

# CERTIFICATE OF HIGHWAY MILEAGE

FOR YEAR ENDING FEBRUARY 10, 1969

Fill out in triplicate and file with your <sup>City</sup> Town Clerk on or before February 10, 1969

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

We, the <sup>Aldermen</sup> ~~Members~~ of the <sup>City</sup> ~~Town~~ of BARNES, 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 10, V.S.A. Sec. 10, amended 1961, Act No. 28, not including pent roads and trails, in this town for the year ending February 10, 1969, is as follows:

	MILEAGE IN TOWN CITY (Outside of village Incorporated for highways)			MILEAGE IN VILLAGE (Incorporated for highways)			Total All Systems
	NAME						
	Town Highways	State Aid Highways	State Highways	Town Highways	State Aid Highways	State Highways	
PREVIOUS MILEAGE As shown March 15, 1968	34.81	8.481	—				43.291
HIGHWAYS ADDED Since March 15, 1968, ac- cording to statute. Explain under paragraph 1 below.	<del>34.81</del>						<del>43.291</del>
SUB-TOTAL	<del>34.81</del>	8.481					<del>43.291</del>
HIGHWAYS SUBTRACTED Since March 15, 1968. Those becoming untraveled, discon- tinued, legal trails or pent roads. Explain under para- graphs 2 and 3 below.	34.81						43.291
TOTAL TRAVELED HIGHWAYS Feb. 10, 1969.	<del>34.81</del>	8.481	—				<del>43.291</del>

1. We hereby certify that the following new highways, as substantiated by the attached "Selections Certificate of Completion", have been added since March 15, 1968:

Knoll Drive and Sunrise Ave. 10/22/68 700 ft.  
Westwood Parkway 10/7/68 127 ft.

2. We hereby certify that the following highways have been discontinued, or changed to trails or pent roads according to statute, since March 15, 1968, as substantiated by the attached copy of the proceedings:

3. We hereby certify that the following roads have become untraveled since March 15, 1968:

ALDERMEN  
SIGNATURES

*Alfred Fisher*  
*Arthur W. Bradshaw*  
*Peter Quinlan*  
*Armand Beltrami*  
*Alan H. Noyes*  
*Rutherford Abaro*  
*O.E. Akley*  
*Vino P. Masi*

in the County of Washington

At City of Barnes  
the 10th day of February, 1969 personally appeared  
Wilfred Fisher, Arthur W. Bradshaw, Peter Quinlan, Armand Beltrami, Alan H. Noyes,  
Rutherford Abaro, O.E. Akley, Vino P. Masi  
Aldermen of  
and made oath to the truth of the foregoing affidavit by them subscribed.

Before me,  
*Japh O'Connell*  
Notary Public,  
(Write official title, as Notary Public)

(Town Clerk should fill out following and mail one white and one yellow copy to the Commissioner of Highways, Montpelier, Vermont, on or before March 15th.)

I, *Japh O'Connell*, Clerk of the Town of City of Barnes  
hereby certify that the foregoing is a true copy of record of the certificate of the Selections of  
relation to highway mileage, filed and recorded at this office on February 10, 1969.

Attest  
*Japh O'Connell*  
Town-Clerk  
City.

CERTIFICATE OF HIGHWAY MILEAGE

FOR YEAR ENDING QUARTY 19

CITY

STATE OF VERMONT

DEPARTMENT OF HIGHWAYS

MONTPELIER

03602

March 10, 1969

R. J. N.

Board of Aldermen  
City of Barre  
Barre, Vermont 05641

Atten: Ralph Oliver  
City Clerk

Dear Mr. Oliver:

We have received the Highway Mileage Certificates which you recently submitted and note you wish to add Knoll Drive, Sunset Avenue and Westwood Parkway to your city street mileage.

Please be advised that before we can accept these as city streets it will be necessary that you furnish this agency a copy of the right-of-way and a Certificate of Completion and Opening for each section. I am enclosing blank Certificates of Opening for your convenience.

We will appreciate your giving this matter your immediate attention since the deadline for accepting mileage changes will be March 17, 1969.

Sincerely yours,

R. J. Nicholls  
Highway Planning Engineer

By: J. E. Bisson  
Administrative Assistant

RJR/JEB/dl

Enc.

*None received  
3/20/69  
Omit from 1969  
mileage*

# CERTIFICATE OF HIGHWAY MILEAGE

FOR YEAR ENDING FEBRUARY 10, 1968

City  
Fill out in triplicate and file with your ~~TOWN~~ Clerk on or before February 10, 1968

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

We, the ~~selectmen~~ **Aldermen** of the ~~town~~ **City** of **Barre**, 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 10, V.S.A. Sec. 15, amended 1961, Act No. 28, not including pent roads and trails, in this town for the year ending February 10, 1968, is as follows:

	MILEAGE IN <del>TOWN</del> CITY (Outside of villages incorporated for highways)			MILEAGE IN VILLAGE (incorporated for highways)			Total All Systems
	BARRE			Town Highways	State Aid Highways	State Highways	
	Town Highways	State Aid Highways	State Highways				
PREVIOUS MILEAGE as shown March 15, 1967	34.81	8.481	---				43.291
HIGHWAYS ADDED Since March 15, 1967, ac- cording to statute. Explain under paragraph 1 below.							
SUB-TOTAL							
HIGHWAYS SUBTRACTED Since March 15, 1967. Those becoming untraveled, discon- tinued, legal trails or pent roads. Explain under para- graphs 2 and 3 below.							
TOTAL TRAVELED HIGHWAYS Feb. 10, 1968.	34.81	8.481					43.291

1. We hereby certify that the following new highways, as substantiated by the attached "Selectmen's Certificate of Completion", have been added since March 15, 1967:

none

2. We hereby certify that the following highways have been discontinued, or changed to trails or pent roads according to statute, since March 15, 1967, as substantiated by the attached copy of the proceedings:

none

3. We hereby certify that the following roads have become untraveled since March 15, 1967:

ALDERMEN  
SIGNATURES:

*Wilfred Fisher, Mayor*  
*Walter Mearns, Peter Quinnlan, Gordon Akley,*  
*Larry W. Johnson, Alan H. Noyes,*  
*Rutherford J. Abare and Armand Beltrami*

At City of Barre

in the county of Washington

the 12th day of March, 1968 personally appeared Wilfred Fisher, Vico F. Masi, Peter Quinnlan, Gordon Akley, Larry W. Johnson, Alan H. Noyes, Rutherford J. Abare and Armand Beltrami  
~~Selectmen~~ **Aldermen**  
and made oath to the truth of the foregoing affidavit by them subscribed.

Before me,

*Ralph Oliver*  
Notary Public.

(Write official title, as Notary Public)

(Town Clerk should fill out following and mail one white and one yellow copy to the Commissioner of Highways, Montpelier, Vermont, on or before March 15th.)

I, Ralph Oliver

Clerk of the ~~Town~~ **City** of Barre

hereby certify that the foregoing is a true copy of record of the certificate of the ~~selectmen~~ **Aldermen** of **City** of Barre relating to highway mileage, filed and recorded at this office March 13

Attest

*Ralph Oliver*  
Clerk



*John E. Blinn  
Flaming*

# City of Barre, Vermont

"GRANITE CENTER OF THE WORLD"

THOMAS E. DUFF  
CITY MANAGER

March 13, 1968

Mr. Lauritz Larsen  
Commissioner of Highways  
State of Vermont  
Montpelier, Vermont

Dear Commissioner Larsen:

Enclosed are the signed certificates for  
highway mileage for the City of Barre for the year  
ending February 10, 1968.

Very truly yours,

Thomas E. Duff  
City Manager

TED/cjw

Enclosures (2)

# CERTIFICATE OF HIGHWAY MILEAGE

FOR YEAR ENDING FEBRUARY 10, 1967

Fill out in triplicate and file with your <sup>City</sup> Town Clerk on or before February 10, 1967

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

I, City Manager City Barre, 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 10, V.S.A. Sec. 15, amended 1961, Act No. 28, not including pent roads and trails, in this town for the year ending February 10, 1967, is as follows:

	MILEAGE IN TOWN CITY (Outside of villages Incorporated for highways)			MILEAGE IN VILLAGE (Incorporated for highways)			Total All Systems
	BARRE						
	Town Highways	State Aid Highways	State Highways	Town Highways	State Aid Highways	State Highways	
PREVIOUS MILEAGE as shown March 15, 1966	34.81	8.451	---				43.291
HIGHWAYS ADDED Since March 15, 1966, ac- cording to statute. Explain under paragraph 1 below.							
SUB-TOTAL							
HIGHWAYS SUBTRACTED Since March 15, 1966. Those becoming untraveled, discon- tinued, legal trails or pent roads. Explain under para- graphs 2 and 3 below.							
TOTAL TRAVELED HIGHWAYS Feb. 10, 1967	34.81	8.481					43.291

1. We hereby certify that the following new highways, as substantiated by the attached "Selectmen's Certificate of Completion", have been added since March 15, 1966:

*NONE*

2. We hereby certify that the following highways have been discontinued, or changed to trails or pent roads according to statute, since March 15, 1966, as substantiated by the attached copy of the proceedings:

*NONE*

3. We hereby certify that the following roads have become untraveled since March 15, 1966:

*NONE*

CITY MANAGER  
SELECTMEN:

*Thomas E. Duff*

At City of Barre in the county of Washington  
the 18th day of January, 1967 personally appeared  
Thomas E. Duff, City Manager.

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

Before me,

*Laura O'Connell*  
*Notary Public*  
(Write official title, as Notary Public)

(Town Clerk should fill out following and mail one white and one yellow copy to the Commissioner of Highways, Montpelier, Vermont, on or before March 15th.)

I, Ralph Oliver, City Manager,  
hereby certify that the foregoing is a true copy of record of the certificate of the Selectmen of City of Barre  
relating to highway mileage, filed and recorded at this office.

Witness

*Laura O'Connell*  
*City Clerk*



# City of Barre, Vermont

"GRANITE CENTER OF THE WORLD"

THOMAS E. DUFF  
CITY MANAGER

January 18, 1967

Mr. Russell A. Holden  
Commissioner of Highways  
Montpelier, Vermont

Dear Commissioner Holden:

Returned herewith is the Certificate of  
Mileage for the City of Barre for the year ending  
February 10, 1967.

Very truly yours,

Thomas E. Duff  
City Manager

TED/cjw

Enclosures (2)



# CERTIFICATE OF HIGHWAY MILEAGE

FOR YEAR ENDING FEBRUARY 10, 1966

Fill out in triplicate and file with your <sup>City</sup>~~Town~~ Clerk on or before February 10, 1966

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

I, City Manager City Barre on oath state that we have carefully measured all the traveled highways in this town and find that the total mileage of traveled highways according to Title 19, V.S.A. Sec. 15, amended 1961, Act No. 28, not including pent roads and trails, in this town for the year ending February 10, 1966, is as follows:

	MILEAGE IN CITY (Outside of villages Incorporated for highways)			MILEAGE IN VILLAGE (Incorporated for highways)			Total All Systems
	BARRE						
	Town Highways	State Aid Highways	State Highways	Town Highways	State Aid Highways	State Highways	
PREVIOUS MILEAGE as shown March 15, 1965	34.30	8.481	---				42.781
HIGHWAYS ADDED Since March 15, 1965, ac- cording to statute. Explain under paragraph 1 below.	0.51						0.51
SUB-TOTAL							43.291
HIGHWAYS SUBTRACTED Since March 15, 1965. Those becoming untraveled, discon- tinued, legal trails or pent roads. Explain under para- graphs 2 and 3 below.							
TOTAL TRAVELED HIGHWAYS Feb. 10, 1966	34.81	8.481					43.291

1. We hereby certify that the following new highways, as substantiated by the attached "Selectmen's Certificate of Completion", have been added since March 15, 1965:

- White Street 1/29/63 - 655'
- North Parkside Ter, 4/13/65 - 299'
- Sunrise Avenue 1/29/63 - 200'
- Packard Street 4/21/63 - 145'
- Grandview Avenue 8/22/65 - 560'
- Hayes Court 6/22/65 - 140'
- Westwood Parkway 9/15/65 - 470'
- Union Street 10/5/63 - 285'

2. We hereby certify that the following highways have been discontinued, or changed to trails or pent roads according to statute, since March 15, 1965, as substantiated by the attached copy of the proceedings:

None

3. We hereby certify that the following roads have become untraveled since March 15, 1965:

None

CITY MANAGER  
STATEMENT:

*Thomas E. Duff*

At City of Barre in the county of Washington  
the 9th day of February, 1966 personally appeared Thomas E. Duff

Subscribed City Manager of the City of Barre  
and made oath to the truth of the foregoing affidavit by him subscribed

Before me

*Laura Cleaveland*  
*Notary Public*  
(Write official title, as Notary Public)

(Town Clerk should fill out following and mail one white and one yellow copy to the Commissioner of Highways, Montpelier, Vermont, on or before March 15th.)

I, Ralph Gillette Clerk of the above City of Barre  
hereby certify that the foregoing is a true copy of return of the City Manager of Barre  
relating to highway mileage, filed and recorded in the office of the City of Barre

STREETS REPORTED FOR ADDITIONAL STATE AID MILEAGE  
As of February 9, 1966

Street	Accepted	No. Feet
✓ White Street	1/29/63	655 o.k. 0.12
✓ North Parkside Terrace	4/13/65	299 o.k. 0.06
✓ Sunrise Avenue	1/29/63	200 o.k. 0.04
✓ Packard Street	4/21/65	145 o.k. 0.03
✓ Grandview Avenue	8/22/65	560 o.k. 0.11
✓ Hayes Court	6/22/65	140 o.k. 0.03
✓ Westwood Parkway	9/15/65	470 o.k. 0.09
✓ Union Street	10/5/65	205 o.k. 0.04
		+0.52

(CALL 0.506)



DEDICATION AND PETITION - Re: Union Street

We, the undersigned, individually and owners of portions of, and collectively owners of all of Union Street, so-called, a "proposed street" lying easterly of Brook Street in the City of Barre in the County of Washington and State of Vermont. Said street appears on a plan filed in Book of Plans A, Page 443 of said City of Barre, and is entitled "Parker Land Sale Plan #3"; and it also appears on the official city plan, in the Land Use Plan of the City of Barre. Said street, formerly known as Brain Street, is less than three rods wide.

1. We hereby dedicate that portion of Union Street extending 205 feet southeasterly from the easterly line of said Brook Street (which is also popularly called Maple Avenue in the area) for use as a public highway and public street of said City of Barre, provided, however, that this dedication shall be accepted by the City Council of the said city within two months from the date hereof.

2. As owners of the majority of the frontage of said dedicated portion of said Union Street, we hereby petition the City Council of said City of Barre, to accept the same, it being less than three rods wide, by resolution according to provisions of the Charter of the City of Barre.

Dated at City of Barre in the County of Washington and State of Vermont this 15 day of September A. D. 1965.

*Richard J. Chase*  
*Richard J. Chase*  
*Richard J. Chase*  
*Richard J. Chase*

DEDICATION AND PETITION - Re: Union Street

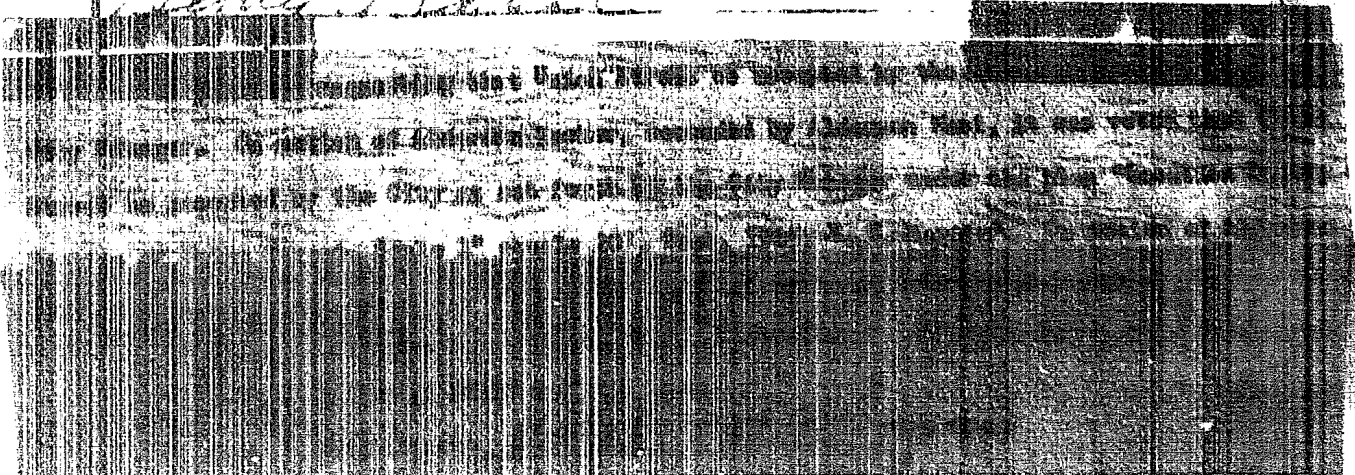
We, the undersigned, individually are owners of portions of, and collectively owners of all of Union Street, so-called, a "proposed street" lying easterly of Brook Street in the City of Barre in the County of Washington and State of Vermont. Said street appears on a plan filed in Book of Plans A, Page 443 of said City of Barre, and is entitled "Parker Land Sale Plan #3"; and it also appears on the official city plan, in the Land Use Plan of the City of Barre. Said street, formerly known as Brain Street, is less than three rods wide.

1. We hereby dedicate that portion of Union Street extending 205 feet southeasterly from the easterly line of said Brook Street (which is also popularly called Maple Avenue in the area) for use as a public highway and public street of said City of Barre, provided, however, that this dedication shall be accepted by the City Council of the said city within two months from the date hereof.

2. As owners of the majority of the frontage of said dedicated portion of said Union Street, we hereby petition the City Council of said City of Barre, to accept the same, it being less than three rods wide, by resolution according to provisions of the Charter of the City of Barre.

Dated at City of Barre in the County of Washington and State of Vermont this 5th day of September A. D. 1965.

Leahy, G. Northier, Richard J. Chase  
William J. Northier, R. E. ...  
...  
...  
...



# Know all Men by These Presents:

That Lague, Inc., a corporation duly chartered, organized and existing under the laws of the State of Vermont, with its principal office

at City of Barre in the County of Washington and State of Vermont Grantor,  
at the consideration of ONE DOLLAR AND OTHER GOOD AND VALUABLE CONSIDERATIONS

has sold, conveyed, organized and existing under the laws of the State of Vermont, with its  
office at City of Barre in the County of Washington and State of Vermont Grantee,

by these presents, do freely GIVE, GRANT, SELL, CONVEY AND CONFIRM unto the said Grantee,  
City of Barre

and its SUCCESSORS  
and its heirs and assigns forever, a certain piece of land in City of Barre  
County of Washington and State of Vermont, described as follows, viz:

Being part of the land and premises conveyed to Lague, Inc. by warranty deed of Harold Downes dated May 22, 1959 and recorded in Book 70, page 560 of the records of the City of Barre.

Beginning at a point which marks the most easterly extreme of the southerly side of Downes Avenue where it joins with lot 20, as it appears on a plan entitled "Subdivision of Property, Lague, Inc., North Parkside Terrace, Downes Avenue, White Street, Barre Vt. June 1960, White and Martin, Surveyors" thence proceeding in a general northerly direction along the westerly side of lots 21, 22, 23, the southerly side of lots 33 and 34, the southerly side of lots 35, 36, 37 and thence in a straight line to a point that would meet an extension of the northerly or easterly side of North Parkside Terrace when extended in a northeasterly direction, which last point is 813.5 feet distant from the place of beginning and which line constitutes the northeasterly, easterly and southerly boundary of White St. thence turning an angle to the left and proceeding in a general southwesterly direction along a line which would be an extension of the northerly side of North Parkside Terrace a distance of approximately 225 feet to a point which meets the line of North Parkside Terrace as previously conveyed by Lague, Inc. to the City of Barre thence turning an angle to the left and proceeding in a southeasterly direction 9.5 ft. to the easterly or southeasterly side of North Parkside Terrace where it abuts lot 27; thence turning to the left and proceeding along the northwesterly side of lots 27 and 28 a distance of 150 feet; thence proceeding in a general westerly and easterly direction along an arc formed by a 25-foot radius to a point which is 49.5 feet southwesterly of lot 37; thence proceeding in a general southeasterly direction along the northeasterly boundary of lots 28, 29, and 30 and along the easterly and southeasterly line of lots 31, which is an arc line; thence along the southeasterly boundary of lot 23 a distance of approximately 53 feet from the easterly boundary of lot 23 where it joins lot 31, which last boundary is at all times 49.5 feet distant from and is at all times parallel with the northeasterly and easterly boundary of White Street which was established as the first boundary above mentioned; thence turning gently to the right and proceeding in a general southeasterly and westerly direction along an arc formed by a 35-foot radius to a point on Downes Avenue which is 263.91 feet from the southeasterly side of North Parkside Terrace; thence turning to the left and reversing and following along the northeasterly side of Downes Avenue as heretofore conveyed by Lague, Inc. to the City of Barre to the westerly side of lot 21.

Meaning and intending hereby to convey the land identified as White St. from the easterly end of Downes Avenue to the northerly boundary of North Parkside Terrace and to convey an extension of North Parkside Terrace from the point at its northerly end as previously conveyed to the City of Barre by Lague, Inc. to the northeasterly line of White St., all as appears on the plan above mentioned.

Reference is here made to the above mentioned deed and record and the deed and records therein cited and to the plan above mentioned for a further and more particular description of the premises conveyed.

do here and to hold said granted premises, with all the privileges and appurtenances thereof, to the said Grantee,  
City of Barre

and its heirs and assigns, to their own use and behoof forever;  
and the said Grantor, Lague, Inc.

do hereby covenant with the said Grantee  
City of Barre, and its SUCCESSORS for itself

that with the encasing of these presents it is the sole duty of the parties, and they have good right and title to convey the same in manner aforesaid, that they are FREE FROM BURDEN OF ENCUMBRANCE; and it does

only remain to WARRANT AND DEFEND the same against all lawful claims whatever.  
Lague, Inc. this 15th day of July A.D. 1960

IN WITNESS WHEREOF  
Bertha Fortier  
Reginald T. Abare

Lague, Inc.  
By Henry Lague  
Prox. and duly authorized agent

Lague, Inc., a corporation duly chartered, organized and existing under the laws of the State of Vermont, with its principal office at

City of Barre in the County of Washington and State of Vermont, Greater

in the consideration of One Dollar paid to its full satisfaction by City of Barre, a municipal corporation duly chartered, organized and existing under the laws of the State of Vermont,

with its situs in Washington County in the State of Vermont, Greater

by these presents, does freely GIVE, GRANT, SELL, CONVEY AND CONFIRM unto the said Grantee, City of Barre and its successors

and its assigns forever, a certain piece of land in City of Barre in the County of Washington and State of Vermont, described as follows, viz:

Being two parcels of land described as follows:

PARCEL NO. 1. Being an irregular shaped piece of land bounded as follows: easterly by the right-of-way of the Montpelier & Barre Railroad; westerly by the easterly line of North Parkside Terrace; southerly by the northerly line of Lot No. 37 (located on White Street) as shown on a plan filed in the office of the City Clerk of said City of Barre, which is entitled "Lot Plan Lague, Inc., Sunrise Ave. & Knoll Drive, Barre, Vt. Scale 1" - 40' Jan. 1964 D. C. White Surveyor"; and northerly by the southerly line of lot No. 38 as shown on said plan; The land excluded from said Lots No. 37 and 38 by reason of rounding off of their northwesterly corner (as to Lot No. 37) and southwesterly corner (as to lot No. 38) are also included in this conveyance as part of said Parcel No. 1.

PARCEL NO. 2. Being an irregular shaped piece of land bounded as follows: Beginning on the westerly line of Quarry Street, at the southeasterly corner of lands of Anthony Cerasoli, Rose Cerasoli and Roger Cerasoli, co-tenants; thence running westerly along the southerly line of said Cerasolis 56 feet more or less to the northeasterly corner of lot No. 40 as shown on aforesaid plan; thence southerly along the easterly line of said Lot No. 40 to the westerly line of the right-of-way of the Montpelier & Barre Railroad; thence northerly along said right-of-way to Quarry Street; thence turning an angle to the left and running along the westerly line of said Quarry Street to the place of beginning.

do hereby and do hold said granted premises, with all the privileges and appurtenances thereof, to the said Grantee, City of Barre and its successors

and its assigns, to their own use and behoof forever; and the said Grantor, Lague, Inc.,

for itself and its successors do hereby covenant with the said Grantee, City of Barre and its successors

that until the recording of these presents it is the sole owner of the premises, and has good right and title to convey the same in manner aforesaid, that they are FREE FROM EVERY ENCUMBRANCE and it does

solely agree to WARRANT AND DEFEND the same against all lawful claims whatever. In witness whereof, Lague, Inc. has caused its name to be hereunto subscribed and its seal to be hereunto affixed by the hand of its duly authorized agent this 1st day of March, 1965.

Ralph Oliver  
Doris E. Cavoretto

LAGUE, INC.  
By Henry Lague  
Its Duly Authorized Agent



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**WARRANT AND RETURN BY DEPUTY SHERIFF**

of Lague, Inc., a corporation duly chartered, organized and existing under the laws of the State of Vermont, with its principal office at City of Barre in the County of Washington and State of Vermont Grantor, in the consideration of ONE DOLLAR AND OTHER GOOD AND VALUABLE CONSIDERATIONS granted, organized and existing under the laws of the State of Vermont, to the County of Washington and State of Vermont Grantee,

do hereby GIVE, GRANT, SELL, CONFIRM AND CONFIRM unto the said Grantee, the City of Barre successors

A certain and adjoin parcel, a certain piece of land in City of Barre County of Washington and State of Vermont, described as follows, to-wit: Beginning at a point on the northerly side of North Parkside Terrace, a distance of 424.5 feet northerly from the northerly line of East Parkside Terrace, as shown on plan entitled "Subdivision of Property Lague, Inc., North Parkside Terrace, Downes Avenue, White Street, Barre, Vt., Scale 1" = 40'" dated 1908, White & Martin, Surveyors on file in the offices of the City Clerk and the City Engineer in the City of Barre; thence proceeding northeasterly, westerly and westerly along a regular circular curve having a radius of 25 feet, a distance of 39.27 feet to the southerly side of a proposed street; thence proceeding northerly along the southerly line of said proposed street and on the northeasterly side of lots 47 and 46 a distance of 175 feet; thence turning an interior angle of 90 degrees and proceeding in a northeasterly direction a distance of 49.5 feet to a point; thence turning an interior angle of 90 degrees and proceeding southwesterly along the northerly side of said proposed street and the southwesterly side of lots 43 and 44 a distance of 175.0 feet; thence proceeding southeasterly and northeasterly along a regular circular curve having a radius of 25 feet a distance of 39.27 feet to a point on the northerly side of North Parkside Terrace; thence proceeding southwesterly along the northerly side of North Parkside Terrace a distance of 99.5 feet to the point of beginning. Said street to be identified as Sunrise Avenue.

do hereby and do hereby grant and granted premises, with all the privileges and appurtenances thereof, to the said Grantee, the City of Barre, successors and its HEIR and assigns, to their own use and behoof forever; the said Grantee, Lague, Inc. for itself

its successors & assigns the City of Barre, and its successors

do hereby and do hereby, that until the granting of these presents, it is the sole owner of the premises, and by virtue of right and title to convey the same in manner aforesaid, that they are FREE FROM EVERY ENCUMBRANCE; and it does

WARRANT AND RETURN BY DEPUTY SHERIFF  
Lague, Inc. dated and published to the public on the 13th day of January A.D. 1916

IN PRESENCE OF  
Bartha Portier  
Roginald T. Abare  
LAGUE, INC.  
BY Henry Lague  
Pres. & duly authorized agent

Witness my hand and the seal of the County of Washington, State of Vermont, at Barre, this 13th day of January A.D. 1916  
Henry Lague, President and duly authorized agent of Lague, Inc.

Witness my hand and the seal of the County of Washington, State of Vermont, at Barre, this 13th day of January A.D. 1916  
Henry Lague, President and duly authorized agent of Lague, Inc.



# Run all Men by These Presents:

That The West Hill Development Company, Inc., a Vermont Corporation with its principal office at the City of Barre in the County of Washington and State of Vermont Grantor, in the consideration of One Dollar and Other Good and Valuable Consideration, paid to it in full satisfaction by the City of Barre, a municipal corporation with its principal office at the City of Barre in the County of Washington and State of Vermont Grantee, by these presents, do freely GIVE, GRANT, SELL, CONVEY AND CONFIRM unto the said Grantee, the City of Barre, and its successors

and assigns forever, a certain piece of land in the County of Washington and State of Vermont, described as follows, viz:

Being a parcel of land to be used for highway purposes as shown on a plan of Property entitled: "Plan showing a Portion of the West Hill Development Company, Inc., Westwood Parkway, Barre, Vermont Scale 1" = 40', September, 1965, C. Martin." A more particular description follows:--

Beginning at a point on the easterly line of Westwood Parkway, which point is about 120 feet southerly from the point where the easterly line of Westwood Parkway intersects the southerly line of Prospect Street; thence proceeding along the easterly line of Westwood Parkway in a southwesterly direction about 179.66 feet to a stone bound; thence turning a deflection angle of 90° 49' to the left and proceeding along the easterly line of Westwood Parkway about 170 feet in a southwesterly direction to a point; thence turning a right angle to the right and proceeding in a westerly direction 49.5 feet to a point; thence turning an angle to the right and proceeding along the westerly line of Westwood Parkway, in a northeasterly direction, about 359.88 feet to a point; thence turning a right angle to the right and proceeding in an easterly direction 49.5 feet to the point beginning. Meaning to convey a parcel of land referred to on said Plan of Property as "Section 1" and having a width of 49.5 feet and a centerline of 355 feet.

Being part of the same land conveyed by Burton Ferrin to West Hill Development Company, Inc. by deed dated September 30, 1960 and recorded in Book 5, Page 43 of the Land Records of the City of Barre.

Reference may be had to said deed and all previous deeds for a more complete description.

To Have and to Hold said granted premises, with all the privileges and appurtenances thereof, to the said Grantee, the City of Barre, its successors

and he, the said Grantor, West Hill Development Company, Inc., for itself

and its successors and assigns, do hereby covenant with the said Grantee, the City of Barre, its successors

that until the encasing of these presents, it is the sole owner of the premises, and have good right and title to convey the same in manner aforesaid, that they are FREE FROM EVERY ENCUMBRANCE, except as aforesaid, and it hereby agrees to WARRANT AND DEFEND the same against all lawful claims whatever, The Granite Savings Bank and Trust Company hereby joins in this deed for the purpose of discharging its mortgage on above described parcel of land and for no other purpose whatsoever, hereunto set its hand and seal, this 15th day of September, 1965.

IN PRESENCE OF  
 Wendell G. Bassett  
 Martha Maura

West Hill Development Company, Inc.  
 By Ernest Jon. Hinson, presd.  
 Duly Authorized Agent  
 Granite Savings Bank & Trust Co. (inc.)  
 By George E. Hines  
 Duly Authorized Agent

State of Vermont ) At City of Barre, on 15th day of September, A.D. 1965.  
 ) Ernest Jon. Hinson, duly authorized agent of West Hill  
 ) Development Company, Inc., and George E. Hines, duly  
 ) authorized agent for the Granite Savings Bank and Trust Company,  
 ) personally appeared and they acknowledged the instrument by them  
 ) set out and read, Savings Bank and Trust Company.

**Know all Men by These Presents:**

That The West Hill Development Company, Inc., a Vermont Corporation with its principal office at the

City of Barre in the County of Washington and State of Vermont Grant in the consideration of One Dollar and Other Good and Valuable Considerations paid to the full satisfaction by the City of Barre, a municipal corporation with its principal office at the

City of Barre in the County of Washington and State of Vermont Grant by these presents, do freely GIVE, GRANT, SELL, CONVEY AND CONFIRM unto the said Grantee, the City of Barre,

and its successors and assigns forever, a certain piece of land in the City of Barre County of Washington and State of Vermont, described as follows, viz:

It being two parcels of land as shown on the Plan of Property entitled "Plan Showing a Portion of the West Hill Development, Inc., Westwood Parkway, Barre, Vermont Scale 1" = 40', September, 1955, E. C. Martin" and more fully described as follows:--

(1) Being a triangular parcel of land as shown on a Plan of Property bounded on the north by Prospect Street; on the east by Westwood Parkway, and on the west by Lot 51 of West Hill Development Company, Inc., and being the parcels of land shown on said Plan by the letters "A" and "G".

(2) Being a triangular parcel of land as shown on said Plan of Property and bounded on the east by the land of one Heath; on the west by Westwood Parkway; on the south by Lot No. 102 owned by the West Hill Development Company, Inc. and being the parcels of land shown on said Plan of Property by the letters "B", "D", and "H".

(3) It being Parcel "F" as shown on said Plan of Property, and having centerline of 100 feet, and more particularly described as follows:--Beginning at a point on the southerly line of Prospect Street at the northeasterly corner of the West Hill Development Company, Inc. land; thence running along the southeasterly line of Westwood Parkway about 120 feet in a southwesterly direction to a point; thence turning an angle to the right and proceeding in a westerly direction about 49.5 feet to a point; thence turning an angle to the right and proceeding in a northeasterly direction along the westerly line of Westwood Parkway about 37 feet to the southerly line of Prospect Street; thence turning an angle to the right and proceeding along the southerly line of Prospect Street in an easterly direction about 100 feet to the point of beginning.

Being part of the same land conveyed by Burton Ferrin to West Hill Development Company, Inc. by deed dated September 30, 1960 and recorded in Book 43 of the Land Records of the City of Barre.

do hereby give and grant said granted premises, with all the privileges and appurtenances thereof, to the said Grantee, the City of Barre, its successors

and assigns, to their own use and behoof forever; the said Grantor, West Hill Development Company, Inc., for itself

its successors and assigns, do hereby covenant with the said Grantee, the City of Barre, its successors

and assigns, that until the encasing of these presents it is the sole and lawful right and title to convey the same in manner aforesaid, that they are FREE FROM EVERY ENCUMBRANCE, except as aforesaid, and it hereby engages to WARRANT AND DEFEND the same against all lawful claims whatever;

the Granite Savings Bank and Trust Company hereby joins in this deed for the purpose of discharging its mortgage on the above described parcel of land and for other purposes whatsoever.

Witness my hand and seal this 15th day of September, A. D. 1961

Wendell G. Russell  
Marshe Maurais  
West Hill Development Company, Inc.  
By Ernest Jos. Blisson, president,  
Duly Authorized Agent  
Granite Savings Bank & Trust Co.  
By George H. Milne,  
Duly Authorized Agent

At the City of Barre the 15th day of September, A. D. 1961, Ernest Jos. Blisson, duly authorized agent for West Hill Development Company, Inc., and George H. Milne, duly authorized agent for the Granite Savings Bank and Trust Company

appeared, and they acknowledged this instrument, by them sealed and subscribed to, before me, a Notary Public in and for the State of Vermont, and that of the West Hill Development Company, Inc. and the Granite Savings Bank and Trust Company.

APR 1965

T W DIA  
City Eng

~~SECRET~~  
DARE CITY

APR 1965

SECRET

RECORDED

This section  
acknowledged by the  
Court of 2/21/65 as a  
city street  
vs Tyler  
Chancery Court  
Docket No. 1574

SECRET

Before me,

Ralph Allcock J. Public



...in the consideration of  
...and other ...  
...by the City of Barre, a municipal corporation,  
...duly chartered, organized and existing under the laws of the State of Vermont,  
with its alias

... in the County of Washington  
and State of Vermont Grantee has REMISED, RELEASED,  
AND FURTHERMORE QUIT-CLAIMED unto the said

City of Barre  
all rights and title which I, Daniel A. Parry

OF my heirs has in, and to a  
certain piece of land in City of Barre in the  
County of Washington and State of Vermont, described as  
follows, viz:

Being part of the land and premises conveyed to the grantor by warranty  
deed of Alvin F. Sorrell Estate dated the 22nd day of March, 1912,  
and recorded in Book 5, page 264, of the Land Records of the Town of Barre,  
and in Book 21, page 315 of the Land Records of the City of Barre.

Being all that land identified as Packard Street, as it appears on a plan  
entitled "Anticrest Building Lots for D. A. Parry, Barre, Vt., May 28, 1912, Scale  
1" = 60', Walker, Walker & Goodrich, C.E.'s", which plan is on record in Book of  
Plans in the City Clerk's office in the City of Barre, and located within the City  
of Barre, lying between the northeastern side of North Main Street, proceeding  
from thence to the boundary line separating the City of Barre from the Town of Barre  
a distance of approximately 227.66 feet more or less, with a width of 33.0 feet.

Reserving unto the grantor the rights conveyed by the grantor to Edmond  
Sarcocenna and Wilfred J. Plagar for the purpose of laying water pipe with the right  
to dig in said area at any time in the future to repair or replace said water pipe  
from time to time as may be needed in the future, provided that said area is put  
back in the same condition that it was before, as nearly as it is reasonably possible.

Said premises are conveyed to the City of Barre subject to the above reser-  
vation with the intended purpose of using the same for a street as long as the City and  
the abutting landowners consider it necessary.

Reference is here made to the above mentioned deeds and records and the  
deeds and records therein cited for a further and more particular description of  
the premises conveyed.

TO HAVE AND TO HOLD all my right and title in and to said quit-  
claimed premises, with the appurtenances thereof, to the said

City of Barre

AND FURTHERMORE I and its successors REMISE and assigns forever,  
the said Daniel A. Parry

Resolution Relating to the Acceptance of the  
Dedication of Hayes Court

whereas, all the abutting property owners have dedicated Hayes Court, as a public highway and city street; now therefore,

Be it Resolved by the City Council of the City of Barre, Vermont:

That the dedication of Hayes Court is hereby accepted by the City Council on behalf of the City of Barre, and shall henceforth be a public highway and street of the City of Barre,

Presented to the City Council and adopted June 29, 1965

Ralph Olliver, City Clerk

A true record, Attest: Ralph Olliver City Clerk  
JM

Presented to the City Council and adopted June 29, 1965.

Ralph Olliver, City Clerk

A true record, Attest: Ralph Olliver City Clerk  
JM

HIGHWAYS FEB. 10, 1960

1. We hereby certify that the following new highways, as substantiated by the attached "Selectmen's Certificate of Completion," have been added since March 15, 1964:

.....  
.....  
.....

2. We hereby certify that the following highways have been discontinued, or changed to trails or pent roads according to statute, since March 15, 1964, as substantiated by the attached copy of the proceedings:

.....  
.....

3. We hereby certify that the following roads have become untraveled since March 15, 1964:

.....  
.....

City Manager Robert W. Palmer  
~~SECRET~~  
~~SECRET~~

At the 3 day of City of Barre Washington in the county of Washington  
Liberal Palmer  
the 3 day of Liberal, 1965 personally appeared Robert W. Palmer

Selectman of City Manager of Barre City  
and made oath to the truth of the foregoing affidavit by them subscribed.

Before me,

Joseph Olliver  
Notary Public

2-4-65  
Memorandum said  
Selectman had all  
Palmer signed  
JM



Resolution Relating to the Acceptance of the  
Dedication of Hayes Court

Whereas, all the abutting property owners have dedicated Hayes Court, as a public highway and city street; now therefore,

Be it Resolved by the City Council of the City of Barre, Vermont:

That the dedication of Hayes Court is hereby accepted by the City Council on behalf of the City of Barre, and shall henceforth be a public highway and street of the City of Barre.

Presented to the City Council and adopted June 29, 1965

Ralph Olliver, City Clerk

A true record, Attest: Ralph Olliver City Clerk  
jm

under paragraph 1 below.							
SUB-TOTAL							
<b>HIGHWAYS SUBTRACTED</b> Since March 15, 1964. Those becoming untraveled, discontinued, legal trails or pent roads. Explain under paragraphs 2 and 3 below.							
<b>TOTAL TRAVELED HIGHWAYS</b> Feb. 10, 1965							42,781

1. We hereby certify that the following new highways, as substantiated by the attached "Selectmen's Certificate of Completion," have been added since March 15, 1964:

.....  
.....  
.....

2. We hereby certify that the following highways have been discontinued, or changed to trails or pent roads according to statute, since March 15, 1964, as substantiated by the attached copy of the proceedings:

.....  
.....

3. We hereby certify that the following roads have become untraveled since March 15, 1964:

*2-21-65  
Selectmen said  
Palmer had OK'd  
Palmer signers  
RB*

City Manager Robert W. Palmer  
~~SECRETARY~~  
SECRETARY:

At 3 City of Barre in the county of Washington  
the 3 day of February, 1965 personally appeared Robert W. Palmer

Secretary of City Manager of Barre City  
and made oath to the truth of the foregoing affidavit by them subscribed.

Before me,

Laura Olliver  
Notary Public

(Write official title as Notary Public)

# CERTIFICATE OF HIGHWAY MILEAGE

FOR YEAR ENDING FEBRUARY 10, 1965

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

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

I, John W. Palmer City Barre, on oath state that we have carefully measured all the traveled highways in this town and find that the total mileage of traveled highways according to Title 19, V.S.A. Sec. 15, amended 1961, Act No. 28, not including pent roads and trails, in this town for the year ending February 10, 1965, is as follows:

	MILEAGE IN <del>TOWN</del> -City (Outside of villages incorporated for highways)			MILEAGE IN VILLAGES (Incorporated for highways)			Total All Systems
	BARRE						
	Town Highways	State Aid Highways	State Highways	Town Highways	State Aid Highways	State Highways	
PREVIOUS MILEAGE as shown March 15, 1964	34.30	8.481	--				42.781
HIGHWAYS ADDED Since March 15, 1964, ac- cording to statute. Explain under paragraph 1 below.							-
SUB-TOTAL							
HIGHWAYS SUBTRACTED Since March 15, 1964. Those becoming untraveled, discon- tinued, legal trails or pent roads. Explain under para- graphs 2 and 3 below.							
TOTAL TRAVELED HIGHWAYS Feb. 10, 1965							42.781

1. We hereby certify that the following new highways, as substantiated by the attached "Selectmen's Certificate of Completion," have been added since March 15, 1964:

2. We hereby certify that the following highways have been discontinued, or changed to trails or pent roads according to statute, since March 15, 1964, as substantiated by the attached copy of the proceedings:

3. We hereby certify that the following roads have become untraveled since March 15, 1964:

2-4-65  
arrangements made  
selectmen had OK'd  
Palmer signed  
JW

City Manager John W. Palmer  
SECRETARY REPORT

At 3 City of Barre in the county of Washington  
the 3 day of February, 1965 personally appeared John W. Palmer

Selectman of City Manager of Barre City  
and made oath to the truth of the foregoing affidavit by them subscribed.

Before me,  
John O'Connell  
Notary Public  
(Write official title, as Notary Public)

(Town Clerk should fill out following and mail one white and one yellow copy to the Commissioner of Highways, Montpelier, Vermont, on or before March 15th.)

I, John O'Connell, Clerk of the City of Barre  
hereby certify that the foregoing is a true copy of record of the certificate of the City Manager of Barre  
relating to highway mileage, filed and recorded at this office Feb 3 1965

Attest  
John O'Connell  
City Clerk

HIGHWAY DEPARTMENT

OFFICE MEMORANDUM

*addition to Mr. Henry's systems*

*W. R. J.*  
*S. R. J.*

TO: Mr. Ralph F. Taylor, District Highway Engineer  
FROM: Mr. Russell A. Holden, Commissioner of Highways  
DATE: May 22, 1964

H. F. F.

SUBJECT:

I received a phone call from Mayor Grenai regarding Barre's request for Maple Avenue to be made part of the state system.

I discussed our recent activity as applied to the Montpelier request although I didn't mention to him that Montpelier was the subject under discussion. I told him that I would let you know of our phone conversation and suggest that you get in touch with him and perhaps the text of the attached letter that is going to Mr. Irving will be all that will interest Mayor Grenai.

He appeared to have no interest and agreed that the city should retain its own streets and the responsibility for the same, but I feel that he would like to end the subject once and for all and asked for my advice. Let me know how you make out.

RAH:rah

Attach.

cc: Mr. Arthur D. Bishop

40-206 MF9 M Ferrington

HIGHWAYS Feb. 10, 1964	34.30	8.481	--		42.781
------------------------	-------	-------	----	--	--------

1. We hereby certify that the following new highways, as substantiated by the attached "Selectmen's Certificate of Completion," have been added since March 15, 1963:

2. We hereby certify that the following highways have been discontinued, or changed to trails or pent roads according to statute, since March 15, 1963, as substantiated by the attached copy of the proceedings:

3. We hereby certify that the following roads have become untraveled since March 15, 1963:

ALDERMEN:  
--SIGNED--

*George N. Estivill*  
*James W. McLam*  
*Langdon S. Cummings, Jr.*  
*Vico F. Masi*  
*James E. Alexander*

At City of Barre in the county of Washington

the 4th day of February, 1964 personally appeared George N. Estivill, Eugene P. Galfetti, Wilfred Fisher, James W. McLam, Langdon S. Cummings, Jr., Vico F. Masi and James E. Alexander Selectmen of City of Barre and made oath to the truth of the foregoing affidavit: by them subscribed.

Before me,

*Raymond C. Ceece*  
Notary Public

# CERTIFICATE OF HIGHWAY MILEAGE

FOR YEAR ENDING FEBRUARY 10, 1964

Fill out in triplicate and file with your ~~town~~ <sup>City</sup> Clerk on or before February 10, 1964

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

We, the ~~selectmen~~ <sup>Aldermen</sup> of the ~~town~~ <sup>City</sup> of Barre, on oath state that we have carefully measured all the traveled highways in this town and find that the total mileage of traveled highways according to Title 19, V.S.A. Sec. 15, amended 1961, Act No. 28, not including pent roads and trails, in this town for the year ending February 10, 1964, is as follows:

	MILEAGE IN <del>TOWN</del> <sup>CITY</sup> (Outside of villages incorporated for highways)			MILEAGE IN VILLAGES (Incorporated for highways)			Total All Systems
	BARRE						
	Town Highways	State Aid Highways	State Highways	Town Highways	State Aid Highways	State Highways	
<b>PREVIOUS MILEAGE</b> as shown March 15, 1963	34.30	8,481	--				42,781
<b>HIGHWAYS ADDED</b> Since March 15, 1963, according to statute. Explain under paragraph 1 below.							
<b>SUB-TOTAL</b>							
<b>HIGHWAYS SUBTRACTED</b> Since March 15, 1963. Those becoming untraveled, discontinued, legal trails or pent roads. Explain under paragraphs 2 and 3 below.							
<b>TOTAL TRAVELED HIGHWAYS</b> Feb. 10, 1964	34.30	8,481	--				42,781

1. We hereby certify that the following new highways, as substantiated by the attached "Selectmen's Certificate of Completion," have been added since March 15, 1963:

2. We hereby certify that the following highways have been discontinued, or changed to trails or pent roads according to statute, since March 15, 1963, as substantiated by the attached copy of the proceedings:

3. We hereby certify that the following trails have become untraveled since March 15, 1963:

ALDERMEN:

*George M. Estivill*  
*Eugene F. Gelfetti*  
*Wilfred Fisher*  
*James W. McLam*  
*Langdon S. Cummings, Jr.*  
*Vernon F. Masi*  
*James B. Alexander*

At City of Barre in the county of Washington  
the 4th day of February, 1964 personally appeared George M. Estivill, Eugene F. Gelfetti, Wilfred Fisher, James W. McLam, Langdon S. Cummings, Jr., Vern F. Masi and James B. Alexander  
Selectmen of City of Barre  
and made oath to the truth of the foregoing affidavit by them subscribed.

Before me,

*Ralph O'Connell*  
Notary Public,  
(Write official title, as Notary Public)

(Town Clerk should fill out following and mail one white and one yellow copy to the Commissioner of Highways, Montpelier, Vermont, on or before March 15th.)

I, *Ralph O'Connell*, Clerk of the Town of City of Barre,  
hereby certify that the foregoing is a true copy of record of the Selectmen of City of Barre  
relation to highway mileage, filed and recorded at this office February 5, 1964

Attest:

*Ralph O'Connell*  
Town Clerk  
City of Barre



HIGHWAY DEPARTMENT

OFFICE MEMORANDUM

TO: R. F. Taylor, District Engineer #9  
FROM: H. F. Farrington, Highway Planning Engineer  
DATE: November 14, 1963  
SUBJECT:

*SH Additions  
1963 State Highway  
Additions*

In relation to Mr. Palmer's letter, attached, I have requested an opinion from the Attorney General as to whether we could legally take over any State Aid Roads in the City of Barre because of a conflict between the City Charter and the authority of the Highway Board. The attached letter from the Attorney General indicates that the Highway Board has the power to take over and operate a State Aid Highway within the City of Barre, provided all the qualifications are met.

I have discussed this with the Commissioner of Highways and he has indicated that you should handle it and convey this information to the Barre City Council.

If they wish any highways added, they should make an application to the State Highway Board and this will be studied to see if the highway sections qualify under the Statutes.

HFP:jrf

Attach.

H D-208 ROM-9-63

The statute sets up the procedure under which the Highway Board may place certain highways on the State Highway system. The statute has been interpreted as leaving some discretion on the part of the Highway Board as to whether certain highways may be placed on the State Highway system. In order to make application to the Board for such transfer certain preliminary qualifications must be met. First, the population of the town must meet certain standards and secondly, the distance between houses along the specified length of the highway must meet certain specifications. Once these specifications are met the town then has authority to petition the Board for transfer.

It is questionable that the City charter which gives authority over streets and highways within the town would affect or interfere with the application of 19 VSA 10. Towns in the State of Vermont are creatures of the Legislature and their charters may be changed or even revoked at any time by the Legislature. Irrespective of the charter provisions if the portions of the highway desired to be transferred meet the minimum qualifications as specified in the statute, application may be made for transfer to the State Highway Board. In the event there are a great many facilities located within the highway limits such as sewers, water and other utilities, this would be a proper matter for the Board to consider in passing upon the petition of the town. If it is



HIGHWAY DEPARTMENT

OFF MEMORANDUM

*Highway additions*

TO: Mr. H. F. Farrington, Planning Engineer  
FROM: Mr. Russell A. Holden, Commissioner of Highways  
DATE: November 8, 1963  
SUBJECT:

*R.A.H.*  
*H.F.F.*

This is with reference to the letter of October 25 from Staff Attorney King in reply to our letter of October 2 concerning the possibility of transferring certain streets in the City of Barre to the State Highway system.

I have not yet had ample time to completely review this and I would appreciate your comments on its contents.

RAH:jha

HD-296 20M-8-63

some extent, 10.

The statute sets up the procedure under which the Highway Board may place certain highways on the State Highway system. The statute has been interpreted as leaving some discretion on the part of the Highway Board as to whether certain highways may be placed on the State Highway system. In order to make application to the Board for such transfer certain preliminary qualifications must be met. First, the population of the town must meet certain standards and secondly, the distance between houses along the specified length of the highway must meet certain specifications. Once these specifications are met the town then has authority to petition the Board for transfer.

It is questionable that the City charter which gives authority over streets and highways within the town would affect or interfere with the application of 19 VSA 10. Towns in the State of Vermont are creatures of the Legislature and their charters may be changed or even revoked at any time by the Legislature. Irrespective of the charter provisions if the portions of the highway desired to be transferred meet the minimum qualifications as specified in the statute, application may be made for transfer to the State Highway Board. In the event there are a great many facilities located within the highway limits such as sewers, water and other utilities, this would be a proper matter for the Board to consider in passing upon the petition of the town. If it is



STATE OF VERMONT  
OFFICE OF THE ATTORNEY GENERAL  
MONTPELIER

October 25, 1963

Hon. Russell A. Holden  
Commissioner of Highways  
Montpelier, Vermont

Attention: H. F. Farrington

Dear Sir:

This will acknowledge your letter of October 2, 1963 concerning the possibility of transferring certain streets in the City of Barre to the State Highway system. Your letter presents the question as to the eligibility of these streets for transfer when there may be some conflict between our transfer statutes and the provisions of the City charter. In this regard I would direct your attention to an informal opinion from this office dated March 13, 1961 by Mr. Peck which, to some extent, interprets the transfer statute, to wit, 19 VSA 10.

The statute sets up the procedure under which the Highway Board may place certain highways on the State Highway system. The statute has been interpreted as leaving some discretion on the part of the Highway Board as to whether certain highways may be placed on the State Highway system. In order to make application to the Board for such transfer certain preliminary qualifications must be met. First, the population of the town must meet certain standards and secondly, the distance between houses along the specified length of the highway must meet certain specifications. Once these specifications are met the town then has authority to petition the Board for transfer.

It is questionable that the City charter which gives authority over streets and highways within the town would affect or interfere with the application of 19 VSA 10. Towns in the State of Vermont are creatures of the Legislature and their charters may be changed or even revoked at any time by the Legislature. Irrespective of the charter provisions if the portions of the highway desired to be transferred meet the minimum qualifications as specified in the statute, application may be made for transfer to the State Highway Board. In the event there are a great many facilities located within the highway limits such as sewers, water and other utilities, this would be a proper matter for the Board to consider in passing upon the petition of the town. If it is

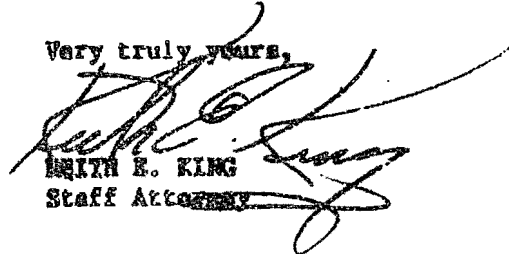
October 25, 1963

felt by the Board that too many exceptions would have to be made to the exercise of control over the highway in the nature of allowance for repairing and maintaining utilities, then the Board would probably be justified in refusing to transfer the specified highway to a State system.

In the last analysis, the decision, once a proper application for transfer has been made and the minimum requirements have been met, is up to the Highway Board. Their decision is apparently final and reviewable only if there has been an abuse of discretion on the part of the Board. Aside from what has been concluded above it is impossible to state a definite rule as to all highways in the State which may hereafter be subject to a transferral petition and the Board must consider each petition on its own merits.

A telephone conversation subsequent to your letter indicated some question as to the consideration of density of houses on the specified highway sought to be transferred. We would again make reference to the opinion dated March 13, 1961 which would appear to resolve any questions in that regard. If this opinion is not readily available to you would you kindly contact us and we shall see that a copy thereof is furnished to you.

Very truly yours,

  
SMITH E. KING  
Staff Attorney

KRE/af

# BARRE CITY

House Count Aug. 2, 1943 - 57

(Not to Scale)

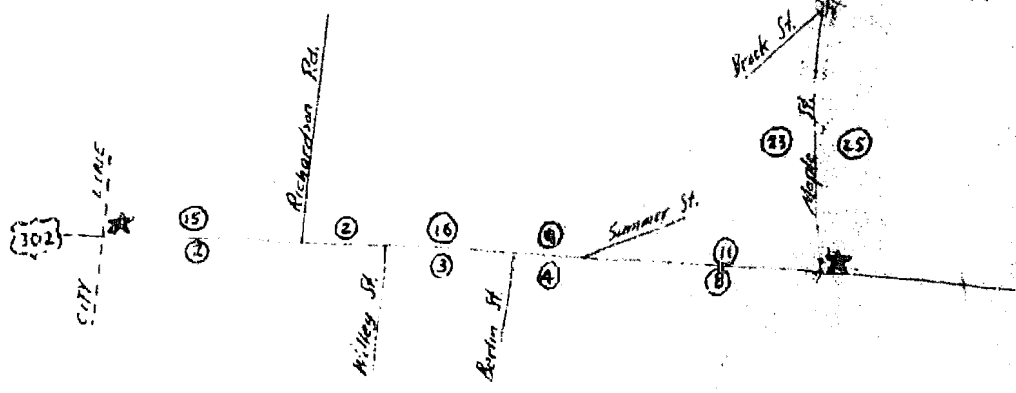


12

CITY LINE

North Main  
Total  
70 houses  
1.66 miles

Maple Ave.  
Total  
65 houses  
0.91 miles



STATE OF VERMONT  
DEPARTMENT OF HIGHWAYS  
MONTPELIER

October 2, 1963

Mr. Charles E. Gibson  
Attorney General  
State of Vermont  
State House  
Montpelier, Vermont

Dear Mr. Gibson:

The City of Barre has suggested the possibility of transferring part of Maple Street (Vt. 14) and part of North Main Street (US 302) to the State Highway System. Although it is questionable if these streets are eligible under the present statute, the Highway Department has been proceeding under the assumption that the present Barre City Charter would be in conflict with such a transfer. The Charter appears to place responsibility for all streets under certain Officials of the City, thereby being in direct conflict with the Highway Board's authority.

Therefore, we would appreciate an opinion on this matter, which would provide us with a definite method of procedure in regard to all cities in the State.

Attached for your information is a copy of Act 304 of the Acts of 1957 for Barre City Charter.

Very truly yours,

*Russell A. Holden*

Russell A. Holden  
Commissioner of Highways

RAH:HEP:jrf

Attach.



TO: R. A. Holden, Commissioner *W. F. Farrington*

FROM: H. F. Farrington, Highway Planning Engineer

DATE: October 2, 1963 *W. F. Farrington*

SUBJECT: Request from Barre City Manager for transfer of State Aid Streets to State System.

Attached is a copy of a letter from City Manager Robert Palmer to Mr. Taylor requesting certain information in regard to transferring some State Aid Streets to the State System. Mr. Taylor has requested that we furnish him the information requested.

We have made a house study on these streets and, under the present method approved by the Attorney General, the streets were not qualified, but however in case there was some loophole by which these streets would be qualified it is questioned if the State Highway Department would legally take over a street within the City of Barre because of an apparent conflict between the City's jurisdiction as described in the Charter and the State Highway Board's jurisdiction. Therefore, I have written a letter to the Attorney General for an opinion on this in order to be sure we are right when dealing with a problem of this type.

HFF:jrf

Attach. *7873*



THE CITY OF BARRE, VERMONT

"THE GRANITE CENTER OF THE WORLD"

ROBERT W. PALMER  
CITY MANAGER

September 10, 1963

Mr. Ralph Taylor  
District Engineer  
Vermont State Highway Department  
District #9  
126 State Street  
Montpelier, Vermont

Dear Ralph:

You may recall that several weeks ago I spoke to you about the possibility of requesting the State to accept certain streets as State Highways, which would come under the provision of State statutes. Also asked if you would indicate the length of these streets from the City line which would be eligible for State Highways.

I would also appreciate any pertinent facts pro or con relative to the advisability of requesting the State to accept these streets as State Highways.

Very truly yours,

  
Robert W. Palmer  
City Manager

RWP/cjw

cc: Alderman Vico Masai

TO: Mr. Lewis E. Springer, Staff Attorney

FROM: Mr. Russell A. Holden, Commissioner of Highways

DATE: August 6, 1963

SUBJECT: *Memo dated July 24, 1963 - Control of City Sts.*

*R.A.H.*  
*T.F.*

With reference to comments reported on in a news release in the Burlington Free Press, I noted in a recent Free Press article a release that quoted some comments ~~was~~<sup>at</sup> attributed to yourself.

I do not know the circumstances that existed that prompted these comments, however, I would like to caution you in any interpretations or comments that may be quoted to assure that it is consistent with present Department policy. It is conceivable there may be areas that new interpretation can be made that might be in conflict with earlier decisions or actions. As I am sure you are aware, we are always conscious of our remarks in an effort to inform the public fully so that they may have a better understanding of our Program. With reference to this subject, you may be interested in the memorandum attached from Mr. Farrington, and I would be pleased to have you reply directly to Mr. Farrington in any way that you feel adequate, with a copy to me.

RAH/mhd

ATTACH.

CC: Mr. Farrington ✓  
Mr. Arnold via ADB

ROAD INVENTORY FORM  
VERMONT DEPARTMENT OF HIGHWAYS

PARTY CHIEF: \_\_\_\_\_

RECORDED: \_\_\_\_\_

TOWN OFFICIAL: \_\_\_\_\_

TITLE: \_\_\_\_\_

TOWN Barnes City

COUNTY \_\_\_\_\_

(1) ROAD SYSTEM & No.: US-302 west

HWY. DIST. No. \_\_\_\_\_

(2) CLASS: SAC

SHEET No: \_\_\_\_\_ OF \_\_\_\_\_

DATE: 8/2/63

SURFACE TYPE & WIDTH	(3) SHOULDER TYPE & WIDTH				SIDEWALK TYPE & WIDTH	DITCHES	CONDITION	TYPE NEEDED *	IMPROVEMENT COST		REMARKS
	WIDTH		WIDTH						(7) PER MILE	(8) PER SECTION	
	LT.	RT.	LT.	RT.							
											(1.70) <u>171</u>
											(2) (15)
											Richardson Rd. 0.90
											(0) (2)
											Wiley St. 0.65
											(3) (16)
											Berlin St. 0.22
											(4) (9)
											Scudder St. 0.22
											(8) (11)
											0.00

\* C—Construction; R—Resurfacing

US 302 west

Notary Public  
Official title, as Notary Public

HIGHWAY DEPARTMENT

FORM 6 (REV. MAY 1958)

ROAD INVENTORY FORM  
VERMONT DEPARTMENT OF HIGHWAY

2.5 mi

PARTY CHIEF:

RECORDER:

TOWN OFFICIAL:

TITLE:

*AS - field*

TOWN

COUNTY

(1) ROAD SYSTEM & No.:

SHEET No. OF

*Green City*

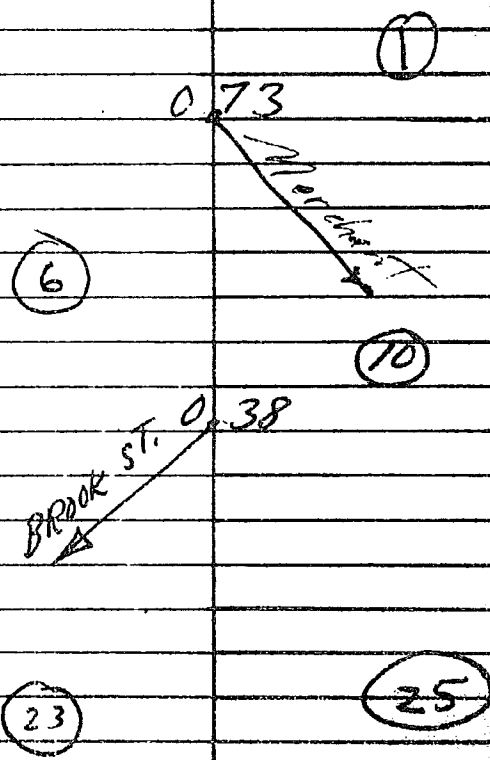
HWY. DIST. No.

(2) CLASS: *SAC*

DATE:

*8/2/63*

SURFACE TYPE & WIDTH	(3) SHOULDER TYPE & WIDTH				SIDEWALK TYPE & WIDTH	DITCHES	CONDITION	IMPROVEMENT TYPE NEEDED	COST		REMARKS
	I.	RT	LT	RT					(7) PER MILE	(8) PER SECTION	
											(65) "Houses"
											0.93
											0.73
											0.55
											0.38
											0.83
											0.00



C--Construction; R--Resurfacing

*N. MAIN ST.*

Notary Public

TO: **Commodore Robert Holden** and **Mr. H. H. Arnold, Assistant Chief Engineer and A. H. Bishop, Chief Engineer**

FROM: **H. F. Farrington, Highway Planning Engineer**

DATE: **July 24, 1963**

SUBJECT:

It has come to my attention through a news release in the Burlington Free Press dated Saturday, June 29 that our State Attorney Louis E. Springer had confirmed the fact that Barrre was eligible to turn over some city streets as State Highways on the limits of the present system.

This information as far as it goes is correct, however, I would like to point out that in no city in the state has any city street been taken on as a state highway. The reason for this is due to the section in the City Charter which in general indicates that all highways in the city would be under the control of the city engineer, the city manager or other duly authorized officials. This of course, would be in direct conflict with the duties of the Highway Board which have complete control over all state highways.

In perusing the Barrre City Charter, Section 97 infers that the control of all city streets is under the supervision of the city manager.

Section 76 indicates that the city engineer had complete control over the city streets and Section 75 states that the superintendent of streets subject to the order of the city engineer shall have immediate care and supervision of the public streets, highways and covers of the city. He would be under the general direction and control of the city engineer.

I think this should be referred to Mr. Springer for an interpretation.

HFF/gfs

*The original of this  
 bears a 7/25/63 handwritten  
 note by RHA: "I hope the  
 city keeps all its streets under  
 their supervision."  
 - gfs - 12-5-63*

Before me,

*Jaeger Decevee*

Notary Public  
 (While official title, as Notary Public)



# CERTIFICATE OF HIGHWAY MILEAGE

FOR YEAR ENDING FEBRUARY 10, 1963

Fill out in triplicate and file with your Town Clerk on or before February 10, 1963

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

We, the Selectmen of the <sup>City</sup> ~~Town~~ of Barre, on oath state that we have carefully measured all the traveled highways in this town and find that the total mileage of traveled highways according to Title 19 V.S.A. Sec. 15, amended 1961, Act No. 28, not including pent roads and trails, in this town for the year ending February 10, 1963, is as follows:

	MILEAGE IN TOWN OR CITY (Outside of villages incorporated for highways)			MILEAGE IN VILLAGE (Incorporated for highways)			Total All Systems
	Barre			Town Highways	State Aid Highways	State Highways	
	Town Highways	State Aid Highways	State Highways				
PREVIOUS MILEAGE as shown March 15, 1962	34.30	8.481	---				42.781
HIGHWAYS ADDED Since March 15, 1962, according to statute. Explain under paragraph 1 below.							
SUB-TOTAL							
HIGHWAYS SUBTRACTED Since March 15, 1962. Those becoming untraveled, discontinued, legal trails or pent roads. Explain under paragraphs 2 and 3 below.							
TOTAL TRAVELED HIGHWAYS Feb. 10, 1963	34.30	8.481					42.781

1. We hereby certify that the following new highways, as substantiated by the attached "Selectmen's Certificate of Completion" have been added since March 15, 1962:

.....

.....

2. We hereby certify that the following highways have been discontinued, or changed to trails or pent roads according to statute, since March 15, 1962, as substantiated by the attached copy of the proceedings:

.....

.....

3. We hereby certify that the following roads have become untraveled since March 15, 1962:

.....

.....

Aldermen

SELECTMEN:

*George W. Cottrell*  
*James J. Harris*  
*George E. Scoville*  
*Harvey Pilette*  
*James W. Quinn*

At City of Barre in the County of Washington  
the 10th day of March, 1963 personally appeared George E. Scoville, James W. Quinn, Joseph Zaniconi, Wilfred Fisher, Harvey Pilette, and  
George W. Cottrell and made oath to the truth of the foregoing and that they subscribed

Before me,

*Joseph Currier*

(White official file is Notary Public)

(Town Clerk should fill out following and mail one white and one yellow copy to the Commissioner of Highways, Montpelier, Vermont, on or before March 15th.)

I, Joseph Currier, Clerk of the Town of City of Barre, hereby certify that the foregoing is a true copy of record of the certificate of the Selectmen of relating to highway mileage, filed and recorded at this office March 10, 1963.

Attest

*Joseph Currier*  
Town Clerk



STATE OF VERMONT  
DEPARTMENT OF HIGHWAYS  
MONTPELIER

Highway Planning Division

March 8, 1962

Ralph Oliver  
City Clerk  
Barre, Vermont

Dear Sir:

We are enclosing for your records a map of the City of Barre, as approved by the Commissioner of Highways on February 2, 1962. Also included is an extra map for your use.

The reselection certificate for the city records will be delivered to your office by the district highway engineer.

This is in accordance with Title 19, V.S.A., Sections 1 and 13 which states that "When an addition or deletion is made to state-aid highways, the Board shall make maps showing the highways which are added and/or deleted . . . . It shall also file a copy of the map of such highways in the office of the clerk of the town wherein said highways be. When such maps are so filed, the redesignation of such highways shall be deemed to have taken place . . . . A review and reselection of the state-aid highway mileage shall be made by the town and the district highway engineer at least once in every 10-year period commencing in the year 1960."

When the map has been filed, would you please fill out and sign the enclosed forms, and return to this office.

Very truly yours,

H. F. Farrington  
Highway Planning Engineer

HFF/ADT/mm  
cc: to Ralph Taylor  
Encs.

Dated this 28th day of February 1962

George N. Estivill  
Glen D. Suckan  
Jarvis Filitt  
Grant Mason  
Tom Suckan  
James W. Wilson

Members of the City Council and Mayor

I Joseph O'Connell City Clerk of the City of Barre certify that the foregoing certificates and plans have been recorded in Book 176 page        of the records of the City of Barre this 8 day of Feb 1962

Attest Joseph O'Connell  
 City Clerk

# CERTIFICATE OF HIGHWAY MILEAGE

FOR YEAR ENDING FEBRUARY 10, 1962

Fill out in triplicate and file with your Town Clerk on or before February 10, 1962

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

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

	MILEAGE IN TOWN <small>(Outside of village incorporated for highways)</small>			MILEAGE IN VILLAGE <small>(Incorporated for highways)</small>			Total All Systems
	City of Barre						
	Town Highways	State Aid Highways	State Highways	Town Highways	State Aid Highways	State Highways	
PREVIOUS MILEAGE as shown March 15, 1961	36.10	6.887	---				43.147
HIGHWAYS ADDED Since March 15, 1961, ac- cording to statute. Explain under paragraph 1 below.	.023 -2 -2 -5 -4	transfer 1960 1.824					2.854 2.854
SUB-TOTAL							45.990
HIGHWAYS SUBTRACTED Since March 15, 1961. Those becoming untraveled, dis- continued, legal trails or pent roads. Explain under paragraphs 2 and 3 below.	1.52 -2 -3 -3			1960 Red figures entered in Office and OK'd by City. Additions & deletions substantiated VNT			2.45 2.45
TOTAL TRAVELED HIGHWAYS Feb. 10, 1962	34.308	8.181	---				42.489 42.489

1. We hereby certify that the following new highways, as substantiated by the attached "Selectmen's Certificate of Completion," have been added since March 15, 1961:

See attached sheets

2. We hereby certify that the following highways have been discontinued, or changed to trails or pent roads according to statute, since March 15, 1961, as substantiated by the attached copy of the proceedings:

3. We hereby certify that the following roads have become untraveled since March 15, 1961:

Aldermen  
EVIDENCE: *George M. Estabrook*  
*James W. Miller*

At City of Barre in the county of Washington  
the 15 day of March, 1962 personally appeared George G. Cottrell  
Henry A. Leatham, Harvey Pellet, Joseph Joubert  
Selectmen of Barre and made oath to the truth of the foregoing affidavit by them subscribed.

Before me,

*Joseph Reeser*  
Notary Public  
(Write official title, as Notary Public)

(Town Clerk should fill out following and mail one white and one yellow copy to the Commissioner of Highways, Montpelier, Vermont, on or before March 15th.)

I, Joseph Reeser, Clerk of the Town of City of Barre  
hereby certify that the foregoing is a true copy of record of the certificate of the selectmen of City of Barre  
relating to highway mileage, filed and recorded at this office March 8, 1962

Attest:

*Joseph Reeser*  
Town Clerk

Street	Date Accepted	No. Feet	Date Improvement Improved	No. Feet	
✓ Blodgett Avenue	Mar. 28, 1941	320'	2/23/62	200'	†
✓ Downer Avenue	April 4, 1960	575'	2/23/62	510'	†
✓ North Parkside Terrace	April 4, 1960	250'	2/23/62	250'	*
		250'	3/16/60	250'	
✓ Wallisre Ave.	Mar. 21, 1955	720'	2/23/62	720'	†
Lague Lane	May 1959	600'	2/23/62	600'	*
✓ Woodland Drive	May 1959	595'	2/23/62	595'	*
	June 27, 1956	600'	3/16/60		
	April 21, 1958	156.49'	3/16/60		
	Aug. 21, 1957	1050'	3/25/58	800'	
	Nov. 27, 1957	108'	3/25/58	200'	



CITY OF BARRE  
DEPARTMENT OF PUBLIC WORKS  
BARRE : VERMONT

THURMAN W. DIX  
M. Am. Soc. of C. E.  
M. N. E. W. W. A.  
City Engineer  
Supr. of Streets  
Supr. of Water Works

Office: City Hall

March 8, 1962

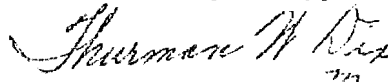
Mr. Charles Cookson  
Highway Planning Division  
Montpelier, Vermont

Dear Mr. Cookson:

Enclosed is our Certificate of Highway Mileage together with certificates of completion and opening to Public travel on new highways. Will you please look this over and if satisfactory please hand to the proper department.

I am also enclosing list of our streets for your convenience.

Yours very truly,



Thurman W. Dix  
Superintendent

M  
Encls. (4)

Beginning at an iron pin marking the intersection of the easterly line of right-of-way of Williamstown Branch of the Central Vermont Railroad Co. and the northerly line of land deeded to City of Barre, Vt. by Mabel and James H. Varney by deed of warranty dated Aug. 22, 1932 and recorded in Volume 42, Page 227; thence northeasterly along the easterly line of right-of-way of said Williamstown Branch of the Central Vermont Railroad Co. 17.0 feet; thence turning an angle to the easterly of  $24^{\circ}00'$  and running 160.3 feet to an iron pin; thence along a line parallel to and 140 feet northeasterly from the northerly line of land deeded to City of Barre, Vt. by Mabel and James H. Varney as heretofore mentioned, southeasterly about 168.0 feet to the westerly side of land deeded to City of Barre, Vt. by Mabel and James H. Varney as heretofore mentioned, said point being marked by an iron pin; thence southwesterly along the westerly side of land deeded to City of Barre, Vt. by Mabel and James H. Varney as heretofore mentioned, about 55.0 feet; thence northerly and northwesterly along a regular circular curve having a radius of 15.0 feet and being tangent to the first above described line about 23.6 feet; thence northwesterly along a line tangent to afore mentioned curve of 15.0 ft. radius and also parallel to and 100 feet northeasterly from the northerly line of land deeded to City of Barre, Vt. by Mabel and James H. Varney as heretofore mentioned, about 117 feet; thence westerly and southwesterly along a regular circular curve having a radius of 42.0 feet and being tangent to the first above described line, about 37.0 ft.; thence southwesterly along a line tangent to the afore mentioned curve of 42.0 ft. radius and also parallel to and 40 feet southeasterly from the second line described above and which is here recorded as having a length of 160.3 feet, about 90.0 feet; thence southwesterly along a regular circular curve having a radius of 145.0 feet and being tangent to the first above described line about 20.0 feet to a point on the northerly line of land deeded to City of Barre, Vt. by Mabel and James H. Varney as heretofore mentioned; thence northwesterly along the northerly line of land deeded to City of Barre, Vt. by Mabel and James H. Varney as heretofore mentioned, about 50.0 feet to the point of beginning. Meaning to convey a piece of land 40.0 feet wide and about 300.0 feet long to be known as Blodgett Avenue.

For further description refer to Land Records of the City of Barre and to "Plan of Land Purchased by the City of Barre From the Edward Dizotell Est. Scale 1" equals 20', June 1932, Thurman W. Dix, City Eng'r" and marked Dr. H-1498 for identification and on file in the office of the City Engineer, and to "Plan of Building Lots belonging to K. B. Blodgett Located on Mill St. Barre, Vt. Scale 1 in. equals 40 ft., June 11, 1940, by J. Dorlac Cook, Surveyor" and marked Dr. 21-1985 for identification and on file in the office of the City Engineer.

Beginning at a point on the southeasterly side of North Parkside Terrace, which is a point located approximately 200 ft. N. E. ly of a stone bound established at the easterly junction of North Parkside Terrace and East Parkside Terrace, and which point of beginning is located on the northerly side of lot #8, as it appears on "Lot Plan of Lague, Inc. Crescent Street-North Parkside Terrace, Scale one inch = 40 feet, June 1959, White and Martin, Surveyors", which lot #8 is known as lot #4 on a plan entitled "Subdivision of property, Lague, Inc., North Parkside Terrace-Downes Avenue-Dix Avenue, Barre, Vt. June 1960 - Plan subject to revision, White and Martin, Surveyors"; thence proceeding along the southeasterly or southerly side of North Parkside Terrace a distance of 140 feet; thence turning to the right and proceeding in a general easterly, southeasterly direction along an arc line which would be formed by a 25-foot radius to the northeast side of Lot #14 as it appears on the last mentioned plan; thence proceeding in a general southeasterly direction a distance of approximately 575 feet more or less to a stone bound to be located on the northerly side of lot #20, as located in said last above mentioned plan; thence turning an angle to the left and proceeding along a line which would be formed by following the most northwesterly line of lot #21 as it appears on said last above mentioned plan a distance of 56 feet more or less to a point which would intersect a line drawn parallel to the second above mentioned line and at all times 49.5 feet northeasterly of said line; thence turning an angle to the left and proceeding in a general northwesterly direction along a line which is parallel with and at all times 49.5 feet distant from the boundary line last mentioned as being 575 feet long to a point 554.91 feet more or less distant, which last mentioned point is located on the most southwesterly side of lot #27 as it appears in said last above mentioned plan; thence turning and proceeding in a general north, northwest, north and north, northeast direction forming an arc line that would be made by a radius of 25 feet to a point which would be located on a line which would be an extension from the first boundary hereinabove mentioned as being the southeasterly side of North Parkside terrace; thence turning to the left and forming a right angle and proceeding a distance of 59.5 feet more or less to what would be an extension of the most northwesterly side of North Parkside Terrace; thence turning an angle to the left and proceeding along the line which would be an extension of the most northwesterly side of North Parkside Terrace a distance of 235 feet more or less; thence turning an angle to the left and proceeding to the point of beginning.

Meaning and intending hereby to convey a strip of land identified on the last plan above mentioned as North Parkside Terrace and Downes Avenue as they appear on said plan.

The above premises are part of the land and premises conveyed to Lague, Inc. by warranty deed of Harold Downes dated the 4th day of April 1960 and recorded in Book 75, page 36 of the Land Records of the City of Barre, to which deed and record

and the deeds and records therein cited and to the plans above referred to, reference is here made for a further and more particular description of the premises.

ending at the east City Line

Plot No. 1

Beginning at a point on the northeasterly side of Delmont Avenue, so-called as it is now proposed to be laid out, said point being marked by a stone bound set in the ground and 56.32 feet from the easterly corner of a house owned by Louis Simoneau, 34.13 feet from the southerly corner of said Simoneau house and 66.38 feet from the westerly corner of said house; thence  $N54^{\circ}43' E$  79.90 feet to a point marked by a stone bound set in the ground, said point being 61.69 feet from the southerly corner of a house owned by Louis Simoneau, 40.35 feet from the easterly corner of said house and 72.92 feet from the northerly corner of said house; thence  $N33^{\circ}26' W$  505.18 feet to a point marked by a stone bound set in the ground; thence  $S54^{\circ}30' W$  267.78 feet to a point on the northeasterly side of Delmont Avenue so-called as it is now proposed to be laid out; thence  $N65^{\circ}30' W$  along the northeasterly side of said Delmont Avenue 38.96 feet to a point marked by a stone bound on a line parallel to and 33 feet northwesterly from the first above described line; thence  $N54^{\circ}30' E$  about 337 feet to a point on a line parallel to and 49.5 feet from the second described line to a point on a line parallel to and 49.5 feet southeasterly from the first described line; thence  $S54^{\circ}43' W$  on a line parallel to and 49.5 feet southeasterly from the first described line to a point on the northeasterly side of Delmont Avenue so-called as it is now proposed to be laid out; thence  $N39^{\circ}58' W$  49.74 feet along the northeasterly side of Delmont Avenue so-called to the point of beginning.

Meaning to describe a piece of land within the above mentioned bounds to be known as Valliere Avenue.



PARCEL NO. 1. Beginning at a stone bound which is located on the southeasterly side of Woodland Drive, which point would mark the most northeasterly corner of Woodland Drive as heretofore conveyed to the City of Barre and which point is the most westerly corner of Lot #20, as it appears on a plan with the following legend: "Plan Showing Property of Lague, Inc., Barre, Vt. Scale 1" = 40', May 1959, White and Martin Surveyors", as now on file in Book of Plans in the City Clerk's office in the City of Barre; thence proceeding along a line set at right angles to Woodland Drive, which would be an extension of the most northerly boundary of Clifton Street in a general southeasterly direction a distance of approximately 25 feet; thence returning from said point and proceeding in a general northwesterly, northerly and northeasterly direction along an arc that would be formed by a 25-foot radius to a point on a line which would be an extension in a northerly direction of the present Woodland Drive's southeasterly or easterly side; thence continuing in a straight line along the northwesterly sides of lots 20, 21, 22, 23, 24, and 41 to the Barre Town-Barre City boundary line; thence turning an angle to the left and proceeding in a general northwesterly direction along the Barre Town-Barre City boundary line to a point which would be established by an extension of the northerly or northwesterly side of Woodland Drive a distance somewhat greater than 50 feet; thence turning an angle to the left and proceeding along the line which would be at all times parallel with and 49.5 feet distant from the southeasterly or easterly side of Woodland Drive along the southeasterly sides of lots 62, 25, 26, 27, 28, and 29 to a stone bound which marks the junction of the section of Woodland Drive herein conveyed with Clifton Street on the northerly side of Clifton Street; thence turning an angle to the right and proceeding along the northerly side of Clifton Street a distance of approximately 25 feet; thence reversing and proceeding in a general southeasterly-easterly and northerly direction along an arc that would be formed by a 25-foot radius to the line of Woodland Drive herein conveyed.

The most southerly boundary of the land herein conveyed is a line drawn from the first stone bound above mentioned to the last stone bound above mentioned, which point marks the present end of Woodland Drive, as heretofore accepted by the City of Barre, and being that parcel of land as above identified appearing in the plan above mentioned, dated May 1959, said area being properly an extension of the present Woodland Drive boundaries in a general north, northeasterly direction 595 feet more or less.

PARCEL NO. 2. Commencing at a point on the northerly side of Clifton Street northwesterly of the northerly or northwesterly side of Woodland Drive a distance of approximately 171 feet, and which point is located on the northerly boundary of lot #34; thence proceeding in a general northwesterly, northerly and north-northeasterly direction along an arc that would be formed by a 25-foot radius to the westerly line of lot #34 as it appears on "Plan Showing Property of Lague, Inc., Barre, Vt., Scale 1" = 40', White and Martin surveyors", now on file in the City Clerk's

office and in the City Engineer's office in the City of Barre; thence proceeding along a line which marks the westerly boundaries of lots 34, 33, 32 to a point on the boundary of lot #32 where said line turn a slight angle to the right of 11 degrees 6 minutes and proceeds in a general northeasterly direction along the westerly boundaries of a part of lot #32, all of lots 31 and 30 and part of lot #63 to the boundary of the Barre Town-Barre City line a distance of approximately 586 feet; thence turning an angle to the left and proceeding a distance of approximately 50 feet; thence turning an angle to the left and proceeding southerly along a line which is parallel with the second line above mentioned and at all times 49.5 feet distant, established as the westerly boundary of lots 63, 30, 31, 32, 33, and 34 to the northerly line of Clifton Street a total distance of approximate 578.87 feet; thence turning an angle to the left and proceeding to the point of beginning a distance of 50.45 feet. Said street is to be known as Lague Lane.

Both Parcel No. 1 and Parcel No. 2 above are part of the land and premises conveyed to Lague, Inc. by warranty deed of Jones Real Estate Company, Inc. dated April 21, 1958 as recorded in Book 70, page 208 of the Land Records of the City of Barre, to which deed and record and the deeds and records therein cited and the Plan above mentioned reference is here made for a further and more particular description of the premises herein conveyed.

This is to certify that the City Council of the City of Barre on the 28th day of March 1941, did open for public use the following street, which street is to grade, gravel or blacktop, which serves the general public and the homes abutting said street, that the accepted portion of said street is 40 feet wide running from its junction of Mill Street northwesterly a distance of about 300 feet.

Attached hereto is a plan of the street now in use and as accepted by the undersigned City Council which is recorded in Book 9, page 270 of the records of the City Clerk's office.

Downes Avenue

This is to certify that the City Council of the City of Barre on the 4th of April 1960, did open for public use the following street, which street is to grade, gravel or blacktop, which serves the general public and the homes abutting said street; that the accepted portion of the street is 49.5 feet wide running from its junction of North Parkside Terrace southeasterly a distance of 575 feet.

Attached hereto is a plan of the street now in use and as accepted by the undersigned City Council which is recorded in Book 75, page 36 of the records of the City Clerk's office.

North Parkside Terrace

This is to certify that the City Council of the City of Barre on the 4th day of April 1960, did open for public use the following street, which street is to grade, gravel or blacktop, which serves the general public and the homes abutting said street; that the accepted portion of said street is 49.5 feet wide running from its junction from land previously deeded to the City of Barre for a distance of 250 feet more or less.

Attached hereto is a plan of the street now in use and as accepted by the undersigned City Council which is recorded in Book 75, page 35 of the records of the City Clerk's office.

d 1

Valliere Avenue

This is to certify that the City Council of the City of Barre on the 21st day of March 1955, did open for public use the following street, which street is to grade, gravel or blacktop, which serves the general public and the homes abutting said street; that the accepted portion of the street is 49.5 feet wide running from its junction of Delmont Avenue northeasterly a distance of 720 feet more or less.

Attached hereto is a plan of the street now in use and as accepted by the undersigned City Council which is recorded in Book 74, page 458 of the records of the City Clerk's office.

Woodland Drive

This is to certify that the City Council of the City of Barre on the day of May 1959, did open for public use the following street, which street is to grade, gravel or blacktop, which serves the general public and the homes abutting said street; that the accepted portion of said street is 49.5 feet wide running from its junction of land previously deeded to the City of Barre for a distance of 595 feet more or less.

Attached hereto is a plan of the street now in use and as accepted by the undersigned City Council which is recorded in Book 74, page 4 of the records of the City Clerk's office.

Lague Lane

This is to certify that the City Council of the City of Barre on the day of May 1959, did open for the public use the following street, which street is to grade, gravel or blacktop; that the accepted portion of said street is 49.5 feet wide running from the junction of Clifton Street northwesterly, northerly and northerly and north-northeasterly a distance of 600 feet more or less.

Attached hereto is a plan of the street now in use and as accepted by the undersigned City Council which is recorded in Book 74, page 5 of the records of the City Clerk's office.

Title 19, V.S.A., Sections 1 and 13  
SELECTION OF STATE AID HIGHWAYS

City of ~~Barre~~ Barre

County of Washington

Vt. Hwy. Dist. No. 9

Total S.A. Mileage 8.481

Important town highways as required by Title 19, V.S.A., Sections 1 & 13:

No. 1 3.369 miles.

Beginning at the east City line, on Route US 302 at the end of the State Highway

extending (Give direction) westerly along US 302 (Washington Street and North Main St.

ending at the west City Line at the beginning of the State Highway being SACL  
for Route US 302

No. 2 1.267 miles.

Beginning at the City line, and end of State Highway on Route 14 (So. Main Street)

extending (Give direction) northerly along Route 14 (South Main Street)

ending at Route US 302 (Washington & North Main Streets), being part of the SACL  
for Route 14, and including the approach for Vt. 14 on Church Street.

No. 3 0.905 miles.

Beginning at Route US 302 (North Main Street) on Route 14 (Maple Avenue)

extending (Give direction) northerly along Route 14 (Maple Avenue and Merchant Street)

ending at the north City Line at the beginning of the State Highway, being part  
of the SACL for Route 14

No. 4 0.76 miles.

Beginning at Route US 302 (Main Street) on Merchant Street

extending (Give direction) northerly along Merchant Street

ending at Route 14 (Maple Avenue)

No. 5 0.46 miles.

Beginning at Route US 302 (Washington Street) on Hill Street

extending (Give direction) easterly along Hill Street toward Trow Hill

ending at the east City Line

No. 6 0.27 miles.

Beginning at Route 14 (South Main Street) on Quarry Street

extending (Give direction) easterly along Quarry Street

ending at the east City Line



No. 7 1.45 miles.

Beginning at Rt. 14 (South Main Street) near city hall

extending (Give direction) Westerly, along Prospect Street

ending at Berlin Town line near Morrison Farm

No. 8 miles.

Beginning at

extending (Give direction)

ending at

No. 9 miles.

Beginning at

extending (Give direction)

ending at

No. 10 miles.

Beginning at

extending (Give direction)

ending at

No. 11 miles.

Beginning at

extending (Give direction)

ending at

We have this 12th day of December, 1961, made the above

selection which is to supersede and replace any and all selections made prior to this time.

S/George N. Estivill

S/ Guy L. Norris

S/ Glenn A. Sulham

S/ Harvey Pilette

S/ Vico F. Nasi

S/ Joseph Zanloni

S/ James W. McLam

Councilmen  
Selectmen

of the

Town of

of the City of Barre

Effective March 15th 1962

Approved

Dec. 29, 1961

S/ R. F. Taylor  
District Highway Engineer

JAN 18 1962

STATE HIGHWAY BOARD

OFFICE OF THE  
COMMISSIONER



STATE OF VERMONT  
DEPARTMENT OF HIGHWAYS  
MONTPELIER  
Highway Planning Division

March 9, 1961

Board of Aldermen  
Barre City, Vermont

Attention of Chairman

Gentlemen:

With regard to the completion of the enclosed Highway Mileage Certificates, all the travelled highways in your city were measured in 1960 by Mr. Sawyer, Agent for Mr. Dix, the City Engineer, with Mr. Cookson of this office, in accordance with Title 19, V.S.A., Section 15.

The resulting additions, subtractions and revisions are explained on the attached breakdown sheets. Would you please enter the amounts to be added or subtracted, on city streets, on the enclosed mileage certificates.

In order that Myrtle and Waterman Streets may be added to your city street mileage, it is necessary that we have Certificates of Completion and pending to Public Travel, and we have enclosed a suggested form of this certificate for your convenience.

Very truly yours,

H. F. Farrington  
Highway Planning Engineer

HR/HR/HR  
Enc.

RE CITY

STATEMENT OF MILEAGE CHANGES TO OUR COUNTY, AND REASONS FOR SUCH CHANGES.  
**BREAKDOWN OF  
 1960 ROAD MEASUREMENT CHANGES**

<u>Village Streets</u>	<u>Miles Added</u>	<u>Miles Subtracted</u>	<u>Explanation</u>
Barre Recreation Rd.		- 0.183	Remeasured from end of Parkside Terrace to end of road.
Bauch Street		- 0.081	Remeasurement of entire street.
Brooklyn Street	"	- 0.085	Remeasurement of entire street.
Barabara Street		- 0.058	Remeasurement of entire street.
Clifton Street	✓ 0.059		Remeasurement of entire street.
Dumont Avenue	✓ 0.185		Remeasurement of entire street.
Mill Street	✓ 0.061		Remeasurement of entire street.
Myrtle Street	✓ 0.060		Remeasurement of entire street.
No. Front Street	✓ 0.063		Remeasurement of entire street.
Railroad Street	✓ 0.108		Remeasurement of entire street.
East Street	✓ 0.105		Remeasurement of entire street.
Thomas Street	✓ 0.084		Remeasurement of entire street.
Waterman Street	✓ 0.151		Remeasurement of entire street.
	✓ 0.886	- 0.407	

NOTE: If desired, a copy of this sheet may be attached to your mileage report in place of filling in Items 1, 2 and 3. If this is done, the copy should be signed by the Selectman and notarized, with reference to attached copy indicated under Items 1, 2 and 3. However, such a copy does not constitute a substitution for the Certificate of Completion and Opening to Public Travel required for new highways added.

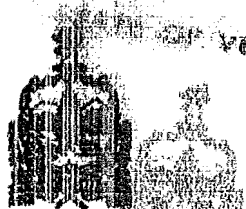
All or portions of the following streets, according to our records, are in Barre City mileage, but are either not developed or are untraveled.

Name	Miles Subtracted
"A" Street	0.014
Angelo Avenue	0.129
Buck Street	0.057
Birch Street	0.043
Brown Avenue	0.019
Boston Street	0.173
"C" Street	0.010
Cabot Street	0.079
Churchill Street	0.018
Cleary Street	0.038
"D" Street	0.076
"E" Street	0.066
Essex Street	0.047
Everett Street	0.024
"F" Street	0.047
"G" Street	0.038
George Street	0.038
"H" Street	0.036
Howland Street	0.017
"I" Street	0.045
"J" Street	0.038
Johnson Street	0.019
K. William Place.	0.025
King Street	0.019
Kynock Avenue	0.038
Maple Grove	0.019

STATE HIGHWAY BOARD

STATE OF VERMONT

ELDON A. PERKINS, CHAIRMAN  
RUTLAND  
ROBERT W. MOORE  
MIDPORT  
FRANK E. HOWE, II  
BARRINGTON



COMMISSIONER OF HIGHWAYS  
WILLIAM FOSTER  
CHIEF ENGINEER  
HUBERT E. WAGNER  
ASSISTANTS TO THE COMMISSIONER  
E. BEACH BLY  
WINONA D'A. SHERIDAN

DEPARTMENT OF HIGHWAYS  
MONTPELIER

DEPARTMENT OF HIGHWAYS  
MONTPELIER

Highway Planning Division  
Planning Division

March 25, 1960

Mr. Joseph Oliver  
City Clerk  
Barrington, Vermont

Attention of Chairman

Dear Sirs:

We are returning you 1960 Road Mileage Certificates with attachments per telephone conversation this date between you and Mr. Baker of this office.

Thank you for your consideration in this matter and we would appreciate the prompt return of these papers.

Very truly yours,

H. F. Barrington  
Highway Planning Engineer

HFF/vm/jls

Encs.

H. F. Barrington  
Highway Planning Engineer



STATE HIGHWAY BOARD

CLEON A. PERRELLI, CHAIRMAN  
RUTLAND  
PORTER J. MOORE  
NEWPORT  
FRANK S. HOWE, II  
BENNINGTON

STATE OF VERMONT



DEPARTMENT OF HIGHWAYS  
MONTPELIER

Highway Planning Division

COMMISSIONER OF HIGHWAYS  
WILLIAM PORTER  
CHIEF ENGINEER  
HUBERT E. SARGENT  
ASSISTANTS TO THE COMMISSIONER  
E. BRACH BLY  
WINONA D'A. SHERIDAN

March 2, 1960

Board of Aldermen  
City of Barre  
Vermont

Attention of Chairman

Gentlemen:

With regard to the completion of the enclosed Road Mileage Certificates, we wish to call your attention to a change in State Aid Highway mileage in your City.

The recently processed selection certificates for the City of Barre, approved by the Highway Board on January 15, 1960, reflected an overall change in State Aid Highway mileage from 6.980 to 6.957 miles, a reduction of 0.023 mile.

We have noted this change in State Aid Highway mileage on the enclosed certificates for your convenience, and would appreciate your noting of any change that may have occurred on your City Streets during the past year.

Very truly yours,

H. F. Farrington  
Highway Planning Engineer

HFF/VMT/jh

Encs.

STATE HIGHWAY BOARD

CLEON A. PERKINS, CHAIRMAN  
WYLLAND  
PORTER J. MOORE  
NEWPORT  
FRANK E. HOWE, II  
DANNINGTON

STATE OF VERMONT



COMMISSIONER OF HIGHWAYS

WILLIAM FOSTER

CHIEF ENGINEER

HUBERT E. SARGENT

ASSISTANTS TO THE COMMISSIONER

E. BEACH BLY

WINONA D'A. SMITH

DEPARTMENT OF HIGHWAYS

MONTPELIER

Highway Planning Division

January 15, 1960

R. P. Taylor  
District Engineer  
Montpelier, Vermont

Dear Mr. Taylor:

We are enclosing for your records a copy of the selection of state-aid highways in the City of Ferris and the Town of Ferris, as approved by the Commissioner of Highways on January 15, 1960.

This is in connection with reimbursement only.

Also attached are copies of the letters of transmittal to the Chairman of the Board of Selectmen in Ferris and the Chairman of the Board of Aldermen of Ferris City.

Very truly yours,

H. F. Farrington  
Highway Planning Engineer

HFF/RL/bjz  
Enc.

ending at State Route 100 (Main Street) in Ferris

No. 4 0.76 miles

Beginning at Route 100 (Main Street) on Main Street

extending (Give direction) westerly along Main Street

ending at Route 100 (Main Street)

No. 5 0.40 miles

Beginning at Route 100 (Main Street) on Main Street

extending (Give direction) westerly along Main Street

STATE HIGHWAY BOARD  
CLEON A. PIERSON, CHAIRMAN  
ROVLAND  
PORTER J. MOORE  
NEWPORT  
FRANK E. HOWE, II  
BENNINGTON

STATE OF VERMONT



COMMISSIONER OF HIGHWAYS  
WILLIAM POYER  
CHIEF ENGINEER  
HUBERT E. GARGENT  
ASSISTANTS TO THE COMMISSIONER  
E. BEACH SLY  
WINONA D'A. SHERIDAN

DEPARTMENT OF HIGHWAYS  
MONTPELIER

Highway Planning Division

January 15, 1960

Gay S. Morris, Chairman  
Board of Aldermen  
Barre, Vermont

Dear Mr. Morris:

We are enclosing for your records a copy of the selection of state-aid highways in the City of Barre, as approved by the Commissioner of Highways on January 15, 1960.

This is in connection with reimbursement only.

Very truly yours,

H. F. Farrington  
Highway Planning Engineer

HFF/SL/ajg

Enc.

ending at ~~the north city limit of the town of Barre~~  
~~at the north city limit of the town of Barre~~

No. 4 ~~0.76~~ miles.

Beginning at ~~Route 135 just below entrance to Mountain Street~~  
~~Route 135 just below entrance to Mountain Street~~

extending (Give direction) ~~northward through Mountain Street~~  
~~northward through Mountain Street~~

ending at ~~Route 135 (opposite entrance)~~  
~~Route 135 (opposite entrance)~~

No. 5 ~~0.44~~ miles.

Beginning at ~~Route 135 (opposite entrance) on Hill Street~~  
~~Route 135 (opposite entrance) on Hill Street~~

extending (Give direction) ~~northward through Hill Street across town hall~~  
~~northward through Hill Street across town hall~~

HIGHWAY DEPARTMENT

TO: H. E. Sargent, Chief Engineer  
FROM: H. F. Farrington, Highway Planning Engineer  
DATE: January 14, 1960  
SUBJECT:

The attached selection certificates, for your approval, reflect changes in State Aid Mileage, due to remeasurement in the town of Duxbury and the City of Barre.

*H. F. Farrington*

HFF/VNT/am

Attach.

HD-208 50M-7-59

*OK  
HFF*

ending at ~~Route 102 (Dunstable Street & Church Street) being part of the S.A.M. for Route 10~~

No. 3 ~~0.100~~ miles.

Beginning at ~~Route 102 (Church Street) on Route 14 (Maple Avenue)~~

extending (Give direction) ~~northward along Route 14 (Maple Avenue and Church Street)~~

ending at ~~the north City Line at the beginning of the State Highway, being part of the S.A.M. for Route 16~~

No. 4 ~~0.175~~ miles.

Beginning at ~~Route 102 (Church Street) on Church Street~~

extending (Give direction) ~~northward along Church Street~~

ending at ~~Route 14 (Maple Avenue)~~

No. 5 ~~0.415~~ miles.

Beginning at ~~Route 102 (Dunstable Street) on State Street~~

extending (Give direction) ~~northward along State Street~~

TO: Ralph Taylor, District Engineer  
FROM: H. F. Farrington, Highway Planning Engineer  
DATE: December 31, 1939  
SUBJECT:

Three weeks ago, selection certificates for the City of Barre and the Town of Danbury were sent to your office for signatures and as yet have not been returned.

We would appreciate hearing from you as soon as possible on this matter.

Thank you.

HFF/VNT/am

HO-293 50M-7-59

ending at ~~Route 14 302 (Church Street to North Main Street)~~, being part of the R.C. for Route 14

No. 3 ~~0.05~~ miles.

Beginning at ~~Route 14 302 (Church Street) on Route 14 (Maple Avenue)~~

extending (Give direction) ~~southwardly along Route 14 (Maple Avenue and Church Street)~~

ending at ~~the north City Line at the beginning of the State Highway, being part of the R.C. for Route 14~~

No. 4 ~~0.76~~ miles.

Beginning at ~~Route 14 302 (North Street) on Merchant Street~~

extending (Give direction) ~~northwardly along Merchant Street~~

ending at ~~Route 14 (Maple Avenue)~~

No. 5 ~~0.00~~ miles.

Beginning at ~~Route 14 302 (Church Street) on North Street~~

extending (Give direction) ~~northwardly along North Street toward Town Hall~~

DESCRIPTION

County of Washington  
Vt. Hwy. Dist. No. 9  
Total S. A. Mileage 6.357

(Operations over highways as required by Sections 4003, 4018 and 4924 of the Revised Statutes, Revision of 1947)

No. 1 1.350 miles

Beginning at the west City Line, at Route 103 at the end of the State Highway  
extending (Give direction) westerly along US 103 (Washington Street and North City Street)

ending at the west City Line at the beginning of the State Highway being 103, the route  
US 103

No. 2 1.357 miles

Beginning at the City Line, east end of State Highway on Route 10 (South Main Street)  
extending (Give direction) westerly along Route 10 (South Main Street)

ending at Route 10 200 (Washington & South Main Streets), being part of the S. A. Route 10

No. 3 0.905 miles

Beginning at Route 10 300 (North City Street) on Route 10 (North Main Street)

extending (Give direction) westerly along Route 10 (North Main Street and Washington Street)

ending at the west City Line at the beginning of the State Highway, being part of the  
route for Route 10

No. 4 0.775 miles

Beginning at Route 10 300 (North Main Street) on Washington Street

extending (Give direction) westerly along Washington Street

ending at Route 10 (North Main Street)

No. 5 0.805 miles

Beginning at Route 10 300 (Washington Street) on US 103 (South Main Street)

extending (Give direction) westerly along US 103 (South Main Street and North City Street)

ending at the west City Line

No. 6 0.275 miles

Beginning at Route 10 (North Main Street) on Cherry Street

extending (Give direction) westerly along Cherry Street

ending at the west City Line



No. 7 miles

Beginning at

extending (Give direction)

ending at

No. 8 miles

Beginning at

extending (Give direction)

ending at

No. 9 miles

Beginning at

extending (Give direction)

ending at

We have this 29<sup>th</sup> day of December, 1959, made the above selection which is to supersede and replace any and all selections made prior to this time.

Paul H. Hermann  
Road Commissioner

George J. Brown  
Charles Grassie  
Stanley Bilette  
Robert Masi  
Wm. A. Christie

Aldermen  
~~Selecmen~~  
of the  
City  
Town of  
BARRE

Approved  
Jan 5, 1960  
R. F. Taylor  
District Highway Engineer

January 15, 1960  
STATE HIGHWAY BOARD

W. W. Wilson  
Commissioner of Highways

TO: H. V. Taylor, District Engineer

FROM: H. V. Farthington, Highway Planning Engineer

DATE: December 3, 1955

SUBJECT:

Attached are copies of election certificates for the City of Iowa.

There are no persons in violation that are aware of not having certificates on file for the city, and also to incorporate the latest rules for incorporation in 1955.

Prompt return of the signed certificates will enable us to complete the necessary processing.

HVF/AVG/bjt

Attn: [redacted]