

CERTIFICATE OF HIGHWAY MILEAGE

YEAR ENDING FEBRUARY 10, 2002

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 NORWICH in 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

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	14.550				0.000
Class 3	61.080				5.220
State Highway	18.341				0.000
* Class 4	19.950	.36	0.587	20.31	19.363 <del>0.000</del>
Total	93.971			93.971	5.220

Corrections by Mike Eling 2/27/02

\* Class 1 Lane Mileage and Class 4 is NOT included in total.

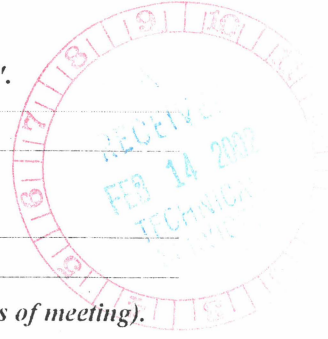
PART II - INFORMATION AND DESCRIPTION OF CHANGES SHOWN ABOVE.

1. NEW HIGHWAYS: Please attach Selectmen's "Certificate of Completion and Opening".

2. DISCONTINUED: Please attach SIGNED copy of proceedings (minutes of meeting).

3. RECLASSIFIED/REMEASURED: Please attach SIGNED copy of proceedings (minutes of meeting). TH#20 Bradley Hill Rd. to a trail as described in the Selectboards decision dated July 11, 2000. and .36 as Class 4.

4. 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:

[Handwritten Signature]

Clerk Signature:

[Handwritten Signature: Brian Munday]

Date Filed:

Feb. 13 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: Michael Roberts] Representative, Agency of Transportation

DATE:

2/28/02

## Eling, Mike

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To: Roads@norwich.vt.us; clerk@norwich.vt.us  
Subject: Bradley Hill Rd

To: Norwich Town Clerk and Road Dept  
Date: Feb 19, 2002

This is to inform you that we cannot deduct the .587 mile of class 4 mileage as indicated on your mileage certificate.

We have received the Norwich annual certificate of hwy mileage. It includes Selectboard decision to reclassify .587 mile of Bradley Hill Road from class 4 to a trail. However, AOT has no records or maps for Norwich that include this portion of Bradley Hill as ever having been class 4. Prior to 1983, we did show the road from Powers Rd to Kerwin Hill / Ladeau Rd as being a trail.

We propose the following:

1. We have not been including this portion of Bradley Hill in your class 4 mileage, therefore we will not deduct .587 from Norwich class 4 total.

2. The decision attached to certificate shows that Norwich Selectboard took action that considers part of this road to be a trail and other parts to be class 4. Therefore our next town map will show:

The 1725 feet (.33 mile) to Kitchel driveway as class 4.

The next 3100 feet (.58 mile) as trail.

The 150 feet (.03 mile) at northern end to Kerwin Hill Rd as class 4.

In other words, we will add .36 mile to your class 4 total.

3. Because our town hwy maps have never shown this portion of Bradley Hill Rd as having a TH number, the new class 4 sections will be given a number presently not utilized in Norwich, perhaps # 96.

Please let me know by March 10, 2002 if you have any objections or questions about this. After that date, we will begin updating maps.

Thank you.

Michael Eling, Mapping & GIS Specialist  
Vermont Agency of Transportation  
Technical Services, Mapping Unit  
Montpelier, VT 05633  
802 828-2109

## Eling, Mike

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**To:** Clerk@norwich.vt.us; Roads@norwich.vt.us  
**Subject:** Bradley Hill Rd

Addendum to previous e-mail:

AOT reminds Selectboard and Clerk that the Selectboard has statutory authority over town roads. Action taken by AOT is in response to Selectboard actions. In other words, AOT labeling a road as class 4 or a trail does not necessarily give it legal standing.

Michael Eling, Mapping & GIS Specialist  
Vermont Agency of Transportation  
Technical Services, Mapping Unit  
Montpelier, VT 05633  
802 828-2109

**TOWN OF NORWICH**  
**P.O. Box 376**  
**NORWICH, VERMONT 05055-0376**  
**SELECTBOARD**

**Record of Decision in the Matter of the  
 Reclassification of a Portion of Bradley Hill Road**

The Norwich Selectboard, on its own motion pursuant to 19 V.S.A. § 708, held a public hearing on May 10, 2001 pursuant to 19 V.S.A. § 709 to consider reclassification of a portion of Bradley Hill Road from a Class 4 road to a Trail (specifically, from just north the intersection of Bradley Hill Road and the driveway of the property owned by Ellen Kitchel to 150 feet South of the intersection with Kerwin Hill Road and Ladeau Road).

In addition to public testimony at the hearing, interested parties were invited to provide written comments to the Selectboard. The record for written comments was kept open until May 24, 2001 at 4:00 PM. The record of the hearing of June 26, 2000 on the reclassification of a portion of Bradley Hill Road from a Class 4 Road to a trail was made a part of the hearing record.

The Selectboard examined the sections of road described above at 4 PM on May 10, 2001.

Notice of the hearing and examination was provided to petitioners, landowners and others as required by law.

Approximately 11 persons testified at the hearing and, in addition, a number of written comments were received.

Based on the record of the hearing and public Town documents, the Selectboard makes the following findings, conclusions and decisions.

**Findings of Fact**

1. Bradley Hill Road is a Class 4 Road from its intersection with Powers Road to its intersection with Kerwin Hill Road and Ladeau Road, a distance of approximately 4,975 feet.
2. Bradley Hill Road is improved and privately maintained with one travel lane from Powers Road to the driveway of the property owned by Ellen Kitchel (641 Bradley Hill Road), a distance of approximately 1,725 feet.
3. Bradley Hill Road is unimproved and unmaintained from the driveway of the property owned by Ellen Kitchel (641 Bradley Hill Road) to the intersection with Kerwin Hill Road and Ladeau Road, a distance of approximately 3,250 feet.
4. The unimproved portion of Bradley Hill Road is overgrown with vegetation, has not been used as a road for many years, and is used extensively for recreational purposes as a trail for hiking, mountain biking, horseback riding, cross country skiing, snowshoeing and similar uses.
5. The unimproved portion of Bradley Hill Road is a significant scenic and environmental resource.
6. The unimproved portion of Bradley Hill Road is not safely usable by normal motorized vehicles.
7. The north end of the unimproved portion of Bradley Hill Road is characterized by a deep gully with an intermittent stream that runs along the centerline of the ROW.

33

403  
remaining  
at north  
end

## ROD - Bradley Hill Road

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8. There are stone walls and fences alongside sections of the unimproved portion of Bradley Hill Road.
9. The Vermont Agency of Natural Resources Department of Forests, Parks and Recreation took no position on the proposed reclassification.

**Conclusion**

The decision of the Selectboard on any reclassification of the unimproved portion of Bradley Hill Road from the driveway of the property owned by Ellen Kitchel (641 Bradley Hill Road) to 150 feet South of the intersection with Kerwin Hill Road and Ladeau Road, a distance of approximately 3,100 feet, is to be based on the "... the public good, necessity and convenience of the inhabitants of the municipality ... ." The adopted Town Plan includes the following language:

Class 4 roads are town highways that are not maintained for year-round travel. The town must replace larger culverts and repair bridges on Class 4 roads, but they are not otherwise maintained. Landowners whose property is accessible by a Class 4 road may maintain the road themselves with permission from the Selectboard.

Class 4 roads form a part of a long-standing network of trails/tracks used for recreational purposes. In the future, some Class 4 roads could be upgraded to Class 3 to increase the efficiency and safety of the town's road system or to allow development in suitable areas. Many areas along the western and northern boundaries of Norwich are inaccessible from each other without first traveling back to the center of the town. Upgrading of some existing Class 4 roads to Class 3 would create alternative routes for emergency vehicles and detours if roads are closed in major storms. In some cases, Class 4 roads provide the only access to individual properties. Careful consideration should be given to the value of Class 4 roads and how they may contribute to the quality of life of Norwich's residents.

A long-range plan for future roads and trails should be prepared and updated on a regular schedule.

The potential value of Class 4 roads for recreational trails or for future roads should be taken into consideration before any reclassification or change in these roads.

Bradley Hill Road between the Kitchell property and Ladeau Road/Kerwin Hill Road has not been used as a road for many years. It has been, and is being used extensively for recreational purposes as a trail for hiking, mountain biking, horseback riding, cross country skiing, snowshoeing and similar uses. The Town Plan recognizes the importance of Class 4 Roads as recreational resources and also recognizes the importance of maintaining the ROW for future road uses. Many Class 4 roads provide benefits to the community, such as trails and tracks used for recreation purposes.

Because of the period of development when Norwich's roads were laid out, roads exist along the valleys and run as fingers from the village center. This has created a number of dead end roads with access from only one direction. In the case of a flood that washes out bridges or culverts, or a windstorm that causes road blockage, access to areas such as Bradley Hill Road could be

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severely restricted or eliminated for emergency vehicles. This would limit the ability of the fire department to respond to a structure fire and increase risk of life and property damage. The same is true for medical emergencies such as heart attacks where quick response and early intervention is critical.

At some time in the future it may be in the public interest to upgrade Bradley Hill Road to provide an alternative access to the developed portion of Bradley Hill Road. Reclassifying the Class 4 road to a trail maintains the existing ROW and would not prevent this modification in the future. In addition, reclassifying the road as a trail gives the Town (through its Selectboard) considerably more authority on regulating the uses of the ROW. The Selectboard could limit or prohibit unnecessary vehicular traffic, thus maintaining the ROW in the condition it is now in and preserving it for use as a trail. Reclassifying Bradley Hill Road from a Class 4 road to a trail does not prevent the Selectboard from granting permission for the construction of a driveway, consistent with adopted standards, for access to abutting property where there is no other reasonable access.

In summary, there seem to be very few, if any, negatives to reclassifying the unimproved portion of Bradley Hill Road from a Class 4 Road to a Trail and many positives. It is the conclusion of the Selectboard that the public good, necessity and convenience of the inhabitants of the Town of Norwich is best served by reclassifying the unimproved portion of Bradley Hill Road from a Class 4 Road to a Trail.

**Decision**

The unimproved portion of Bradley Hill Road from just north of the driveway of the property owned by Ellen Kitchel (641 Bradley Hill Road) to 150 feet South of the intersection with Kerwin Hill Road and Ladcau Road, a distance of approximately 3,100 feet, is reclassified from a Class 4 Road to a Trail effective on August 15, 2001.

For the Norwich Selectboard



Neil R. Fulton  
Chair

Date of decision - June 12, 2001.

Handwritten notes on the page:

- .03 Class 4
- .58 Trail
- .33 Class 4