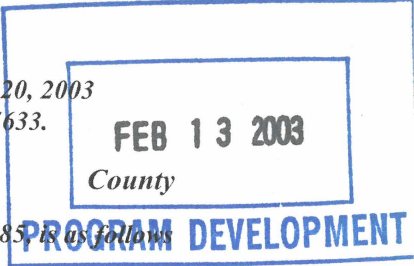


CERTIFICATE OF HIGHWAY MILEAGE
YEAR ENDING FEBRUARY 10, 2003

Fill out form, make and file copy with the Town Clerk, and mail ORIGINAL, before February 20, 2003
to: VT Agency of Transportation, Technical Services Division, Drawer 33, Montpelier, VT 05633.



We, the Selectmen or Aldermen or Trustees of NORWICH in WINDSOR

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			14.55	0.000
Class 3	61.080	0.14		61.22	5.220
State Highway	18.341			18.341	0.000
* Class 4	20.31		1.18	19.13	0.000
Total	93.971			94.111	5.220

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

PART II - INFORMATION AND DESCRIPTION OF CHANGES SHOWN ABOVE.

- NEW HIGHWAYS: Please attach Selectmen's "Certificate of Completion and Opening".
Add Heyl Trail as Legal Trail
- DISCONTINUED: Please attach SIGNED copy of proceedings (minutes of meeting).
* See attached Record of Decision Class 4 to Legal Trail or to Class 3 by remeasurement: TH 20 -0.32; TH 40 -0.05; TH 55 -0.30; TH 56 -0.51
- RECLASSIFIED/REMEASURED: Please attach SIGNED copy of proceedings (minutes of meeting).
Class 3 Remeasurements: TH 40 -0.03; TH 55 +0.04; TH 56 +0.13
- 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:

TOWN MANAGER [Signature]

Clerk Signature: [Signature]

Date Filed: January 24, 2003

Please sign ORIGINAL and return it for Transportation signature.

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

APPROVED: [Signature] Representative, Agency of Transportation

DATE: 4/2/03

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

Record of Decision in the Matter of the Reclassification
Of a Section of
Cossingham Road, Joshua Road, Powers Road, Upper Loveland Road and Heyl Trail

The Norwich Selectboard, on its own motion pursuant to 19 V.S.A. § 708, held a public hearing on December 17, 2002 pursuant to 19 V.S.A. § 709 to consider reclassification of the following sections of Class 4 Roads as Trails. Selectboard members Hoffman, Hoggson, Fulton and Blum were present.

Cossingham Road (TH55): Starting at a distance of 1,586 feet from the intersection with Bragg Hill Road (120 feet South of the Brook) and continuing in a southerly direction 1,375 feet to the Valley property boundary with the National Park Service boundary. - .34
- .53

Joshua Road (TH56): Starting at a distance of 2,040 feet from the Hartford Town Line (North of the Early residence driveway) and continuing in a northerly then easterly direction 2,020 feet to the Valley and Early property boundaries. - .84

Powers Road (TH20): Starting at a distance of 316 feet easterly from the intersection with Bradley Hill Road (East of the Hannam driveway) and continuing in an easterly direction 1,604 feet to Pattrell Road. - .32

1690
2006' .38

Upper Loveland Road (TH40): Starting at a distance of 4,161 feet from Church Street (the Class 3 turnaround) and continuing northerly for 450 feet to the edge of the Mills driveway. c - .09

Heyl Trail: starting at the north side of the upper end of Elm Street and continuing in a southwest then west then northerly direction 6,000 feet to Bragg Hill. 2.12

Notice of the hearing and examination were provided to landowners and others as required by law.

Selectboard members Hoffman, Blum and Fulton examined the sections of road described above starting at 9 AM on December 14, 2002. Selectboard member Hoggson examined the sections of road described above, with the exception of Joshua Road, on December 15, 2002. Selectboard member Cook examined the sections of the roads described above on November 30, and December 1, 2002 and listened to the audio tape of the hearing and reviewed the record on January 14, 2003.

Public testimony was provided by Ralph Hybels, Liz Russell and Peter Richardson all members of the Committee to Identify Specific Class 4 Roads for Possible Reclassification as Trails. The Final Report of the Committee to Identify Specific Class 4 Roads for Possible Reclassification as Trails dated September 2002 was made a part of the hearing record. 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 January 7, 2003 PM. One written comment was 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. The Sections of Class 4 Roads being considered for reclassification as Trails are not currently needed for utilization as improved and maintained roads.
2. The Vermont Agency of Natural Resources Department of Forests, Parks and Recreation took no position on the proposed reclassifications.

TH-55

Cossingham Road

1. Cossingham Road is a Class 3 Road from its intersection with Bragg Hill Road to the former Sises' driveway (70 Cossingham Road), a distance of approximately 1,274 feet and a Class 4 Road to its intersection with Joshua Road and Newton Lane, a distance of approximately 1,795 feet.
2. The Class 3 section of Cossingham Road is improved and maintained with two travel lanes from Bragg Hill Road to the Sises' driveway (70 Cossingham Road), a distance of approximately 1,274 feet.
3. The Class 4 section of Cossingham Road is unimproved and unmaintained from a waterbar located approximately 312 feet south of the Sise driveway and 120 feet south of a brook crossing under the road to the intersection with Joshua Road and Newton Lane a distance of approximately 1,645 feet.
4. Cossingham Road is not used for access to any property for a distance of 1,375 feet south from the waterbar cited in number 3 and there was no objection to reclassification of this section of the Class 4 Road to a Trail.
5. The Class 4 section of Cossingham 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.
6. The unimproved section of Cossingham Road is a significant scenic and environmental resource and is crossed by the Appalachian National Scenic Trail.
7. The unimproved section of Cossingham Road is not safely usable by normal motorized vehicles.

TH-56

Joshua Road

1. Joshua Road is a Class 3 Road from the Hartford/Norwich town line for a distance of approximately 1,393 feet and Class 4 Road for a distance of 646 feet for a total of 2,039 feet to near the Early driveway (531 Joshua Road) and continues as a Class 4 Road to the its intersection with Cossingham Road and Newton Lane, a distance of approximately 4,435 feet.
2. The Class 3 section of Joshua Road is improved and maintained with two travel lanes from the Hartford/Norwich town line to a point 646 feet before the Early driveway (531 Joshua Road).
3. The Class 4 section of Joshua Road north and east of the Early driveway is unimproved and unmaintained.
4. The Class 4 section of Joshua Road north and east of the Early driveway is not used for access to any property for a distance of 2,020 feet from the end of the improved section cited in number 2 and there was no objection to reclassification of this section of the Class 4 Road to a Trail.

5. The unimproved section of Joshua Road north and east of the Early driveway 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.
6. The unimproved section of Joshua Road is a significant scenic and environmental resource.
7. The unimproved section of Joshua Road is not safely usable by normal motorized vehicles.

TH-20

Powers Road

1. Powers Road is a Class 4 Road from the its intersection with Bradley Hill Road to its intersection with Pattrell Road a distance of approximately 1,920 feet.
2. Powers Road is privately maintained as a two-lane road for a distance of approximately 316 feet from its intersection with Bragg Hill Road.
3. The remainder of Powers Road is unimproved and unmaintained for a distance of approximately 1,604 feet.
4. The unimproved section of Powers Road is not used for access to any property and there was no objection to reclassification of this section of the Class 4 Road to a Trail.
5. The unimproved section of Powers 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.
6. The unimproved section of Powers Road is a significant scenic and environmental resource.
7. The unimproved section of Powers Road is not safely usable by normal motorized vehicles.

TH-40

Upper Loveland Road

1. Upper Loveland Road is a Class 3 Road from Church Street for approximately 4,161 feet to the turnaround and continues as a Class 4 Road for approximately 1,600 feet to a merge with Maple Hill Road 440 feet east of Willey Hill Road.
2. The Class 3 section of Upper Loveland Road is improved and maintained with two travel lanes.
3. The Class 4 section of Upper Loveland Road is unimproved and unmaintained except for 540 feet of road west of the segment under consideration that is used and maintained by Mills as a driveway.
4. The Class 4 section of Upper Loveland Road under consideration is not used for access to any property and there was no objection to reclassification of this section of the Class 4 Road to a Trail.
5. The unimproved section of Upper Loveland Road under consideration 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.
6. The unimproved section of Upper Loveland Road under consideration is a significant scenic and environmental resource.
7. The unimproved section of Upper Loveland Road under consideration is not safely usable by normal motorized vehicles.

Heyl Trail

1. Heyl Trail is a Class 4 Road from Elm Street to Bragg Hill Road a distance of approximately 6,000 feet

2. Heyl Trail is unimproved and unmaintained.
3. Heyl Trail is not used for access to any property and there was no objection to reclassification of the Class 4 Road to a Trail.
4. Heyl Trail 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. Heyl Trail is a significant scenic and environmental resource.
6. Heyl Trail is not safely usable by normal motorized vehicles.

Conclusion

19 VSA §301 defines a trail as follows: "'Trail' means a public right-of-way which is not a highway and which: (A) previously was a designated town highway having the same width as the designated town highway, or a lesser width if so designated; or (B) a new public right-of-way laid out as a trail by the selectmen for the purpose of providing access to abutting properties or for recreational use. Nothing in this section shall be deemed to independently authorize the condemnation of land for recreational purposes or to affect the authority of selectmen to reasonably regulate the uses of recreational trails."

The decision of the Selectboard on any reclassification of the a Class 4 Road to a Trail, as defined in 19 VSA §301, is to be based on the ". . . the public good, necessity and convenience of the inhabitants of the municipality . . ." (19 VSA §710)

The Norwich 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.

The following sections of Class 4 Roads will be referred to collectively as "Potential Trails."

Cossingham Road (TH55): Starting at a distance of 1,586 feet from the intersection with Bragg Hill Road (120 feet South of the Brook) and continuing in a southerly direction 1,375 feet to the Valley property boundary and the National Park Service boundary.

Joshua Road (TH56): Starting at a distance of 2,040 feet from the Hartford Town Line (North of the Early residence driveway) and continuing in a northerly then easterly direction 2,020 feet to the Valley and Early property boundaries.

Powers Road (TH20): Starting at a distance of 316 feet easterly from the intersection with Bradley Hill Road (East of the Hannam driveway) and continuing in an easterly direction 1,604 feet to Patrell Road.

Upper Loveland Road (TH40): Starting at a distance of 4,161 feet from Church Street (the Class 3 turnaround) and continuing northerly for 450 feet to the edge of the Mills driveway.

Heyl Trail: starting at the north side of the upper end of Elm Street and continuing in a southwest then west then northerly direction 6,000 feet to Bragg Hill.

The Potential Trails have not been used as roads for many years. They have been, and are being used extensively for recreational purposes as trails 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 are used extensively 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 the Potential Trails could be 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 some of the Potential Trails to provide an alternative access to the developed section of the Class 4 Roads or adjacent properties. Reclassifying the Potential Trails 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 considerable more authority to regulate the uses of the ROW. The Town could limit or prohibit unnecessary vehicular traffic, thus maintaining the ROW in its present condition and preserving it for use as a trail. Reclassifying the Potential Trails from Class 4 roads to trails does not prevent the Town 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 section of the Potential Trails from Class 4 Roads to trails 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 sections of the referenced Class 4 Roads referred to collectively as Potential Trails from Class 4 Roads to Trails.

Decision

The unimproved sections of the Class 4 Roads described below are reclassified from Class 4 Roads to Trails.

Cossingham Road (TH55): Starting at a distance of 1,586 feet from the intersection with Bragg Hill Road and continuing in a southerly direction 1,375 feet.

Joshua Road (TH56): Starting at a distance of 2,040 feet from the Hartford/Norwich Town Line and continuing in a northerly then easterly direction 2,020 feet.

Powers Road (TH20): Starting at a distance of 316 feet easterly from the intersection with Bradley Hill Road and continuing in an easterly direction 1,604 feet to Pattrell Road.

Upper Loveland Road (TH40): Starting at a distance of 4,161 feet from Church Street (the Class 3 turnaround) and continuing northerly for 450 feet.

Heyl Trail: Starting at the north side of the upper end of Elm Street and continuing in a southwest then west then northerly direction 6,000 feet to Bragg Hill.

Members Participating: Hoffman, Hoggson, Fulton, Blum and Cook

Voting For: Hoffman, Hoggson, Fulton, Blum and Cook

Voting Against: None

For the Norwich Selectboard

Douglas Hoffman
Chair

Date of decision – January 14, 2003