

CERTIFICATE OF HIGHWAY MILEAGE FOR YEAR ENDING FEB. 10, 1988

Fill out the certificate, file a copy with the Town Clerk, and mail original to Vt. Agency of Transportation, Planning Division before February 10, 1988.

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

PART I

DISTRICT 4

We, the Selectmen/Trustees/Aldermen of Hartford, Windsor 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, 1987	1.714	18.665	105.010	9.480	45.525	170.914
MILEAGE ADDED SINCE FEBRUARY 10, 1987 EXPLAIN UNDER (1) BELOW			1.150			1.150
SUB TOTAL	1.714	18.665	106.160	9.480	45.525	172.064
MILEAGE SUBTRACTED SINCE FEBRUARY 10, 1987 EXPLAIN UNDER (2) AND (3)				0.180		
TOTAL HIGHWAY MILEAGE FEB. 10, 1988	1.714	18.665	106.160	9.30	45.525	172.064
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.

0.370 0.460 0.140
Olcott Drive, Wilder; Chandler Farm Road and Kinsman Street, Wilder; Apple Lane, Wilder, all class 3

(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.

Neal Road extension, White River Junction SEE ATTACHED Class 4 to Class 3

(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

[Signatures]

Town/City/Village/CLERK SIGNATURE: Robert A Adams attests that this record of highway mileage was filed and recorded on Feb. 10, 1988.

Approved: [Signature] 2-19-88
 Representative, Agency of Transportation Date

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

X

Title 19, V. S. A. Section 305

Added 1985

SEC. 305. MEASUREMENT OF HIGHWAYS

(a) A representative of the agency in the presence of the selectmen or their designee 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**

RICHARD P. CARBRELLO
JOHN H. HAZEN, JR.
JAMES M. TONKOVICH
STEPHEN V. P. MAIRS
LANI G. JANISSE
Selectmen

RALPH W. LEHMAN, Town Manager
ROBERT A. SIMONDS, Town Treasurer

TOWN OF HARTFORD VERMONT

Municipal Building
15 Bridge Street
White River Junction, VT 05001
(802) 295-9353

1998
VILLAGES IN TOWN
WHITE RIVER JUNCTION
HARTFORD
WEST HARTFORD
QUECHEE
WILDER

MEMO

To: Ralph Lehman, Town Manager

From: W. E. Blaisdell, Highway Superintendent *WEP*

Date: December 8, 1987

Subject: Neal Road Acceptance (Arthur Selby)

The Neal Road extension, beginning at Reservoir Road intersection and extending a distance of 930' over a class 4 Town highway, #72 has been brought up to Town standards.

Recommendation: The above section should be accepted as a Class 3 Town highway and be known as an extension of Neal Road. TH#73. This change should be incorporated into the 1988 State Highway map.

Mileage = 0.176

RICHARD P. CARABELLO
JOHN H. HAZEN, JR.
JAMES M. TONKOVICH
STEPHEN V. P. MAIRS
LARI Q. JANSSE
Selectman

RALPH W. LEHMAN, Town Manager
ROBERT A. SIMONDS, Town Treasurer

TOWN OF HARTFORD VERMONT

Municipal Building
15 Bridge Street
White River Junction, VT 05001
(802) 295-9353

VILLAGES IN TOWN
WHITE RIVER JUNCTION
HARTFORD
WEST HARTFORD
QUECHEE
WILDER

MEMO

To: Ralph Lehman, Town Manager

From: W. E. Blaisdell, Highway Superintendent *WEB*

Date: December 8, 1987

Subject: Neal Road Acceptance (Arthur Selby)

The Neal Road extension, beginning at Reservoir Road intersection and extending a distance of 930' over a class 4 Town highway, #72 has been brought up to Town standards.

Recommendation: The above section should be accepted as a Class 3 Town highway and be known as an extension of Neal Road. TH#73. This change should be incorporated into the 1988 State Highway map.

Mr. Janisse made the motion, seconded by Mr. Ballard, that the application by Mr. and Mrs. Richard Carbrelio for a first-class liquor license for the Sondola Deli and Sub Shop be approved. The vote in favor was unanimous. The motion carried.

4.1 Other Business

a. Neal Road - Mr. Lehman, in response to Mr. Janisse's request, defined the difference between a Class 2 and a Class 3 road. He said both are owned and maintained by the Town but a Class 2, because it is heavier travelled and serves as a connector; receives State aid. Because Class 2 roads serve as connectors, the Town does not have much say in the matter of width requirements.

Mr. Janisse reported that Ms. Wasserman of the Planning Board had no problem with the road under discussion being 18 feet wide. Evidently, said Mr. Janisse, the Board cannot standardize the width requirements within the framework of the Class 2 and Class 3 definitions. Therefore, it would be necessary to take up each request individually as it came up.

Mr. Selby then took the floor and read a petition signed by 8 of his neighbors in favor of not widening Road 72 beyond 18 feet because of its rural character. Mr. Hazen read a letter dated November 4th from Mr. Fairweather saying that the 18-foot width is the same as the rest of Neal Road and endorsing Mr. Selby's plan. Mr. Bryant, one of the petition signers, spoke in favor of the plan as did Mr. Baker who is buying one of the two parcels involved.

Mr. Ballard made the motion, seconded by Mr. Carbrelio, to approve Mr. Arthur Selby's request to construct an 18-foot wide road with one (1) foot of gravel, six (6) inches hardpack and with proper drainage, to be accepted by this Board after its completion prior to maintaining it. Road 72 Class 4. The vote in favor was unanimous. The motion carried

The meeting recessed at 9:25 P.M.

The Board reconvened at 9:30 P.M.

Mr. Janisse made the motion, seconded by Mr. Ballard, that the application by Mr. and Mrs. Richard Carbrelo for a first-class liquor license for the Gondola Deli and Sub Shop be approved. The vote in favor was unanimous. The motion carried.

4.1 Other Business

a. Neal Road - Mr. Lehman, in response to Mr. Janisse's request, defined the difference between a Class 2 and a Class 3 road. He said both are owned and maintained by the Town but a Class 2, because it is heavier travelled and serves as a connector, receives State aid. Because Class 2 roads serve as connectors, the Town does not have much say in the matter of width requirements.

Mr. Janisse reported that Ms. Wasserman of the Planning Board had no problem with the road under discussion being 18 feet wide. Evidently, said Mr. Janisse, the Board cannot standardize the width requirements within the framework of the Class 2 and Class 3 definitions. Therefore, it would be necessary to take up each request individually as it came up.

Mr. Selby then took the floor and read a petition signed by 8 of his neighbors in favor of not widening Road 72 beyond 18 feet because of its rural character. Mr. Hazen read a letter dated November 4th from Mr. Fairweather saying that the 18-foot width is the same as the rest of Neal Road and endorsing Mr. Selby's plan. Mr. Bryant, one of the petition signers, spoke in favor of the plan as did Mr. Baker who is buying one of the two parcels involved.

Mr. Ballard made the motion, seconded by Mr. Carbrelo, to approve Mr. Arthur Selby's request to construct an 18-foot wide road with one (1) foot of gravel, six (6) inches hardpack and with proper drainage, to be accepted by this Board after its completion prior to maintaining it. Road 72 Class 4. The vote in favor was unanimous. The motion carried.

The meeting recessed at 9:25 P.M.

The Board reconvened at 9:30 P.M.

JOHN H. HAZEN, JR.
RICHARD P. CARBRELLO
LANI G. JANISSE
NORMAN E. REED
DALE E. BALLARD
Selectmen

RALPH W. LEHMAN, Town Manager

ROBERT A. SIMONDS, Town Treasurer

Town of Hartford

General Office
Municipal Building

WHITE RIVER JUNCTION, VERMONT 05001

Tel. 295-9353

VILLAGES IN TOWN
White River Junction
Hartford
West Hartford
Quechee
Wilder

October 23, 1986

Mr. Robert Lappin
Ottauquechee Associates
P. O. Box 986
Salem, Massachusetts 01970

Re: Minor Subdivision Plat Approval #86-248

Dear Mr. Lappin:

This is to confirm the fact that the Hartford Planning Commission at its meeting held on Tuesday, October 14, 1986, granted approval of your minor subdivision consisting of two (2) lots, subject to the following conditions:

1. That the Applicant provide the Town with a 50 ft. R.O.W. on both Neal Road and Hathaway Road,
2. That the Applicant bring Neal Road from where it ceases to be class 3 to the proposed driveway entrance to Lot #1 up to Class 3 standards. ✓

This approval is based upon the subdivision plat submitted entitled "Ottauquechee Associates, Neal & Hathaway Roads Hartford, VT", dated July 10, 1986 as revised 7/22/86 and 9/8/86, project no. 47586 and prepared by LeClair Associates.

Please note that you must now submit your mylar to this office so that it can be endorsed by the Planning Commission and then filed with the Town Clerk. These steps must be completed by January 12, 1987 or else the Commission's approval will become void. You must then obtain a Zoning Permit for this subdivision but only after the mylar has been filed and this must be done within six (6) months of the date of approval.

If you have not already done so, you should contact the District Environmental Office, No. Springfield, VT at 886-2215 for any State Permits which might pertain to your project.

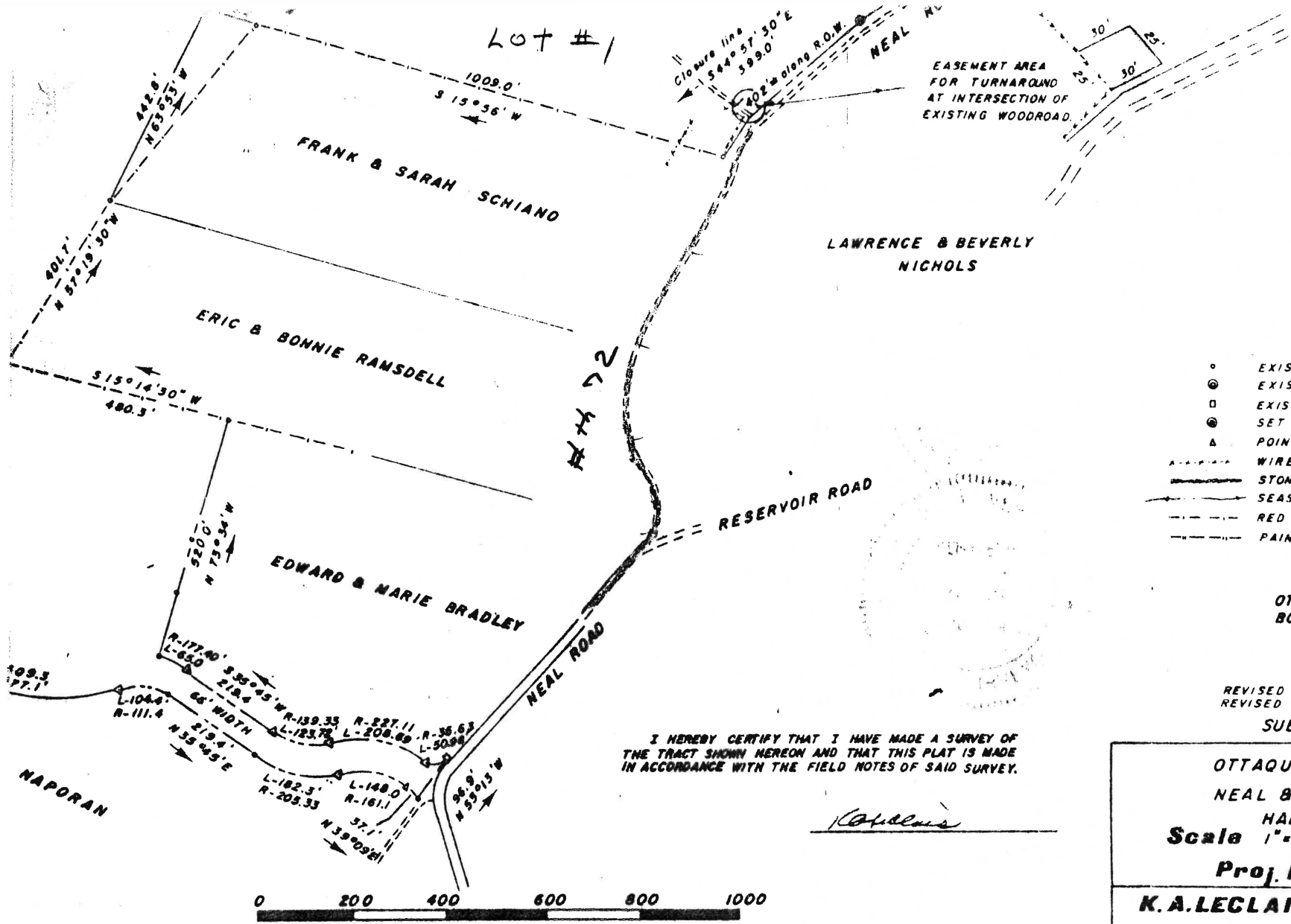
Should you have any questions, please feel free to contact me.

Sincerely,


Frank M. Dimond
Town Planner

FMD/mmd
cc: Arthur W. Selby

[Signature]
 APPROVED BY



on
 Clerk

SPEC DMS F-1

APPLE LANE

Deborah Adams, Town Clerk of the Town
of Hartford, Vermont.

Pursuant to Title 19, V.S.A., Section 15, as amended 1973, this is to certify that
the following described section of Class 3 Highway in the Town of
Hartford was COMPLETED AND OPEN FOR PUBLIC TRAVEL
on February 9, 19 88.

DESCRIPTION OF RIGHT-OF-WAY: Beginning

SEE ATTACHED DESCRIPTION. Warranty Deed is recorded in Volume 137 of the
Hartford Land Records.

and as shown on a Highway Map of the Town of Hartford,
dated June 28, 19 84, and filed in Book 5 on page 35 of the Records
of the Town of Hartford by the Town Clerk of
said Town incorporated herein by reference and attested to on
said map by said Town Clerk.

Dated at Hartford, County of Windsor and State of
Vermont, this 9th day of February, A.D., 19 88.

A. R. Clauwell
John M. Hagan, Jr.
Don Jun
J. Tonkovich

BOARD
OF
SELECTMEN
ALDERMEN
TRUSTEES

and the MAYOR of the City of _____

Hartford, VERMONT
Feb. 10, 19 88.

THE ABOVE IS A TRUE COPY OF THE DESCRIPTION OF CLASS 3 HIGHWAY COMPLETED AND OPENED
FOR PUBLIC TRAVEL, RECORDED IN BOOK 25 ON PAGE 76 OF THE Town's RECORDS
OF THE Town OF Hartford ON THE 10 DAY OF Feb.,
19 88, AT 3:40 O' CLOCK, 10 P.M.

ATTEST: Deborah A Adams
Shawn CLERK OF Hartford, VERMONT

certain piece of land in Hartford
County of Windsor
follows, viz:

~~grant~~

heirs and assigns forever, a
in the
and State of Vermont, described as

Being a certain roadway known as "Apple Lane" leading Westerly from Brookside Avenue being 50' in width and 750' in length, more or less, which roadway is conveyed to the Grantee for use and dedication as a public highway and may be described as follows:

Beginning at an iron pin set in the Westerly edge of the right-of-way of Brookside Avenue and marking the Southeast corner of the right-of-way hereby conveyed at its point of intersection with the said Brookside Avenue;

thence proceeding in a straight line N 72{0} 18' 30" W a distance of 668.2 feet, more or less, to an iron pin set in the ground in the Southerly edge of the roadway hereby conveyed known as Apple Lane.

Thence turning an angle 90 degrees to the left and proceeding South 17{0} 41' 30" W a distance of 50 feet to an iron pin in the ground.

Thence turning an angle 90 degrees to the right and proceeding across the roadway hereby conveyed to an iron pin set in the ground. This last course marks the end of the roadway hereby conveyed and the beginning of a right-of-way reserved in a certain deed from Anthony B. Farrell to the grantor herein, to be used in common with the grantor herein, the said Farrell and their heirs and assigns.

Thence turning an angle 90 degrees to the right and proceeding N 17{0} 41' 30" E a distance of 100 feet along the easterly boundary of Lot #9-10 to an iron pin.

Thence turning an angle 90 degrees to the right and proceeding South 72{0} 18' 30" E along the Northerly edge of the roadway known as Apple Lane which is hereby conveyed, a distance of 718.6 feet, more or less, to an iron pin set on the northerly edge of Apple Lane and marking the Northeast corner of the intersection of Apple Lane and Brookside Avenue.

Thence proceeding across Apple Lane at a 90 degree angle to the point and place of beginning.

The land conveyed hereby is subject to such utility easements as may appear of record.

Also conveyed hereby is an easement to the grantee for the purpose of allowing the accumulation of snow from snow plowing on to the easterlymost portion of Lot #9-10 as depicted on the above referenced survey map #162884 to a depth of 20 feet, which easement shall be utilized by the grantee in a manner that will not impede access of the owner of Lot # 9-11 to that lot which is located just northerly of lot #9-10.

Meaning and intending hereby to convey a portion only of the land conveyed to the grantors herein by warranty deed of Anthony B. Farrell dated October 4, 1985 and recorded in the Hartford, Vermont Land Records in Book 111 at Pages 207-208, to which deed and record and deeds and records referred to therein, reference may be had in further aid of this description.

The roadway hereby conveyed is further depicted on two separate survey maps, one entitled "Subdivision of A.B. Farrell, Hartford, Vt.", prepared by T&M Surveys, Inc. dated March 1984 and revised 6/18/84 and 8/22/85 and bearing project #161684, and the other entitled "Subdivision of Norwich Associates, Inc. Hartford, Vt.", prepared by T&M Surveys, dated April 1984 and revised 6/1/84 and bearing project #162884, both of which surveys are recorded in the office of the Hartford, Vermont, Town Clerk.

**CERTIFICATE OF COMPLETION AND OPENING
OF A HIGHWAY FOR PUBLIC TRAVEL**

OLCOTT DRIVE

Deborah Adams, Town Clerk of the Town
of Hartford, Vermont.

Pursuant to Title 19, V.S.A., Section 15, as amended 1973, this is to certify that the following described section of Class 3 Highway in the Town of Hartford was COMPLETED AND OPEN FOR PUBLIC TRAVEL on February 9, 1988.

DESCRIPTION OF RIGHT-OF-WAY: Beginning

SEE ATTACHED DESCRIPTION. Warranty Deed is recorded in Volume 137, pages 58-60 of the Hartford Land Records.

and as shown on a Highway Map of the Town of Hartford, dated June 14, 1983, and filed in Book 4 on page 57 of the Records of the Town of Hartford by the Town Clerk of said Town incorporated herein by reference and attested to on said map by said Town Clerk.

Dated at Hartford, County of Windsor and State of Vermont, this 9th day of February, A.D., 1988.

<u>[Signature]</u>	BOARD OF SELECTMEN ALDERMEN TRUSTEES
<u>[Signature]</u>	
<u>[Signature]</u>	
<u>[Signature]</u>	

and the MAYOR of the City of _____

Hartford, VERMONT
Feb. 10, 1988.

THE ABOVE IS A TRUE COPY OF THE DESCRIPTION OF CLASS 3 HIGHWAY COMPLETED AND OPENED FOR PUBLIC TRAVEL, RECORDED IN BOOK 25 ON PAGE 77 OF THE Town RECORDS OF THE Town OF Hartford ON THE 10 DAY OF Feb, 1988, AT 3:40 O' CLOCK P.M.

ATTEST: [Signature]
Town CLERK OF Hartford, VERMONT

easterly edge of the presumed right-of-way of U.S. Route 5, said pin being located South 22 degrees 40 minutes 30 seconds West a distance of 207.57 feet from the intersection of the Hartford-Norwich town line with the easterly edge of the presumed right-of-way of U.S. Route 5; thence South 54 degrees 10 minutes East a distance of 1608.56 feet to a point to be marked by an iron pin set in the ground; thence following a curve to the left having a radius of 25 feet a distance of 39.3 feet to a point to be marked by an iron pin; thence following a curve to the right having a radius of 70 feet a distance of 230.6 feet to a point to be marked by an iron pin; thence South 46 degrees 41 minutes West a distance of 50.0 feet to a point to be marked by an iron pin; thence following a curve to the right having a radius of 70 feet a distance of 183.0 feet to a point to be marked by an iron pin; thence North 54 degrees 10 minutes West a distance of 1618.20 feet to a point in the easterly edge of the presumed right-of-way of U.S. Route 5, to be marked by an iron pin; thence North 22 degrees 40 minutes 30 seconds East a distance of 51.3 feet along the easterly edge of the presumed right of way of U.S. Route 5 to the point of beginning.

There is also conveyed herewith a parcel of land located on the southerly side of the above-described parcel and described as follows:

Beginning at a point located on the southerly edge of the above-described parcel (which is a 50 foot wide roadway commonly known as Olcott Drive) and which point is located South 54 degrees 10 minutes East a distance of 770.56 feet from the intersection of the southerly line of Olcott Drive and the easterly edge of the presumed right of way of U.S. Route 5, said point of beginning marking the northwest corner

of the parcel herein conveyed; thence South 54 degrees 10 minutes East along the southerly edge of said Olcott Drive a distance of 100 feet to an iron pin marking the northeast corner of the parcel herein conveyed; thence South 29 degrees 20 minutes West a distance of 30 feet to an iron pin marking the southeast corner of the parcel herein conveyed; thence North 54 degrees 10 minutes West a distance of 100 feet to an iron pin marking the southwest corner of the parcel herein conveyed; thence North 35 degrees 50 minutes East a distance of 30 feet to the point of beginning.

In aid of this description, reference may be had to a survey entitled "Olcott Commerce Park - Subdivision Plan Lots 11 & 12 & 13" by Timothy Buzzell & Associates, Inc. dated 10/6/86 and revised 12/16/86 and recorded in the Hartford Land Records Map Cabinet at Hanger 7B.

The above-described premises are conveyed together with all forced main pipelines and gravity flow pipelines situated in the roadway and the adjoining lot which is 50 feet by 80 feet.

Being part of the land and premises conveyed to Lotus Enterprises, Inc. by Norwich Associates, Inc., by deed dated March 20, 1980, and recorded in the Hartford Land Records in Book 89, Pages 619-620, to which deed and deeds and records therein referred to, reference may be had for a more

Beginning at an iron pin set in the ground in the easterly edge of the presumed right-of-way of U.S. Route 5, said pin being located South 22 degrees 40 minutes 30 seconds West a distance of 207.57 feet from the intersection of the Hartford-Norwich town line with the easterly edge of the presumed right-of-way of U.S. Route 5; thence South 54 degrees 10 minutes East a distance of 1608.56 feet to a point to be marked by an iron pin set in the ground; thence following a curve to the left having a radius of 25 feet a distance of 39.3 feet to a point to be marked by an iron pin; thence following a curve to the right having a radius of 70 feet a distance of 230.6 feet to a point to be marked by an iron pin; thence South 46 degrees 41 minutes West a distance of 50.0 feet to a point to be marked by an iron pin; thence following a curve to the right having a radius of 70 feet a distance of 181.0 feet to a point to be marked by an iron pin; thence North 54 degrees 10 minutes West a distance of 1618.20 feet to a point in the easterly edge of the presumed right-of-way of U.S. Route 5, to be marked by an iron pin; thence North 22 degrees 40 minutes 30 seconds East a distance of 51.3 feet along the easterly edge of the presumed right of way of U.S. Route 5 to the point of beginning.

There is also conveyed herewith a parcel of land located on the southerly side of the above-described parcel and described as follows:

Beginning at a point located on the southerly edge of the above-described parcel (which is a 50 foot wide roadway commonly known as Olcott Drive) and which point is located South 54 degrees 10 minutes East a distance of 770.56 feet from the intersection of the southerly line of Olcott Drive and the easterly edge of the presumed right of way of U.S. Route 5, said point of beginning marking the northwest corner

of the parcel herein conveyed; thence South 54 degrees 10 minutes East along the southerly edge of said Olcott Drive a distance of 100 feet to an iron pin marking the northeast corner of the parcel herein conveyed; thence South 29 degrees 20 minutes West a distance of 30 feet to an iron pin marking the southeast corner of the parcel herein conveyed; thence North 54 degrees 10 minutes West a distance of 100 feet to an iron pin marking the southwest corner of the parcel herein conveyed; thence North 35 degrees 50 minutes East a distance of 30 feet to the point of beginning.

In aid of this description, reference may be had to a survey entitled "Olcott Commerce Park - Subdivision Plan Lots 11 & 12 & 13" by Timothy Buzzell & Associates, Inc. dated 10/6/86 and revised 12/16/86 and recorded in the Hartford Land Records Map Cabinet at Hanger 7B.

The above-described premises are conveyed together with all forced main pipelines and gravity flow pipelines situated in the roadway and the adjoining lot which is 50 feet by 80 feet.

Being part of the land and premises conveyed to Lotus Enterprises, Inc. by Norwich Associates, Inc., by deed dated March 20, 1980, and recorded in the Hartford Land Records in Book 89, Pages 619-620, to which deed and deeds and records therein referred to reference may be had for a more

3720.96
= .353m

**CERTIFICATE OF COMPLETION AND OPENING
OF A HIGHWAY FOR PUBLIC TRAVEL**

CHANDLER FARM ROAD & KINSMAN STREET

Deborah Adams, Town Clerk of the Town
of Hartford, Vermont.

Pursuant to Title 19, V.S.A., Section 15, as amended 1973, this is to certify that the following described section of Class 3 Highway in the Town of Hartford was COMPLETED AND OPEN FOR PUBLIC TRAVEL on February 9, 1988.

DESCRIPTION OF RIGHT-OF-WAY: Beginning

SEE ATTACHED DESCRIPTION. Warranty Deed is recorded in Volume 136, Pages 116-18 of the Hartford Land Records.

and as shown on a Highway Map of the Town of Hartford, dated July 18, 1986, and filed in Book 6 on page 59-62 of the Records of the Town of Hartford by the Town Clerk of said Town incorporated herein by reference and attested to on said map by said Town Clerk.

Dated at Hartford, County of Windsor and State of Vermont, this 9th day of February, A.D., 1988.

R. Claiello
John A. Hager Jr.
Don Jan
M. Toukovich

BOARD
OF
SELECTMEN
ALDERMEN
TRUSTEES

and the MAYOR of the City of _____

Hartford, VERMONT
Feb. 10, 1988.

THE ABOVE IS A TRUE COPY OF THE DESCRIPTION OF CLASS 3 HIGHWAY COMPLETED AND OPENED FOR PUBLIC TRAVEL, RECORDED IN BOOK 25 ON PAGE 75 OF THE Town RECORDS OF THE Town OF Hartford ON THE 10 DAY OF Feb., 1988, AT 3:40 O' CLOCK P.M.

ATTEST: Deborah A Adams
Town CLERK OF Hartford, VERMONT

Being a portion only of the lands and premises conveyed to GRANTORS by Warranty Deed of Fuller Enterprises, Inc. dated and recorded August 30, 1985 in Book 110, Pages 101-103 of the Hartford Land Records, and of the lands and premises conveyed by Warranty Deed of Chandler Farm, Inc. dated June 13, 1985 recorded June 17, 1985 in Book 108, Pages 206-208 of the Hartford Land Records; which PORTION is described on a plan entitled "Property of Chandler Farm, Inc; Subdivision for Oak Knoll Limited Partnership, Box 1, Quechee, VT, 05059, Scale 1"=50'; 3/14/85 (Revised: 4/15/85; 5/14/86; 9/15/86 and 11/05/86) Proj. No. 25485, Hathorn Surveys" and on a plan entitled "Property of Trumbull-Nelson Construction Co., Inc., Hanover, N.H.; survey for OAK KNOLL LIMITED PARTNERSHIP, Box 1, Quechee, VT, 05059, Scale: 1"=50'; 4/8/85 (Revised: 4/10/85; 5/14/86) Proj. No. 25985, Hathorn Surveys" and which portion is described therein as follows:

Commencing at a point in the northerly line of the existing new town road at a point in the property line of lands acquired from Fuller Enterprises, Inc. as shown on the plan of Trumbull-Nelson referred to above and running along the northerly edge of the roadway a length of 214.7 feet, more or less, (radius = 150.0 feet) to a point; thence continuing along the edge of the right of way a length of 65.9 feet to a point (radius = 100.0 feet); thence continuing North 70° 54' W a distance of 117.0 feet, more or less; thence continuing along the edge of the right of way a distance of a length of 169.5 feet (radius = 225.0 feet); thence continuing along the edge of the right of way onto land acquired from Chandler Farm, Inc. a length of 112.4 feet, more or less to a point (radius = 225.0 feet); thence continuing south 37° 18' 30" W a distance of 167.2 feet, more or less, to an iron pin marking the corners of Lot 17 and 15; thence continuing along the front of Lot 15 south 37° 18' 30" W a distance of 125.0 feet, more or less, to a pin marking the common corner of Lot 15 and Lot 13; thence continuing along the frontage of Lot 13 south 37° 18' 30" W a distance of 85 feet, more or less, to a point; thence continuing around the curve and front of Lot 13 a length of 44.1 feet, more or less, (radius = 150.0 feet) to a iron pin marking the corner of Lot 13 and the corner of Lot 11; thence continuing around the curve a length of 10.0 feet, more or less, (radius = 150.0 feet) to a point on the boundary line of Lot 11; thence continuing south 57° 59' W a distance of 90.0 feet, more or less, to a point; thence following the curve of the road around the corner of Lot 11 a length of 47.1 feet, more or less, (radius of 30.0 feet) to a point marked H on the plan of Chandler Farm, Inc.; thence north 32° 01' W a distance of 23.2 feet, more or less, to a point; thence continuing along the edge of Lot 11 a length of 44.3 feet, more or less, (radius of 150.0 feet) to a point; thence continuing along the boundary of Lot 11 north 15° 05' W a distance of 175.8 feet, more or less, to a point; thence continuing along the edge of Lot 11 a length of 52.5 feet, more or less (radius 150.0 feet) to a point marking the common corner of Lot 11 and Lot 18; thence continuing along the edge of Lot 18 a length of 78.1 feet, more or less, (radius 150.0 feet) to a point; thence continuing along the frontage of Lot 18 north 37° 47' 30" E a distance of 100.0 feet, more or less, to a point marked F on the Chandler Farm plan; thence turning and running along the edge of Lot 19 north 55° 12' 30" W a distance of 50.0 feet to a point marked E on said plan which point is set in the boundary of Lot 19 and Lot 20; thence turning and running south 37° 47' 30" W along the frontage of Lot 20 a distance of 20.0 feet, more or less, to a point; thence continuing along the frontage of Lot 20 around a curve the length of which is 47.1 feet, more or less (radius 30.0 feet) to a point; thence continuing along the frontage of Lot 20 north 52° 12' 30"

Being a portion only of the lands and premises conveyed to GRANTORS by Warranty Deed of Fuller Enterprises, Inc. dated and recorded August 30, 1985 in Book 110, Pages 101-103 of the Hartford Land Records, and of the lands and premises conveyed by Warranty Deed of Chandler Farm, Inc. dated June 13, 1985 recorded June 17, 1985 in Book 108, Pages 206-208 of the Hartford Land Records; which PORTION is described on a plan entitled "Property of Chandler Farm, Inc; Subdivision for Oak Knoll Limited Partnership, Box 1, Quechee, VT, 05059, Scale 1"=50'; 3/14/85 (Revised: 4/15/85; 5/14/86; 9/15/86 and 11/05/86) Proj. No. 25485, Hathorn Surveys" and on a plan entitled "Property of Trumbull-Nelson Construction Co., Inc., Hanover, N.H.; survey for OAK KNOLL LIMITED PARTNERSHIP, Box 1, Quechee, VT, 05059, Scale: 1"=50'; 4/8/85 (Revised: 4/10/85; 5/14/86) Proj. No. 25985, Hathorn Surveys" and which portion is described therein as follows:

Commencing at a point in the northerly line of the existing new town road at a point in the property line of lands acquired from Fuller Enterprises, Inc. as shown on the plan of Trumbull-Nelson referred to above and running along the northerly edge of the roadway a length of 214.7 feet, more or less, (radius = 150.0 feet) to a point; thence continuing along the edge of the right of way a length of 65.9 feet to a point (radius = 100.0 feet); thence continuing North $70^{\circ} 54' W$ a distance of 117.0 feet, more or less; thence continuing along the edge of the right of way a distance of a length of 169.5 feet (radius = 225.0 feet); thence continuing along the edge of the right of way onto land acquired from Chandler Farm, Inc. a length of 112.4 feet, more or less to a point (radius = 225.0 feet); thence continuing south $37^{\circ} 18' 30'' W$ a distance of 167.2 feet, more or less, to an iron pin marking the corners of Lot 17 and 15; thence continuing along the front of Lot 15 south $37^{\circ} 18' 30'' W$ a distance of 125.0 feet, more or less, to a pin marking the common corner of Lot 15 and Lot 13; thence continuing along the frontage of Lot 13 south $37^{\circ} 18' 30'' W$ a distance of 85 feet, more or less, to a point; thence continuing around the curve and front of Lot 13 a length of 44.1 feet, more or less, (radius = 150.0 feet) to a iron pin marking the corner of Lot 13 and the corner of Lot 11; thence continuing around the curve a length of 10.0 feet, more or less, (radius = 150.0 feet) to a point on the boundary line of Lot 11; thence continuing south $57^{\circ} 59' W$ a distance of 90.0 feet, more or less, to a point; thence following the curve of the road around the corner of Lot 11 a length of 47.1 feet, more or less, (radius of 30.0 feet) to a point marked H on the plan of Chandler Farm, Inc.; thence north $32^{\circ} 01' W$ a distance of 23.2 feet, more or less, to a point; thence continuing along the edge of Lot 11 a length of 44.3 feet, more or less, (radius of 150.0 feet) to a point; thence continuing along the boundary of Lot 11 north $15^{\circ} 05' W$ a distance of 175.8 feet, more or less, to a point; thence continuing along the edge of Lot 11 a length of 52.5 feet, more or less (radius 150.0 feet) to a point marking the common corner of Lot 11 and Lot 18; thence continuing along the edge of Lot 18 a length of 78.1 feet, more or less, (radius 150.0 feet) to a point; thence continuing along the frontage of Lot 18 north $37^{\circ} 47' 30'' E$ a distance of 100.0 feet, more or less, to a point marked F on the Chandler Farm plan; thence turning and running along the edge of Lot 19 north $55^{\circ} 12' 30'' W$ a distance of 50.0 feet to a point marked E on said plan which point is set in the boundary of Lot 19 and Lot 20; thence turning and running south $37^{\circ} 47' 30'' W$ along the frontage of Lot 20 a distance of 20.0 feet, more or less, to a point; thence continuing along the frontage of Lot 20 around a curve the length of which is 47.1 feet, more or less (radius 30.0 feet) to a point; thence continuing along the frontage of Lot 20 north $52^{\circ} 12' 30''$

W a distance of 20.0 feet, more or less, to an iron pin set in the boundary of Lot 20; thence turning and running along the frontage of Lot 20 south 37° 47' 30" W a distance of 50.0 feet, more or less, to an iron pin set in the common boundary of Lots 20 and 21; thence turning and running south 52° 12' 30" E along the frontage of Lot 21 a distance 22.0 feet, more or less, to a point; thence continuing around the curve and frontage of Lot 21 a length of 45.1 feet, more or less, (radius 30.0 feet); thence continuing around the frontage of Lot 21 a length of 77.9 feet, more or less, (radius 200 feet) to an iron pin marking the common corner of boundary of Lot 21 and Lot 22; thence continuing around the curve and frontage of Lot 22 a distance of 70.0 feet, more or less, (radius 200.0 feet) to a point; thence continuing along the frontage of Lot 22 south 15° 05' E a distance of 90.0 feet, more or less, to an iron pin marking the common corner of Lot 22 and Lot 9; thence continuing along the frontage of Lot 9 south 15° 05' W a distance of 85.8 feet, more or less, to a point; thence continuing along the curve and frontage of Lot 9 a distance of 59.1 feet, more or less (radius 200.0 feet) to a point marked I; thence continuing along the curve and the frontage of Lot 9 to a point marked J; thence south 32° 01' E a distance of 23.2 feet, more or less, to a point; thence continuing around the curve of Lot 9 a length of 47.1 feet, more or less (radius 30.0 feet) to a point; thence continuing along the frontage of Lot 9 south 57° 59' W a distance of 85 feet, more or less, to an iron pin marking the common corner of Lot 9 and Lot 7; thence continuing along the frontage of Lot 7 south 57° 59' W a distance of 36.8 feet, more or less, to a point; thence continuing along the frontage of Lot 7 around the curve the length of which is 67.0 feet (radius 200.0) to an iron pin marking the corner of Lot 7 and Lot 5; thence continuing around the curve and the frontage of Lot 5 a length of 83.5 feet (radius 200.0 feet) to a point; thence continuing along the frontage of Lot 5 south 14° 52' E a distance of 40.0 feet, more or less, to an iron pin marking the corners of Lot 5 and Lot 3; thence continuing along the frontage of Lot 3 south 14° 52' W a distance of 125.0 feet to an iron pin marking the common corner of Lot 3 and Lot 1; thence continuing along the frontage of Lot 1 south 14° 52' W a distance of 159.0 feet, more or less, to a point; thence continuing along the frontage of Lot 1 around the curve a length of 60.4 feet, more or less, (radius 227.3 feet) to an iron pin marking the southeasterly corner of Lot 1; thence turning and running in a generally easterly direction to an iron pin marking the southwesterly corner of Lot 2 as shown on the Chandler Farm plan; thence turning and running in a generally northerly direction along the frontage of Lot 2 around the curve a length of which is 48.3 feet, more or less, (radius 177.3 feet) to a point; thence continuing along the frontage of Lot 2 north 14° 52' E a distance of 324.0 feet, more or less, to an iron pin marking the common corner of Lot 2 and Lot 4; thence continuing around the curve and the frontage of Lot 4 a length of 112.9 feet, more or less, (radius 150.0 feet) to an iron pin marking the common boundary of Lot 4 and Lot 6; thence continuing along the frontage of Lot 6 north 57° 59' E a distance of 125.0 feet, more or less, to an iron pin marking the common boundary with Lot 6 and Lot 8; thence continuing along the frontage of Lot 8 north 57° 59' E a distance of 125.0 feet, more or less, to an iron pin marking the common corner of Lot 8 and Lot 10; thence continuing along the frontage of Lot 10 north 57° 59' E a distance of 71.8 feet, more or less, to a point; thence continuing along the frontage of Lot 10 a length of 45.2 feet, more or less (radius 200.0 feet) to an iron pin marking the corner of Lots 10 and 12; thence continuing around the curve of Lot 12 a length of 27.0 feet, more or less, (radius 200.0) to a point; thence continuing along the frontage of Lot 12 north 37° 18' 30" E a distance of 85.0 feet, more or less, to an iron pin marking the common corner of Lot 12 and Lot 14; thence continuing along the frontage of Lot 14 north 37° 18' 30" E a distance of 125.0 feet to an iron pin marking the common corner of Lot 14 and Lot 16; thence continuing along the frontage of Lot 16 north 37° 18' 30" E a distance of 167.2 feet to a point; thence continuing along the frontage of Lot 16 around a curve a length of 115.8 feet (radius 175.0 feet) to a point marking the northeasterly corner of Lot 16; thence continuing along the curve a length of 103.5 feet, more or less, (radius 175.0 feet); thence continuing south 70° 54' E a distance of 117.0 feet, more or less, onto land acquired from Fuller Enterprises as shown on the Trumbull-Nelson plan a length of 98.8 feet (radius 150.0 feet) to a point; thence continuing around the curve of the existing road a length of 122.7 feet (radius 100.0 feet) to a point in the boundary line of land to the Grantor and land to the Grantee; thence turning and running in a generally easterly and southeasterly direction along the property line of the Grantor and Grantees to the point and place of beginning.

GHEB. MILLER
& CANNON
WICH, VERMONT

Also conveyed herein are:

1. Easements for entry for repair and maintenance for purposes of sewer lines: onto:

W a distance of 20.0 feet, more or less, to an iron pin set in the boundary of Lot 20; thence turning and running along the frontage of Lot 20 south $37^{\circ} 47' 30''$ W a distance of 50.0 feet, more or less, to an iron pin set in the common boundary of Lots 20 and 21; thence turning and running south $52^{\circ} 12' 30''$ E along the frontage of Lot 21 a distance 22.0 feet, more or less, to a point; thence continuing around the curve and frontage of Lot 21 a length of 45.1 feet, more or less, (radius 30.0 feet); thence continuing around the frontage of Lot 21 a length of 77.9 feet, more or less, (radius 200 feet) to an iron pin marking the common corner of boundary of Lot 21 and Lot 22; thence continuing around the curve and frontage of Lot 22 a distance of 70.0 feet, more or less, (radius 200.0 feet) to a point; thence continuing along the frontage of Lot 22 south $15^{\circ} 05'$ E a distance of 90.0 feet, more or less, to an iron pin marking the common corner of Lot 22 and Lot 9; thence continuing along the frontage of Lot 9 south $15^{\circ} 05'$ W a distance of 85.8 feet, more or less, to a point; thence continuing along the curve and frontage of Lot 9 a distance of 59.1 feet, more or less (radius 200.0 feet) to a point marked I; thence continuing along the curve and the frontage of Lot 9 to a point marked J; thence south $32^{\circ} 01'$ E a distance of 23.2 feet, more or less, to a point; thence continuing around the curve of Lot 9 a length of 47.1 feet, more or less (radius 30.0 feet) to a point; thence continuing along the frontage of Lot 9 south $57^{\circ} 59'$ W a distance of 85 feet, more or less, to an iron pin marking the common corner of Lot 9 and Lot 7; thence continuing along the frontage of Lot 7 south $57^{\circ} 59'$ W a distance of 36.8 feet, more or less, to a point; thence continuing along the frontage of Lot 7 around the curve the length of which is 67.0 feet (radius 200.0) to an iron pin marking the corner of Lot 7 and Lot 5; thence continuing around the curve and the frontage of Lot 5 a length of 83.5 feet (radius 200.0 feet) to a point; thence continuing along the frontage of Lot 5 south $14^{\circ} 52'$ E a distance of 40.0 feet, more or less, to an iron pin marking the corners of Lot 5 and Lot 3; thence continuing along the frontage of Lot 3 south $14^{\circ} 52'$ W a distance of 125.0 feet to an iron pin marking the common corner of Lot 3 and Lot 1; thence continuing along the frontage of Lot 1 south $14^{\circ} 52'$ W a distance of 159.0 feet, more or less, to a point; thence continuing along the frontage of Lot 1 around the curve a length of 60.4 feet, more or less, (radius 227.3 feet) to an iron pin marking the southeasterly corner of Lot 1; thence turning and running in a generally easterly direction to an iron pin marking the southwesterly corner of Lot 2 as shown on the Chandler Farm plan; thence turning and running in a generally northerly direction along the frontage of Lot 2 around the curve a length of which is 48.3 feet, more or less, (radius 177.3 feet) to a point; thence continuing along the frontage of Lot 2 north $14^{\circ} 52'$ E a distance of 324.0 feet, more or less, to an iron pin marking the common corner of Lot 2 and Lot 4; thence continuing around the curve and the frontage of Lot 4 a length of 112.9 feet, more or less, (radius 150.0 feet) to an iron pin marking the common boundary of Lot 4 and Lot 6; thence continuing along the frontage of Lot 6 north $57^{\circ} 59'$ E a distance of 125.0 feet, more or less, to an iron pin marking the common boundary with Lot 6 and Lot 8; thence continuing along the frontage of Lot 8 north $57^{\circ} 59'$ E a distance of 125.0 feet, more or less, to an iron pin marking the common corner of Lot 8 and Lot 10; thence continuing along the frontage of Lot 10 north $57^{\circ} 59'$ E a distance of 71.8 feet, more or less, to a point; thence continuing along the frontage of Lot 10 a length of 45.2 feet, more or less (radius 200.0 feet) to an iron pin marking the corner of Lots 10 and 12; thence continuing around the curve of Lot 12 a length of 27.0 feet, more or less, (radius 200.0) to a point; thence continuing along the frontage of Lot 12 north $37^{\circ} 18' 30''$ E a distance of 85.0 feet, more or less, to an iron pin marking the common corner of Lot 12 and Lot 14; thence continuing along the frontage of Lot 14 north $37^{\circ} 18' 30''$ E a distance of 125.0 feet to an iron pin marking the common corner of Lot 14 and Lot 16; thence continuing along the frontage of Lot 16 north $37^{\circ} 18' 30''$ E a distance of 167.2 feet to a point; thence continuing along the frontage of Lot 16 around a curve a length of 115.8 feet (radius 175.0 feet) to a point marking the northeasterly corner of Lot 16; thence continuing along the curve a length of 103.5 feet, more or less, (radius 175.0 feet); thence continuing south $70^{\circ} 54'$ E a distance of 117.0 feet, more or less, onto land acquired from Fuller Enterprises as shown on the Trumbull-Nelson plan a length of 98.8 feet (radius 150.0 feet) to a point; thence continuing around the curve of the existing road a length of 122.7 feet (radius 100.0 feet) to a point in the boundary line of land to the Grantor and land to the Grantees; thence turning and running in a generally easterly and southeasterly direction along the property line of the Grantor and Grantees to the point and place of beginning.

OWEN MILLER
of CANTON
NEW VERMONT

Also conveyed herein are:

1. Easements for entry for repair and maintenance for purposes of sewer lines; onto:

W a distance of 20.0 feet, more or less, to an iron pin set in the boundary of Lot 20; thence turning and running along the frontage of Lot 20 south 37° 47' 30" W a distance of 50.0 feet, more or less, to an iron pin set in the common boundary of Lots 20 and 21; thence turning and running south 52° 12' 30" E along the frontage of Lot 21 a distance 22.0 feet, more or less, to a point; thence continuing around the curve and frontage of Lot 21 a length of 45.1 feet, more or less, (radius 30.0 feet); thence continuing around the frontage of Lot 21 a length of 77.9 feet, more or less, (radius 200 feet) to an iron pin marking the common corner of boundary of Lot 21 and Lot 22; thence continuing around the curve and frontage of Lot 22 a distance of 70.0 feet, more or less, (radius 200.0 feet) to a point; thence continuing along the frontage of Lot 22 south 15° 05' E a distance of 90.0 feet, more or less, to an iron pin marking the common corner of Lot 22 and Lot 9; thence continuing along the frontage of Lot 9 south 15° 05' W a distance of 85.8 feet, more or less, to a point; thence continuing along the curve and frontage of Lot 9 a distance of 59.1 feet, more or less (radius 200.0 feet) to a point marked I; thence continuing along the curve and the frontage of Lot 9 to a point marked J; thence south 32° 01' E a distance of 23.2 feet, more or less, to a point; thence continuing around the curve of Lot 9 a length of 47.1 feet, more or less (radius 30.0 feet) to a point; thence continuing along the frontage of Lot 9 south 57° 59' W a distance of 85 feet, more or less, to an iron pin marking the common corner of Lot 9 and Lot 7; thence continuing along the frontage of Lot 7 south 57° 59' W a distance of 36.8 feet, more or less, to a point; thence continuing along the frontage of Lot 7 around the curve the length of which is 67.0 feet (radius 200.0) to an iron pin marking the corner of Lot 7 and Lot 5; thence continuing around the curve and the frontage of Lot 5 a length of 83.5 feet (radius 200.0 feet) to a point; thence continuing along the frontage of Lot 5 south 14° 52' E a distance of 40.0 feet, more or less, to an iron pin marking the corners of Lot 5 and Lot 3; thence continuing along the frontage of Lot 3 south 14° 52' W a distance of 125.0 feet to an iron pin marking the common corner of Lot 3 and Lot 1; thence continuing along the frontage of Lot 1 south 14° 52' W a distance of 159.0 feet, more or less, to a point; thence continuing along the frontage of Lot 1 around the curve a length of 60.4 feet, more or less, (radius 227.3 feet) to an iron pin marking the southeasterly corner of Lot 1; thence turning and running in a generally easterly direction to an iron pin marking the southwesterly corner of Lot 2 as shown on the Chandler Farm plan; thence turning and running in a generally northerly direction along the frontage of Lot 2 around the curve a length of which is 48.3 feet, more or less, (radius 177.3 feet) to a point; thence continuing along the frontage of Lot 2 north 14° 52' E a distance of 324.0 feet, more or less, to an iron pin marking the common corner of Lot 2 and Lot 4; thence continuing around the curve and the frontage of Lot 4 a length of 112.9 feet, more or less, (radius 150.0 feet) to an iron pin marking the common boundary of Lot 4 and Lot 6; thence continuing along the frontage of Lot 6 north 57° 59' E a distance of 125.0 feet, more or less, to an iron pin marking the common boundary with Lot 6 and Lot 8; thence continuing along the frontage of Lot 8 north 57° 59' E a distance of 125.0 feet, more or less, to an iron pin marking the common corner of Lot 8 and Lot 10; thence continuing along the frontage of Lot 10 north 57° 59' E a distance of 71.8 feet, more or less, to a point; thence continuing along the frontage of Lot 10 a length of 45.2 feet, more or less (radius 200.0 feet) to an iron pin marking the corner of Lots 10 and 12; thence continuing around the curve of Lot 12 a length of 27.0 feet, more or less, (radius 200.0) to a point; thence continuing along the frontage of Lot 12 north 37° 18' 30" E a distance of 85.0 feet, more or less, to an iron pin marking the common corner of Lot 12 and Lot 14; thence continuing along the frontage of Lot 14 north 37° 18' 30" E a distance of 125.0 feet to an iron pin marking the common corner of Lot 14 and Lot 16; thence continuing along the frontage of Lot 16 north 37° 18' 30" E a distance of 167.2 feet to a point; thence continuing along the frontage of Lot 16 around a curve a length of 115.8 feet (radius 175.0 feet) to a point marking the northeasterly corner of Lot 16; thence continuing along the curve a length of 103.5 feet, more or less, (radius 175.0 feet); thence continuing south 70° 54' E a distance of 117.0 feet, more or less, onto land acquired from Fuller Enterprises as shown on the Trumbull-Nelson plan a length of 98.8 feet (radius 150.0 feet) to a point; thence continuing around the curve of the existing road a length of 122.7 feet (radius 100.0 feet) to a point in the boundary line of land to the Grantor and land to the Grantee; thence turning and running in a generally easterly and southeasterly direction along the property line of the Grantor and Grantees to the point and place of beginning.

GHEB. MILLER
& CANNON
WICH, VERMONT

Also conveyed herein are:

1. Easements for entry for repair and maintenance for purposes of sewer lines: onto: