

CERTIFICATE OF HIGHWAY MILEAGE FOR YEAR ENDING FEB. 10, 1991

Fill out the certificate, file a copy with the Town Clerk, and mail original to
Vt. Agency of Transportation, Planning Division before February 10, 1991.

▶ IF NO CHANGES IN MILEAGE, OMIT PART I, CHECK BOX IN PART II, AND SIGN PART III. ◀

PART I

DISTRICT 2

We, the Selectmen/Trustees/Aldermen of Vernon, Windham County
on an oath state that the mileage of highways, according to Title 19, V. S. A., Sec. * 305,
added 1985, is as follows:

	TOWN HIGHWAYS				STATE HIGHWAYS	TOTAL EXCLUDING CLASS 4
	CLASS 1	CLASS 2	CLASS 3	CLASS 4		
PREVIOUS MILEAGE AS SHOWN FEBRUARY 10, 1990	0.000	7.860	15.580	2.220	11.662	35.102
MILEAGE ADDED SINCE FEBRUARY 10, 1990 EXPLAIN UNDER (1) BELOW			1.250 0.020			1.270
SUB TOTAL						
MILEAGE SUBTRACTED SINCE FEBRUARY 10, 1990 EXPLAIN UNDER (2) AND (3)						
TOTAL HIGHWAY MILEAGE FEB. 10, 1991	0.000	7.860	16.850	2.220	11.662	36.372
SCENIC HIGHWAY MILEAGE (19 VSA 2502)						

DURING THE PAST YEAR THE FOLLOWING CHANGES HAVE OCCURRED.

(1) NEW HIGHWAYS: We hereby certify that the following new highways, as substantiated by the attached
Selectmen's Certificate of Completion have been added.
Central Park Rd (#41), Oak Court (#44) Poplar Lane (#45), Pine Ridge (#46)

Crestwood Estates (#42)

(2) DISCONTINUED: We hereby certify that the following highways have been discontinued according to statute
and are substantiated by the attached copy of the proceedings.

(3) RECLASSIFIED/REMEASURED: We hereby certify that the following highways have been reclassified/remeasured
and are substantiated by the attached copy of the proceedings.

T-39: 0.020 mile added to Class 3 - remeasurement (Woodland Road)

(4) SCENIC HIGHWAYS: We hereby certify that the following highways have been designated or discontinued
as *Town Scenic Highways*, and are substantiated by the attached copy of the proceedings.

PART II - CHECK BOX IF NO CHANGES IN MILEAGES.

PART III

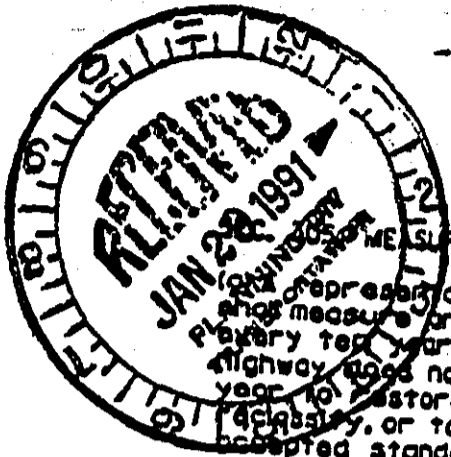
SELECTMEN/ALDERMEN/TRUSTEES
SIGNATURES

Walter Zalunef
Lawrence W. Skipple Jr.
Peter Shumway
Ronald L. Holland
Janet S. Danner

Town/City/Village CLERK SIGNATURE: _____ attests
that this record of highway mileage was filed and recorded on Jan 17, 1991.

Approved: Kimberly Beach, Jr. 1-31-91
Representative, Agency of Transportation Date

Note: Applicable section of Vermont Statutes is printed on reverse side.



**Title 19, V. S. A. Section 305
Added 1985**

MEASUREMENT OF HIGHWAYS

A representative of the agency in the presence of the selectmen or their designees shall measure and inspect the class 1, 2 and 3 town highways in each town at least once every ten years. The agency shall notify the town when any highway, or portion of a highway does not meet the standards for its assigned class. If the town fails, within one year, to restore the highway or portion of the highway to the accepted standard, or to reclassify, or to discontinue, or develop an acceptable schedule for restoring to the accepted standards, the agency for purposes of apportionment under section 306 of this title shall deduct the affected mileage from that assigned to the town for the particular class of the road in question.

(b) Annually, on or before February 10, the selectmen shall, after review by a representative of the agency, file with the town clerk a sworn statement of the description and measurements of all class 1, 2 and 3 town highways, then in existence, including any special designation such as a throughway or scenic highway. When class 1, 2 or 3 town highways are accepted, discontinued, or reclassified, a copy of the proceedings shall be filed in the town clerk's office and a copy shall be forwarded to the agency.

(c) The agency shall not accept any change in mileage until the records required to be filed in the town clerk's office by this section are received by the agency.

(d) The selectmen of any town who are aggrieved by a finding of the agency concerning the measurement, description or classification of a town highway may appeal to the board by filing a notice of appeal with the executive secretary of the board.

**Title 19, V. S. A. Section 2502
Added 1985**

Sec. 2502. TOWN SCENIC ROADS; DESIGNATION AND DISCONTINUANCE

(a) On recommendation of the planning commission of a municipality, or on the initiative of the legislative body of a municipality, a legislative body may, after one public hearing warned for the purpose, designate or discontinue any town highway or portion of a town highway, as a town scenic highway. Such action by the legislative body may be petitioned by the registered voters of the municipality pursuant to the provisions of section 1973 of Title 24.

(b) A town scenic road may be reconstructed or improved in a manner consistent with the standards established by the transportation board, pursuant to section 425 of Title 10. A class 1, 2 or 3 scenic highway shall still be eligible to receive aid pursuant to the provisions of this title.

(c) The legislative body of a municipality may appeal for a variance from standards promulgated by the transportation board. In these appeals the board's decision shall be final.

**RETURN TO: VERMONT AGENCY OF TRANSPORTATION
DEPARTMENT OF PLANNING AND PRECONSTRUCTION
PLANNING DIVISION
133 STATE STREET
MONTPELIER, VERMONT 05602**

1991

CERTIFICATE OF COMPLETION AND OPENING
OF A HIGHWAY FOR PUBLIC TRAVEL

Sandra B. Harris, Town Clerk of the Town
of Vernon, Vermont.

Pursuant to Title 19, V.S.A., Section 15, as amended 1973, this is to certify that
the following described section of Class III Highway in the Town of
Vernon was COMPLETED AND OPEN FOR PUBLIC TRAVEL
on October 30, 19 90.

DESCRIPTION OF RIGHT-OF-WAY: Beginning
Town Highway
41 - - - Central Park Road
44 - - - Oak Court
45 - - - Poplar Lane
46 - - - Pine Ridge

See Deeds attached: Cersosimo Lumber Company, Inc., to Vernon, Town of

and as shown on a Highway Map of the Town of Vernon,
dated July 22, 19 90, and filed in Book D on page 12&13 of the Records
of the Town of Vernon by the Town Clerk of
said Town incorporated herein by reference and attested to on
said map by said Town Clerk.

Dated at Vernon, County of Windham and State of
Vermont, this 17th day of January, A.D., 19 91.

Walter Zalozny
Lawrence N. Stapp
Pete Elbriogosh
Donald L. Holland
Janet D. Dennen
BOARD
OF
SELECTMEN
~~XXXXXXXX~~
~~XXXXXXXX~~

and the MAYOR of the City of _____

Vernon, VERMONT
January 17, 19 91.

THE ABOVE IS A TRUE COPY OF THE DESCRIPTION OF CLASS III HIGHWAY COMPLETED AND OPENED
FOR PUBLIC TRAVEL, RECORDED IN BOOK 55 ON PAGE 330- OF THE Land RECORDS
OF THE Town OF Vernon ON THE 342 2nd DAY OF November,
19 90, AT 9:20 O' CLOCK, A.M.

ATTEST: Sandra B. Harris
Town CLERK OF Vernon, VERMONT

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, that CERSOSIMO LUMBER COMPANY, INC., a corporation duly organized by law and having its usual place of business in Brattleboro, Windham County, Vermont, GRANTOR, in consideration of One (\$1.00) Dollar and other valuable consideration to its full satisfaction paid by TOWN OF VERNON, in the County of Vernon and State of Vermont GRANTEE, by these presents, does freely GIVE, GRANT, SELL, CONVEY and CONFIRM unto the said GRANTEE, TOWN OF VERNON, its successors and assigns forever, a certain piece of land in Vernon, in the County of Windham and State of Vermont and described as follows, viz:

Being part of the same land and premises as was conveyed to Cersosimo Lumber Company, Inc., by Administrator's Deed of Raymond P. Perra, Administrator of the Estate of Peter Skibniowsky, Sr., dated 19 April 1982 and recorded in Book 42, Page 369 of the Vernon Land Records and all and the same land and premises as was conveyed to Cersosimo Lumber Company, Inc., by Warranty Deed of Lawrence A. Whitaker, Jr., and Janice M. Whitaker dated 17 April 1986 and recorded in Book 47, Page 425 of the Vernon Land Records, all of the above being more particularly described in Schedule A attached hereto and incorporated herein by reference.

SCHEDULE A

CENTRAL PARK ROAD

STATION 0+00 Thru 9+98.57

Beginning at a point in the centerline of the travelled way of Pond Road and in the centerline of Central Park Road at Station 0-31.

Thence North 89°-49'-53" East along said centerline of Central Park Road to Station 0-11.05, being normal to and opposite an iron pin 52.83 feet left of said centerline, said iron pin being the beginning of a fillet curve having a radius of 35.00 feet and a length of 62.20 feet more or less;

Thence continuing North 89°-49'-53" East along said centerline to Station 0+00 at the side line of Pond Road and the centerline of said Central Park Road, said Station being marked by a PK Nail;

Thence continuing North 89°-49'-53" East along said centerline to Station 0+14.08, being normal to and opposite an iron pin lying 67.17 feet right of said centerline, said iron pin being the beginning of a fillet curve having a radius of 35.00 feet and a length of 47.75 feet more or less;

Thence continuing North 89°-49'-53" East along said centerline to Station 0+23.21, being normal to and opposite granite monument lying 25.00 feet left of said centerline, said granite monument being at the end of a fillet curve and the beginning of the tangent left side line of said Central Park Road;

Thence continuing North 89°-49'-53" East along said centerline to Station 0+48.34, being normal to and opposite an iron pin lying 25.00 feet right of said centerline, said iron pin being at the end of a fillet curve and the beginning of the tangent right side line of said Central Park Road;

Thence continuing North 89°-49'-53" East along said centerline to Station 2+74.30, being normal to and opposite a granite monument lying 25.00 feet left of said centerline station and also being normal to and opposite an iron pin lying 25.00 feet right of said centerline station;

(CONTINUED)

Thence along a curve to the left, along said centerline, a distance of 148.22 feet more or less, said curve having a radius of 200.00 feet, a delta $42^{\circ}-27'-43''$ and being concave northerly, to Station 4+22.52, being normal to and opposite a granite monument lying 25.00 feet left of said centerline station and also being normal to and opposite an iron pin lying 25.00 feet right of said centerline station;

Thence North $47^{\circ}-22'-06''$ East, along said centerline, to Station 7+00.87, being normal to and opposite a granite monument lying 25.00 feet left of said centerline station and also being normal to and opposite an iron pin lying 25.00 feet right of said centerline station;

Thence along a curve to the right, along said centerline, a distance of 134.88 feet more or less, said curve having a radius of 100.00 feet, a delta of $77^{\circ}-16'-50''$ and being concave southerly, to Station 8+35.75, being normal to and opposite a granite monument lying 25.00 feet left of said centerline station and also being normal to and opposite an iron pin lying 25.00 feet right of said centerline station;

Thence South $55^{\circ}-20'-58''$ East, along said centerline, to Station 9+98.57 being a PK Nail, said centerline station lying South $07^{\circ}-28'-29''$ East 33.71 feet more or less of the southwest corner of Lot #1, said centerline station also being located North $07^{\circ}-28'-29''$ West 33.71 feet more or less of the northwesterly corner of Lot #7.

Meaning to convey a 50 foot strip of land with all fillets and appurtenances thereto, containing 1.159 acres more or less, said 50 foot strip being 25 feet either side of the aforescribed centerline.

Reference being had for more particular details to the "Central Park Estates, Right-of-Way Plan", dated June 22, 1990, prepared by Southern Vermont Engineering.

Being land and rights conveyed to Cersosimo Lumber Company by Lawrence and Janice Whitaker, by deed dated April 17, 1986 and recorded in Book 47, at Page 425 of the Vernon Land Records.

CENTRAL PARK ROAD

STATION 9+98.57 Thru 28+97.84

Beginning at a PK Nail in the center line of Central Park Road at Station 9+98.57 said PK Nail lying south $07^{\circ}-28'-29''$ east 33.71 feet more or less of the southwesterly corner of Lot #1 and being North $07^{\circ}-28'-29''$ West 33.71 feet more or less of the north-westerly corner of Lot #7;

Thence South $55^{\circ}-20'-58''$ East along the center line of Central Park Road to Station 10+57.10, being normal to and opposite a granite monument lying 25.00 feet left of said centerline and being normal to and opposite an iron pin lying 25.00 feet right of said centerline station;

Thence on a curve to the right, along said centerline, a distance of 108.71 feet more or less to a PK Nail at Station 11+65.81, said PK Nail also being Station 0+00 of Oak Court, said curve having a radius of 1267.95 feet, a delta of $04^{\circ}-54'-45''$ and being concave southerly;

Thence continuing on the aforementioned curve, along said centerline, a distance of 90.87 feet more or less, said curve having a radius of 1267.95 feet and a delta of $04^{\circ}-06'-23''$, to Station 12+56.68, being normal to and opposite an iron pin lying 25.00 feet left of said centerline station and also normal to and opposite an iron pin lying 25.00 feet right of said centerline station;

Thence South $46^{\circ}-19'-50''$ East, along said centerline, to Station 13+51.51 being normal to and opposite an iron pin lying 25.00 feet left of said centerline station and also being normal to and opposite an iron pin lying 25.00 feet right of said centerline station;

Thence on a curve to the left, along said centerline, 490.50 feet more or less said curve having a radius of 700.00 feet, a delta of $40^{\circ}-08'-53''$ and being concave northerly, to a PK Nail at Station 18+42.02, said station also being Station 0+00 of Pine Ridge and Station 0+00 of Poplar Lane;

Thence continuing on said curve to the left, along said centerline of Central Park Road, a distance of 501.58 feet more or less, said curve having a radius of 700.00 feet, a delta of $41^{\circ}-03'-17''$ and being concave northerly, to Station 23+43.60 being normal to and opposite a granite monument lying 25.00 feet left of said centerline station, and also being normal to and opposite an iron pin lying 25.00 feet right of said centerline station;

Thence North $52^{\circ}-28'-01''$ East, along said centerline, to Station 26+26.55 being normal to and opposite a granite monument lying 25.00 feet left of said centerline station and also normal to and opposite an iron pin lying 25.00 feet right of said centerline station;

Central Park Road, Page Two

Thence on a curve to the right along said centerline, a distance of 148.21 feet more or less, said curve having a radius of 416.53 feet being concave southerly, to Station 27+74.76 being normal to and opposite an iron pin lying 25.00 feet right of said centerline station, said iron pin being the beginning of a fillet curve with a radius of 30.00 feet and an arc length of 36.87 feet more or less;

Thence continuing along said curve to the right along said centerline, a distance of 9.40 feet more or less to Station 27+84.16 being normal to and opposite an iron pin lying 25.00 feet left of said centerline station, said iron pin being the beginning of a fillet curve with a radius of 30.00 feet and an arc length of 31.75 feet more or less;

Thence continuing along said curve to the right, along said centerline, a distance of 22.22 feet more or less to Station 28+06.38 being normal to and opposite an iron pin lying 43.87 feet right of said centerline station, said iron pin being the end of a fillet curve at its confluence with the limits of a 100-foot cul-de-sac at the end of said Central Park Road;

Thence continuing along said curve to the right, along said centerline, a distance of 1.59 feet more or less to Station 28+07.97 being normal to and opposite an iron pin lying 41.04 feet left of said centerline station, said iron pin being the end of a 30-foot fillet curve at its confluence with the limits of a 100-foot cul-de-sac at the end of said Central Park Road;

Thence continuing along said curve to the right, along said centerline, a distance of 14.87 feet more or less, said curve having a radius of 416.53 feet and a total delta over the last 5 courses of 27°-00'00" and is concave southerly, to Station 28+22.84;

Thence North 79°-28'-01" East, along said centerline, 75.00 feet to an iron pin and Station 28+97.84 at the radius point of the cul-de-sac at the end of said Central Park Road, said cul-de-sac having a radius of 100.00 feet and an arc length from fillet to fillet of 540.62 feet more or less.

Meaning to convey a 50-foot wide strip of land with all fillets; cul-de-sacs and appurtenances thereto, containing 2.791 acres more or less, said 50 foot strip being 25 feet either side of the aforescribed centerline. Reference being had for more particular details to the "Central Park Estates, Right-of-Way Plan", dated June 22, 1990, prepared by Southern Vermont Engineering.

Being part of the land conveyed to the Cersosimo Lumber Company in Volume 42, Page 369-372.

(CONTINUED)

OAK COURT

Beginning at a PK Nail at Station 11+65.81 in the centerline of Central Park Road at Station 0+00 of Oak Court;

Thence North 39°-39'-20" East, along the centerline of Oak Court, to Station 0+72.79, being normal to and opposite an iron pin lying 25.00 feet left of said centerline station, said iron pin being the end of a 50-foot fillet curve, said fillet curve having a radius of 50.00 feet and an arc length of 75.67 feet more or less;

Thence continuing North 39°-39'20" East along said centerline, to Station 0+73.02 being normal to and opposite an iron pin lying 25.00 feet right of said centerline station, said iron pin being the end of a 50-foot fillet curve, said fillet curve having a radius of 50.00 feet and an arc length of 75.82 feet more or less;

Thence continuing North 39°-39'-20" East, along said centerline to Station 1+16.63 being normal to and opposite an iron pin lying 25.00 feet left of said centerline station and also being normal to and opposite an iron pin lying 25.00 feet right of said centerline station;

Thence on a curve to the left, along said centerline, a distance of 106.82 feet more or less, said curve having a radius of 275.00 feet and being concave westerly, to Station 2+23.45, being normal to and opposite an iron pin lying 25.00 feet left of said centerline station, said iron pin being the beginning of a fillet curve with a radius of 30.00 feet and an arc length of 36.95 feet more or less;

Thence continuing along said curve to the left, along said centerline, to Station 2+32.56 being normal to and opposite an iron pin lying 25.00 feet right of said centerline station, said iron pin being the beginning of a fillet curve with a radius of 30.00 feet and an arc length of 31.99 feet more or less;

Thence continuing along said curve to the left, along said centerline, a total distance, including the last two courses, of 136.73 feet more or less, said curve having a radius of 275.00 feet, a total delta over the last 3 courses of 28°-29'-17" and being concave westerly to Station 2+53.37;

Thence North 11°-10'-03" East, along said centerline to Station 2+55.72 being normal to and opposite an iron pin lying 42.58 feet right of said centerline station, said iron pin being the end of a 30-foot fillet curve at its confluence with the limits of a 100-foot cul-de-sac located at the end of Oak Court;

Oak Court, Page Two

Thence continuing North 11°-10'-03" East, along said centerline to Station 2+56.52 being normal to and opposite an iron pin lying 43.31 feet left of said centerline station, said iron pin being the end of a 30-foot fillet at its confluence with the limits of a 100-foot cul-de-sac located at the end of Oak Court;

Thence continuing North 11°-10'-53" East, along said centerline to an iron pin at Station 3+46.66 at the radius point of the cul-de-sac at the end of Oak Court, said cul-de-sac having a radius of 100.00 feet and an arc length from fillet to fillet of 540.64 feet more or less;

Meaning to convey a 50-foot wide strip of land with all fillets, cul-de-sacs and appurtenances thereto, containing 1.002 acres more or less, said 50 foot strip being 25 feet either side of the aforescribed centerline.

Reference being had for more particular details to the "Central Park Estates, Right-of-Way Plan", dated June 22, 1990, prepared by Southern Vermont Engineering.

Being part of the land conveyed to the Cersosimo Lumber Company in Volume 42, Page 369-372.

Excepting and reserving a 20-foot wide utility easement across the cul-de-sac at the end of Oak Court, the centerline of which is described as follows:

Beginning at a point which is the future location of a water well lying North 34°-04'-39" East 11.61 feet more or less of an iron pin at Station 3+46.66 of said Oak Court, said iron pin also being the radius point of the cul-de-sac at the end of said Oak Court;

Thence North 74°-47'17" East, along the centerline of said 20-foot easement, 54.76 feet more or less to an angle point in said easement;

Thence North 66°-49'-56" East, along said centerline, 47.89 feet more or less to a point on the easterly limit of said Oak Court cul-de-sac and the westerly boundary of Lot #4, said point lies southerly along said limit of said Oak Court cul-de-sac and said westerly boundary of Lot #4, 55.85 feet more or less from the northwesterly corner of said Lot #4.

Also excepting and reserving a 20-foot wide utility easement, the centerline of which is described as follows:

Beginning at a point in the easterly boundary of Lot #1 and the westerly limit of Oak Court, said point lies southerly along said easterly boundary and westerly limit, 44.58 feet more or less from the northeasterly corner of said Lot #1;

Thence South 88°-07'-45" East, along the centerline of said 20-foot easement and passing through Station 2+60.39 in the centerline of Oak Court, 105.92 feet more or less to a point in the easterly limit of said Oak Court and the westerly boundary of Lot #5, said point lies southerly along said easterly limit and westerly boundary, 55.46 feet more or less of the northwesterly corner of said Lot #5.

PINE RIDGE

Beginning at a PK Nail in the centerline of Central Park Road at Station 18+42.02, said PK Nail also being Station 0+00 of Pine Ridge;

Thence North $01^{\circ}-44'-32''$ East, along the centerline of Pine Ridge, to Station 0+39.46;

Thence on a curve to the right, along said centerline, said curve having a radius of 1425.00 feet and being concave easterly, to Station 0+79.07 being normal to and opposite an iron pin lying 25.00 feet right of said centerline station, said iron pin being the end of a fillet curve with a radius of 50.00 feet and an arc length of 84.24 feet more or less;

Thence continuing along said curve to the right, along said centerline, to Station 0+79.98 being normal to and opposite an iron pin lying 25.00 feet left of said centerline station, said iron pin being the end of a fillet curve with a radius of 50.00 feet and an arc length of 84.84 feet more or less;

Thence continuing along said curve to the right, along said centerline, to Station 3+32.85 being normal to and opposite an iron pin lying 25.00 feet right of said centerline station, said iron pin being the beginning of a fillet curve having a radius of 30.00 feet and an arc length of 34.94 feet more or less;

Thence continuing along said curve to the right, along said centerline, to Station 3+36.12 being normal to and opposite an iron pin lying 25.00 feet left of said centerline station, said iron pin being the beginning of a fillet curve having a radius of 30.00 feet and an arc length of 33.15 feet more or less;

Thence continuing along said curve to the right, along said centerline to Station 3+61.26 being normal to and opposite an iron pin lying 42.87 feet right of said centerline station, said iron pin being the end of a 30-foot fillet curve at its confluence with the limits of a 100-foot cul-de-sac at the end of Pine Ridge;

Thence continuing along said curve to the right, along said centerline, to Station 3+62.16 being normal to and opposite an iron pin lying 41.78 feet left of said centerline station, said iron pin being the end of a 30-foot fillet curve at its confluence with the limits of a 100-foot cul-de-sac at the end of Pine Ridge;

Thence continuing along said curve to the right, along said centerline, to Station 3+89.86, said curve having radius of 1425.00 feet and a total delta over the last 7 courses of $14^{\circ}-05'-20''$ and a total arc length of 350.40 feet more or less;

Pine Ridge, Page Two

Thence North $15^{\circ}-49'-52''$ East, along said centerline, 62.47 feet more or less to an iron pin at Station 4+52.33 it being the radius point of the cul-de-sac, said cul-de-sac having a radius of 100.00 feet and an arc length from fillet to fillet of 540.91 feet more or less.

Meaning to convey a 50-foot wide strip of land with all fillets, cul-de-sacs and appurtenances thereto, containing 1.131 acres more or less; said 50 foot strip being 25 feet either side of the aforescribed centerline.

Reference being had for more particular details to the "Central Park Estates, Right-of-Way Plan", dated June 22, 1990, prepared by Southern Vermont Engineering.

Being part of the land conveyed to the Cersosimo Lumber Company in Volume 42, Page 369-372.

Excepting and reserving a 20-foot wide utility easement across the cul-de-sac at the end of Pine Ridge, the centerline of which is described as follows:

Beginning at a point which is the future location of a water well lying North $76^{\circ}-36'-31''$ East 22.39 feet more or less of an iron pin at Station 4+52.33 of said Pine Ridge said iron pin also being the radius point of the cul-de-sac at the end of Pine Ridge;

Thence North $59^{\circ}-25'-46''$ East along the centerline of said 20-foot easement, 35.62 feet more or less to an angle point in said easement;

Thence North $72^{\circ}-42'33''$ East, along the centerline of said 20-foot easement, 42.78 feet more or less to a point on the easterly limit of said cul-de-sac and the westerly boundary line of Lot #11, said point lies southerly along said limit of said cul-de-sac and said boundary of Lot #11 33.50 feet more or less of the northwesterly corner of said Lot #11.

(CONTINUED)

POPLAR LANE

Beginning at a PK Nail at Station 18+42.02 in the centerline of Central Park Road at Station 0+00 of Poplar Lane;

Thence South $01^{\circ}-44'-32''$ West, along the centerline of Poplar Lane, to Station 0+69.28 being normal to and opposite an iron pin lying 25.00 feet right of said centerline station, said iron pin being the end of a 50-foot fillet curve, said fillet curve having a radius of 50.00 feet and an arc length of 72.28 feet more or less;

Thence continuing South $01^{\circ}-44'-32''$ West, along said centerline, to Station 0+73.50 being normal to and opposite an iron pin lying 25.00 feet left of said centerline station, said iron pin being the end of a 50-foot fillet curve, said fillet curve having a radius of 50.00 feet and an arc length of 75.10 feet more or less;

Thence continuing South $01^{\circ}-44'-32''$ West, along said centerline, to Station 1+38.73 being normal to and opposite an iron pin lying 25.00 feet left of said centerline station, and also being normal to and opposite an iron pin lying 25.00 feet right of said centerline station;

Thence southerly on a curve to the right, along said centerline, said curve having a radius of 522.63, to Station 3+29.27 being normal to and opposite an iron pin lying 25.00 feet right of said centerline station; said iron pin being the beginning of a fillet curve having a radius of 30.00 feet and an arc length of 35.77 feet more or less;

Thence continuing along said curve to the right, along said centerline, to Station 3+35.16 being normal to and opposite an iron pin lying 25.00 feet left of said centerline station, said iron pin being the beginning of a fillet curve with a radius of 30.00 feet and an arc length of 32.56 feet more or less;

Thence continuing along said curve to the right, along said centerline, to Station 3+59.67 being normal to and opposite an iron pin lying 43.11 feet right of said centerline station, said iron pin being the end of a 30-foot fillet curve at its confluence with the limits of a 100-foot cul-de-sac located at the end of Poplar Lane;

Thence continuing along said curve to the right, along said centerline, to Station 3+59.75 being normal to and opposite an iron pin lying 41.63 feet left of said centerline station, said iron pin being the end of a 30-foot fillet curve at its confluence with the limits of a 100-foot cul-de-sac located at the end of Poplar Lane;

Thence continuing along said curve to the right, along said centerline, said curve having a radius of 522.63 feet and a total arc length of 225.83 feet, more or less, to Station 3+64.57; the total delta over the last five (5) courses is $24^{\circ} 45' 27''$.

Poplar Lane, Page Two

Thence South $26^{\circ}-29'-59''$ West, along said centerline, 85.74 feet more or less to an iron pin at Station 4+50.30, said iron pin also being the radius point of a cul-de-sac at the end of Poplar Lane, said cul-de-sac having a radius of 100.00 feet and an arc length from fillet to fillet of 540.82 feet more or less.

Meaning to convey a 50-foot wide strip of land with all fillets, cul-de-sacs and appurtenances thereto, containing 1.120 acres more or less, said 50 foot strip being 25 feet either side of the aforescribed centerline.

Reference being had for more particular details to the "Central Park Estates, Right-of-Way Plan", dated June 22, 1990, prepared by Southern Vermont Engineering.

Being part of the land conveyed to the Cersosimo Lumber Company in Volume 42, Page 369-372.

Excepting and reserving a 20-foot wide utility easement across the cul-de-sac at the end of Poplar Lane, the centerline of which is described as follows:

Beginning at a point which is the future location of a water well lying South $10^{\circ}-45'-00''$ West 20.84 feet more or less of an iron pin at Station 4+50.30 of said Poplar Lane, said iron pin also being the radius point of the cul-de-sac at the end of Poplar Lane;

Thence South $28^{\circ}-26'-36''$ East, along the centerline of said 20-foot easement, 36.18 feet more or less, to an angle point in said easement;

Thence South $16^{\circ}-52'-34''$ West, along the centerline of said 20-foot easement, 49.85 feet more or less to a point in the southerly limit of the cul-de-sac at the end of Poplar Lane and the northerly boundary of Lot #23, said point being located 15.15 feet more or less easterly of the northwesterly corner of said Lot #23.

Also excepting and reserving a 20-foot wide utility easement, the centerline of which is described as follows:

Beginning at a point in the westerly boundary of Lot #19 and the easterly limit of Poplar Lane, said point being located 28.27 feet more or less southerly of an iron pin located 25.00 feet easterly of centerline Station 1+38.73 of Poplar Lane;

Thence North $86^{\circ}-22'-54''$ West, along the centerline of said easement, 60.01 feet more or less passing through centerline Station 1+66.18 of Poplar Lane to a point in the westerly limit of said Poplar Lane and the easterly boundary of Lot #24, said point being located 26.63 feet more or less southerly of an iron pin located 25.00 feet westerly of centerline Station 1+38.73 of Poplar Lane.

(CONTINUED)

For a more particular description see plan entitled "Central Park Estates, Right of Way Plan" dated 22 June 1990, prepared by Southern Vermont Engineering and to be recorded herewith in the Vernon Land Records.

The purpose of this deed is to convey the above described roads to the Town of Vernon for a public highway.

The Grantor in consideration of the acceptance of this deed by the Town of Vernon agrees that all of the utility easements described in Schedule A described are subject to the restriction that any user of said utility easement will have the responsibility of maintaining the same at their own expense and in the event any damage is done to the road improvements herein conveyed to the Town of Vernon the user shall bear all costs of returning said roads to their previous conditions. Additionally, while the Town of Vernon shall not unreasonably interfere with the use of said utility easements, the Town shall not be liable for any interference or damage caused by the reasonably expected and normal use and maintenance of the roads herein conveyed as public highways, including but not limited to contamination of wells through use of salt or other foreign matter.

Also conveying all and the same rights and easements as was reserved in the deed of Cersosimo Lumber Company, Inc., to Philip G. Gibson and Catherine P. Gibson dated July 21, 1989 and recorded in Book 53, Pages 215-217 of the Vernon Land Records and therein described as follows:

Excepting and Reserving to the Grantor, its successors and assigns an easement for the construction and maintenance of a fire pond as shown on the aforementioned Plan and the plans of Central Park Estates together with such slope and drainage rights as are

necessary and incidental thereto, ^{said pond to be used for fire purposes only} said easement being more particularly described as follows:

Beginning at the iron pin which marks the northeast corner of Lot 7 located in the southerly boundary of Central Park Road;

Thence running along Lot 24 S 15' 00' 07" W a distance of 250.25 feet to a point for a corner;

Thence turning and running S 85' 03' 28" W a distance of 82.07 feet to a point;

Thence turning and running S 59' 48' 30" W a distance of 102.00 feet to a point;

Thence turning and running N59' 12' 46" W a distance of 50.00 feet to a point;

Thence turning and running N 16' 07' 45" W a distance of 46.78 feet, to a point;

Thence turning and running N 12' 34' 05" E a distance of 100.60 feet, to a point;

Thence turning and running N 74' 13' 01" W a distance of 40.23 feet, to a point;

Thence turning and running N 03' 37' 02" W a distance of 63.73 feet, to a point;

Thence turning and running N 27' 39' 52" E a distance of 73.33 feet, to a point;

Thence turning and running N 65' 40' 47" E a distance of 80.37 feet, to a point;

Thence turning and running North 38' 26' 03" E a distance of 64.63 feet to a point in the southerly side of Central Park Road;

Thence turning and running easterly along the southerly side of Central Park Road 198 feet, more or less, to the iron pin which marks the point and place of beginning.

TO HAVE AND TO HOLD said granted premises with all the privileges and appurtenances thereto to the said TOWN OF VERNON, its successors and assigns, to its own use and behoof forever; and the said GRANTOR, CERSOSIMO LUMBER COMPANY, INC., for itself and its successors and assigns, does covenant with the said GRANTEE, TOWN OF VERNON, its successors and assigns forever, that until the ensealing of these presents, it is the sole owner of the premises and has good right and title to convey the same in the manner aforesaid; that they are free

from every encumbrance, except as aforesaid, and it does hereby engage to WARRANT AND DEFEND the same against all lawful claims whatever, except as aforesaid.

IN WITNESS WHEREOF, ANTHONY CERSOSIMO, Treasurer and duly authorized agent of CERSOSIMO LUMBER COMPANY, INC., hereunto sets his hand and seal this 30th day of October 1990.

IN PRESENCE OF: CERSOSIMO LUMBER COMPANY, INC.
By: Anthony Cersosimo, Its Treasurer and duly authorized agent

STATE OF VERMONT
WINDHAM COUNTY, SS.

At Brattleboro this 30th day of October A.D. 1990, ANTHONY CERSOSIMO, Treasurer and duly authorized agent of CERSOSIMO LUMBER COMPANY, INC., personally appeared, and he acknowledged this instrument, by him sealed and subscribed, to be his free act and deed and the free act and deed of CERSOSIMO LUMBER COMPANY, INC.

Before me, Notary Public

Vermont Property Transfer Tax
32 V.S.A. Chap. 231
-ACKNOWLEDGMENT-
Return Rec'd.-Tax Paid-Board of Health Cert. Rec'd.
Vt. Land Use & Development Plans Act Cert. Rec'd.
Return No. 1990-67
Signed Hope J. Belair, Clerk
Date Nov 28, 1990

Vernon, Vermont Town Clerk's office November 2 A.D. 1990 at 9:20 A.M. then received an instrument of which the foregoing is a true copy.

ATTEST: Hope J. Belair
Asst. Town Clerk

CERTIFICATE OF COMPLETION AND OPENING
OF A HIGHWAY FOR PUBLIC TRAVEL

Sandra B. Harris, Town Clerk of the Town
of Vernon, Vermont.

Pursuant to Title 19, V.S.A., Section 15, as amended 1973, this is to certify that
the following described section of Class III Highway in the Town of
 Vernon was COMPLETED AND OPEN FOR PUBLIC TRAVEL
on October 18, 19 90.

DESCRIPTION OF RIGHT-OF-WAY: Beginning

Town Highway

42 - - - Crestwood Estates - See Deed attached
of Kenney, Virginia K., Formerly Whitaker, Virginia K. and Kenney, Robert J.
to Vernon, Town of

and as shown on a Highway Map of the Town of Vernon,
dated August 13, 19 90, and filed in Book D on page 11 of the Records
of the Town of Vernon by the Town Clerk of
said Town incorporated herein by reference and attested to on
said map by said Town Clerk.

Dated at Vernon, County of Windham and State of
Vermont, this 17th day of January, A.D., 19 91.

Walter Zelwony
Lawrence M. Applegate
Peter Shiknowsky
Ronald L. Holland
Janet D. Dennen
BOARD
OF
SELECTMEN
~~ALDERMEN~~
~~TRUSTEES~~

and the MAYOR of the City of .

 Vernon, VERMONT
 January 17, 19 91.

THE ABOVE IS A TRUE COPY OF THE DESCRIPTION OF CLASS III HIGHWAY COMPLETED AND OPENED
FOR PUBLIC TRAVEL, RECORDED IN BOOK 55 ON PAGE 263-7 OF THE Land RECORDS
OF THE Town OF Vernon ON THE 19th DAY OF October,
19 90 AT 9:36 O' CLOCK, A.M.

ATTEST: Sandra B. Harris
 Town CLERK OF Vernon, VERMONT

KENNEY, VIRGINIA K., FORMERLY WHITAKER, VIRGINIA K.
KENNEY, ROBERT J. to VERNON, TOWN OF

WARRANTY DEED

KNOW ALL PERSONS BY THESE PRESENTS that Virginia K. Kenney, formerly Virginia K. Whitaker, joined by her husband Robert J. Kenney of Vernon in the County of Windham and State of Vermont, Grantors, in the consideration of One and more dollars paid to their full satisfaction by the Town of Vernon in the County of Windham in the State of Vermont, Grantee, by these presents, do freely Give, Grant, Sell, Convey and Confirm unto the said Grantee, Town of Vernon and its successors and assigns forever, a certain piece of land in Vernon in the County of Windham and State of Vermont, described as follows, viz:

Being a portion of the land and premises conveyed to Lawrence A. Whitaker and Virginia K. Whitaker, husband and wife (Lawrence A. Whitaker deceased on 27 February 1985, and the death certificate is recorded at Book of Deaths H, Page 300 of the Vernon Land Records), by Warranty Deed of Wallace H. Whitaker and Hattie E. Whitaker, husband and wife, dated 6 February 1957, recorded in Volume 26, Page 229 of the Vernon Land Records, and being the access road shown on a "Right Of Way Plan, Subdivision of Virginia Whitaker" prepared by Southern Vermont Engineering, Project No. 1674B, dated 8/13/90, to be recorded in the Vernon Land Records and therein described as follows:

Beginning at a monument set where the northerly bound of the said right-of-way meets the westerly bound of Pond Road, so-called; thence running along a curve to the right with a length of 48.406 feet and a radius of 30.000 feet to an unmarked point; thence continuing along a curve to the left with a length of 99.860 feet and a radius of 150.000 feet to an unmarked point; thence running S 35° 54' 16" W, a distance of 47.32 feet to an unmarked point; thence running along a curve to the right a distance of 93.135 feet and a radius of 100.000 feet to an unmarked point; thence running S 89° 16' 00" W, a distance of 75.00 feet to an iron pin, said pin marking the southeast corner of Lot 5 in said subdivision; the last five courses running along lands being retained by Grantors herein; thence running along the southern boundary of Lot 5 in said subdivision S 89° 16' 00" W a distance of 199.99 feet to an iron pin; thence continuing along a curve to the right with a length of 46.365 feet and a radius of 50.000 feet to an unmarked point; thence continuing along a curve to the left with a length of 81.673 feet and a radius of 75.000 feet to an iron pin set in the ground, said iron pin being the southwest corner of Lot 5 and the easterly corner of Lot 4 in said subdivision; thence continuing along a curve to the left with a length of 159.605 feet and a radius of 75.000 feet to an iron pin set in the ground, said pin marking the southeast corner of Lot 4 in said subdivision; thence continuing along a curve to the left a distance of 133.436 feet with a radius of 75.000 feet to an iron pin, said iron pin marking the northeasterly corner of Lot 3 and the northwesterly corner of Lot 2 in said subdivision; thence continuing along a curve to the right with a length of 46.365 feet and a radius of 50.000 feet to an iron pin; thence N 89° 16' 00" E, a distance of 239.90 feet to an iron pin set in the ground, said pin marking the northeast corner of Lot 2 in said subdivision; thence continuing in the same direction 35.09 feet to an unmarked point; thence continuing along a curve to the left a distance of 139.702 feet with a radius of 150.000 to an unmarked point; thence running N 35° 54' 16" E, a distance of 47.32 feet to an unmarked point; thence continuing along a curve to the right a distance of

62.688 feet with a radius of 100.000 feet to an unmarked point; thence continuing along a curve to the right a distance of 45.654 feet with a radius of 30.000 feet to a monument marking the northeast corner of Lot 1 in said subdivision, said monument being on the westerly bound of the said Pond Road; thence running in a northwesterly direction along the west side of Pond Road to the point and place of beginning.

SUBJECT TO a twenty (20) foot wide utility easement for the purposes of laying out, repairing and maintaining a sewer force main to the benefit of Lot 1 in said subdivision as indicated on said Right-of-Way Plan, to which reference may be had. The said sewer force main is two inches in diameter within a four inch sleeve, and is buried six feet deep. The grantors herein covenant that they shall repair at their expense any damage to the subject access road due to the maintenance or replacement of said sewer force main until such time as municipal sewer service is provided to the said Lot 1.

Conveyed herewith are the following two culverts in the subject access road: a culvert at the entrance of the said access road 15 inches in diameter and 52 feet long; a culvert in the cul-de-sac 15 inches in diameter and 40 feet long.

To have and to hold said granted premises, with all the privileges and appurtenances thereof, to the said Grantee, Town of Vernon, its successors and assigns, to its own use and behoof forever; And they the said Grantors, Virginia K. Kenney and Robert J. Kenney, for themselves and their heirs and assigns, do covenant with the said Grantee, Town of Vernon, its successors and assigns, that until the ensembling of these presents they are the sole owners of the premises, and have good right and title to convey the same in manner aforesaid, that they are free from every encumbrance except as aforesaid, and they do hereby engage to Warrant and Defend the same against all lawful claims whatever, except as aforesaid.

In Witness Whereof, they hereunto set their hands and seals this 2nd day of October 1990.

In Presence of:

[Signature]
[Signature]
Virginia K. Kenney
Robert J. Kenney

State of Vermont)
Windham County) SS.

At Sherman this 2nd day of October, 1990, Virginia K. Kenney and Robert J. Kenney personally appeared, and they acknowledged this instrument, by them sealed and subscribed, to be their free act and deed.

Before me: [Signature]
Notary Public

My commission expires: 2-10-91

The parties below, being all the parties who have an easement interest in the access road being conveyed

In Witness Whereof, James L. Rittenhour and Deborah D. Rittenhour, owners of Lot 3, Crestwood Estates hereunto set their hands and seals this 2nd day of October, 1990.

In Presence of:

[Signature]
[Signature]

[Signature]
James L. Rittenhour
[Signature]
Deborah D. Rittenhour

STATE OF VERMONT)
WINDHAM COUNTY)SS.

At Vernon this 2nd day of October
1990 James L. Rittenhour and Deborah D. Rittenhour personally appeared and they acknowledged this instrument, by them sealed and subscribed, to be their free act and deed.

Before me,

[Signature]
Notary Public
ELIZABETH P. UNDERWOOD
Notary Public, State of Vermont
Commission Expires Feb. 10th 1990

In Witness Whereof, Edward W. Agoes and Lisa M. Agoes, owners of Lot 4, Crestwood Estates hereunto set their hands and seals this 7th day of October 1990.

In Presence of:

[Signature]
[Signature]

[Signature]
Edward W. Agoes
[Signature]
Lisa M. Agoes

STATE OF VERMONT)
WINDHAM COUNTY)SS.

At Vernon this 7th day of October
1990 Edward W. Agoes and Lisa M. Agoes personally appeared and they acknowledged this instrument, by them sealed and subscribed, to be their free act and deed.

Before me,

[Signature]
Notary Public

The parties below, being all the parties who have an easement interest in the access road being conveyed herein, do for themselves and their heirs and assigns, covenant with the said Town of Vernon, its successors and assigns, that from and after the ensembling of these presents the said parties will have and claim no right, in, or to the said access road.

In Witness Whereof, Theodore R. and Kelley L. Wunsch, owners of Lot 1, Crestwood Estates hereunto set their hands and seals this 2nd day of October, 1990.

In Presence of:

Richard H. Cutler
Elizabeth P. Underwood

Theodore R. Wunsch
Theodore R. Wunsch
Kelley L. Wunsch
Kelley L. Wunsch

STATE OF VERMONT)
WINDHAM COUNTY)SS.

At Vernon this 2nd day of October
1990 Theodore R. Wunsch and Kelley L. Wunsch personally appeared and they acknowledged this instrument, by them sealed and subscribed, to be their free act and deed.

Before me,

Elizabeth P. Underwood
Notary Public

ELIZABETH P. UNDERWOOD
Notary Public, State of Vermont
Commission Expires Feb. 10th 1991

In Witness Whereof, Timothy J. and Mary B. Virgil, owners of Lot 2, Crestwood Estates hereunto set their hands and seals this 2nd day of October, 1990.

In Presence of:

Richard H. Cutler
Elizabeth P. Underwood

Timothy J. Virgil
Timothy J. Virgil
Mary B. Virgil
Mary B. Virgil

STATE OF VERMONT)
WINDHAM COUNTY)SS.

At Vernon this 2nd day of October
1990 Timothy J. Virgil and Mary B. Virgil personally appeared and they acknowledged this instrument, by them sealed and subscribed, to be their free act and deed.

Before me,

Elizabeth P. Underwood
Notary Public

ELIZABETH P. UNDERWOOD
Notary Public, State of Vermont
Commission Expires Feb. 10th 1991

In Witness Whereof, Christopher G. Pollica and Susan M. Pollica, owners of Lot 5, Crestwood Estates, hereunto set their hands and seals this 2nd day of October 1990.

In Presence of:

[Signature]
[Signature]

[Signature]
Christopher G. Pollica
[Signature]
Susan M. Pollica

STATE OF VERMONT)
WINDHAM COUNTY)SS.

At Vernon this 2nd day of October 1990 Christopher G. Pollica and Susan M. Pollica personally appeared and they acknowledged this instrument, by them sealed and subscribed, to be their free act and deed.

Vermont Property Transfer Tax
32 V.S.A. Chap. 231
--ACKNOWLEDGMENT--
Return Rec'd.-Tax Paid-Board of Health Cert. Rec'd.
/ Land Use & Development Plans Act Cert. Rec'd.
Return No. 1990-65
Signed [Signature] Clerk
Date October 19, 1990

Before me,

[Signature]
Notary Public

ELIZABETH P. UNDERWOOD
Notary Public, State of Vermont
Commission Expires Feb. 10th 1991

Vernon, Vermont Town Clerk's office October 19 A.D. 1990 at 9:36 A.M.
then received an instrument of which the foregoing is a true copy.

ATTEST: [Signature]
Asst. Town Clerk

MAP IDENT. LETTER	TOWN HWY. NO.	CLASS 3 CHANGE	CLASS 4 CHANGE	EXPLANATION
#1	RECLASSIFIED HIGHWAYS - DOCUMENTATION IS REQUIRED (Please add to mileage certificate)			
T-22		+0.17	-0.17	SCOTT ROAD TO CLASS III
	TOTAL #1	+0.17	-0.17	
#2	NEW TOWN HIGHWAYS "CERTIFICATE OF COMPLETION AND OPENING" AND RIGHT-OF-WAY DESCRIPTION IS REQUIRED (Please add to mileage certificate)			
B	Prov. T-41	+0.620	X	CENTRAL PARK ROAD
C	Prov. T-42	+0.170	X	CRESTWOOD ESTATES
D	Prov. T-43	+0.120		
E	Prov. T-44	+0.140	X	OAK COURT
F	Prov. T-45	+0.160	X	POPLAR LANE
G	Prov. T-46	+0.160	X	PINE RIDGE
	TOTAL #2		1.25	
#3	"OLD TOWN HIGHWAYS" - DOCUMENT SIGNED BY SELECTMEN STATING THAT THESE ROADS HAVE BEEN MAINTAINED AS TOWN ROADS FOR "X" YEARS IS REQUIRED (Treat as new road on mileage certificate)			
	TOTAL #3			
#4	CHANGES FROM CLASS 3 TO CLASS 4 DUE TO AGENCY OF TRANSPORTATION FIELD INSPECTION (If The Town Fails, Within One Year, To Restore The Highway Or Portion Of The Highway To The Accepted Standard, Or To Reclassify, Or To Discontinue, Or Develop An Acceptable Schedule For Restoring To The Accepted Standards, The Agency For Purposes Of Apportionment Under Section 306 Of This Title Shall Deduct The Affected Mileage From That Assigned To the Town For The Particular Class Of The Road In Question.)			
A	T-11	-0.270	+0.270	Not up to Class 3 standards.
	TOTAL #4			
#5	MILEAGE CHANGES DUE TO REMEASUREMENT (Already Entered on Mileage Certificate)			
	TOTAL #5			
#6	TOWN HIGHWAY CHANGES FOR WHICH DOCUMENTATION HAS ALREADY BEEN RECEIVED BY AGENCY OF TRANSPORTATION (Already Entered on Mileage Certificate)			
	TOTAL #6			
	GRAND TOTAL			