CERTIMATE OF HIGHWAY MILEAGE FOR YEAR ENDING FEBRUARY 10, 1969

Fill out in triplicate and file with your Think Clerk on or before February 10, 1969

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

Aldermen the S Rutland, on oath state that we have carefully m the of the fill or. all the traveled highways in this town and find that the total milesge of traveled highways according to Title 19, V.S.A. Sec. 15, 1981, Act No. 28, not including pent roads and trails, in this town for the year ending February 10, 1969, is as follows:

	MILEAOR IN XANDA CITY (Outside of villages incorporated for highways)			MILEAGE IN VILLAGE (Incorporated for highwayz)			Total	
		RUTLAND	in an air				Bystanas -	
	Town Highways	State Ald Highways	State Highways	Town Highways	State Aid Highways	State Highways		
PREVIOUS MILEAGE is shown March 15, 1968	52,43	17.641					70.071	
NIGHWAYS ADDED Since March 15, 1968, ac- cording to statute. Explain under paragraph 1 below.	0.06						•06 •797	
SUB-TOTAL	53.287	17.641	1. 1. 2.		÷	·	70.928	
HIGHWAYS SUBTRACTED Since March 15, 1968, Those becoming untraveled, discon- dinued, legal trails or pent roads. Explain under pera- graphs 2 and 3 below.	53.29						70.931	
FOTAL TRAVELED Highways Feb. 10, 1969.	5 3.887	17.641					-70.928	
. We hereby certify that the have been added since March i	e following ne	ew highways, i	is substan tiated	i by the att	ached "Select	men's Certific	ate of Completion,	
Killington Terrac	•	69.2 ft	.09	<u>H11</u>	crest Ros	d Ext.	00.0 ft. 17	
Woodland Drive								
Cranton Ave. Ext.							318.075 ft0	

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

ALDERMEN Manual Contractor OA Butland City Rutland In the county of March d. 1969 personally appears dav Henbers of the Beard of Aldermen of the City of Butland. Vermont m óť and made onth to the truth of the foregoing attdavit by them subscribed. Ballings Inte 6 N. 19 Clean of the 4.5

OFFICE OF THE COMMISSIONER



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STATE OF VERMONT DEPARTMENT OF HIGHWAYS

the **MQNTERLER**ANAS 111 Brith The **99602** mer artiger soort Social to the State

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January 2, 1969

しつい 正 諸歌い

Board of Alderson City of Antiond Rucland, Varmane 05701

Accention of Chairman

Gent Leven ;

In connection with the recent Rutland TOPICS program the parking lot between Cottage Street and Marchants How is being added to your City Street milwage. This section is 0.05 mild in Isageh.

For your conventence we have entered this change on the enclosed Highway Milenge Cortificates for 1969. We will appreciate your entering any other changes is firy Street milenge processed in accordance with the statutes during the past yoar.

Please sign and neture the Certificates on or before March 15, 1969.

Sinceraly yours, Sinceraly, 15, 19

Alleria contra

R. J. Micholls Highwey Planning Engineer

RJN/JZN/@jh Eac.

<u>م</u>رً OFFICE OF THE COMMISSIONER STATE OF VERMONT DEPARTMENT OF HIGHWAYS MONTPELIER 05602

January 2, 1969

Board of Aldermen City of Rutland Rutland, Vermont 05701

Attention of Chairman

Gentlemen:

In connection with the recent Rutland TOPICS program the parking lot between Cottage Street and Merchants Row is being added to your City Street mileage. This section is 0.06 mile in length.

For your convenience we have entered this change on the enclosed Highway Mileage Certificates for 1969. We will appreciate your entering any other changes in City Street mileage processed in accordance with the statutes during the past year.

Please sign and return the Certificates on or before March 15, 1969.

Sincerely yours,

Muddell

R. J. Nicholls Highway Planning Engineer

RJN/JEB/mjh Enc.

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		· ·	
Pursuant to Title 19, V.S.	A., Section 15, as amend	ed, this is to certify	
hat the following described se	, Route Number	Me was	
E COMPLETED AND OPEN FOR PUBLIC T	RAVEL OR		
DESCRIPTION OF RIGHT-OF-WA	Y: Beginning		
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JOHN W. BARRETT CITY CLERK AND PURCHASING AGENT City of Rutland Bermont 05701

Office of the City Clock

November 28, 1967

Meeting of the Board of Highway Commissioners was held in the office of Mayor Nichols at 10:00 A.M. this date. Present were Mayor Nichols, Acting Commissioner of Public Works Erickson, City Clerk Barrett and the petitioner Ronald A. Fucci. President of the Board of Aldermen Ethel Stearns was unable to be present.

This meeting was called for the purpose of acting on an offer of Mr. Fucci to dedicate land for a Highway and petition for acceptance relating to an extension of Cramton Avenue. At the outset Mr. Erickson explained that he had checked over Mr. Fucci's deed relating to this matter and found it in order. Mr. Erickson had initialed his approval on the face of the deed.

Mayor Nichols then moved that the public good and necessity or convenience required this extension of Cramton Avenue to be laid out as noted in the petition of Ronald A. Fucci and the accompanying deed. Mr. Erickson seconded the motion of Mayor Nichols. Motion passed.

There being no further business, meeting adjourned.

Attest:

John Bout

John W. Barrett, Clerk Board of Highway Commissioners

City of Rulland, Vt. A True Copy.

Data 3/12/69 Thank & English City Clerk

900.35

CITY OF RUTLAND

BOARD OF HIGHWAY COMMISSIONERS

IN HE EXTENSION OF CRAMTON AVENUE

NO. OFFER TO DEDICATE LAND FOR HIGHWAY AND PETITION FOR ACCEPTANCE

TO THE BOARD OF HIGHWAY COMMISSIONERS OF THE CITY OF RUTLAND:

Ι.

Petitioner is Ronald A. Fucci & 2 Exster Road in the City of Rutland, Vermont.

II.

Petitioner is the owner and the only person having an interest in certain premises conveyed to Ronald A. Fuci by deed of Augustin H. Parker, Jr. and Howland S. Warren, Executors of the Estate of Richard C. Carrick dated January 14, 1965 and recorded in Book 127, Pages 132-136 of the City of Rutland Land Records.

III.

Petitioner hereby offers to dedicate to the City of Rutland for a public highway that pertion of the above mentioned premises described as follows:

Beginning at an iron pin in the west line of Cramton Avenue Extension, as recorded in the land records of the City of Futland in Book 49 at page 294, and said iron pin being 129.58 feet northerly of an iron pin at the northeast corner of lands of Hollister; thence north 9 degrees and 30 minutes east in the west line of said Gramton Avenue Extension 905.85 feet to an iron pin set for a corner; thence south 80 degrees and 30 minutes east at right angles to the last described line 50 feet to an iron pin set for a corner; thence south 9 degrees and 30 minutes west parallel with the first described line 894.85 feet, to an iron pin at the northeast corner of Gramton Avenue Extension as recorded in the land records of the City of Rutland in Book 49 at page 294; thence south 87 degrees and 45 minutes west 51 feet to the place of beginning.

Being a part of the same lands and premises conveyed by Augustin H. Parker, Jr. and Howland S. Warren, Executors of the Estate of Richard C. Carrick to Ronald A. Fucci, by deed dated January 14, 1965 and recorded in Book 127, pages 132-136 of the City of Rutland, Vermont Land Records.

A monumented survey showing a plan of said proposed highway is attached hereto and hereby incorporated herein by reference.

IV.

Petitioner has monumented said proposed highway with long iron pipes driven in the ground at all corners and engles therein.

v.

Petitioner covenants and grees that if the dedication of said proposed highway is accepted by the Board of Highway Commissioners, he will do or have done the rough grading of said highway and, within two years from the filing of a Certivicate of Completion, he will construct or have constructed ourbings on both sides of said highway, all to the satisfaction of the Commissioner of Public Works of the City of Rutland.

VI.

Petitioner hereby and herewith tenders to the City of Rutland a duly executed warranty deed to said proposed highway lands in order to effectuate this offer of dedication.

WHEREFORE betitioner prays that:

(1) This offer to ded@cate be accepted by the Board of Highway Commissioners;

(2) The warranty deed tendered herewith be accepted and guch acceptance be noted thereon before recording by the Board of Highway Commissioners.

11 Somet

Dated this of day of November, 1967.

anall 4. Fin Ronald A.

Ronald A. Fuce Petitioner

City of Rutland, VL A True Copy.

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JOHN W. BARRETT CITY CLERK AND PURCHASING AGENT

October 23, 1967

Meeting of the Board of Highway Commissioners held this date, October 23, 1967 at 4:30 P.M. Present were President of the Board of Aldermen, Ethel W. Stearns, Department of Public Works Commissioner, Alan T. Danver, City Clerk, John W. Barrett, the third member Mayor Nichols was unable to attend due to illness. Others present were Mr. Peter A. Altrui of this City and Mr. John C. Hughes of Wells, Vt.

City of Rutland Bermont 05701

Office of the Mity Allerk

The Clerk read the following: the Citation, the Notice of Meeting of the Board of Highway Commissioners and the Acceptance of Service of the Citation by Peter A. & Josephine Altrui and Dominic Corsi. The Clerk also then read a Petition to lay out Mayfield Road, a profile of the area in question was attached to the petition. The Notice of the Meeting of the Board of Highway Commissioners was advertised in the local paper.

Mr. Danver and Mrs. Stearns discussed the location of the proposed road with Mr. Altrui and Mr. Hughes and it was deemed better that the proposed road be extended westerly 10 feet more or less to the property line of Mrs. Hilds Ginsburg. In accordance with this, the petitioners moved to amend their petition by praying that the road extend to said property line of the said Mrs. Hilds Ginsburg. Mr. Altrui agreed to make the change in the profile.

Mrs. Stearns then moved that the public good and necessity or convenience required this street "Mayfield Road" be laid out as substantially requested but with the understanding that it will be extended 10 feet westerly to the easterly property line of Mrs. Hilda Ginsburg and that the plan and profile be modified accordingly.

There being no further business, meeting adjourned.

Attest:

John W. Barrett, Clerk Board of Highway Commissioners

City of Rutland, Vt. A True Copy. y N. Kalle John W. Barrett

of Vermont (and being further described as the northeast corner of Lot No. 1 of The Peter A. Altrui & John C. Hughes Development));

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CITY OF RUTLAND BOARD OF HIGHWAY COMMISSIONERS

NO.

. MAYFIELD ROAD

In Re

ORDER LAYING OUT MAYFIELD ROAD

The retition to lay out Mayfield Road, dated August 30, 1967, came on for a duly advortised hearing before the Board of Highway Commissioners of the City of Rutland, on the 23 day of October, 1967, The petitioners were present in person. The Board of Highway Commissioners, with the president of the board of aldermen and the commissioner of public works in attendance, conducted the hearing. No other persons attended.

Upon examination of the premises and hearing the parties:

IT IS ORDELLED AND ADJUDGED that the public good and the necessity and convenience of individuals require such highway to be, and it is hereby, laid out as prayed in the petition and as orally amended at the hearing.

Thereupen the same was surveyed and suitable iron monuments were placed to properly mark the bounds of the survey. The street shall be known as Mayfield Road. It is a portion of the lands and premises conveyed from Huga Nelen and Marie Melen, husband and wife, to Peter A. Altrui and John C. Hughes by deed dated August 28, 1967, and recorded in book 138 at page 528-30 of the city of Rutland land records, and it is described as follows:

Beginning at an iron pipe set in the vesterly line of Pearl Street (said point of beginning being approximately four hundred mineteen (419) feet northerly from the intersection of the westerly line of Pearl Street and the northerly line of Vernon Street in the City of Rutland, County of Rutland, State of Vermont (and being further described as the Eortheast corner of Lot No. 1 of The Peter A. Altrui & John C. Hughes Development)); thence North 13° - 30' West a distance of three hundred mineteen and ten one bundredths (319.10) fact along the mortherly line of Lots 1, 2 and 3 to an iron pipe in the easterly boundary of lands now or formerly of Hilda A. Ginsburg; thence North 10° - 59' East in said boundary a distance of fifty and four one hundredths (50.04) feet to an iron pipe, said pipe marking the southvest corner of Lot No. 4 of the Altrui - Hughes D. . lopment; thence South 78° - 30' East a distance of three hundred seventeen and five one hundredths (317.05) feet along the southerly line of Lots No. 4, 5 and 6 to an iron pipe set in the westerly line of Poarl Street (said pipe being further described as the southeast corner of Lot No. 6 of the Altrui - Hughes Development); thence South 8° - 27' West a distance of fifty and four hundredths (50.04) feet along the westerly line of Pearl Street to the point of beginning.

and the second sec

Meaning and intending to convey to the City of Rutland a strip of land fifty (50) feet in width and approximately three hundrod eighteen (318) feet in length to be used by the City of Rutland, Vt. as a city street.

All bearings in the above description are based on Magnetic North (Autust 1967) and the above described parcel ("Mayfield Road" - a proposed new street) contains 15,900 square feet be the same more or less.

Further reference is made to a survey plot plan entitled: PLAN & PROFILE of MAYFIELD ROAD - (A PROPOSED NEW STREET) - A PETER A. ALTRUI & JOHN C. HUGHES DEVELOPMENT - CITY OF RUTLAND, VERMONT -DATED AUGUST 1967 which is on file in Map Book No. 2 of the Land Records of the City of Rutland, Vermont at the City Clerk's office. The survey was done by and the plat drawn by A.C.F. Precision Surveys, Inc. of Rutland, Vermont.

A copy of such survey is attached hereto, marked Exhibit A, and made a part hereof by reference.

IT IS FURTHER ORDERED AND ADJUDGED that, there being no buildings thereon, the owners of the within lands shall remove their fences, timber, wood and trees within two months from this date.

IT IS FURTHER ORDERED AND ADJUDGED that no land damages are awarded, as the owners are among the petitioners herein and they waived compensation at the hearing, and all parties interested in the land described herein will be benefitted by the laying out of the highway.

IT IS FURTHER ORDERED AND ADJUDGED that the parties hereto shall be notified of this order within 60 days from this date by any sheriff or constable in this state serving a true copy of the order upon them, unless such is expressly waived.

Dated this 23 day of October, 1967.

Harved Dichels Ettel 26 Steam

Board of Highway Commissioners

STATE OF VERMONT COUNTY OF RUXLAND

At the cify of Rutland in said county on this 14 day of October, 1967, we accepted service of the foregoing Order Laying Out Mayfield Road by accepting a true copy thereof with the some force and effect as the served upon us by a sheriff or constable and all further and more particular service is hereby expressly waived.

Peter a celling -

<u>Dominic Corai</u>

John C Hughes

City of Rutland, Vt. A True Copy. Date 3/12/69 John W Barrett City Clerk

Koom till Men by these Wresents

What WE, JOSEPH A. GIANCOLA and BARBARA A. GIANCOLA, busband and wife,

of City of Rutland in the County of Rutland and State of Vermont Grantors, in the consideration of One dollar and other valuable considerations whomas paid to our full satisfaction by CITY OF RUTLAND, a municipal corporation

and State of Vermont., Grantes, by these presents, do

freely Bibe, Grant, Sell, Convey and Confirm unto the said Grantes

CITY OF RUTLAND

and its inits and assigns forever, a

certain piecesof kind in City of Rutland, for highway purposes in the County of Eucland and State of Vermont, described as

follows, viz: .

HILLCREST ROAD EXTENSION (PROPOSED NEW STREET)

Beginning at an iron pipe (flush) set in the southerly line of Hillcrest Road, approximately six hundred thirty seven (637) feet easterly of the intersection of Hillcrest Road and Westview Court(and further described as fifteen and five one hundredths (15.05)feet at a bearing of South 33°-30 East from the northeast corner of Lot No. 17A of the "Eastview Drive" Development in the City of Rutland, County of Rutland, State of Vermont); thence south 33°-30' East a distance of one hundred twenty four and ninety five one hundredths (124.95) feet along the southerly line of Hillcrest Road to an iron pipe (said pipe being further described as the southeast corner of the eastern extremity of Hillcrest Road); thence north 6°-30' East a distance of thirty five and forty seven one hundredths (35.47) feet along the eastern extremity of Hillcrest Road to an iron pipe set in the eastern extremity of said thirty two one hundredths (114.32) feet along the southerly lines of Lots 38 and 39 to an iron pipe (flush); thence North 87°-57' East a distance of thirty four and sixteen one hundredths (34.16) feet along the southerly line of fifty five and seven one hundredths (55.07) feet along the southerly line of the western leg of "Edgewood Drive" (a proposed new street) to an iron pipe (flush); thence North 87°-57' East a distance of fifty five and seven one hundredths (572.00) feet along the southerly lines of lots 40, 41, 42, 43, the southerly line of the easterly line of lots 27 to an iron pipe; thence South (572.00) feet along the southerly line of Lot 27 to an iron pipe; thence South (572.00) feet along the southerly line of lots 40, 41, 42, 43, the southerly line of the easterly lag of "Edgewood Drive" (a proposed new street) and the southerly line of lot 27 to an iron pipe; thence South (2°-03' East a distance of fifty and zero one hundredths (50.00) feet to an iron pipe; thence South 87°-57' West a distance of five hundred eighty and forty one hundredths (580.40) feet along the undred eighty and of Lots 26, 25, 5, 23, 22, 21 to an iron pf (flush); thence North 76-33' west a distance of three hundred twenty six and seventy five one hundredths (326.75) feet along the northerly lines of Lots Nos. 20, 19, 18 to the point of beginning.

EDGEWODD DRIVE (PROPOSED NEW STREET)

Beginning at an iron pipe (flush) set in the northerly line of Hillcrest Road Extension (a proposed new street) (said iron pipe being further described as the southeast corner of Lot No. 37 of the "Eastview Drive" Development in the City of Rutland, County of Rutland, State of Vermont); thence north 2°-03' West a distance of two hundred eighty and five tenths (280.5) feet along the easterly lines of Lots 37, 36, and 35 to an iron pipe (flush); thence North 86° -57' East a distance of five hundred and zero tenths (500.0) feet along the southerly lings of Lots 34, 33, 32,31 and 30 to an iron pipe (flush); thence South 2°-03' East a distance of three hundred eleven and zero tenths (311.0) feet along the westerly lines of Lots 29, 28 and 27 to an iron pipe (flush); set in the northerly line of Hillcrest Road Extension (a proposed new street); thence South 87°-57' West a distance of fifty and zero tenths (50.0) feet along the northerly line of Hillcrest Road Extension to an iron pipe (flush); set in the northerly line of said proposed street; thence North 2°-03' West a distance of four hundred and zero tenths (400.0) feet along the easterly lines of Lots 43 and 44 to an iron pipe (flush); thence South 86°-57' West a distance of four hundred and zero tenths (400.0) feet along the northerly lines of Lots 44, 45, 46 and 47 to an iron pipe (flush); thence South 2°-03' East a distance of two hundred fifty three and three tenths (253.3) feet along the westerly lines of Lots 47 and 40 to an iron pipe (flush) set in the northerly line of Hillcrest Road Extension (a proposed new street); thence North 67°-30' West a distance of fifty five and seven one hundredths (55.0°.) feet along the northerly line of Hillcrest Road Extension to the point of beginning.

Meaning and intending to convey to the City of Rutland certain strips of land approximately fifty (50) feet wide and approximately one thousand nine hundred (1900) feet long to be used by the City of

Rutland, Vt., as City streets.

All bearings in the above descriptions are based on Magnetic North (March 1966) and the above described parcels contain 89,350 square feet, be the same more or less.

Further reference is made to survey plot plans entitled -PLAN & PROFILE EASTERLY EXTENSION OF HILLCREST ROAD AND EDGEWOOD DRIVE -(PROPOSED NEW STREETS) - "EASTVIEW DRIVE" DEVELOPMENT (JOSEPH A. GIANCOLA-DEVELOPER & BUILDER) - CITY OF RUTLAND, VERMONT - DATED JULY 1967 which are on file in Map Book #2 of the Land Records of the City of Rutland, Vermont. The surveys were done by and the plats drawn by A. C. F. Precision Surveys, Inc. of Rutland, Vermont. Reference is also made to Hillcrest Road, accepted as City Street

Reference is also made to Hillcrest Road, accepted as City Street August 1955, described in plan and survey "Eastview Drive" July, 1954, revised May 1955, on file in Map Book #2 of the Land Records of said City of Rutland.

JOSEPH A. GIANCOLA AND BARBARA A. GIANCOLA, husband and wife,

purselves and

heirs.

our

executors and administrators, do covenant with the said Grantee

CITY OF RUTLAND, its

for

successors but the ensealing of these presents we are

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:

That we shall undertake to do, or have done, the rough grading of the said streets, and to construct or to have constructed, curbing on both sides of the said streets,

And we hereby engage to Warrant and Defend the same against all lawful claims whatever_ The consideration for this conveyance being less than One Hundred Dollars, no U.S. Revenue Stamps are required or attached hereto. In Wlitness Whereof. We herounto ser our hand a and seal a 4-4 this day of October A. D. 19 67. In Presence of but If Joseph A. Giancola Welmine In Barbara A. Giancola State of Vermont, City of Rutland At **S**S. thi County) Rutland 4th day of October A. D. 19 67 JOSEPH A. GIANCOLA AND BARBARA A. GIANCOLA personally appeared, and acknowledged this instrument, by they sealed and subscribed, to be their free act and deed. យោនព Before me Notery Public THE CITY OF RUTLAND HEREBY ACCEPTS THIS DEDICATION OF LAND FOR HIGHWAY PURPOSES. DATED THIS 13 day of OCTOBER, 1967. CITY OF RUTLAND ₩aY thel W. Stearns - President of the Board of Aldgrmen

OF LAND RECORDS ... CLERK'S OFFICE Ś _ A. D. 19 AT Z OCLOCK C MINUTES RECEIVED FOR RECORD ABATIELL AND ABATIEI FIFTH FLOOR GRYPHON BUILDIN LI THE LEAD RUTLAND, VERMON' LAW OFFICES OF WARRANTY ن ۲ BARBARA A. GIANCOLA JOSEFH A. GIANCOLA 9 H aled. October **CITY OF RUTIAND** AND RECORDED IN BOOK PAGE · · · RECORDERS FEE BEACH, BARRIST, MARIN **UNA** ATTEST / petitioner to amend his petition by Striking UIIC substituting an amended petition in lieu thereof was granted, a copy of the petition as so amended dated April 28, 1966

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CITY OF RUTLAND, VERMONT

BOARD OF HIGHWAY COMMISSIONERS

IN RE:

WOODLAND DRIVE

and

KILLINGTON TERRACE

ORDER LAYING OUT AND ACCEPTING WOODLAND DRIVE AND KILLINGTON TERRACE AS STREETS IN THE CITY OF RUTLAND

No.

The petitioner, BO-MAC CORPORATION, having filed its petition dated April 7, 1966, to have accepted as publichighways in the City of Rutland two certain strips of land, to be streets known as WOODLAND DRIVE and KILLINGTON TERRACE, respectively, and a citation having issued thereon and service having been accepted, as appears from a copy of said citation and acceptance of service hereto annexed marked Exhibit "A", and made a part hereof;

The petition came on for hearing before the undersigned Board of Highway Commissioners for the City of Rutland, Vermont, on April 29, 1966. All of the Commissioners were present in person and with their attorney, Arthur E. Crowley, Jr., Esq., City Attorney. The petitioner was present by its treasurer, Joseph Bove, and with its attorney, Bernard R. Dick, Esq.;

At the commencement of the hearing the motion of the putitioner to amend his petition by striking the same and substituting an emended petition in lieu thereof was granted, a copy of the petition as so amended dated April 28, 1966 being annexed hereto marked Exhibit "B", and made a part hereof; And it having been made to appear that said proposed streets have been duly surveyed as set forth in a plot plan accompanying said petition as amended, entitled SECTION NO. 1, WOODLAND HEIGHTS, dated March 25, 1966, revised April 28, 1966, and prepared by BROWNSON SPENCER II, P.E. 1523, and that the same have been duly monumented;

And it also having been made to appear that the petitioner is the sole owner of all of the lands fronting upon said proposed streets;

NOW, THEREFORE, after hearing the parties and upon examination of the premises, it is.

ORDERED AND ADJUDGED that the public good, necessity and convenience of persons require such proposed streets to be, and the same are hereby laid out, opened, accepted and established as, and are to be maintained as public highways in the City of Rutland, to be known as WOODLAND DRIVE and KILLINGTON TERRACE, of which WOODLAND DRIVE is described as follows:

Commencing at an iron pin in the easterly line of Stratton Road (which iron pin in said line is a distance of 444.7 feet southerly of the intersection of that line with the south line of Killington Avenue); thence easterly a distance of 621.5 feet to an iron pin; thence southerly a distance of 50 feet to an iron pin; thence westerly a distance of 621.5 feet to the easterly line of Stratton Road; thence northerly along the easterly line of Stratton Road a distance of 50.2 feet, plus or minus, back to place of beginning;

and of which KILLINGTON TERRACE is described as follows:

Commencing at an iron pin in the southerly line of Killington Avenue (which iron pin in said line is a distance of 565.5 feet, plus or minus, westerly of the southwest corner of Foster Place); thence southerly at an angle of 91° 42 minutes a distance of 469.6 feet to an iron pin; thence westerly at an angle 90° 26 minutes a distance of 50 feet to an iron pin; thence northerly a distance of 468.8 feet to an iron pin in the southerly line of Killington Avenue; thence easterly along the southerly line of Killington Avenue a distance of 50 feet back to place of beginning;

IT IS FURTHER ORDERED AND ADJUDGED that no land damagee are awarded as all parties interested in the land described herein will be benefited by laying out, opening, acceptance and establishment of said streets.

TO ANY SHERIFF OR CONSTABLE TO SERVE AND RETURN.

Dated this May 17, 1966. Mayor esident, Board of Aldermen

Commissioner

BOARD OF HIGHWAY COMMISSIONERS Rutland, Vermont

of Public

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ACCEPTANCE OF SERVICE AND WAIVER OF APPEAL

Acting

BO-MAC CORPORATION by its treasurer and agent for this purpose duly authorized hereby accepts service of the foregoing Order and waives further and other service thereof and also waives any and all right of appeal therefrom.

Dated this May 18, 1966.

STREET STORE

BO-MAC CORPORATION

By Jours & Brow Treas. & Agt.

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CERTIFICATE OF HIGHWAY MILEAGE

FOR YEAR ENDING FEBRUARY 10, 1968

Fill out in triplicate and file with your XXXXXClerk on or before February 10, 1908

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

Aldermen City Rutland , 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 1981, Act No. 28, not including pent roads and trails, in this town for the year ending February 10, 1958, is as follows:

	MILEAGE IN NOWIN CITY (Outside of villages incorporated for highways)			EAGE IN VILL parated for hig	Total All		
	Town Ilighways	RUTLAND State Aid Illyhwaya	Stat. Highwa		State Aid Highways	State Ilighways	System's
PREVIOUS MILEAGE as shown March 16, 1867	53.80	16.271			1]	70,071
HIGHWAYS ADDED Since March 15, 1967, ac- cording to statuto. Explain under paragraph 1 below.		1.370				-	T .490
SUB-TOTAL	-53.860	17.641					-73-501
HIGHWAYS SUBTRACTED Since Morch 15, 1987. Those becoming untraveled, discon- tinued, legal trails or pent vueds. Explain under para-	1.37						dr37
graphs 2 and 3 below.	52 43						70.071
TOTAL TRAVELED HIGHWAYS Feb. 10, 1968.	:52.490	17.643.	-		-	-	-70-13)
1. We hereby certify that the have been added since March		new highways,)edua ze	antiated by the s	itinched "Selec	ctmen's Certific	cate of Completion",
		., ,					······
Mayfield R	tuad		75-1t.	<u> </u>	to the of the	Her Good	Norman Faver
and a second		• • • • • • • • • • •	• • • • • • • • • • •				· · · · · · · · · · · · · · · · · · ·
· · · · · · · · · · · · · · · · · · ·	···· • • •				••••••	******	
2. We hereby certify that U since March 15, 1967, as subst					iged to trails o	or pent roads	according to statute,
· · · · · · · · · · · · · ·							یو ایک میں دور دو ایک میں دور دو ایک
		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1					** * * ** * ** ************************
							4
3. We hereby certify that th	e following ro	ads have been	me untra	veled since March	16, 1967:		ند : *.*
	ND C . #2 . #1.#####						·

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Wilden Ekyonife	y su		XXXX	Jaconces Los	and -		ana dhe ca anna an an
At City of R	intland			in the county of .		utland	
the day of	• • •	· · · · · · · · · · · · · · · · · · ·		1968 personally a	 1	he above a	igned
a Lie rmen detection of and made oath to the truth of			ty				
		Bei	ore me,	Joy	hn WB	- Pullin	: ۲
				(W)	nte official tio), as Netary Pu	biie)
(Town Clerk should fill out Vermont, on an before March	following and	mail one wh		na yollow copy i City Git Clark of the Tab	V	dission of Fil	ghwaya, Montpoller,

horoby cartify that the foregoing is a true copy of record of the certificate of the relating to highway instrate, filed and recorded at this office

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Rutland City

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OFFICE OF THE : ' ¥ COMMISSIONER



STATE OF VERMONT DEPARTMENT OF HIGHWAYS MONTPÉCIER MART NOTED ON FREEMAN OWTERLASS

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Highway Flanning Division

January 2, 1968

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Board of Alderman City of Rutland Sucland, Varmont 05701

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Attention of Chairman

Due to the transfer of Killington Avenue to the State Aid System, the following mileage changes are in order.

Gity Street willenge will decrease 1.37 miles. State Aid mileage will increase 1.37 miles.

We have entered these changes on the enclosed 1968 Highway Milesge Cartiflegte and will appreciate your entering may changes in City Street alleage processed in accordance with the Statutes during the past year.

May we ask that you return the signed Certificate prior to March 15. 1968. and service and and the second . .

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Sincerely yours.

Santworks . . .

R. J. Micholls Bighway Planding Ingineer

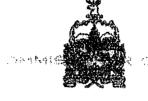
RJN/JES/sla Sne.

A Victoria de Caractería de and the second DR. LAURITZ B. LARSON COMMISSIONER OF HIGHWAYS

CF HREMAN AND BELL

REGINALD H. ARHOLS CHIEF ENGINEER

A DE MERINE AND A PARTY

STATE OF VERMONT DEPARTMENT OF HIGHWAYS MONTPELIER 08402

and R. J.N.

Highway Planning Division

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February 15, 1968

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Board of Aldermen City of Rutland Rutland, Vermont 05701

Attention: John W. Barrett, City Clerk

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Gantlemen:

We are in taccipt of the 1968 Highway Mileage Cortificate which you recently subsitted and note you wish to include Mayfield Road in your City Street mileage.

A Second States and

Before this can be accomplished, it will be necessary that you furnish this Division a copy of the right-of-way for this street and a Certificate of Completion and Opening of the street to public travel. For your convenience I am enclosing a blank Certificate.

As soon as these documents have been received, we will increase your City Street mileage by .05 mile.

Sincerely yours,

R. J. Nicholls Highway Flanning Engineer

By: James E. Biseon Administrative Assistant

RJN/J88/sla Enc.

CERTIFICATE OF HIGHWAY MILEAGE

CITY OF RUTLANL

161

COMMISSIONER OF PUBLIC WORKS



RUTLAND, VT.

February 20, 1968.

State of Vermont Depertment of Highways Nontpelier, Vermont 05602

Attention: Mr. K. J. Nicholls Righway Planning Engineer Highway Planning Division

Dear Sir:

In reference to your letter of February 15, 1968 to the Board of Aldermon by Mr. James E. Bisson, I am enclosing a Seros copy of the yellow Cortificate of Highway Mileage as recorded by John W. Barrett, City Clark.

Flease disregard the indicaton of Asyfield Road is only street mileage at this time. You will note the changes i have made on the recorded yellow certificate to reflect this. This street has been officially accepted by the City but is not open to travel yet.

If you have any questions please lat me know.

Sincerely yours;

Flooming Et Sharp

Wormer: 64 Fevor

F100 L.

CERTIFICATE OF HIGHWAY MILEAGE

FOR YEAR ENDING FEBRUARY 10, 1968 CITY

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

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

Aldermen City We, the SolorDesixof the true of

Have in Bart

Rutland

..., on each 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, omended 1961, Act No. 23, not including pent roads and trails, in this town for the year ending February 10, 1960, is as follows:

	MILEAGE IN ¥84 (Outside of village incorporated for high BUT'LAND		209		AGR IN VILL orated for Eig		Total All Systems
	Town Highways	State Aid Highwaya	State Highways	Town Highways	State Aid Highwaya	Biste Highways	
PREVIOUS MILEAGE as shown March 15, 1967	53.80	16,271					70.071
HIGHWAYS ADDED Since March 15, 1967, ac- cording to statute. Explain under paragraph 1 below		1.370			£ .		-1.430 1.370
SUB-TO FAL	53.860	17.641					71.501
HIGHWAYS SUBTRACTED Since March 15, 1067. Trose becoming untraveic. ⁴ Asson- tinued, legal trails or pent roads. Explain under para- juraphs 2 and 3 below.	53.80						71-4-41 1.37
TOTAL TRAVELED NIGHWAYS Feb. 10, 1968		17.641					70.131 76.071

have been added since March 15, 1987:

310.075-11.

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

Note: Above inked changes and deletion of Matheld Road Perletter of FEB. 15, 1938 FROM R. J. NICHOLLS, HIGHWAY PLANHING ENGINEER, RECOURING CERTIFICATE OF COMPLETION & OPENING OF A STREET, WHICH WAS NOT THE CASE WITH MAYFIELD ROAD. 3. We hereby certify that the following roads have become untravoled since March 15, 1067: Flowner E. Marce Step. 19, 1968

archan & dery Dorin Intost Rutland

City of Rutland

Vermont, in or before March 18(b.)

day of

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the

in the county of , 1958 personally appeared

the above signed

Alderann Rutland City TOGLIGEN M and made oath to the trath of the foregoing affidavit by them subscribed.

hereby certify that the foregoing is a true copy of record of the cartificity of

Before me,

Rutlend

Rutland City

(Write official title, as Notary Public) Town Clerk should all out following and mail one while and one yellow copy to the Commissioner of Highways, City

Clerk of the Town

CLUY

HIGHWAY DEPARTMENT

O. CICE MEMORANDUM

TO: J. A. Durkee, District Highway Engineer

FROM:R. J. Nicholls, Highway Planning EngineerGHAAby:G. H. Martin, Special Assignments EngineerDATE:December 1, 1967

SUBJECT:

Enclosed for your files please find copies of State Aid Selection Certificates and Town Highway maps reflecting the transfer of Killington Avenue and Town Highway 20 to the State Aid System.

Copies of these have been forwarded directly to the City and Town.

RJN/GHM/nel Enc.

HD-296 20M 7-67

HD-298 20M 7-87

R. J. Nicholls Highway Flanding Engineer

QUA!

Byl G: H: Martin Special Assignments Engineer

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	HIGHWAY	DEPARTMENT		o, fice	MEMORANDU	V	
	TO:	A. W. Coleman, Trai	ffic Engliseer				
	FROM:	R. J. Nicholls, Hig	shway Planning Eng	ineer G-f-1	11		
-	DATE:	by: December 1, 1967	G. H. Martin; S	pecial Assign	ments Engineer	المحمد المحمد المحمد المحمد المحمد المحمد المحمد المحمد المحمد المحمد المحمد المحمد المحمد المحمد	1
	SUBJECT:		an a				
	Attached fo the transfe	r your information an r of Killington Avenu	ra maps of Rutland us and Town Mighwa	Gity and Rut y 20 to the S	land Town illus tate Aid System	trating	
	R JN/GHM /mal Attach.						
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	HD-296 20M 7-6	This trenslar w	111 Become errect		5 T.		
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			Byt	pecial Assign	ants Engineer		
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STATE OF VERMONT DEPARIMENT OF HIGHWAYS MONTPELIER

December 1; 1987

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Mr. Henry P. Battles City Clerk Rutland, Vermont

Deor Mr. Battles:

Ruclosed you will find a new City Map and new State Aid Selection Gettificates reflecting the transfer of Etilington Avenue to the State Aid System.

The attached filing certificates should be completed and two of them returned to this office:

This transfor will become affective March 15, 1968.

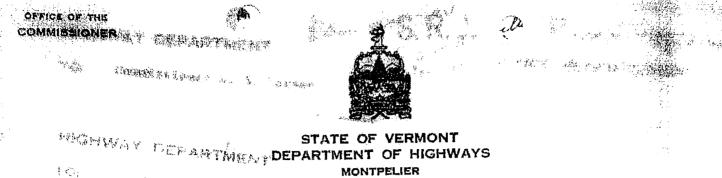
Very truly yours,

R. J. Nicholls Mighway Planning Engineer

all or r

By: G. H. Hartin Special Assignments Euglieer

RJN/GPM/nal Enc.



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- 4. H. L. L

Andrew L. Grzel Town Clerk Rutland, Vermont

Dear Mr. Orzel:

Enclosed you will find a new Town Map and new State Aid Selection Certificates reflecting the transfer of Town Highway 20 to the State Aid System.

The enclosed filing certificates should be completed and two of them returned to this office.

This transfer will become affective March 15, 1968.

Very truly yours,

R. J. Nicholls Highway Planning Engineer

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and the second second

December 1, 1967

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By: G. H. Martin Special Assignments Engineer

R.JN/GHM/nel Enc. HIGHWAY DEPARTMENT TO: L. S. Larsen, Commissioner of Highways via: R. H. Arnold, Chief Engineer FROM: R. J. Nicholls, Highway Blanning Engineer DATE: November 27, 1967

SUBJECT: State Aid Reselection - Rutland

Attached for your signature you will find maps illustrating the transfer of Killington Avenue in Rutland City and Town Highway 20 in Rutland Town to the State Aid System. This transfer was approved by the Highway Board on November 20, 1967.

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In order for this transfer to become official these maps must be signed by you that and filed with the agencies indicated on them.

RJN/GHM/nal Attach.

HD-296 20M 7-67

HIGHWAY DEPARTMENT

Hern via S. R. JA with Board and and and the which was the which we are a stand of the provide the memorandum go

TO: Complessioner L. S. Largen

FROM: R. H. Arnold, Chief Engineer

DATE: November 17, 1967

SUBJECT: State Aid Reselection - Killington Avenue and Town Highway 20 - Rutland

The two attached reselection sheets cover the transfer of a Town Kighway to a State Aid Highway in the City of Rutland and in the Town of Rutland.

This is the procedure that has been used for many years wherein a road that has an increase in traffic may be selected by the town officials to be put onto the State Aid category. The request is studied by Planning and checked with State Aid highway criteria. Upon approval by the Planning Engineer, as shown by bis memorandum of November 16, it is forwarded to the Board for approval.

I recommend the approval of this reselection.

RHA:EBB:1p Attach.

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j.	HIGHWAY	DEPARTMENT	C. FICE	MEMORANDUM
	TO:	R. H. Arnold, Chief Engineer	abiec me	11日本 11日本 11日本 11日 11日 11日 11日 11日 11日 1
	FROM:	via: E. H. Stickney, Ass't R. J. Nicholls, Highway Planning Engineer		inser - Maria
	DATE:	November 16, 1967		
	SUBJECT:	State Aid Reselection - Killington Avenue	and Town	Highway 20 - Rutland

K. S.

Attached are State Aid Reselection Certificates for the addition of Killington Avenue in Rutland City and Town Highway 20 in Rutland Town. This provides a State Aid Highway from Route 7 in Rutland City to State Aid 8 in Mendon Town and will serve as an access to a State Forest Park as well as a collector street.

This highway has been rated and has all the criteria for a State Aid Highway. I would recommend approval of this reselection effective March 15, 1968.

RJN/nal Attach. cc: District Engineer Durkee

HD-298 20M 7-67

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- 2. I did a selection rating on this road and came up with 79 points which is above the 60 needed for transfer.
- 3. This road fits well into the Collector System for the Rutland area,
- 4. The District Engineer recommends this transfer.

GHM/nal Attach.

HIGHWAY DEPARTMENT

ro: Nick

FROM: Glenn

Lillen in

G.R.J.

A

OFFICE MEMORANDUM

November 7, 1967 DATE:

SUBJECT: Rutland State Aid Transfers

Attached you will find all of the data we now have concerning the transfer of Killington Avenue in Rutland City and TH 20 in Rutland Town to the State Aid System.

In light of the following facts, I would recommend that we approve this transfer and forward the Selection Certificates to the Board for their approval:

- 1. The traffic, at an average of about 1100 ADT, is far above the 160 ADT we have set as automatic acceptance as State Aid.
- 2. I did a selection rating on this road and came up with 79 points which is above the 60 needed for transfer.
- This road fits well into the Collector System for the 3. Rutland area.
- 4. The District Engineer recommends this transfer.

GHM/nal Attach.

1. Traffic AADT (Max. 40) 3. Economic Features (Max. 20) 160 - over (OK) 40 40 a. Fed. Aid. Sec. 5 4 a. 110 - over 40 40 a. Fed. Aid. Sec. 5 4 b. 70 - 109 30 6 C. 40 - 69 20 5 5 5 d. 20 - 39 10 4 Traffic Classification and (Max. 10) 5 5 6 e. 0 - 19 0 4 Traffic Classification and (Max. 10) 5 5 6 a. Town to Town Pl. to Fl. 5 5 5 5 National Defense and (Max. 10) 5 c. Integration (Int.) 5 5 5 5 National Defense and (Max. 10) 5 d. Terminals 5 SH to SH 5 5 National Porest 5 SH to SH 5 5 Floods, etc. 5 6 7		RAT	N OF STATE AID HI GHWAYS ING ^E FORM	
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TO: R. I. Nichols, Highway Planning Engineer
FROM: John A. Durkee, District Engineer

DATE: November 3, 1967

HIGHWAY DEPARTMENT

SUBJECT:

Herswith, I am enclosing reselection papers for Rutland Town which adds the upper end of Killington Avenue to their State Aid System. The portion of Killington Avenue that leads from State Aid No. 10 (Stratton Road) Rutland City to Rutland Town, Town Highway 20, has been forwarded to your office for reselection.

6-lenn

I would recommend that Killington Avenue in Rutland City and Town Highway No. 20 in Rutland Town be classified as State Aid highways.

Killington Avenue as such in Rutland town and Rutland City is a high traffic highway and it would make a continuous State Aid system from Stratton Road to the town line road which leads to Route 4 in Mendon. The section of Rutland City is a high maintenance problem both summer and windler because of grades, water and the present relationship of the highway to existing grounds.

Very truly yours, John A. Durkee, District Engineer.

/ORANDUM

194

JAD/D Enc.

HIGHWAY DEPARTMENT

TO:

J. A. Durkee, District Highway Engineer

FROM:

DATE:

ey/planpine Engineer a. J. Micholls, Mi July 20, 1967

SUBJECT:

State Ald Resolection - Killington Avenue, Retland City

In regard to the requested reselection of Killington Avenue, I have been directed by Acting Convissioner Arnold to contact you to see if the Town of Mersion is willing to submit a request for the resolection of their portion of this highway.

S. R. A. 5-

UFFICE MEMORANDUM

Pulland

would you also furnish me your estimate of the percent of grade that you referred to in your messo of June 22, 1967.

You will recall we discussed this a week or so ago and I suggested that you submit additional information regarding the importance of this highway in this aree.

R.IN/nal cc: R. H. Arnold via B. R. Stickney

HD-296 25M 4-66

conform to the definition of a State Aid Highway, and be more logical system standpoint. They should also be able to support their request from a more reasonable point of view, as this would then connect to a state aid road leading into Mendon and a State Forest Park.

I am attaching a copy of a city map showing the proposed addition with 1966 ADT, as well as a Town Map showing relationship of city and town and the proposed state aid selection.

ENAKI 11/4

HIGHWAY DEPARTMENT TC: Mr. R. J. Nicholls, Highway Planning Engineer FROM: Mr. R. H. Arnold, Acting Commissioner of Highways DATE: July 10, 1967 SUBJECT: S. A. Reselection - Killington Avenue, Rutland City

I am returning the above Reselection Application and would suggest that you get together with John Durkee and discuss this further, particularly with reference to the steep grade. Also determine if the Town of Menden is willing to agree to this reselection and furnish me with your recommendations on this subject.

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RHA:jha Attach. cc: Assistant Chief Engineer Stickney

request in Rutland Town. This woon an active first the support these as state aid road system standpoint. They should also be able to support these as state aid road more reasonable point of view, as this would then connect to a state aid road leading into Mendon and a State Forest Park. I am attaching a copy of a city map showing the proposed addition with 1966 ADT, as well as a Town Map showing relationship of city and town and the proposed state aid selection.

> RIN/318 Attach.

HIGHWAY DEPARTMENT

TQ:	R. H. Arnold, Acting Commissioner of Highways
FROM	via E. H. Stickney, Assistant Chief Engineer R. J. Nicholls, Highway Planning Engineer R. Wurkells
DATE:	July 3, 1967
SUBJECT:	S.A. Reselection - Killington Avenue, Rutland City

I have reviewed the attached State Aid Reselection for transferring Killington Avenue to the State Aid System, from US 7 in Rutland City to the Rutland City-Rutland Town Line.

I would not recommend approval for the following reasons:

- 1. The reselection as proposed would result in a dead-end State Aid Highway.
- Contour maps indicate approximately a rise of 140' in 2,000' or a 7% grade between Westview Avenue and the city line, which isn't considered a "steep" grade.
- 3. Excessive maintenance costs shouldn't be the only criteria for change of classification.

I would recommend that the city and town get together and jointly request a reselection of the entire street from US 7 in Rutland to SA 8 in Rutland Town. This would provide a thru connecting highway that would conform to the definition of a State Aid Highway, and be more logical from a system standpoint. They should also be able to support their request from a more reasonable point of view, as this would then connect to a state aid road leading into Mendon and a State Forest Park.

I am attaching a copy of a city map showing the proposed addition with 1966 ADT, as well as a Town Map showing relationship of city and town and the proposed state aid selection.

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ICE MEMORANDUN

RJN/sla Attach.

HIGHWAY DELARTMENT

OFFICE MEMORANDUM

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TO: R. I. Nichols, Highway Planning Engineer

FROM: John A. Durkee, District Engineer

DATE: June 22, 1967

SUBJECT:

Herewith, I am enclosing Reselection blanks signed by the Aldermen, Mayor and Acting City Engineer of the City of Rutland. This is being sent in at their request due to the fact that Killington Avenue is on a steep grade and is hard to maintain both summer and winter.

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truly yours, Very

District Engineer.

JAD/D Enc.

	e,		OF VERMONT	7-6-0				
	CLASSIFICATION OF STATE AID HIGHWAYS							
	District 3 Date Nov. 7, 1967							
	Town Rutland Town + City							
	Route No. Killington Ave + TH20							
	Miles ADT1880	1100						
	Average ADT	ىنى مىسىن بىل مە رىپىيە بېيىنىك ب ۇ لايا تارايى						
		Incre	easingDecreasing					
	One Terminal US 7	0						
	Other Terminal 5A							
	Special Considerations:	Less than 2	2nd Class Gravel (2G)					
	Dead End-No Place (DE)(NP)Paralle	el (FR)Local (LH)Residentia	1 (RS)				
	Land Access (LA)	Imp. Pla	ace (IP)(RRS)Paved (PH)				
	Rating by Glenn M	l'axtin	Dist. Engr. Rec. <u>Pec</u> ,	(over)				
	1. Traffic AADT	(Max. 40)	3. Economic Features	(Max. 20)				
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	a. 110 - over	40	b. County or Other (Any 1)	·····································				
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	c. 40 - 69	20	(Part) d. SB-MR-RFD-FM (Each one)	2 2				
	d. 20 - 39	10	(Part) 4. Traffic Classification and	1 (Max, 10)				
	e. 0 - 19	0	State of Improvement a. Second Class Gravel	5				
	2. Geographic Features	(Max. 20)	Paved b. Foreign or Through	10 10				
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	c. Integration (Int.) 5	(5 mi. b. Alternate Route (3-10 mi.	a start a start a				
	d. Terminals	5	Floods, etc. c. Def. Ind. or Strat. Mat.	5				
	SH to SH	5	or National Forest					
	SH to SA or PL	3	Total H. P. V.	79				
	SA to SA or PL	2 3	D	5. X.				
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important town highways as required by Title 19, V. H. A., Sections 1 & 18:

No. 1 2.409 miles.

Degiuning at the south CALF Line and and of State Nighesy on So. Main Streets (U.2. 9) extending (five direction) multiusly slang south Main and North Main Streets (S.A.G.L.)

4

ending at the north City Line and beginning of State Highmay U.S. 97

No. 2 3.192 miles.

Beginning at the work City Line and and of State Highway on Next Street (Route U.S. AL)

extending (Give direction) contextly along Worth St., Columbian Ave., State St., along Mersberts Row, cantorizy along Heat St., to Horth Main St. (0.3.97) receasing at Woodstock Ave., and continuing north-conterly along Woodstock Avenue (8.4.0.1.)

ending at the east fity Line at the beginning of State Mighany Will noar Gleason Road.

No. 3 0.73 miles,

Beginning st. South Main Street (U.S.\$7) on Strengs Amount

extending (Give direction). DORTHANDARTY RIVER SURVER AVENUES and Marchants Row.

ending at WORK Shiring

No. 4 Q. 76 miles.

Beginning at Nost Streat and Columbian Avenue (U.S.#4) as Nost Streat

extending (Give direction) casterly slong Kast Street across East Creek

ending at Marginanta Row

No. 6 2.422 miles.

Beginning at Cryggant Street on Linesile Selectori

extending (Give direction) Anticherry aligned a contraction and a contraction

ending at the purch Cally Line

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ending at South Main Strand (18.8.17)			•
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ending at West Street (U.S.M.)			برہ س م
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Marold J. Moholu, Mayer Harbort L. Etlabana	Howard M. Druglas Arthur R. Crowley a Ste	TERECKY	
Acting Dity Ing.	Craigue S. Pertins F. K. Gaubern	Butland City	
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HIGHWAY DEPART

OF CE MEMORANDUM

Autom City

 TO:
 N. M. Arnold, Acting Commissioner of Highways

 via S. H. Stickney, Assistant Chief Engineer

 FROM:
 R. J. Michells, Highway Planning Engineer

DATE: July 3, 1967

SUBJECT: S.A. Reselection - Killington Avonue, Rutland City

I have reviewed the attached State Ald Reselection for transferring Killington Avenue to the State Ald System, from US 7 in Rutland City to the Butland City-Rutland Town Line.

I would not recommend approval for the following reasons:

- 1. The resoluction as proposed would result in a doad-oad State Aid Mighway.
- Contour maps indicate approximately a rise of 140' in 2,000' or a 7% grade between Westview Avenue and the city line, which ins't considered a "steep" grade.
- 3. Excessive maintenance costs abouldn't be the only criteria for change of classification.

I would recommend that the city and town get together and jointly request a resoluction of the entire street from US 7 in Rutland to SA 8 in Rutland Town. This would provide a thru connecting highway that would conform to the definition of a State Aid Highway, and be more logical from a system atendpoint. They should also be able to support their request from a nore reasonable point of view, as this would then connect to a state aid read leading into Mender and a State Forest Park.

I an attaching a copy of a city map showing the proposed addition with 1966 ADT, as well as a Town Map showing relationship of city and the proposed state aid selection.

RIH/gla Attach. HIGHWAY DEPARTI

Glenn via S. R. J.

E MEMORANDUM

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TO: R. I. Nichols, Highway Planning Engineer

REALERANCE

FROM: John A. Durkes, District Engineer

DATE: June 22, 1967

SUBJECT:

Nerewith, I am enclosing Reselection blanks signed by the Alderman, Mayor and Acting City Engineer of the City of Rutland. This is being sent in at their request due to the fact that Killington Avenue is on a steep grade and is hard to maintain both summer and winter.

Very fruly yours. John District Engineer.

JAD/D Enc.

CERTIFICATE OF HIGHWAY MILEAGE

FOR YEAR ENDING FEBRUARY 10, 1967

Fill out in tripicate and file with your TOWn Clerk on or before February 10, 1967

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

We, the south of the State of Rutland

all the traveled bighways in this town and find that the total milesge of traveled highways according to Title 19, V.S. amended 1961. Act No. 32. not included method to the total milesge of traveled highways according to Title 19, V.S. amended 1961, Art No. 25, not including pont roads and trails, in this town for the year ending February 10, 1967, is as fallows:

	MILEAGE IN DOMMA CITY (Outside of villages incorporated for highways) RUTLAND		MILEAGE IN VILLAGE (Incorporated for highways)				
	Town Highwaya	State Ald Highways	State Highways	Town Highways	State Aid Highways	State Highways	
PREVIOUS MILEAGE as shown March 15, 1966	47.73	16.001					63.731
HIGHWAYS ADDED Since March 15, 1968, ac- cording to statute. Explicin under paragraph 1 below?	+ 5.05	+ 0.27					5.32 1.08 4
SUB-TOTAL	53.864	16.271	in the second			2	70.135
HIGHWAYS SUBSTRACTED Since March 15, 1966. Those becoming untraveled, discon- tinued, legal trails or pent	06	to count of	TIOY Ment				
roads. Explain under para- graphs 2 and 3 below.	53.00	16:271		, ,		-	70.071
FOTAL TRAVELED HIGHWAYS Feb. 10, 1967	53.864	16.271					70.135
. We hereby certify that the ave been added since March	he following	now highwaya,	as substantia	ted by the a	tlached "Select	men's Certific	ate of Completion"
Irving Heig		5501		Brei	twood Dri		849-751
Charter Hil		11501			side Road	14 A.	1013.4
≻ Ridgewood L	ane	700'			heast Driv	78	1465.151 5728.30

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

We hereby certify that the following roads have become untraveled since March 15, ALDERNEN AL RUTLAND CITY in the county of RUTLAND. the GTH day of FEBRUARY , 1967 personally appeared ADONE SIGNED LOERMAN RUTLAND CITY and made oath to the truth of the foregoing affidavit by them subscribed. Before me. (Town Clerk should fill out following and mail one white sail one Vermont, on or before March 18th.) A STATE AND A STAT

I. JOHN W. BARRATT

hereby entity that the foregoing is a true copy of reptie of the continue relating to highway millings, first and recorded as this colles



COMMISSIONER OF PUBLIC WORKS

RUTLAND, VT.

January 27, 1967

State of Vermont Department of Highways Highway Planning Division Montpelier, Vermond

> Attention: Mr. R. J. Nicholls Highway Planning Engineer

Dear Sir:

Enclosed is a highway certificate for year ending February 10, 1967, together with map and supporting data.

For your records I am sending highway completion documents and highway discontinuance documents covering the period ending February 10, 1966 which were not sent to your office by the City Clerk last year, along with the documents covering the year ending February 10, 1967.

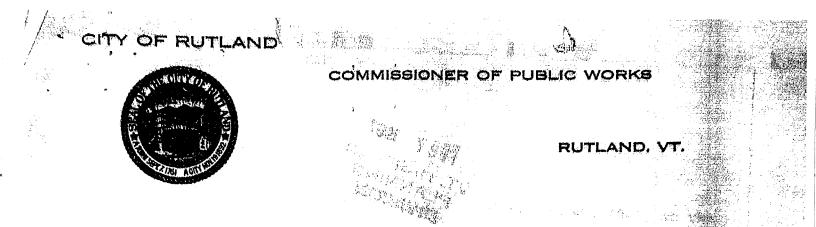
Please note that on the enclosed highway certificate some streets which were discontinued or accepted are not shown.

A portion of Meadow Street consisting of 100 feet which was discontinued in 1966 was taken care of in the remeasurement of streets which was done by Mr. John Potter of your office along with myself.

I have not included the Hillcrest Road discontinuance of 356', nor deducted this, because this road was never measured and has never been traveled or laid out.

Killington Terrace, which is 469.2 feet in length, and Woodland Drive, which is 621.5 feet, have not been included in the mileage because they are untraveled. Jasmin Lane, Laverne Drive, Green Knolls Lane Ext. and Sharon Drive, which were accepted in 1966, have not been included in the mileage as these were taken care of in the remeasurement of 1966.

Irving Heights - 550 feet, Charter Hill Drive -1150 feet, Ridgewood Lane - 700 feet, Brentwood Drive - 849.75 feet and Hillside Road - 1013.4 feet, which were accepted in 1966, are included in the new mileage because they were not measured in 1966 as the result of construction and rough going. Northeast Drive -1465.15 feet, which was accepted in the year ending February 10, 1967, is also included in new mileage.



I trust the above information is clear, if you have any questions please call me.

Yours very truly,

norman C. Shoor

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Norman E. Favor

And on said 21st day of September, 1965, at the time appointed, we held said hearing according to said appointment and on said date. The parties in interest having appeared, and no objections having been made, and the Petition having been considered, we were then and there of the opinion, and we did then and there and do now adjudge that the public good and necessity and convenience of individuals require that said highways be laid out and accepted, and we do now order, that said highways be, and the same are, hereby laid out, established and accepted as follows:

1966 Change

PARCEL I. SHARON DRIVE. Beginning at a point in the North Line of Sharon Drive which marks the northeast corner of said Sharon Drive as accepted, thence continuing South 81° 30' East 175 feet to an iron pipe; thence South 8° 30' West 50 feet to an iron pipe; thence North 81° 30' West to the southeast corner of Sharon Drive, as accepted; thence North 8° 30' East 50 feet to the place of beginning.

1967 Chang_

PARCEL II. IRVING HEIGHTS. Beginning at an iron pipe in the cast line of Charter Hill Drive 125 feet norther of the southeast corner of Sharon Drive; thence South 81° 30' East 550 feet to an iron pipe; thence North 8°30' West 50 feet to an iron pipe; thence North 81° 30' West 550 feet to an iron pipe in the East line of Charter Hill Drive; thence South 8° 30' West 50 feet to the place of beginning.

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LOVELAND AND HACKEL ATTORNEYS AT LAW 22 WALES SYNKET BUTLAND, VERKONT PARCEL III. CHARTER HILL DRIVE. Beginning at a point in the north line of Sharon Drive which marks the northeast corner of Sharon Drive, as proposed; thence North 8° 30' East 482 feet to an iron pipe; thence North 23° 30' East 668 feet to an iron pipe; thence North 66° 30' West 50 feet to an iron pipe; thence South 23° 30' West 655 feet to an iron pipe; thence South 8° 30' West 495 feet to the north line of Sharon Drive, as proposed; thence South 81° 30' East 50 feet to the place of beginning.

1967 Change

1967 change

PARCEL IV. RIDGEWOOD LANE. Beginning at an iron pipe in the north line of Irving Heights 367 feet from the intersection of the east line of Charter Hill Drive and the north line of Irving Heights; thence North 23°, 30' East 700 feet to an iron pipe; thence South 81° 30' East 50 feet to an iron pipe; thence South 23° 30' West 700 feet to an iron pipe in the north line of Irving Heights; thence North 81° 30.' West 50 feet to the place of beginning.

1967 Change

PARCEL V. BRENTWOOD DRIVE. Beginning at an iron pipe in the east line of Charter Hill Drive 250 feet northerly of the northwest corner of Irving Heights; thence South 81° 30' East 225 feet to an iron pipe; thence North 23° 30' East 663 feet to an iron pipe; thence North 66° 30' West 50 feet to an iron pipe; thence South 23° 30' West 625 feet to an iron pipe; thence North 81° 30' West 186.5 feet to an

LOVELAND AND HACKEL ATTORNEYS AT LAW 22 WALCH STREAT 40 UTLAND, VERMONT iron pipe in the east line of Charter Hill Drive; thence South 8° 30' West 50 feet to the place of beginning.

And it further appearing to us that all persons and parties interested in the lands described in said survey will be benefited by the laying out of said highway, we award no land damages.

Commissioners

The above named Charter Hills, Inc. and Stratton Estates, Inc., the sole owners of the lands affected by said Petition and action of the Board of Highway Commissioners as above related, hereby relinquish and waive all right to appeal from the aforesaid decision of the Board of Highway Commissioners.

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CHARTER AILLS, INC.

STRATION ESTATES, INC.

ATTORNEYS AT LAW ATTORNEYS AT LAW ATTORNEYS AT LAW ATTORNEYS AT LAW ATTORNEY AT LAW

ORDER LAYING OUT AND ACCEPTING NORTHEAST DRIVE in the CITY OF RUTLAND, VERMONT

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1967 Change

STATE OF VERMONT RUTLAND COUNTY, SS

WHEREAS, at the City of Rutland, aforesaid, on this 3/ day of Mouch, 1966, Earl F. Spencer Jr. and Laverne G. Spencer, et al, freeholders of the City of Rutland, presented to us, the Highway Commissioners of said City of Rutland, the following Petition in writing, therein asking that a highway might be laid out in said City of Rutland as follows:

"TO THE BOARD OF HIGHWAY COMMISSIONERS OF THE CITY OF RUTLAND, VERMONT

> PETITION FOR THE LAYING OUT OF A PUBLIC HIGHWAY

NORTHEAST DRIVE

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"The undersigned, freeholders in said City of Rutland, petition the said Board of Highway Commissioners, for the convenience and necessity of individuals, to lay out and to accept as a street in the City of Rutland, Vermont, a strip of land extending westerly from the proposed extension of Hillside Road northerly in a line somewhat parallel to the proposed extension of Hillside Road, and thence easterly at right angles to the proposed extension of Hillside Road in the City of Rutland, Vermont, over and across premises described as follows:

"Commencing at an iron pin which marks the southeasterly corner of lot #50 as shown on a plan entitled "Lot Layout & Proposed Roads, Lands of Earl Spencer Jr. Rutland City, Vetmont Date: Oct. 1965 Additions Jan. 1966"; and running thence N. 82° 47' W. one hundred ninety three (193) feet to an iron pin; thence running north 8° 13' E. seven hundred forty-four and nine-tenths (744.9) feet to an iron pin; thence running N. 88°58' E. four hundred thirty (430) feet to an iron pin; thence continuing in the same line fifty (50) feet to an iron pin; thence running N. 18° 13' E. fifty (50) feet, more or less, to an iron pin; thence running S. 88° 58' W. fifty (50) feet to an iron pin; thence running S. 88° 58' W. four hundred eightyone and four-tenths (481.4) feet to an iron pin; thence running S. 8° 13' W. eight hundred thirty seven and five-tenths (837.5) feet to an iron pin; thence running S. 82° 47' E. two hundred forty-three (243) feet to an iron pin; thence running N. 7° 13' E. fifty (50) feet to the place of beginning.

"Being a portion of the lands and premises conveyed to Earl F. Spencer Jr. and Laverne G. Spencer by deed of Raymond S. Seward and Ellen A. Seward dated June 17, 1964, recorded in Voc. 122 at Pages 361-363 of the City of Rutland Land Records.

AND MARKED STATES

VICOD

"The above described premises will be conveyed to the said City of Rutland when said petition is approved by the Board of Highway Commissioners. "Dated at the City of Rutland, County of Rutland and State of Vermont this 3/ day of March, 1966.

Earl F. Spencer, Jr.
Laverne G. Spencer
Robert S. Bigelow
Jeanne R. Bigelow
Dorothy P. Plue
Nelson A. Plue

"TO ANY SHERIFF OR CONSTABLE IN THIS STATE: "By the authority of the State of Vermont, you are hereby commanded to notify Earl F. Spencer Jr. and Laverne G. Spencer, of the City of Rutland, County of Rutland and State of Vermont, at least twelve days before the date set for hearing, that on the <u>3/</u> day of <u>neach</u>, 1966, at <u>7.15AM</u>o'clock in the <u>Fore</u> noon, at the City Hall in the City of Rutland, Vermont, the Board of Highway Commissioners within and for said City of Rutland, will examine the premises, hear persons interested, and will consider claims for compensation for damages of persons owning or interested in or to said

-2-

property through which said proposed street may pass. "Fail not, but service make and return seconding to law. "Dated at the City of Rutland, in the County of Rutland and State of Vermont, this 3/ day of March, 1966.

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Board of Highway Commissioners for the City of Rutland, Vermont.

"Service of the foregoing petition and citation is hereby accepted by the undersigned with the same force and effect as though duly served by an authorized officer and all other and further service is hereby expressly waived. The twelve days notice prescribed by Statute is expressly waived and request made that hearing be had upon the day and time set in the citation.

	Earl F. Spencer. Jr.	•
	Laverne G. Spencer	
	Robert S. Bigelow	
ć	Jeanne R. Bigelow	
	Mary N. O'Brien	
	Dorothy P. Plue	

Nelson A. Plue

And on the <u>3/</u> day of <u>March</u>, 1966, at the time appointed we held said hearing, according to said appointment and on said date

being the only parties appearing and having considered the said petition, we were then and there of the opinion that, and we did then and there and do now adjudge that the public good and necessity and convenience of individuals require that said highway be laid out and accepted, and we do now order that the said highway be, and the same hereby is laid out, established, and accepted according to the description set out in the petition.

And it further appearing to us that all persons and

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parties interested in the lands described in said description will be benefited by the laying out of said highway, we award no land damages.

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Board of Highway Commissioners for the City of Rutland, Vermont.

The said freeholders named herein hereby relinquish and waive all right to appeal from the aforesaid decision of the Board of Highway Commissioners.

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ORDER LAYING OUT AND ACCEPTING STRIP OF LAND RUNNING NORWHERLY FROM HILLSIDE ROAD in the CITY OF RUTLAND, VERMONT

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STATE OF VERMONT RUTLAND COUNTY. 85

WHEREAS, at the City of Rutland, aforesaid, on this <u>3/</u> day of <u>Mout</u>, 1966, Earl F. Spencer Jr. and Laverne G. Spencer, et al, freeholders of the City of Rutland, presented to us, the Highway Commissioners of said City of Rutland, the following Petition in writing, therein asking that a highway might be laid out in said City of Rutland as follows:

"TO THE BOARD OF HIGHWAY COMMISSIONERS OF THE CITY OF RUTLAND, VERMONT:

PETITION FOR THE LAYING OUT OF A PUBLIC HIGHWAY

HILLSIDE ROAD

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"The undersigned, freeholders in said City of Rutland, petition the said Board of Highway Commissioners, for the convenience and necessity of individuals, to lay out and to accept as a street in the City of Rutland, Vermont, a strip of land extending northerly from the northerly end of Hillside Road as presently accepted, over and across premises described as follows:

"Commencing at an iron pipe which marks the noruleasterly corner of Hillside Road as presently accepted and laid out and running thence N. 7º 13' E. three hundred twelve and eight-tenths (312.8) feet to an iron pin; thence running N. 22º 23' E. one hundred ninety-five and seven-tenths (195.7) feet to an iron pin; thence running N. 8º 13' E. five hundred four (504) feet to an iron pin; thence running S. 88º 58' W. fifty and seven-tenths (50.7) feet to an iron pin which marks the northeasterly corner of lot #59 as shown on a plan entitled "Lot Layout & Proposed Roads, Lands of Earl Spencer Jr. Rutland City, Vermont Date: Oct. 1965, Additions Jan. 1966"; Thence running S. 8º 13' W. four hundred and eighty-nine and eight tenths (489.8) feet to an iron pin; thence running 3, 220 23' W. one hundred ninety-six and two tenths (196.2) feet to an iron pin; thence running S. 7° 13' W. one hundred (100' feet to an iron pin; thence continuing in the same line and running S. 7° 13' W. fifty (50)feet to an iron pin; thence running S. 7° 13' W. one hundred seventy-eight and twotenths (178.2) feet to an iron pin which marks the northwesterly corner of Hillside Road as presently accepted; thence running E. along the northerly end of Hillside Road as presently accepted fifty (50) feet to the place of beginning.

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"Said premises are a portion of the lands and premise s conveyed to Earl F. Spencer Jr. and Laverne G. Spencer by deed of Raymond S. Seward and Kilen A. Seward dated June 17, 1964 and recorded in Vol. 122 at Pages 361-363 of the City of Rutland Land Records.

"The above described premises will be conveyed to the said City of Rutland when said petition is approved by the Board of Highway Commissioners.

"Dated at the City of Rutland, County of Rutland and State of Vermont this 3/ day of March, 1966.

Earl F. Spencer, Jr. Laverne G. Spencer Robert S. Bigelow Jeanne R. Bigelow Mary N. O'Brien

Dorothy P. Plue Nelson A. Plue "TO ANY SHERIFF OR CONSTABLE IN THIS STATE: "BY THE AUTHORITY OF THE STATE OF VERMONT, you are hereby commanded to notify Earl F. Spencer Jr. and Laverne G. Spencer, of the City of Rutland, County of Rutland and State of Vermont, at least twelve days before the date set for hearing, that on the <u>31</u> day of <u>Macch</u>, 1966, at <u>9.15</u> d'clock in the <u>Fors</u> noon, at the City Hall in the City of Rutland, Vermont, the Board of Highway Commissioners

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within and for said City of Rutland, will examine the premises, hear persons interested, and will consider claims for compensation for damages of persons owning or interested in or to said property through which said proposed street may pass. "Fail not, but service make and return according to law.

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"Dated at the City of Rutland, in the County of Rutland and State of Vermont this <u>3/</u> day of Maroh, 1966.

Board of Highway Commissioners for the City of Rutland, Vermont.

"Service of the foregoing petition and citation is hereby accepted by the undersigned with the same force and effect as though duly served by an authorized officer and all other and further service is hereby expressly waived. The twelve days notice prescribed by Statute is expressly waived and request made that hearing be had upon the day and time set in the citation.

Earl F. Spencer. Jr.

Laverne G	. Spencer
Robert S.	Bigelow
Jeanne R.	Bigelow

Mary N. O'Brien

Dorothy P. Plue

Nelson A. Plue

And on the <u>3/</u> day of <u>March</u>, 1966, at the time appointed we held said hearing, according to said appointment and on said date

being the only parties appearing and having considered the said petition, we were then and there of the opinion that, and we did then and there and do now adjudge that the public good and necessity and convenience of individuals require that said highway be laid out and accepted, and we do now order that the said highway be, and the same hereby is laid out, established, and accepted according to the description set out in the petition.

And it further appearing to us that all persons and parties interested in the lands described in said description will be benefited by the laying out of said highway, we award no land damages.

Board of Highway Commissioners for the City of Rutland, Vermont.

The said freeholders named herein hereby relinguish

and waive all right to appeal from the aforesaid decision of

the Board of Highway Commissioners.

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ORDER LAYING CUL GREEN KNOLLS LANE EXTENSION, SO-CALLED, IN THE CITY OF RUTLAND

WHEREAS, THE GOOD SHEPARD EVANGELICAL LUTHERAN CHURCH did, by deed dated July 29, 1964 and recorded in Book 124, pages 98-101 convey to the City of Rutland, a certain strip of land fifty (50) feet in width hereinafter more particularly described, and

WHEREAS, the purpose of said conveyance was to lay out said fifty (50) foot strip as a street for the general use of the public and it was the intention of the City of Rutland to maintain it as such,

NOW, THEREFORE, we do now adjudge that the public good and necessity and convenience of individuals require that the following described parcel be laid out and accepted, and we do now order that the same hereby is laid out, established and accepted as a public highway according to the following survey, viz:

> Beginning at an iron pipe marking the northeasterly corner of Lot #5 of the Crestview Development, socalled; thence running N. 7°-13' E. fifty (50) feet along the easterly line of the street known as Green Knolls Lane to an iron pipe; thence running S. 84°_{-32} ' E. one hundred thirty six (136) feet to an iron pipe in the stone wall on the westerly line of lands of the City of Rutland, now or formerly known as the "Poor Farm"; thence running about S. 8°_{-1} 'W. along said stone wall and lands of the City of Rutland fifty (50) feet, more or less, to another from pipe set in the stone wall; thence running N. 84°_{-32} 'W. one hundred tirty five (135) feet to the place of beginning.

Meaning and intending to describe and convey a strip of land fifty (50) feet in width, the northerly and southerly lines of which are the projection easterly of the side lines of the southerly section of Green Knolls Lane, so-called, to the westerly line of lands of the City of Rutland, and is comprised of a strip of land forty five (45) feet in width off the northerly side of Lot #6 and a strip five (5) feet in width off the southerly side U Lot #7 as depicted on a plan entitled Grestview Development prepared by Young & Hemenway, Engineers, dated May 29, 1959, later revised anent Lots #6, & #7, May, 1964.

Being a portion of the premises conveyed to the Swedish Evangelical Lutheran Salem Church by Nicholas P. Romano by deed dated June 8, 1956, recorded in Vol. 103 at page 114 of the Rutland City Land Records. Said highway to be known as Green Knolls Lane Extension.

And it further appearing to us that all persons and parties interested in the lands described in the above survey will be benefitted by the laying out of said highway, we award no land

damages.

Dated at the City of Rutland, County of Ratland and State of Vermont, this /9 day of February, 1965

> Board of Highway Commissioners for the City of Rutland, Vermont

We, the undersigned, being the sole owners of lands affected by the above described highway, do hereby relinquish and waive all claim to damages and we do hereby waive all right to appeal from the aforesaid decision of the Board of Highway Commissioners

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Leverne G.

Huth G. Jones Ruth G. Jones

AVERNE DRIVE ORDER

MARRIER TO THE LOCAL OF AN AND AND A

LAYING OUT AND ACCEPTING STRIP OF LAND RUNNING NORTHERLY and the second states of the FROM GREEN KNOLLS LANE in the 《1993年4月 参約建設調 CITY OF RUTLAND. VERMONT 主 古田園 STATE OF VERMONT

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S MASH AND RUTLAND COUNTY, 56

WHEREAS, at the City of Rutland, aforesaid, on this 19 day of March, 1965, Earl F. Spencer, Jr. and Laverne G. Spencer, freeholders of the City of Rutland, presented to us, the Highway Commissioners of said City of Rutland, the following Petition in writing, therein asking that a highway might be laid out in said City of Rutland, as follows:

> "TO THE BOARD OF HIGHWAY COMMISSIONERS OF THE CITY OF RUTLAND, VERMONT:

PETITION FOR THE LAYING OUT OF A PUBLIC HIGHWAY

The undersigned, freeholders in the said City of Rutlank, petition the said Board of Highway Commissioners, for the convenience and necessity of individuals, to lay out and to accept it as a street in the City of Rutland, Vermont, a strip of land extending northerly from Green Knolls Lane in the City of Rutland, Vermont, over and across premises described as follows:

Beginning at an iron pipe in the westerly line of Lot #11 of Grestview Development, so-called, which iron pipe marks the northeasterly corner of the street known as Green Knolls Lane and the southeasterly corner. shown as green motifs hand and the southleasterly corner of Lot #12 as originally laid out and is located N.7°-13' E. forty five (45) feet, more or less, from the iron pipe at the southwesterly corner of the above mentioned Lot #11; thence from the iron pipe at the point of beginning N. 84° -32' W. fifty (50) feet along bound of beginning w. 04^{-32} w. fifty (50) rest along the northerly line of Green Knolls Lane to aniron pipe therein, tence running N. 7^{-13} E. two hundred fourteen and three tenths (214.3) feet to an iron pipe; thence running N. 73^{-43} E. five hundred twenty three and four tenths (523.4) feet to an iron pipe; thence muning N. $12^{9}-001$ E three hundred (200) pettence running N. 120-00' E. three hundred (300) feet to an iron

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pipe; thence running S. 78°-00' E., at right angles to the last described course, fifty (50) feet to an iron pipe; thence running S. 12°-00' W. three hundred twenty nine and nine tenths (329.9) feet to an iron pipe; thence running S. 73°-43' W. five hundred twenty (520) feet to an iron pipe; thence running S. 7°-13' W. sixty five and five tenths (65.5) feet to an iron pipe in a stone wall and at the northwesterly corner of Lot #11 before mentioned, thence continuing in the same course, S. 7°-13' W., one hundred fourteen and five tenths (114.5) feet along the westerly line of Lot #11 to the place of beginning.

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Included within the above described parcel is a strip of land fifty (50) feet in width off the easterly end of Lot #12 above mentioned, which Lot #12, along with five other lots, was conveyed to Earl F. Spencer, Jr. and Laverne G. Spencer by deed of The Good Shepherd Evangelical Lutheran Church, dated July 24, 1964, recorded in Vol. 126 at Pages 290-294 of the Rutland City Land Records, the balance of said parcel is a portion of the lands and premises conveyed to Earl F. Spencer, Jr. and Laverne G. Spencer by deed of Raymond S. Sewad and Ellen A. Seward dated June 17, 1964, recorded in Vol. 122 at Pages 361-363 of said Rutland City Land Records.

The above described premises will be conveyed to the said City of Rutland when said petition is acted upon by the Board of Highway Commissioners.

Dated at the City of Rutland, County of Rutland and State of Vermont this 'V' day of March, 1965.

TO ANI SHERIFF OR CONSTABLE IN THIS STATE:

By the authority of the State of Vermont, you are hereby commanded to notify Earl F. Spencer, Jr. and Laverne G. Spencer, of the City of Rutlend, County of Rutland and State of Vermont, at least twelve days before the date set for hearing, that on the 3/ day of M_{Mac} , 1965, at 9:000 clock in the free noon, at the City Hall in the City of Rutland, Vermont, the Board of Highway Commissioners within and for said City of Rutland, will examine the premises, hear persons interested and will consider claims for compensation

-2-

for damages of persons owning or interested in or to said property through which said proposed street may pass.

Fail not, but service make and return according to law. Dated at the City of Rutland, in the County of Rutland and State of Vermont, this 27 day of Match 1965.

> Li Phols Board of Highway Commissioner For the City of

Rutland, Vermont

Service of the foregoing petition and citation is hereby accepted by the undersigned with the same force and effect as though duly served by an authorized officer and all other and further service is hereby expressly waived. The twelve days notice prescribed by statute is expressly waived and request made that hearing be had upon the day and time set in the citation.

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Carl F. Spinces & Lawrence & Spencer

And on the \mathcal{H} day of \mathcal{H} , 1965, at the time appointed we held said hearing, according to said appointment and on said date, *last A formula theorem for the procession of the only parties appearing and having considered the* said Petition, we were then and there of the opinion that, and we did then and there and do now adjudge that the public good and necessity and convenience of individuals require that the said highway be laid out and accepted, and we do now order that the said highway be, and the same, hereby is laid out, established, and accepted according to the description set out in the Petition.

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And it further appearing to us that all persons and parties interested in the lands described in said description will be benefited by the laying out of said highway, we award no land damages.

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Commissione for the City of Rutland, Vermont

The said freeholders named herein hereby relinquish and waive all right to appeal from the aforesaid decision of the Board of Highway Commissioners.

Earl F. Jources J Lanune & Spence

CITY OF RUTLAND

BOARD OF HIGH ST SCHUTT JIONERS

NO.

JASMIN LAIS

ORDER LAYING OUT & EXTENDING

In Re JASMIN LANE Extension

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The petition to lay out and extend Jasmin Lane dated October 18, 1965, came on for a hearing before the Board of Highway Commissioners for the City of Rutland, on the 1 day of November, 1965. The Board of Highway Commissioners were present in person. No other persons appeared.

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Upon consideration of the papers and pleadings on file herein, examination of the premises and hearing the parties, it is ordered and adjudged:

The public good and the necessity and convenience of individuals require such highway to be, and it is hereby, laid out and altered as claimed in the petition.

Thereupon, the same was surveyed and suitable iron monuments were placed to properly mark the bounds of the survey. The street shall be known as Jasmin Lane and it is described as follows:

Beginning at a marble marker at the southwest corner of Jasmin Lane and then continuing in the same line as the westerly line of Jasmin Lane, South 5 degrees and 45 minutes Bast 30 feet to an iron pipe; thence North 88 degrees Bast 33 feet to an iron pipe; thence North 5 degrees and 45 minutes West 30 feet to an iron pipe; thence South 08 degrees West 33 feet to the place of beginning.

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A copy of such survey is attached hereto, marked Exhibit A, and made a part hereof by reference.

There being no buildings thereon, the owners of the within lands shall remove their fences, timber, wood and

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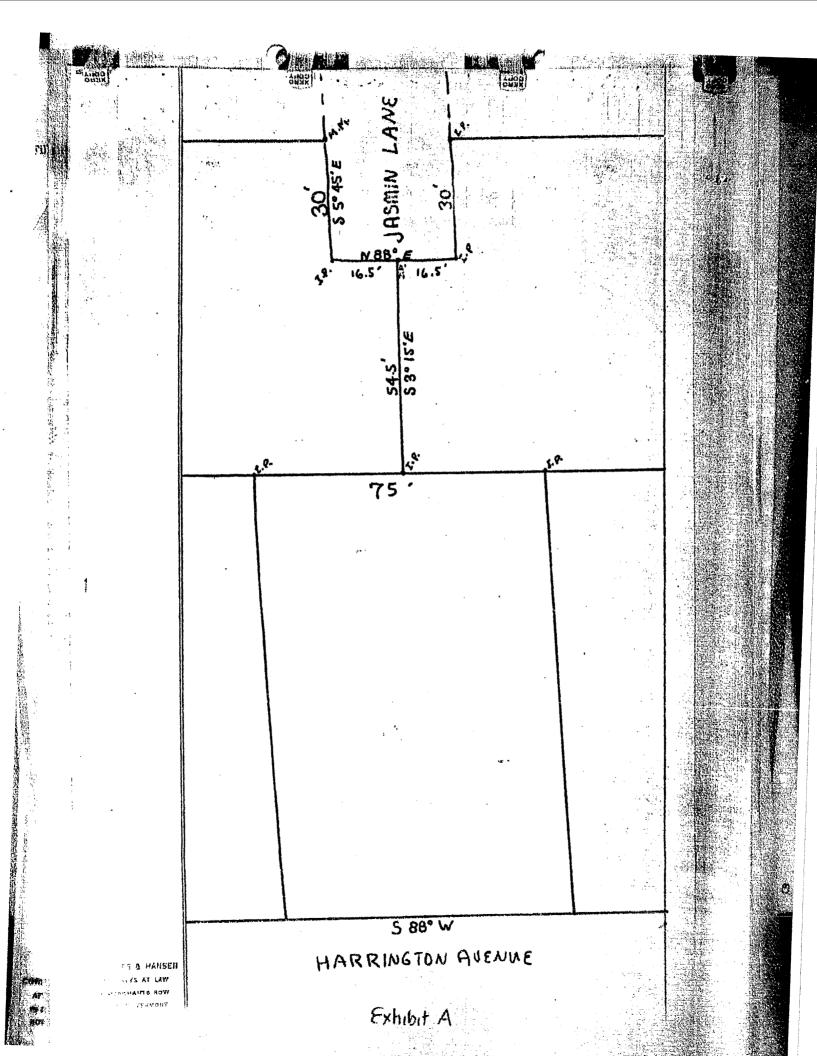
No land damages are awarded as all parties interested in the land described herein will be benchitted by the laying out and altering of the highway.

The parties hereto shall be notified of this order within 60 days from this date by any sheriff or constable in this state serving a true copy of the order upon them, unless such is expressly waived.

Dated this / PV day of November, 1965.

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B: Highway of Commissioner



CITY OF RUILAND, VIRMONT BOARD OF HIGHWAY COMMISSIONERS

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WOODLAND DRIVE

and

KILLINGTON TERRACE

ORDER LAYING OUT AND ACCEPTING WOODLAND DRIVE AND KILLINGTON TERRACE AS STREETS IN THE CITY OF RUTLAND

The petitioner, BO-MAC CORPORATION, having filed its petition dated April 7, 1966, to have accepted as public highways in the City of Rutland two certain strips of land, to be streets known as WOODLAND DRIVE and KILLINGTON TERRACE, respectively, and a citation having issued thereon and service having been accepted, as appears from a copy of said citation and acceptance of service hereto annexed marked Exhibit "A", and made a part hereof;

The petition came on for hearing before the undersigned Board of Highway Commissioners for the City of Rutland, Vermont, on April 29, 1966. All of the Commissioners were present in person and with their attorney, Arthur B. Crowley, Jr., Esq., City Attorney. The petitioner was present by its treasurer, Joseph Bove, and with its attorney, Bernard R. Dick, Esq.;

At the commencement of the hearing the motion of the petitioner to amend his petition by striking the same and substituting an amended petition in lieu thereof was granted, a copy of the petition as so amended dated April 28, 1966 being annexed hereto marked Exhibit "B", and made a part hereof; And it having been made to appear that said proposed streets have been duly surveyed as set forth in a plot plan accompanying said petition as amended, entitled SECTION NO. 1, WOODLAND HEIGHTS, dated March 25, 1966, revised April 28, 1966, and prepared by BROWNSON SPENCER II, P.E. 1523, and that the same have been duly monumented;

And it also having been made to appear that the petitioner is the sole owner of all of the lands fronting upon said proposed streets;

NOW, THEREFORE, after hearing the parties and upon examination of the premises, it is

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ORDERED AND ADJUDGED that the public good, necessity and convenience of persons require such proposed streets to be, and the same are hereby laid out, opened, accepted and established as, and are to be maintained as public highways in the City of Rutland, to be known as WOODLAND DRIVE and KILLINGTON TERRACE, of which WOODLAND DRIVE is described as follows:

Commencing at an iron pin in the easterly line of Stratton Road (which iron pin in said line is a distance of 444.7 feet southerly of the intersection of that line with the south line of Killington Avenue); thence easterly a distance of 621.5 feet to an iron pin; thence southerly a distance of 50 feet to an iron pin; thence westerly a distance of 621.5 feet to the easterly line of Stratton Road; thence northerly along the easterly line of Stratton Road a distance of 50.2 feet, plus or minus, back to place of beginning;

and of which KILLINGTON TERRACE is described as follows:

Commencing at an iron pin in the southerly line of Killington Avenue (which iron pin in said line is a distance of 565.5 feet, plus or minus, westerly of the southwest corner of Foster Place); thence southerly at an angle of 91° 42 minutes a distance of 469.6 feet to an iron pin; thence westerly at an angle 90° 26 minutes a distance of 50 feet to an iron pin; thence northerly a distance of 468.8 feet to an iron pin in the southerly line of

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Killington Avenue; thence easterly along the southerly line of Killington Avenue a distance of 50 feet back to place of beginning;

IT IS FURTHER ORDERED AND ADJUDGED that no land damages are awarded as all parties interested in the land described herein will be benefited by laying out, opening, acceptance and establishment of said streets.

TO ANY SHERIFF OR CONSTABLE TO SERVE AND RETURN. Dated this May $\frac{17}{2}$, 1966.

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BOARD OF HIGHWAY COMMISSIONERS Rutland, Vermont

ACCEPTANCE OF SERVICE AND WAIVER OF APPEAL

BO-MAC CORPORATION by its treasurer and agent for this purpose duly authorized hereby accepts service of the foregoing Order and waives further and other service thereof and also waives any and all right of appeal therefrom.

Dated this May _18, 1966;

BO-MAC CORPORATION

Joyas & Bore

STATE OF VERMONT RUTLAND COUNTY, SS

Vie le Mana

IN RE. PETITION TO DISCONTINUE ALOEDIA STREET (HILLCREST ROAD) WEST OF BELLEVUE AVENUE

ORDER OF DISCONTINUANCE

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WHERBAS, at the City of Rutland in said County of Rutland on the 31st day of August, 1966, William W.White, Norma W. White, E.J. Savage and Peter N. Louras, freeholders of the City of Rutland, presented to the undersigned Board of Highway Commissioners within and for the City of Rutland, their petition in writing, therein asking that a certain portion of Aloedia Street, also known as Hillcrest Road, situated in the City of Rutland and described as follows, be discontinued:

> "That portion of Aloedia Street (Hillcrest Road) which lies westerly of the westerly line of Bellevue Avenue and immediately northerly of the home place of the said William W. White and Norma W. White which was conveyed to them by Frank G. Riehl and wife by deed dated December 15, 1956, recorded in Book 103, Page 269 of the City of Rutland Land Records. The premises under consideration are a portion of the premises conveyed to the City of Rutland by Lester A. Marsh and Bumett F. Kelleway by deed dated March 19, 1942, recorded in Book 66, Page 337 of the City of Rutland Land Records".

Said petition set forth as the grounds and reasons for

such discontinuance the following;

"The aforementioned parcel was conveyed to the City of Rutland for street purposes, however, a search of the records fails to indicate that the parcel has ever been accepted or made out as a public street. Reversionary interest in the parcel is contained in the chain of title of the said William W. White and Norma W. White.

The only abutting owners, to the best of our knowledge, are H. Vaughn Griffin and wife abutting on the north and it appears that it would be in the public interest to abandon said parcel for highway purposes.

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WHEREUPON, the undersigned Board of Highway Commissioners did order and appoint that they would examine the premises at 10:00 A.M., September 29, 1966 and that all interested parties would be heard at City Hall at 10:45 A.M. on September 29, 1966; and did give notice thereof to Mr. William W. White of 153 Bellevue Avenue, Mrs. Norma W. White of 153 Bellevue Avenue, Mr. E.J. Savage of Victor Place, Mr. Peter N. Louras of 145 Bellevue Avenue, Mr. and Mrs. H. Vaughn Griffin of 155 Bellevue Avenue and Mr. Clement J. Abatiell of 22 Royce Street, they being all of the persons owning or interested in the lands abutting that portion of Alcedia Street (Hillcrest Road) sought to be discontinued by said petition; said notice was given by written notice, delivered to each of said persons named, at least twelve (12) days before the date set for such hearing.

AND THEREAFTER, on September 29, 1966 at 10:00 A.M., the premises were examined and at 10:45 A.M. a hearing was held at City Hall. At the close of the presentation by the petitioners, and without any objection to the petition being presented, Mayor Nichols moved that the petition be granted and the portion of Aloedia Street (Hillcrest Road) described in the petition be discontinued. This motion was seconded and passed unanimously.

The hearing was recessed to 10:00 A.M. on October 6, 1966 to allow the City Attorney time to examine the land records of the City of Rutland to determine, pursuant to Title 19, Vermont Statutes Annotated, Section 535, the manner in which the boundaries should be set.

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AND WHEREAS, after further hearing on said 6th day of October, 1966 the undersigned Board of Highway Commissioners were unanimously of the opinion and found that the allegations of the petition are true and that the continued existance of that part or portion of Aloedia Street (Hillcrest Road) situated and lying westerly of the westerly line of Bellevue Avenue and immediately northerly of the home place of the said William W. White and Norma W. White, which was conveyed to them by Frank G. Riehl and wife by deed dated December 15, 1956, recorded in Book 103, Page 260 of the City of Rutland Land Records, is not necessary.

Page Three

IT IS THEREFORE, HEREBY ORDERED:

That the part or portion of Aloedia Street (Hillcrest Road) situated and lying westerly of the westerly line of Bellevue Avenue and immediately northerly of the home place of the said William W. White and Norma W. White be, and it hereby is, DISCONTINUED AS A HIGHWAY OR STREET WITHIN THE CITY OF RUTLAND, FOREVER.

IT IS FURTHER ORDERED THAT, no claim having been made for damages, no damages are awarded to any of the persons interested in the lands abutting said discontinued highway.

IT IS FURTHER ORDERED:

In accordance with Title 19, Vermont Statutes Annotated Section 535, the lands embraced within the boundaries of said discontinued highway be, and they hereby are, set to Mr. William W. White and Norma W. White, husband and wife, and to their heirs and assigns forever, they being the present owners of the land to which the discontinued highway originally belonged and being the owners of any reversionary interest under the aforementioned deed from Frank G. Riehl and wife by deed dated December 15, 1956, recorded in Book 102, Page 260 of the City of Rutland Land Records.

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AUG2 Page Fouz Dated at the City of Rutland, County of Rutland and State of Vermont this 1st day of November, 1966. 12. 12 lar ann BOARD OF HIGHWAY COMMISSIONERS FOR THE CITY OF RUTLAND, VERMONT: chels HAROLD J. NICHOLS, MAYOR CITY OF RUTLAND £ _ CRAIGUE S. PERKINS, PRESIDENT BOARD OF ALDERMEN HERBERT L. ERICKSON ACTING COMMISSIONER OF PUBLIC WORKS . . $\psi_{C,Hz}^{\alpha,\beta}$ ¥ DOWLEN 1150805 1.4.27

IN RE: * BOARD OF HIGHWAY COMMISSIONERS PETITION FOR DISCONTINUANCE * OF A PORTION OF MEADOW * OF THE CITY OF RUTLAND, VERMONT STREET *

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ORDER OF DISCONTINUANCE

WHEREAS at the City of Rutland in the County of Rutland on the 7th day of September, 1965, the ROMAN CATHOLIC DIO CESE of Burlington, Vermont presented to the undersigned Board of Highway Commissioners for the City of Rutland their petition in writing, therein asking that a certain portion of Meadow Street, situated in the City of Rutland, Vermont, and described as follows, be discontinued:

"The south end of Meadow Street beginning at a point 505' from the south boundary of South street and running thence southerly to the present termination of Meadow Street."

Said petition set forth that the discontinuance was necessary in order to control access to Calvary Cemetery by erecting a gateway across the said Meadow Street.

WHEREUPON, the undersigned Board of Highway Commissioners, did order and appoint on the 20th day of September, 1965 at the hour of 11:00 o'clock in the forenoon in the office of the Mayor, they would examine the premises and hear the parties interested and did then give notice thereof to the ROMAN CATHOLIC DIOCESE of Burlington, it being the only lperson owning or interested in the lands abutting that portion of Meadow Street sought to be discontinued by said petition; said notice was given by written notice delivered to the said ROMAN CATHOLIC DIOCESE of Burlington, at least twelve (12) days set for such hearing.

AND, THEREAFTER, on the 20th day of September, 1965 the undersigned Board of Highway Commissioners did examine said premises, according to said appointment, and after hearing held did deliberate on said petition.

AND, WHEREAS, the undersigned Board of Highway Commissioners were of the opinion and found that the discontinuance of that portion of Meadow Street would allow the said ROMAN CATHOLIC DIOCESE of Burlington to better control the access to the said Calwary Cemetery, particularly during those

BISHOP CROWLEY AND JEFFORDS ATTORNEYS AT LAW 27 BOUTH MAIN ST. HUTLANE VERMONT times when the cemetery grounds were not being supervised and therefore subject to vandalism.

IT IS, THEREFOR'S, ORDERED: That the following portion of the south end of Meadow Street is hereby discontinued.

> Beginning at a point located in the west line of Meadow Street, said point being located 505' from the intersection of the said west line of Meadow Street with the south line of South Street; thence running southerly along the said west line of Meadow Street to the termination of Meadow Street, a distance of approximately 100'; thence running easterly along the termination line of said Meadow Street to the easterly line of said Meadow Street, a distance of approximately 50'; thence running northerly along the said easterly line of Meadow Street approximately 100' to a point; thence running westerly approximately 50' to the place of beginning.

IT IS FURTHERED ORDERED, that, no claim having been made for damages, no damages are awarded to any person.

IT IS FURTHER ORDERED;

In accordance with Title 19 Vermont Statutes Annotated, Section 535, the lands embraced within the boundaries of said discontinued portion of Meadow Street are hereby set and belong to the owners of the adjoining lands; the said ROMAN CATHOLIC DIOCESE of Burlington, being the sole owner of the adjoining lands, the lands embraced within the boundaries of said discontinued portion of Meadow Street are hereby set to and belong to the said ROMAN CATHOLIC DIOCESE of Burlington.

DATED at the City of Rutland, County of Rutland, and State of Vermont this 20th day of September, 1965.

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PRESIDENT OF THE BOARD OF ALDERMEN

COMMISSIONER OF PUBLIC WORKS

BOARD OF HIGHWAY COMMISSIONERS OF THE CITY OF RUILAND, VERNONT

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SELECTION OF STATE AID HIGHWAYST

and City of Butland

Vt. Hwy. Dist. No.

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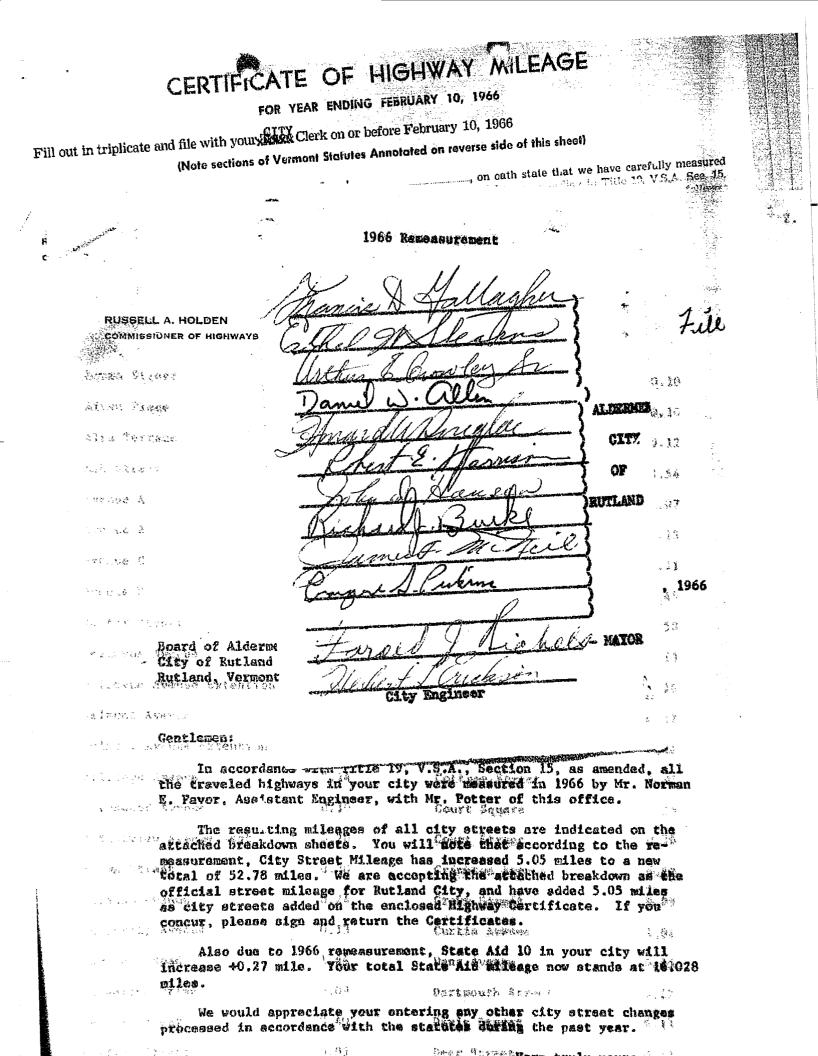
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Jefferson Street	· 05	Houlthrop Avenue	9.54
lefforde Street	9.97	Kountalp View Lane	9.91
Candall, Avenue	9.39	Mussares treetaan	0.04
(111ington Avenue	1.37	Nelson Drive	9.97
Cillington Terrace	Untr.	Newport Drive	0,08
lageley Avenue	0.29	Newton Street	0.86
Kingeley Center	0.08	Nichols Street	9.34
Lafayette Street	0.49	Nickwackett Street	0.08 Dates of Q
alor Avenue	0.12	North Street	9,53 0,28
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inden Street	Q.13	Olwaterd Place	0.04
ttchfiqld Avenue	9.13	Orchard Drive	0.26
And The And the Past	0.12	Park Avenue	0.33
lansfield_Place	9.13	Rark Center	0.19
aple Street	0.30	Perk Drive	0.27
tarble Avenue	Q. 15	Park Street	1.13
ierolin Street	9.21	Pearl Street	0.75
leadow Street	0.57	Perkins Road	0.20
laadow Brook Road	0.09	Perry Street	0.25
leadow Lane	0.14	Phillips Street	Q.37
delrosa Avenue	0.16	Piedmont Drive	0.16
Herrick Streat	0.06	Fiedmont Drive East	9.17
Merrill Screet	0,05	Pladrons Drive West	0.16
Aona Vista Avenue	0.14	Piedmont Parkway	0.08

Sub-total 14.49

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Post Street Sub-Total	0.17	Spruce Street	0.38	
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Porter Street	s of 18 land Ch	Stratten Road	0.54	
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Prospect Street	0,22	Taft Avenue	0.10	
Robbins Street	0.18	Temple Street	0.68	
Roberts Avenue	0.30	Terrill Street	0.32	
Robinwood Lane	0.06	Thomas Street	0.09	
Ronaldo Court	0.37	Thrall Avenue	0.32	.* .*
Resenary Avenue	0.04	Traverse Street	0.07	
Rose Street	0.11	Tremont Street	0.12	
Royce Street	0.19	Union Street	0.08	:
Rutland Street	0.03	Upland Drive	0.32	
Surgent Avenue	0.10	Vernon Street	0.56	
St. Joseph Street	0.09	Victor Place	0.20	
St. John Street	0.13	Wales Street	0.27	
Scale Street	0.04	Wallace Avenue	0.12	
School Street	0.13	Walnut Street	0.20	
Seabury Street	0.18	Washington Street	0.33	
Sacond Street	0.04	Water Street	0.21	
Shadow Lane	0.07	We tking Aven ue	0.49	
Sheron Drive	0.18 175	Westview Avenue	0.12	
O_{1} \cdots	•33 , 15	Westview Court	0.04	
Ridgeword Lane, 700'		Sub-Total	11.29	

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DEPARTMENT OF HIGHWAYS MONTPELIER

Highway Planning Division

March 21, 1966

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Chairman, Board of Aldermen c/o City Clerk Nutland, Vermout 05701

#### Acception of Chairpen

Gentlenen:

This is to acknowledge receipt of your Highway Hileage Certificates and we thank you for the same.

Nowover, the requested changes in City Street mileage cannot be affected at this time, as you did not provide the accessary Certificates of Completion for the additions or a copy of the discontinuance proceedings for the delation.

Upon arrival of the necessary documentation, the above discussed changes can be effected. However, the annual report to the Auditor of Accounts is shout to be submitted; the above changes, then, will take effect the next year.

Vary cruly yours,

R. J. Micholls Highway Plauning Engineer

Retory Public

By: Sydney L1ff Administrative Analoteat

RJH/SL/sle

# CERTIFICATE OF HIGHWAY MILEAGE

# FOR YEAR ENDING FEBRUARY 10, 1966

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

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

We, the **CALEY** of **Rutland** on oath state that we have carefully measure all the traveled highways in this town and find that the total mileage of traveled highways according to Title 19, V.S.A. Ser, amended 1961, Act No. 28, not including pent roads and trails, in this town for the year ending February 10, 1966, is as follow

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        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| Name of States and States of States | Town<br>Highways                 | State Ald<br>Highways                                  | State<br>Highways              | Town<br>Highways                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | State Aid<br>Highways       | State<br>Highways              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| s shown March 15, 1965                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 47.73                            | 16.001                                                 | A second second                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             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| ince March 15, 1965, ac-<br>ording to statute. Explain                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1,<br>                           | 1997 (S. 1997)<br>1997 - 1997<br>1997 - 1997           |                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1027                        |                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| IGHWAYS SUBTRACTED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     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| since March 13, 1965. Those<br>ecoming untraveled, discon-                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     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| raphs 2 and 3 below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | - 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| Jaspin Lane<br>Sharen Drive<br>We hereby certify that th<br>ince March 15, 1965, as subs<br>Maga                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       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HD 201-480-9-08 Rev. 1998 RUSSELL A. HOLDEN

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DEPARTMENT OF HIGHWAYS According to Tide 10 V E.S. MONTPELIER 05802

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Highway Planning Division

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March 16, 1967

Board of Alderman City of Rutland Rutland, Vermont 05701

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#### Attention of Chairman

Gentlemen:

Due to a measurement error on our part, two revisions are necessary in your City Street Mileage as shown on the Mighway Mileage Cortificates which you recently submitted.

East Streat should be reduced by .02 mile to eliminate duplication of mileage where East Center and East Streets overlap. East Street is now .59 mile long.

In addition, Pearl Street should be reduced to .71 mile to exclude the .04 mile section where Vernon and Pearl Streets overlap.

Rutland City Street Mileage now stands at 53.80 miles.

We have made these corrections on our copies of the Mileage Certificates and request you do the same.

1. C. St. C.

Very truly yours,

Highway Planning Engineer

By: Jamas E. Bigson Administrative Assistant

RJN/JEB/#1a

while mean oard to the truth of the foregoing amiliave by them subscribed.

Before mc.

1. 180 - <sup>1</sup>77

# GENTIFICATE UP HIGHWAY MILEAGE

FOR YEAR INDING PERUARY 10, 1965

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

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

|                                                                                                                                                                           | (0)                       | EAGE INJE         | 2'0B                                    | MILI<br>(Incorp                              | Totel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                 |                                              |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------|-----------------------------------------|----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------------------|
|                                                                                                                                                                           |                           |                   | State                                   | Town                                         | State Ald                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                 | All<br>Systems                               |
|                                                                                                                                                                           | Highways                  | Highways          | Highways                                | Highways                                     | Highways                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Highway.                        |                                              |
| REVIOUS MILEAGE<br>as shown March 15, 1964<br>HIGHWAYS ADDED                                                                                                              | 47.47                     | 16.001            | . <b>.</b>                              |                                              | <u>_</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                 | 63.471                                       |
| Since March 15, 1964, ac-<br>cording to statute. Explain<br>under paragraph 1 below.                                                                                      | .26                       |                   |                                         |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                 | .26                                          |
| SUB-TOTAL                                                                                                                                                                 | 47.73                     | 16.001            |                                         |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                 | 63.731                                       |
| HIGHWAYS SUBTRACTED<br>Since March 15, 1984. Those<br>becoming untraveled, discon-<br>tinued, legal trails or pent<br>roads. Explain under para-<br>graphs 2 and 8 below. | None                      |                   |                                         |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 124                             | Ncne                                         |
| TOTAL TRAVELED<br>HIGHWAYS Feb. 10, 1985                                                                                                                                  | 47.73                     | 16.001            | n,,                                     |                                              | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | -                               | 63.731                                       |
| 1. We hereby certify that t<br>have been added since March                                                                                                                | he following              | new highways      | , as substanti                          | ated by the a                                | ttached "Sele                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | etmen's Certif                  | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1        |
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| Sharon !                                                                                                                                                                  |                           |                   |                                         |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                 |                                              |
| Mernick                                                                                                                                                                   |                           |                   |                                         |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                 |                                              |
| Hill Pol                                                                                                                                                                  | 1d.Rd.                    | 81. <b>.</b> .25f | t                                       |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                 | ריין<br>עם 1<br>עם 1<br>עם 1<br>עם 1<br>עם 1 |
|                                                                                                                                                                           |                           |                   |                                         |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                 |                                              |
| 3. We hereby certify that i                                                                                                                                               |                           |                   |                                         |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                 |                                              |
|                                                                                                                                                                           | ******                    |                   |                                         | -> B 1                                       | .0 Í                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <i>b.1</i>                      | Allen Den<br>Micha Elero                     |
| an a                                                                                                                                  |                           | **********        | 1.                                      | Junal                                        | Kuyen                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | / 7/                            | Uch Elin                                     |
|                                                                                                                                                                           |                           |                   | 2.2                                     | Lorg1 ?                                      | Opter                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | zian 8                          | that have                                    |
| · · · · · · · · · · · · · · · · · · ·                                                                                                                                     | -2 /                      | ·                 | 13                                      | Richard                                      | 1. Burt                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | u V                             | James to                                     |
|                                                                                                                                                                           | DUNNI                     | ALDER             |                                         | Thel H                                       | Steas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | ne) 10 1                        | Haros & The                                  |
|                                                                                                                                                                           | $\ell$                    |                   | 15,0                                    | Langere 1                                    | Jullin                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | × 1                             | (日本)<br>- 一項<br>- 1914<br>- 1914             |
| At                                                                                                                                                                        | rRutlan                   | d                 | in t                                    | he county of .                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | utland                          |                                              |
|                                                                                                                                                                           | Februar<br>bert L.        |                   |                                         | 6 personally                                 | ppeared                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                 |                                              |
| and made cath to the truth                                                                                                                                                | omm <b>isii</b> o         | ner of F          | ublic Wo                                | rks.                                         | Herkert                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Julic                           | ham                                          |
| and made cath to the truth                                                                                                                                                | or rue totego:            |                   | lefore me,                              | de de se                                     | 22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                 |                                              |
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|                                                                                                                                                                           |                           |                   | <sup></sup>                             |                                              | and the second se | 1 CHCH M                        | S and applied matching the second statistics |
|                                                                                                                                                                           |                           |                   | ******                                  | (94)                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | He, as Notary                   | Paneo                                        |
| (Town Clerk should fill out                                                                                                                                               | following an              | i mail one wi     | hite and one                            | ()¥4)<br>yəllow copy                         | the official at                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | lle, as Notany<br>Instance of H | Fune<br>mouse access                         |
| Vermont, on or before mare                                                                                                                                                | u Tónu')                  |                   | 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - | Reik                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                 |                                              |
| Vermont, on or belore mare                                                                                                                                                | attles                    | :<br>             | Cler                                    | k of the The                                 | AN CITY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | of Ritl                         |                                              |
| Vermont, on or before mare                                                                                                                                                | attles<br>coing is a true | copy of reco      | rd of the corri                         | ik of the <b>199</b><br>News of the <b>1</b> | AN CITY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                 |                                              |

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Attest

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#### ORDER

#### LAYING OUT AND ACCEPTING AN EXTENSION OF "HILL POND ROAD", so-called in the City of Rutland

#### STATE OF VERMONT

#### RUTLAND COUNTY, SS.

WHEREAS, at the City of Rutland, aforesaid, Stratton Estates, Inc. and others, presented to us, the Highway Commissioners of said City of Rutland, the following petition in writing, therein asking that a highway might be laid out in maid City of Rutland, as follows:

"TO THE BOARD OF HIGHWAY COMMISSIONERS FOR THE CITY OF RUTLAND, VERMONT.

"The undersigned, freeholders of the said City of Rutland, Petition the said Board of Highway Commissioners, for the convenience and necessity of individuals, to lay out as a public highway, in said City of Rutland, Vermont, a proposed street as an extension of "Hill Pond Road" extending Easterly from Hill Pond Road, so-called, over, upon, across and along the premises described as follows:

Beginning at an iron pipe in the north line of Hill Fond Road 430 feet from the intersection of the north line of Hill Pond Road and the east line of Victor Place, so-called, this pipe marking the northeast corner of Hill Pond Road as the same has been accepted by the City of Rutland; thence continuing in the same line as the north line of Hild Fond Road south 82 degrees east 90.5 feet to an iron pipe; thence south 28 degrees and 15 minutes west 52 feet to an iron pipe; thence north 82 degrees west 72 feet to the place of beginning.

All corners and angles in the street have been monumented with long iron pipes driven in the ground.

"The above described premises are part of the same lands and premises conveyed by John J. Giorgetti to Stratton Estates, Inc., by dead dated February 15, 1963 and recorded in Book 122, Fage 145 of the City of Rutland, Vermont Land Records and said

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premises will be conveyed to said City of Rutland by appropriate deed when accepted as a street.

"Reference is also had to an agreement made by Stratton Estates, Inc. of even date herewith and the record thereof, when made.

"Dated at the City of Rutland, County of Rutland and State of Vermont this 19th day of September, 1964.

Ronald A. Fucci

STRATTON ESTATES, INC.

Charles J. Marro

Helen F. Marro

By: John J. Giorgetti President and duly authorized Agent Olga H. Ruppe

"TO ANY SHERIFF OR CONSTABLE IN THIS STATE:

"By the authority of the State of Vermont, you are hereby commanded to notify Stratton Estates, Inc., a Vermont corporation with its principal place of business in the City of Rutland, County of Rutland and State of Vermont, at least twelve (12) days before the date set for a hearing, that on the lith day of October, 1964, the Board of Highway Commissioners within and for said City of Rutland will examine the premises and will meet at <u>3:30</u> o'clock in the <u>after</u> noon of that day, at the City Hall, in the City of Rutland, Vermont, to hear persons interested, to judge whether the public good or the necessity or convenience of individuals require that said street be laid out as requested, and to consider claims for compensation for damages of persons owning or interested in or to said property through which said proposed street may pass.

"Pail not, but service and return according to law. "Dated at the City of Rutland, in the County of Rutland and

State of Vermont this 21. day of September, 1964.

John J. Deley, Mayor Boa Hig Com Howard W. Douglas For of Herbert L. Erickson

Board of Highway Commissioner For the City of Rutland, Vermont.

"Service of the foregoing petition and citation is hereby accepted by the undersigned with the same force and effect as though duly served by an authorized officer and all other and further service is hereby expressly waived, and the undersigned hereby certify that they are the only parties owning or interested in lands to which said proposed street is to be laid out.

VERMONT BANK AND TRUST COMPANY STRATTON ESTATES, INC. (FORMERLY KILLINGTON BANK AND TRUST COMPANY)

By H. R Hart Duly authorized Agent

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By: John J. Giorgetti, President and duly authorized Agent

And on the <u>lith</u> day of October, 1964 at the time appointed we held said hearing, according to said appointment on said date. No parties in interest appeared, but STRATTON ESTATES, INC. was represented by Charles J. Marro, Esquire, and having considered the same petition, we were then and there of the opinion that, and we did then and there and do now adjudge that the public good and necessity and convenience of individuals require that said highway be laid out and accepted, and we do now order that the said highway be, and the same hereby is, laid out, established, and accepted according to the following survey:

Beginning at an iron pipe in the north line of Hill Pc Road 430 feet from the intersection of the noi : line of Hill Pond Read and the east line of Victor Place, so-called, this pipe marking the northeast corner of Hill Pond Road as the same has been accepted by the City of Rutland; thence continuing in the same line as the north line of Hill Pond Road south 82 degrees east 90.5 feet to an iron pipe; thence south 28 degrees and 15 minutes west 52 feet to an iron pipe; thence north 82 degrees weat 72 feet to an iron pipe; thence north 8 degrees east 50 feet to the place of beginning.

All corners and angles in the street have been monumented with long iron pipes driven in the ground.

"The above described premises are part of the same lande and premises, conveyed by John J. Giorgetti to Stratton Estates, Inc. by deed dated February 15, 1963 and recorded in Book 122, Page 145 of the City of Rutland, Vermont Land Records - - - ---"

And it further appearing to us that all persons and parties interested in the lands described in said survey will be benefited by the laying out of said highway, we award and damages.

Uny Board of Highway Commissioners for the City of Rutland Vermont

The above named Stratton Estates, Inc. by John J. Giorgetti, President and Agent, the sole owner of the lands affected by said petition and the Vermont Bank and Trust Company (formrly Killington Bank and Trust Company), sole Mortgagee of the lands affecting the said petition and action of the Board of Highway Commissioners, as above related, hereby relinquish and waive all right to appeal from the aforesaid decision of the Board of Highway Commissioners.

STRATER ISTANCE

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VERMONT BANK AND TRUST COMPANY, (PORMERLY KILLINGTON BANK ANY THEY COMPANY By: Duly Company They Factor

| ·                                        |            | CITY OF RUTLAND         |                                 |
|------------------------------------------|------------|-------------------------|---------------------------------|
| an a | BOARD O    | F HIGHNAY COMMISSIONERS |                                 |
|                                          | e di di se |                         |                                 |
| In Re                                    |            | NO.                     |                                 |
| BRRICK STREET                            |            | ORDER L<br>MERRICK      | AYING OUT & EXTENDING<br>STREET |
|                                          | )          | ц.                      | ð.                              |

The petition to lay out and extend Merrick Street, dated November 13, 1964, came on for a hearing before the Board of Highway Commissioners for the City of Rutland, on the 2 day of December, 1964. The petitioners were present in person and with their attorneys, Theodore Corsones, Esquire, Bernard R. Dick, Esquire, and Edward G. McClallen, Jr., Esquire. The Board of Highway Commissioners were present in person and with their attorney, Henry J. Batlies, Esquire, City Attorney in and for the City of Rutland. No other persons appeared.

Upon examination of the premises and hearing the parties:

IT IS ORDERED AND ADJUDGED that the public good and the necessity and convenience of individuals require such highway to be, and it is hereby, laid out and altered as claimed in the petition.

Thereupon the same was surveyed and suitable iron monuments were placed to properly mark the bounds of the survey. The street shall be known as Merrick Street and it is described as follows:

Beginning at an iron pipe in the west line of Rosemary Avenue 176 feet southerly from the intersection of the south line of North Street Extension and the west line of Rosemary Avenue; thence South 87° 30' West 275 feet to an iron pipe; thence South 2° 30' Bast 50 feet to an iron pipe; thence North 87° 30' East 50 feet to an iron pipe; thence North 87° 30" East 275 feet to an iron pipe; thence North 2 30 West 50 feet to the place of beginning.

A copy of such survey is attached hereto, marked Exhibit A, and made a part hereof by reference.

IT IS FURTHER ORDERED AND ADJUDGED that, there being no buildings thereon, the owners of the within lands shall remove their fances, timber, god and trees within two months from this date.

ORES & HANSEN TOWNER AV LAW -YERBONT?

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IT IS FURTHER ORDERED AND ADJUDGED that so land damages are awarded s all parties interested in the land described herein will be beenfielded.

Fage 145 of the Sity of Rutland, Verment Land Records and

by the laying out and altering of the highway.

IT IS FURTHER ORDERED AND ADJUDGED that the parties herests shall be notified of this order within 60 days from this date by any sheriff of constable in this state serving a true copy of the order upon them, unless such is expressly waived.

Dated this 2nd day of December, 1964.

John Tales Securiture 1 of Highway Commissioners

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STATE OF VERMONT COUNTY OF RUTLAND)

At the City of Rutland in said county on this ) day of December, 1964, we accepted service of the foregoing Order Laying Out & Extending Merrick Street by accepting a truencopy thereof with the seme force and effect as the served upon us by a sheriff or constable and all further and more particular service is hereby expressly waived.

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Rutland Jewish Center, Inc., by

tten Kres. al

Presidenty's Authorized Agent

CORSONES & HANSEN ATTORNEYS AT LAW WE APERCENSIFY BAR MILLES, VERWORT

#### ORDER

#### LAYING OUT AND ACCEPTING "SHARON DRIVE", so-called in the City of Rutland

## STATE OF VERMONT RUTLAND COUNTY, SS.

WHEREAS, at the City of Rutland, aforesaid, Stratton Estates, Inc. and others, presented to us, the Highway Commissioners of said City of Rutland, the following petition is writings therein asking that a highway might be laid out in said City of Rutland, as follows:

"TO THE BOARD OF HIGHWAY COMMISSIONERS FOR THE CITY OF RUTLAND, VERMONT.

"The undersigned, freeholders of the said City of Rutland, petition the said Board of Highway Commissioners, for the convenience and necessity of individuals, to lay out as a public highway, in said City of Rutland, Vermont, a proposed Street to be known as "SHARON DRIVE" extending Easterly from Victor Place, so-called, over, upon, across and along the premises described is follows:

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Beginning at an iron pipe in the East line of Victor Place 289.5 feet South of the Intersection of the South line of Hill Pond Road and the East line of Victor Place; thence South 79° 15' East 509 feet to an iron pipe; thence South 51° 45' East 225 feet to an iron pipe; thence South 82° East 278 feet to an iron pipe; thence South 82° West 50 feet to an iron pipe; thence North 82° West 293 feet to an iron pipe; thence North 81° 45' West 226 feet to an iron pipe; thence North 51° 45' West 500 feet to an iron pipe; thence North 79° 15' West 500 feet to an iron pipe; thence North 13° 45' East along the Easterly line of Victor Place 50 feet to the place of beginning.

All corners and angles in the street have been monumented with long iron pipes driven in the ground. "The abox described premises are part of the same land and phonises conveyed by John J. Giorgetti to Stratton Batates, Inc. by dead dated February 5, 1967 and recorded in Book 122, Page 145 of the Gity of Rutland, Versent J and Records and said

COPPENDING TO THE REAL PROPERTY OF THE PARTY 
premises will be conveyed to said City of Rutland by appropriate deed when accepted as a street.

"Re moe is also had to an agreement made by Stratton Estates, inc. of even date herewith and the record thereof, when made.

"Dated at the City of Rutland, County of Rutland and State of Vermont this 19th day of September, 1964.

STRATTON ESTATES, INC.

Charles J. Marro

Helen F. Marro

By John J. Giorgetti President and duly authorized Agent

Ronald A. Fucci

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Olga H. Ruppe

"TO ANY SHERIFF OR CONSTABLE IN THIS STATE:

ay mileage, filed and recorded at this office

"By the authority of the State of Vermont, you are hereby commanded to notify Stratton Estates, Inc. a Vermont corporation with its principal place of business in the City of Rutland, County of Rutland and State of Vermont, at least twelve (12) days before the date set for a hearing, that on the <u>lith</u> day of October, 1964, the Board of Highway Commissioners within and for said City of Rutland will examine the premises and will meet at <u>3:30</u> o'clock in the <u>after</u> noon of that day, at the City Hall, in the City of Rutland, Vermont, to hear persons interested, to judge whether the public good or the necessity or convenience of individuals require that said street be lid out as requested, and to consider claims for compensation for damages of persons owning or interested in or to said property through which said proposed street may pass.

"Pail not, but service and Peturn according to law. "Dated at the City of Rutland, in the County of Rutland and State of Vermont this 24th day of September, 1964.

Board of Highway Howard W. Dog Commission for the City of Rutland, Vermont

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"Service of the foregoing petition and citation is hereby" accepted by the undersigned with the same force and effect as though duly served by an authorized officer and all ether and further service is hereby expressly waived, and the undersigned hereby certify that they are the only parties owning or interested in lands to which said proposed street is to be laid out.

VERMONT BANK AND TRUST COMPANY (FORMERLY KILLINGTON BANK AND TRUST COMPANY)

By H. R. Hart Duly authorized agent

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STRATTON ESTATES, INC. By John J. Giorgetti President and duly authorized agent

And on the <u>lith</u> day of October, 1964 at the time appointed we held said hearing, according to said appointment on said date. No parties in interest appeared, but STRATTON ESTATES, INC. was represented by Charles J. Marro, Esquire, and having considered the same petition, we were then and there of the opinion that, and we did then and there and do now adjudge that the public good and necessity and convenience of individuals require that said highway be laid out and accepted, and we do now order that the said highway be, and the same hereby is laid out, established, and accepted according to the following survey:

> Beginning at an irem size in the East line of Victor Place 289.5 rest South of the intersection of the South line of Hill Pond Road and the East

line of Victor Place; thence South 79°15'East 509 feet to an iron pipe; thence South 51° 45' East 225 feet to an iron pipe; thence South 82° East 278 feet to an iron pipe; thence South 3° West 50 feet to an iron pipe; thence North 82° West 293 feet to an iron pipe; thence North 51° 45' West 226 feet to an iron pipe; thence North 51° 15' West 500 feet to an iron pipe; thence North 13° 45' East along the Easterly line of Victor Place 50 feet to the place of beginning.

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And it further appearing to us that all persons and parties interested in the lands described in sid survey will be benefited by the laying out of said highway, we award no land damages.

Board of Highway Commissione for the City of Rutland, Vermont

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The above named Stratton Estates, Inc. by John J. Giogetti, President and Agent, the sole owner of the lands affected by said petition and the Vermont Bank and Trust Company (formerly Killington Bank and Trust Company), sole Mortgagee of the lands affecting the said petition and action of the Board of Highway Commissioners, as above related, hereby relinquish and waive all right to appear from the aforesaid decision of the Board of

Highway Commissioners. VERMONT BANK AND THUST COMPANY (FORMERLY KILLINGTON TRUST COMPANY) prized Agenu

STRATTON ESTATES. TH resident and oul authorized agent

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

P. BAGULOS.

# CERTIFICATE OF HIGHWAY MILEAGE

FOR YEAR ENDING FEBRUARY 10, 1964

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

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

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| PREVIOUS MILEAGE<br>as shown March 15, 1985                                                                                                                               | 46.64                                                                                                                | 16,001                                                                                                 |                                                                   | · · · · · · · · · · · · · · · · · · · |                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                       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| HIGHWAYS ADDED<br>Since March 15, 1963, ac-<br>cording to statute. Explain                                                                                                | 0.83<br>-#*                                                                                                          | :<br>-                                                                                                 |                                                                   |                                       |                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                            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| under paragraph 1 bolow.                                                                                                                                                  | 4747                                                                                                                 |                                                                                                        |                                                                   |                                       |                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                       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| SUB-TOTAL                                                                                                                                                                 | 47.36                                                                                                                | 16.001                                                                                                 |                                                                   |                                       |                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                       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| HIGHWAYS SUBTRACTED<br>Since March 15, 1968. Those<br>becoming untraveled, discon-<br>tinued, legal trails or pent<br>roads. Explain under para-<br>graphs 2 and 8 below. | None                                                                                                                 |                                                                                                        |                                                                   |                                       | TIATEO I                                                                                                                                                               | Y. DUETO<br>DUITIOUS<br>DUITIOUS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            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| TOTAL TRAVELED<br>HIGHWAYS Feb. 10, 1984                                                                                                                                  | 47.47                                                                                                                | 16.001                                                                                                 |                                                                   |                                       | 1<br>1<br>1<br>1<br>1<br>1<br>1                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                       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| 1. We hereby certify that<br>have been added since March                                                                                                                  | the following                                                                                                        | new highway                                                                                            | s, as substanti                                                   | ated by the at                        | tached "Selec                                                                                                                                                          | tmen's Certific                                                                                                                                                                                                                                                                                                                            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| Durham Ave                                                                                                                                                                | <b>DUO</b>                                                                                                           | 462 ft.                                                                                                | 0.09                                                              | ر ه ۲<br>پېرې                         | lackson He                                                                                                                                                             | ights                                                                                                                                                                                                                                                                                                                                 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View I                                                                                                                                                                | ang 504                                                                                                              | 559 ft.                                                                                                | 0.20                                                              |                                       | Hillton Te                                                                                                                                                             | TRACA                                                                                                                                                                                                                                                                                                                                       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| Counci<br>At                                                                                                                                                              | sticner of<br>Rutland                                                                                                | SECREC<br>Public I                                                                                     | ecome untrave                                                     | led since Mar                         | ch 15, 1963;<br>/ Ø<br>appeared I                                                                                                                                      | Cen-                                                                                                                                                                                                                                                                                                                                  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| Council<br>At City of<br>the 27th day of<br>Conversion Council soic<br>and made oath to the truth                                                                         | Butland<br>Januar of Pul<br>of the foregoi                                                                           | SECULI<br>Philio I<br>Ary<br>Diic Works<br>ng affidavit b                                              | ecome untrave                                                     | Ied since Mar                         | ch 15, 1963;                                                                                                                                                           | Cecu<br>Itland<br>Iobert A. 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| Council<br>At City of<br>the 27th day of<br>Schormonote: Council soic<br>and made oath to the truth<br>(Town Clerk should fill ou<br>Vermont, on or before Mare           | Rutland<br>Janue<br>oner of Pul<br>of the foregoi<br>t following an<br>ch 15th.)                                     | SECURC<br>Public I<br>Ary<br>Diic Morka<br>ng affidavit b                                              | ecome untrave                                                     | iled since Mar                        | ch 15, 1963;<br>A O<br>appeared I<br>rite official cir<br>to the Comm                                                                                                  | Cerri<br>Itland<br>Iobert A. 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| Counci<br>At City of<br>the 27th day of<br>Schormerouf Council soic<br>and made oath to the truth<br>(Town Cletk absold fill ou<br>Vermont, on or before Mari<br>I,       | siloner of<br>Rutland<br>Janus<br>oner of Pul<br>of the foregoi<br>t following an<br>ch 15th.)<br>H.P.Bet            | SECREC<br>Piblic I<br>ary<br>olic Nork<br>ng affidavit b<br>l<br>d mail one w                          | ecome untrave<br>EXXXE:<br>forks<br>in t<br>                      | Ied since Mar                         | ch 15, 1963;<br>f O<br>appeared B<br>rite official cit<br>to the Comm<br>access O111                                                                                   | Cerri<br>Itland<br>Iobert A. 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A I I I A A

### GERTHER GRANDED DE HIGH WAAVE MIDWAYGE FOR YEAR UNDING 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 **Select** of **Russland**, on outh state that we have carefully mean all the traveled highways in this town and find that the total milesge of traveled highways according to Title 19 VSA. Se amended 1961, Act No. 28, not including pent roads and trails, in this town for the year ending February 10, 1963, is se for

|                                                                                                                                                                            |                                   | EAGE IN TO            |                   | HILEAGE IN VILLAGE<br>(Incorporated for Lighways) |                                               |                                        |                        |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-----------------------|-------------------|---------------------------------------------------|-----------------------------------------------|----------------------------------------|------------------------|--|
|                                                                                                                                                                            |                                   | Rutland               |                   |                                                   |                                               |                                        | Total<br>AV<br>Systems |  |
|                                                                                                                                                                            | Towu<br>Highways                  | State Ald<br>Highways | State<br>Highways | Town<br>Highways                                  | State Ald<br>Highways                         | State<br>Highways                      |                        |  |
| PREVIOUS MILEAGE<br>as shown March 18, 1969                                                                                                                                | 46.24                             | 16.001                |                   |                                                   | t to star                                     |                                        | 62.241                 |  |
| HIGHWAYS ADDED<br>Since March 18, 1963, ac-<br>cording to statute. Explain<br>under paragraph 1 below.                                                                     | 0.17<br><del>0.20</del> 7<br>0.23 |                       |                   |                                                   |                                               |                                        | 0.17<br>0.227<br>0.23  |  |
| SUB-TOTAL                                                                                                                                                                  | 46.637                            | 16.001                |                   | a                                                 |                                               |                                        | 62.638                 |  |
| HIGHWAYS SUBSTRACTED<br>Since March 16, 1962. Those<br>becoming untraveled, discon-<br>tinued, legal trails or pent<br>roads. Explain under para-<br>graphs 2 and 8 below. | 46.64<br>None                     |                       |                   | changes.                                          | s are sub<br>in red p<br>with perm<br>ngineer | stantiale<br>nade in<br>rission<br>VNF |                        |  |
| TOTAL TRAVELED<br>Highways Feb. 10, 1963                                                                                                                                   | 46.64                             | 16.001                |                   |                                                   |                                               |                                        | 62.638                 |  |

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: 

Brightview Ave. West - 1198.25

2. We bereby 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:

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

Acting Commissioner of Public SHEROMANNO. Works

Klublat of Gulle

City of Rutland

Rutland ..... in the county of ...... 

day of February 119

Vermone, on or before March 15th.)

At

rhe

HERBERT L. ERICKSON

his means Acting Commissioner of Public Works and made oath to the truth of the foregoing affidavit by them subscribed,

relating to highway milesge, filed and recorded at this office

Before me, Notary Public-

Commission expires 1965.

(Write official title, as Norary Public)

(Town Clerk should fill out following and mail one white and one vellow the the to manufacture of Highways, Montr 

John V. Barrett, Asat. 01 by Ĺ Clerk of d hereby certify that the foregoing is a true copy of record of the certificate site Basiand Oits

Atten

HD. \$11-400-12-61 18.64

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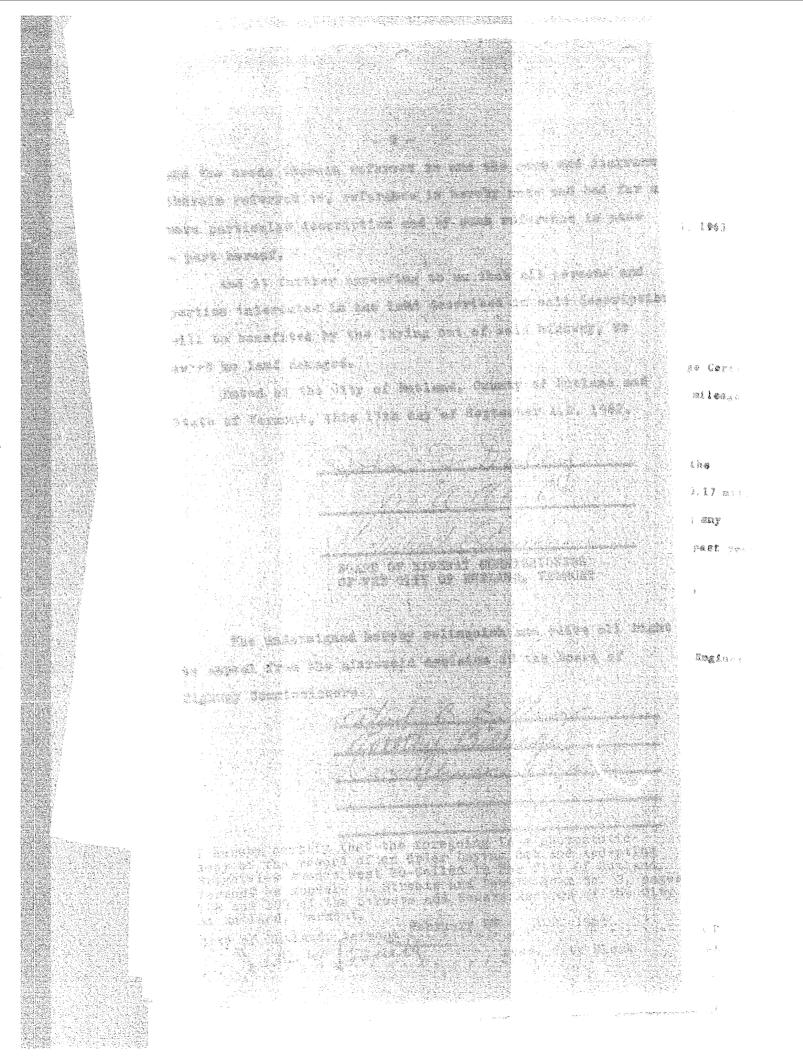
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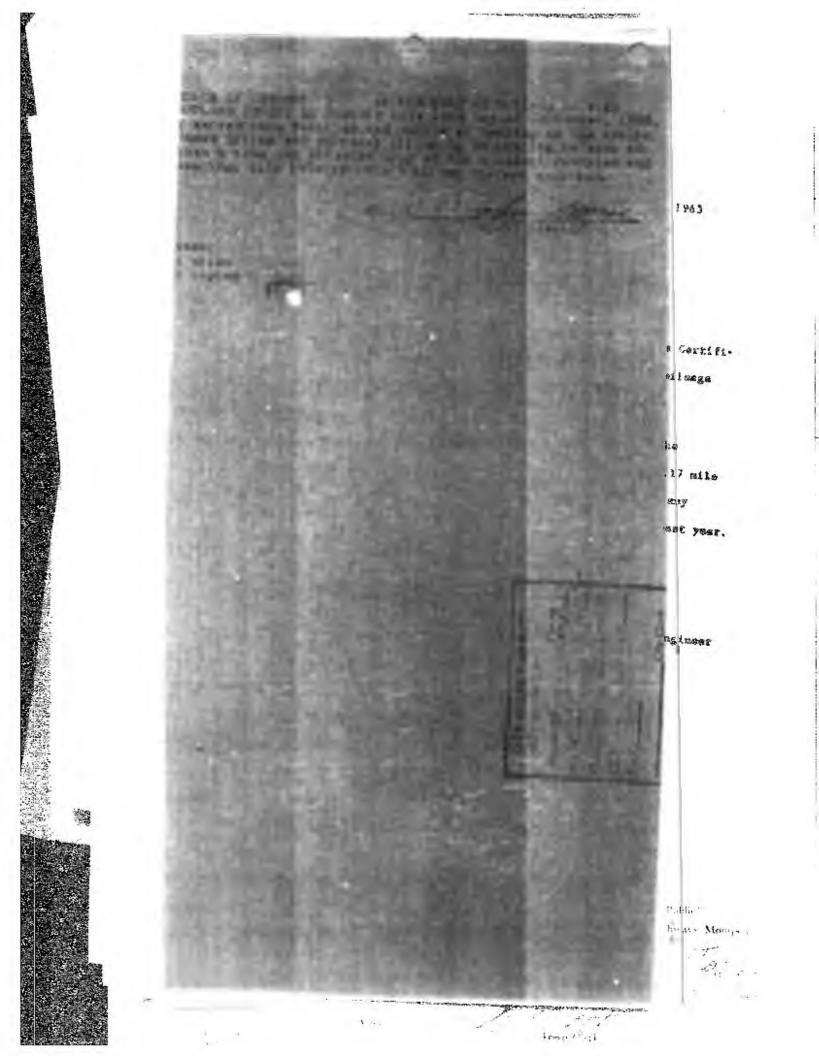
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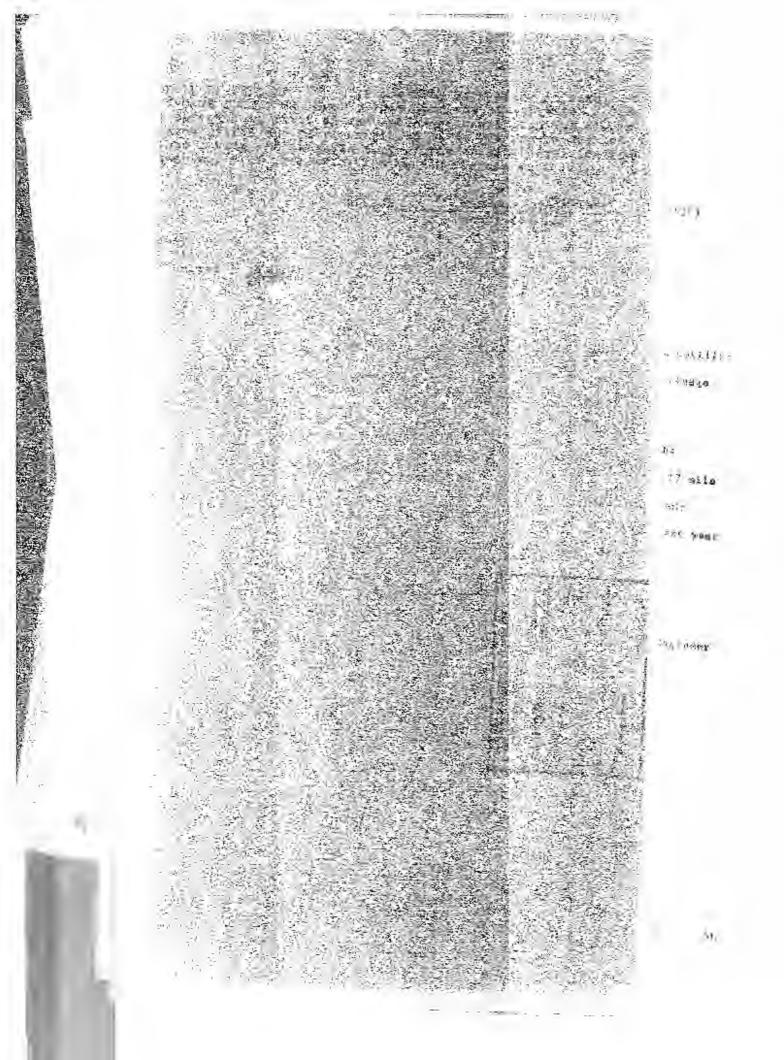
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RUSSELL A. HOLDEN



STATE OF VERMONT DEPARTMENT OF HIGHWAYS MONTPELIER

Rightery Pleaning Division

Jenuary 15, 1963

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Soart of Aldamon City of Sutland, Vermont

Autorica

Attention of Chairman

Gontleman:

With regard to the completion of the enclosed Highway Mileage Certificates, we wish to call your sticklich to a change in City Street mileage in your City.

As we have siresdy received a Cortificate of Completion for the extension to Millaide Hoad, you will what to unter the emount of 0.17 mile as "Rightsays Added" on the mileage cortificates, as well as noting any wher change that may have taken place on City Streats during the past year.

· • • • •

Yours very truly,

H. F. Farringcon Highmap Planning Snalogor

RYP/VNT/1980. Rhf:B.

norres Antonio de la comencia de la comenci Antonio de la comencia WILLIAM POETER COMMISSIONER OF HIGHWAYS



t-s

March 26, 1962

STATE OF VERMONT

DEPARTMENT OF HIGHWAYS MONTPELIER

## Righway Plenning Division

Mr. Frank Rica Coasisistener of Public Works Rutland City Vermont

(A)

Dear Mr. Rices

Thank you for the prompt submission of your Highway Mileage Certificates, and for the added information received from you today by Mr. Cookson.

With this information in sind, this letter is to confirm the telephone conversation regarding Mountain View Lane and Morth Street Extension.

Your total addition to City Streets would now be 0.32 wile and the total mileage of these streets would be 46.24 miles rather than 46.358 miles.

We shall hold the completion certificates for the two streets in question until such time as the connecting street is completed and accepted, in order that there would be no necessity of resubmitting them. They become a part of the folder for Batland City.

Thank you for your cooperation.

Very truly yours.

H. F. Farrington Highway Planning Engineer

my Mar/ Iri

# CERTIFICATE OF HIGHWAY MILLAGE

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 Vermant Statutes Annotated on reverse side of this sheet)

We, the Selectmen of the town of **Rutland City**, on oath state that we have carefully measured ail 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 a follows:

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Service States

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|                                                         | MILEAGE IN TOWN               |                                |                                           |                   | MILEAGE IN VILLAGE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                   |                                                                                                   |  |
|---------------------------------------------------------|-------------------------------|--------------------------------|-------------------------------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|---------------------------------------------------------------------------------------------------|--|
|                                                         | Ru                            | tland Cit                      | у                                         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                   | Total<br>All<br>Systems                                                                           |  |
|                                                         | Town<br>Highways              | State Aid<br>Highways          | State<br>Highways                         | Town<br>Highways  | State Aid<br>Highways                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | State<br>Highways |                                                                                                   |  |
| PREVIOUS MILEAGE<br>as shown March 15, 1961             | 45.92                         | 16,001                         |                                           |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                   | 61,921                                                                                            |  |
| HIGHWAYS ADDED<br>Since March 15, 1961, ac-             | 0.34                          |                                |                                           |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                   |                                                                                                   |  |
| cording to statute. Explain                             | -438                          |                                |                                           |                   | · .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                   |                                                                                                   |  |
| under paragraph 1 below.                                |                               |                                |                                           | _                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                   | 000                                                                                               |  |
| SUB-TOTAL                                               |                               | - 16.001                       | :<br>.)                                   |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                   | 62.359                                                                                            |  |
| HIGHWAYS SUBTRACTED<br>Since March 15, 1961. Those      | 46.24                         |                                |                                           | changes i         | b red enter<br>by Frenk Ri                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | red in offi       | 1 62.241                                                                                          |  |
| becoming untraveled, dis-                               |                               |                                |                                           | add millivie      | whene EN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Brikst. Exi       | ension + the                                                                                      |  |
| continued, legal trails or<br>pent roads. Explain under |                               |                                |                                           | time. Offer       | odditions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | substantis        |                                                                                                   |  |
| paragraphs 2 and 3 below.                               | None<br>46,24                 | ;<br>;<br>;                    | •                                         |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | KAT               | None                                                                                              |  |
| TOTAL TRAVELED<br>HIGHWAYS Feb. 10, 1962-               | 46,350                        | 16.001                         |                                           |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | _                 | 62.359                                                                                            |  |
| 1. We hereby certify that pletion," have been added si  | the following<br>nce March 15 | new highwa<br>1961:            | iys, as substa                            | intiated by th    | e attached "                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Selectmen's C     | ertificate of Com                                                                                 |  |
| Victor Place Ext.                                       | - 584 ft.                     |                                |                                           |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                   | n.                                                                                                |  |
| . Healy Lane                                            | 247 <sup>B</sup>              |                                | ( NOL                                     | th St. Ext        | ension                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                   | ft.                                                                                               |  |
| Lyman Ave. West                                         | 874.7 ft                      | <b>* 4</b><br>                 | <b>د</b> ار.<br>مربع به معرفت و مرب مرب و |                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <u>#6</u> .0      |                                                                                                   |  |
| 3. We hereby certify that                               | the following                 | roads have l                   | become untr                               | aveled since Ma   | arch 15, 1961                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                   |                                                                                                   |  |
| مستقد ما و و و ا م                                      |                               | **** *** *** *******           |                                           | -##61-10-18-14-14 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | ·········         | ی<br>بی این<br>این<br>می این و مورد معرف معرف می در این می این این این این این این این این این ای |  |
| Comnis                                                  | ssioner of                    | Public W                       | orks                                      | tran              | h K                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Rue               |                                                                                                   |  |
| At                                                      | Rutland                       |                                | <b></b>                                   | the county of.    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Rutland           |                                                                                                   |  |
| the 23 day of                                           | -                             |                                |                                           | 62 personally     | appeared                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                   |                                                                                                   |  |
| Town Clerk should fill put<br>Vermont, on opportunity   |                               | Comnis<br>ing affidavit b<br>B | sioner of<br>signar ub<br>fore me         |                   | ria, cita<br>200                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | ef Rutlar         | 7                                                                                                 |  |
|                                                         | Jollowing and                 | mail one wh                    | ite and one                               | h nathara i Grad  | the Commis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                   | ways, Meeting                                                                                     |  |
| hereby certify that the fore                            | aning in a tru                | e copy of its                  | ) Autors                                  |                   | the Oceanair<br>States of the States<br>States of the States of |                   |                                                                                                   |  |

## TO THE BOARD OF HIGHWAY COMMISSIONERS OF THE CITY OF RUTLAND, VERMONT

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Barry .

PETITION FOR THE LAYING OUT AS A PUBLIC HIGHWAT A STRIP OF LAND HEREINAFTER REFERRED TU AS MOUNTAIN VIEW LANE

The undersigned, freeholders in the said City of Rutland, petition the said Board of Highway Commissioners, for the convenience and necessity of individuals, to lay out as a public nighway and to establish and maintain the same, and to accept it as a street in the City of Rutland, Vermont, a strip of land 50 ft. in width and approximately 604 ft. in length to be known as Mountain View Lane, said parcel is herein bounded and described as follows:

> Beginning at an iron pin in the north line of lands of the Grantors and the south line of lands of Seward, and 57 "eet easterly of the iron pin marking the north west corner of lands of the grantors, thence south 6 degrees and 48 minutes west along the westerly line of lots No. 13, 12, 11, 10, and No. 9, 604 feet to an iron pin in the north line of Lot No. 8 as shown on a plan of "Lends of Frango ni-Wilson Lots West Side of Hillside Road, Rutland, Vermont" said iron pin being 300 feet westerly of the west line of Hillside Road measured at right angles thereto. The above described bine being the east line of a 50 foot street to be called Mountain View Lane.

Also one other strip of land beginning at the easterly end of north street extension and running easterly about 7 feet to the west line of said Mountain View Lane, said strip of land being 50 feet north and south and about 7 feet wide east and west.

Reference is made to a certain plan identified as lands of Franzoni-Wilson attached hereto and made a part hereof. Dated at the City of Rutland, County of Rutland, and State of Vermont this 727 day of September, 1961.

LAW OFFICES RYAN, SMITH AND CARDINE BUILAND, YERMONT A

# TO ANY SHERIFF OR CONSTABLE IN THIS STATE:"

By the authority of the State of Vermont, you are hereby commanded to notify Robert S. Franzoni and C. Lee Wilson, both of the City of Rutland, in the County of Rutland and State of Vermont; and the Petitioners of the foregoing Petition for Laying Out As A Public Highway A Strip Of Land To Be Known As Mountain View Lane, all of the said City of Rutland, at least twelve days before the date set for hearing, that on the drive days days days days of rest of citockin the f(t) noon, at the City Hall in the City of Rutland, Vermont, the Board of highway Commissioners within and for said City of Rutland, will examine the premises, hear persons interested and will consider claims for compensation for damages of persons owning or interested in cr to said property through which said proposed street may pass.

Fail not, but service make and return according to law. Dated at the City of Rutland, in the County of Rutland and State of Vermont, this 6.11 day of October, 1961.

> ABoard of Highway Commissioner For the City of Rutland Vermont.

Service of the foregoing petition and citation is hereby accepted by the undersigned with the same force and effect as though duly served by an authorized officer and all other and further service is hereby expressly waived. The twelve days notice prescribed by statute is expressly waived and request made that hearing be had upon the day and time set in the citation.

LAW OFFICES RYAN, SMITH AND CARBINE IGILAND, VERMONT

### ORDER

LAYING OUT AND ACCEPTING STRIP OF LAND IN THE EXTENSION OF MOUNTAIN VI - LANE, RUTLAND, VERNONT

# STATE OF VERMONT

## RI T. AND COUNTY, SS

WHEREAS, at the City of Rutland, aforewaid, on this // day of September, 1963, Earl F. Spencer, Jr., Laverne G. Spencer and The Good Shepherd Evangelical Lutheran Church, freeholders of the City of Rutland, presented to us, the Highway Commissioners of said City of Rutland, the following Petition in writing, therein asking that a highway might be laid out in said City of Rutland, as follows: "TO THE BOARD OF HIGHWAY COMMISSIONERS OF

THE CITY OF RUTLAND, VERMONT:

#### PETITION FOR THE LAYING OUT AS A PUBLIC HIGHWAY A STRIP OF LAND IN THE EXTENSION OF MOUNTAIN VIEW LANE

The undersigned, freeholders in the said City of Rutland, petition the said Board of Highway Commissioners, for the convenience and necessity of individuals, to lay out and to accept it as a street in the City of Rutland, Vermont, a strip of land in the extension of Mountain View Lane in the City of Rutland, Vermont, over and across premises described as follows:

Commencing at a point marked by an iron pin in the northerly line of Lot #8 as shown on a plan entitled "Lands of Franzoni-Wilson, Lots Westeide of Hillside Road, Rutland, Vermont Dated: August, 1961, M.H.Welch, Surveyor", which pin is also located in the westerly line of Mountain View Lane as shown on said map; thence running in a southwesterly direction and in a straight line about 134 feet to a point in the south line of said Lot #8, which point is situated 1 foot easterly of the southwest corner of said Lot #8; thence running South 7° 39' West approximately 425 feet to a point in the prolongation of the southerly line of Oak Knoll Lane; thence running South 85° 51' Heat 50 feet; thence running North 7° 39' Bast 425 feet to a point in the southerly line of said Lot #8 as shown on the aforementioned Plan; thence running in a general Northeasterly direction and in a straight line to an iron pin marking the Southwesterly of plan; themas running Westerly along the Northerly line of the aforementioned Lot #8 as shown on said Plan 50 feet to the place of beginning.

The above described premises will be conveyed to the said <sup>C</sup>ity of <sup>N</sup>utland when said Petition is acted upon by the Board of Highway Commissioners.

in sa te provident and

Dated at the City of Rutland, County of Rutland and . State of Vermont, this // day of September, 1963.

Earl F. Spencer, Jr.

Laverne G. Spencer

THE GOOD SHEPHERD EVANGELICAL LUTFERAN CHURCH By: Com ( f. Canduar Bak

TO ANY SHERIFF OR CONSTABLE IN THIS STATE:

By the authority of the State of Vermont, you are hereby commanded to notify Earl F. Spencer, Jr. and Laverne G. Spencer, of the City of <sup>A</sup>utland, County of Rutland and State of Vermont, and The Good Shepherd Evangelical Lutheran Church of the City of Rutland aforesaid, at least twelve days before the date set for hearing, that on the Zo day of City 1963, at /C o'clock in the Ard noon, at the City Hall in the City of Rutland, Vermont, the Board of Highway Commissioners within and for said City of Rutland, will examine the premises, hear persons interested and will consider claims for compensation for damages of persons owning or interested in or to said property through which said proposed street may pass.

Pail not, but service make and return according to law. Dated at the City of Rutland, in the County of Rutland and State of Vermont this // day of full, 1963. Service of the foregoing petition and citation is hereby accepted by the undersigned with the same force and effect as though duly served by an authorized officer and all other and further service is hereby expressly waived. The twelve days notice prescribed by statute is expressly waived and request made that hearing be had upon the day and time set in the citation.

aces and

THE GOOD SHEPHERD EVANGELICAL LUTHERAN CHURCH By: <u>hauf t backson by</u> And on the 70 day of <u>Sett</u>, 1963, at the time appointed we held said hearing, according to said appointment and on said date,

Earl F. Spencer. Jr. Laverne G. Spencer

being the only parties and persons appearing and having considered the said Petition, we were then and there of the opinion that, and we did then and there and do now adjudge that the public good and necessity and convenience of individuals require that said highway be laid out and accepted, and we do now order that the said highway be, and the same, hereby is laid out, established, and accepted according to the description set out in the Petition.

And it further appearing to us that all persons and parties interested in the lands described in said description will be benefited by the laying out of said highway, we award no land damages.

Board of

The said freeholders named herein hereby relinguish and waive all right to appeal from the aforesaid decision of the Board of Highway Commissioners. 7 Josence East The Good Shephered Evangelical Sutheron Church -Saul 7: Onderson 95t

## ORDER

LAYING OUT AND ACCEPTING STRIP OF LAND RUNNING SOUTHERLY "RCM JACKSON AVENUE in the CITY OF RUTLAND, VERMONT

## STATE OF VERMONT

### RUTLAND COUNTY, 53

WHEREAS, at the City of Rutland, aforesaid, on this // day of September, 1963, Earl F. Spencer, Jr. and Laverne G. Spencer, freeholders of the City of Rutland, presented to us, the Highway Commissioners of said City of Rutland, the following Petition in writing, therein esking that a highway might be laid out in said City of Rutland, as follows:

"TO THE BOARD OF HIGHWAY COMMISSIONERS OF THE CITY OF RUTLAND, VERMONT:

### PETITION FOR THE LAYING OUT AS A PUBLIC HIGHWAY A STRIP OF LAND RUNNING SOUTHERLY FROM JACKSON AVENUE

The undersigned, freeholders in the said City of Rutland, petition the said Board of Highway Commissioners, for the convenience and necessity of individuals, to lay out and to accept it as a street in the City of Rutland, Vermont, a strip of land off the southerly side of Jackson Avenue in the City of Rutland, Vermont, over and across premises described as follows:

> Commencing at a point in the southerly line of Jackson Avenue situated 4 feet westerly of the northwest corner of lands supposed to be of Robert E. and Elmira Guyette; thence running southerly in a line parallel with and 4 feet westerly of said Guyette's lands 160 feet to a point; thence running westerly in a line parallel with the southerly line of Jackson Avenue 50 feet to a point; thence running northerly in a line parallel with the first mentioned bound 160 feet to the south line of Jackson Avenue; thence running easterly along the south line of Jackson Avenue 50 feet to the place of beginning.

Reference is made in aid of the above description to a deed of Burton H. Ayer and Agnes P. Ayer to Earl F. Spencer, Jr. and Laverne G. Spencer, dated September 3, 1963, not yet but to be recorded in the City of Rutland Land Records.

The above described premises will be conveyed to the said City of Rutland when said Petition is acted upon by the Board of Highway Commissioners.

Dated at the City of Rutland, County of Rutland and State of Vermont this // day of September, 1963.

Earl F. Spencer, Jr.

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Board of Highway Commissi

For the City of Rutland, Vermont

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Laverne G. Spencer

TO ANY SHERIFF OR CONSTABLE IN THIS STATE:

By the authority of the State of Vermont, you and hereby commanded to notify Earl F. Spencer, Jr. and Laverne G. Spencer, of the City of Rutland, County of Rutland and State of Vermont, at least twelve days before the date set for hearing, that on the 2° day of 2000, 1963, at

// o'clock in the A<sup>27</sup>/ noon, at the City Hall in the City of Rutland, Vermont, the Board of Highway Commissioners within and for said City of Rutland, will examine the premises, hear persons interested and will consider claims for compensation for damages of persons owning or interested in or to said property through which said proposed street may pass.

Fail not, but service make and return according to law.

Dated at the City of Rutland, in the County of Rutland and State of Vermont, this JC day of Sent

1763.

Service of the foregoing patition and citation ig. hereby accepted by the undersigned with the same force and effect as though duly served by an authorized officer and all other and further service is hereby expressly waived. The twelve days notice prescribed by statute is expressly waived and request made that hearing be had upon the day and time set in the citation.

Earl F. Spencer. Jr.

Laverne G. Spencer And on the 20 day of 1963, at the time appointed we held said hearing, according to said appointment and on said date,

being the only parties and persons appearing and having considered the said Petition, we were then and there of the opinion that, and we did then and there and do now adjudge that the public good and necessity and convenience of individuals require that said highway be laid out and accepted, and we do now order that the said highway be, and the same, hereby is laid out, established, and accepted according to the description set out in the Petition.

And it further appearing to us that all persons and parties interested in the lands described in said description will be benefited by the laying out of said highway, we award no land damages.

Board of Ĉr Lon ormont

Highway for City of Rutland The said freeholders named herein hereby relinquisk and waive all right to appeal from the aforesaid decision of the Board of Highway Commissioners.

Earl J. Spencer

Service of the foregoing petition and citation is hereby accepted by the undersigned with the same force and effect as though duly served by an authorized officer and all other and further service is hereby expressly waived. The twelve days notice prescribed by statute is expressly waived and request made that hearing be had upon the day and time set in the citation.

#### ORDER

LAYING OUT AND ACCEPTING STRIP OF LAND KNOWN AS NEWPORT DRIVE AND DURHAM AVENUE, SO-CALLED, IN THE CITY OF RUTLAND

### STATE OF VERMONT

## RUTLAND COUNTY, SS

WHEREAS, at the City of Rutland, aforesaid, on this /#C day of where , 1963, Joseph A. Abel, Ethel J. Abel and Raymond C. Washburn, freeholders of the City of Rutland, presented to us, the Highway Commissioners of said City of Rutland, the following Petition in writing, therein asking that a highway might be laid out in said City of Rutland, as follows:

"TO THE BOARD OF HIGHWAY COMMISSIONERS OF THE CITY OF RUTLAND, VERMONT:

> PETITION FOR THE LAYING OUT AS A PUBLIC HIGHWAY A STRIP OF LAND HEREINAFTER REFERRED TO AS NEWPORT DRIVE AND DURHAM AVENUE

The undersigned, freeholders in the said City of Rutland petition the said Board of Highway Commissioners, for the convenience and necessity of individuals, to lay out as public highways and to establish and maintain the same, and

LAW OFFICES RYAN, SMITH AND CARBINE WTLAND, VERMONT to accept as a street in the City of Rutland, Vermont, a strip of land 50 ft. in width and approximately 1155 ft. in length to be known as Newport Drive; said parcel is herein bounded and described as follows:

> Beginning at an iron pin in the south line of Harrington Avenue, which point is the northwest corner of lot 21 as shown on a plan of "Jos. A. Abel Development, Piedmont Area, Rutland, Vt." filed in map book 2 at page 108 of the Rutland City records; thence southerly along the west line of lots 21, 22, 24, and 26; thence easterly along the south line of lots 26 and 27; thence northerly along the east line of lots 27, 25, 23 and 18 to a point in the south line of Harrington Avenue, which point is the northeast corner of lot 18. The above described line is the inside line of a 50 foot street to be called Newport Drive.

and to accept as a street in the City of Rutland, Vermont, a strip of land 50 ft. in width and approximately 462 ft. in length to be known as Durham Avenue; said parcel is herein bounded and described as follows:

> Beginning at a point in the west line of Stratton Road, which point is the southeast corner of lot 7 as shown on a plan of "Jos. A. Abel Development, Piedmont Area, Rutland, Vt." filed in map book 2 at page 108 of the Rutland City records; thence westerly along the south line of lots 7, ll, 13, 16, and 17 to a point in the east line of Newport Drive; thence southerly along the east line of Newport Drive to a point on the northwest corner of lot 5; thence easterly along the north line of lots 5, 4, 3, and 2 to a point in the west line of Stratton Road which point is the northeast corner of lot 2; thence northerly along the west side of Stratton Road to the point of beginning.

Dated at the City of Rutland, County of Rutland, and State of Vermont this // Day of February, 1963,

TO ANY SHERIFF OR CONSTABLE IN THIS STATE:

By the authority of the State of Vermont, you are hereby commanded to notify Joseph A. Abel, Ethel J. Abel at

LAW OFFICER RYAN, SMITH AND CARBINE Raymond C. Washburn, all of the City of Rutland in the County of Rutland and State of Vermont; and the Petitioners of the foregoing Petition for Laying Out as a Public Highway a Strip of Land to be Known as Newport Drive and Durham Avenue, all of the said City of Rutland, at least twelve days before the date set for hearing, that on the *MM* day of *Much*. 1963, at o'clock in the noon, at the City Hall in the City of Rutland, Vermont, the Board of Highway Commiss ioners within and for said City of Rutland, will examine the premises, hear persons interested and will consider claims for compensation for damages of persons owning or interested in or to said property through which said proposed street may pass.

Fail not, but service make and return according to law. Dated at the City of Rutland, in the County of Rutland and State of Vermont, this Miday of February, 1963.

Service of the foregoing petition and citation is hereby accepted by the undersigned with the same force and effect as though duly served by an authorized officer and all other and

further service is hereby expressly waived. The twelve days notice prescribed by statute is expressly waived and request made that hearing be had upon the day and time set in the citation.

Board of

LAW OFFICES RYAN, SMITH AND CARBINE JTLAND, VERSONT

The under gned hereby relinquish and wait to appeal from the aforesaid desision of the Beard Commissioners. am N. H. AN OFFICES RYAN, SMITH AND CARBINE RUTLAND, VERMONT require that said nignway be lais do now order that the seid highway be and the same hereby is laid out, established and accepted according to the description set out in the Petition. And it further appearing to us that all persons and parties interested in the lands described in seid description will be benefited by the laying out of said highway, we award no lend demaged. liceboard of Highway Commissioner: For the CLt of Rutland 5 ?4 FT +\*

( · un vt

## ORDER OF THE BOARD OF HIGHWAY COMMISSIONERS RE ABEL'S TIRE CORPORATION PETITION

On the 18th day of March, 1963, at the time appointed, a hearing was held at the City Council Chambers, City of Rutland, according to said Notice, the following individuals bsing present: Joseph A. Abel, Raymond C. Washburn, Petiticnees, and R. Joseph O'Rourke, Attorney for the Petitionees; Kenneth R. Crosby and Robert W. Fox, adjoining land owners.

All of the aforementioned parties were heard by the Bourd.

The Board reserved final decision on the matter.

A subsequent meeting was held on April 17th, 1053. The Board of Highway Commissioners met and having considered the said Petition, were then and there of the opinion that, and we fid then and there and do now adjudge that the public good and necessity and convenience of individuals require that said highway be laid cut and accepted and we do now order that the said highway be and the same hereby is laid out, established and accepted according to the description set out in the Petition.

And it further appearing to us that all persons and parties interested in the lands described in seid description will be benefited by the laying out of said minimum, we award no land demaged.

oard of Highway

Commissioners

For the City of Rutland,

LAN 15 64 RYAN SHITH

## PETITION FOR THE LAYING OUT AS A PUBLIC HIGHWAY A STRIP OF LAND HEREINAFTER REFERRED TO AS ROBINHOOD LANE AND HILLTOP TERRACE

The undersigned, freeholders in the said City of Rutland, petition the said Board of Highway Commissioners, for the convenience and necessity of individuals, to lay out as public highways and to establish and maintain the same, and to accept as a street in the City of Rutland, Vermont a  $st_{ip}^{r}$  of land 50 feet wide and approximately 732 feet in length to be known as Robinwood Lane, said parcel is herein bounded and described as follows:

Beginning at an iron pin set in the ground, said pin being in the southerly side of Killington Avenue; so-called, and in the northeast corner of lot #1 as shown on map entitled "Killington Heights Joint Venture" and attached hereto; thence S  $11^{\circ}$  W 732 feet more or less to an iron pipe; thence S  $75^{\circ}$  45' E 50 feet to an iron pin; thence N  $11^{\circ}$  E 738 feet more or less to an iron pipe in the southerly side of Killington Avenue, so-called; thence westerly along the southerly side of Killington Avenue 50 feet to the place of beginning.

And to accept as a street in the City of Rutland Vermont a strip of land 50 feet in width and approximately 764 feet in length to be known as Hilltop Terrace; said parcel is herein bounded and described as follows:

Beginning at an iron pin set in the ground in the southerly side of Killington Avenue, so-called, and in the northeast corner of lot #11 as shown on map entitled "Killington Heights Joint Venture" and attached hereto; thence S  $11^{\circ}$  W 764 feet more or less to an iron pipe; thence 75° 45' E 50 feet to an iron pin; thence N  $11^{\circ}$  E 771 feet more or less to an iron pin in the southerly side of Killing ton Avenue, so-called; thence westerly along the southerly side of Killington Avenue 50 feet to the place of beginning.

- 4 -

Dated at the City of Rutland, County of Rutland and State of Vermont this  $\frac{1177}{2}$  day of September, 1963.

- Spini egeklafini i degekke

TO ANY SHERIFF OR CONSTABLE IN THIS STATE:

By the authority of the State of Vermont, you are hereby commanded to notify Remo Segalla of Mendon, Vermont, and Livio J. Segalla and Leon Arrigo of Englewood Cliffs, New Jersey; and the petitioners of the foregoing Petition for laying out as a public highway a strip of land to be known as Robinwood Lane and Hilltop Terrace, all of the said City of Rutland, at least twelve days before the date set for hearing that on the \_\_\_\_\_\_day of September, 1963 at 1/2 o'clock in the \_\_\_\_\_\_ au noon, at the City Hall in the City of Rutland, Vermont the Board of Highway Commissioners within and for said City of Rutland will examine the premises, hear persons interested and will consider claims for compensation for damages of persons owning or interested in or to said property through which sait proposed streets may pass.

Fail not, but service make and return according to law.

Dated at the City of Rutland in the County of Rutland and State of Vermont, this 20 day of September, 196 KNOW ALL YE that the said Remo Segalla, Livio J. Segalla and Leon Arrigo, owners of the property which has been referred to the Board of Highway Commissioners for the laying out of public highways to be known as Robinwood Lane and Hilltop Terrace, do hereby state that there are no known adjoining land owners fronting on the proposed streets except the undersigned who are partners in the development enterprise known as Killington Heights Joint Venture and the only owners of property fronting or the proposed streets.

Sept. 11, 1963.

ending at the north City 14

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# SEL\_TION OF STATE AID HIGHWAYS

Bonoksf Cicy of Rutland

County of Rutland Vt. Hwy. Dist. No. 3

СОРҮ

Total S.A. Mileage 16,001

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

No. 1 2.809 miles.

Beginning at the south City Line and end of State Highway on South Main Street (U.S.#7)

extending (Give direction) northerly along South Main and North Main Streets (S.A.C.L.)

ending at the north City Line and by ginning of State Highway U.S.#7.

No. 2 3, 192 miles.

Beginning at the west City Line and end of State Highway on West Street (Route U.S.#4)

extending (Give direction) easterly along West Street, Columbian Avenue, State Street, along Merchants Row, easterly along West Street to North Main Street (U.S.#7), resuming at Noodstock Avenue and continuing northeasterly along Woodstock Avenue (S.A.C.L.)

ending at the east City Line at the beginning of State Highway US#4 near Gleason Road.

. .

No. 3. 0.78 miles.

Beginning at South Main Street (Route U.S.#7) on Strongs Avenue

extending (Give direction) northwesterly along Strongs Avenue and Merchants Row

No. 4 0.76 miles.

Beginning at West Street and Columbian Avenue (Rouze U.S.#4) on West Street extending (Give direction) easterly along West Street across East Creek

ending at Merchants Row

No. 5 1.02 miles.

15 223

Beginning at Crescent Street on Lincoln Boulevard extending (Give direction) northerly along Lincoln Boulevard

ending at the north City line.

No. 6 1.47 miles.

HE 305 IN 13-41

Beginning at \_\_State\_Street and Morchants Roy (Route US 45) on Greve Street

ending at the north City Line

| Beginning at Columbian Avenue and State Stree                                                                                                                           | t. (Routa US#4) on Fiergeint Avenue.                                                                                                                                                                                                                                                                                | ••••••••••••                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| extending (Give direction) Northerly along Plerpoin                                                                                                                     | t and Fairview Avenues and easterly                                                                                                                                                                                                                                                                                 | along                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Crescent Streat                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| anding at M. North Main Street (Boute US#7).                                                                                                                            |                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| C                                                                                                                                                                       | nen sitt ette oppis von bonostantinomis i 1999 och vænner versi 500 var ette som vikeret i 1997 var ette som v                                                                                                                                                                                                      | ին էրերեն է հայորական առաջանցությունները։<br>Հայաստանությունները<br>Հայաստանությունները<br>Հայաստանությունները<br>Հայաստանությունները<br>Հայաստանությունները                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| extending (Give direction)easterly along River an                                                                                                                       | d Madison Streets                                                                                                                                                                                                                                                                                                   | دارید و بار<br>میک ملک کرد<br>در در میک                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| ending at South Main_Street (Route_US#7)                                                                                                                                | a                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Beginning at South Main_Street (Route_US#7) on                                                                                                                          | Allen Street                                                                                                                                                                                                                                                                                                        | and a second br>Second second br>Second second br>Second second br>Second second br>Second second br>Second second br>Second second br>Second second br>Second second                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|                                                                                                                                                                         | distance for a second                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| ending at Woodstock Avenue (Route U.S.#4)                                                                                                                               |                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Beginning at the south City line on Creek Ro                                                                                                                            | ad near Campbell Road                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| extending (Give direction) northerly_along_Cr                                                                                                                           | · · · · · ·                                                                                                                                                                                                                                                                                                         | interspectrum formal lines around $(1, 1, 2, 2, 3, 3, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5,$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| extending (Give direction) northerly_along_Cr                                                                                                                           | S/Dontel W. Allen                                                                                                                                                                                                                                                                                                   | ; [                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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|                                                                                                                                                                         | S/Dontel W. Allen                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                         | S/Doniel W. Allen<br>S/Howard W. Douglas                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| ending at                                                                                                                                                               | S/Doniel W. Allen<br>S/Howard W. Douglas<br>S/Joseph R. Paul                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| ending atWest_Street. (Route_U.S.#4)                                                                                                                                    | S/Doniel W. Allen<br>S/Howard W. Douglas<br>S/Joseph R. Paul<br>S/Ethel W. Stearns                                                                                                                                                                                                                                  | ) <b>i</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| ending atWest_Street.(Route_U.S.#4)<br>No. 11 miles.<br>Beginning at                                                                                                    | S/Doniel W. Allen<br>S/Howard W. Douglas<br>S/Joseph R. Paul<br>S/Ethel W. Stearns<br>S/James F. McNeil                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| ending atWest_Street.(Route_U.S.#4)<br>No. 11 miles.<br>Beginning at                                                                                                    | S/Doniel W. Allen<br>S/Howard W. Douglas<br>S/Joseph R. Paul<br>S/Ethel W. Stewrns<br>S/James F. McNeil<br>S/J. R. Carrigan                                                                                                                                                                                         | ) <b>i</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| ending at                                                                                                                                                               | S/Doniel W. Allen<br>S/Howard W. Douglas<br>S/Joseph R. Paul<br>S/Ethel W. Stearns<br>S/James F. McNeil<br>S/J. R. Carrigan<br>S/Arthur E. Crowley<br>S/Craigue S. Perkins                                                                                                                                          | ALDERMEN<br>CITY<br>OF                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| ending at                                                                                                                                                               | S/Doniel W. Allen<br>S/Howard W. Douglas<br>S/Joseph R. Paul<br>S/Ethel W. Stearns<br>S/James F. McNeil<br>S/J. R. Carrigan<br>S/Arthur E. Crowley<br>S/Craigue S. Perkins<br>S/Robert E. Laird                                                                                                                     | ALDERMEN<br>CITY<br>OF                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| ending at                                                                                                                                                               | S/Doniel W. Allen<br>S/Howard W. Douglas<br>S/Joseph R. Paul<br>S/Ethel W. Stearns<br>S/James F. McNeil<br>S/J. R. Carrigan<br>S/Arthur E. Crowley<br>S/Craigue S. Perkins<br>S/Robert E. Laird                                                                                                                     | ALDERMEN<br>ALDERMEN<br>CITY<br>OF<br>RUTLAND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| ending at miles.<br>Beginning at<br>extending (Give direction)<br>ending at<br>we have this 2 day of (<br>selection which is to supersede and replace any and all selec | S/Deniel W. Allen<br>S/Howard W. Douglas<br>S/Joseph R. Paul<br>S/Ethel W. Stearns<br>S/James F. McNeil<br>S/J. R. Carrigan<br>S/Arthur E. Crowley<br>S/Craigue S. Perkins<br>S/Robert E. Laird<br>S/Robert E. Laird<br>S/Allen C. Merritt<br>S/H.J. Nichols<br>S/John J. Daley<br>S/Frank L. Rice<br>City Engineer | ALDERMEN<br>ALDERMEN<br>CITY<br>OF<br>RUTLAND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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- 6

S / Lobin A. Durkes District Highway Engineer

WILLIAM POETER Commissioner of Highways



# STATE OF VERMONT

## DEPARTMENT OF HIGHWAYS MONTPELIER Highway Flansing Division

December 20, 1961

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Daniel W. Alten, Chairman Woard of Aldermon City of Sutland, Vermont

Gear Sirr

We are enclosing for your records a copy of the plate-ald resciection certificate for the City of Rutland, as approved by the Commissioner of Highways on -December 15, 1961.

This is in connection with the 10-Year Reselection of State-Aid Highways. There has been no change in mileage.

Very truly yours,

17.

H. F. Farrington Highway Planning Engineer

arr/von/bjt Enc.

enclosed forms, and recurs to this offlice.

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E. F. Fartington Highway Planning Engineer

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1. Mag .,

STATE HIGHWAY BOARD

CLEON A. PERKINS, COADMAN สีอาเมชอ PORTER J. MOORE Newscor SAANK E. HOWE, D RESIMANTON

STATE OF VERMONT



COMMERSIONED OF HIGHWAYS WILLIAM POSTER

S. A. Seleatianª

CHIEF ENGINEER ASTRUR D. BISNOF

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ASSIGTANTS TO THE COMMISSIONSH E BEACH GLY WINDNA D'A. SHERIDAN

DEPARTMENT OF HIGHWAYS MONTPELIER

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May 8, 1961

J. A. mrloss District Highway Engineer Matland, Vermont

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Dater Stra

We are enclosing a copy of the selection of state-aid highways in the City of Rutland, and the accompanying map signed by the Commissioner, showing the reachection of state-aid highways. The extra unsigned map is for your use.

Also enclosed is a copy of the solucition certificate for the city's re-CONTRA CONTRACTOR 
For your information, we are enclosing a copy of the letter of transmittal to the City Clerk.

and the second second second second Very truly yours,

a sector de la companya de la comp the state of the second of the second s Highway Flarming Engineers HEE/HL/HM

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, , e star e tra anclosed forms, and recurs to this office.

Tery traily prairies.

A. P. PARTINGTON Righway Planalug Regimeer

REF 16Latio

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11.22

WILLIAM POETER COMMISSIONER OF HIGHWAYS



STATE OF VERMONT

DEPARTMENT OF HIGHWAYS

al i ar

May 3, 1961

Barbert (1985)

Mr. Henry P. Nattlea City Clerk Rutland, Verapot

Daar Stri

the are enclosing for your records a map signed by the Countesiceur, showing the extection of State-Atd Highways in your city. Also enclosed is at the extra copy of the revised map for your use.

The map algoad by the Convictionser should be filled and recorded in your city records.

This is in accordance with Sec. 13, Title 19, V.S.A., which requires that, "Show an addition or deletion is made to State-Aid Highways, the Secrit shall make maps showing the highways which are added and/or deleted, and file a copy absreaf in the office of the Secretary of State. 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 no filed, the redebignation of such highways abarty to have taken place."

When the map has been filled, wante you places fill out and sign back the anclosed forms, and return to this office.

Yory cruly manro.

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R. F. Ferring Engineer

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OFFICE OF THE COMMISSIONED IT I HEATION CALL CLESS BURGER.

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History a start on entry of 0.179 a class control bat Hitchington and air should be made, so the reflected the addition of Alphas Streets to Mate STATE OF VERMONT

MONTPELIER any an ana ana ang atao ang a**kiginaya Planaiaka Nataida**n sederahan ang kanalang a

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2 . Harby P. Bettless while while regiments the later or on Demont Road drug City Clerk Relined Permitte a contract of the let a and the contract of the second of the second 
Learshirth and selection as an an and

Thank you for the prompt return of the Certificates of Completion and the various totals on the allesse perturbities to shorte, of contras, be Opening to Public Travel, which have arrived in time to allow the additional Weath St. 「「「「「「」」 mileage to be included in our report to the State Auditor.

a were and a to real of white an attached with the state of the states at Because of the recent approval by the Highway Board of the reselection were adoptionally and the land the will all other second approximation and

of State Aid Highways, there are several changes that should be made on the covy of the 1961 mileage cortificates that you have in your records. The selection certificates and maps will be forwarded to you as soon as they can be processed, but in the maantime the following changes can be accomplished in order that your completely correct minage may be submitted to the State stantinum attantione in cardinali Auditor.

Under Town Highways, on the mileage certificate, opposite "Highways Added", the entry should be charged from 0.77 to 1.20 miles, this reflects the deletion of Clement Road from State Aid, and its addition to City Streets. Also under Tosm Highways, opposite "Highways Subtracted, an entry should be made of 0.17 mile, this reflects the addition of Ripley Street to State Aid

Toon Clerk

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Barch 30, 19

and its deletion from City Streets.

Under State Aid Highways, opposite "Highways Added" an entry of 0.179 mile should be made, which reflects the addition of Ripley Street to State Aid, plus a change in connecting link on US 4, due to construction, plus a couple of other minor adjustments as shown on the selection certificates. Also under State Aid Highways, opposite "Highways Subtracted", an entry of 0.788 mile should be made which reflects the deletion of flement Road from State Aid, the remeasurement of State Aid 9 and one of two minor adjustments as shown on the selection certificates.

The various totals on the mileage certificate, should, of course, be changed accordingly.

We have made the above changes on the two copies of the milesge certificates that we have here in the office, and would appreciate your cooperation in this matter.

Very truly yours,

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# N. F. Farrington Highway Flanning Engineer

HFP/VNI/BOM

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> STATE OF VERMONT DEPARTMENT OF HIGHWAYS MONTPELIER Highway Planning Division

> > March 20, 1961

Lili - s.a. selen

Mr. H. P. Bettles City (lerk City of Rutland Versont

Dear Sir:

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

However, before any new mileage can be accepted, the statutes require that a Certificate of Completion and Opening to Public Travel be executed for each highway involved and forwarded to the Highway Board. Such a certificate should contain a description of the highway as well as the original date it was laid out and recorded in the City Records. Until such a certificate is received the mileage cannot be accepted.

We are enclosing a "suggested" form of this certificate, which you may copy or not, as you desire.

We would appreciate "ecsiving this information as soon as possible as we are rapidly approaching the deadline for our submission of revised mileages to the State Auditor.

WATER CHILDREN MANAGER

Regarding the State Aid Selection Certificates submitted recently,

we expect them to go to the Highway Board meeting to be held March 24, 1961.

# We will notify you inmediately of the outcome.

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## Very truly yours,

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Highway Planning Division

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# HFF/VNT/am Encs.



# HIGHWAY DEPARTMENT

OFFICE MEMORANDUM

TO: Highway Board

FROM: H. F. Farrington, Highway Planning Engineer DATE: March 9, 1961 SUBJECT:

The attached selection certificates, for Hatland City and the Town of Poultney, were inadvertently processed as remeasurement only, but also include reselection of State Aid Highways.

HFF/WIT/jrf

HD-295 20M-12-60

|     |              |                 | <br>       |           |         |                                        |       |            |
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## HIGHWAY DEPARTMENT

# OFFICE MEMORANDUM

and the second states

Sec.

TO: A. D. Mahop, Chief Engineer

FROM: H. F. Farrington, Highway Manning Engineer

DATE: March 1, 1961

SUBJECT:

Attached for your approval are selection certificates for the town of Poultney and the City of Rutland.

These selection certificates reflect changes due to reassurement and relocation.

HFF/VNT/son

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| No. 9 miles.                               | J. R. Carrigan                                                                                                  |
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|                                            | Villiam Joley City                                                                                              |
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| We have this di                            | Las and Esting Rutland made the above                                                                           |
| selection which is to supersede and replac | harque il ASIA internet                                                                                         |
|                                            | Samiel W. allens                                                                                                |
| Road Commissioner                          | amle T. Mc Mulin ectmen                                                                                         |
| Ä                                          | Arthur C. Crowney f the                                                                                         |
|                                            | All Strady MAYOR land                                                                                           |
| <br>                                       | Frank L. Bice                                                                                                   |
|                                            | Lity Engineer                                                                                                   |
| Approved:                                  |                                                                                                                 |
|                                            | Maich 24, 1961                                                                                                  |
| and a Durke                                | STATE HIGHWAY BOARD                                                                                             |
| District Highway Engineer                  | Rilliam Foeter                                                                                                  |
|                                            | Commissioner of Highways                                                                                        |
|                                            |                                                                                                                 |
|                                            |                                                                                                                 |
|                                            |                                                                                                                 |
|                                            |                                                                                                                 |

## SELECTION OF STATE AID HIGHWA

| 25MRASIOR MAINT | and | HESTINCTION |
|-----------------|-----|-------------|
|                 |     |             |

| Town of            | Nutland City |
|--------------------|--------------|
| County of          | Rutland      |
| Vr. Hwy. Dist. No  |              |
| Total S. A. Mileag | e 16.001     |

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

2.809 miles. No. 1

Beginning at the south City line and end of State Highway on South Main Street (Boute US 7)

extending (Give direction) northerly along South Main and North Main Streets

ending at the parth City line and beginning of State Highways it boing all State Aid Connecting Link for Route US 7.

No. 2 3. 1926 . armites.

Beginning at the west City line and of State Highway on Mest Streat (Route US 4)

Marchanta Row, sasterly slong Mest Streat to North Main Streat (Route US 71; resuming at Woodstock Avenue and continuing northeasterly along Woodstock Avenue, the east City line at the beginning of State Higheny near Gleason Roger it.

ending at being all State Aid Connecting Link for House US 4.

No. 3 0.78 miles.

Beginning at South Main Street (Route US 7) on Strange Avenue extending (Give direction) DOLTINGESTARLY SLORG STRONGS Avenue and Merobante R. ...

West Streat. ending at

No. 4 0.76 miles.

| Beginning at   | Hest Str     | eac and Colu | ebina Avenue | (Raute US 4) or | Hest Street |           |
|----------------|--------------|--------------|--------------|-----------------|-------------|-----------|
| extending (Giv | e direction) | castorly a   | lang West St | ret eross last  | Creak       | , <b></b> |

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Murchants Row. ending 21

No. 5 1.02 tailes.

> Beginning at Creasens Street on Lincoln Bullayard extending (Give direction) northerly along Lincoln Bailavard

the north first kinge ending at

No. 6 1.047 miles.

Beginning at State Stoate and Harsheits Ros (Deuts US 6) as Grove Shreet 

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|---------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|-----------------------------------------|---------------------------------------------------------------------------------------------|-----------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Beginning ar                                                              |                                                                                                                 |                                         | et (Route US 4)                                                                             |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| extending (Give                                                           | direction)                                                                                                      | y alone Plorp                           | ont and Tairvie                                                                             |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| resont Street                                                             |                                                                                                                 |                                         | 177,4941 - 1944-1945-1944-1944-1945-1974 47                                                 | · · · · · · · · · · · · · · · · · · ·         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| 1 66                                                                      |                                                                                                                 | * 4<br>3                                | •                                                                                           |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                           | miles.                                                                                                          |                                         | `                                                                                           |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                           | Creek Read on Rive                                                                                              | 1 4 5 7 1 . · · ·                       | in in at s                                                                                  |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| ending at                                                                 | South Naia Street                                                                                               |                                         |                                                                                             |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 1 . 9 IN                                                                  | •                                                                                                               | i i se ji                               |                                                                                             |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                           | miles.                                                                                                          | ·                                       |                                                                                             | •.                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                           | South Main Street                                                                                               | in delta to                             | n Allen Street                                                                              | •<br>•••••••••••••••••••••••••••••••••••      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| 72 1                                                                      | · · · · · · · · · · · ·                                                                                         | •                                       | Roman (1997)<br>Anna Anna (1997)                                                            | 1                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                           | day of                                                                                                          |                                         | *                                                                                           |                                               | , made the above                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| election which is to su                                                   | persede and replace any and                                                                                     | all selections mad                      | e prior to this time.                                                                       | 21 <b>4</b> - 21                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|                                                                           |                                                                                                                 | *** ***************                     |                                                                                             | · · · J ··· · · · · · · · · · · · · · ·       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|                                                                           |                                                                                                                 | · L A.A. BA                             | भने दुष्ठकोतः, तृईद्ध देश                                                                   | C. Charles 14                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Mel 24                                                                    | , 196                                                                                                           | \$<br>                                  |                                                                                             | runch 24                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| J. 9. Z                                                                   | urkee                                                                                                           |                                         | S                                                                                           | TATE HIGHWAY B                                | OARD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| District Hig                                                              | shway Engineer                                                                                                  |                                         |                                                                                             |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                           |                                                                                                                 | id, they (oreal)                        | altori i a                                                                                  | Commissioner of Hig                           | 1 <b>444</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                           | 10 A.                                                                                                           | · · · · · · · · · · · · · · · · · · ·   | i wela <b>tin</b> a : .                                                                     | 그는 그 그 가장 친구들이 걸려졌다.                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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STATE HIGHWAY BOARD

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ASTIBLENTO TO THE COMMINGENDER E. BEACH RUT VINCHA D'A. BREAMAN

BEPARTMENT OF HIGHWAYS

Higher Planoing Division

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April 28, 1960

Mr. Frank L. Rice Commissioner of Public Works Rutland City, Vermont

Dear Sir:

This is to inform you that we are using the 1959 milesge figures in our report to the State Auditor, however, if Certificates of Completion and Opening to Public Travel are furnished the office at any time before next years' report is submitted, we could include the proposed 0.702 mile at that time.

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Very truly yours,

R. F. Farrington

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Highway Planning Riginiser-

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#### STATE HIGHWAY BOARD

CLEON A, PERRINO, CHAINNAN Rutland Porten J. Moore Newport Prank E. Mowe, 11 Bennington

## STATE OF VERMONT



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WILLIAM РОВТЕН Снівр вноінеен Нивент в. Варфент

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DEPARTMENT OF HIGHWAYS

Righway Planning Division

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February 29, 1960

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Mr. H. P. Battles City Clork Rutland, Vermont

#### Dear Sir:

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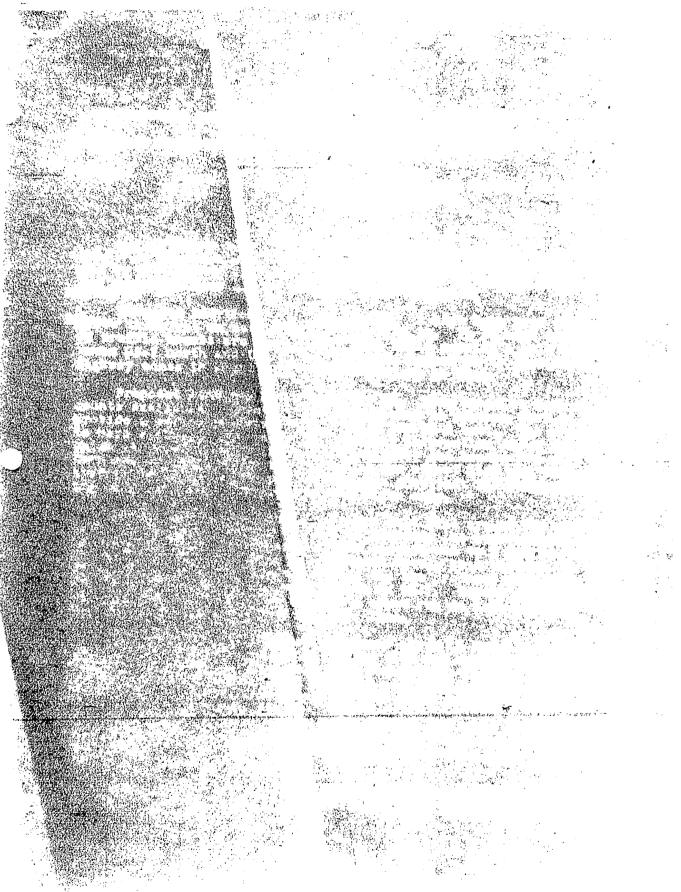
On your 1960 Road Miles Certificate you have indicated that you wished to make certain additions to your City Street milesge.

Title 19, V.S.A., Section is requires the filing of a "Certificate of Completion and Opening to Public Travel" on all new highways. Included must be the Book No. and Page No. of the fown Records which contain the laying out of the new reads.

We cannot accept any new millinge unless this Statute is complied with.

We are attaching suggested fame of this certificate for your use if you desire.

If a "Cartificate of Completion cannot be executed and returned by April 1st, the previous years mileage will be used.



MEMO TO: H. E. Sargent, Chief Engineer

FROM:

H. F. Farrington, Mgr., Highway Planning Survey

DATE: May 31, 1956

SUBJECTI Comments on reselection of state aid streets in Rutland City.

It is rather difficult to make an appraisal of the state aid selection of Rutland City in the short time allotted, particularly due to the lack of pertinent information such as traffic counts and the attractiveness of the various roads concerned.

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, L.J. \*

5.3.

Proposed Addition Np. 8 and No. 10: I have been over this road a few times but am not very familiar with it. It is hard surfaced No traffic counts are available. This would provide a belt line be tween US-7 north and US-4 west and would appear to be justified. This highway comes in right near the reformatory on US-4.

Proposed Addition No. 11 and No. 12: Here again we have no traffic counts available. From a brief examination it appears that it would provide a belt line between US-7 south and US-4 east. The present road is hard surfaced, but we do not have any information about the ease with which it could be negotiated, as to whether the houses set well back from the street line or tend to crowd the street line and thus restrict traffic movements. Our present records show that the railroad crossing on Allan Street is protected by signs only.

Before considering this as a good belt line around the southers side of the city it might be well to consider the improvements made on existing US-7. This has now been widened out to a modern highwar and traffic can move along it much more freely than before. It might be questionable as to how many would use the proposed belt line in the face of the existing improvements on US-7. Before committing myself on this I should like to make a speed run on both highways to determine the advantages of the belt line.

In regard to the proposed deletions shown in brown I would says that these very well could come off as they are rather crowded close together and probably serve as local residential feeders rather thes arterials. If time permitted I should prefer to examine the whole situation on the ground and perhaps make a few traffic counts.

It is noted that both additions in blue are made up of two aid selections. Before anything is approved I would suggest that each blue addition be given one number instead of two as I can see no esson for using two numbers.

It is noted that the total mileage in the present selection as half mile longer than the previous selection for Butland Olty.



5/31/56 Pege 2

Memo tor Mr. Bergent

There may be a possibility of deleting state aid No. 13 on Lincoln Avenue. This was supposed to be, apparently, a thru route from USAN down into the Grescent Street area. It is highly possible that since the modernization of US-7 from the northerly city line to Grescent Street, that thru traffic would prefer to use US-7 rather than Lincoln Avenue. However this could be determined only by a traffic count.