

CERTIFICATE OF HIGHWAY MILEAGE

YEAR ENDING FEBRUARY 10, 2002

FILE COPY

Fill out form, make and file copy with the Town Clerk, and mail ORIGINAL, before February 20, 2002 to: VT Agency of Transportation, Technical Services Division, Drawer 33, Montpelier, VT 05633.

We, the Selectmen or Aldermen or Trustees of WARREN in WASHINGTON County on an oath state that the mileage of highways, according to Title 19, V.S.A, Sec #305, added 1985, is as follows

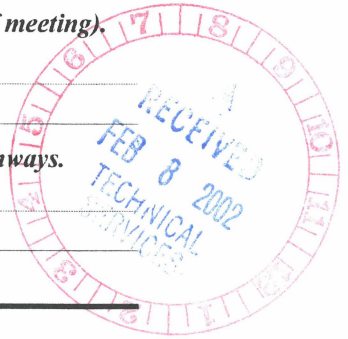
PART I - CHANGES TOTALS - Please fill in and calculate totals.

Town Highways	Previous Mileage	Added Mileage	Subtracted Mileage	Total	Scenic Highways
Class 1	0.000				0.000
* Class 1 Lane	0.000				
Class 2	20.220		-0.15	23.94	0.000
Class 3	24.090		-0.70	23.39	0.000
State Highway	6.348				0.000
* Class 4	8.540	+0.15 0.70		9.24 8.69	0.000
Total	50.658	0.70	-0.70	50.508	0.000
* Class 1 Lane Mileage and Class 4 is NOT included in total.				32.63	

Change of
by Mike
Eling
2/11/02

PART II - INFORMATION AND DESCRIPTION OF CHANGES SHOWN ABOVE.

- NEW HIGHWAYS: Please attach Selectmen's "Certificate of Completion and Opening".
- DISCONTINUED: Please attach SIGNED copy of proceedings (minutes of meeting).
- RECLASSIFIED/REMEASURED: Please attach SIGNED copy of proceedings (minutes of meeting).
Minutes enclosed
T 10 + 49 already Class 4. So I changed just T-56
1970 + 1975
- SCENIC HIGHWAYS: Please attach a copy of order designating/discontinuing Scenic Highways.



IF THERE ARE NO CHANGES IN MILEAGE: Check box and sign below. []

PART III - SIGNATURES - PLEASE SIGN.

Selectmen/ Aldermen/ Trustees Signatures:

Chair
Kinny Connell
Trustee
Trustee

Clerk Signature:

[Handwritten Signature]

Date Filed:

Feb 5, 2002

Please sign ORIGINAL and return it for Transportation signature.

AGENCY OF TRANSPORTATION APPROVAL: Signed copy will be returned to T/C/V Clerk.

APPROVED:

[Handwritten Signature]
Representative, Agency of Transportation

DATE:

2/11/02

Town of Warren
Feb 11, 2002
Michael Eling AOT Mapping Unit

Note to file.

On 2002 Certificate of Hwy Mileage, Warren Select Board said they had reclassified TH 10 and 49 from class 3 to 4. However, AOT has been showing those as Class 4 since 1970. I called Warren Select Board Administrative Assistant Kim Crosby. She said that the Select Board had been concerned that town had never legally reclassified these roads. So that is why they took action.

I explained that state will not need to change its records, since we already had these recorded as class 4. Crosby said that she understood that.

WARREN SELECTBOARD
APPROVED MINUTES- Tuesday, September 18, 2001, 7:00pm

MEMBERS PRESENT: John Norton, Chairman, Bryan Kingsbury, Barry Simpson (arrived at 7:15pm), Kinny Connell, and Ken Blair (arrived at 7:25pm)

OTHERS PRESENT: Lisa Miserandino, Cory Hatch, Wayne Kathan, Ron Joy, Margo Wade, Steve Gladchuck, Bo & Sarah Anderson, Ron Hunkins, Dave Dion, Mike Mayo, Steve Dollmeyer, Rudy Elliott, Kim Crosby

MINUTES: The meeting was called to order at 7:00 P.M. followed by a moment of Silence. The approval for the minutes from September 4th, were tabled until the next Selectboard meeting.

PUBLIC HEARING FOR BRIDGE #7, Freeman Brook: The public hearing was called to order at 7:05pm. Mr. Norton began with a brief discussion regarding Bridge #7, that it had been deemed unsafe by the State. Mr. Norton explained the three options of construction to the bridge. The first option is to repair the bridge one lane at a time. The second option is to install a temporary detour bridge, and the third being to close the road and install a pre-constructed bridge. Mr. Ron Joy of McFarland – Johnson Inc., then took the floor and began his presentation. Mr. Joy pointed out that the state found deficiencies in the steel, the concrete, and the railing. Mr. Joy also noted that the existing bridge is too narrow. Mr. Joy explained that he did not recommend the option of installing a temporary detour bridge due to impacts on the ledge outcrop parcel and to the river, it would add to the cost of the project and add to the construction, it would put workers at risk working around ledge, and it would impact surrounding property owners. Mr. Joy narrowed his presentation down to the option of phase construction or closing the bridge all together and installing a pre constructed bridge. The phase construction option would take six to seven months to complete and closing the bridge would take three to four weeks. Mr. Joy noted that closing the bridge would affect the ability for emergency vehicles to pass through and that closing the bridge is a more expensive option than the option of phase construction. The cost of the phase construction is roughly \$539,000 and the cost of the prefabricated bridge is roughly \$547,000, a difference of \$8,000. Mr. Joy then entered the next phase of his presentation, which was the widening of the bridge. There are three alignment alternatives to widening the bridge. Alignment One is a symmetric widen of 2' in each side matching the existing centerline. Alignment Two proposes the widening of the bridge 4' upstream of Freeman Brook. Alignment Three is widening the bridge 4' downstream of the brook. Mr. Joy noted that there are three bridge types to consider as part of these alignments: a steel beam bridge with a concrete deck, a concrete beam bridge with a concrete deck, and the prefabricated bridge which is constructed of steel beams and a concrete deck. Mr. Joy recommended widening the bridge downstream versus widening the bridge upstream due to the fact that widening the bridge out another 4' upstream would have adverse effects on Freeman Brook. At this point Mr. Joy opened up the discussion for public questions and comments. Mr. Dollmeyer posed the concern of the safety and functionality of widening the bridge. Mr. Dollmeyer was concerned

with the impacts of widening the bridge would be to property owners and that the existing bridge being narrow keeps the speed limit down. Mr. Joy responded saying that widening the bridge would allow bicycles to pass through safer and he was also not convinced that widening the bridge would cause people to travel the bridge at a higher rate of speed. Another public comment was made as to the possibility of turning the bridge into a one-lane bridge. Mr. Joy commented that the town would have to apply for a design exception if the town wanted to turn the bridge into one lane. Ms. Miserandino spoke of her concerns with the widening of the bridge being that the problem of speeding is still a problem and has not been addressed, that the bridge serves as an entry to the village and was concerned what visual impacts the widening would have and that a sidewalk would be recommended. Mr. Joy responded by saying that the state does not like to fund a sidewalk to “nowhere” and that an engineering and planning study should be conducted before a sidewalk is incorporated. Mr. Joy also noted that the state would be more apt to fund a sidewalk with a design plan already in place and Mr. Joy also said that there was no engineering reason why a sidewalk could not be incorporated on one side of the bridge. Mr. Norton requested public comment on the construction options. Mr. Dollmeyer responded by saying that he would like to see the bridge closed instead of the phase construction and that he would also like a sidewalk to be incorporated. Mr. Joy then recommended a 5’ sidewalk in addition to the 24’ curb-to-curb bridge. Mr. Joy also noted that the town needs to make a decision and put it in writing in order to start the process. Mr. Norton noted that there should be another public hearing concerning Bridge #7 and that the Planning Commission should arrange the next hearing. The hearing adjourned at 7:55pm.

PUBLIC HEARING CONCERNING ROAD RECLASSIFICATION: Mr. Norton called the hearing to order and began by listing the three roads to be reclassified from class 3 to class 4. Mr. Norton noted the three roads as Cold Springs Farm Road for its entire length, Eurich Pond Road for its entire length, and Town Highway Number 56, an un-named road .15 miles in length located off German Flats Road. Mr. Blair noted that the town will retain a right of way to these roads but will no longer maintain them. Mr. Elliott commented that he saw no reason why the town should not reclassify these roads because he does not believe that the town should be responsible for plowing private driveways. Mr. Kingsbury motioned to approve the road reclassification, Mr. Blair moved to second the motion. The motion passed 5-0.

TH 49
also
already
class 4
1975

already
class 4
TH 10
1970

PAINTING BIDS FOR EAST WARREN SCHOOLHOUSE: No new bids were submitted, Mr. Norton passed on this subject until the next meeting.

MIKE MAYO SEWAGE OFFICER ISSUES: Mr. Mayo requested from the town that a public notice be issued to homeowners, realtors, and contractors saying that any repairs to septic systems requires a permit by the sewage officer. Mr. Blair asked Mr. Mayo if minor repairs need permits and Mr. Mayo said no. Mr. Mayo also wanted the Selectboard’s approval to represent the Town of Fayston as their sewage officer. The board indicated that they did not have a problem with it. Mr. Mayo also wanted to let the board know that he no longer wants to continue doing the meter readings and maintenance checks up at the school. Mr. Mayo said that he would do it through the

winter but after that the town would need to find someone else. Mr. Mayo also put the Selectboard on alert that his contract for Sewage Officer will expire on January 5th, 2002 and will need to renew.

REVIEW OF BASKETBALL COURT PROPOSALS: Two proposals were submitted for the basketball court at Brookfield Recreation area. Mr. Kingsbury motioned to accept the bid from Miracle Recreation Equipment Company. Ms. Connell moved to second the motion. The motion passed 5-0.

DISCUSSION OF PERMITTING ISSUES RELATED TO THE VILLAGE

WASTEWATER PROJECT: Mr. Norton began the discussion regarding the future use of the Town Gravel Pit for wastewater disposal. Mr. Norton explained that the abutting landowners of the gravel pit need to be contacted and that the use of the gravel pit would need an amendment to its current Act 250 permit. Mr. Simpson expressed concerns that the present zoning ordinance may not allow sewage to be pumped into the R2. Mr. Simpson also noted that the area of the gravel pit that has been tested for wastewater disposal had changed in contour due to some recent excavating done at the site. Mr. Simpson also noted that in the past Sugarbush was permitted to dispose of silt material from their snowmaking pond at the gravel pit. Mr. Simpson believed that half of the material was to be disposed of at the gravel pit and the other half was to be disposed of at Yestermorrow. Ms. Connell noted that Yestermorrow may have revoked permission to dispose of material at their site and that all the material was disposed of at the gravel pit. Mr. Norton suggested that Kim Crosby research the permit for the Sugarbush Snowmaking Pond and find out how long they are allowed to dispose of materials at the gravel pit. Mr. Simpson suggested that the area of the gravel pit that is supposed to be used for future wastewater disposal be determined and then closed off from disposal of other materials or extraction. Mr. Norton requested that Kim Crosby e-mail the board with all of the abutting landowners of the gravel pit so they may be contacted. Ms. Connell noted that she had previously spoken to Mary Gow regarding the use of the gravel pit, and that Mary Gow was going to speak to Steve Hewitt.

SUGARBUSH PERMITTING ISSUES: Mr. Norton began the discussion by explaining that permitting issues stemmed from Sugarbush installing a forced main from their snowmaking pond in the access road. The town had filed a notice of violation due to the fact that Sugarbush was not meeting the conditions of their permit and the violations are still in effect from 1995. Mr. Norton noted that there were several violations, the first being issues with fire protection and that Sugarbush started this process without having any conversations with the Fire Department. The second violation is that Sugarbush was required to submit to the Town the "as-builts" so that the Selectboard could review and sign off on them. Mr. Norton also brought to attention the fact that the town may be a loss payee on the bond, when the bond expired the town had the opportunity to renew but didn't so the town may have lost this opportunity due to a lapse of time. Mr. Norton explained that the prospective buyers of Sugarbush, under due diligence, hired Steve Crampton as their attorney to settle these violations. Mr. Norton said that he asked Attorney Paul Guiliani to settle this matter with Mr. Crampton. Mr. Hunkins added that there were also other issues involving Sugarbush such as the recreation path, the

landscaping and the screening or landscaping that was supposed to be installed in front of the snowmaking shed. Mr. Hunkins also noted that the pipeline is going to be a problem due to the fact that Sugarbush installed a 1/4" steel pipe that is eventually going to rust. Mr. Hunkins believes this pipe was installed according to plan and specifications. Mr. Norton stated that he wants the new buyers to be aware that these violations must be resolved. Ms. Connell noted that the town should not come in heavy handed in this situation as to not impede the sale of Sugarbush and also in the future the town should improve follow up on permits and violations.

The Selectboard went into Executive Session at 9:37pm and adjourned from Executive Session at 9:55pm.

Submitted by K. Crosby

[Faint signature]
Kinny Connell
Paul Siffert
Brian Flynn
Ken Clark