 NB 1981+50 - 1983+00 Lt.

Property Line Fence with Steel Posts (Mod.) Item 585-II
 SB 1967+00 - 1982+00 Lt.
 NB 1967+00 - 1983+00 Rt.

Drilling & Blasting of Solid Rock Subgrade, Item 115
 NB 1967+50 - 1979+25
 NB 1973+75 - 1974+75
 NB 1978+25 - 1979+25
 SB 1967+00 - 1970+25

Stone Fill for Slope Protection (Light Type) Item 512
 NB 1971+50 Rt. 10' x 5'
 SB 1974+50 Rt. 10' x 5'

PLAN	DATE	BY	CHKD.
CONTRACT NO. 5	1983	J. J. ...	J. J. ...
STAGE I CONSTRUCTION			
TOWNSHIP OF LYNDON - BARTON			
PROJECT I-91-3 (14)			
SECTION II			
STA. 1967+00 NB TO STA. 1967+00 SB			
1983+00 NB			
1982+00 SB			
SHEET NO. 7 OF 34 SHEETS			
BLAUVELT ENGINEERING CO.			
ORLEANS, VERMONT			



CONTROL OF ACCESS COMPLETE ON THIS SHEET

* Denotes Stage II Construction

CONTRACT NO. 5
 STAGE I CONSTRUCTION
 TOWNSHIP OF LYNDON - BARTON
 PROJECT I-91-3 (14)
 SECTION II
 STA. 1967+00 NB TO STA. 1967+00 SB
 1983+00 NB
 1982+00 SB
 Sheet No. 7 of 34 Sheets
 BLAUVELT ENGINEERING CO. ORLEANS, VERMONT

STATE OF VERMONT DEPARTMENT OF HIGHWAYS RIGHT-OF-WAY PLANS DETAIL SHEET OF

TABLE OF PROJECT PROPERTY ACQUISITION

PANCEL NO.	GRANTOR	SHEET NO.	BEGINNING STATION	ENDING STATION	TAKING	REM.	RIGHTS	TITLE TAKEN	DATE	TOWN OR CITY RECORDED	BK.	PG.	REMARKS
6	CLARK, MALCOLM W. & URSULA W.	12	NB2030+21R	NB2036+41R	7.2A	NONE		WD	10/17/70	Barton	55	488	NB 2032+22R Cabin
7A	Bumps, Henry L. & Dorothy R.	15, 14	SB2053+13	SB2073+37	24.6A			Cond.	12/21/70	Barton	57	322	
7B		15/16	SB2084+97	SB2092+07	4.1A	253.5A							
			SB2053+00LT				DRAINAGE (P)						
			SB2053+45LT				DRAINAGE (P)						
			SB2053+52LT				DRAINAGE (P)						
			SB2057+00LT				DRAINAGE (P)						
			SB2058+50LT				DRAINAGE (P)						
			SB2062+00LT				DRAINAGE (P)						
			SB2064+50LT				DRAINAGE (P)						
			SB2067+00LT				DRAINAGE (P)						
			SB2067+50LT				DRAINAGE (P)						
			SB2067+80LT				DRAINAGE (P)						
			SB2072+00LT				DRAINAGE (P)						
			SB2084+50LT				DRAINAGE (P)						
			SB2088+50LT				DRAINAGE (P)						
B	MILES, ELMER E. ESTATE	14/15	NB2062+20	NB2075+12	9.0A	33.0A		Cond.	12/21/70	Barton	57	322	
9	GRAHAM, WILLIAM J. & WILMA N.	15/16	SB2070+70	SB2090+00	24.9A			WD	10/29/70	Barton	56	447	LOSS OF ACCESS 6.7A
			NB2075+12	NB2085+23	6.7A								
			SB2073+37	SB2084+97	10.4A								
			SB2077+00LT				DRAINAGE (P)						
			SB2084+50LT				DRAINAGE (P)						
10	TOWN OF BARTON	7	NB1774+35R	NB1775+25R			ALL RT&I IN T.R. 51	Cond.	12/21/70	Barton	57	322	
11	TOWN OF GLOVER	7	NB1975+25R	SB1980+70LT			ALL RT&I IN T.R. 23	Cond.	12/19/70	Glover	27	296	
12	DELETED												PARCELS: STONE
13	DELETED												PARCELS: OLIN & MARIAN E. SIMONS

TABLE OF REVISIONS

REVISION NO.	SHEET NO.	DESCRIPTION OF REVISION	DATE	MADE BY	APPROVED BY

MADE BY C.R.G. DATE 12-16-68

CHECKED BY L.N.R. DATE 12-16-68

<u>——</u> PRESENT R.O.W.	<u>——</u> PROPERTY
<u>——</u> TAKING WITHOUT ACCESS	<u>——</u> PROPERTY LESS
<u>——</u> TAKING WITHOUT ACCESS ALONG PROPERTY LINES	<u>——</u> TYPED OR
<u>——</u> TAKING WITH ACCESS	<u>——</u> SIDE OF ROAD
<u>(P)</u> PERMANENT EASEMENT	
<u>(T)</u> TEMPORARY EASEMENT	

APPROVED [Signature] DATE 12-16-68
CHIEF OF DIVISION

APPROVED [Signature] DATE 12-20-68
DISTRICT ENGINEER

APPROVED [Signature] DATE 12-20-68
R.O.W. SHEET

PROJECT LYNDON BARTON
 NO. I-91-3(A) SECT. II
 SHEET 5 OF 34
224 286

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
RIGHT-OF-WAY PLANS
DETAIL SHEET
OF

TABLE OF PROJECT PROPERTY ACQUISITION

PARCEL NO.	GRANTOR	SHEET NO.	BEGINNING STATION	ENDING STATION	TAKING	REM.	RIGHTS	TITLE TAKEN	DATE	TOWN OR CITY RECORDED IN	BLK. NO.	FO.	REMARKS	
1	DARLING, RUSSELL F. & RUTH H.	6,7	SB1761-54	SB2006-75	36.9A ±			Cond.	11/11/70	Glover	27	296		
		BFF												
			SB1765-50	SB2006-75	132.9A ±									
			NB1767-84	NB1772-74	0.2A ±									
			NB1767-50R					DRAINAGE (P)						
	NB1771-50R					DRAINAGE (P)								
2	BROOKS, PAUL W., SR.	7,8	NB1772-74	NB2001-60	20.3A ±	153.7A ±		Cond.	2/21/70	Barton	57	522		
		8,9	NB1775-50R											
			NB1776-35R					DRAINAGE (P)						
			NB1781-50R					DRAINAGE (P)						
			NB1782-50R					DRAINAGE (P)						
			NB1787-25R					DRAINAGE (P)						
			NB1774-50R					DRAINAGE (P)						
	NB1777-75R					DRAINAGE (P)								
3	ROLLINS, M.P. & LEAH T.	7	NB2001-50	NB2007-65	6.5A ±	19.1A ±		Cond.	12/11/70	Barton	57	522	FOUNDATIONS 1 CABIN	
4	CARRIER, GERARD J. & THERESA J.	7,10	NB2007-87	SB2020-47	4.0A ±	311.0A ±		LUD	2/2/71	Glover	27	310		
			SB2015-76L	SB2020-45L				DITCHING (P) & DRAINAGE (P)						
5A	BOUTIN, EDMOND J. & COLLETTE T.	7,10	NB2007-33	NB2020-00	15.7A ±			LUD	11/2/70	Barton	57	7	BARTON	
		11,12	NB2007-69	SB2020-61	37.7A ±			LUD	1/22/71	Glover	27	525	GLOVER	
5C		13,14	NB2054-93	NB2058-05	25.5A ±			LUD	1/2/70	Barton	57	7	BARTON	
			NB2007-33	NB2058-05	215.0A ±									
			SB2020-47	SB2054-07	167.7A ±									
			SB2027-87L	SB2020-69L				DITCHING & DRAINAGE (P)						
			SB2035-75L					DRAINAGE (P)						
			SB2041-50L					DRAINAGE (P)						
			SB2046-50L					DRAINAGE (P)						
			SB2051-05L					DRAINAGE (P)						
			SB2052-05L					DRAINAGE (P)						
			SB2053-05L					DRAINAGE (P)						

TABLE OF REVISIONS

REVISION NO.	SHEET NO.	DESCRIPTION OF REVISION	DATE	MADE BY	APPROVED BY
1	5,32	DELETED PARCEL #13 (ADDED LOSS OF ACCESS TO PARCEL #5 PER CHANGE ORDER #1380)	5-8-69	WJM	T.B.
2	9,14	DELETED PARCEL #12 (A CHANGE ORDER #140 (STUMP))	25-Sep-69	WJM	T.B.
3	13-16	PARCEL #13 CHANGE IN OWNERSHIP FROM BUTLER TO SOULIERE PER CHANGE ORDER No. 1476	12/5/69	ELS	WJM
4	17,22	Parcel #13 Deleted parcel 13, per change order # 1527	4-3-70	RLO	WJM
5	13-16	Parcel #13 Change in ownership from Souliere to Simons, Per Change Order #1543	4-29-70	RLO	T.B.
6	12	Parcel #6 Added cabin at station NB2032+22 Et. Per Change Order #1573	5-13-70	RLO	T.B.
7	5,7A	PARCEL #5 RESTARTED THIS PARCEL TO PLAN THIS REVISIONS CO. #1527 (EX. #5 ABOVE) PER CHANGE ORDER #165	8-13-70	WJM	T.B.
8	31,31	PROPOSED: ADDED PRIVATE WATER TOWER ON CHANNOLET. PER CHANGE ORDER #1640	8-20-70	KND	T.B.
9	6,7A	DELETED PARCEL #13 OWN BY MERRILL E. SIMONS. PER C.O. #2094	9/24/70	WJM	T.B.
10	5A	PARCEL #5 ADDED CHANGES ON 10/11/70 PER CHANGE ORDER #2000	10/11/70	WJM	T.B.

MADE BY: C.R.G. DATE: 12-14-68

CHECKED BY: C.R.G. DATE: 12-16-68

PRESENT REV.

TAKING WITHOUT ACCESS

TAKING WITHOUT ACCESS PER

TAKING WITH ACCESS

PERMANENT EASEMENT

TEMPORARY EASEMENT

DATE: 12-16-68

DATE: 12-16-68

DATE: 12-20-68

DATE: 12-20-68

DATE: 12-20-68

PROJECT LYNDON-BARTON

NO. I 71-3(14) SEPT 71

SHEET 4 OF 34

288

Alley, Kerry

From: jsumberggloverselectboard@comcast.net
Sent: Sunday, July 26, 2015 9:15 AM
To: Alley, Kerry
Subject: Fwd: a Glover question

Hello Kerry,
welcome back. Resending this email as a reminder. See below.
Also, do you have copies of the 1947, 1948, and 1949 highway maps for Glover - I think they might help resolve questions about Stone Shore Rd.

Thanks,
Jack

From: jsumberggloverselectboard@comcast.net
To: "Kerry Alley" <kerry.alley@state.vt.us>
Sent: Thursday, July 16, 2015 7:27:08 AM
Subject: a Glover question

Hello Kerry,
TH-40 (Stone Shore Rd) is on the list of mapping questions. Your comment after meeting with Nick refers to the 1984 field inventory relating to this road. I have the copy of the inventory that you provided (4 pages) but don't see where TH-40 is listed.
Am I missing a page? I have TH-17, TH-39, TH-48, & TH-71.

I noticed that the 1956 Town Highway Mileage Summary you provided lists TH-40 as 0.68 miles

Jack

Alley, Kerry

From: Alley, Kerry
Sent: Monday, July 27, 2015 4:38 PM
To: 'jsumberggloverselectboard@comcast.net'
Subject: RE: a Glover question
Attachments: GloverInventoryTH40_1984.pdf; Glover_ShadowLake_1964.pdf;
MileageCertificates_Glover_1962_1969.pdf

Hi Jack,

I've attached a scan of the 1984 inventory for TH-40 (Stone Shore Rd). I've also attached a scan of a 1964 map of Shadow Lake. That map indicates which dwellings were along Stone Shore Rd in 1964, which may or may not be relevant to determining where the road ended in 1949.

Here is a link to the [1949 Town Highway Map](#), which shows Stone Shore Rd sketched in and tentatively labeled as TH-40A. I can guess that Stone Shore Rd entered our records that year (1949), but we don't have copies of mileage certificates from before 1962. The 1962-1969 recently scanned certificates are also attached.

Here is a link to the [1953 Town Highway Map](#), showing Stone Shore Rd with 0.62 mi, as measured from the fork with what is now TH-64 (Trevits Pl). Our records for the total length of Stone Shore Rd at that time would be 0.67 mile. Note that the first 0.05 mi of Stone Shore Rd already existed (probably with a different name) before it was extended along Shadow Lake.

Links to all of the historical Glover Town Highway Maps (including those referred to above) can be found here: <http://vtransmaps.vermont.gov/mapsftp/default.asp>

That's what we have relevant to Stone Shore Rd, I hope that helps!

Kerry

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Jack

Alley, Kerry

From: jsumberggloverselectboard@comcast.net
Sent: Thursday, August 20, 2015 7:24 AM
To: Alley, Kerry
Subject: Re: Glover inventory next Thursday, August 20

Kerry,
I'll be at the town office at noon.
We believe TH-40 is now all CI 3 and want to reclassify the section past the turnaround as CL 4. It would be good to measure it.
Also, TH-42 we want to reclassify the section beyond the first fork. Can you measure from Rt 16 to the first fork? I believe it is about 0.20 miles.
Jack

From: "Kerry Alley" <Kerry.Alley@vermont.gov>
To: "jsumberggloverselectboard@comcast.net" <jsumberggloverselectboard@comcast.net>
Sent: Wednesday, August 19, 2015 4:05:34 PM
Subject: RE: Glover inventory next Thursday, August 20

Hi Jack,

Will you be free at noon tomorrow (Thursday) just to touch base? Later would also be fine. We could meet you at the town office.

Do you still want us to measure TH-40, or have you decided to keep it as it is? Regardless, we can remeasure it and take note of the mileage at the turnaround, in case that measure becomes relevant to a future change.

Just in case, my cell # is 881-1886.

Kerry

From: jsumberggloverselectboard@comcast.net [mailto:jsumberggloverselectboard@comcast.net]
Sent: Saturday, August 15, 2015 8:41 PM
To: Alley, Kerry
Subject: Re: Glover inventory next Thursday, August 20

Hello Kerry,
I have sewer engineers coming at 9 on Thursday and will probably be with them most of the morning. What time do you expect to be in Glover?
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Please see attached list of requested changes to the Glover Highway Map.

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Here's a list of the roads we plan on measuring, the results of which may change their mileages:

TH-17 (measured on our last trip, but missing measure at T with TH-16)

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TH-49 (Will it be discontinued?) **yes, we are ready to start the process**

TH-53 (Will it be discontinued?) **yes, we are ready to start the process**

Are there any other town highways that you would like to add to these lists?

Thanks again,

Kerry

Kerry Alley
AOT Mapping & GIS Specialist
Vermont Agency of Transportation (VTrans)
Kerry.Alley@vermont.gov
(802) 828-3666

My email address has changed. Please update your address book to reflect my new email address:

Old address: Kerry.Alley@state.vt.us

New address: Kerry.Alley@vermont.gov

Alley, Kerry

From: jsumberggloverselectboard@comcast.net
Sent: Thursday, August 27, 2015 7:30 AM
To: Alley, Kerry
Subject: Glover roads

Follow Up Flag: Follow up
Flag Status: Completed

Hello Kerry,

We found documentation of the re-classification of TH-61 (North Greensboro Rd) to Class 4. It should be removed from the list of "Legally Class 3 but functionally Class 4" roads.

We also found documentation of the discontinuance of TH-23 (Dexter Mtn. Rd) beyond the Darling Farm (the current turnaround). The map should be corrected to show the last 0.40 miles as discontinued, not Class 4.

I will mail copies of these documents.

Jack

Alley, Kerry

From: Alley, Kerry
Sent: Thursday, October 01, 2015 10:25 AM
To: jsumberggloverselectboard@comcast.net
Cc: Croft, Johnathan; Moulton, Sara
Subject: Glover mileage changes
Attachments: Glover_Followup_Pre2016.pdf; Glover_ReviewOfMileageChanges_kalley_2015_10_01.pdf; Glover_ReviewOfMileageChanges_kalley.xlsx

Hi Jack,

I've attached a table with new comments regarding any potential 2016 mileage changes and our assumptions about where they stand, as well as a formal letter to you and the Selectboard regarding the requested changes that had not been completely settled as of our meeting last month.

The table includes some of the new measurements from our most recent visit to Glover. Some of the notes (TH-17 for example) indicate where we would need additional information regarding any landmarks to pinpoint the location of CL3/CL4 transitions, but only if an expected reclassification from CL4 to CL3 does not occur. I've also attached an Excel version of the table in case you want to add anything to it.

As always, please contact me if you have any questions or have additional information that might be helpful,

Kerry

Kerry Alley
AOT Mapping & GIS Specialist
Vermont Agency of Transportation (VTrans)
Kerry.Alley@vermont.gov
(802) 828-3666

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Old address: Kerry.Alley@state.vt.us

New address: Kerry.Alley@vermont.gov

Alley, Kerry

From: jsumberggloverselectboard@comcast.net
Sent: Thursday, November 12, 2015 3:54 PM
To: Alley, Kerry
Subject: Re: Glover TH-18 re-measuring

Thank you, Kerry,
Is what we have sent on TH-23 adequate to document the discontinuance?

Jack

From: "Kerry Alley" <Kerry.Alley@vermont.gov>
To: "jsumberggloverselectboard@comcast.net" <jsumberggloverselectboard@comcast.net>
Sent: Thursday, November 12, 2015 2:50:57 PM
Subject: RE: Glover TH-18 re-measuring

Hi Jack,

I've attached the inventory for TH-16. We record the inventory measures to three decimal places, but mileages on town highways are recorded to two decimal places in our records (and on the Town Highway Map). A summary of what I thought the change would be for TH-16 can be found in the most recent version of the "Glover_ReviewOfMileageChanges" table that we've been sending back and forth.

I just received the documents for TH-23... Thanks for the copy of the mileage certificate! That is an important piece.

Kerry

From: jsumberggloverselectboard@comcast.net [mailto:jsumberggloverselectboard@comcast.net]
Sent: Thursday, November 12, 2015 2:18 PM
To: Alley, Kerry
Subject: Re: Glover TH-18 re-measuring

Hello Kerry,

I gave you the wrong TH number - the re-measurement I need is for TH-16 - the exact location of the change from CL 3 to the new CL 4 up in the area of hay fields.

Jack

From: "Kerry Alley" <Kerry.Alley@vermont.gov>
To: "jsumberggloverselectboard@comcast.net" <jsumberggloverselectboard@comcast.net>
Sent: Thursday, November 12, 2015 11:04:39 AM
Subject: RE: Glover TH-18 re-measuring

Hi Jack,

I've attached scans of the last inventory for TH-18 which was conducted in 1984. The inventory begins at the intersection with TH-16.

The mileage on the inventory closely matches the measures obtained from our GIS data (a total of 2.04 miles including both class 3 and class 4 portions), though you may notice that the mileages indicated on the Town Highway Map are slightly higher (a total of 2.14 miles including the class 3 and 4 portions). I'm guessing that the reason we haven't remeasured TH-18 recently is because the primary issue in 2013 was about whether the 0.57 mile portion near TH-21 was class 3 or 4 (our records show it as class 4). If you are planning on reclassifying a portion of that highway, we could use the measures from the 1984 inventory, and simultaneously adjust for a remeasurement on the mileage certificate.

Let me know if you have any questions,

Kerry

From: jsumberggloverselectboard@comcast.net [mailto:jsumberggloverselectboard@comcast.net]

Sent: Wednesday, November 11, 2015 8:40 AM

To: Alley, Kerry

Subject: Glover TH-18 re-measuring

Hello Kerry,

can you send me the results of the re-measuring of TH-18 (Borland Rd) in Glover so the selectboard can take the appropriate final action on this re-classification?

Thanks,
Jack

Alley, Kerry

From: jsumberggloverselectboard@comcast.net
Sent: Wednesday, November 18, 2015 8:01 PM
To: Alley, Kerry
Subject: Final action on Glover TH-16
Attachments: Reference to Th 16 Borland Rd Classification.docx

Kerry,
attached please find the record of the selectboard's final action on the reclassification of TH-16.
I hope this is the end of that business.
Jack

Reference to Halsey Lane Classification:

The Glover Select Board met at their regular scheduled meeting on Thursday March 27, 2014 and as there had been no objections to the proposed acceptance of Halsey Lane as a Class 3 Town Highway, it was moved by Jack Sumberg and seconded by Brian Carroll that the public good, necessity, and convenience of the inhabitants of the Town of Glover require that said highway be accepted as a class 3 Town Highway. The motion carried. This reclassification was warned on February 7, 2013 and a meeting was held at the site on March 21, 2013

Reference to Hinman Road Classification:

The Glover Select Board met at their regular scheduled meeting on Thursday April 10, 2014 and there being no objection to the proposed reclassification of .10 miles of TH54 (Hinman Road), in a southerly direction from the intersection of Halsey Lane, it was moved by Michael Ladd and seconded by Brian Carroll that the public good, necessity, and convenience of the inhabitants of the Town of Glover require that said highway be reclassified from class 3 to class 4 road. The motion carried. This reclassification was warned on February 7, 2013 and a meeting was held at the site on March 21, 2013.

Reference to Borland Road:

The Glover Select Board met at their regular scheduled meeting on Thursday November 12, 2015 as there being no objection to the proposed reclassification of 0.25 miles of TH16 (Borland Road), in an easterly direction from the intersection with Cemetery Loop, it was moved by Jack Sumberg, seconded by Brian Carroll, that the public good, necessity, and convenience of the inhabitants of the Town of Glover require that said highway be reclassified from a class 3 to class 4 road. This reclassification was warned on February 7, 2013 and a meeting was held at the site on March 21, 2013. The motion carried

Recorded in Highway Book #3 page 13 on November 18, 2015

Donna Sweeney
Glover Town Clerk

Reference to Th16 Borland Rd
Classification. docx

Alley, Kerry

From: Alley, Kerry
Sent: Friday, October 30, 2015 9:39 AM
To: 'jsumberggloverselectboard@comcast.net'
Subject: RE: Glover questions
Attachments: TH40_Inventory_2015.pdf

Hi Jack,

I've attached a scan of the inventory for Stone Shore Rd (TH-40). It starts at the bottom of the page. Keep in mind that we round measures to two decimal places in our mileage records and on the Town Highway Maps, so the new length of TH-40 would be 0.54 mile. Regardless of the actual original length of TH-40, we would process the change as -0.09 mile because the measure in our records is 0.63 mile. Hope that helps!

Kerry

From: jsumberggloverselectboard@comcast.net [mailto:jsumberggloverselectboard@comcast.net]
Sent: Friday, October 30, 2015 9:01 AM
To: Alley, Kerry
Subject: Glover questions

Hello Kerry,
On the question of Stone Shore Rd - TH 40 - can you send me the results of the re-measuring that was done this summer?

On Dexter Mtn. Rd (TH 23), I believe we can supply more documentation and a selectboard affirmation.

Jack

Alley, Kerry

From: jsumberggloverselectboard@comcast.net
Sent: Thursday, February 18, 2016 5:32 PM
To: Alley, Kerry
Subject: Re: Glover Cert Text

Kerry,
yes, we will re-classify Th-53 this year.

Jack

From: "Kerry Alley" <Kerry.Alley@vermont.gov>
To: jsumberggloverselectboard@comcast.net
Sent: Thursday, February 18, 2016 4:35:30 PM
Subject: RE: Glover Cert Text

Attached: 1008_GLOVER_TH16_2016.pdf;

Hi Jack,

I've processed Glover's 2016 Certificate of Highway Mileage. I just wanted to let you know that I adjusted the mileage of the CL3 -> CL4 reclassification on TH-16 (Borland Rd). I accidentally preloaded the measure corresponding to the portion of the 0.85 mi segment that remained CL3 (0.25 mi) rather than the measure of the portion that was reclassified to CL4 (0.60 mi). I've attached a map that highlights the segment being reclassified.

Since you crossed out the change to TH-53, I assume Glover will be formally changing it this year. The alternative is to let us designate it is NUTS on next year's Certificate.

Good luck with the next round of changes, and don't hesitate to contact me if you have any questions.

Kerry

From: jsumberggloverselectboard@comcast.net [mailto:jsumberggloverselectboard@comcast.net]
Sent: Thursday, January 21, 2016 9:10 AM
To: Alley, Kerry <Kerry.Alley@vermont.gov>
Subject: Re: Glover Cert Text

Thanks, Kerry,
Jack

From: "Kerry Alley" <Kerry.Alley@vermont.gov>
To: jsumberggloverselectboard@comcast.net
Cc: "Johnathan Croft" <Johnathan.Croft@vermont.gov>, "Sara Moulton" <Sara.Moulton@vermont.gov>
Sent: Thursday, January 21, 2016 8:51:00 AM
Subject: RE: Glover Cert Text

Hi Jack,

I apologize for not getting that information to you sooner. You're right, the chaos simply doesn't stop.

It's ok to edit the copy of the certificate you already have, but I've attached two PDF copies of the mileage certificate if you prefer a clean slate. One copy is blank, and the other has the reclassification and remeasurements preloaded as written below in my previous email, as well as the TH-53 update. Unless you have plans to reclassify TH-53 in the near future, then it is appropriate to include it as "Not Up To Standards" (NUTS) on this Certificate. Selectboard action is not required to designate the highway as NUTS. It is a VTrans category, rather than a true reclassification, that results in the highway showing as "class 4 NUTS" on the map and not qualify for class 3 funding.

Let me know if you have other questions,

Kerry

From: jsumberggloverselectboard@comcast.net [<mailto:jsumberggloverselectboard@comcast.net>]

Sent: Wednesday, January 20, 2016 4:50 PM

To: Alley, Kerry <Kerry.Alley@vermont.gov>

Subject: Re: Glover Cert Text

Hello Kerry,

Thanks for your email.

Unfortunately I filled out the 2016 Mileage Certificate yesterday and only entered the change on TH-16 (Borland Rd).

I didn't realize i could enter the remeasurement on TH-54 and the remeasurement and discontinuance on TH-23 (if the selectboard provides an affirmation).

I would like to enter these.

Is it possible to send me another Certificate or should I apply the white out to my totals and do the best I can?

I would like to get this Certificate done right and not create more issues.

We have not acted yet on the other re-classifications. Nick has done much of the research. We need to start sending out letters and move the process along, but we also have 2016 budget, town meeting, a town plan to re-write, etc, it doesn't seem to stop.

Jack

From: "Kerry Alley" <Kerry.Alley@vermont.gov>

To: "jsumberggloverselectboard@comcast.net" <jsumberggloverselectboard@comcast.net>

Cc: "Johnathan Croft" <Johnathan.Croft@vermont.gov>, "Sara Moulton" <Sara.Moulton@vermont.gov>

Sent: Wednesday, January 20, 2016 4:05:57 PM

Subject: Glover Cert Text

Hi Jack,

Below I've typed out the descriptions town highway changes that I think Glover will be submitting on the 2016 Certificate of Highway Mileage, but I have made some assumptions about what the Selectboard has acted on based on our conversations, so some changes might not yet have occurred and I may have missed others. This is primarily meant to help you in filling out the certificate by providing consistent wording, and to potentially reveal any discrepancies/inconsistencies before they are added to the Certificate. I have "discussed" some of these changes in the later columns (columns L – N) of the attached table. Please note that some of the changes listed below are contingent on whether the Selectboard has made those changes and can provide the documentation.

The road surface changes you provided to us in August have been updated in our data.

If you have any questions about the measures listed or the wording, please don't hesitate to ask.

Kerry

Remeasurements only (no additional documentation necessary, can be added to RECLASSIFIED/REMEASURED section of PART II of the Certificate):

0.25 mi CL3 TH-16 (Borland Rd) reclassified as CL4 (from intersection with TH-17 to a property boundary in the middle of the field)

-0.17 mi CL3 TH-23 (Dexter Mountain Rd) remeasured

-0.05 mi CL3 TH-54 (Hinman Rd) remeasured

Changes without remeasurements (if changes have been acted on and documentation is provided):

-0.40 mi CL4 TH-23 (Dexter Mountain Rd) discontinued. Current Selectboard reaffirms Selectboard order of discontinuance from 1944. (if reaffirmation is provided, see attached table)

-0.09 mi CL3 TH-40 (Stone Shore) discontinued

0.51 mi CL3 TH-42 (Sand Hill) reclassified as CL4

0.06 mi CL3 TH-53 reclassified as CL4 Not Up To Standards (NUTS) pursuant to 19 V.S.A. 305(a) (see note in attached table)

Changes with remeasurements (if reclassifications have been acted on and documentation is provided):

0.15 mi CL4 TH-17 (Cemetery Loop) reclassified as CL3

-0.02 mi CL3 TH-17 (Cemetery Loop) remeasured

0.14 mi CL3 TH-48 (Rodgers Rd) reclassified as CL4 (CL3 to CL4 transition at MM = 0.63 mi from TH-47, just past the end of the barn)

+0.02 mi CL4 TH-48 (Rodgers Rd) remeasured

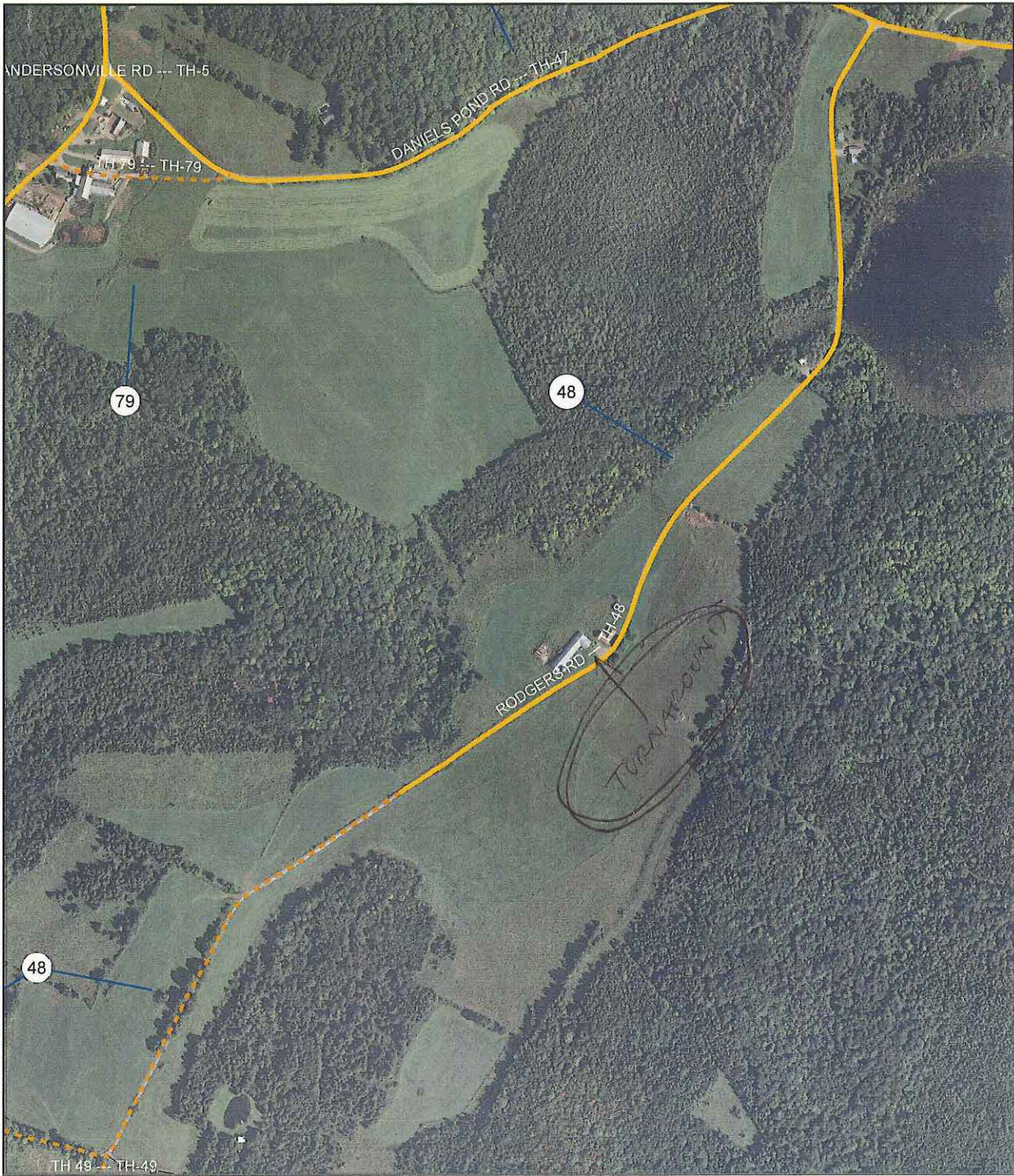
Kerry Alley

AOT Mapping & GIS Specialist

Vermont Agency of Transportation (VTrans)

Kerry.Alley@vermont.gov – Please note new email address

(802) 828-3666

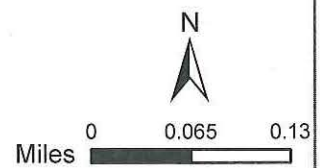


TURNAROUND AT BARR 15 EAST OF CLASS 3

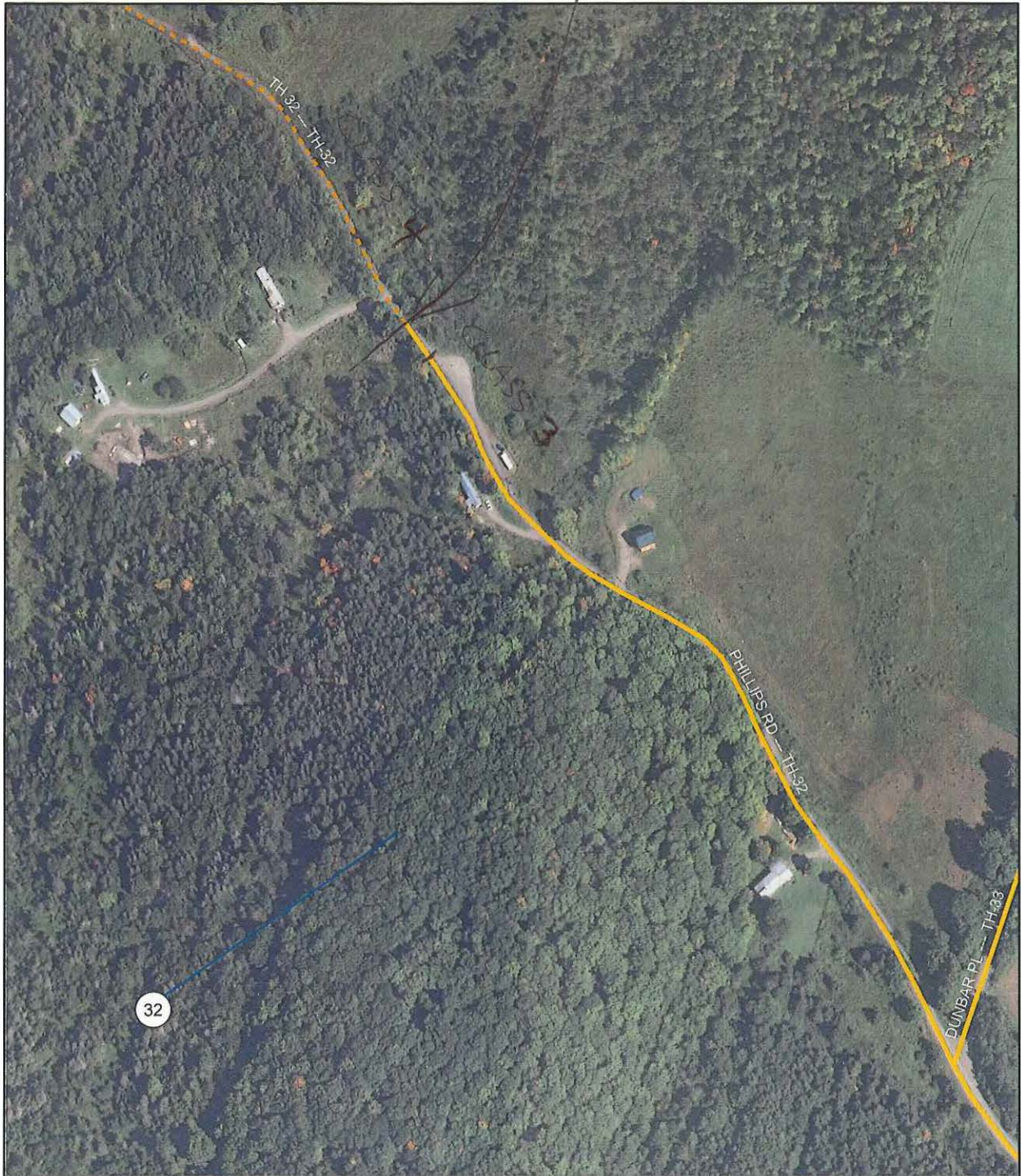
Glover - TH-48 - Imagery

(AOT mileages rounded to nearest 0.01 mile)

Mapping Unit
 Division of Policy and Planning
 Vermont Agency of Transportation -- January 2014



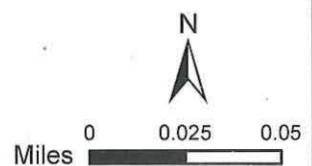
TRANSITION
3 TO 4



**Glover - TH-32 - Imagery to precisely locate
where the Class3 to Class4 transition occurs**

(AOT mileages rounded to nearest 0.01 mile)

Mapping Unit
Division of Policy and Planning
Vermont Agency of Transportation -- January 2014

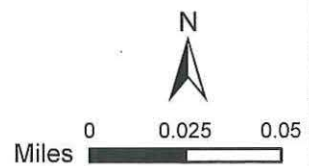


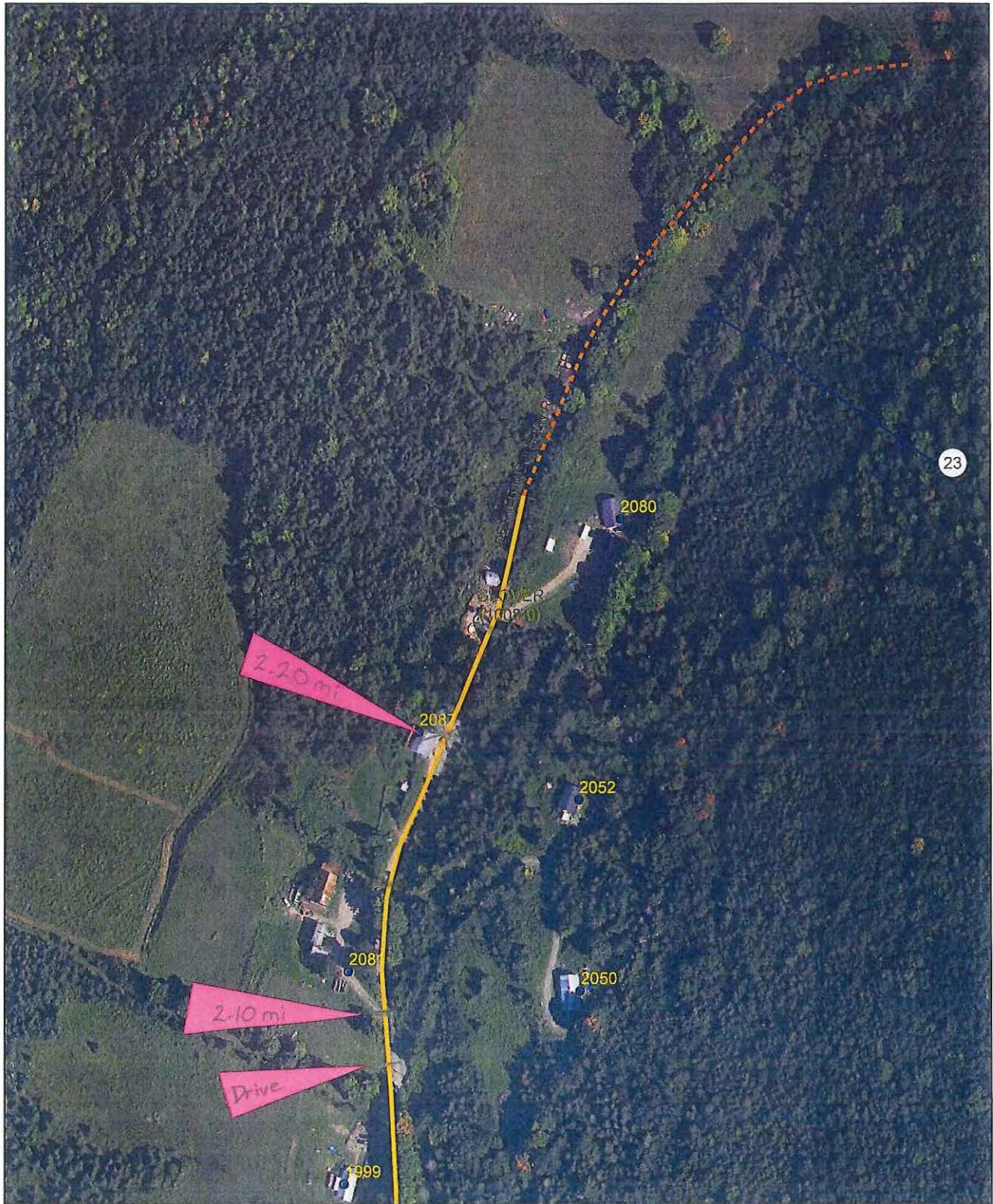


Glover - TH-71 - Imagery

(AOT mileages rounded to nearest 0.01 mile)

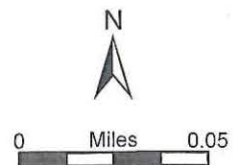
Mapping Unit
Division of Policy and Planning
Vermont Agency of Transportation -- January 2014

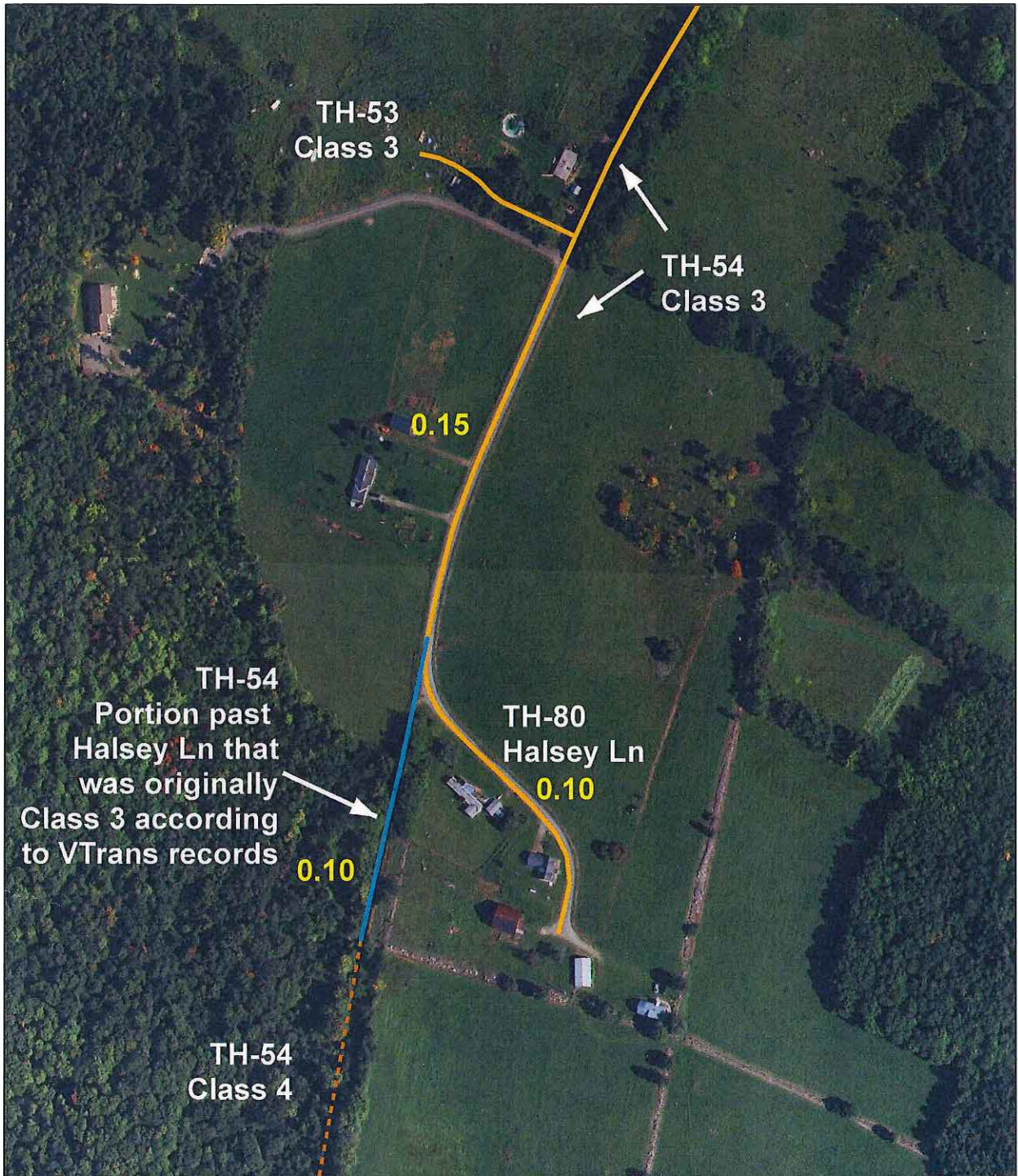




**TH-23: CL3 - CL4 Transition
GLOVER**

Mapping Unit
Division of Policy and Planning
Vermont Agency of Transportation -- June 9, 2014

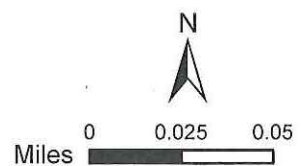




Glover - TH-54 Classification Clarification

(Mileages rounded to nearest 0.01 mile)

Mapping Unit
 Division of Policy and Planning
 Vermont Agency of Transportation -- January 2014



We hereby certify that the following new roads have been added since March 15th, 1958:

- # 38 0.15 Miles Addition of Town Highway beyond Danforth Place to Shadown Lake
- # 68 0.04 " " " road to two houses in W. Glover to the Fred Stevens & Mitch Davio places
- # 69 0.07 " " " Guessing place in Glover village
- # 49 0.09 " Remeasurement between T-15 and T-48 at corner.

We hereby certify that the following roads have been discontinued since March 15th, 1958, (not including pent roads,

- and trails) : # 9 - 0.45 portion now untraveled beyond Irving Bickford place
- " # 14 - 0.35 " " " North from T-37
- " # 17 - 0.29 " " " between cemetery and T-14
- " # 37 - 1.45 " " " T-7 and T-33
- " # 35 - 0.60 " " "
- " # 48 - 0.02 short sec. " " at corner of T-48 and T-49
- " # 28 - 0.25 " " "
- " # 15 - 0.50 " " "
- " # 76 - 0.33 Portien " " beyond camp owned by Bray

now disc.

Bernard E. Urie Selectmen
Norman Perron
Arthur J. Pepin

At Glover in the county of Orleans

the 20 day of March, 1959, personally appeared Bernard E. Urie
Norman Perron & Arthur J. Pepin
Selectmen of Glover

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

Before me, *Betty Putney*
 Notary Public
 (Write official title, as Notary Public)

(Town Clerk should fill out following and mail this to the Commissioner of Highways, Montpelier, Vt., on or before March 20th.)

I, Betty Putney Clerk of the Town of Glover
 hereby certify that the foregoing is a true copy of record of the certificate of the Selectmen of Glover
 relating to road mileage, filed and recorded at this office March 20, 1959.

Attest *Betty Putney*
 Town Clerk

STATE OF VERMONT
ORLEANS COUNTY, ss

IN RE: DISCONTINUANCE OF TOWN HIGHWAY 28, TOWN HIGHWAY 58, TOWN HIGHWAY 59, TOWN HIGHWAY 43, TOWN HIGHWAY 75 AND TOWN HIGHWAY 6

The above entitled matters came on for hearing pursuant to 19 V.S.A. §709 before the Board of Selectmen of the Town of Glover on February 24, 2005, pursuant to a notice dated January 20, 2005, a copy of which is affixed hereto and made a part hereof. A copy of said notice was posted at the Office of the Glover Town Clerk on January 20, 2005. Further said notice was published in The Chronicle, a local newspaper of general circulation in the Town of Glover on February 9, 2005.

Notice was served on the Glover Municipal Planning Commission by delivery in hand and upon abutting land owners and interested parties by certified mail, return receipt sent to the last known address of said abutting landowners and interested persons as follows:

Commissioner, Department of Forest, Parks and Recreation

Town Highway 28- Georgia Young, Scott LaCourse and Tina LaCourse, Benjamin Barnes and Maria Hill Barnes, Frances Menard and Sue Menard, First Massachusetts Bank, N.A., and MERS as assignee of Banknorth, N.A..

Town Highway 58- Eric Thaler and Julie Thaler, Richard Thompson and Alice Thompson, and MERS as assignee of North East Home Loan, Inc.

Town Highway 59- Eric Thaler and Julie Thaler, Richard Thompson and Alice Thompson, and MERS as assignee of North East Home Loan, Inc.

Town Highway 43- Phyllis Amyot and the Orleans Chapter of the Future Farmers of America

Town Highway 75- Ray Griffin and Olive Griffin

Town Highway 6- Richard Taylor and Theresa Taylor

Return receipts and acceptances of service evidencing service of said notice are attached hereto and incorporated herein by reference.

The Board of Selectmen convened at the Glover Town Clerk's Office on February 24, 2005 at 4:00 P.M. to hear interested persons and view the sites of the above mentioned town highways, pursuant to said notice as aforesaid. The following were present: Nicholas Ecker-Racz, Harvey Dunbar, Topher Waring, Michel Bean, Richard Taylor, Gerald Baker, Eric Thaler and Donna Sweeney. After viewing the highways the Board reconvened at 5:30 P.M.

After consideration of the opinions expressed by interested persons present and opinions previously communicated to the Board, the following action was taken with respect to said highways:

Town Highway 28- There being no objection to the proposed discontinuance, it was moved and seconded that public good, necessity and convenience of the inhabitants of the municipality require that said highway be discontinued. It was so voted. The portion of the highway discontinued is described as being that portion of said highway consisting of .08 miles, presently untraveled and not maintained, which commences .04 miles easterly of the intersection of that portion of Town Highway 28 maintained as a Class III highway and Vermont Route 16 and thence extends easterly to the terminus of said highway.

Town Highway 58- There being no objection to the proposed discontinuance, it was moved and seconded that public good, necessity and convenience of the inhabitants of the municipality require that said highway be discontinued. It was so voted. The portion of the highway discontinued is described as consisting of .15 miles, presently untraveled and not maintained, which extends easterly from the intersection with Town Highway 57, also known as the Square Road, to the intersection with Town Highway 59.

Town Highway 59- There being no objection to the proposed discontinuance, it was moved and seconded that public good, necessity and convenience of the inhabitants of the municipality require that said highway be discontinued. It was so voted. The portion of the highway discontinued is described as consisting of .25 miles, presently untraveled and not maintained, which extends northerly from the intersection with Town Highway 57, also known as the Square Road, to the intersection with Town Highway 58 and continues northerly to the terminus of the highway.

Town Highway 43- The State of Vermont Agency of Natural Resources requested in writing that the highway be retained as a trail. There being no objection to retaining the highway as a trail, it was moved and seconded that public good, necessity and convenience of the inhabitants of the municipality require that said highway be designated as a trail. It was so voted. The portion of the highway designated as a trail is described as consisting of .35 miles, presently untraveled and not maintained, which extends westerly from the division line between the Town of Sheffield and the Town of Glover to the intersection with Town Highway 11, and at the intersection with former Town Highway 42 heretofore discontinued by the Selectmen of the Town of Glover on or about May 15, 1984.

Town Highway 75- There being no objection to the proposed discontinuance, it was moved and seconded that public good, necessity and convenience of the inhabitants of the municipality require that said highway be discontinued. It was so voted. The portion of the highway discontinued is described as consisting of .09 miles, presently untraveled and not maintained, which commences

.16 miles westerly of the intersection of that portion of Town Highway 75 maintained as a Class III highway and Town Highway 10 and thence extends westerly to the terminus of said highway.

Town Highway 6- The State of Vermont Agency of Natural Resources requested in writing that the highway be retained as a trail. Richard Taylor had no objection to the discontinuance of the highway and objected to the same being retained as a trail. It was moved and seconded that public good, necessity and convenience of the inhabitants of the municipality require that said highway be discontinued. It was so voted. The portion of the highway discontinued is described as consisting of .17 miles, presently untraveled and not maintained, which commences .23 miles westerly of the intersection of that portion of Town Highway 6 maintained as a Class III highway and Town Highway 1 and thence extends westerly to the terminus of said highway.

Dated at Glover in the County of Orleans and State of Vermont this 21st day of April, 2005.

H. Harvey Dunbar III

Taylor Waring

Richard Taylor

Selectmen, Town of Glover

Received for record this 21st day of April, 2005.

Donna Lussigny

Town Clerk

State of Vermont
Orleans County, s.s.
Discontinuance of Highways

Whereas, the three undersigned selectmen of the Town of Glover did give notice in accordance with statutes in such case made and provided, to wit: by posting in two public places in said Town of Glover on September 20, 1954, written notice as to a meeting to be had on October 2, 1954, at 10 A.M., E.S.T. in the Town Hall in Glover, Vermont,

And Whereas, further notice was given by written notice sent by registered mail to all persons owning or interested in land abutting certain described pieces of Town Road that said meeting in said Hall would be to hear all parties interested in said Selectmen's proposal to discontinue ~~the~~ said pieces of Town Road described in said notice, a copy of which is attached hereto and made a part hereof,

And Whereas, said meeting was held in said Town Hall on October 2, 1954, at 10 A.M., E.S.T., there being about sixty persons present,

And Whereas, the notice was read to said meeting by a representative of said Selectmen who were all three present. Then a description of each parcel was read separately and the members of the assembly were asked to express their opinion of the discontinuance of each part of the Town Highway so described.

Now Therefore, the said Selectmen having examined each described part of the Town Road system so described in said notice and having heard the persons in meeting assembled on the day and at the hour set by the attached notice do judge that the public good requires that the following described portions of the Town Road system should be discontinued and by this act do discontinue them as of this date:

#1 being that portion of the town Road that leads

#19

northerly and westerly from the highway running between the property of Alcide Perron and that of Melvin Mandigo to that Town Highway running between the property of Edward Woodard and that of Wendell Morse, being a half mile, more or less.

#53

#2 being that highway leading from the dooryard of Arthur Pepin southwesterly through the lands of Emile Dufresne to the traveled main road abutting the property of the said Dufresne.

house shown
GLOVER
MILEAGE-
1955.tif
(town highway
map archive)

#18

#3 being that portion of the Town Road system running from the White place, so-called, on the Easterly end of Shadow Lake, now owned by Sherburn and Florence Drayton, to the intersections of that Town Road with the Town Road running westerly from Route #12ST to the property of Archie Perron and Ernest Perron, said intersection being at a point on said Town Road a little ways westerly of the intersections of the road leading to George LeBlanc's property.

#41

#4 being that portion of the Town Road running from the property of Lillian Thompson to that of Arthur Dube at the point where said Town Road intersects with Route #122, being approximately one mile.

#49

#5 being that portion of the Town Road that runs from the intersection in the vicinity of the Mud Island School, so-called, to the intersection of the Town Road which runs from the Dennis McClure to the John Rodgers property.

Dated at Glover, Vermont, this 20 day of October, 1954.

	S/ John F. Rodgers
Selectmen	S/ Albert J. Bailey
Town of Glover	S/ Jesse J. Kimball

Received for record at Glover Town Clerk's Office this 20th day of October A.D. 1954 at 4:00 P.M. the instrument of which the foregoing is a true record.

Attest,

Benny Putney
Town Clerk

1950

MILEAGE ADJUSTMENT SHEET

Town Glover

Date April 1950

TOWN HIGHWAYS

Town Highway Map Mileage 49.62

Additions: T-65 NEW ROAD TO BERNARD None

<u>T-66 NEW ROAD TO STUBBS</u>	

Sub Total 49.62

Subtractions: T-28 0.07 ✓

T-62	0.11

Revised Mileage 0.18

Town Highway Inventory Mileage 49.44

Unused or impassable roads that should be classified as untraveled (to be subtracted)

T-19	0.70
T-21	0.20
T-48	0.88
T-58	0.15

New Total 47.51 47.71

STATE AID HIGHWAY MAP MILEAGE 14.76

Town Officials participating in Survey

Road Commissioner Bickford

Selectman C. Barland

130

Notices of discontinued highway
 The Selectmen of the town of Glover do hereby
 order that the road from Leslie Clark's up the
 hills, past the Bailey farm to the Barton town
 line; and from the Russell Darling residence
 to said Bailey road, be discontinued.

Selectmen will meet at town hall May 22nd
 at 2 P.M. to hear any objections to this action

Selectmen { C. W. Bean
 R. H. Rogers
 A. G. Borland

Dated at Glover May 15, 1944.

The Selectmen met agreeable to notice, and
 no one appearing to object the Selectmen
 discontinued the road described in the above
 notice.

C. W. Bean }
 R. H. Rogers } Selectmen
 A. G. Borland. }

Glover Town Clerk's office May 22, 1944, at 2.0'clock
 P.M. Received this instrument of which the foregoing is
 a true record

Attest M. W. Johnson
 Town Clerk

Discontinuance of Road
From Wm A. Tate to Mud Island road

The Bridle Road or Post Road
from William A. Tate, House to the so
called Mud Island Road near the Samuel
Rollins place on Lot No 20 in Glover is
from this day discontinued.

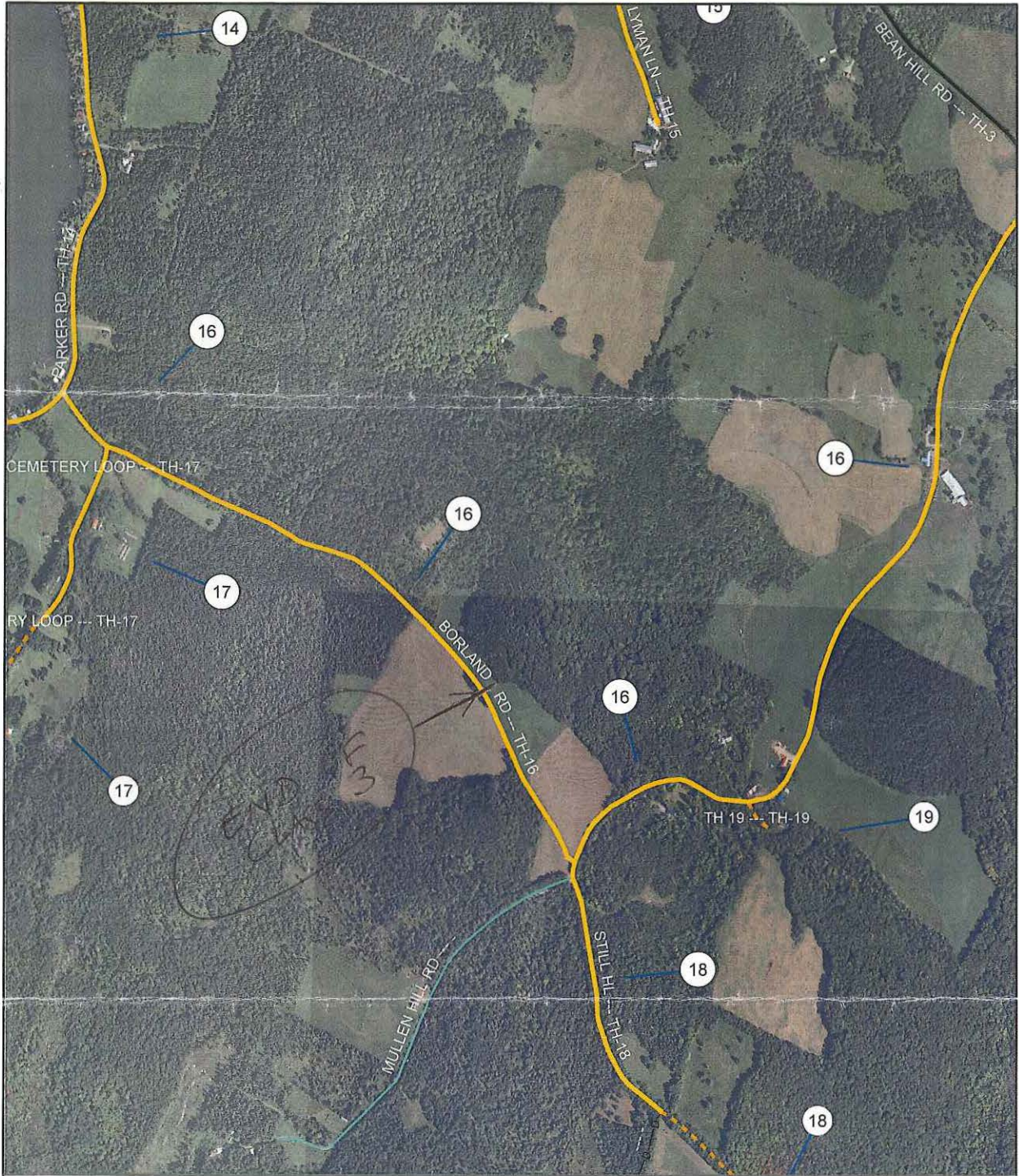
Glover June 15th 1878

C. P. Bean }
C. S. Leonard } Substn

Received for Record June 17th 1878
and duly recorded at length.

Attest

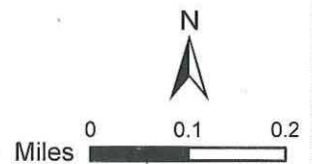
James Simonds Town Clerk



**Glover - TH-16 - Imagery to locate where
new Class3 to Class4 transition occurs**

(AOT mileages rounded to nearest 0.01 mile)

Mapping Unit
 Division of Policy and Planning
 Vermont Agency of Transportation -- January 2014

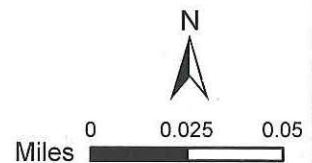


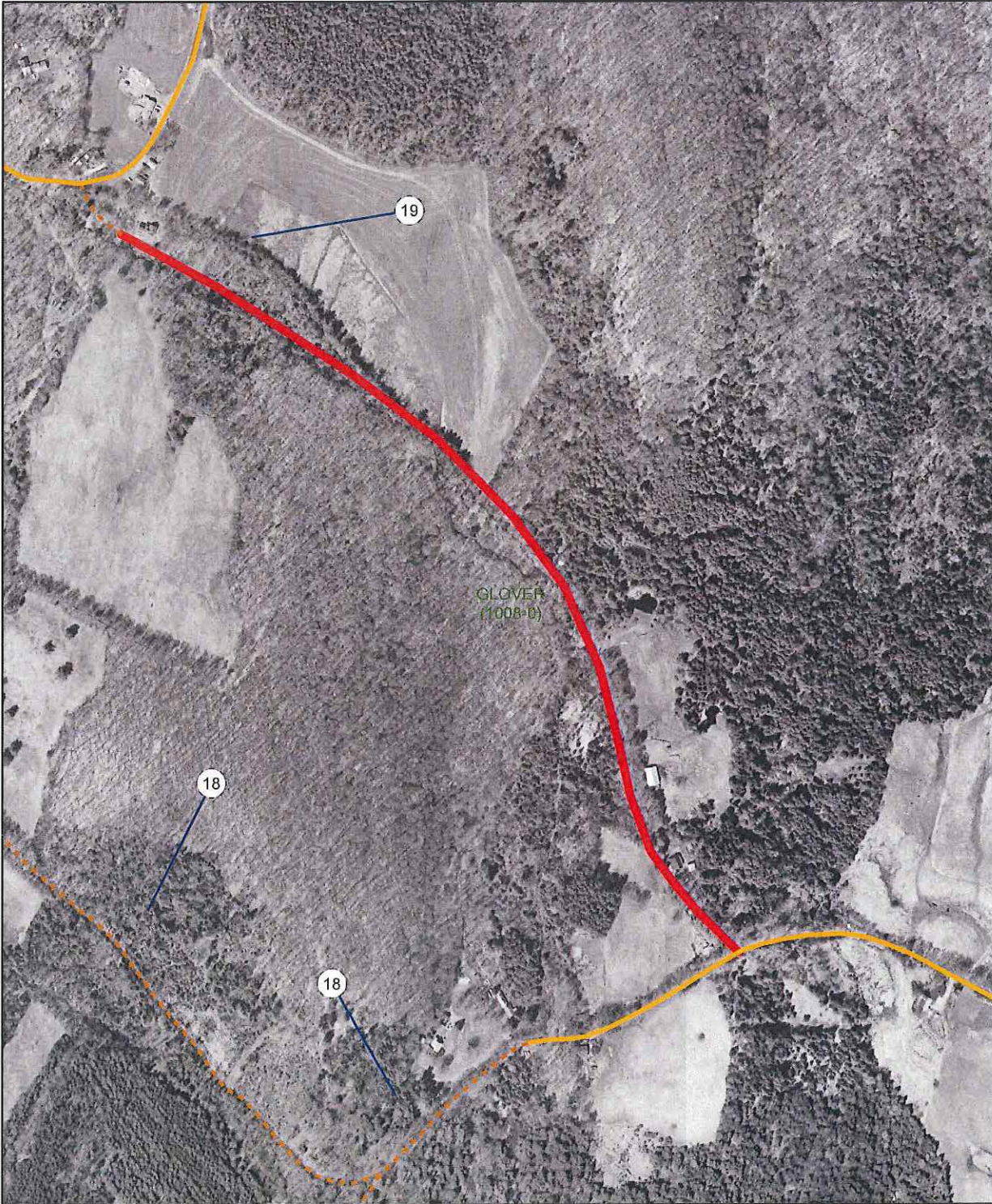


**Glover - TH-16 - Imagery to locate where
new Class3 to Class4 transition occurs**

(AOT mileages rounded to nearest 0.01 mile)

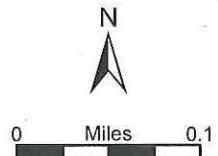
Mapping Unit
Division of Policy and Planning
Vermont Agency of Transportation -- January 2014

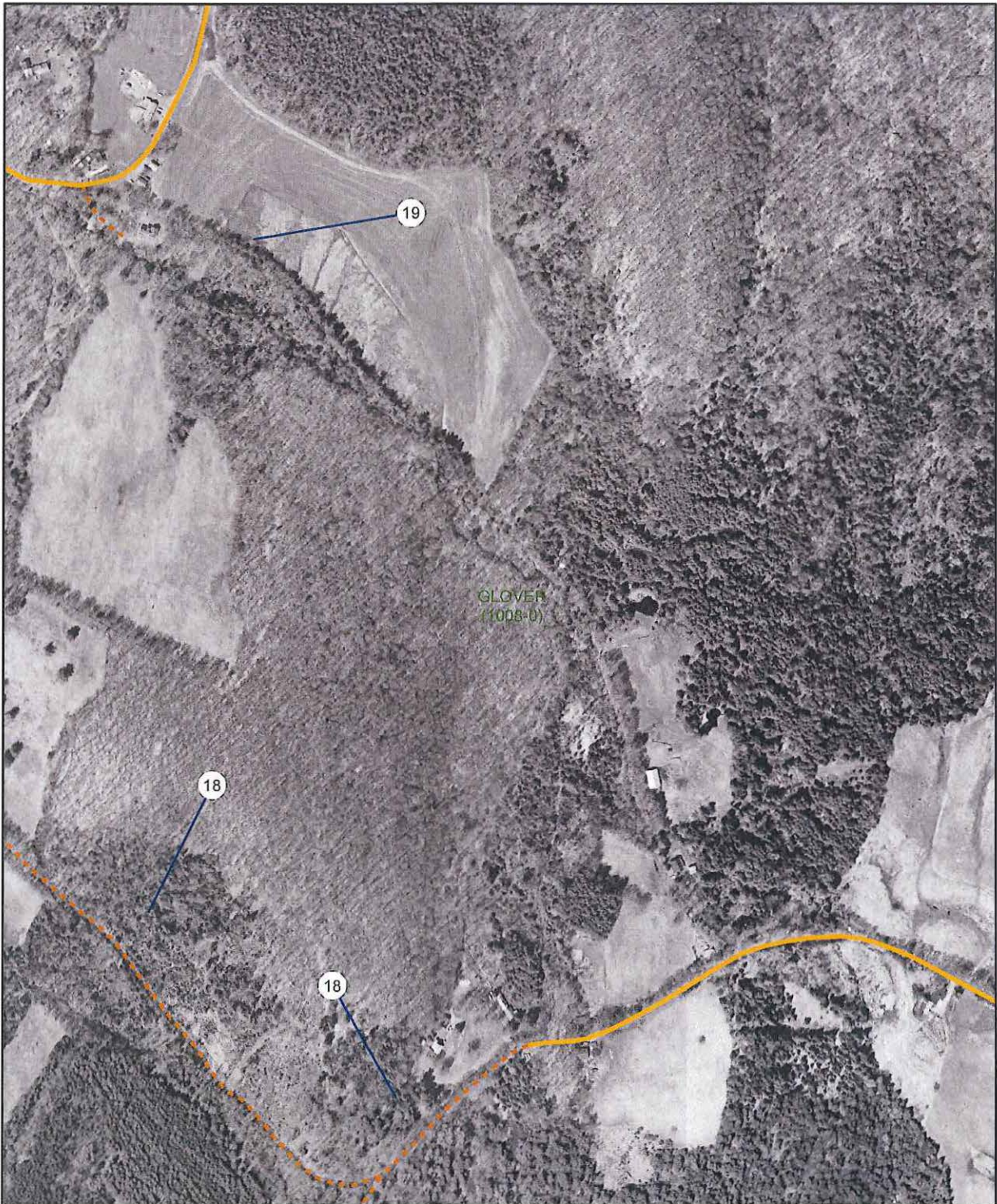




**TH-19: Discontinued
GLOVER**

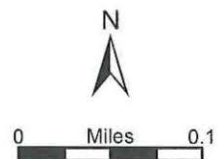
Mapping Unit
Division of Policy and Planning
Vermont Agency of Transportation -- June 10, 2014

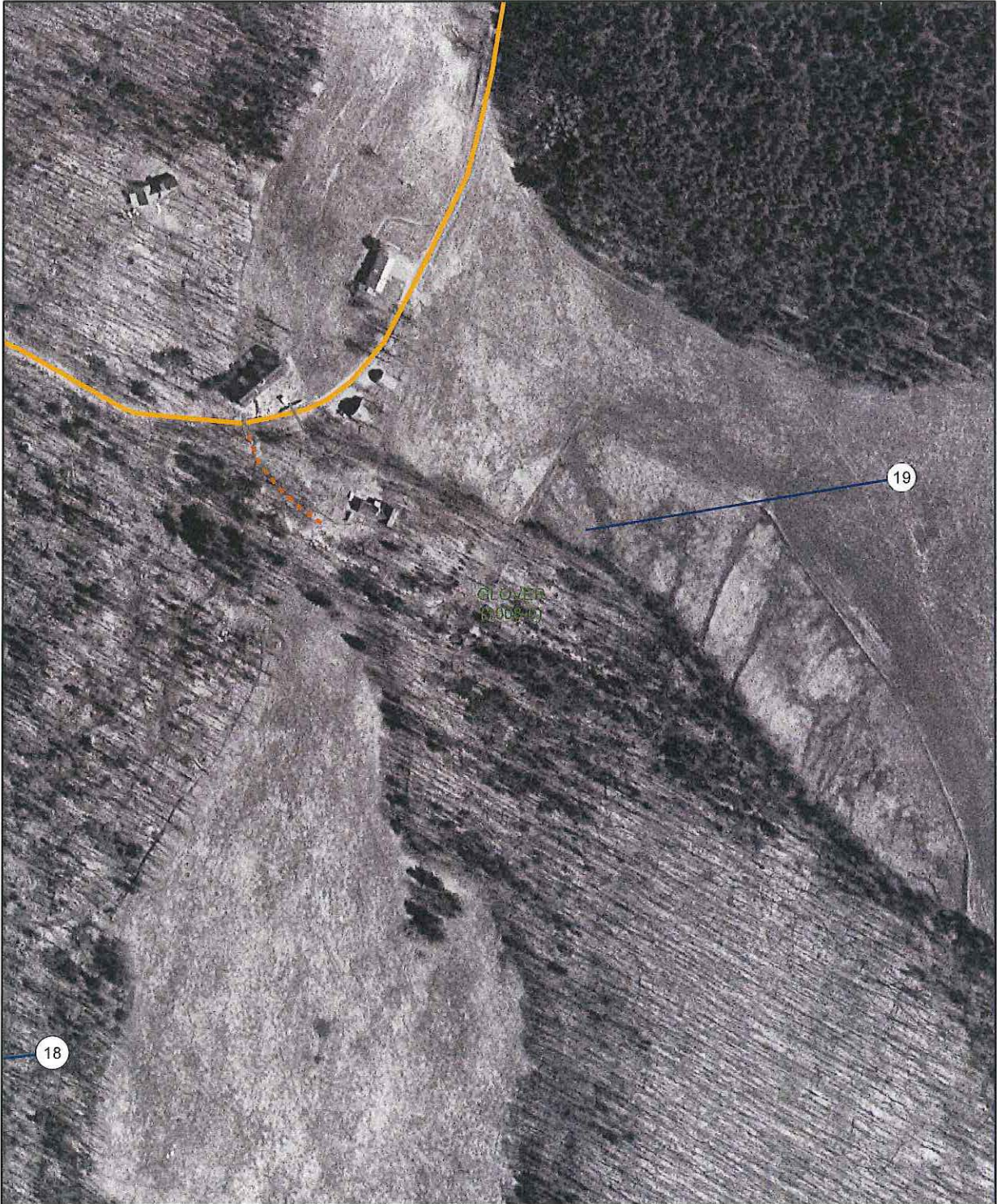




**TH-19: Discontinued
GLOVER**

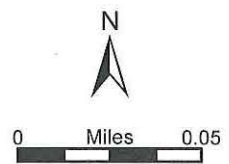
Mapping Unit
Division of Policy and Planning
Vermont Agency of Transportation -- June 10, 2014





**TH-19: Discontinued
GLOVER**

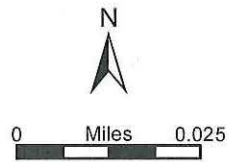
Mapping Unit
Division of Policy and Planning
Vermont Agency of Transportation -- June 10, 2014





**TH-19: Discontinued
GLOVER**

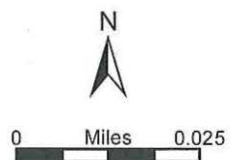
Mapping Unit
Division of Policy and Planning
Vermont Agency of Transportation -- June 10, 2014

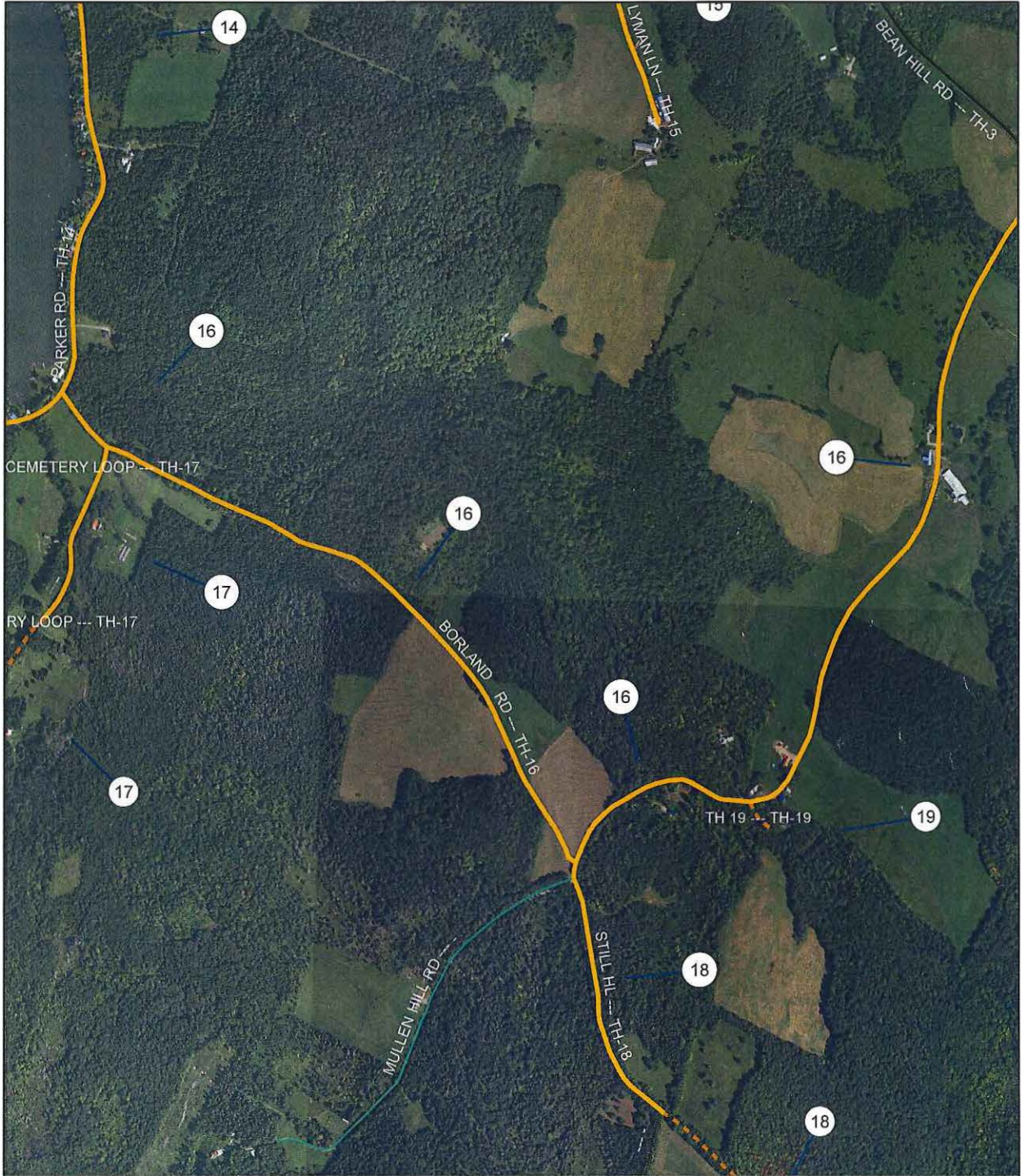




**TH-19: Discontinued
GLOVER**

Mapping Unit
Division of Policy and Planning
Vermont Agency of Transportation -- June 10, 2014

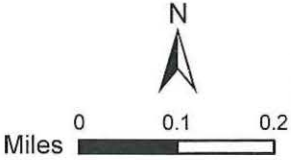


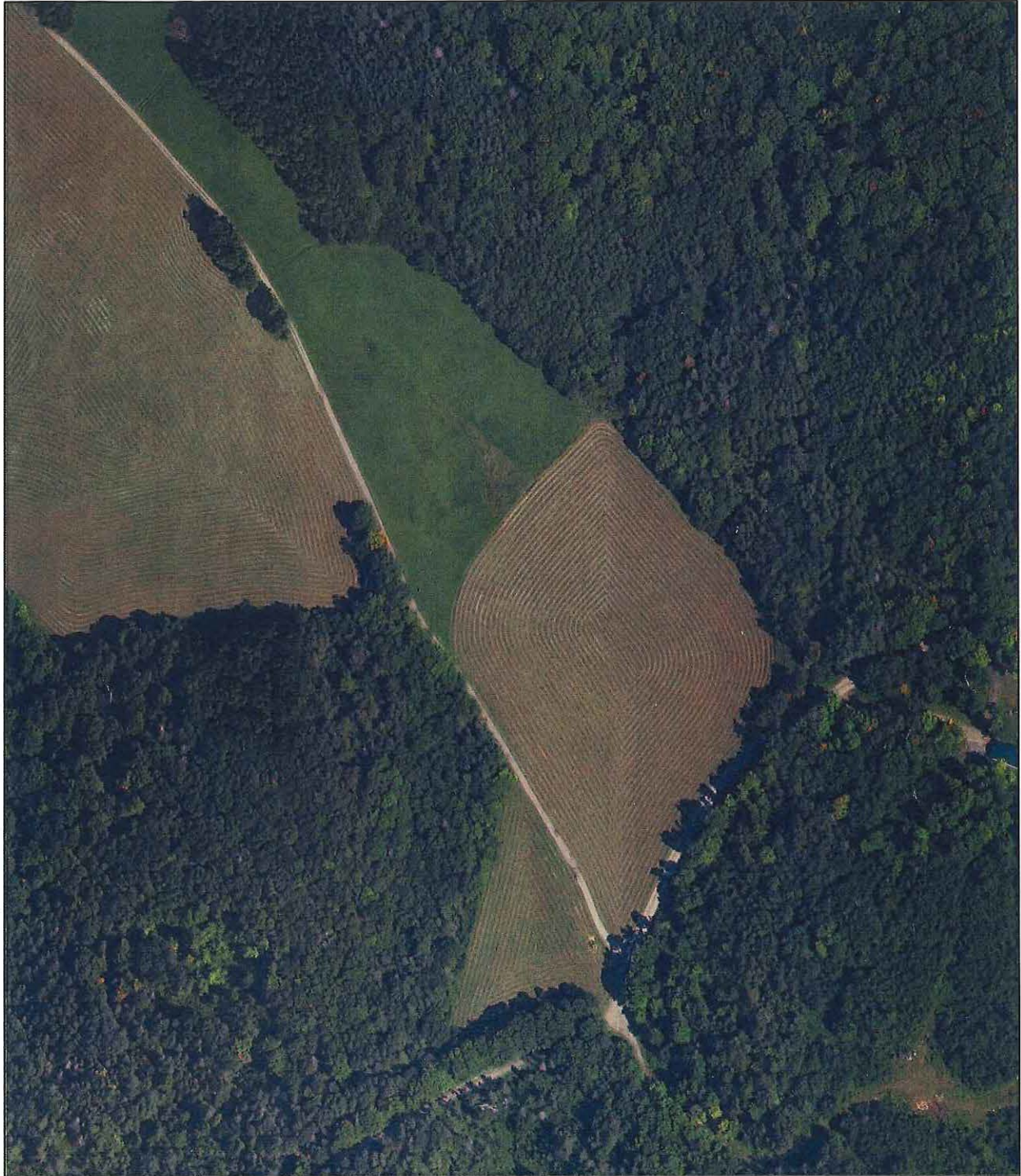


**Glover - TH-16 - Imagery to locate where
new Class3 to Class4 transition occurs**

(AOT mileages rounded to nearest 0.01 mile)

Mapping Unit
 Division of Policy and Planning
 Vermont Agency of Transportation -- January 2014

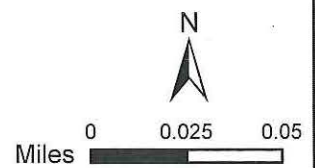


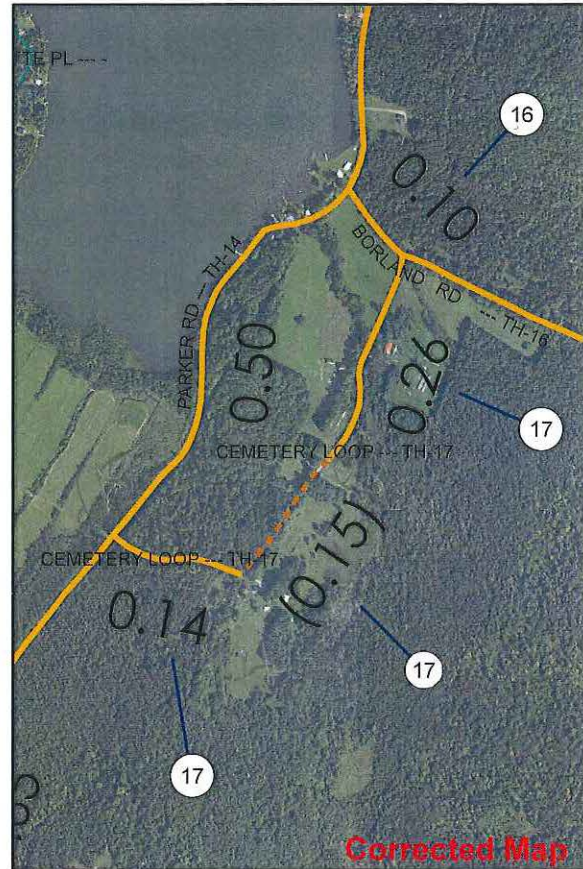
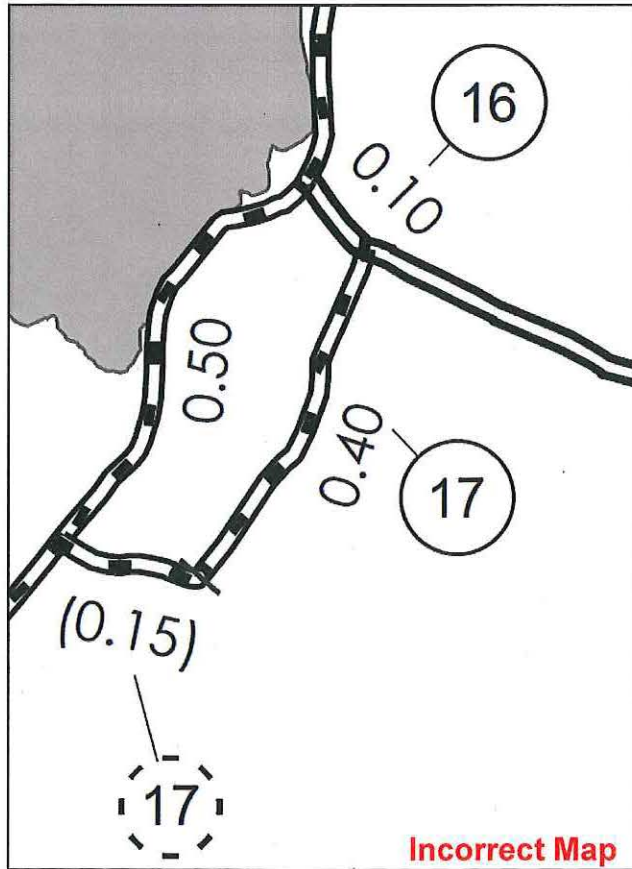


**Glover - TH-16 - Imagery to locate where
new Class3 to Class4 transition occurs**

(AOT mileages rounded to nearest 0.01 mile)

Mapping Unit
Division of Policy and Planning
Vermont Agency of Transportation -- January 2014

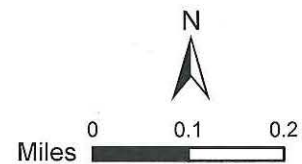




Glover - TH-17 Map Correction

(AOT mileages rounded to nearest 0.01 mile)

Mapping Unit
 Division of Policy and Planning
 Vermont Agency of Transportation -- January 2014



1986: A 0.14 mile segment of TH-17 was reclassified as Class 3, leaving 0.15 mile as Class 4. The 0.14 mile reclassified segment was erroneously mapped in the middle of TH-17 instead of at the southern end, connected to TH-14. Incorrect map is shown in black/white. (Class 4 mileage shown in parentheses)

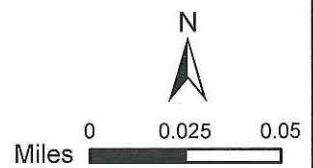
2014: Map correction now places that 0.14 mile Class 3 segment connected to TH-14, such that the 0.15 mile Class 4 portion of TH-17 is now nested between two Class 3 segments of TH-17.

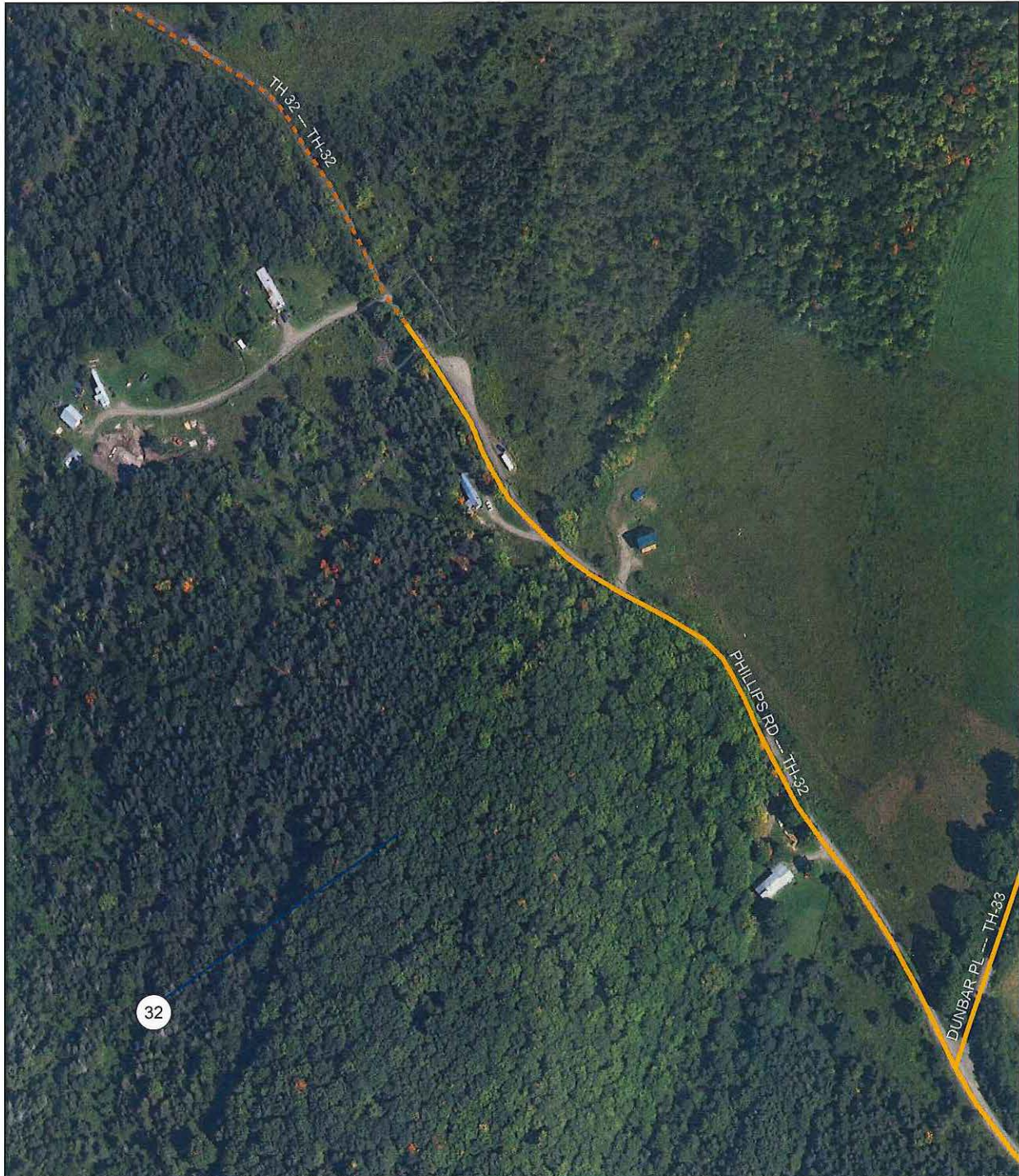


Glover - TH-71 - Imagery

(AOT mileages rounded to nearest 0.01 mile)

Mapping Unit
Division of Policy and Planning
Vermont Agency of Transportation -- January 2014

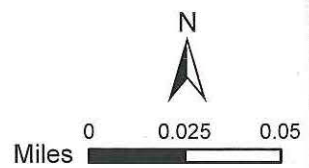


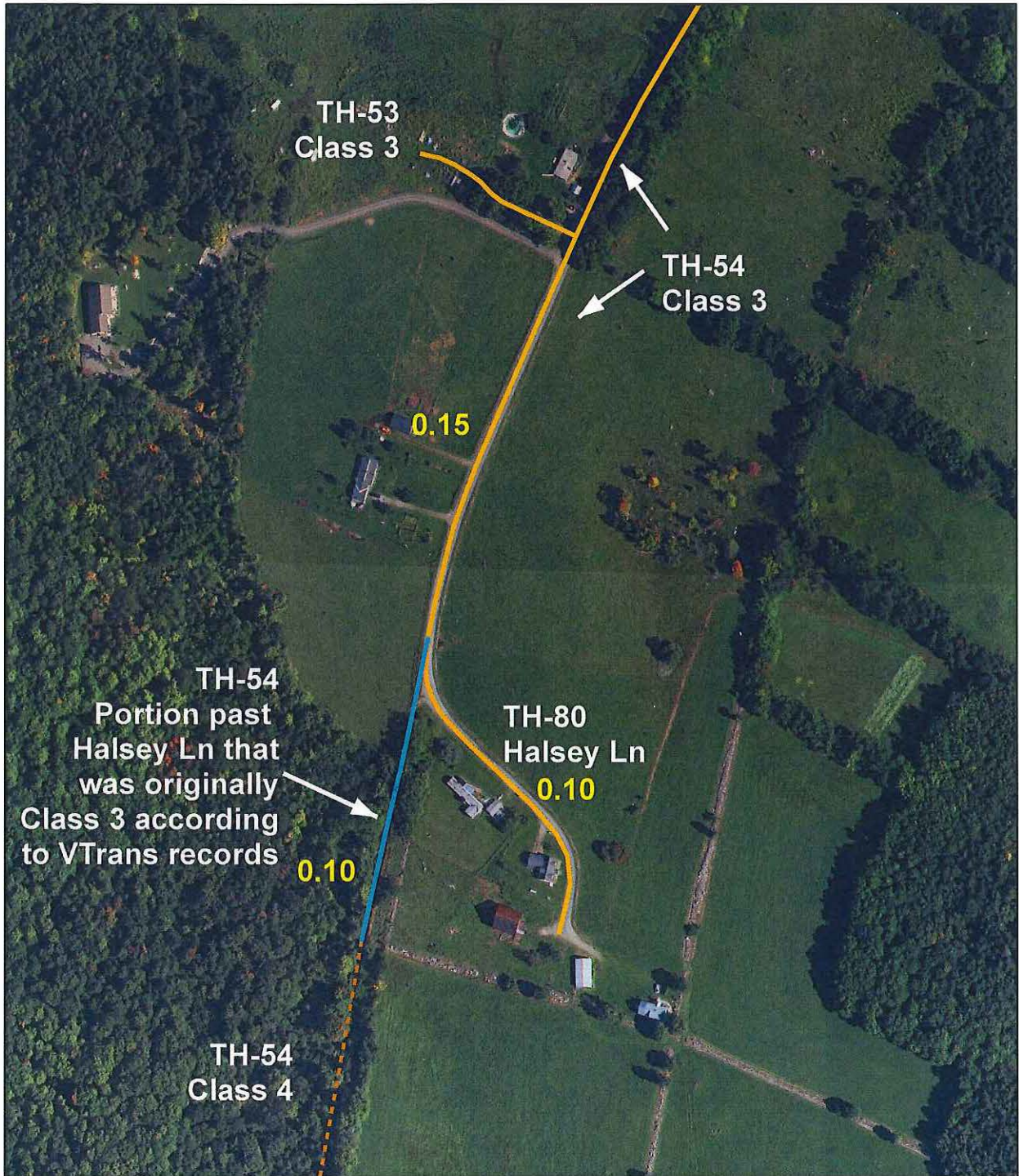


**Glover - TH-32 - Imagery to precisely locate
where the Class3 to Class4 transition occurs**

(AOT mileages rounded to nearest 0.01 mile)

Mapping Unit
Division of Policy and Planning
Vermont Agency of Transportation -- January 2014

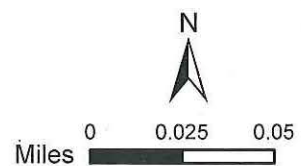


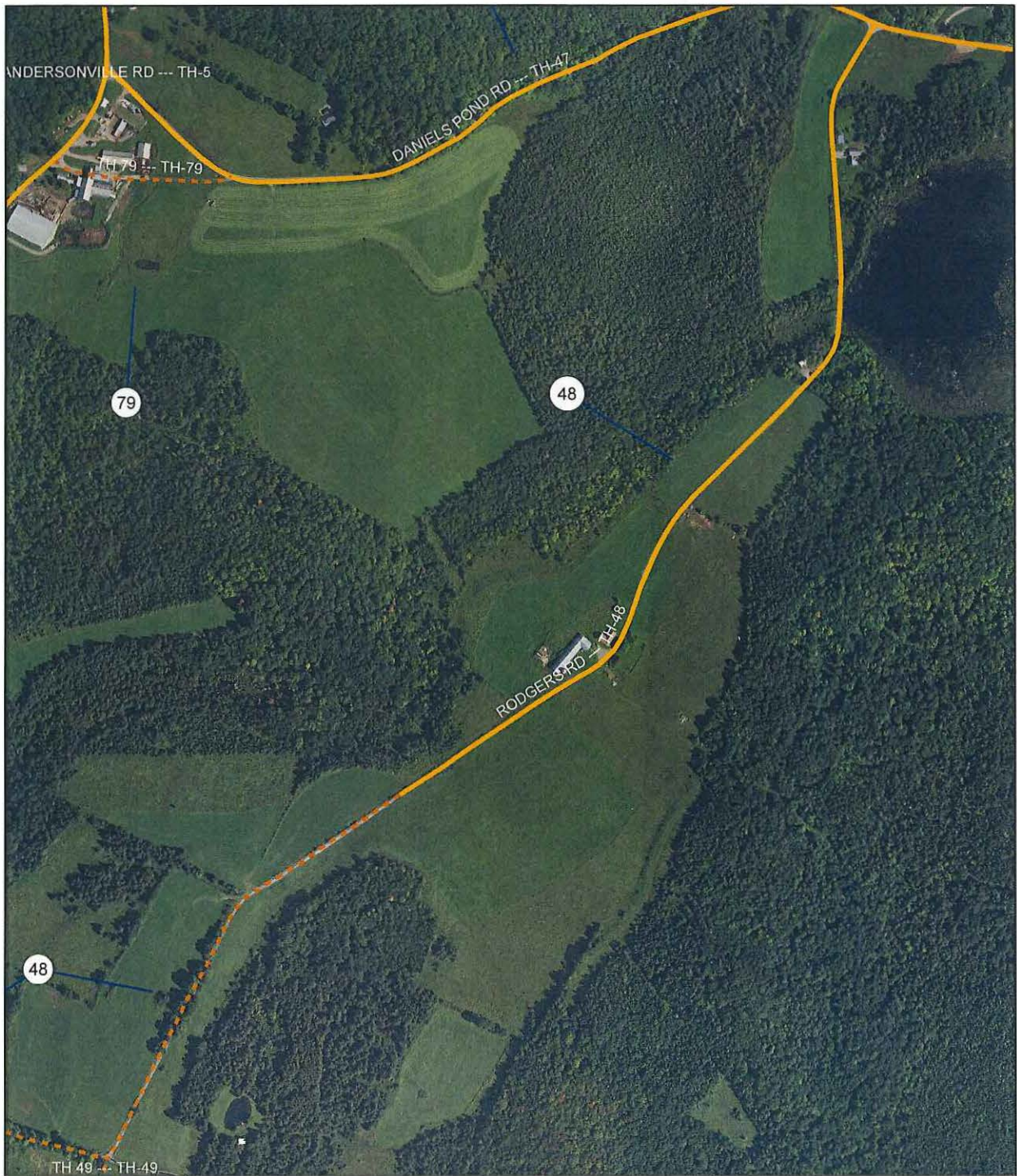


Glover - TH-54 Classification Clarification

(Mileages rounded to nearest 0.01 mile)

Mapping Unit
 Division of Policy and Planning
 Vermont Agency of Transportation -- January 2014

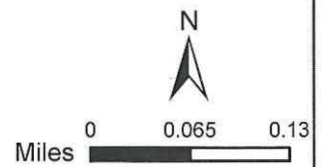




Glover - TH-48 - Imagery

(AOT mileages rounded to nearest 0.01 mile)

Mapping Unit
Division of Policy and Planning
Vermont Agency of Transportation -- January 2014



Year(s) submitted	Town Highway	Submitted Comments	Comments after meeting with Nick	Changes	Attachments	VTrans comments after meeting with Jack Sumberg in Glover on June 10, 2014	Current Status
2009, 2013	TH-14	3.2 miles from intersection with SA-4 with to intersection with CL3 TH-34. continue southerly 0.1 miles to end of CL3, thence southerly 0.9 miles on CL4 to intersection with Perron Hill Rd (TH-37). This will be the end of TH-14. Remaining 1.5 miles of now TH-14 will be Perron Hill Rd TH-37. The first 0.45 miles are CL3, last 1.05 miles are CL4.	Nick agreed with linework, mileage is consistent with linework. Disregarding measures from possibly malfunctioning "crazy" measuring wheel.	No change needed		No change needed	-
2013	TH-16	0.75 miles of "now" TH-18 will be divided into 0.55 miles class 4 (Savaria Hill Rd) and 0.2 miles from intersection of TH-16 and TH-18 westerly will be retained as class 3.	Nick indicated that the road ends at a property line in the middle of the fields, evident by treelines in distance, but it isn't obvious in our imagery. Crazy wheel measures disregarded.	Printout of area imagery and linework sent with Nick so that he can indicate the property boundary location by referring to his imagery and parcel layouts. If we receive this clarification, we can remeasure the CL3 portion of TH-16 to the correct endpoint during our 2014 field season. Any change can be added to 2015 Cert.	Copies of imagery to help locate where new Class 3 to Class 4 transition occurs. Transition indicated on imagery and mailed in	ARCMILES = 0.245, Inventory measure = 0.245. AOTMILES would be 0.25 (rounded). We have the notice of hearing/visit, and Minutes from the hearing/visit stating there were no objections from Mr. Borland (The same documents pertaining to Hinman Rd. and Halsey Ln). We have since received Minutes demonstrating Selectboard action on Halsey Ln (3/27/2014) and Hinman Rd (4/10/2014), but not for Borland Rd. 5/25/2015 - Inventory of Borland Rd puts proposed end of CL3 portion at 1.43 mi, with additional 0.10 mi near TH-17. The proposed reclassification therefore measures 0.25	****
2014	TH-17	Nick confirmed that the 1975 reclassification was for the CL4 segment that was then connected to TH-14, rather than extending the existing CL-3 section.	Nick confirmed that the 1986 reclassification was for the CL4 segment that was then connected to TH-14, rather than extending the existing CL-3 section that extends from TH-16. 1985 document of reclassification provided by Glover (Book No. 2, Highways Page 43) "...being that section of 0.14 miles of Town Highway 17 classified as a Town Class four Highway that leads Westerly from State Highway 16." (Book No. 2, Highways Page 43)	Map correction only, no mileage change needed.		Has been corrected on 2014 Town Highway Map.	%

August 2015

2009, 2013	TH-17	All CL3 (map in error) TH-17, not 19 is 0.55 miles	We have 1959 documentation of reclassification of 0.29 miles from Class 3 to Untraveled/Class 4. We have 1986 documentation of reclassification of 0.14 miles (see above) from Class 4 to Class 3. We have no record of changes to the remaining CL4 section (0.15 miles). Nick had a record of both changes in his color-coded mileage change map book, but no record of an additional change for this portion of highway.	In order for the entire length of TH-17 to receive funding as a CL3 town highway, we need documentation of a change to CL3 for the remaining 0.15 mile that we show as CL4.	1984 inventory, 1959 cert, Record of Mileage Changes No documentation available. Segment in question has long been maintained as CL3. We will supply affidavit.	Long maintained as CL3, but no records of a reclassification from CL4. VTrans Recommends: reclassify as CL3 because maintaining a road as CL3 is not the same as having formally reclassified a road as CL3, and could leave town at risk.	****
2013	TH-18	0.57 will be re-classified as CL4	Nick agreed with linework, mileage is consistent with linework. Crazy wheel measures disregarded. <i>already CL4.</i>	no change needed		No change needed	-
2013	TH-23	1.83 miles CL3 from intersection with TH-73 to end	Nick indicated the turnaround for town maintenance on the map. It is 0.20 miles before the CL3/CL4 change in our linework. Initial reclassification of 0.92 mile to untraveled (or discontinued?) occurred 1944, so we don't have a record on-site, but it is consistent with the position of the turnaround. 1984 inventory notes are also consistent with the turnaround location, so this issue is more consistent with a historic measuring error than a change in maintenance.	We will put this on our list of roads to be remeasured in our 2014 field season. Any change can be added to 2015 Cert.		Mileage at the final extent of winter plowing is 2.20 mi. However, I'd like to bring some details to your attention before you confirm this new measure. It is likely that this location is a new location of the end of the CL3 hwy, since it occurs in the yard of a relatively new homestead (the buildings are not in the 1999 imagery). The 1984 field inventory (accompanied by Mr. Benway of Glover) has the CL3 hwy ending at 2.11 mi. Has the end of the CL3 hwy changed since 1984?	****
2013	TH-23	(portion beyond CL3 portion was discontinued)	1944 Cert copy is partially cut off, 0.92 miles was removed from town mileage (not clear whether it was due to being untraveled, or to a formal discontinuance). We don't have supporting documents from 1940's on-site. It appears that the Selectboard believed the road to be CL4 in 1974 when 0.30 mile was discontinued for I91 project.	To make this change, we need discontinuation documentation	Have documentation copied from Book I, Page 130 of Road Records	Can you provide a complete copy of the 1944 Cert? Nick provided a partially cut-off copy in 2013. Can you also confirm that the document from Book I, Page 130 indeed refers to TH-23. It probably also refers to TH-24 which intersects TH-23 and was discontinued that year. (This document may clarify the original extent of the CL3 hwy, based on the names/properties mentioned)	****

2009, 2013	TH-30	Map error (0.09 miles not CL4, was discontinued)	No documentation of formal discontinuance. 1967 Cert does not specify a discontinuance, rather it reflects change to untraveled status based on a remeasurement documented by J. Perron (Glover) and Don Harvey (Vtrans) on June 21, 1966 (see attachments). The 1967 map labels the new classification on TH-30 as untraveled, not discontinued. NOTE 1: 0.06 miles of TH-28 and 0.13 miles of TH-51 were handled similarly, and were recorded as reclassified as CL4 town highways in 1967, not discontinued. In fact, TH-28 was formally discontinued in 2006, and 0.13 miles of TH-51 was reclassified as CL3 in 1975. Such reclassification would not be legally possible if the road had been discontinued. NOTE 2: when Act 63 took effect in 1974, the Selectboard reviewed the town highways and established the new classifications. Essentially traveled highways became Class 3 and untraveled highways became Class 4. At that time, TH-30 was designated Class 3. NOTE 3: Clarifying confusion due to 1967 Cert... All reduction in mileage changes were listed in the discontinuance section (part 2) rather than listing the reclassifications to untraveled separately in part 3, however, the Cert states "N.B. see above" in the untraveled section (part 3). (N.B. = "note well")	no change. 1967 Discontinuation issue, see comments to the left.	1967 cert, 1967 map, 1967 letter and detail of mileage changes. Discuss this when we meet	1967 changes were to untraveled, not discontinuances, so no change needed. Also, I believe Glover is no longer interested in making this change at this time. (Landowner is ok with CL4 status)	-
2009, 2013	TH-32	Note correction mileage 0.936 miles from intersection with TH-34, westerly to end.	I can't remember where Nick indicated the Class 3 roadway ends based on the imagery. There is a turnaround before the end of our linework, and a driveway after the end. The present extent of Class 3 highway was added to VTrans records in 2006. Previous changes occurred in 1967 (+0.08 miles CL4 to CL3) and 1968 (-1.45 miles CL3 to Untraveled/CL4).	Possible linework change. Send map with imagery to check endpoint.	TH-31 Map with imagery to precisely locate where the Class3 to Class 4 transition occurs. Endpoint marked on imagery. Book II, Page 208 of Road Records	Map corrected to place end of CL3 portion at turnaround.	%
2009, 2013	TH-32	NOTE: 1.15 miles not CL4, was discontinued 3/20/1959.	NOTE: In 1964 Herbert H. Dunbar, Jr of West Gover requested and received information from Vtrans that TH-32 was considered untraveled as opposed to discontinued. (see attached)	See note below regarding 1959 discontinuation ambiguity.	Discuss ambiguity at meeting. Supply affidavit?	No change	-
2009, 2013	TH-35	error: 0.6 miles was discontinued, is not CL4		See note below regarding 1959 discontinuation ambiguity.	Discuss ambiguity at meeting. Supply affidavit? Bk II P 208	Assuming Bk II, p208 is the 1959 Cert, no change.	-
2013	TH-37	total will be 4.45 miles, includes 1.05 CL4 northerly of intersection with CL2 TH-2 to top of Hill.	Changing Town Highway numbers creates difficulties with recordkeeping, especially with oldest records no longer stored on-site.	see comments regarding changing Town Highway Numbers	OK	No change needed	-

2013	TH-39	measurement error: is 0.804, not 0.3	Nick agreed with linework, mileage is consistent with linework. Crazy wheel measures disregarded.	no change needed		No change needed	-
2013	TH-40	map error: 0.48 m not 0.63	Linework extends past turnaround indicated by Nick, but neither Nick nor Vtrans has documentation clarifying where the end of the road is supposed to be. The 1984 field inventory shows eight seasonal dwellings (on the left side of the road) past the last dwelling on the right, suggesting that the inventory went to the end of the road (see attached). Town official present was Mr. Benway. Appears to be a classification issue rather than a measurement issue.	To make this change, we need documentation of CL3 ending at turnaround	1984 inventory Remeasure to turnaround, which is the end of the town highway. There is no record of the last portion of the road being accepted as a town highway, though it may have been treated as such by Mr. Benway as Road Foreman	Is there documentation demonstrating the original extent of TH-40 ends at the turnaround? (Or original documentation clarifying the lot # of the last camp serviced by CL3?). VTrans will remeasure this too.	****####
2009, 2013	TH-48	westerly CL3 section = 0.56 miles (not 0.51)	Nick agreed with linework, mileage is consistent with linework. Crazy wheel measures disregarded.	no change needed		No change needed	-
2009, 2013	TH-48	easterly CL3 section = 0.57 (not 0.77)	Nick indicated that CL3 portion ends at the farmhouse, not in the field, and believes that the 1986 change was added to incorrect leg of TH-48. Glover provided clear documentation (from Book No. 2, Highways Page 43) in 2013 indicating that in 1986, CL4 mileage was reclassified as CL3 mileage on both legs of TH-48. However, no landmarks were described in the document. Map records show pre-1986 CL3 section extending to farmhouse, and post-1986 maps show CL3 section extending beyond farmhouse, consistent with CL3/CL4 change occurring in the middle of the field (see attached). Field inventory notes are also consistent with CL3 extending to the farmhouse before 1986. Our archived "GLOVER_DISCONTINUED_1984-1.tif" map shows this change as revision "F." Appears to be a classification issue rather than a measurement issue	To make this change, we need documentation of CL3 ending at farmhouse.	pre-1986 map (GLOVER_REVISIO NS_1973) and post-1986 map (1984), GLOVER_DISCONTINUED_1984-1.tif, 1984 inventory, imagery Remeasure to turnaround at barn as end of CL3. Reclassify 0.17 mi as CL4.	Primarily a classification issue, but also a measurement issue (measure to barn is 0.57 mi, not the 0.60 shown on pre-1986 maps). The 0.17 mi portion of road past the barn is currently shown as CL3 in VTrans records. We recommend that you reclassify the 0.17 mi past the B&B, and then the "remeasurement" can also be added to the Cert (-0.03 mi remeasure, which is changing the mileage to the B&B from 0.60 mi to 0.57 mi.)	****
2009	TH-49	none	1959 discontinuance ambiguity	See note below regarding 1959 discontinuation ambiguity.	Discuss ambiguity at meeting. Supply affidavit? Bk II, P 208	Assuming Bk II, p208 is the 1959 Cert, no change.	-

2013	TH-52	map error: 0.36 miles to end, not 0.29	Nick agreed with linework, mileage is consistent with linework. Crazy wheel measures disregarded.	no change needed	Remeasure to turnaround at old house. See copy of Book 1, Page 171	No change needed. Was not remeasured.	-
	TH-53	Was not submitted. Just an observation while cleaning up map of TH-54.	Is this still being maintained as CL3? Not to be confused with the obvious driveway just south of TH-53. TH-53 used to continue across to what is now CL2 TH-2. Imagery suggests it isn't maintained, and we have no record of relevant class changes. 1984 inventory and Act 63 reclassification documents indicate that TH-53 was Class 3 at the time. The house this road used to service is no longer there.	If not maintained as CL3, we recommend reclassifying or discontinuing this road.	Reclassify as CL4 . See BK II P 188-9 for last action	Need documentation	****
2013	TH-54	map error: 0.71 miles from intersection with CL2 TH-2, to intersection with proposed TH-80.	Nick agrees with linework, however vtrans mileage is not consistent with linework. The official AOT mileage between Class 2 TH-2 and TH-53 is 0.70, but there is reason to believe it may be about 0.05 mile longer than this.	We will put this on our list of roads to be remeasured in our 2014 field season. Any change can be added to 2015 Cert		Needs remeasuring... one value missing on inventory collected on 6/10/2014 (oops!)	####
2013	TH-54	2013 Comment: 0.33 miles of Hinman southerly from Halsey Ln to end of section discontinued. 2013 Comment: Reclassify portion past Halsey Ln (TH-80) as CL4	Nick indicated that the 0.33 miles is to a property line south of current end of CL3 road. Contradictory information about location of point. Our records placed the cutoff at 0.25 miles past TH-53, which matches our current linework. Halsey Ln is about 0.15 miles past TH-53, so there is only 0.10 mile of CL3 past the intersection with Halsey Ln that was receiving funding as a CL3 road, so we should only subtract 0.01 mile to have funding reflect CL3 terminating at intersection with Halsey Ln.	0.10 mile TH-54 reclassification from CL3 to CL4.	Change pre-loaded onto 2014 Certificate of mileage. SIGN & SEND CERTIFICATE	Have excerpt from Minutes of Selectboard meeting April 10, 2014. Full minutes received April 28, 2014. Notice and hearing documentation filed with 2013 Cert. We will preload 0.10 mile TH-54 reclassification from CL3 to CL4 onto the 2015 Cert. No additional documentation necessary.	!!!
2013	TH-54	0.85 miles northerly from glover/greensboro TL drawn incorrectly		Map linework has been roughly realigned with former Hinman Rd (west rather than east of Paddock Hill) based on imagery.		Has been corrected on 2014 Town Highway Map.	%

2013	TH-54	0.85 miles northerly from glover/greensboro TL will be reclassified CL4 in 2013. (But Nick says that it has already been discontinued)*	1975 document regarding road from Greensboro TL through the property of J.B. Meyer to the property of Gerald and Charlotte LeMoine, a response to petition to discontinue the following highway, in which the county commisioners state that the road should be discontinued. The document does not appear to be a formal discontinuance itself. It states: "...[6] That, if applicable, once this road is discontinued, the Selectmen can, through the Department of Recreation or Department of Highways, make it into a permanent trail [as outlined in 19 V.S.A. Section 535]." We don't have subsequent documentation that the Selectboard proceeded with the discontinuance, or alternatively that the County Court ordered it. At this time we are unable to confirm or verify the accuracy of the 0.85 mile length of the portion of TH-54 that was already listed as CL4.	To change our records to show this portion of TH-54 as discontinued, we need documentation of its discontinuance, or confirmation that the supplied documentation is indeed a legal discontinuance.	Copy of Order of Discontinuance by County Commissioners, 8/10/1976, Book 2, Page 17	Copy of "Findings of Fact and Order of Discontinuance" provided. Will be pre-loaded as a discontinuance on 2015 Cert. No additional documentation necessary.	!!!!
2013	TH-56	map error: 0.17 mile (not 0.12) is CL3	Nick agreed with linework, mileage is consistent with linework. Crazy wheel measures disregarded.	no change needed		No change needed	-
2009	TH-59	none	1959 discontinuation ambiguity	See note below regarding 1959 discontinuation ambiguity.	Record of Mileage Changes Discuss ambiguity at meeting. Book 2, Pages 113-115	No change	-
2013	TH-60	map error: 0.12 miles, not 0.10	Current linework reaches driveway of dwelling, mileage consistent with linework. Crazy wheel measures disregarded.	no change needed		No change needed	-
2013	TH-61	map error: is CL4, not "non functional"	TH-61 is already shown as CL4 in Vtrans records.	no change needed		No change needed	-
2013	TH-62	map error: 0.11 miles CL3, not 0.14	Have a 1950 document that shortened this road by 0.11 miles (to, presumably, the current mileage). Nick agreed with the current linework, but there is a discrepancy between official AOT mileages and measures.	We will put this on our list of roads to be remeasured in our 2014 field season. Any change can be added to 2015 Cert		Inventory on 6/10/2014 yielded 0.118 mi (rounded to 0.12 mi). Will preload onto Cert as a mileage change. No documentation needed.	!!!!
2013	TH-71	map error: CL3 0.16 miles from intersection with CL2 TH-3 northerly to end of maintained rd	1975 documentation of reclassification of 0.29 miles from Class 3 to Class 4, leaving 0.11 miles of Class 3 road. Nick provided current landmark as 3rd home up the road, but the 1985 map edits and 1984 inventory suggest that there was a turnaround at 0.11 mile, just past the second home. There appears to be a turnaround visible at this location in the imagery, which matches the current linework. Appears to be a classification issue, not a measurement issue.	To have CL3 extend to 3rd home, we need documentation that the roadway between the turnaround and the 3rd home has been reclassified.	1984 inventory, 1985 map, imagery End of CL3 marked on imagery. Book 2 Page 46. .29 subtracted from CL4	No change needed, linework and mileage already consistent with the turnaround.	-
2009, 2013	TH-72	map error: 0.06 miles, not 0.08	Nick agreed with linework, mileage is consistent with linework. Crazy wheel measures disregarded.	no change needed		No change needed	-

2013	TH-80	see surveyor's map		TH-80 added with 0.10 mile (rounded to nearest 0.01 mile)	+0.10 mile CL3 TH-80 preloaded on 2014 Certificate of Mileage	Received Minutes with Selectboard action dated 3/27/2014. Notice and hearing documentation filed with 2013 Cert. Will be pre-loaded onto 2015 Cert. No additional documentation necessary.	!!!!
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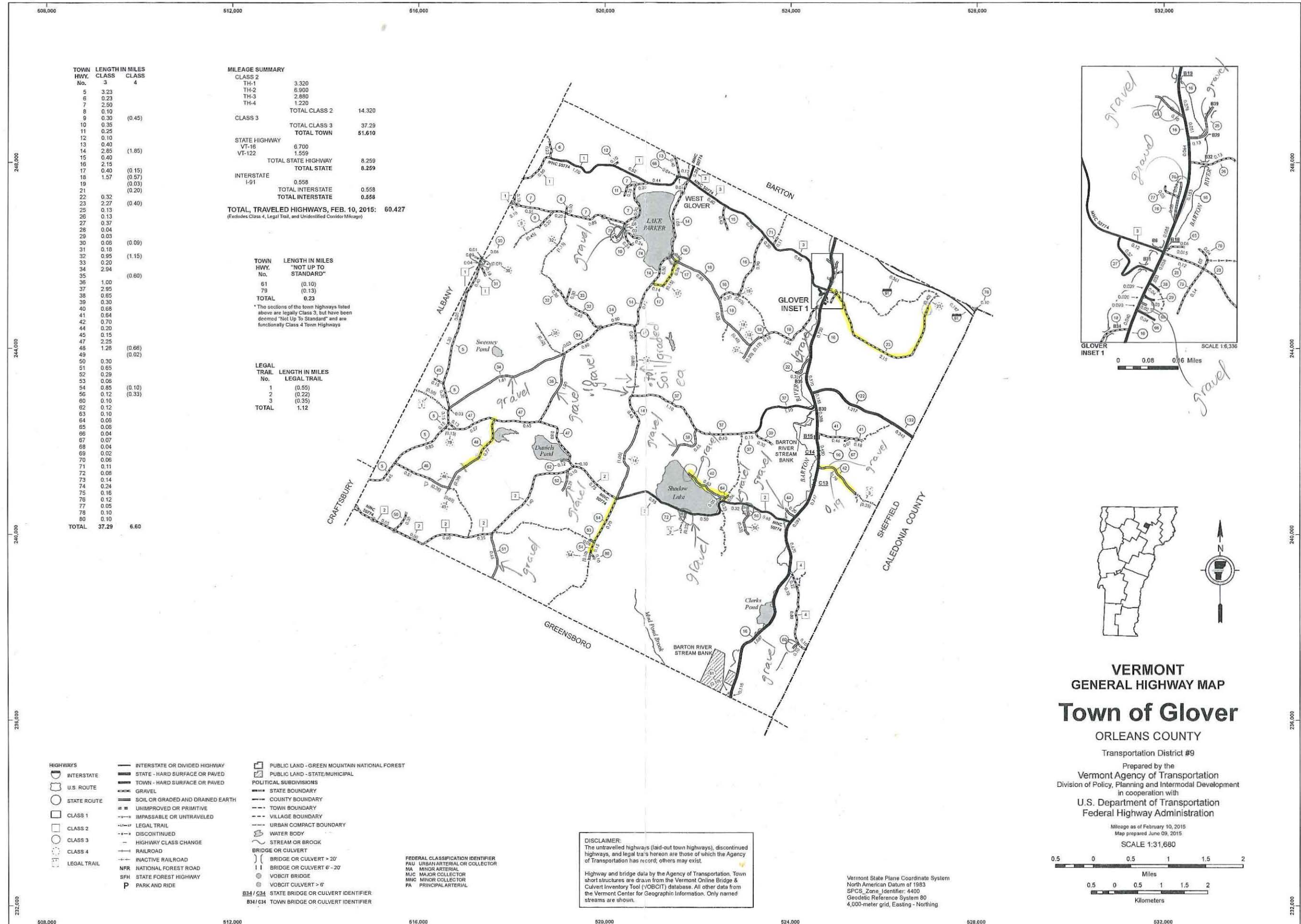
1959 discontinuance ambiguities... The 1959 map shows changes to "Untraveled." The wording on the 1959 Cert is consistent with wording on 1959 map, and with wording on Cert documents for other years referring to changes to untraveled (that were handwritten by the same person town clerk). There is no separate section on the 1959 Cert for changes to untraveled, so changes to untraveled would be listed with other mileage reductions (such as discontinuances). Aside from that issue, TH-55 was discontinued in 1932, but Vtrans didn't make the change until 1974, even though they "reclassified" it as untraveled in 1959. When Act 63 of 1973 took effect, officials from both VTrans and Glover agreed with the status of those roads as untraveled, and since then at least one road (TH-52) was reclassified to Class 3, which would not have been possible if it had been previously discontinued.

<---- NOTE - 1959
Discontinuance
Ambiguity

Current Status KEY:

- No change
- **** Glover action needed
- #### VTrans action needed
- !!!! Ready to be added to Cert, no additional documentation needed
- % Map change made to 2014 map

County-Town Code: 1008



TOWN HWY. No.	LENGTH IN MILES CLASS 3	CLASS 4
5	3.23	
6	0.23	
7	2.59	
8	0.10	(0.45)
9	0.30	
10	0.35	
11	0.25	
12	0.10	
13	0.40	(1.85)
14	2.85	
15	0.40	
16	2.15	
17	0.40	(0.15)
18	1.57	(0.57)
19		(0.03)
21	0.32	(0.20)
22	2.27	(0.40)
23	0.13	
25	0.13	
26	0.13	
27	0.37	
28	0.04	
29	0.03	
30	0.06	(0.09)
31	0.18	
32	0.95	(1.15)
33	0.20	
34	2.94	
35		(0.60)
36	1.00	
37	2.95	
38	0.65	
39	0.30	
40	0.68	
41	0.64	
42	0.70	
44	0.20	
45	0.15	
47	2.25	
48	1.28	(0.66)
49		(0.02)
50	0.30	
51	0.65	
52	0.29	
53	0.06	
54	0.85	(0.10)
56	0.12	(0.33)
60	0.10	
62	0.12	
63	0.10	
64	0.05	
65	0.06	
66	0.04	
67	0.07	
68	0.04	
69	0.02	
70	0.06	
71	0.11	
72	0.08	
73	0.14	
74	0.24	
75	0.16	
76	0.12	
77	0.05	
78	0.10	
80	0.10	
TOTAL	37.29	6.60

MILEAGE SUMMARY

CLASS	LENGTH IN MILES	TOTAL
CLASS 2		
TH-1	3.320	
TH-2	6.900	
TH-3	2.880	
TH-4	1.220	
TOTAL CLASS 2	14.320	
CLASS 3		
TOTAL CLASS 3	37.29	
TOTAL TOWN	51.610	
STATE HIGHWAY		
VT-16	6.700	
VT-122	1.559	
TOTAL STATE HIGHWAY	8.259	
TOTAL STATE	8.259	
INTERSTATE		
I-91	0.558	
TOTAL INTERSTATE	0.558	
TOTAL, TRAVELED HIGHWAYS, FEB. 10, 2015:	60.427	

(Excludes Class 4, Legal Trail, and Unidentified Corridor Mileage)

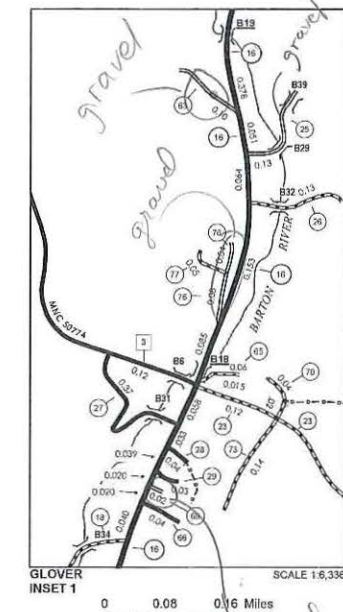
TOWN HWY. No. LENGTH IN MILES "NOT UP TO STANDARD"

61	(0.10)
79	(0.13)
TOTAL	0.23

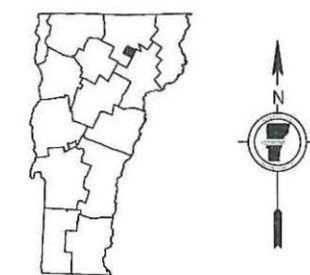
*The sections of the town highways listed above are legally Class 3, but have been deemed "Not Up To Standard" and are functionally Class 4 Town Highways

LEGAL TRAIL LENGTH IN MILES

1	(0.55)
2	(0.22)
3	(0.35)
TOTAL	1.12

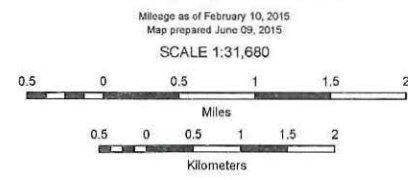


2.15
1.12
2.27



VERMONT GENERAL HIGHWAY MAP
Town of Glover
ORLEANS COUNTY

Transportation District #9
Prepared by the
Vermont Agency of Transportation
Division of Policy, Planning and Intermodal Development
in cooperation with
U.S. Department of Transportation
Federal Highway Administration



- HIGHWAYS**
 - INTERSTATE
 - U.S. ROUTE
 - STATE ROUTE
 - CLASS 1
 - CLASS 2
 - CLASS 3
 - CLASS 4
 - LEGAL TRAIL
- INTERSTATE OR DIVIDED HIGHWAY
- STATE - HARD SURFACE OR PAVED
- TOWN - HARD SURFACE OR PAVED
- GRAVEL
- SOIL OR GRADED AND DRAINED EARTH
- UNIMPROVED OR PRIMITIVE
- IMPASSABLE OR UNTRAVELED
- LEGAL TRAIL
- DISCONTINUED
- HIGHWAY CLASS CHANGE
- RAILROAD
- INACTIVE RAILROAD
- NFR NATIONAL FOREST ROAD
- SFH STATE FOREST HIGHWAY
- PARK AND RIDE
- PUBLIC LAND - GREEN MOUNTAIN NATIONAL FOREST
- PUBLIC LAND - STATE/MUNICIPAL
- POLITICAL SUBDIVISIONS
- STATE BOUNDARY
- COUNTY BOUNDARY
- TOWN BOUNDARY
- VILLAGE BOUNDARY
- URBAN COMPACT BOUNDARY
- WATER BODY
- STREAM OR BROOK
- BRIDGE OR CULVERT
- BRIDGE OR CULVERT > 20'
- BRIDGE OR CULVERT 6' - 20'
- VOCBIT BRIDGE
- VOCBIT CULVERT > 6'
- STATE BRIDGE OR CULVERT IDENTIFIER
- TOWN BRIDGE OR CULVERT IDENTIFIER
- FEDERAL CLASSIFICATION IDENTIFIER
- PAU URBAN ARTERIAL OR COLLECTOR
- MA MINOR ARTERIAL
- MAJ MAJOR COLLECTOR
- MNC MINOR COLLECTOR
- PA PRINCIPAL ARTERIAL

DISCLAIMER:
The untraveled highways (laid-out town highways), discontinued highways, and legal tra's hereon are those of which the Agency of Transportation has record, others may exist.

Highway and bridge data by the Agency of Transportation. Town short structures are drawn from the Vermont Online Bridge & Culvert Inventory Tool (VOCBIT) database. All other data from the Vermont Center for Geographic Information. Only named streams are shown.

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

ROAD INVENTORY FORM

VERMONT AGENCY OF TRANSPORTATION
 PLANNING DIVISION
 MAPPING AND ROAD INVENTORY SECTION

PARTY CHIEF KERRY ALLEY + MICHAEL TRUNZO TOWN GLOVER
 RECORDER KERRY ALLEY COUNTY ORLEANS HWY. DIST. NO. 9
 TOWN OFFICIAL JACK SUMBERG ROAD SYSTEM & NO. T16
 TITLE SELECTBOARD CHAIR SHEET NO. 1 OF 1 DATE 06/10/2014

SURFACE TYPE & WIDTH	SHOULDER TYPE & WIDTH		SIDEWALK TYPE & WIDTH		DITCHES	CONDITION	ROAD CLASS	REMARKS
	LT.	RT.	LT.	RT.				
								T14 ← → T14
								T17 ↙
								(END OF INVENTORY)
								PROPOSED END CL3 1 428
								(.295)
								T18
								1 183
								#869 or (Not in E911 data?)
								↘ (909 A) 0 925
								CL4-T19 ← 0 905
								↑ CALCULATED using 0.02 mi offset from 909 drive
								(A)
								(863 in E911 data)
								CL2-T3 ← 0 00 → CL2-T3

ROAD INVENTORY FORM

VERMONT AGENCY OF TRANSPORTATION
 PLANNING DIVISION
 MAPPING AND ROAD INVENTORY SECTION

PARTY CHIEF KERRY ALLEY + MICHAEL TRUNZO TOWN GLOVER
 RECORDER _____ COUNTY ORLEANS HWY. DIST. NO. _____
 TOWN OFFICIAL JACK SUMBERG (not present) ROAD SYSTEM & NO. CL3/CL4 T17
 TITLE SELECTBOARD CHAIR SHEET NO. 1 OF 1 DATE 08/20/2015

SURFACE TYPE & WIDTH	SHOULDER TYPE & WIDTH		SIDEWALK TYPE & WIDTH		DITCHES	CONDITION	ROAD CLASS	REMARKS
	LT.	RT.	LT.	RT.				
								Cemetery Ln
								CL3-T16 ← 0 526 → CL3-T16
								H 0 403
								(last stone) 0 301
								Cemetery } (gate) 0 284 (begin) 0 255 ↑ CL3 ← (not sure exactly where see 2014 inventory)
								CL4
								90° LT 0 144 H
								CL3-T14 ← 0 000 → CL3-T14

ROAD INVENTORY FORM

VERMONT AGENCY OF TRANSPORTATION
 PLANNING DIVISION
 MAPPING AND ROAD INVENTORY SECTION

PARTY CHIEF KERRY ALLEY + MICHAEL TRUNZO TOWN GLOVER
 RECORDER KERRY ALLEY COUNTY ORLEANS HWY. DIST. NO. 9
 TOWN OFFICIAL JACK SUMBERG ROAD SYSTEM & NO. T17
 TITLE SELECTBOARD CHAIR SHEET NO. 1 OF 1 DATE 06/10/2014

SURFACE TYPE & WIDTH	SHOULDER TYPE & WIDTH		SIDEWALK TYPE & WIDTH		DITCHES	CONDITION	ROAD CLASS	REMARKS
	LT.	RT.	LT.	RT.				
								<u>Cemetery loop</u>
								<u>CL3-T14 ← 0 618 → CL3-T14</u>
								<u>← → Historic Hinman Rd</u>
								<u>Start CL3</u>
								<u>Drive ← 0 474 90° Rt turn</u>
								<u>Start CL4 0 350 Cemetery</u>
								<u>CL3-T16 ← X XXX (Start T17)</u>
								<u>(straight ahead) ← 90° Rt turn</u>
								<u>↑ (CL3-T16 not T17)</u>
								<u>CL3-T14 ← 0 000 → CL3-T14</u>

ROAD INVENTORY FORM

VERMONT AGENCY OF TRANSPORTATION
 PLANNING DIVISION
 MAPPING AND ROAD INVENTORY SECTION

PARTY CHIEF K. ALLEY + M. TRUNZO
 RECORDER K. ALLEY
 TOWN OFFICIAL J. SUMBERG (present)
 TITLE SELECTBOARD CHAIR

TOWN GLOVER
 COUNTY ORLEANS HWY. DIST. NO. _____
 ROAD SYSTEM & NO. CL3-T23
 SHEET NO. 1 OF 2 DATE 08/20/2015

SURFACE TYPE & WIDTH	SHOULDER TYPE & WIDTH		SIDEWALK TYPE & WIDTH		DITCHES	CONDITION	ROAD CLASS	REMARKS
	LT.	RT.	LT.	RT.				
								Dexter Mountain Rd not all houses/drives noted!
							1	373 H#1370
							0	951 French Cemetery
								H#389 0 911
							0	811 H#804
							0	746 → PVT Sargent Way H#744
							0	656 H#508
							0	119 Pine Pl ← Apple Pl → CL3-T70 ← CL3-T73
							0	000 VT-16 ← VT-10 →

1 348
 1 967
 2 084
 ↑ return measures ↓

ROAD INVENTORY FORM

VERMONT AGENCY OF TRANSPORTATION
 PLANNING DIVISION
 MAPPING AND ROAD INVENTORY SECTION

PARTY CHIEF K. ALLEY + M. TRUNZO
 RECORDER K. ALLEY
 TOWN OFFICIAL J. SUMBERG (not present)
 TITLE SELECTBOARD CHAIR

TOWN GLOVER
 COUNTY ORLEANS HWY. DIST. NO. _____
 ROAD SYSTEM & NO. CL3-T48
 SHEET NO. 1 OF 2 DATE 08/20/2015

SURFACE TYPE & WIDTH	SHOULDER TYPE & WIDTH		SIDEWALK TYPE & WIDTH		DITCHES	CONDITION	ROAD CLASS	REMARKS
	LT.	RT.	LT.	RT.				
								<u>Rodgers Rd</u>
							1 170	RT 90°
							CL4-T49 ← 1 165	
							H #1167	
							0 932	Field entry
							0 629	(maybe turnaround)
							0 620	end of Barn
							0 586	Barn Door
							X XXX	H#582 (Inn)
							(H#271)	(H#240)
							0	{ 239
							H #115	0 114
							CL3-T47 ←	0 000 → CL3-T47

ROAD INVENTORY FORM

VERMONT AGENCY OF TRANSPORTATION
 PLANNING DIVISION
 MAPPING AND ROAD INVENTORY SECTION

PARTY CHIEF K. ALLEY + M. TRUNZO TOWN GLOVER
 RECORDER K. ALLEY COUNTY ORLEANS HWY. DIST. NO. _____
 TOWN OFFICIAL J. SUMBERG (not present) ROAD SYSTEM & NO. CL3-T48
 TITLE SELECTBOARD CHAIR SHEET NO. 2 OF 2 DATE 08/20/2015

SURFACE TYPE & WIDTH	SHOULDER TYPE & WIDTH		SIDEWALK TYPE & WIDTH		DITCHES	CONDITION	ROAD CLASS	REMARKS
	LT.	RT.	LT.	RT.				
								<u>Rodgers Rd</u>
								<u>CL3-T5 ← 1 959 → CL3-T5</u>
								<u>1 898 H#1910</u>
								<u>1) 757 box culvert</u>
								<u>1 515 H#1516</u>
								<u>H#1449 CL3 1 453</u>
								<u>H#1375 1 375</u>
								<u>Power 1 296 Line</u>

ROAD INVENTORY FORM

VERMONT AGENCY OF TRANSPORTATION
 PLANNING DIVISION
 MAPPING AND ROAD INVENTORY SECTION

PARTY CHIEF K. ALLEY + M. TRUNZO TOWN GLOVER
 RECORDER K. ALLEY COUNTY ORLEANS HWY. DIST. NO. _____
 TOWN OFFICIAL J. SUMBERG (not present) ROAD SYSTEM & NO. CL3-T54
 TITLE SELECTBOARD CHAIR SHEET NO. 1 OF 1 DATE 08/20/2015

SURFACE TYPE & WIDTH	SHOULDER TYPE & WIDTH		SIDEWALK TYPE & WIDTH		DITCHES	CONDITION	ROAD CLASS	REMARKS
	LT.	RT.	LT.	RT.				
								Hinman Rd (not all homes/drives noted!)
								(photo of T80) 0 828
								0 821 (gps pt) CL4
								CL3-T80 ← 0 80 (calc'd)
								(difficult to pinpoint where T54 becomes T80)
								0 673 → PVT Apple Tree Ln
								0 665 → CL3-T53 (not maintained)
								CL2-T2 ← 0 000 → CL2-T2



**TH-62: CL3-CL4 Transition
GLOVER**

Mapping Unit
 Division of Policy and Planning
 Vermont Agency of Transportation -- June 9, 2014

