

District 1, 2  
 Certcode 1308-0

**CERTIFICATE OF HIGHWAY MILEAGE  
 YEAR ENDING FEBRUARY 10, 2019**

Fill out form, make and file copy with the Town Clerk, and mail ORIGINAL, before February 20, 2019 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 HALIFAX in WINDHAM County  
 on an oath state that the mileage of highways, according to Vermont Statutes Annotated, Title 19, Section 305,  
 added 1985, is as follows:

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

Town Highways	Previous Mileage	Added Mileage	Subtracted Mileage	Total	Scenic Highways
Class 1	0.000			—	0.000
Class 2	16.800			16.80	0.000
Class 3	47.52	0.54 <i>467</i>	0.05	47.98 <i>48.03</i>	0.000
State Highway	5.846				0.000
<b>Total</b>	<b>70.166</b>			<b>70.676</b>	<b>0.000</b>
* Class 1 Lane	0.000			—	
* Class 4	5.40	0.31 <i>311</i>	0.54 <i>467</i>	5.25 <i>5.15</i>	0.000
* Legal Trail	10.27	<i>311</i> →	.31	9.96	

\* 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.** Mileage adjustments, rounding, + notes by K. Alley 4/3/2019

- NEW HIGHWAYS:** Please attach Selectmen's "Certificate of Completion and Opening".
- DISCONTINUED:** Please attach SIGNED copy of proceedings (minutes of meeting).
- RECLASSIFIED/REMEASURED:** Please attach SIGNED copy of proceedings (minutes of meeting).  
 0.19 mi CL4 TH-17 reclassified to CL3 (Hall Rd)  
 0.31 mi LT4 reclassified to CL4 TH-22 (Old Country Rd)  
 0.37 mi CL4 TH-44 reclassified to CL3 TH-44 (Aldrich Rd)  
 -0.05 mi CL3 TH-44 remeasurement + correcting error from 2006
- SCENIC HIGHWAYS:** Please attach a copy of order designating/discontinuing Scenic Highways.

Received  
 JAN 25 2019  
 Policy, Planning & Intermodal  
 Development Division

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

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

Selectmen/ Aldermen/ Trustees Signatures:

*Lewis L. Sumner*  
*Bradley W. [Signature]*

T/C/V Clerk Signature:

*Patricia [Signature]*

Date Filed: January 18, 2019

Please sign ORIGINAL and return it for Transportation signature.

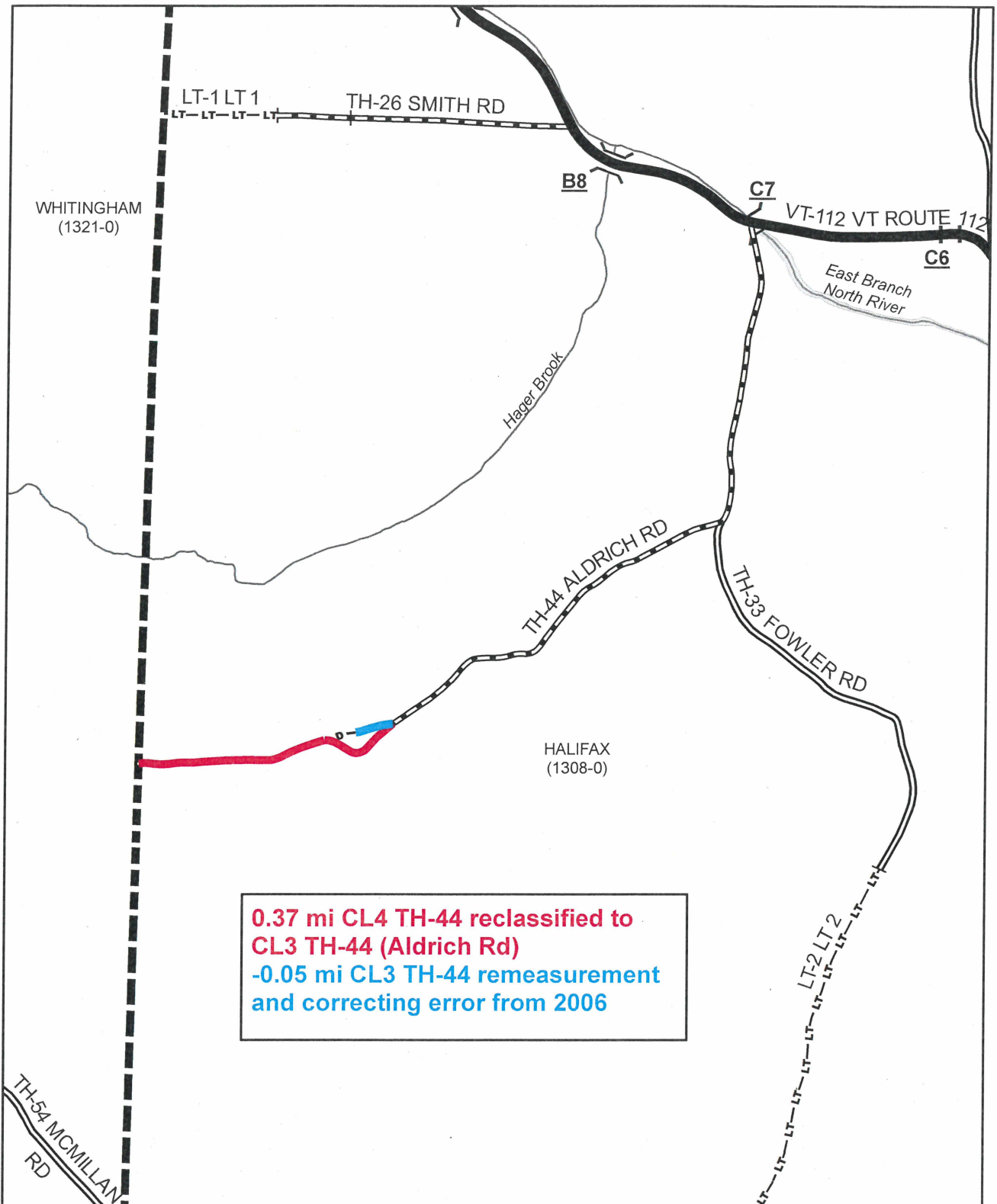
AGENCY OF TRANSPORTATION APPROVAL: Signed copy will be returned to T/C/V Clerk.

APPROVED:

*[Signature]*  
 Representative, Agency of Transportation

DATE:

4/18/2019

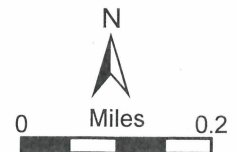


**0.37 mi CL4 TH-44 reclassified to CL3 TH-44 (Aldrich Rd)**  
**-0.05 mi CL3 TH-44 remeasurement and correcting error from 2006**

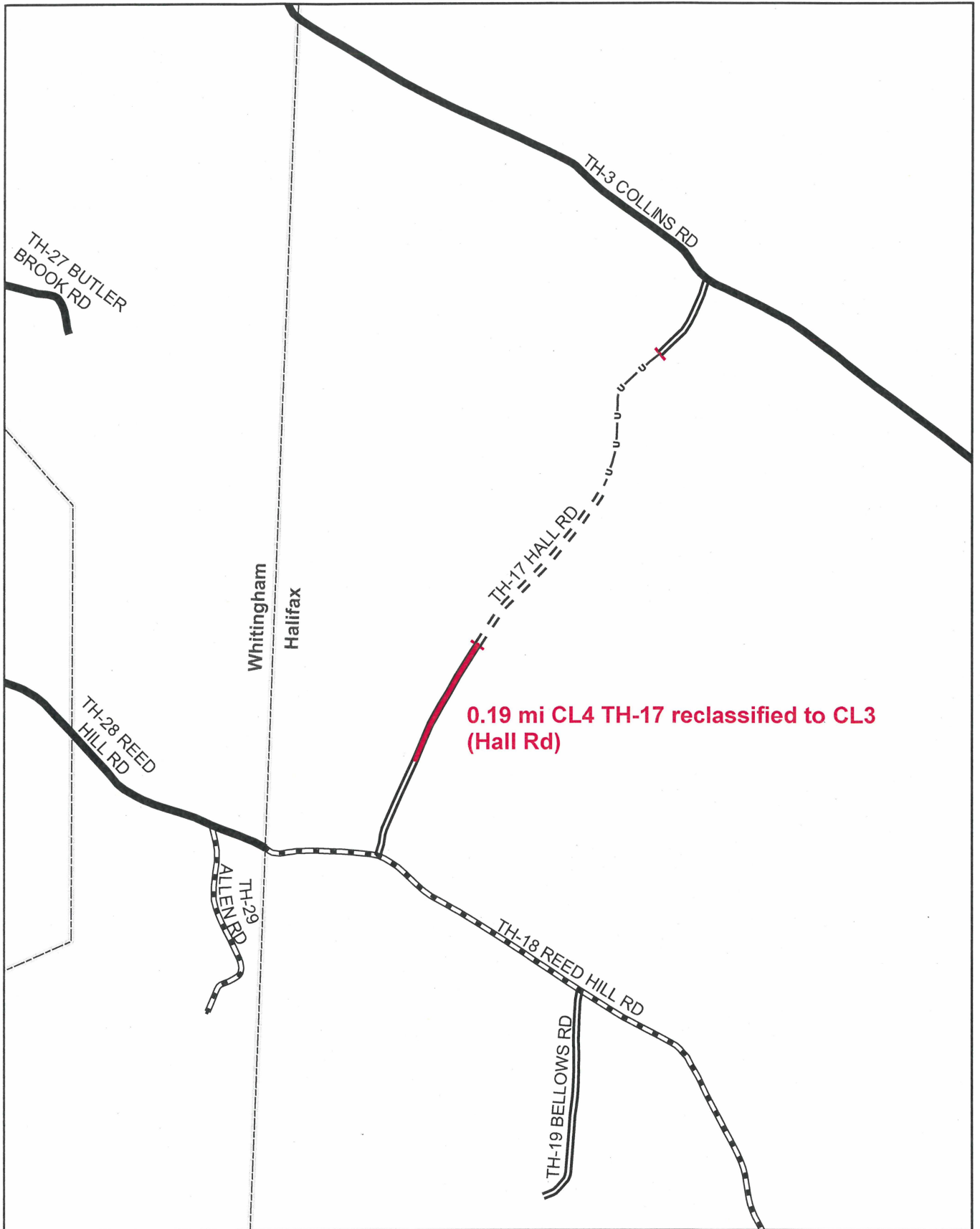
**Mileage Certificate Changes 2019**

**HALIFAX**  
(1308-0)

Mapping Section  
 Division of Policy and Planning  
 Vermont Agency of Transportation -- April 16, 2019



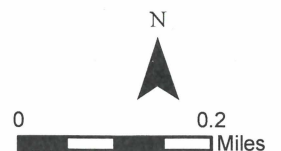


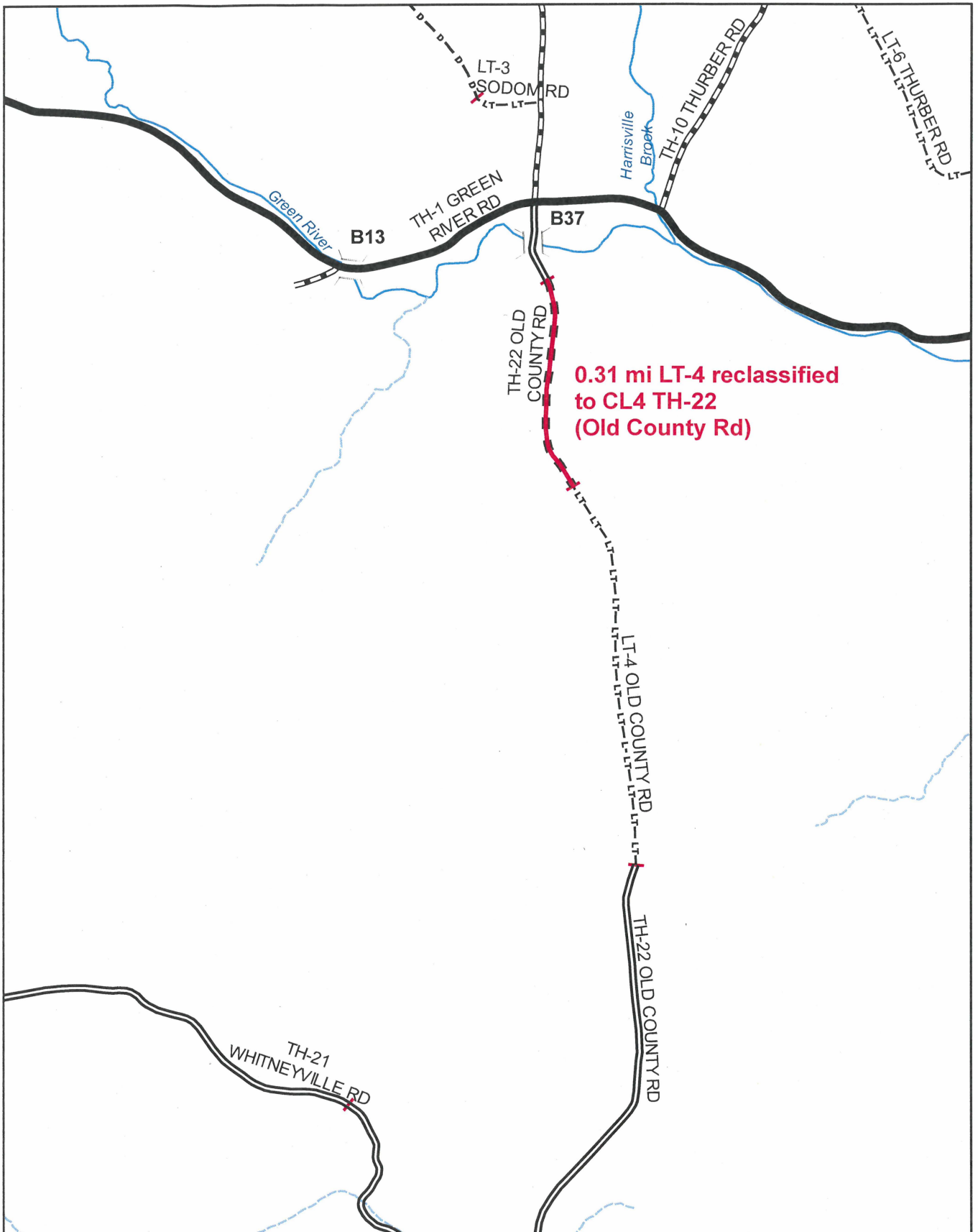


**Mileage Certificate Change 2019**

**HALIFAX**  
(CTUA: 1308-0)

Mapping Section  
 Division of Policy, Planning and Intermodal Development  
 Vermont Agency of Transportation - February 2019



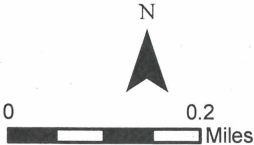


**0.31 mi LT-4 reclassified  
to CL4 TH-22  
(Old County Rd)**

**Mileage Certificate Change 2019**

**HALIFAX**  
(CTUA: 1308-0)

Mapping Section  
Division of Policy, Planning and Intermodal Development  
Vermont Agency of Transportation - February 2019



**OFFICE OF THE SELECTBOARD  
TOWN OF HALIFAX  
P.O. BOX 127  
WEST HALIFAX, VT 05358**

January 15, 2019

Vermont Agency of Transportation  
Division of Policy, Planning and Intermodal Development  
Mapping Section  
One National Life Drive  
Montpelier, Vermont 05633

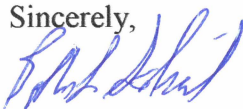
Dear Mapping Specialists:

The Town of Halifax hereby submits their completed 2019 Certificate of Highway Mileage, along with the following documentation:

- Selectboard meeting minutes for July 17, 2018 and August 7, 2018, with motions and votes for three road reclassifications
- Findings and Decisions (recorded in the Halifax Town Land Records) for each of the three road sections.
- Map showing each reclassified road section
- Hearing notices (Halifax and Whitingham)
- Cover letter to abutters

If anything further is needed, please notify us at the address above, call 802-368-2590, or email [halifaxsecretary@gmail.com](mailto:halifaxsecretary@gmail.com).

Sincerely,



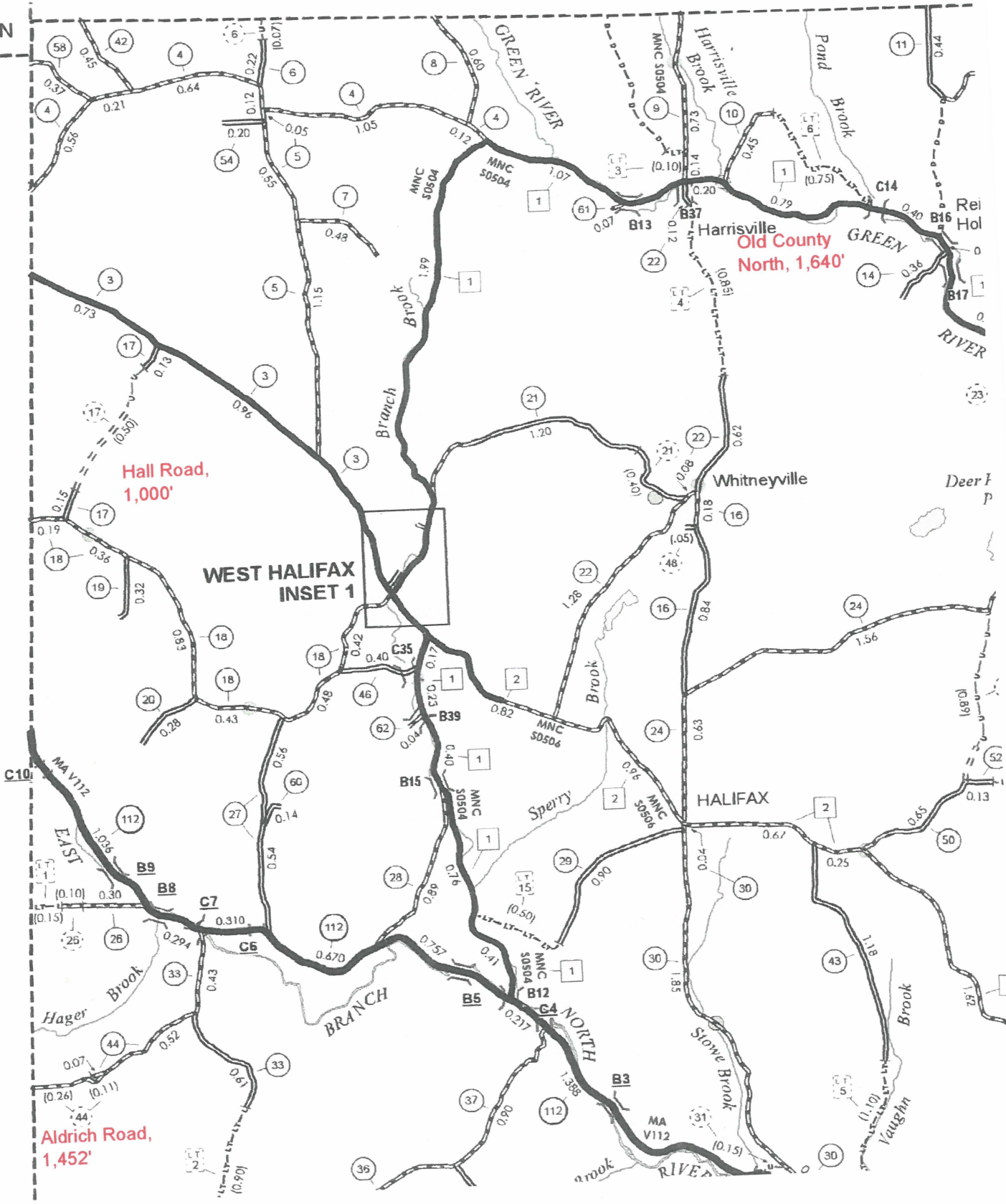
Robbin Gabriel  
Selectboard admin. asst.



WILMINGTON

MARLBORO

WHITINGHAM



Hall Road,  
1,000'

WEST HALIFAX  
INSET 1

Aldrich Road,  
1,452'

STATE OF VERMONT  
TOWN OF HALIFAX

TH-17  
Done  
2019-2-21

WHEREAS, at Halifax, Vermont, on the 17<sup>th</sup> day of July, 2018 and the 21<sup>st</sup> day of August, 2018, respectively, the Selectboard of the Town of Halifax, on its own Motion, did vote to propose that pursuant to Title 19 Vermont Statutes Annotated, Chapter 7, as amended, that Hall Road be reclassified from Class 4 to Class 3 up to the driveway of the home of Michael and Maureen Drummey—the distance of the reclassification being one thousand feet.

WHEREFORE, the Selectboard did order and appoint that on the 22<sup>nd</sup> day of September, 2018, at 9:00 a.m. it would meet at the Halifax Town Offices and proceed to the site and then at 6:30 p.m. on September 25, 2018 it would meet at the Halifax Selectboard Meeting Room in Halifax, Vermont for the purpose of hearing all persons interested in said public highway and its alteration, and for the purpose of examining the premises affected thereby, and did give notice on August 22, 2018 thereof to the statutory parties and to those set forth in Exhibit "A" attached hereto all being persons who own or are interested in the lands on which said proposed road now lies or abutting on said roadway at their last known addresses; and did give notice thereof to the voters of the Town of Halifax by posting notices on August 23, 2018 in the public places within the Town, and did give notice to the voters of the Town of Halifax by causing a notice to be published in the Deerfield Valley News, a newspaper with a circulation in Halifax, Vermont on September 6, 2018, and did leave a copy of such notice with the Halifax Town Clerk.

AND, afterwards, on September 22, 2018 the Selectboard did examine said premises, and did hold a public hearing on September 25, 2018, at 6:30 p.m. at the Halifax Meeting Room at which time individuals were given the opportunity to appear and give testimony regarding said road. There were no claims for damages. Testimony was received by three persons interested in the reclassification of the road in question and other roads at issue.

AND, the Selectboard determined that the present status of the public highway is as follows:

1. That the roadway is a Class 3 Town Road for a distance of .15 miles from Reed Hill Road. The Roadway is also a Class 3 Road for a distance of .13 miles from Collins Road on its other end. The middle of the road is Class 4. The proposal is to extend the class three section approximately 1,000 feet on the Reed Hill side of the highway, making the class 3 section extend to the driveway of the Drummey residence. The Town proposes to build a turn around across from the Drummey driveway.
2. Two landowners on Hall Road attended the hearing. The minutes of the hearing (reflected in the following numbered paragraphs 3,4&5) indicate the testimony as follows:
3. **CARA CHEYETTE:** I know we're just talking from the Jones property to the Drummey driveway, and we're not talking about up the hill, so it wouldn't affect me in the way that would have, said Cheyette. She explained that she and Michael Drummey rely on the section of road in question, and cost (of maintenance) has been shared between her and Drummey, and Drummey has done a lot of the work. Cheyette acknowledged previous comments about the benefits of reclassifying, but said that to her there was not a benefit; as a matter of fact there was a detriment. That's because of who I am; it's really particular to me, she said. Cheyette explained she appreciated the quiet, and her privacy, and said the private maintenance creates a sort of natural speed bump. She suggested that drivers who didn't really need to get down the road



are less interested in going that way. Cheyette is concerned that improving the condition of the road might invite more traffic. She said Jeff Putnam currently plows the road and knows what to look out for, and she hoped, with the Town plowing, they would work with her regarding the turnaround at the base of the hill. That's my personal perspective, Cheyette said, adding that if the reclassification were not done she would be willing to work with Drummey on how they share the costs. Speaking from a taxpayer's perspective, Cheyette now offered some numbers related to State funding assistance. She calculated that \$150,000 a year in State aid, for 65 miles of Town road, comes out to \$2,307 per mile, and said the benefit for the Hall Road reclassification section would be \$461. In the other direction, it costs about a million dollars to maintain the Town roads, so this fifth-mile of a road (Hall) would be about a \$3,000 expense. Cheyette said she hoped the Board, in considering public good, would also consider that the money in from State aid is kind of overwhelmed by the money out. Cheyette acknowledged the new Act 64 requirements for Class 4 road maintenance. But if that were the answer to the public good question, then you would have no choice but to reclassify every Class 4 to a Class 3, and obviously that's not what we're doing here, she concluded.

4. **MICHAEL BRUNO:** A small disagreement with the numbers, said Bruno. If you just divide road miles into total cost, you come up with \$3,000, but there is a certain amount of fixed cost; you have x many people on the town crew,

you've already got a grader, trucks, and what-not, so you can't just divide it out evenly like that. The math should be done, but it's not a simple division.

5. MICHAEL DRUMMEY: Drummey, who lives on the section of Hall Road under discussion, said his assessment is that drivers have already made up their minds the road goes through, once they leave Reed Hill. They blindly follow their GPS. Drummey has noticed the traffic has dramatically decreased in the last six months. It has been a long time since a tractor-trailer or a tour bus has come up the road. To address Cheyette's concerns about vehicles going up the road, turning around, and disturbing the quiet, Drummey suggested adding another dead end sign where the Class 3 changes to Class 4. Or perhaps a "private" sign, advising the road is only traversable by horse or motorcycle. You can't fix stupid, he said, but there are ways to minimize the number of people who choose to venture up that hill. Drummey said he appreciated that the Town is considering reclassification of that portion of road.

After due discussion and deliberation and after review of the premises with the adjoining landowners, the Selectboard is of the opinion and so votes that the public good, necessity and convenience of the inhabitants requires that the road be reclassified from a Class 4 highway to a Class 3 highway such that the Class 3 section runs from the intersection of Reed Hill Road with Hall Road to a point along Hall road opposite the driveway leading into the home of Michael and Maureen Drummey, said distance being reclassified being approximately 1,000 feet.

The said Selectboard determines and votes that no damage was sustained by any person owning or interested in lands through which said proposed highway runs or abuts.

The reclassification of the aforementioned road meets the public good, necessity and convenience of the inhabitants of the Town in that the reclassification allows the Town to receive additional State funds for this section of roadway, provides better roadway conditions to at least three property owners along Hall Road, and will provide a better turn around for the Town Trucks which already plow and maintain Hall Road for about 792 feet.

THEREFORE, it is ORDERED by the Selectboard that Hall Road shall be a Class 3 Town Highway from the intersection of Hall Road with Reed Hill Road to a point opposite the driveway of the Drummey residence, said total distance of the Class 3 portion of Hall Road from Reed Hill being .34 miles.

Dated at Halifax, Vermont this 6th day of November, 2018.

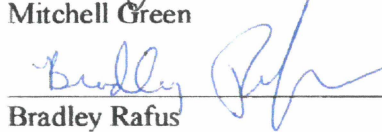
Selectboard, Town of Halifax



Lewis Sturmer



Mitchell Green



Bradley Rafus



STATE OF VERMONT  
TOWN OF HALIFAX

TH-22  
LT-4  
Done  
2019-2-21

WHEREAS, at Halifax, Vermont, on the 17<sup>th</sup> day of July, 2018 and the 5<sup>th</sup> and 21<sup>st</sup> days of August, 2018, respectively, the Selectboard of the Town of Halifax, on its own Motion, did vote to propose that pursuant to Title 19 Vermont Statutes Annotated, Chapter 7, as amended, that Old County Road North be reclassified from a Town Trail status to a Class 4 Town Highway from Bridge #37 southerly for a distance of 1,640 feet.

WHEREFORE, the Selectboard did order and appoint that on the 22<sup>nd</sup> day of September, 2018, at 9:00 a.m. it would meet at the Halifax Town Offices and proceed to the site and then at 6:30 p.m. on September 25, 2018 it would meet at the Halifax Selectboard Meeting Room in Halifax, Vermont for the purpose of hearing all persons interested in said public highway and its alteration, and for the purpose of examining the premises affected thereby, and did give notice on August 22, 2018 thereof to the statutory parties and to those set forth in Exhibit "A" attached hereto all being persons who own or are interested in the lands on which said proposed road now lies or abutting on said roadway at their last known addresses; and did give notice thereof to the voters of the Town of Halifax by posting notices on August 23, 2018 in the public places within the Town, and did give notice to the voters of the Town of Halifax by causing a notice to be published in the Deerfield Valley News, a newspaper with a circulation in Halifax, Vermont on September 6, 2018, and did leave a copy of such notice with the Halifax Town Clerk.

AND, afterwards, on September 22, 2018 the Selectboard did examine said premises, and did hold a public hearing on September 25, 2018, at 6:30 p.m. at the Halifax Meeting Room at which time individuals were given the opportunity to appear and give testimony regarding said road. There were no claims for damages. Testimony was received by one interested person in the reclassification of the road in question.

AND, the Selectboard determined that the present status of the public highway is as follows:

1. That the roadway is currently a Town Trail from Bridge #37 southerly. As a Town Trail, there is no frontage on a town highway for purposes of zoning and permissible access to neighboring lands. The proposal is to reclassify the Town Trail to a Class 4 Town Highway from Bridge #37 southerly a distance of 1,640 feet.
2. Two Halifax landowners, one owning property on Old County Road North, attended the hearing. The minutes of the hearing (reflected in the following numbered paragraphs 3 & 4) indicate the testimony as follows:
3. FAITH RANNEY: "At least I could build if it were to become Class 4."
4. MARILOU PARKHURST: Marilou asked if the Ranney property was landlocked, so the owner could not get to the house or have the house improved. It's not landlocked, responded Fisher; the legal trail gives public access to the property. But a town trail is the only access to the property, and zoning regulations require you have frontage on a town highway (in order get a building permit). You could establish a legal right-of-way, but town highway is defined not to include a town trail. Fisher referenced case law stemming from an Okemo ruling; construction was done on property with frontage on town trails, but then the definition of trail was changed. As it stands now if a town trail is your only access, you either need to get a right-of-way through Zoning Board of Adjustment approval, or you can't build. From a Listers' perspective that has an effect on property value, because there probably is no house site value to a parcel that's entirely on a town trail. If

you reclassify, said Marilou, does that mean the Town can collect a higher tax on the property? It depends on how the Listers have assessed that property currently, answered Fisher. If there is no house site value attributed to it because it's on a town trail, and the road is reclassified to Class 4, then the Listers would be able to reassess to include a two-acre house site value, which would theoretically be an increase. I think improving it (reclassifying) would benefit the Town, said Marilou; if we open it up we could get more building and more residents. And increase the tax base, added Mitch Green.

After due discussion and deliberation and after review of the premises with the adjoining landowners, the Selectboard is of the opinion and so votes that the public good, necessity and convenience of the inhabitants requires that the road be reclassified from a Town Trail to a Class 4 highway from Bridge #37 southerly a distance of 1,640 feet.

The said Selectboard determines and votes that no damage was sustained by any person owning or interested in lands through which said proposed highway runs or abuts.

The reclassification of the aforementioned road meets the public good, necessity and convenience of the inhabitants of the Town in that the reclassification provides legal access and legal "frontage" to landowners along that section of highway for purposes of land development. Consequently, the Listers can assess a house site to the property for purposes of the valuation of the premises, said house site thereby increasing the Grand List.

**THEREFORE**, it is **ORDERED** by the Selectboard that Old County Road North be reclassified from a Town Trail to a Class 4 Town Highway from Bridge #37 southerly a distance of 1,640 feet. The Selectboard Orders that no survey is required as the legal right of way remains



the same as the Town Trail and the legal right of way is determinable by virtue of the stone walls that bound the roadway.

Dated at Halifax, Vermont this 6th day of November, 2018.

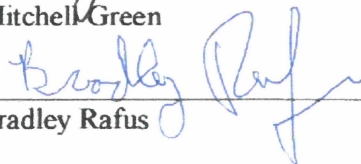
Selectboard, Town of Halifax



Lewis Sumner



Mitchell Green



Bradley Rafus

STATE OF VERMONT  
TOWN OF HALIFAX

WHEREAS, at Halifax, Vermont, on the 17<sup>th</sup> day of July, 2018 and 21<sup>st</sup> day of August, 2018, respectively, the Selectboard of the Town of Halifax, on its own Motion, did vote to propose that pursuant to Title 19 Vermont Statutes Annotated, Chapter 7, as amended, that Aldrich Road be reclassified from a Class 4 Town Highway to a Class 3 Town Highway from the town line with Whitingham a distance of 1,452 feet to where Aldrich Road is already a Class 3 Town Highway. On the 15<sup>th</sup> day of August, 2018, the Town of Whitingham Selectboard did agree to warn the site visit and public hearing as statute requires that each Town warn the site visit and hearing for a reclassification that intersects a town line. The Town of Whitingham adopted the same site visit and hearing dates as did Halifax in order to coordinate the site visit and hearing.

WHEREFORE, the Selectboards of Halifax and Whitingham did order and appoint that on the 22<sup>nd</sup> day of September, 2018, at 9:00 a.m. they would meet at the Halifax Town Offices and proceed to the site and then at 6:30 p.m. on September 25, 2018 they would meet at the Halifax Selectboard Meeting Room in Halifax, Vermont for the purpose of hearing all persons interested in said public highway and its alteration, and for the purpose of examining the premises affected thereby, and the Town of Halifax did give notice on August 22, 2018 thereof to the statutory parties and to those set forth in Exhibit "A" attached hereto all being persons who own or are interested in the lands on which said proposed road now lies or abutting on said roadway at their last known addresses; and did give notice thereof to the voters of the Town of Halifax by posting notices on August 23, 2018 in the public places within the Town, and did give notice to the voters of the Town of Halifax by causing a notice to be published in the Deerfield Valley News, a newspaper with a circulation in Halifax, Vermont on September 6, 2018, and did leave a copy of such notice with the Halifax Town Clerk.

AND, afterwards, on September 22, 2018 the Selectboard did examine said premises, and did hold a public hearing on September 25, 2018, at 6:30 p.m. at the Halifax Meeting Room at which time individuals were given the opportunity to appear and give testimony regarding said road. There were no claims for damages. Testimony was received by three interested persons in the reclassification of the road in question.

AND, the Selectboard determined that the present status of the public highway is as follows:

1. That the roadway is currently a Class 3 Town Highway for all but the last 1,452 feet before the town line between Whitingham and Halifax. The Town currently plows and maintains the roadway all the way to the Town line. The proposed reclassification is to reclassify the last 1,452 feet as Class 3 Town Highway such that the roadway is Class 3 all the way to the Town line.
2. Three interested persons attended the hearing. The minutes of the hearing (reflected in the following numbered paragraphs 3, 4 & 5) indicate the testimony as follows:
3. DOUG PARKHURST: In general, said Parkhurst, I think any improvement to any of our town roads is a benefit not only to the people who live on the road but to the community.
4. MICHAEL BRUNO: Since Act 46 (actually Clean Water Act 64) is driving the Town toward having to maintain Class 4 roads anyway, by making it into Class 3 at least the Town gets some reimbursement from the State for that effort. It's a benefit in that way, as well.

5. CRAIG STONE: Who bears the burden of improving a Class 4 road to Class 3? In a reclassification, you don't have to bring the road up to town standards, responded Fisher. The Town can bring it up to standards if it wishes to improve the road. Theoretically, the Town could improve it for year-round use, and consider increased traffic, but per statute it is not a requirement that the Town improve the road due to a simple reclassification. Mike Bruno added that Aldrich Road is currently maintained year-round.

After due discussion and deliberation and after review of the premises with the adjoining landowners, the Selectboard is of the opinion and so votes that the public good, necessity and convenience of the inhabitants requires that the road be reclassified from a Class 4 highway to a Class 3 Town Highway a distance of 1,452 feet from the Whitingham-Halifax Town Line.

The said Selectboard determines and votes that no damage was sustained by any person owning or interested in lands through which said proposed highway runs or abuts.

The reclassification of the aforementioned road meets the public good, necessity and convenience of the inhabitants of the Town in that the reclassification provides additional state monies for the Class 3 portion of the highway which the Town is already maintaining. Further, the reclassification changes the neighborhood assessment in the NEMRC valuation system because the roadway is maintained during all seasons of the year, thus theoretically increasing property values for the Town. Aldrich Road, being in the rural residential zone, is planned for reasonable settlement and development and the reclassification to Class 3 supports the zoning for the particular area.

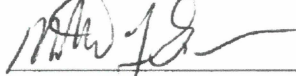
THEREFORE, it is ORDERED by the Selectboard that Aldrich Road be reclassified from Class 4 to Class 3 from the Whitingham-Halifax Town Line a distance of 1,452 feet to where Aldrich Road is already a Class 3 Town Highway. The Selectboard Orders that no survey is required as there already exists a survey of Aldrich Road and thus the legal right of way is determinable.

Dated at Halifax, Vermont this 6th day of November, 2018.

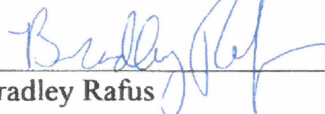
Selectboard, Town of Halifax



Lewis Sumner



Mitchell Green



Bradley Rafus

**OFFICE OF THE SELECTBOARD  
TOWN OF HALIFAX  
P.O. BOX 127  
WEST HALIFAX, VT 05358**

August 22, 2018

To Whom It May Concern:

This is to advise you, as an abutting property owner or interested party, that the Halifax Selectboard has scheduled site visits and a public hearing on September 22 and September 25, respectively, to consider reclassification of portions of the following Halifax roads: Aldrich, Hall, and Old County North. Please see the enclosed notice and map for further details.

Sincerely,



Robbin Gabriel  
Selectboard secretary



**Halifax Notice of Hearing and Site Visit  
Reclassification of Road**

Notice is hereby given pursuant to Title 19 Vermont Statutes Annotated, Chapter 7, as amended, sections 709, 790 and 792, that the Halifax Selectboard, on its own Motions, which Motions passed at the July 17, 2018, and August 7, 2018 Selectboard meetings, will consider reclassification of the following three roads: (1) Aldrich Road; (2) Hall Road; and (3) Old County Road North. The Motions proposed to reclassify segments of Aldrich and Hall Roads from Class 4 to Class 3, and a segment of Old County Road North from Legal Trail to Class 4.

I. The following roads will be considered for reclassification by the Town:

1. Aldrich Road (TH44) is a Class 3 road with a Class 4 segment intersecting the Whitingham/Halifax border. The 1,452-foot Class 4 segment will be considered for reclassification as Class 3;
2. Hall Road (TH17) is a Class 4 road with Class 3 sections at its intersection with Reed Hill Road and its intersection with Collins Road. A 1,000-foot section of Class 4 road on the Reed Hill end of TH17, to extend that segment of Class 3 road will be considered for reclassification to Class 3;
3. Old County Road North (TH22, LT4) is a Class 3 road from its intersection with Green River Road to the south side of bridge B37, and designated Legal Trail for .85 mile southward thereafter. A 1,640-foot section of Legal Trail, beginning immediately south of B37, will be considered for reclassification to Class 4 road.

The aforementioned roads and the sections proposed to be reclassified will be outlined and highlighted on a map to be posted at the Halifax Town Clerk's Office, 246 Branch Road, West Halifax, Vermont. Further reference may be had to said map. All abutters and interested persons will be notified in accordance with Title 19 V.S.A. Chapter 7.

THEREFORE, the Selectboard will meet at the Town Office Meeting Room, 246 Branch Road, West Halifax, on Saturday, September 22, 2018 at 9:00 a.m. to conduct a site inspection of the above roads in an order to be determined at that time, then reconvene at the Town Office on Tuesday, September 25, 2018 at 6:30 p.m. to conduct a hearing on the question of reclassifying the above described roads. The Selectboard will then determine whether the public good, necessity and convenience of the inhabitants of Halifax require these changes.

The purpose of the hearing shall be to hear all persons interested in said public highway laying out and alteration.

Dated at Halifax, Vermont this 20th day of August, 2018.

Selectboard, Town of Halifax  
Lewi Sumner  
Mitchell Green  
Bradley Rafus

**Whitingham Notice of Hearing and Site Visit**  
**For Halifax Reclassification of Road**

Notice is hereby given pursuant to Title 19 Vermont Statutes Annotated, Chapter 7, as amended, sections 709, 790 and 792, that the Halifax Selectboard will hold a site visit and hearing to consider the Town of Halifax's proposed reclassification of Aldrich Road from a class 4 Town highway to a class 3 town highway up to the Whitingham-Halifax town line. Because the proposed reclassification in the Town of Halifax extends to the town line, both towns must warn the hearing to consider Halifax's proposed reclassification.

I. The following road (within the Town of Halifax) will be considered for reclassification by the Town of Halifax:

1. Aldrich Road (TH44) is a Class 3 road with a Class 4 segment ending at the Whitingham/Halifax border. The 1,452-foot Class 4 segment will be considered for reclassification as Class 3;

The aforementioned road and the section proposed to be reclassified will be outlined and highlighted on a map to be posted at the Halifax Town Clerk's Office, 246 Branch Road, West Halifax, Vermont. Further reference may be had to said map. All abutters and interested persons will be notified in accordance with Title 19 V.S.A. Chapter 7.

THEREFORE, a meeting will be held at the Halifax Town Office Meeting Room, 246 Branch Road, West Halifax, on Saturday, September 22, 2018 at 9:00 a.m. to conduct a site inspection of the above road, then reconvene at the Halifax Town Office on Tuesday, September 25, 2018 at 6:30 p.m. to conduct a hearing on the question of reclassifying the above described road. The Halifax Selectboard will determine whether the public good, necessity and convenience of the inhabitants of Halifax require these changes.

The purpose of the hearing shall be to hear all persons interested in said public highway laying out and alteration.

Dated at Jacksonville, Vermont this 17th day of August 2018.

SELECTBOARD, TOWN OF WHITINGHAM

**OFFICE OF THE SELECTBOARD  
Town of Halifax, Vermont  
SELECTBOARD REGULAR MEETING MINUTES  
August 7, 2018**

**Call to Order**

The meeting was called to order at 7:00 p.m. Selectboard members Lewis Sumner, Mitchell Green, and Bradley Rafus were present, as were Peggy Rafus, Ray Combs, Charles Cunningham, Sandie Cunningham, Diana Conway, Nancy McCrae, Hope Phelan, and Robbin Gabriel.

**Changes and/or Additions to Agenda**

None.

**Approval of Previous Meeting Minutes**

*Lewis Sumner made a motion to accept the 7/17/18 regular meeting minutes as written. Brad Rafus seconded the motion, which passed, 3-0.*

**New Business**

**Road Reclassification**

Rafus advised he had measured the section of Old County Road North under discussion for reclassification; the distance is 1,640 feet. Sumner made a motion to add Old County Road North to the two other roads under consideration for change from Class 4 to Class 3, and set a date for a hearing on all. Mitch Green asked whether the Board should discuss any other roads to include in one motion. Parts of Aldrich and Hall Roads would move to Class 3, while the Old County North section would change from legal trail to Class 4. The Board conferred on possible dates for a site visit and a public hearing, ultimately choosing Saturday, September 15<sup>th</sup> for site visits, with Hall Road at 9:00 a.m., Aldrich at 9:30 a.m., and Old County North at 10:00 a.m. The hearing will be at 6:30 p.m., Tuesday, September 18<sup>th</sup>, preceding the regular Selectboard meeting. *Sumner made a motion to reclassify 1,640 feet of legal trail on Old County Road North to Class 4. Rafus seconded the motion, which passed, 3-0. (Note: A motion to reclassify Aldrich and Hall Roads was approved at the July 17<sup>th</sup> meeting.)*

Mitch Green asked about TH52 (Old Stage Road), which was discussed at a previous meeting. Sumner said the Board was waiting to hear from Town Attorney Bob Fisher about a previous ruling on reclassification of that road. Rafus added that was also true of Worden Cemetery Road. If those roads aren't addressed this year, said Sumner, they can be considered next spring.

**Spring 2018 PFC Test Results**

Rafus said he would recuse himself during this portion of the meeting. May testing of the monitoring well at the Branch Road closed landfill showed 167.3 ng/l (parts per trillion); this exceeds Vermont groundwater standards of 20 ng/l. At the Town's request (and not as a State requirement), the private

well at 1547 Branch Road was also tested. Hope Phelan, the property owner, explained that a sample could not be obtained directly from the well. A trace amount of PFOA (1.66 ng/l) was found in a sample taken from the kitchen sink. This result is uncertain, however, as the certified PFC-free field blank sample used in the test also showed trace amounts when lab-tested. Phelan said a future test would be done with a plumber present to give direct access to the well. Brad Rafus said in his opinion this was an environmental consultant error; they should retest at no charge. The method used was against protocol, said Peggy Rafus, testing should be done before the filter. She explained that the blank field sample is opened on-site, at the same time the water is being tested, and the blank is a control testing for airborne traces of PFCs. The next testing round is scheduled for October; Peggy Rafus said she was not comfortable waiting that long; she is very concerned that the landfill monitoring well is showing higher results, and would also like to have the Rafus private well retested.

What is the radius affected?, asked Charles Cunningham. Brad Rafus told him we know PFCs are in the #3 and #4 Town landfill monitoring wells. We have tested the Town Garage water well, and the Tamburrino and Rafus private wells; all tested negative. Nancy McCrae, who owned a farm in rural near the Ohio River in southeast Ohio prior to becoming a permanent resident of Halifax, spoke of her experience with C8 contamination in her former home area. C8 is another name for PFOA; McCrae said the Ohio contamination resulted from DuPont's manufacture of Teflon products and was found to have spread as much as 35 miles from the source over a period of approximately 15 years. While many rural homes in New England rely on drilled wells for their water, McCrae's farm and the surrounding area receives water from a rural supply system. Following the discovery of the contaminant, that water system was equipped with large carbon filters, which have been successful in removing the C8. McCrae said the C8/PFOA contamination problem is widespread; testing has even revealed C8 levels in the blood of polar bears.

A general discussion ensued, covering the Saint-Gobain manufacturing company's involvement in contamination found in Bennington, Hoosick (NY) and elsewhere; the sludge imported years ago to cap the Halifax landfill; changes in State standards for acceptable PFC levels; and the difficulty of used carbon filter disposal. Ray Combs spoke of another Vermont contamination issue; a reported 35,000 gallons of sewage dumped into Lake Champlain this year from various sources. We have to help pay for Lake Champlain, commented Green, the State should help us pay for this (PFCs in Halifax). Brad Rafus has concerns about property values. If you sell your property, you have to disclose the issue, he said. Is there another (environmental consultant) company we can use?, asked Sandie Cunningham. In response to McCrae's question about testing costs, Sumner quoted \$1,240 for the most recent landfill test. Rafus told Chuck Cunningham the Town has tested private wells on property abutting the landfill in an attempt to establish a contamination perimeter, but in general property owners wishing to have their water tested would need to do it at their own expense. Answering a question from Phelan, Rafus said sludge, which promotes vegetation growth, was trucked in to cap the landfill over 20 years ago. There was conversation about potential contractor responsibility; Sumner said when the work was done no one was aware of PFCs; testing was only begun a few years ago. Peggy Rafus said that the State notified the Town of PFC presence in September 2016. When the landfill was closed, she continued, Halifax had a sludge ordinance, but the landfill capping process was approved by the Selectboard. Green said the local contamination originated with Saint-Gobain, and the State should go back to them for relief. The State is calling the shots on PFC testing requirements, said Brad Rafus. They approved the landfill capping, so they're

going to put the blame elsewhere. KAS (environmental consultant) works for the State; you have to look at the big picture. Maybe we shouldn't send the State our Act 60 money, he added. Peggy Rafus advised that legislation designed to hold Saint-Gobain responsible for clean-up, including private wells, failed to pass. She noted that earlier, when the PFC story was being reported in the newspapers, more people were paying attention. Now that reporting has stopped, fewer people are attending meetings.

Chuck Cunningham asked if the chemical could be in the air, in water after it was boiled, and in the meat of animals raised for food. McCrae said the Ohio contamination came to light because cattle on a farm near the DuPont plant were getting sick and dying. The stories I'm telling you are extreme examples, she added; in that Ohio area, subsequent to a large class action suit, DuPont is paying for bottled water, and carbon filter installation. The carbon filters have been very effective in removing the contaminant. McCrae recognizes that the contamination levels in Halifax are much less; you're far away from getting money from the company, she said. Ray Combs told the meeting e. coli levels in the Guilford section of the Green River are very high just now, and swimming is not recommended.

The Board directed Gabriel to provide them with a list of companies certified to test for PFCs, and to invite State Representative John Gannon to attend a meeting to discuss the PFC situation. Gabriel will also speak with KAS Environmental about retesting the Phelan well at no cost. This topic will be on the Selectboard agenda at their August 21<sup>st</sup> meeting. McCrae offered to talk to people she knows in Ohio who are involved in water testing and contamination issues, and will pass on any information she receives about testing companies and procedures.

#### **Executive Session**

None held.

#### **Old Business**

None.

#### **Other Business**

Brad Rafus reported that FEMA monies have been obligated, and we are waiting to receive funds. The hydrology study on the Hatch School Road culvert was done today; we will be soliciting bid requests on the repairs next week.

#### **Hearing of Visitors**

Nothing further.

#### **Selectboard's Order to Treasurer for Payment**

The Selectboard's Order to the Treasurer was reviewed and signed.

### **Correspondence**

Correspondence was reviewed and filed. The signed yearly Rescue contract was received. The Board received an invitation to Deerfield Valley Rescue's open house a week from Sunday. Brad and Peggy Rafus, and Mitch Green, indicated they would join with Marlboro Selectboard members in a yet-to-be-scheduled ICS-402 (Incident Command System) training session.

### **Adjournment**

The meeting was adjourned at 8:28 p.m.

Respectfully submitted,  
Robbin Gabriel  
Selectboard Secretary



**OFFICE OF THE SELECTBOARD  
Town of Halifax, Vermont  
SELECTBOARD REGULAR MEETING MINUTES  
July 17, 2018**

**Call to Order**

The meeting was called to order at 7:00 p.m. Selectboard members Lewis Sumner, Mitchell Green, and Bradley Rafus were present, as were Peggy Rafus, Stephan Chait, Ray Combs, Sue Kelly, Cara Cheyette, Tristan Roberts, and Robbin Gabriel.

**Changes and/or Additions to Agenda**

Lewis Sumner added a Board of Health update from Sue Kelly.

**Approval of Previous Meeting Minutes**

*Sumner made a motion to accept the 7/3/18 regular meeting minutes as written. Brad Rafus seconded the motion, which passed, 2-0-1, with Mitch Green, who was absent on 7/3, abstaining.*

*Green made a motion to accept the 7/5/18 special meeting minutes as written. Sumner seconded the motion, which passed, 3-0.*

**New Business**

**Road Reclassification Discussion (continued)**

Rafus advised he had measured the portions of Aldrich and Hall Roads under consideration for reclassification to Class 3. Hall Road's section is 1,000 feet, averaging 19 feet wide, and Aldrich's section is 1,452 feet, averaging 21 feet wide. We've been plowing one for six or seven years, he added; if we change classification we'll get some State money. Green asked about other town roads which had been mentioned at previous meetings. Sumner recommended discussing Aldrich and Hall first, as they were Class 4 roads which might be changed to Class 3. They can all be addressed in one hearing, but separately.

Stephan Chait remarked that Class 3 and Class 4 roads have different State requirements. If you change to Class 3, do you have to comply immediately with those requirements, or only if you were to modify that section of road?, he asked. We are required to make changes as needed for maintenance reasons, answered Rafus. If we change a Class 4 to a Class 3, for instance, we don't have to alter all the culverts. But if during maintenance we learn a culvert is bad, we must replace it to Class 3 standards. Actually, culvert specifications are now the same for both classes anyway. After Irene, the State changed the requirements.

Sue Kelly asked whether, now Act 64 is in place, there was a plan to review all the Town's Class 4 roads and perhaps change them to Class 3 or Legal Trail. Rafus has started researching classification

change on Worden Cemetery Road, and thinks the portion may need to remain Class 4, due to State law regarding roads leading to cemeteries. Perhaps the rest of the road could be reclassified as trail, but there must be public access to cemeteries. And, said Green, you have to be able to get to them with a vehicle. How many cemeteries do we have?, asked Ray Combs. Twenty-seven, answered Rafus. Tristan Roberts asked what class his end of Thurber Road was, and what was the difference (in classification). It's trail, replied Rafus. The main difference is legal trails don't count as road frontage, which is required if a landowner is going to build. One of the recent changes, said Green, is that the Town now must maintain water flow on Class 4 roads. Cara Cheyette, who arrived a few minutes into the meeting, asked whether a hearing date had been set. No, said Sumner, we just started discussion. Rafus told Chait that a part of Old Stage Road is currently Class 3, and the rest is Class 4. There is a difficult-to-access spot on the Class 4 section which the State has noted needs water control maintenance.

*Sumner made a motion to change Hall Road, as far as the Drummey driveway, and Aldrich Road, from the beginning of the Class 4 section to the Whitingham town line, from Class 4 to Class 3. Green seconded the motion, which passed, 3-0.* In further discussion, Chait asked if there were other Class 4 roads which might become Class 3. Not presently, said Sumner. Does it cost to go to Class 3?, asked Roberts. Green said the Town receives money from the State to assist with Class 3, but not Class 4, maintenance. That's the reason we want to go to Class 3. Rafus told Combs Aldrich Road has a plow truck turn-around; one would have to be created on Hall Road. Regarding other roads, Rafus will do more research on Worden Cemetery Road, and Gabriel will research past legal rulings on Old Stage Road. Sumner remembers that a previous attempt to change Old Stage from Class 4 to Legal Trail was denied in an Environmental court ruling in the 1970s. The Board will solicit Town Attorney Robert Fisher's advice. Old County Road North is also a possibility for reclassification, said Sumner; a property owner with frontage on the Legal Trail section on that road would like to build a house on their land. The Board may set a hearing date at their next regular meeting.

### **Employee Handbook Revision/Discussion**

Sumner advised that under current law, an employee cannot be without health insurance. Therefore the Town's Personnel Policy has been revised to delete wording in the insurance section stating that employees will be insured after a 90-day probationary period. *Green made a motion to sign the amended version of the Halifax Personnel Policy. Sumner seconded the motion, which passed, 3-0.* Board members signed the updated document. New employees will now be insured as of the first day of the month following the month in which they were hired.

### **Set Tax Rate**

The State has provided education tax rate figures, said Sumner. Non-resident rate is \$1.4444, Homestead rate is \$1.2290. The municipal tax rate is \$0.8525. Total Homestead rate is \$2.0815, total Non-resident rate is \$2.2969. Sumner said last year's Homestead rate was \$2.1279; this year's rate is approximately four cents less. Last year's Non-resident rate was \$2.2765, this year's rate is about two cents more. *Sumner made a motion to approve the Homestead tax rate at \$2.0815, and the Non-resident tax rate at \$2.296. Green seconded the motion, which passed, 3-0.* Sumner told Chait the tax bills will go out on the same schedule as last year. Bills will be mailed in late July or in August, and will be due by September 30<sup>th</sup>. Sumner told Cheyette each town sets its due date schedule by Town Meeting vote.

### **Bridge #31 Inspection Report**

The State inspects town bridges on a two-year schedule, and the Selectboard has received a VTrans report of damaged planking on bridge #31, the bridge on Josh Road at the Jacksonville Stage end. This bridge has been on our radar, said Rafus; we talked about it last fall. He said he closed the bridge today; as further damage was done by someone driving between the runner and the edge of the bridge. The structure will remain closed until repairs are made. We did put money in the Town account to fund these repairs, Rafus said. He told Chait there would be no financial assistance from the State. While we could apply for a grant, we would then be obliged to do everything, rather than just replacing the planking. The bridge has a 6,000-pound weight restriction. *Sumner made a motion to have Rafus order the lumber for the project and to submit the State's form confirming repairs would be effected within 60 days. Green seconded the motion, which passed, 3-0.* Rafus told Combs the deck would be repaired, but the I-beams and abutments are in good condition.

### **Board of Health Update**

Town Health Officer Sue Kelly submitted a written report to the Board of Health detailing progress on a rental housing code situation in town. As of now, the property owner has indicated he will give the property in question to the tenant. Kelly explained to Rafus that the reported violations will go away if the tenant owns the property, because the rental housing code will no longer apply. What were the problems?, asked Green. The tenant made a complaint, replied Kelly, and new changes to State statute require that when a complaint is received the entire property must be reviewed for all potential violations. The list is very thorough, and Kelly found a number of violations in addition to those about which the tenant had complained. We favor mediation over enforcement, said Kelly, and now an agreement has been reached between tenant and landlord, we are not imposing the required fines for failure to meet repair deadlines. Kelly will be monitoring the situation to confirm that the owner retains an attorney and completes the property transfer. In the meantime, she went on, as long as no further rental monies change hands, the matter of violations is not an issue. Chait asked if the tenant would pay property taxes when she assumed ownership. Kelly said yes; deeds would have to be changed as currently two parcels are combined under one ownership. Sumner confirmed for Chait there would be no need for subdivision.

### **Executive Session**

None held.

### **Old Business**

Sumner asked EMD Peggy Rafus for a status report on FEMA storm damage reimbursement. All our paperwork has been submitted, she responded; there were a few questions that required additional documents, but that has been completed.

### **Other Business**

None.

### **Hearing of Visitors**

Stephan Chait reported that he had spoken with WRC's Emily Davis, and there may be an opportunity for Halifax to host a road resiliency and watershed workshop similar to the one presented by the Green River Watershed Alliance last May in Guilford. Chait said he would keep the Selectboard advised of progress, and perhaps the Board could arrange an announcement to make residents aware of the event once a date has been set. The purpose of the workshop is to demonstrate how water acts and reacts with the terrain, and also to teach people about the State's new Act 64 requirements and their effect on municipal roads. And their impact on Town budget, added Rafus. Sumner noted that the Road Commissioners from Halifax, Marlboro, and Guilford were present to field questions at the Guilford event; he would like to have them available at a Halifax meeting, also.

Ray Combs mentioned some stone the highway crew has added to the shoulder partway up Town Hill (Jacksonville Stage). Rafus said the hill is steep there and gravel washes, so they filled the eroded shoulder with stone, which might hold. Rafus also said he had a replacement sign for the one missing from Tucker Road.

### **Selectboard's Order to Treasurer for Payment**

The Selectboard's Order to the Treasurer was reviewed and signed.

### **Correspondence**

Correspondence was reviewed.

### **Adjournment**

The meeting was adjourned at 7:59 p.m.

Respectfully submitted,  
Robbin Gabriel  
Selectboard Secretary

## Alley, Kerry

---

**From:** Alley, Kerry  
**Sent:** Tuesday, May 28, 2019 5:10 PM  
**To:** brafustownofhalifax@yahoo.com  
**Subject:** Aldrich Rd (TH-44) history and status  
**Attachments:** Halifax\_TH44\_Clarification\_2019.pdf; Halifax\_TH44\_Map\_realignment\_2006.pdf;  
Halifax\_TH44\_Changes\_2006.pdf

Good afternoon Brad,

As I was printing copies of correspondence related to Halifax's 2019 Certificate of Highway Mileage, I discovered that I never sent you the email (see below) after I had my coworker Sara Moulton review it for possible omissions. I apologize for that, and have added the following paragraph now that the Certificates have been processed and filed.

Based on your comments during our phone conversation in late March, I considered the original "bypassed segment" of Aldrich Rd to be entirely private for the purposes of calculating the class 3 mileage on the 2019 Certificate. Due to the difficulty of interpreting the 2006 documentation, the confirmation of Sara's 2006 interpretation by Lewis Sumner at that time, and the most recent Wheelock property parcel data which is consistent with Sara's 2006 interpretation, I was hoping you could confirm in writing that the "bypassed segment" was indeed entirely discontinued in 2006. Below I've described the issue in more detail so that you can review the documentation yourself and be aware of the challenges interpreting the documentation in case Halifax would like to take any action that will prevent future confusion.

My previously unsent email to you:

Good afternoon Brad,

Thank you for answering my questions about Aldrich Rd last week!

I've attached a PDF that I sent to Lewis Sumner earlier this month. It illustrates our interpretation of the 200' discontinuance in 2006 (Halifax\_TH44\_Clarification\_2019.pdf).

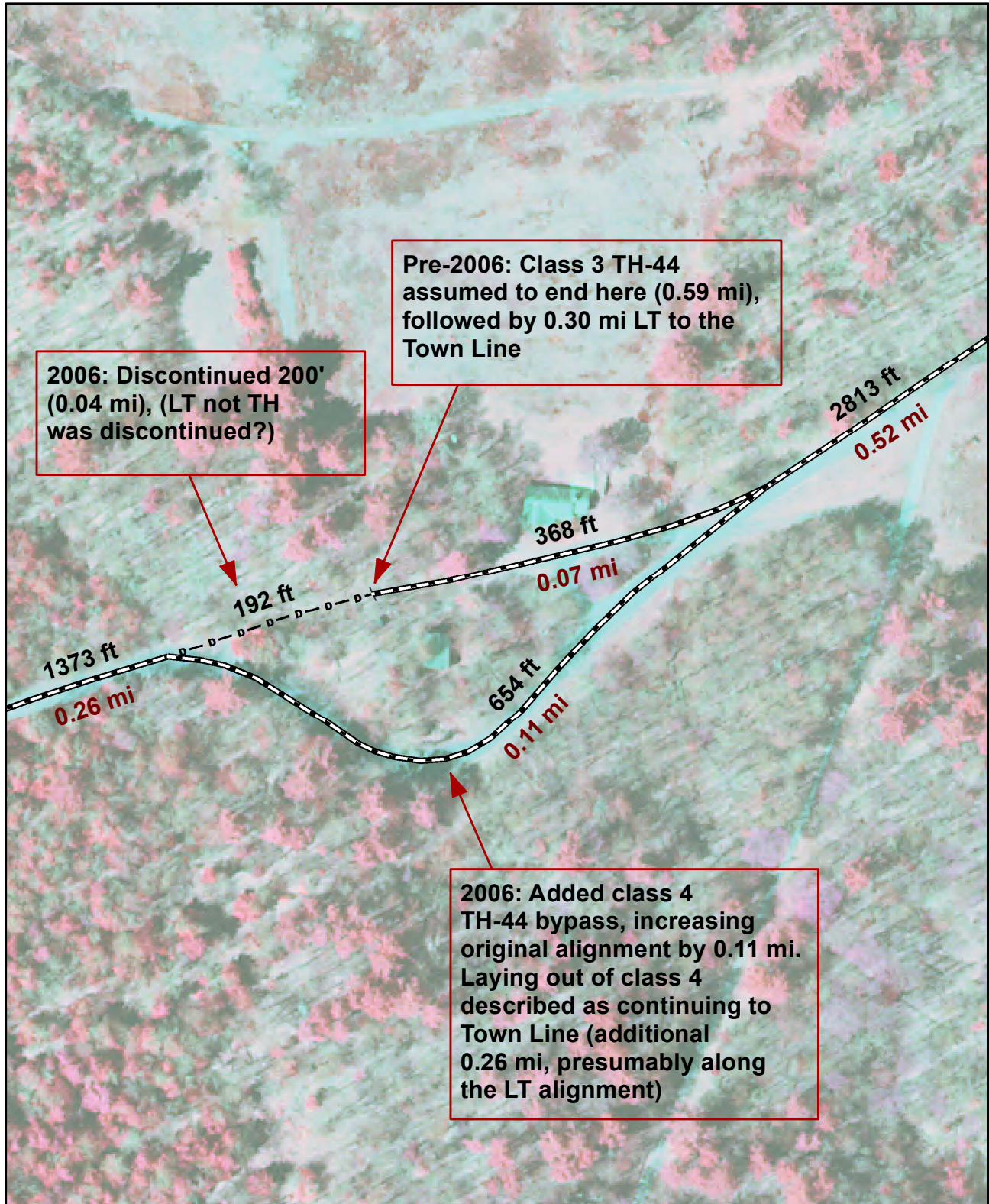
I've also attached a map (Halifax\_TH44\_Map\_realignment\_2006.pdf) showing the realignment plans over terrain shading, with our linework updated to more closely resemble the roadway (compared to the original map above). Our measures agree with the +/- 0.59 mi location indicated on the survey, which according to our records is where (prior to 2006) the class 3 portion of Aldrich Rd ended and the Legal Trail portion began. The measures west of that location also match the original 0.30 mi description of the Legal Trail.

Could you take a look at the documentation of the 2006 changes (Halifax\_TH44\_Changes\_2006.pdf) and verify for me that the Selectboard agrees that it indicates that none of the "bypassed segment" remains public? The new layout is now clearly class 3. My interpretation, and apparently that of the surveyor, is that prior to the 2006 changes, part of the "bypassed segment" was legal trail (labeled "231 ft" in the map) and part was class 3 (labeled "277 ft" in the map). I am not sure, however, whether that distinction is relevant.

Thanks in advance for providing further clarification regarding the 2006 changes along Aldrich Rd,

Kerry

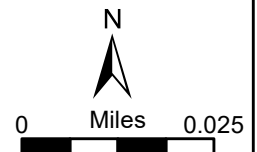




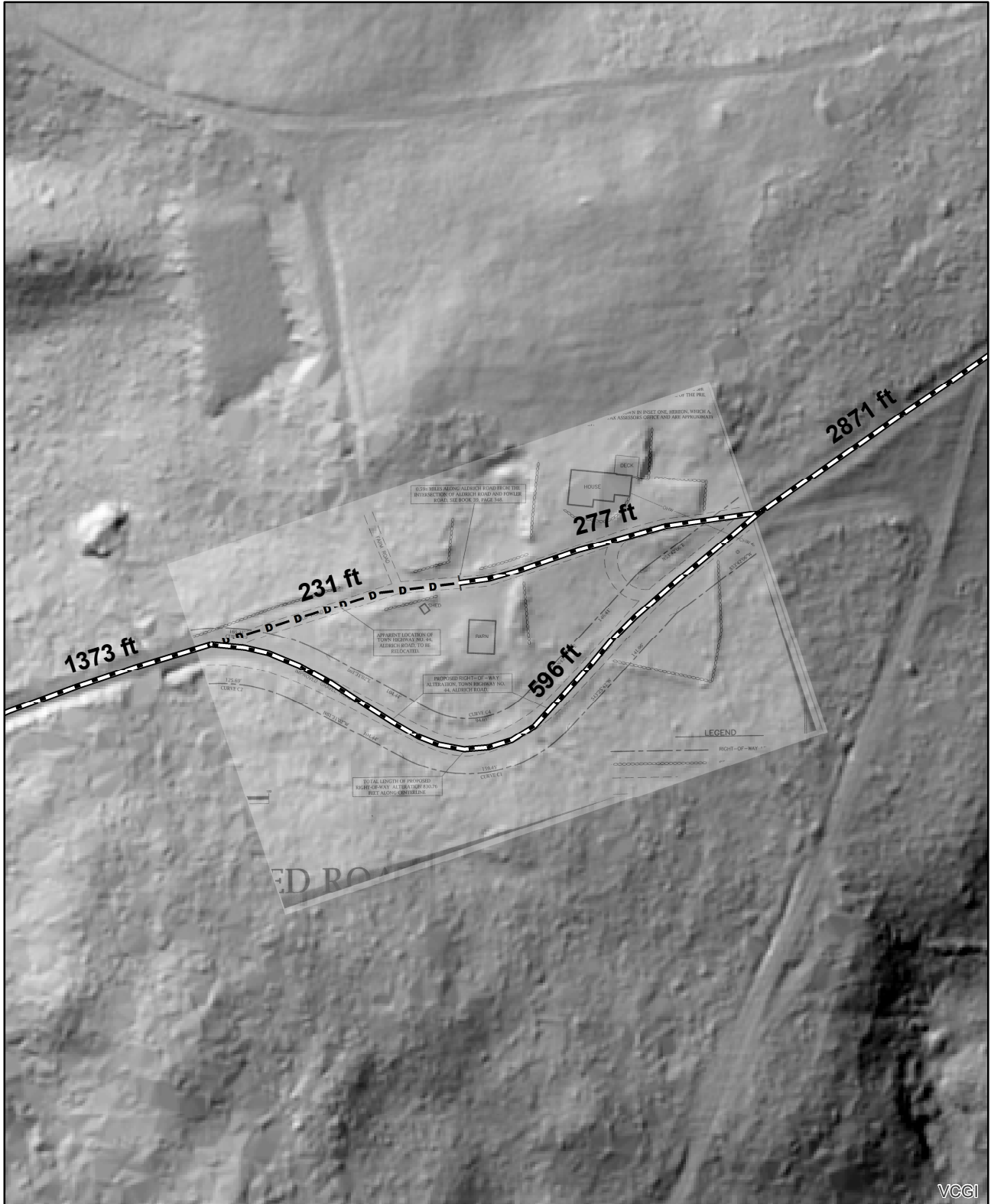
**Mileage Certificate Processing 2019**

**HALIFAX**  
(1308-0)

Mapping Section  
Division of Policy and Planning  
Vermont Agency of Transportation -- March 8, 2019

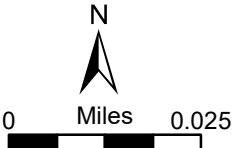






**TH-44 Aldrich Rd, plans received 2006**  
**HALIFAX**  
 (1308-0)

Mapping Section  
 Division of Policy and Planning  
 Vermont Agency of Transportation -- April 2, 2019



VCGI

TH-44 Aldrich Rd

Class 3 0.59 mi

Class 4 0.37 mi

HIGHWAY RECLASSIFICATION  
ALDRICH ROAD

TOWN OF HALIFAX  
BOARD OF SELECTMEN

STATE OF VERMONT  
TOWN OF HALIFAX

WHEREAS, at Halifax, Vermont, on the 21 day of ~~June~~<sup>July</sup>, 2005, the Selectboard of the Town of Halifax, on its own Motion, did vote to propose that pursuant to Title 19 Vermont Statutes Annotated, Chapter 7, as amended, that the following public highway in the Town of Halifax be laid out in part and discontinued in part as follows:

Aldrich Road

0.52 mi

The Town proposes to lay out a Class 4 Highway beginning 2,731 feet westerly of the intersection of Town Highway No. 44 (Aldrich Road) with Fowler Road (Town Highway No. 33) thence westerly along the proposed "Road Alteration Plan - Aldrich Road" prepared for Jane R. Kuhn and the Town of Halifax by SVE Associates dated May 5, 2005, Project No. B4422 and to be recorded in the Halifax, Vermont Land Records, approximately ~~0.75~~<sup>0.37</sup> mile to the Whitingham Town Line. The Town proposes to discontinue the existing road (Aldrich Road, Town Highway No. 44) from the Rowen place, so-called, (now Kuhn) thence westerly approximately 200 feet to its intersection with the roadway proposed to be laid out above.

Re: Town of Halifax  
letter dated July 10, 2006  
(S. Moulton 7/17/06)

WHEREFORE, the Selectboard did order and appoint that on the 16th day of July, 2005, at 9:00 a.m. it would meet at the site and then at 7:00 p.m. on July 19, 2005 it would meet at the Halifax Selectboard Meeting Room in Halifax, Vermont for the purpose of hearing all persons interested in said public highway and its alteration, and for the purpose of examining the premises affected thereby, and did give notice thereof to the statutory parties and to those set forth in Exhibit "A" attached hereto all being persons who own or are interested in the lands on which said proposed road now lies or abutting on said roadway at their last known addresses; and did give notice thereof to the voters of the Town of Halifax by posting notices thereon on June 14, 2005 in the public places within the Town, and did give notice to the voters of the Town of Halifax by causing a notice to be published in the Brattleboro Reformer, a newspaper with a circulation in Halifax, Vermont on JUNE 16, 2005, and did leave a copy of such notice with the Halifax Town Clerk

AND, afterwards, on July 16th, 2005 the Selectboard did examine said premises, and did hold a public hearing on July 19, 2005, at 7:00 p.m. at the Halifax Selectboard Meeting Room at

Halifax-TH44-Changes-2006.pdf

Highway Reclassification (cont.)

Aldrich Road

Highway No. 44 (Aldrich Road) with Fowler Road (Town Highway No. 33) thence westerly along the proposed "Road Alteration Plan - Aldrich Road" prepared for Jane R. Kuhn and the Town of Halifax by SVE Associates dated May 5, 2005, Project No. B4422 and to be recorded in the Halifax, Vermont Land Records, approximately <sup>0.37</sup> 0.75 mile to the Whitingham Town Line. The Town hereby discontinues the existing roadway (part of Aldrich Road, Town Highway No. 44) from the Rowen place, so-called, (now Kuhn) thence westerly approximately 200 feet to its intersection with the roadway laid out above, all as depicted on the aforementioned plans.

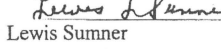
*Re: Town of Halifax  
letter dated July 9, 2006  
(S. Moulton 7/17/06)*

Dated at Halifax, Vermont this 6<sup>th</sup> day of September, 2005.

Selectboard, Town of Halifax



Mitchell Green

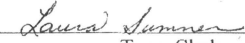


Lewis Sumner



Carl Berman

HALIFAX, VERMONT, TOWN CLERK'S OFFICE, September 13, 2005 at 10:00 A.M.  
 Received for Record a Highway Reclassification (Aldrich Road) of which the foregoing is a true copy.  
 Recorded in Book 51, Pages 546-548 of the Halifax Land Records.

Attest:   
 Town Clerk

Hi Ketty

3-22-19

I went down to the Town office and got a photo copy of the Survey Map of the Kuhn property and the old and new proposed Right of Way for the Aldrich Rd. You can see where the proposed Right of Way started and ended. If you have any questions you can give me a call at 802 368-2824. Thank you

Lewis Sumner

## Alley, Kerry

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**From:** Alley, Kerry  
**Sent:** Monday, March 11, 2019 10:02 AM  
**To:** 'Isumner@myfairpoint.net'; 'halifax@myfairpoint.net'  
**Cc:** Moulton, Sara; Croft, Johnathan  
**Subject:** TH-44 details  
**Attachments:** Halifax\_TH44\_Clarification\_2019.pdf; Halifax.pdf; Halifax.doc; Halifax\_2.doc

from 2006 Cert

Good Morning Mr. Sumner,

I'm glad I was able to speak with you on Friday about TH-44. I think most of my questions are regarding the changes that occurred in 2006. Once those changes have been clarified, then handling this year's changes should be straight forward.

I've attached a map (Halifax\_TH44\_Clarification\_2019.pdf) focused on the area where most of the changes have occurred, and added comments reflecting our understanding of what occurred, based on the documentation that was provided to us in 2006. Our interpretation is based on the Road Alteration Plan for Aldrich Road that was conducted before the change occurred, the Highway Reclassification Document recorded in Book 51, Pages 546-548 of the Halifax Land Records, and correspondence from 2006 that Sara Moulton had with the Town in 2006 (Halifax.pdf, Halifax.doc, Halifax\_2.doc, also attached).

The status and alignment of the newer "bypass" segment of Aldrich Rd is clear, but I think we may have made some incorrect assumptions regarding the status of the "bypassed" portion. Although the documentation indicated that only 200' was discontinued, I'm wondering if the intention was to discontinue the entire original ("bypassed") section of Aldrich Rd, totaling 0.11 miles (shown as 192' LT and 368' TH-44, totaling 560')?

If you have any questions or comments regarding the above, feel free to send me an email or give me a call!

Thank you,

Kerry

---

Kerry Alley | GIS Professional III  
Vermont Agency of Transportation  
1 National Life Dr | Montpelier, VT 05633  
802-828-3666 | [Kerry.Alley@vermont.gov](mailto:Kerry.Alley@vermont.gov)  
<http://vtrans.vermont.gov/planning/maps>

Two Phone conversations: Mar. 8<sup>th</sup> +  
Mar. 21<sup>st</sup>

⇒ 2nd phone conversation, I requested that Mr. Sumner draw a mark, on a printed copy of Halifax-TH44-Clarification-2019.pdf, to indicate where the pre-existing CL3 portion of TH-44 ended. His response is the attached hand-written note.

## Moulton, Sara

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**From:** Halifax Town Office <halifax@myfairpoint.net>  
**Sent:** Friday, March 1, 2019 2:49 PM  
**To:** Moulton, Sara  
**Subject:** Re: Halifax - Aldrich Rd TH-44 Reclassification Question

hello Sara,

I spoke with Lewis Sumner about your email questions. he confirms all your information is accurate. and the .26 mile section of class 4 is in fact in Whitingham.

I hope this helps.

Patty

On Thu, 21 Feb 2019 15:39:49 +0000, "Moulton, Sara" wrote:

Dear Halifax Town Clerk and/or Selectboard Chair,

I am processing the 2019 Certificate of Highway Mileage and have a question about the mileage associated with the reclassification of the Class 4 section of TH-44 Aldrich Rd.

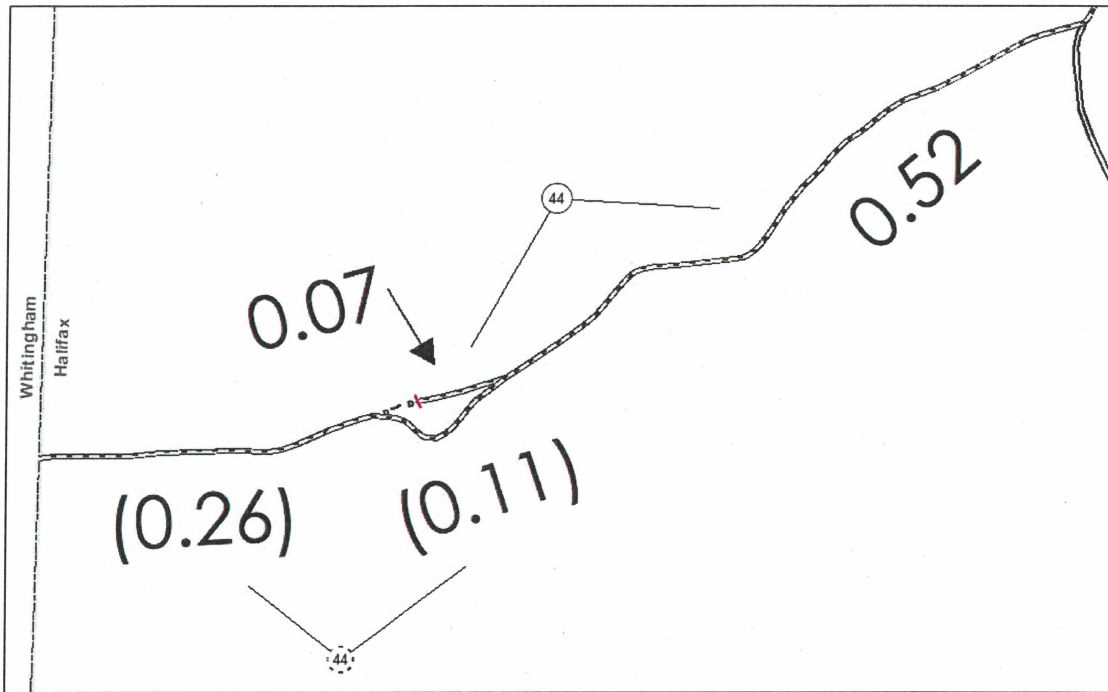
The documentation sent by the town describes the distance as "from the town line with Whitingham a distance of 1,452 feet [0.28 mi] to where Aldrich Road is already a Class 3 Town Highway."

In looking at the Town Highway Map, it looks like there is a total of 0.37 miles from the town line to where Aldrich Rd is already a Class 3 Town Highway (please see attached). There is a 0.26-mi section of Class 4 from the town line to a short discontinued spur, and then a 0.11-mi loop-around (also Class 4).

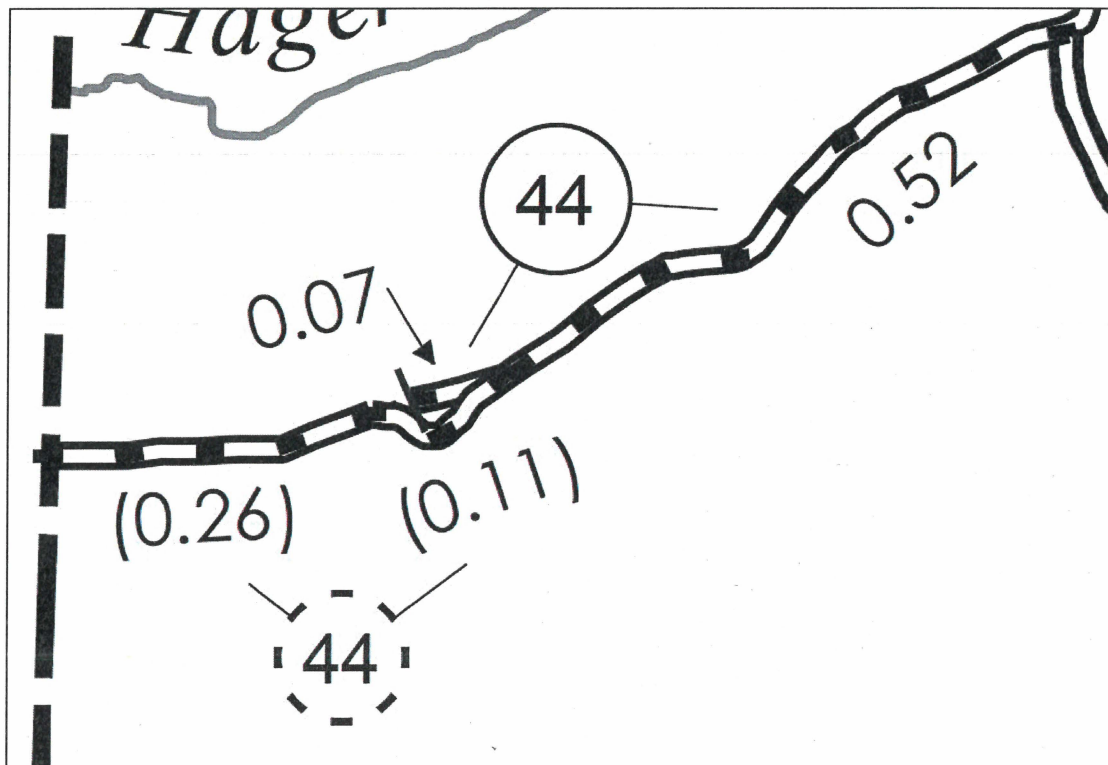
I am writing to double-check with you that the intent was to have the whole 0.37-mi section of Class 4 be reclassified to Class 3 and not just the western 0.26-mi portion.

Sara Moulton, GISP | AOT GIS Professional III  
Vermont Agency of Transportation  
1 National Life Drive | Montpelier, VT 05633-5001  
[sara.moulton@vermont.gov](mailto:sara.moulton@vermont.gov)  
<http://vtrans.vermont.gov/planning/maps>





Halifax TH-44 Data Excerpt



Halifax TH-44 Map Excerpt

## CURVE TABLE

CURVE	LENGTH	RADIUS	TANGENT	CHORD DIR.	CHORD LEN.	DELTA
C1	159.45	121.72	93.49	S80°57'20"W	148.29	75°03'17"
C2	125.69	157.04	66.43	N84°26'48"W	122.36	45°51'33"
C3	165.31	206.54	87.37	S84°26'48"E	160.93	45°51'33"
C4	94.61	72.22	55.47	N80°57'20"E	87.99	75°03'17"

## POINT COORDINATE TABLE

VERMONT STATE PLANE (SPC 4400VT)		
POINT	NORTHING	EASTING
A	92866.54	1560001.12
B	92826.64	1560030.42
C	92604.73	1559312.52
D	92651.97	1559297.74

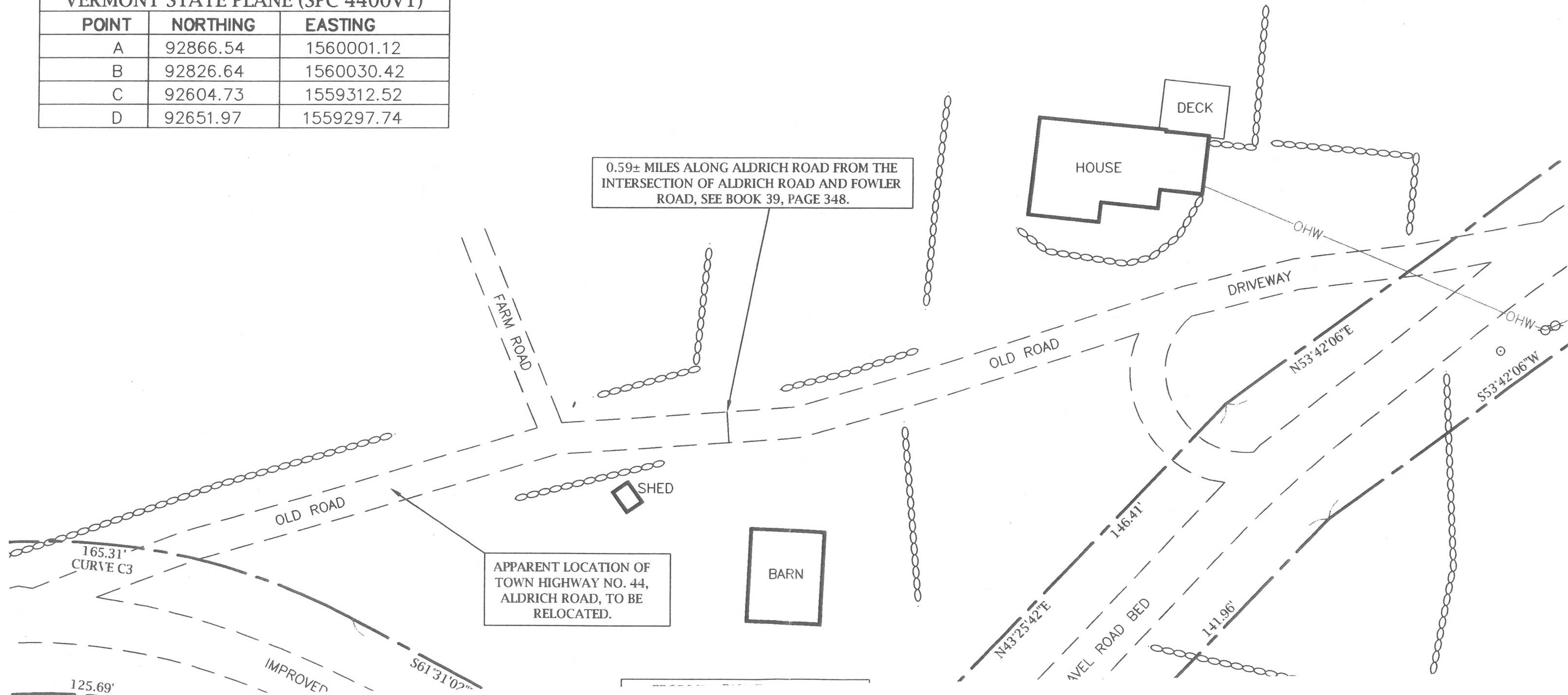
## NOTES

1) BEARINGS ARE GRID NORTH, BASED ON GPS OBERVATIONS. MAGNETIC DECLINATION 14'-38' WEST AT TIME OF PLAN.

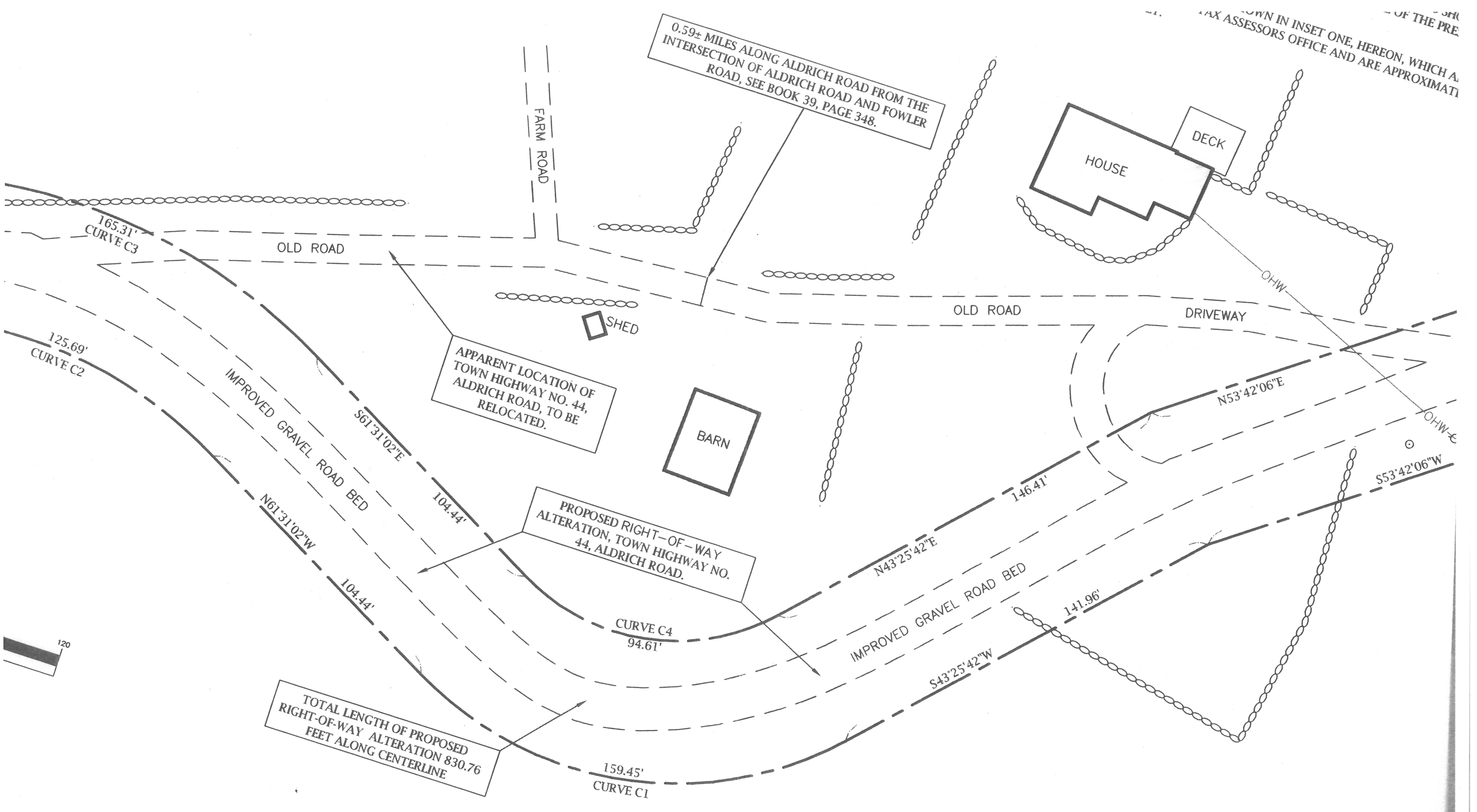
2) THE ORIGINAL LAYOUT OF TOWN HIGHWAY NO. 44 (AKA ALDRICH ROAD) WAS NOT FOUND IN THE HALIFAX TOWN CLERK'S OFFICE. THE STATUS AND CLASSIFICATION OF TOWN HIGHWAY NO. 44 IS BASED ON AN AMENDMENT TO HIGHWAYS PUT INTO TRAILS, DATED 12-05-1989, RECORDED IN THE HALIFAX TOWN CLERK'S OFFICE ON 12-05-1989 IN BOOK 39, PAGE 348. FURTHER REFERENCE IS MADE TO BOOK 28, PAGE 495 AND THE VERMONT GENERAL HIGHWAY MAP, TOWN OF HALIFAX, PREPARED BY THE VERMONT AGENCY OF TRANSPORTATION, LAST UPDATED 2-10-2003.

3) REFERENCE IS MADE TO THE RIGHT-OF-WAY LIMITS OF TOWN HIGHWAY 44 (ALDRICH ROAD) AS SHOW ON THIS PLAN WHICH ARE BASED ON A WIDTH OF THREE RODS (49.50 FEET) CENETERED ON THE MIDDLE OF THE PRESENT TRAVELED WAY.

4) REFERENCE IS MADE TO THE PROPERTY LINES AND ACREAGE SHOWN IN INSET ONE, HEREON, WHICH ARE BASED ON THE HALIFAX PROPERTY MAP, PREPARED BY THE HALIFAX TAX ASSESSORS OFFICE AND ARE APPROXIMATE AND ARE SUBJECT TO THE FINDINGS OF A BOUNDARY SURVEY.



0.59± MILES ALONG ALDRICH ROAD FROM THE  
INTERSECTION OF ALDRICH ROAD AND FOWLER  
ROAD, SEE BOOK 39, PAGE 348.



APPARENT LOCATION OF  
TOWN HIGHWAY NO. 44,  
ALDRICH ROAD, TO BE  
RELOCATED.

PROPOSED RIGHT-OF-WAY  
ALTERATION, TOWN HIGHWAY NO.  
44, ALDRICH ROAD.

TOTAL LENGTH OF PROPOSED  
RIGHT-OF-WAY ALTERATION 830.76  
FEET ALONG CENTERLINE

**LEGEND**

- IMPROVED GRAVEL ROAD BED
- - - - - OLD ROAD
- - - - - RIGHT-OF-WAY
- OHW

ED ROAD

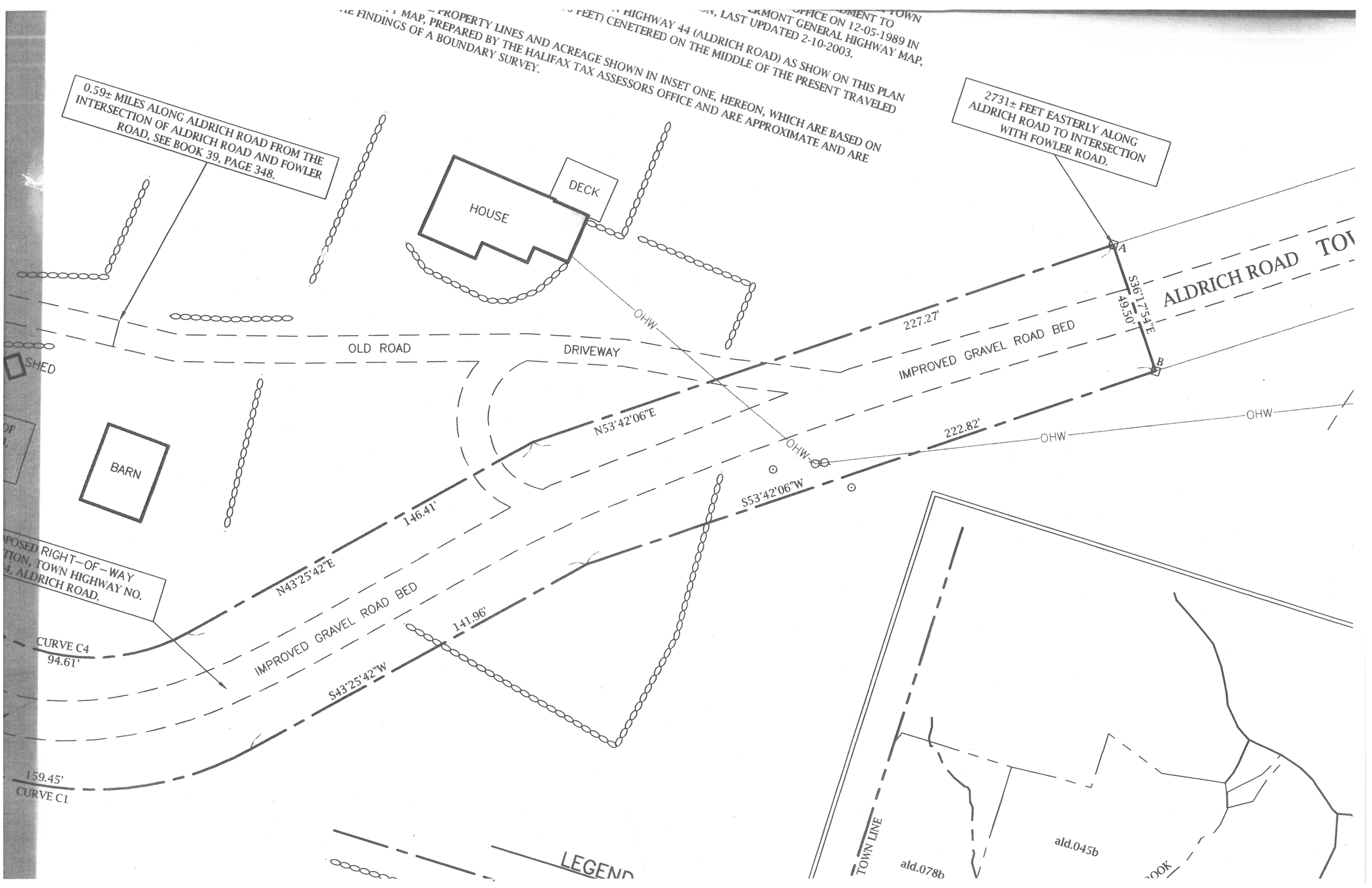
PROPERTY LINES AND ACREAGE SHOWN IN INSET ONE, HEREON, WHICH ARE BASED ON  
MAP, PREPARED BY THE HALIFAX TAX ASSESSORS OFFICE AND ARE APPROXIMATE AND ARE  
THE FINDINGS OF A BOUNDARY SURVEY.

OFFICE ON 12-05-1989 IN  
LAST UPDATED 2-10-2003.

AS SHOW ON THIS PLAN  
CENETERED ON THE MIDDLE OF THE PRESENT TRAVELED

0.59± MILES ALONG ALDRICH ROAD FROM THE  
INTERSECTION OF ALDRICH ROAD AND FOWLER  
ROAD, SEE BOOK 39, PAGE 348.

2731± FEET EASTERLY ALONG  
ALDRICH ROAD TO INTERSECTION  
WITH FOWLER ROAD.



LEGEND

PROPOSED RIGHT-OF-WAY  
TOWN HIGHWAY NO.  
4, ALDRICH ROAD.

CURVE C4  
94.61'

159.45'  
CURVE C1

TOWN LINE

ald.078b

ald.045b

OOK

1"=2 MILES±

FARM ROAD

OLD ROAD

685± FEET WESTERLY ALONG GRAVEL ROAD TO END OF IMPROVEMENTS, OLD ROAD BED CONTINUES TO HALIFAX-WHITINGHAM TOWN LINE.

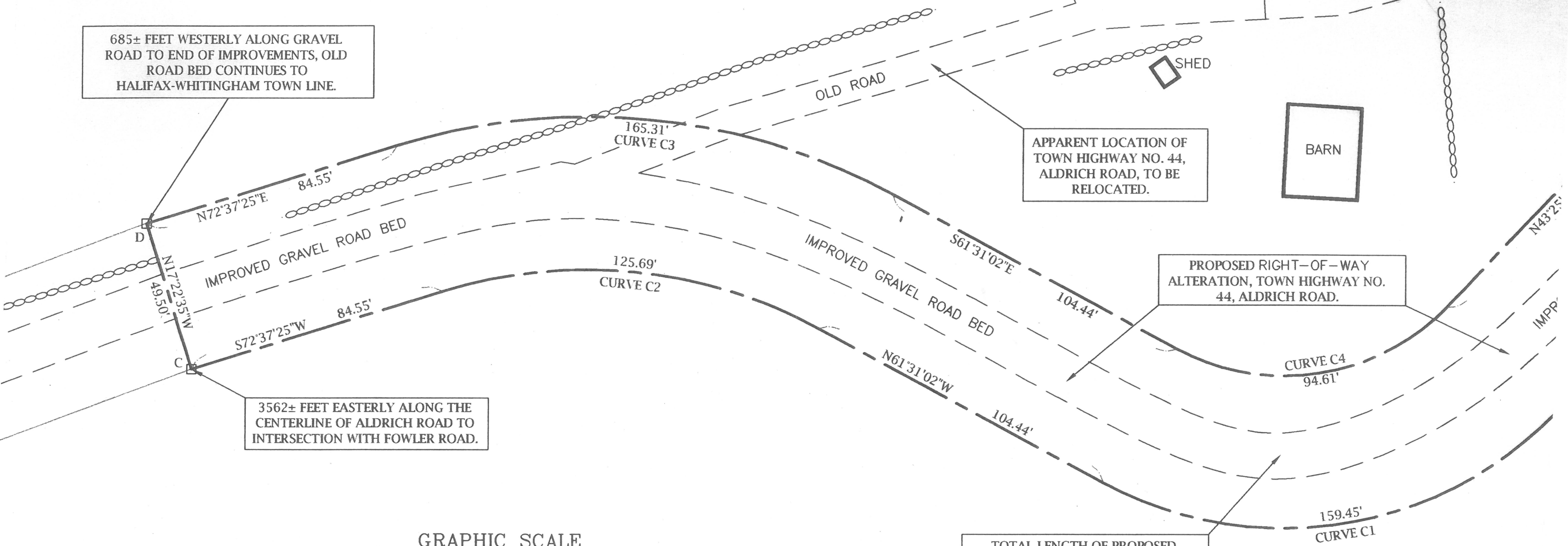
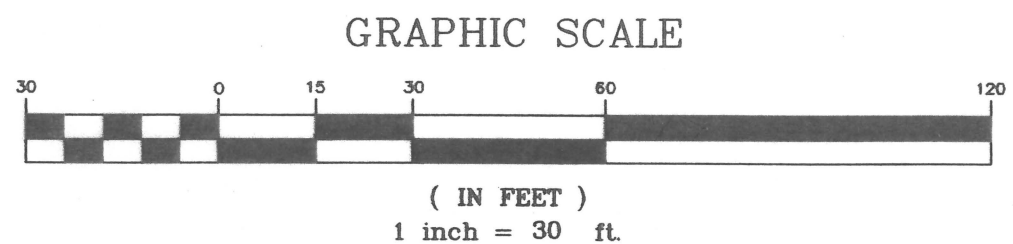
APPARENT LOCATION OF TOWN HIGHWAY NO. 44, ALDRICH ROAD, TO BE RELOCATED.

BARN

PROPOSED RIGHT-OF-WAY ALTERATION, TOWN HIGHWAY NO. 44, ALDRICH ROAD.

3562± FEET EASTERLY ALONG THE CENTERLINE OF ALDRICH ROAD TO INTERSECTION WITH FOWLER ROAD.

TOTAL LENGTH OF PROPOSED RIGHT-OF-WAY ALTERATION 830.76 FEET ALONG CENTERLINE



# PROPOSED ROAD ALTERATION





STATE OF VERMONT  
 AGENCY OF TRANSPORTATION  
 133 State Street, Administration Building  
 Montpelier, Vermont 05602



Chairman, Board of Selectmen  
 Town of Halifax  
 c/o Laura Sumner, Town Clerk  
 West Halifax, Vermont 05358

Gentlemen:

Enclosed is the Certificate of Highway Mileage for your town for the year ending February 10, 1983. We have made several changes in the Certificate this year. You will note that this new form does not require notarization. The other major change in this form is the addition of the "PART II" Section, for any town reporting no changes in their highway mileage (see further explanation on ENCLOSURE #1).

Also attached, ENCLOSURE #2, is an explanation and instructions for designation of any mileage in your town as "Scenic Highway Mileage".

For your convenience, the previous mileage and the following changes that were brought to our attention during the past year have been entered on the Certificate and are explained below. Any other changes in Class 3 or Class 4 mileage must be entered by you and must be substantiated according to the requirements as explained on ENCLOSURE #1.

Your Class 4 mileage will increase by 5.890 miles due to the addition of the following Legal Trails:

<u>Town Hwy. Number</u>	<u>Mileage</u>
T-43 . . . . .	1.100
T-50 . . . . .	0.590
T-38 . . . . .	1.400
T-56 . . . . .	1.000
T-57 . . . . .	1.000
T-26 . . . . .	0.250
T-44 . . . . .	0.300
T-58 . . . . .	0.250

One white and two yellow copies of the signed Certificate should be returned to this office no later than February 15, 1983. The designated representative of the Agency of Transportation will approve the Certificate and return one copy to the town.

If you have any questions or need assistance, please contact either Mr. Edward Chabot, Road Inventory Chief (828-2568), Mr. Michael Eling, Business Manager (828-2671), or myself at 828-2675.

Sincerely,

*J. E. R. Landry*  
 J. E. R. Landry  
 Project Planning Engineer

JERL/CB/s1a  
 Enc.  
 cc: District Trans. Administrator  
 E. J. Chabot  
 Project Planning Files

Before me,

..... *Laura Sumner* .....

..... Notary Public .....

(Write official title, as Notary Public)

Windham

Holmes

10/3/82

T 43	+110
T 50	+659
T 39	+140
T 56	+100
T 57	+100
T 26	+025
T 44	+030
T 58	+025

addition to  
Class 4

legal  
4/1/81

not on mileage or map  
will add to Class 4

589

110

53
27
<hr/>
80



HALIFAX LEGAL TRAILS

- 1) T-22 Commencing at the north west corner of lands now or formerly of L.R. Harvarth, thence northerly approximately 1.25 miles to a point 0.12 miles south of SA 1 T-22
- 2) Part of "Vaughn Road" so called. Commencing at the entrance of driveway leading to the premise of Donnelly with Town Road Number 43 and extending southerly approximately 1.1 miles to Route 112 T-43
- 3) T-50 Commencing at north west corner of lands now of formerly of Areto LaFlamme with said road and extending northerly approximately 3/4 mile to its junction with Deer Park road so called T24 T-50
- 4) T-52 Commencing at driveway leading to residence of LaFlamme and its junction with Town Road 52 and extending easterly 1.5 miles to SA 2 T-52
- 5) Part of T-38 and part of unnumbered town road, beginning at a point which is northerly 0.60 miles of junction of T-39 and T-32, thence easterly approximately 1.25 miles to the Guilford town line. T-38
- 6) Part of T-38 and part of unnumbered town road. Beginning at the junction of SA 2 and extending easterly and south-easterly approximately 1.25 miles to junction with town road 32 T-38
- 7) Unnumbered town road beginning at the southerly side of town road 32 and at the cellarhole located on the Barber Place so called, thence southerly approximately 3/4 of a mile to the Mass. line, together with the branch road leading easterly approximately 1/4 of a mile to the Winton House so called T-56
- 8) T-25 Beginning at a point which is 0.46 miles southerly of the junction of town road 25 and town road 24, thence extending southerly approximately 1 mile to the northerly side of the bridge which extends over Deer Park Brook, so called T-25
- 9) Town Road 49. Beginning at the junction of town road 25 and town road 49 and extending westerly and northerly approximately 1/2 mile to the end of the road T-49
- 10) Town Road 47 Beginning at the junction of town road 47 and town road 12, thence extending southerly approximately 1 mile to the driveway to the Gaccon House so called T-47
- 11) The Sodom Road so called. Beginning at a point at the junction of the Sodom road and town road 9, thence extending westerly and northerly from town road 9 approximately 1 mile to the town line of Marlboro T-57

.....*Laura Sumner*.....  
.....Notary Public.....  
(Write official title, as Notary Public)

- 12) T-10 Beginning at the junction of town road 10 and SA1, near the home of Thomas O'Brien and being near the north east corner of the bridge on SA1, thence extending northerly and northwesterly approximately 3/4 of a mile to the property of Luther Ray T-10
- 13) T-17 Beginning at the intersection of town road 3 and town road 17 and extending southerly and southwesterly approximately 1 mile to the junction of town road 17 and town road 18 T-17
- 14) Town Road 26. Beginning at a point which is 0.30 miles south of the junction of T-29 and Route 112, thence extending westerly approximately 1/4 mile to the Whitingham town line T-26
- 15) Unnumbered town road beginning at a point which is 0.14 miles westerly of the junction of town road 33 and town road 44 and at the Rowen place so called, thence extending westerly approximately 3/4 of a mile to the Whitingham town line T-44
- 16) Unnumbered town road beginning at a point which is 0.61 miles southwesterly of the junction of town road 44 and town road 33 at the driveway of premises now or formerly owned by Parkhurst, thence southwesterly and southerly approximately 1.25 miles to the junction of town road 33 and town road 35 T-33
- 17) Part of T-35 and part of T-34. Beginning at a point which is the driveway of lands now or formerly of McQuade situated on town road 35, thence extending westerly approximately 1 mile to a point adjacent to the driveway of the Ireland place so called T-34
- 18) Unnumbered town road beginning at a point at the top of Putnam Hill so called, adjacent to lands now or formerly of Jepson, thence extending westerly approximately 1/4 mile to the Whitingham town line T-58
- 19) Town Road 11. Beginning at a point marked by the junction of SA 1 and town road 11, thence extending northerly to a point which is 0.44 miles southerly of the Marlboro-Halifax town line, approximately 3/4 of a mile T-11
- 20) Unnumbered town highway. Beginning at a point marked by the end at town road 15 and extending westerly approximately 1/4 mile to the end of town road 53. (now T-55 CL-3
- 21) Clark road so called. Beginning at a point at the end of town road 53 and extending northerly approximately 1.25 miles to the junction of T-12 T-53

7PM 11 Feb. 1972 Hearing

Selectmen Lewis Sumner  
Harold Gregory  
Eugene Gates

17 June 1972 traveled roads

24 July 1972 Made trails (full width per records)

.....*Laura Sumner*.....  
Notary Public.....  
(Write official title, as Notary Public)

## Moulton, Sara

---

**From:** Moulton, Sara  
**Sent:** Thursday, February 21, 2019 10:40 AM  
**To:** halifax@myfairpoint.net  
**Subject:** Halifax - Aldrich Rd TH-44 Reclassification Question  
**Attachments:** Halifax\_TH44\_map\_excerpt.JPG; Halifax\_TH44\_data\_excerpt.JPG

Dear Halifax Town Clerk and/or Selectboard Chair,

I am processing the 2019 Certificate of Highway Mileage and have a question about the mileage associated with the reclassification of the Class 4 section of TH-44 Aldrich Rd.

The documentation sent by the town describes the distance as “from the town line with Whitingham a distance of 1,452 feet [0.28 mi] to where Aldrich Road is already a Class 3 Town Highway.”

In looking at the Town Highway Map, it looks like there is a total of 0.37 miles from the town line to where Aldrich Rd is already a Class 3 Town Highway (please see attached). There is a 0.26-mi section of Class 4 from the town line to a short discontinued spur, and then a 0.11-mi loop-around (also Class 4).

I am writing to double-check with you that the intent was to have the whole 0.37-mi section of Class 4 be reclassified to Class 3 and not just the western 0.26-mi portion.

Sara Moulton, GISP | AOT GIS Professional III  
Vermont Agency of Transportation  
1 National Life Drive | Montpelier, VT 05633-5001  
[sara.moulton@vermont.gov](mailto:sara.moulton@vermont.gov)  
<http://vtrans.vermont.gov/planning/maps>

# CERTIFICATE OF HIGHWAY MILEAGE

For Year Ending February 10, 19 82

Fill out in quadruplicate and file with your Town Clerk on or before February 10, 19 82

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

We, the Selectmen of the town of Halifax 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, 19 82 is as follows:

	TOWN MILEAGE OF <u>HALIFAX</u>					TOTAL TRAVELED HIGHWAYS NOT INCLUDING CLASS 4
	TOWN HIGHWAYS					
	CLASS 1	CLASS 2	CLASS 3	CLASS 4	STATE HIGHWAYS	
PREVIOUS MILEAGE as shown February 10, 19 81	---	16.800	46.250	11.070	5.848	68.898
HIGHWAYS ADDED Since February 10, 19 81 according to statute. Explain under paragraph 1 below.						
SUB-TOTAL						
HIGHWAYS SUBTRACTED Since February 10, 19 81 Those becoming class 4 or discontinued. Explain under paragraphs 2 and 3						
TOTAL TRAVELED HIGHWAYS Feb. 10, 19 82		16.800	46.250	11.070	5.848	68.898
SCENIC HIGHWAY MILEAGE <small>Included above (Reference 19 VSA Section 1019)</small>	( )	( )	( )	( )	( )	TOTAL SCENIC ROADS ( )

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 81:

2. We hereby certify that the following highways have been discontinued according to statute, since February 10, 19 81 as substantiated by the attached copy of the proceedings:

3. We hereby certify that the following roads have been reclassified since February 10, 19 81 as substantiated by the attached copy of the proceedings:

4. We hereby certify that the following roads have been designated or discontinued as "Town Scenic Roads," since February 10, 19 81 as substantiated by the attached copy of the proceedings:

SELECTMEN: *Rodney Bemis*  
*Frederick A. Crosby II*  
*Lewis L. Sumner*

At Halifax in the county of Windham  
 the 15th day of December, 19 81 personally appeared  
Rodney Bemis, Frederick A. Crosby, II and Lewis L. Sumner  
 Selectmen of Halifax of the Town of Halifax, Vermont  
 and made oath to the truth of the foregoing affidavit by them subscribed.

Before me,  
*Laura Sumner*  
 Notary Public  
(Write official title, as Notary Public)

(Town Clerk should fill out following and mail one white and two yellow copies to the Secretary of Transportation, Montpelier, Vermont 05602, on or before February 10th. Retain one yellow copy for town records until approved copy is returned.)

I, Laura Sumner Clerk of the Town of Halifax, Vermont  
 hereby certify that the foregoing is a true copy of record of the certificate of the Selectmen of Halifax, Vermont  
 relating to highway mileage, filed and recorded at this office December 15, 19 81

Attest Laura Sumner  
 Town Clerk  
 Approved J.R. Lamberg Jan 11, 1982  
Representative, Agency of Transportation Date



TOWN OF HALIFAX  
WEST HALIFAX, VT. 05358

~~\*\*\*\*\*~~  
-COPY-

SELECTMEN'S MEETING--August 8, 1979

The Halifax Board of Selectmen met at the Town Clerk's office Wednesday, August 8, 1979 at 8:00 P. M. with Lewis Sumner, Fred Crosby and Rodney Bemis present.

Town Attorney Kenneth Fisher advised the selectmen that the section of trail which includes George Rowen's house could be legally opened by virtue of town maintenance and he advised the selectmen to have this mileage added to the Town Highway map when it is annually updated.

The selectmen voted to accept by maintenance that section of the unnumbered right of way beginning at the junction of Town Road No. 33 and Town Road No. 44 and extending westerly .59 miles to the George Rowen place.

The right of way leading to George Rowen's house was altered to the status of a trail by the selectmen in the document which is recorded in Book 28, Pages 495-502 of the Halifax Land Records and is described as item number 15 and reads as follows:

"15. Unnumbered Town Road: Beginning at a point which is 0.14 miles westerly of the junction of Town Road No. 33 and Town Road No. 44 and at the Rowen Place, so-called, thence extending westerly approximately 3/4 of a mile to the Whitingham Town Line."

The right of way to be changed from an open public highway to a trail in the document recorded in Book 28, Pages 495-502 of the Halifax Land Records should have been described as follows:

15. Unnumbered Town Road: Beginning at a point which is .59 miles westerly of the junction of Town Road No. 33 and Town Road No. 44 and at the Rowen Place, so-called, thence extending westerly .28 miles to the Whitingham Town line.

Attest: /s/ Laura Sumner  
Secretary  
Board of Selectmen  
Town of Halifax, Vermont

and have said to the truth of the foregoing affidavit by their subscription.

Before me,

Raymond Putnam  
Justice of the Peace

CERTIFICATE OF COMPLETION AND OPENING  
OF A HIGHWAY FOR PUBLIC TRAVEL

I, Laura Sumner, Town Clerk of the Town  
of Halifax, Vermont.

Pursuant to Title 19, V.S.A., Section 15, as amended 1973, this is to certify that  
the following described section of Class 3 Highway in the Town of  
Halifax was COMPLETED AND OPEN FOR PUBLIC TRAVEL  
on August 8, 19 79.

DESCRIPTION OF RIGHT-OF-WAY: Beginning at a point which is 0.14 miles  
westerly of the junction of Town Road No.  
33 and Town Road No. 44 and extending  
westerly .45 miles.

See attached minutes of Selectmen's Meeting held on August 8, 1979  
and as shown on a Highway Map of the Town of Halifax,  
dated July 24, 19 72, and filed in Book 28 on page 495-50 of the Records  
of the Town of Halifax, Vermont by the Town  
Clerk of said Halifax incorporated herein by reference  
and attested to on said map by said Town Clerk. Said document shows that Town  
Highway # 44 beginning at a point which is 0.14 miles westerly of the junction of Town Road No 33 and  
Town Road No 44 and extending westerly approximately .45 miles was altered to status of a trail.  
Dated at Halifax, County of Windham and

State of Vermont, this 5th day of February, A.D., 19 80.

Laura L. Sumner BOARD  
Redney Bemis OF  
Fredrick A. Chase Jr SELECTMEN  
ALDERMEN  
TRUSTEES

and the MAYOR of the City of Halifax, Vermont.  
\*\*\*\*\*

HALIFAX, VERMONT  
February 5, 19 80.

THE ABOVE IS A TRUE COPY OF THE DESCRIPTION OF CLASS 3 HIGHWAY COMPLETED AND OPENED  
FOR PUBLIC TRAVEL, RECORDED IN BOOK XXXXXXXXXX ON PAGE XXXXXXXXXX OF THE XXXXXXXXXX RECORDS  
OF THE XXXXXXXXXX OF XXXXXXXXXX ON THE XXXXXXXXXX DAY OF  
XXXXXXXXXX AT XXXXXXXXXX O'CLOCK XXXXXX  
The Selectmen's Minutes dated August 8, 1979

ATTEST: Laura Sumner

Rev. 11/73 Town CLERK OF HALIFAX, VERMONT

and made oath to the truth of the foregoing affidavit by their subscribers.  
Before me, Raymond Putnam  
Justice of the Peace



# CERTIFICATE OF HIGHWAY MILEAGE

For Year Ending February 10, 19 80

Fill out in quadruplicate and file with your Town Clerk on or before February 10, 1980  
(Note section of Vermont Statutes Annotated on reverse side of this sheet)

We, the Selectmen of the town of HALIFAX 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, 1980 is as follows:

	TOWN OF <u>HALIFAX</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 79	---	16.800	45.760	10.640	5.848	68.408
HIGHWAYS ADDED Since February 10, 1979 according to statute. Explain under paragraph 1 below.			0.450			0.450
SUB-TOTAL	---	16.800	46.210	10.640	5.848	68.858
HIGHWAYS SUBTRACTED Since February 10, 1979 Those becoming class 4 or discontinued. Explain under paragraphs 2 and 3						
TOTAL TRAVELED HIGHWAYS Feb. 10, 1980	---	16.800	46.210	10.640	5.848	68.858
SCENIC HIGHWAY MILEAGE <small>Included above (Reference 19 VSA Section 1010)</small>	( )	( )	( )	( )	( )	TOTAL SCENIC ROADS ( )

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, 1979:

.45 miles added to the existing Town Highway #44

2. We hereby certify that the following highways have been discontinued according to statute, since February 10, 1979 as substantiated by the attached copy of the proceedings:

/or remeasured

3. We hereby certify that the following roads have been reclassified since February 10, 1979 as substantiated by the attached copy of the proceedings:

4. We hereby certify that the following roads have been designated or discontinued as "Town Scenic Roads" since February 10, 1979 as substantiated by the attached copy of the proceedings:

SELECTMEN: Lewis L. Sumner  
Rodney Bemis  
Frederick A. Crosby, II

At Halifax in the county of Windham  
the 5th day of February 1980 personally appeared  
Lewis L. Sumner, Rodney Bemis and Frederick A. Crosby, II  
Selectmen of Halifax  
and made oath to the truth of the foregoing affidavit by them subscribed.

Before me,

Laura Sumner  
Notary Public  
(Write official title, as Notary Public)

(Town Clerk should fill out following and mail one white and two yellow copies to the Secretary of Transportation, Montpelier, Vermont 05602, on or before February 10th. Retain one yellow copy for town records until approved copy is returned.)

I, Laura Sumner Clerk of the Town of Halifax  
hereby certify that the foregoing is a true copy of record of the certificate of the Selectmen of Halifax  
relating to highway mileage, filed and recorded at this office February 5 1980.

Attest Laura Sumner  
Town Clerk  
Approved J.P.R. [Signature] 2-19-80  
Representative, Agency of Transportation Date