

TOWN HWY. No.	LENGTH IN MILES CLASS 3	LENGTH IN MILES CLASS 4
2	4.59	
4	2.55	
5	3.14	
6	3.05	
7	3.53	
8	0.12	
9	0.47 (0.23)	
10	0.20 (0.20)	
11	1.60	
12	0.26	
13	1.60	
14	5.95	
15		(1.20)
16	1.14 (0.73)	
17	0.11 (0.39)	
18		(0.35)
19		(0.44)
20	0.50	
21	0.40	
22	0.25	
23	0.41	
24		(0.10)
25	2.27	
26		(0.15)
27	0.81	
28	0.78	
29		(0.27)
30	0.13	
31	1.15	
32	1.13	
33	0.90	
34	3.40	
35	0.12	
36	0.30	
37	0.50	
38	0.49	
39	0.50	
40		(0.70)
41	1.20	
42	0.25	
43	0.45	
45	4.17	
46	0.85	
48		(0.50)
49	1.90	
50	1.00	
51		(0.95)
52	2.98	
53	0.80	
54	0.05	
55	0.50	
56	0.82	
57	0.25	
58	0.30	
59	0.55	
60	2.15	
61	0.32	
62	0.23	
63	0.88	
64	0.17	
65	0.73	
66	0.11	
68	0.11	
69		(0.11)
70	0.05	
72	0.07	
73	0.06	
75	0.16	
76	0.07	
77	0.08	
79	0.08	
82	0.11	
84	0.05	
TOTAL	65.92	12.76

TOWN HWY. No.	LENGTH IN MILES "NOT UP TO STANDARD"
27	(0.09)
TOTAL	0.09

*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 No.	LENGTH IN MILES
1	(0.73) The Crossroad
2	(0.70) Baptist Hill Rd
3	(0.72) Dodge Farm (Echeverria)
4	(0.30) Falls Hill Rd
TOTAL	2.45

CLASS	LENGTH IN MILES
CLASS 2	4.940
TH-1	
CLASS 3	65.92
TOTAL TOWN	70.790
STATE HIGHWAY VT-110	7.934
TOTAL STATE HIGHWAY	7.934
TOTAL STATE	7.934

TOTAL, TRAVELED HIGHWAYS, FEB. 10, 2015: 78.694
(Excludes Class 4, Legal Trail, and Underfoot Corridor Mileage)

MILEAGE SUMMARY

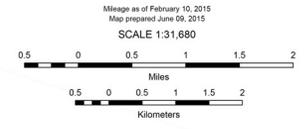
- HIGHWAYS**
 - INTERSTATE OR DIVIDED HIGHWAY
 - STATE - HARD SURFACE OR PAVED
 - TOWN - HARD SURFACE OR PAVED
 - GRAVEL
 - SOIL OR GRADED AND DRAINED EARTH
 - UNIMPROVED OR PRIMITIVE
 - IMPASSABLE OR UNTRAVELED
 - LEGAL TRAIL
 - DISCONTINUED
 - HIGHWAY CLASS CHANGE
 - RAILROAD
 - INACTIVE RAILROAD
 - NFR NATIONAL FOREST ROAD
 - SPH STATE FOREST HIGHWAY
 - PARK AND RIDE
- POLITICAL SUBDIVISIONS**
 - STATE BOUNDARY
 - COUNTY BOUNDARY
 - TOWN BOUNDARY
 - VILLAGE BOUNDARY
 - URBAN COMPACT BOUNDARY
- BRIDGE OR CULVERT**
 - BRIDGE OR CULVERT > 20'
 - BRIDGE OR CULVERT 6' - 20'
 - VOBCIT BRIDGE
 - VOBCIT CULVERT > 6'
 - STATE BRIDGE OR CULVERT IDENTIFIER
 - TOWN BRIDGE OR CULVERT IDENTIFIER
- FEDERAL CLASSIFICATION IDENTIFIER**
 - FAA URBAN ARTERIAL OR COLLECTOR
 - MA MINOR ARTERIAL
 - M/C MAJOR COLLECTOR
 - M/MC MINOR COLLECTOR
 - PA PRINCIPAL ARTERIAL
- PUBLIC LAND - GREEN MOUNTAIN NATIONAL FOREST**
 - PUBLIC LAND - STATE/MUNICIPAL
- WATER BODY**
 - STREAM OR BROOK

DISCLAIMER
The untraveled highways (laid-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 short structures are drawn from the Vermont Online Bridge & Culvert Inventory Tool (VOBCIT) 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
Geoidetic Reference System 80
4,000-meter grid, Easting - Northing

VERMONT GENERAL HIGHWAY MAP
Town of Tunbridge
ORANGE COUNTY
Transportation District #4
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



THE HISTORY AND LAW OF VERMONT TOWN ROADS (3.6.12 version)

Author: Paul S. Gillies

Montpelier, Vermont

This article is made available to the Vermont Agency of Transportation

Mapping Unit website courtesy of the author - April 2012

3.1.2 An easement for a public right-of-way.

What is taken, when private property is burdened with a public right-of-way? According to the court, the “taking of land for a highway does not divest the owner of his title in fee. The public acquire only an easement; and the right of the owner to use, occupy and control the land in any manner, which is not inconsistent with the public enjoyment of the easement, still remains.”¹²⁹ Think of the right of way as a metaphor--the conceptual equivalent of a three-rod swath of fabric laid over private property, eliminating the possibility of trespass and authorizing the reasonable use of the land by the town, acting on behalf of the public.

129 *Livermore et al. v. Jamaica*, 23 Vt. 361, 364-5 (1851).

3.3.2. Trails.

Safety ought to be the first concern,

“Trail” means a public right-of-way which is not a highway and which:

(A) previously was a designated town highway having the same width as the designated town highway, or a lesser width if so designated; or

(B) a new public right-of-way laid out as a trail by the selectmen for the purpose of providing access to abutting properties or for recreational use. Nothing in this section shall be deemed to independently authorize the condemnation of land for recreational purposes or to affect the authority of selectmen to reasonably regulate the uses of recreational trails. 200

Trails require no maintenance whatsoever. As the statute explains, “Trails [are] not . . . considered highways and the town shall not be responsible for any maintenance including culverts and bridges.”²⁰¹

The right-of-way for each highway and trail is a presumed three rods wide unless there are records to show otherwise. 203

200 19 V.S.A. § 310(8).

201 19 V.S.A. § 302(a)(5).

202 Just not knowing, without having investigated, whether there is a record containing the width of a highway, cannot satisfy this statute.

The Vermont Institute for Government

The Public Right of Way and You

Compiled by Paul Gillies

AN INTRODUCTION TO VERMONT HIGHWAY LAW

The Vermont Institute for Government (VIG) is a nonprofit corporation dedicated to improving educational opportunities for local officials and the public on how government works.

Most likely the town doesn't *own* the land under the highway; probably you own the land to the middle of the road. What the town owns is an *easement*, a right to use the land for highway purposes. That easement is a public right-of-way, usually three rods (forty-nine and a half feet) wide, which includes the power to cut down trees and other growing things, smooth out curves, expand the travelled portion, and add gravel or pave the roadbed, all without having to ask your permission as long as the work is done within the limits of the easement.

The Vermont Institute for Government

The Public Right of Way and You

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AN INTRODUCTION TO VERMONT HIGHWAY LAW

The Vermont Institute for Government (VIG) is a nonprofit corporation dedicated to improving educational opportunities for local officials and the public on how government works.

Within the public right-of-way, landowners have few rights. If the town ever discontinues the right-of-way, as a landowner you will recover full title to the land you own. While the right-of-way is in force your rights are not much different from that of the travelling public. You can't forbid someone from travelling over the road; you can't place obstructions on the highway; you can't exercise any dominion over the land. Most towns won't make a big deal about your use of the land within the right-of-way that falls outside the travelled portion of the highway (short of building something in the right-of-way)



Vermont Statewide Comprehensive Outdoor Recreation Plan (SCORP)

2014-2018

Prepared by:

Vermont Department of Forests, Parks and Recreation

Economic impacts

Outdoor recreation plays an important role in Vermont's economy. The Outdoor Industry Foundation in 2006 estimated that the outdoor recreation economy supported 35,000 jobs across Vermont, generated \$187 million in annual state tax revenue, produced \$2.5 billion annually in retail sales and services across Vermont, and accounted for 12 percent of the gross state product.



Vermont Statewide Comprehensive Outdoor Recreation Plan (SCORP)

2014-2018

Public health and quality of life

The popularity of outdoor recreation, along with the land and waters that enable activities, has important implications for public health and quality of life in Vermont.

From playgrounds, to fields for sports, to trails and walking paths, parks play an important role for recreation throughout the life course, and public investment in these resources can contribute to stronger and healthier communities.

Some types of resources, such as sidewalks, bike paths, and bike lanes double as resources for outdoor recreation and for transportation, both offering the benefits of active lifestyles. Since the late 1980s, Vermont's investments in bicycle and pedestrian-friendly infrastructure, coupled with programs that encourage physical activity and alternative transportation, promote healthy habits throughout the population.



Vermont Statewide Comprehensive Outdoor Recreation Plan (SCORP)

2014-2018

Demand for Outdoor Recreation in Vermont

According to the Outdoor Industry Foundation's 2006 report, Vermonters participated at a higher rate than national averages in bicycling, hunting, paddling, snow-based, trail based, and wildlife-watching activities. Other surveys indicate the same high levels of participation among Vermonters. This of course comes as no surprise given the outdoor recreation based culture of Vermont and the recognition of its contribution to our quality of life and economic vitality.

VERMONT

TRAIL ETHIC

Help keep Vermont's recreation and trail resources healthy.

1. Know and respect the allowable use of the trail.
2. Respect other trail users.
3. Respect public and private landowners' property.
4. Use good judgment and tread lightly; trail conditions are subject to change at any time.
5. Stay on marked trails.
6. Respect natural resources, historic structures and wildlife.
7. Be prepared with food, water and first aid.
8. Pack out your trash.
9. Respect all trail closures.
10. Plan ahead, be safe and have fun.

Visit: www.vermonttrailsandgreenways.org for more information

The guidelines are:

- Know and respect the allowable use of the trail
- Respect other trail users
- Respect public and private landowners' property
- Use good judgment and tread lightly; trail conditions are subject to change at any time
- Stay on marked trails
- Respect natural resources, historic structures and wildlife
- Be prepared with food, water and first aid
- Pack out your trash
- Respect all trail closures
- Plan ahead, be safe and have fun.

1. Why is it important to keep Class 4 highways and trails?

In 1992, a committee consisting of the VT Agency of Transportation; VT Trails and Greenways Council; VT Timber Truckers and Producers Association; Associated Industries of Vermont; VT Department of Forests, Parks and Recreation; VT Local Roads Program; and VT Association of Snow Travelers determined:

There are approximately 1,700 miles of Class 4 highways and trails in Vermont. Almost every town has at least a couple miles of them, usually in the more remote section of town.

With the population growing and the interest in outdoor recreation also increasing, it is important to keep Class 4 highways and trails as public resources. As private land is further developed, there will be less access for snowmobiling, cross-country skiing, walking, bicycling, horseback riding, fishing, hunting, and other outdoor recreation. Town-controlled corridors will help to ensure that there will continue to be a place to enjoy these activities. They also often serve as important links to more extensive trail systems that are on private lands. Class 4 highways and trails provide important transportation access for forest and agriculture management.

VTrans Orange Book for Local Officials 2014-2016
Chapter13 Class4 Highways and Trails in Vermont

Does The Town Have Any Legal Rights If Someone Blocks A Highway Or Trail?

According to VSA T19 #1105:

"A person who places or causes to be placed an obstruction or encroachment in a public highway or trail, so as to hinder or prevent public travel, or to injure or impede a person traveling on the highway or trail, shall be fined not more than \$1,000 plus the actual costs of repairing the damage and a reasonable attorney's fee, to be recovered in a civil action in the name of the town or state. One or more items of logging or other equipment temporarily within the right-of-way of a trail shall not be actionable under this section if located in such a way as not to unreasonably impede passage. If the court finds that an action under this section was brought without substantial basis, the court may award a reasonable attorney's fee against the person bringing the action." (Added by 1991 legislature.)

Velomont Trail + Vermont Huts

Economic Impact Study



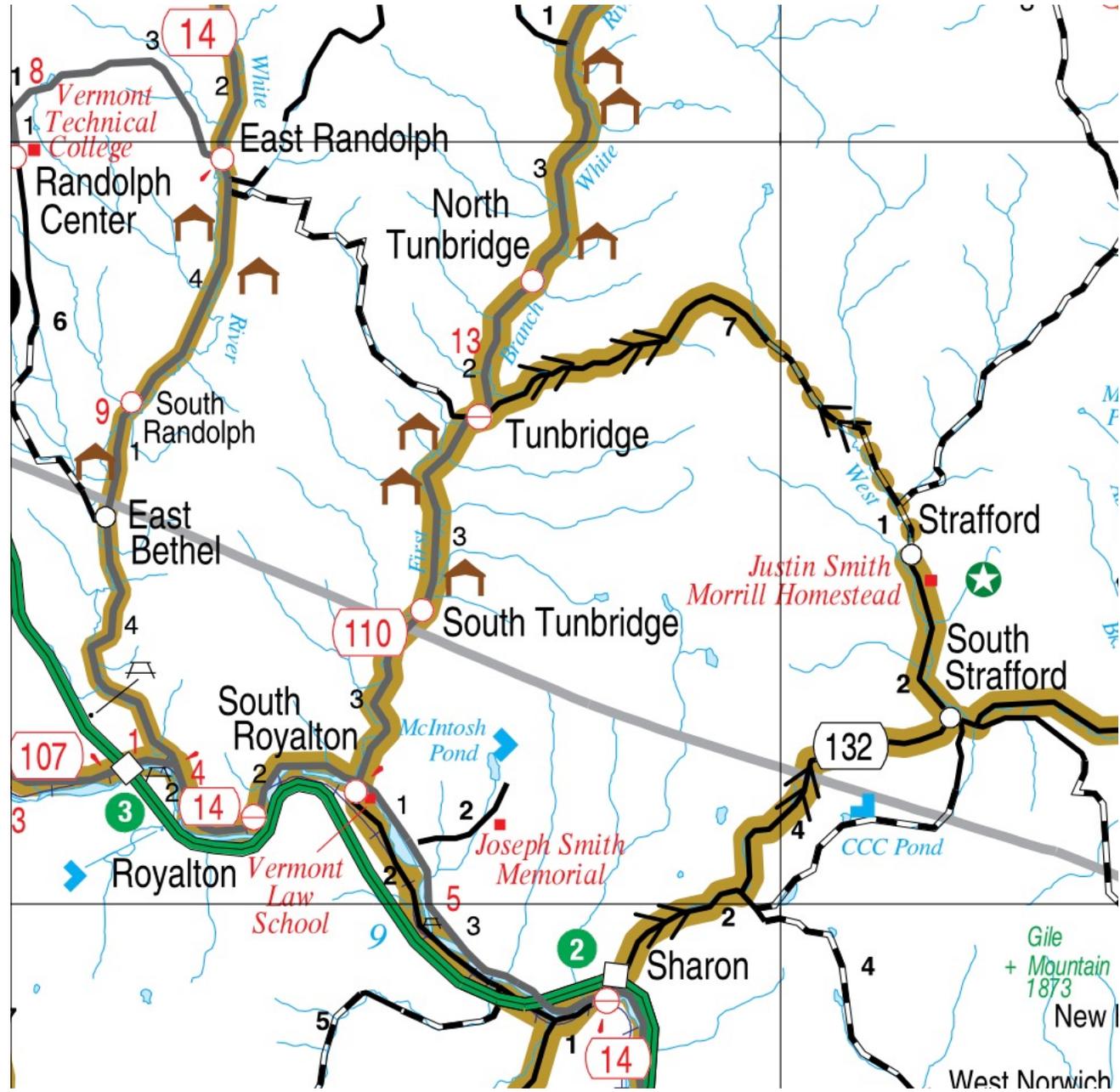
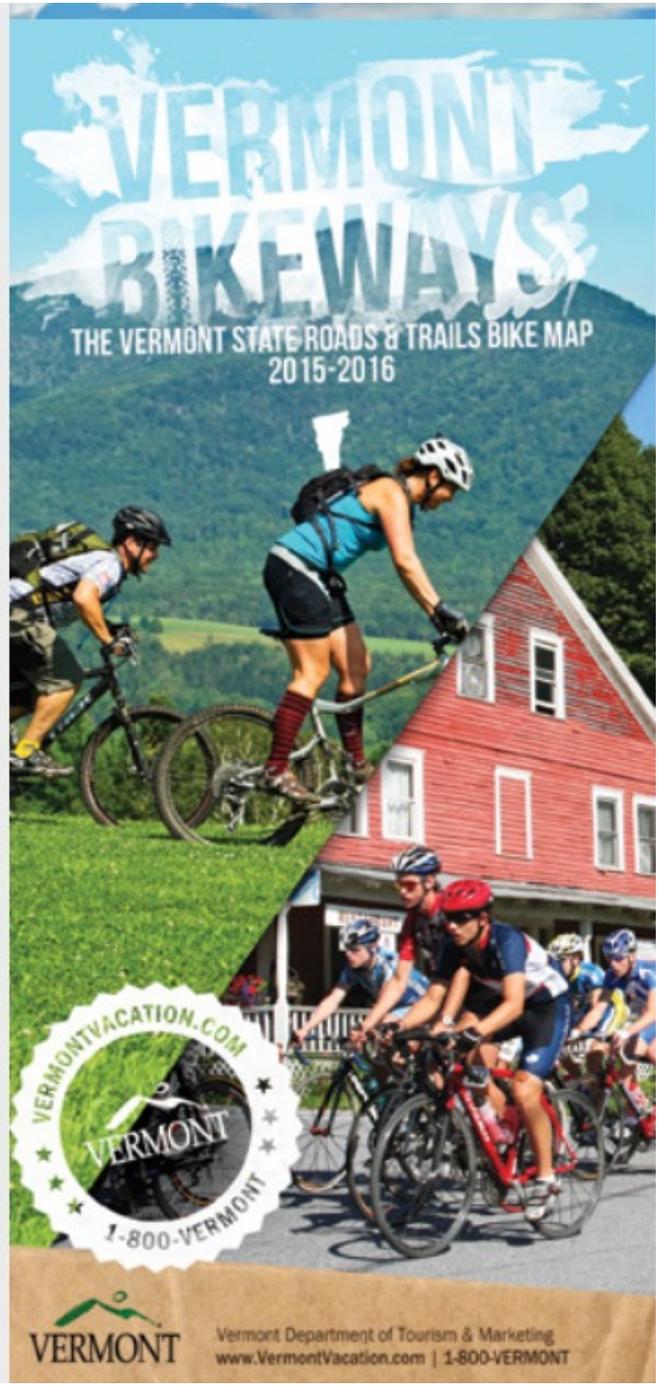
September 2020

Prepared for:
Vermont Huts Association and Velomont Trail

Prepared by:
SE GROUP

Throughout Vermont, recreational opportunities offer great economic benefits to local communities. Trail users, both residents and visitors, will visit local restaurants and other businesses, bringing in tax revenue and creating jobs as well. Across the state, just four trail systems—the Catamount Trail, the Long Trail, the Vermont Association of Snow Travelers (VAST) system, and Kingdom Trails—have been found to generate over \$30.8 million in annual economic activity, over \$2 million in annual tax revenues, and support over 365 jobs annually (VT Trails and Greenways 2017).

Outdoor recreation is increasingly seen as a key factor for strengthening the economic vitality of Vermont towns.



Vermont Trails and Greenways Manual



Prepared by the
Vermont Trails and Greenways Council
September, 2005

The Vermont Trails and Greenways Council

The Vermont Trails and Greenways Council has a mission of ensuring that people will always have access to adequate land and water based trails and greenways. The actions of the Trail and Greenway Council are to:

- plan for the future of Vermont's recreational activities,
- promote the development and maintenance of trails,
- coordinate public and private trail efforts,
- encourage education programs, and
- recommend allocation of funds for Vermont's trail funding programs.

The Vermont Trails and Greenways Council receives staff support for the Department of Forests, Parks and Recreation of the Vermont Agency of Natural Resources, and has a close working relationship with the agency, although we are an independent non-profit membership organization.

Vermont Trails and Greenways Manual



Prepared by the
Vermont Trails and Greenways Council
September, 2005

Vermont's Vision for Trails and Greenways

The vision held by the Trails and Greenways Council is a well-mapped network of trails and greenways throughout the State of Vermont that will provide recreation opportunities for all types of trail users, preserve wildlife habitat, help protect water quality, link schools, places of work, parks and neighborhoods with safe, traffic-free routes; link and protect natural and cultural resources, promote economic development, and create open space for all to enjoy.

Planning for Trails and Greenways in Vermont

Planning for trails and trail networks in Vermont is now more important than ever. There are several trends at work that could affect our trail networks and recreation opportunities, including changes in attitudes of land owners (accompanying changes in ownership), and subdivision of land into smaller parcels that may be less able to support trail corridors. At the same time, trail-based recreation is growing in popularity, putting more stress on our existing trail networks.

THE RANGER

RIDE WITH PURPOSE



RIDE WITH PURPOSE

THE RANGER

A Ranger is often imagined to be an educator, a protector and someone with an intimate connection to their natural surroundings, and what better way to get to know a place and its people than by biking through the landscape?

We understand that all of us give back to what we connect to and care about, which is why every June we invite people from near and far to join our community for a weekend of intimately experiencing this place and its people.

We created this event when the landscape and very fabric that holds this community together was under threat from an inappropriate development, and since then we have not only been successful in protecting this special part of the world with the help of so many passionate Rangers, but we have now focused this very same energy into giving back to the places and people who need our help most.

In four years we have helped people with disabilities gain access to recreational activities, funded the protection of threatened land, inspired and included more women to participate in other events throughout the state, consistently disrupted the norm, and committed ourselves to addressing our rapidly changing climate.

You can feel the energy this event brings to our host towns, and it's time to leverage our built momentum to support an organization with impact that extends far beyond one weekend in June.

WHERE WE'VE BEEN



\$25,000+ raised for local community development projects.



5000+ acres of threatened land protected.



34% women's participation, the highest among large gravel cycling events.



8 bikes purchased for Vermont Adaptive Ski & Sports programming

THE EVENT



- 4 Ride Experiences
- 10,000+ miles logged by participants in 2019
- Junior Ranger Kids Ride

16 different states and Canada!

TESTIMONIALS

The Ranger is the perfect combination of recreation and giving back. The event's dedication to supporting land conservation and increasing participation in outdoor recreation in Vermont, especially among women, is something the Outdoor Gear Exchange is proud and excited to be apart of."

-CAROLYN LAWRENCE, OUTDOOR GEAR EXCHANGE, EVENTS AND OUTREACH MANAGER

"Sports are for everyBody and this event encompasses everything that's great about the State of Vermont. It showcases a beautiful and passionate community through good food, tasty beer and epic views, all with a family vibe. We are proud to be a part of The Ranger, because we believe that everyone deserves to play."

-JEFF ALEXANDER, VERMONT ADAPTIVE SKI AND SPORTS, DIRECTOR OF STRATEGIC PARTNERSHIPS

WHERE WE'RE GOING



Complete funding for a pump track in the Boston Lot Trail System



Create and implement a plan to raise funding for the organization's work beyond the event



0% of all carbon emissions avoided and/or offset



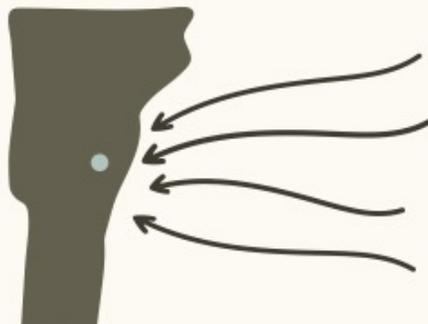
Zero Plastic: No single use plastic at the event



50% Women's Participation



\$10,000 Raised to support local bike infrastructure & education



**INCLUSION & ACCESS TO
OUTDOOR RECREATION**

**KNOWLEDGABLE
PARTNERS**

YOUTHFUL ENERGY

**\$60,000 IN ECONOMIC
IMPACT IN 2019**



WHO WE HELP

100% of the event profits benefit the incredible work of these organizations.



THE BENEFITS FOR YOUR BUSINESS

We don't choose just anyone to help support The Ranger. With over 27,000 social media impressions during the month of the event, and a trusted brand among our followers and participants, we have a range of offerings for your business.

- Get creative with us. We're always open to new ways of bringing attention to our sponsors.
- Host an Enduro Stage pop-up party.
- Logo on event signage.
- Shoutout on social media.
- Table at the event.
- Become a co-host of our packet pick up party.



OUR PARTNERS



