

**CERTIFICATE OF HIGHWAY MILEAGE
YEAR ENDING FEBRUARY 10, 2010**

Fill out form, make and file copy with the Town Clerk, and mail ORIGINAL, before February 20, 2010 to:
Vermont Agency of Transportation, Division of Planning, Outreach and Community Affairs, One National Life
Drive, Montpelier, VT 05633.

We, the members of the legislative body of POMFRET in WINDSOR County
on an oath state that the mileage of highways, according to Vermont Statutes Annotated, Title 19, Section 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	14.730		0.08	14.65	0.000
Class 3	47.25	0.5		47.75	0.000
State Highway	1.383				0.000
Class 4	6.61		0.5	6.11	0.000
Legal Trail	5.19				
Total	63.363			63.783	0.000

* Mileage for Class 1 Lane, Class 4, and Legal Trail classifications is NOT included in total.

PART II - INFORMATION AND DESCRIPTION OF CHANGES SHOWN ABOVE.

Total by S. Moulton 4/7/10

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).
0.5 mi. Town highway #22 Class 4, reclassified to Class 3.
0.08 mi. Town Highway #2 subtracted due to relocated town line (Barnard)
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:

Neil Jensen
Robert S Harrington
Paula Jc

T/C/V Clerk Signature:

Sydney A. Leavitt

Date Filed:

2/17/10

Please sign ORIGINAL and return it for Transportation signature.

AGENCY OF TRANSPORTATION APPROVAL:

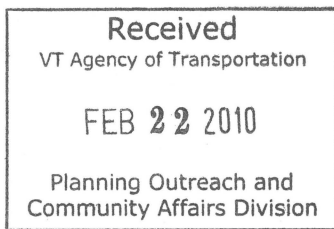
Signed copy will be returned to T/C/V Clerk.

APPROVED:

Jonathan Croft
Representative, Agency of Transportation
Jonathan Croft

DATE:

5/19/2010



Vermont Statutes Annotated

19 V.S.A. § 305. Measurement and inspection

§ 305. Measurement and inspection

(a) After reasonable notice to the selectboard, a representative of the agency may measure and inspect the class 1, 2, and 3 town highways in each town to verify the accuracy of the records on file with the agency. Upon request, the selectboard or their designee shall be permitted to accompany the representative of the agency during the measurement and inspection. 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 selectboard shall file with the town clerk a sworn statement of the description and measurements of all class 1, 2, 3, and 4 town highways and trails then in existence, including any special designation such as a throughway or scenic highway. When class 1, 2, 3, or 4 town highways, trails, or unidentified corridors 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) All class 1, 2, 3, and 4 town highways and trails shall appear on the town highway maps by July 1, 2015.

(d) At least 45 days prior to first including a town highway or trail that is not clearly observable by physical evidence of its use as a highway or trail and that is legally established prior to February 10, 2006 in the sworn statement required under subsection (b) of this section, the legislative body of the municipality shall provide written notice and an opportunity to be heard at a duly warned meeting of the legislative body to persons owning lands through which a highway or trail passes or abuts.

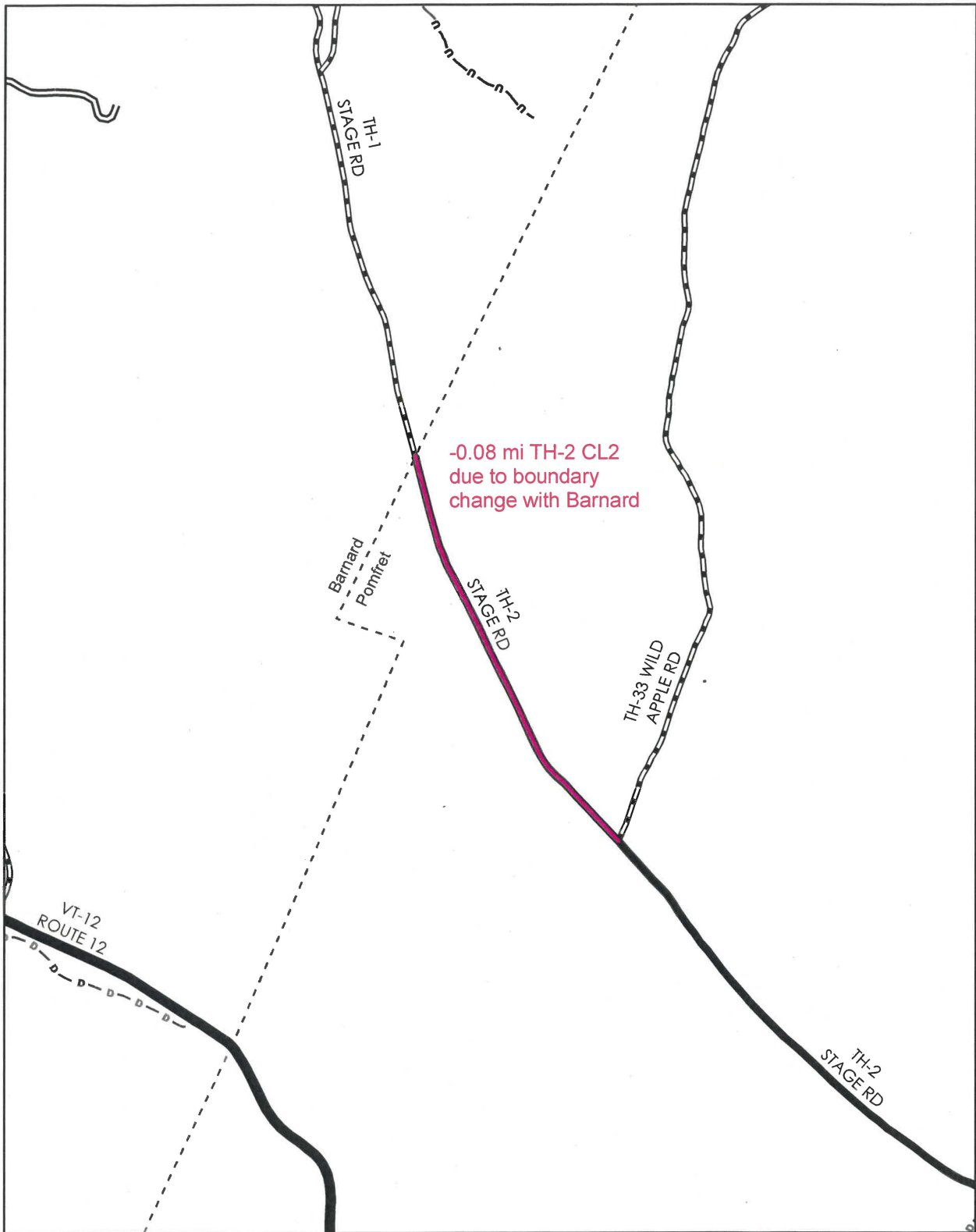
(e) The agency shall not accept any change in mileage until the records required to be filed in the town clerk's office by this section are received by the agency. A request by a municipality to the agency for a change in mileage shall include a description of the affected highway or trail, a copy of any surveys of the affected highway or trail, minutes of meetings at which the legislative body took action with respect to the changes, and a current town highway map with the requested deletions and additions sketched on it. A survey shall not be required for class 4 town highways that are legally established prior to February 10, 2006. All records filed with the agency are subject to verification in accordance with subsection (a) of this section.

(f) The selectboard 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 transportation board by filing a notice of appeal with the executive secretary of the transportation board.

(g) The agency shall provide each town with a map of all of the highways in that town together with the mileage of each class 1, 2, 3, and 4 highway, as well as each trail, and such other information as the agency deems appropriate.

Excerpt of 19 V.S.A. § 305 - *Measurement and inspection* from Vermont Statutes Online located at –
<http://www.leg.state.vt.us/statutes/fullsection.cfm?Title=19&Chapter=003&Section=00305>

12/29/2009



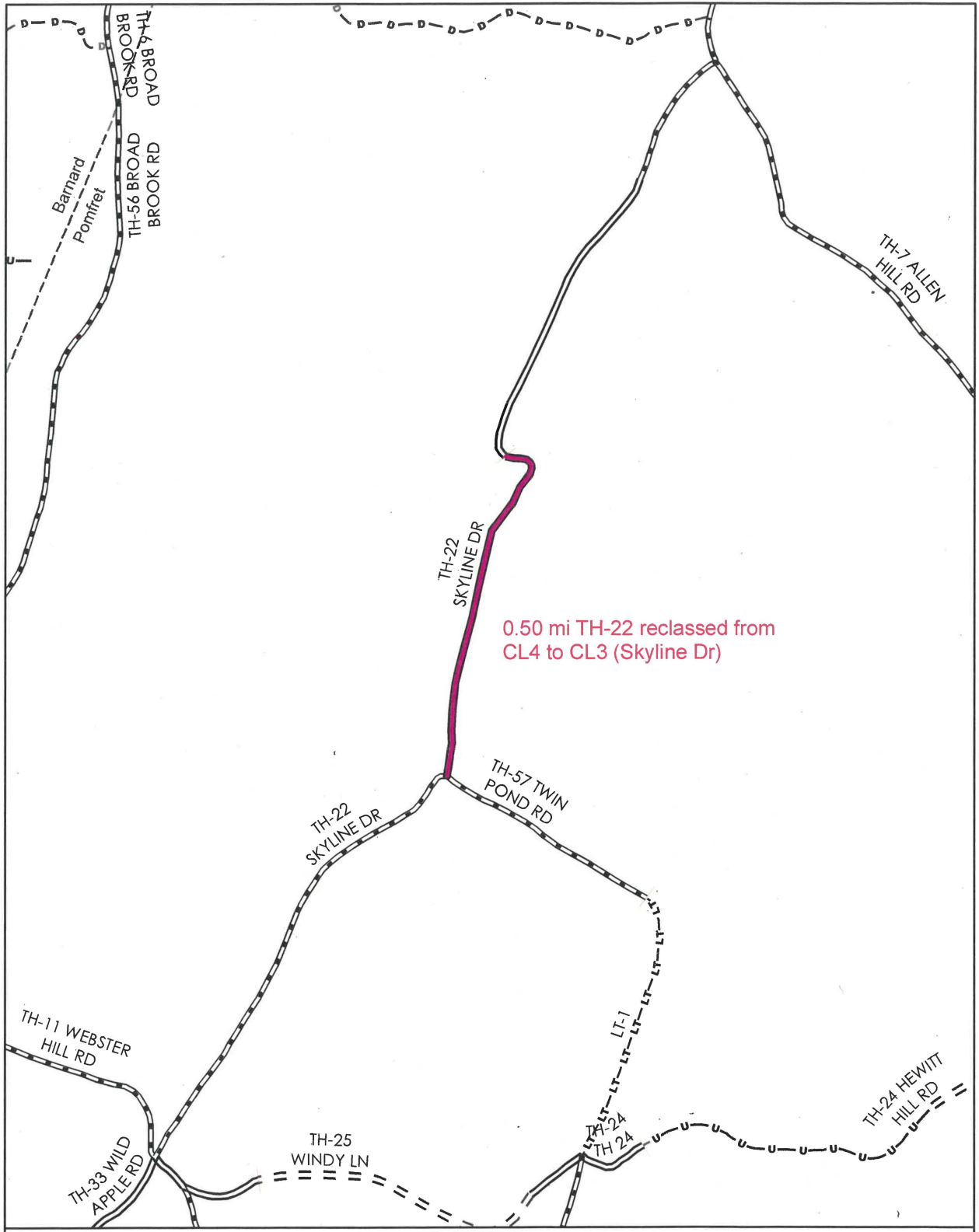
**Mileage Certificate Change 2010
POMFRET**

Mapping Unit
Division of Planning, Outreach and Community Affairs
Vermont Agency of Transportation -- April 2010



0 0.3 Miles





0.50 mi TH-22 reclassified from CL4 to CL3 (Skyline Dr)

**Mileage Certificate Change 2010
POMFRET**

Mapping Unit
 Division of Planning, Outreach and Community Affairs
 Vermont Agency of Transportation -- April 2010



POMFRET NOTES
15 Mar 2010

TH-2 CL2

Not sure how to deal with this. — *Received survey from town.*

TH-22 CL4 to CL3

Ok, processed.

Processed line change 7 Apr 2010



State of Vermont
Division of Planning, Outreach and Community Affairs
Mapping Unit
1 National Life Drive
Montpelier, VT 05633-5001
<http://www.aot.state.vt.us>

Agency of Transportation

Telephone: 802-828-2600
Fax: 802-828-2334
Email: johnathan.croft@state.vt.us

March 15, 2010

Doug Tuthill, Selectboard Chair
Pomfret, c/o Town Clerk
5218 Pomfret Rd
North Pomfret, VT 05053

Dear Mr. Tuthill,


The VTrans Mapping Unit has received a class 2 town highway change on the Pomfret 2010 Certificate of Highway Mileage that will also affect the Town of Barnard. Due to a change in the town line, the amount of mileage for the Stage Road is decrease for TH-2 in Pomfret by 400 feet (0.08 miles) and increase for TH-1 in Barnard by 400 feet (0.08 miles).

I would like to request a copy of the Farnsworth Survey, as it will provide a detailed location to the town boundary and will allow the VTrans Mapping Unit to properly update the town highway maps for Pomfret and Barnard. The Selectboard Meeting Minutes note the possibility of a PDF version of the survey, which would be ideal, but a photocopy would also be useful.

I have notified the Town of Barnard regarding this change in mileage and have enclosed a copy of that letter.

Please forward the requested information at your nearest convenience and we will make the necessary updates to the Barnard / Pomfret boundary line. Please feel free to contact me with any questions or comments related to this update, or mapping in general.

Sincerely,


Johnathan Croft
AOT GIS Database Administrator
VTrans Mapping Unit

JFC/jfc

Enclosures

cc: Preston Bristow, Pomfret Zoning Administrator
Tom Morse, Barnard Selectboard Chair
Susan Clark, VTrans Planning Coordinator

TOWN HWY. NO.	LENGTH IN MILES CLASS 3	LENGTH IN MILES CLASS 4
5	2.710	
6	4.380	(0.290)
7	4.310	
8		(0.100)
10	1.120	
11	2.900	
13	1.490	
14	0.560	
15	0.450	(0.510)
16	0.220	
17	0.590	
18	0.320	
19	1.200	
20	1.080	
21	0.240	
22	1.320	(0.500)
23	0.580	
24	1.530	(0.540)
25	0.140	(0.490)
26	1.100	
28	0.980	
29	1.160	
30		(0.300)
31	0.510	
32	1.750	
33	2.410	(0.930)
34	0.150	
35	0.570	
37	3.190	
38	0.530	(1.300)
39	0.880	
41	0.300	
42	1.020	(1.030)
43	1.390	
44	0.620	(0.190)
45	0.160	(0.100)
46	0.370	
48	0.360	
50	0.620	
51	0.500	
52	0.320	
53	0.330	
54	0.060	(0.340)
55	0.150	
56	1.300	
57	0.330	
60	0.060	
TOTAL	47.280	6.810

* This portion of town highway is Class 3, but is functionally Class 4

MILEAGE SUMMARY

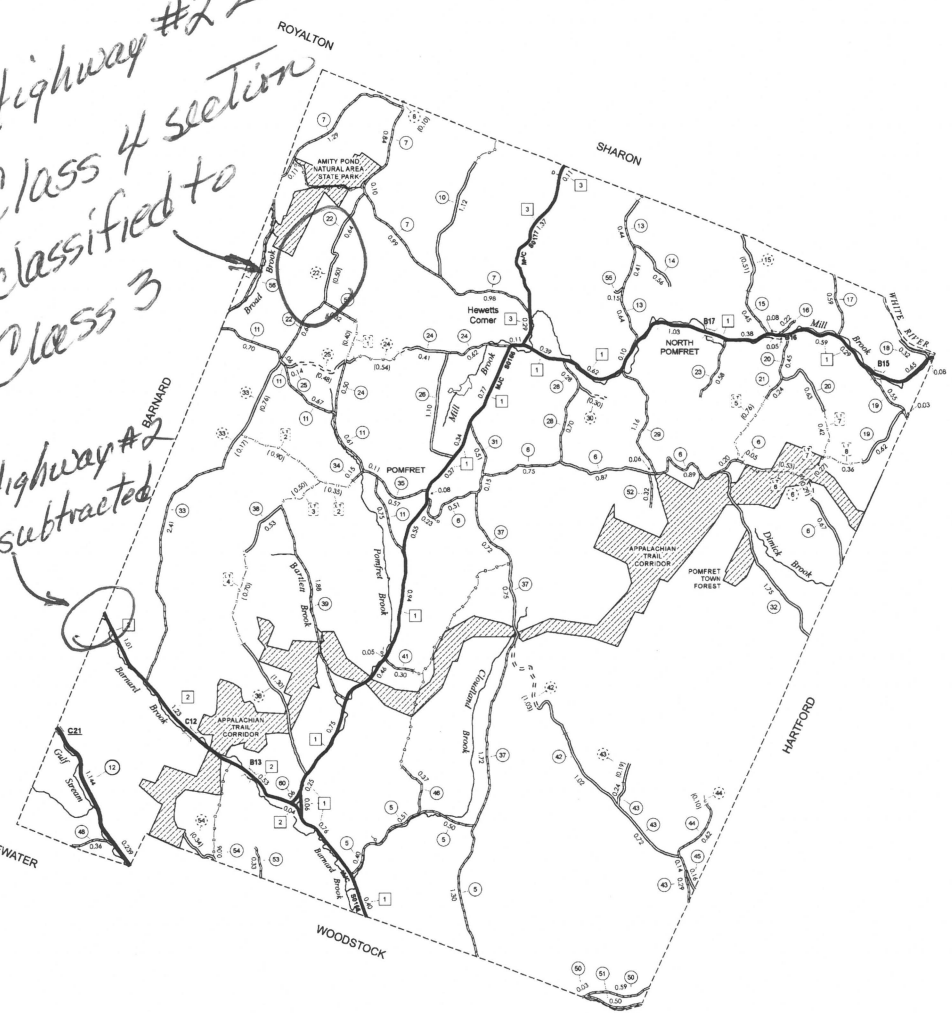
CLASS	LENGTH IN MILES
CLASS 2	
TH-1	10.150
TH-2	2.810
TH-3	1.770
TOTAL CLASS 2	14.730
CLASS 3	
TOTAL CLASS 3	47.250
TOTAL TOWN	61.980
STATE HIGHWAY	
VT-12	1.383
TOTAL STATE HIGHWAY	1.383
TOTAL STATE	1.383

TOTAL, TRAVELED HIGHWAYS, FEB. 10, 2008: 63.363
(Excludes Class 4 and Legal Trail Mileage)

LEGAL TRAIL LENGTH IN MILES

TRAIL NO.	LENGTH IN MILES
1	(0.400)
2	(1.250)
3	(0.500)
4	(0.700)
5	(0.780)
6	(0.530)
7	(0.690)
8	(0.360)
TOTAL	5.190

Handwritten notes:
 Highway #22
 Class 4 section reclassified to Class 3
 Town Highway #2 400ft. subtracted



- HIGHWAYS**
- INTERSTATE
 - U.S. ROUTE
 - STATE ROUTE
 - CLASS 1
 - CLASS 2
 - CLASS 3
 - CLASS 4
 - LEGAL TRAIL
 - INTERSTATE OR DIVIDED HIGHWAY
 - STATE - HARD SURFACE OR PAVED
 - TOWN - HARD SURFACE OR PAVED
 - GRAVEL
 - SOIL OR GRADED AND DRAINED EARTH
 - UNIMPROVED OR PRIMITIVE
 - IMPASSABLE OR UNTRAVELED
 - LEGAL TRAIL
 - DISCONTINUED
 - HIGHWAY CLASS CHANGE
 - RAILROAD

- PUBLIC LAND**
- POLITICAL SUBDIVISIONS
 - STATE BOUNDARY
 - COUNTY BOUNDARY
 - TOWN BOUNDARY
 - VILLAGE BOUNDARY
 - URBAN COMPACT BOUNDARY
 - OPEN WATER
 - STREAM OR BROOK
 - BRIDGE OR CULVERT
 - BRIDGE OR CULVERT GREATER THAN 20'
 - BRIDGE OR CULVERT 6' - 20'
 - B34 / C34 STATE BRIDGE OR CULVERT IDENTIFIER
 - B34 / C34 TOWN BRIDGE OR CULVERT IDENTIFIER
 - FEDERAL CLASSIFICATION IDENTIFIER
 - FAU URBAN ARTERIAL OR COLLECTOR
 - MA MINOR ARTERIAL
 - MAC MAJOR COLLECTOR
 - MNC MINOR COLLECTOR
 - PA PRINCIPAL ARTERIAL

DISCLAIMER:
 The untraveled highways (aid-out town highways), discontinued highways, and legal trails shown hereon are those of which the Agency of Transportation has record; others may exist.
 Highway and bridge data by the Agency of Transportation, Policy & Planning Division. All other data from the Vermont Center for Geographic Information.

Vermont State Plane Coordinate System
 North American Datum of 1983
 SPCS Zone Identifier: 4400
 Geoid Reference System 80
 4,000-meter grid, Easting - Northing

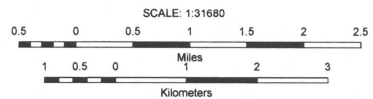
STRUCTURES - SURFACE WATER NOTE:
 Town short structures (bridges or culverts from 6-feet to less than 20-feet) were not represented due to inconsistencies in the data.
 The surface waters are from the Vermont Hydrological Dataset (VHD). Only the named streams are shown.



VERMONT GENERAL HIGHWAY MAP
Town of Pomfret
 WINDSOR COUNTY
 Transportation District #4

Prepared by the
 Vermont Agency of Transportation
 Policy & Planning Division
 in cooperation with
 U.S. Department of Transportation
 Federal Highway Administration

Mileage as of: Feb. 10, 2008
 Map generated September, 2008



MINUTES OF THE TOWN OF POMFRET SELECTMEN'S MEETING
January 7, 2009

The Selectmen's meeting was called to order at 7:00 pm in the new Town offices.

Officials present: Robert Harrington (Selectman), Douglas Tuthill (Selectman), Andrew Mann (Town Clerk), Hazel Harrington (Town Treasurer), James Potter (Road Commissioner)

The minutes of the December 17, 2008 selectmen's meeting were unanimously approved as submitted.

The minutes of the December 12, 2008 hearing on the Pomfret/Barnard town line were unanimously approved as submitted.

Old business:

Barnard/Pomfret Town line

Barnard has scheduled a hearing for January 28, 2009 at 7 pm in the Barnard Town Hall.

Andy Mann will check with Tom Morse, Barnard Selectman, to make sure the affected Pomfret landowners and the attendees of Pomfret's hearing received notices. Bob Farnsworth, who surveyed the section of the boundary in question, will be at the hearing to answer questions.

Andy Mann sent paper copies of the survey to the affected Pomfret landowners.

The selectboard unanimously approved the Farnsworth survey of the town line dated 10/31/2008.

New business:

Road Commissioner's report

The Town needs more sand as we purchased 3000 yards last year instead of the usual 4000 yards. Jim Potter will get bids on sand for the remainder of this year and next year.

The scraper was damaged and will require \$2000 - \$3000 to repair.

Town Offices

The Town Clerk, Town Treasurer and Listers moved into the new town office (renovated Center School Building) on January 2, 2009. It appears that the project was completed within the budget. Andy Mann will contact Kevin O'Hara to request the final bill.

2009 Budget

The selectboard started work on the 2009 budget. Hazel Harrington reported that we have received payments of \$175,000 for the paving grant and \$175,000 for the Wayside bridge grant. We have not received the entire State Aid for Highways payment of \$128,000. Work on the budget will continue at administrative meetings.

The Emergency Services Commission has submitted a budget request for 2009. Bob Harrington will contact the EMS to remind them that requests for funding or disbursements of the Fire Equipment Reserve Fund must come from the EMS, not the fire departments.

*TOWN OF POMFRET
P.O. Box 64
South Pomfret, VT 05067*

Subject: Pomfret/Barnard Town Line Hearing
Date: December 12, 2008, 7:00 p.m.
Location: Pomfret Town Hall
Present: See Attached List

The Pomfret Board of Selectmen held a hearing at the Town Hall to receive comments and discuss the Pomfret/Barnard town line in the vicinity of Stage Road, which was recently surveyed by Farnsworth Surveys of Brownsville, Vermont. Neil Lamson was the spokesperson for the selectmen and gave a brief introduction. Bob Harrington and Doug Tuthill assisted with discussing what had been done this year and plans to proceed after the hearing. The following were comments from attendees at the hearing:

Larry Templeton – Larry has lived in Pomfret since 1978, wanted to know what prompted the survey. Response by Bob Harrington and Jim Havill: stated that in the year 2000 the Barnard Selectboard, headed by Dwight Doten, contacted the Pomfret Selectboard to walk the line and try to determine exactly where the town line was located. Bob explained that earlier this year the Barnard Listers had taxed properties which had been taxed in Pomfret before and brought the situation to a head. The two selectboards got together and agreed to hire a surveyor, splitting the cost, to survey the location of the line which essentially has been agreed upon by walking the line and examining field evidence.

Stan Talbot – Stan wanted to know what the Barnard process was. It was explained by Neil that the process in Barnard was the same as Pomfret and that they would be having a hearing some time in the future. Neil also stated that we would notify everyone when the Barnard Selectboard was having their hearing as well. Neil stated that we'd like to have this matter resolved before tax time next year.

Louis Havill – Louis wanted to know why the state maps all showed straight lines and were different than this line with the 46 rod jog. Neil responded, stating that the state maps usually didn't pay much attention to the exact location of the town line.

Bob Harrington also briefly explained the history of the different maps including the Perkins map and original Grant map.

Marilyn Wilhelm – Marilyn wanted to know how the people on Wild Apple Road were affected. Neil explained that the Kenary's property line veered into Barnard a little bit and that there was a little small sliver of land which amounted to .09 acres in Barnard.

Larry Templeton – Larry was concerned that his property had some acres in Pomfret and some in Barnard and he wanted to make sure that the total did not exceed the acres in his

deed. After looking at the map it shows 11.66 acres of his land in Pomfret and in the past he has been taxed for 12 acres in Pomfret.

Marilyn Wilhelm – Marilyn wanted to know if the Livingston Property was all going to be in Pomfret. Norm Buchanan explained the map and which pieces of land were in Pomfret and which were in Barnard. Norm also explained that the listers would get together on the properties sharing the town line and determine exactly how many acres each town would tax on those properties.

Stan Talbot – Stan requested a pdf file. Neil discussed with Andy Mann and it was determined that we could send Stan a pdf file of Farnsworth's survey.

Marilyn Wilhelm – Marilyn expressed her opinion that she would like her property to stay in the Town of Pomfret. Neil explained that this would not be possible.

David Luce – David stated that the property line had been where it is for more than 100 years and it should be left there. Doug explained that this was not possible since it was in the wrong location.

Marilyn Wilhelm – Marilyn stated she should be in Pomfret.

Nelson Lamson – Nelson stated his opinion that if the proposed line lines up with survey it should be finalized. Need to line up with Broad Brook and Route 12 markers and finalize the survey and make agreement with Barnard.

Neil Lamson asked Andy Mann to send a small copy of the map to all parties.

Neil stated we will try to notify everyone when Barnard has its meeting.

The meeting was adjourned at approximately 8:15 p.m.

MINUTES OF THE TOWN OF POMFRET SELECTMEN'S MEETING

~~November 19, 2008~~ Dec 3, 2008 *AL*

The Selectmen's meeting was called to order at 7:00 pm in the Town offices.

Officials present: Robert Harrington (Selectman), Neil Lamson (Selectman), Douglas Tuthill (Selectman), Andy Mann (Town Clerk), James Potter (Road Commissioner), Hazel Harrington (Treasurer), Bob O'Donnell (town counsel)

Others attending: Allan Atwood, Tom Hazen, Gordon Holmes, Mike Chamberlin, Thomas Herb, Tim Thacher.

The minutes of the November 19, 2008 selectboard meeting were unanimously approved as submitted.

New business:

Road Commissioners Report

Art (A.J.) Lewin was involved in an accident with a town truck. The insurance companies are handling the matter. It was noted that the new cell phone for the road commissioner has photo capabilities so that in the future it will be possible to take pictures of accidents.

Allan Atwood has been hired to plow with the 550 truck. The selectboard unanimously approved a rate of \$16.00 per hour for Allan.

The town highway crew is now plowing both Joe Ranger road and Clay road.

Jim reported that the estimated cost to upgrade the one-mile section of Skyline Drive from class 4 to class 3 is \$30,000 for material and \$28,513 for labor and equipment. The selectboard unanimously voted upgrade the highway if Lynn and Phil Rauch, who requested the upgrade, will pay for the materials. Bob Harrington will write a letter with the offer to the Rauch's.

CDL licenses for Town Highway Crew

There was a lengthy discussion about CDL licenses for the town highway crew. The selectboard asked Andy Mann to contact the Vermont League of Cities and Towns concerning certain questions about insurance coverage and to contact state DOT officials concerning certain questions about CDL license requirements. The requests will be via email so that the selectboard will have definitive answers in writing.

New Town Offices

The selectboard unanimously approved and signed the following changes orders to the contract:

1. Add a utility closet at a cost of \$1511.
2. Credit for interior doors - \$1745.

The project is on schedule and should be completed by December 15, 2008. Tim Leavitt is working on the painting.

There was a discussion about the logistics of moving which will occur as soon as the work is completed. It was noted that now there will be three separate offices instead of one shared office which will require more office equipment (waste baskets, printers, multiple phone lines, etc.) The selectboard unanimously granted the Town Clerk the authority to make minor purchases for any new items needed.

Barnard/Pomfret Town line

Andy Mann reported that he had warned the hearing on the proposed town line for Friday December 12, at 7 pm at the Town Hall at the request of the selectboard and that he had sent letters to the affected landowners in Pomfret.

The selectboard reviewed the state statutes concerning municipal lines and determined that following the public hearing, the decision on the proposed location of the Town line would have to be made at a duly warned meeting of the selectboard for the purpose to adopt the location. If the proposed location is approved, then the selectboard would have to approve the survey of the proposed town line and file copies of the survey and minutes of the meetings with the secretary of state. Barnard would have to follow the same procedure.

Bob Harrington will contact the Barnard selectboard to make sure they are in agreement with the Farnsworth survey.

Neil Lamson will prepare a presentation and handouts for the hearing.

CVPS line relocation

Bob O'Donnell (town counsel) presented the final Operating Protocol which describes the procedures to be followed by Central Vermont Public Service Corporation and the Town of Pomfret when planning for the placement of new electric utility poles and lines within the Town's road rights-of-way or in connection with requests by the Town for tree maintenance along or adjacent to electric utility lines. The selectboard unanimously approved the agreement and Bob Harrington signed it. The selectboard unanimously appointed Bob O'Donnell as the Town designee for the agreement.

VAST Snowmobile Trail on Joe Ranger Road

Tom Hazen and Gordon Holmes requested permission for the VAST snowmobile trail to continue to use Joe Ranger road and for the groomer to travel Joe Ranger road and Bunker Hill road. It was noted that the Town is now plowing Joe Ranger road and that the town highway ordinance prohibits snowmobiles on plowed highways except at designated and signed crossings. The selectboard unanimously approved a motion to grant VAST permission to use of the short section of Joe Ranger road as a trail with the following restrictions 1) VAST will properly sign the trail where it intersects Joe Ranger road, 2) the selectboard may revoke the permission if the snowmobile traffic is deemed to be a public hazard 3) this

NOTICE – TOWN OF POMFRET

On Friday, December 12, 2008 at 7:00 p.m. at the Pomfret Town Hall there will be a Public Hearing to take comment regarding the location of a section of the boundary between Pomfret and Barnard.

SELECTBOARD, Town of Pomfret

Notice of Highway Examination and Hearing

The Selectboard of the Town of Pomfret hereby gives notice to interested persons that an examination of the Class 4 section of Skyline Drive will be held on Friday, July 17, 2009 at 5:00 pm at the junction of Skyline Drive and Twin Ponds Road. This examination is open to the public.

The Selectboard of the Town of Pomfret hereby gives notice to interested persons that a public hearing will be held on Friday, July 17, 2009 at 7 pm in the Pomfret Town Hall to hear interested persons on the matter: does the public good, necessity and convenience of the inhabitants of the Town of Pomfret require that the Class 4 section of Skyline drive be upgraded to Class 3. This hearing is open to the public.

Town of Pomfret

5218 Pomfret Road
Nouth Pomfret, VT 05053

Skyline Drive Reclassification Hearing

A hearing was held at the Pomfret Town Hall at 7:00 p.m. on July 17, 2009 to hear testimony on the question: Do the public good, necessity and convenience of the inhabitants of the Town of Pomfret require that a half mile section of Skyline Drive be reclassified from Class 4 to Class 3? The hearing was duly warned as follows:

“Notice of Highway Examination and Hearing

The Selectboard of the Town of Pomfret hereby gives notice to interested persons that an examination of the Class 4 section of Skyline Drive will be held on Friday, July 17, 2009 at 5:00 pm at the junction of Skyline Drive and Twin Ponds Road. This examination is open to the public.

The Selectboard of the Town of Pomfret hereby gives notice to interested persons that a public hearing will be held on Friday, July 17, 2009 at 7 pm in the Pomfret Town Hall to hear interested persons on the matter: do the public good, necessity and convenience of the inhabitants of the Town of Pomfret require that the Class 4 section of Skyline drive be upgraded to Class 3. This hearing is open to the public.”

The abutters to the Class 4 section of Skyline Drive were sent notices of the examination and hearing by certified mail.

The hearing was attended by: Neil Lamson (selectboard member), Douglas Tuthill (selectboard member), Robert Harrington (selectboard member), Steve and Linda Rosenthal, Phil and Lynn Rauch, Robert Haydock and Susan Bitzer.

The following is a summary of the testimonies during the hearing:

Neil Lamson opened the meeting at 7:00 p.m. and stated the reason for the hearing was to hear testimony on the question: Do the public good, necessity and convenience of the inhabitants of the Town of Pomfret require that a half mile section of Skyline Drive be reclassified from Class 4 to Class 3? Robert Harrington was asked to take notes of the testimonies.

Phil Rauch – Phil stated that he and Lynn were in favor of upgrading the road to Class 3. He stated that it should be upgraded primarily for safety reasons and also so that it could be properly maintained. He stated he was told by a town official when they were developing their land that that access had to be where it is on the Class 4 road. They had originally wanted the access to be off from Twin Ponds Road with the driveway going up their land in front of the Rosentals. The reasons given for the access needing to be where it is was for the federal 911 program and for emergency access. He said that he was told that the road had been plowed for at least the past 15 years by the town as a convenience in maintaining the entire stretch of Skyline Drive.

Bob Harrington – Bob stated that the road had been plowed previously off and on in the wintertime by the town for their own convenience in passing through with sanding and plowing the entire stretch, but was not continuous, and was only for the convenience of the road crew in maintaining the entire stretch of Skyline Drive. Two or three years ago we stopped plowing the road since this was contradictory to the town policy of not maintaining Class 4 roads in the wintertime.

Phil Rauch – Phil stated that he had been asked by the selectmen to contribute part of the cost of upgrading the road, and that he had agreed to do so.

Linda Rosenthal – Linda asked why the Rauchs changed their minds from preferring a Class 4 road and keeping their taxes lower to wanting the town to upgrade the road to Class 3.

Bob Haydock – Bob stated the road had been blocked with a snowbank by the Rauchs access and wondered if this was appropriate. From a financial point of view his family is indifferent since the town is not outlaying money. From a safety point of view he has many concerns to include two small children, dogs, horses, coupled with the fact that there will be an increase in the speed of cars in the summertime and there is a potential for an accident. In regards to the trees being cut it's about the character of the road. The part going from his house up through to the Rauchs will be changed in character dramatically. He is not in favor of the reclassification.

Steve Rosenthal – He would not want an increase in the cost to the town for upgrading the road. They moved here 20 years ago because of the character and nature of the neighborhood and would like it left as it was when he moved here and that is the reason he purchased his property. He realized the upgrade to Class 3 would be a better road but the feel of the neighborhood would be changed forever. He is also concerned about safety because he has grandchildren who visit him and speeding cars, already a problem on Skyline Drive, would become worse.

Susan Bitzer – She has walked and rode horseback on the road for the past 26 years. The road has a soft footing and a good place to put a horse into a gallop which will not be case when the road is upgraded. The road is a nice trail and the character of the area will be changed by the upgrade.

Linda Rosenthal – She has counted about 70 trees along the road scheduled to be removed and losing them would change the character. Her biggest concern is losing the rocks in front of her house in the right-of-way. It bothers her from an aesthetic point of view, cutting the trees on the road will take away the canopy in walking up the road in the shade in the summertime and will change the environment.

Doug Tuthill – Doug stated that there are improvements that have to be made to the road anyway even if it is left as a Class 4 road to make it passable and maintainable in the summertime by the town.

Bob Harrington – Bob is the Pomfret Fire Chief and wanted to respond as to the good of the public in regards to emergencies up in this area of Skyline Drive. During the past 20 or so years there have been many houses built up in this general area and there have been many more emergency calls. The fastest response time is from the North Pomfret Station to this area and the fastest and most direct route is up Allen Hill Road and out to Skyline to serve the area on the west end of Skyline and up and down Webster Hill as well as down through Broad Brook. This is about a mile or so less in distance and generally saves 3 or 4 minutes in response time, when 10 minutes is the goal in getting to an emergency from the time of the call. Many times the road has not been plowed and we have had to turn around and go back down and up Webster Hill to get to an emergency on Skyline Drive.

Steve Rosenthal – He was in a dilemma as to the public versus the private good. Isn't emergency winter access to any one home on a Class 4 road a private matter because a concerned property owner pays for plowing on Class 4 roads? Doesn't a public issue along these lines require more extensive resident complaints?

Bob Harrington – His earlier statement was that the response time was for the public and not just the Rauchs even though it would be safer for volunteers and a faster response time to get to the Rauchs if the road was upgraded.

Doug Tuthill – Doug asked a question of Bob Haydock as to several years ago when the road was moved in front of his house to the sharp curve around the pond if he thought this was in the public good or in the private good in regards to public safety.

Bob Haydock – He replied that it may have been a mistake at the time but had nothing to do with the current situation. He may not have bought the house if it had not been done.

Bob Haydock – Wondered if the site distances on the hill directly across from the Rauchs could be improved since this is a dangerous vertical curve and there is a site distance problem which will be made worse by the increase in speed.

Susan Bitzer replied that this is a problem when she's riding her horses that people come over the hill too fast and there is not enough site distance so she has a hard time getting out of the road for the horses and this is a safety concern.

Bob Haydock – Bob stated that he is not concerned about the response time and that other people in the area must not be also because they are not present and there is nobody there in favor of upgrading the road.

Bob Harrington – Bob responded that the people probably wouldn't know the meaning of response time and this was something that concerned the volunteer firemen and fast squad. Bob stated that the town has a responsibility to all the residents in the area and to be able to give them adequate emergency services and to be able to give them safe roads to travel.

Steve Rosenthal – Steve stated that bringing up the response time issue happened after the Rauchs' proposed the road upgrade and that this issue was not central to their application.

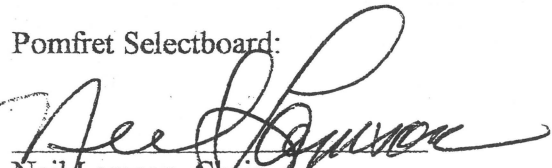
Doug Tuthill – Doug stated that the issue of upgrading the road was brought to the Selectboard the road commissioner. Chris Reilly had been taking sand from the town garage to spread on the Class 4 road in order to get to the Rauchs and was one reason why Jim thought the road should be upgraded.

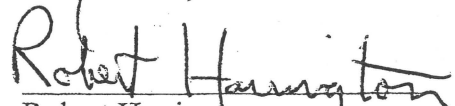
Susan Bitzer – Susan has received emails from other people including Nancy Cline, Betsy Siebeck, Mary Ann Murphy, and Jess and Peg Willard that they would hate to see the character of the road changed and hate to see the road upgraded. She said she didn't think this was any different than the Royal's at the end of Hidden Ridge Road who plow a short section of the Class 4 road on Town Highway 25 Windy Lane to get to their driveway. She thought the Rauchs should keep doing the same. She said you make choices as to where you live and if you live remotely you have to expect accesses going to be more difficult and response times will be longer.

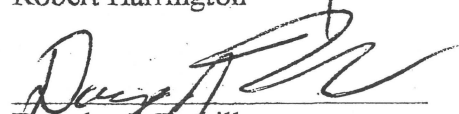
Lynn Rauch--Lynn asked if there are other roads in Pomfret that are used as 'through' roads, and that have inconsistent classifications as Skyline does: class 3 and then class 4 and then class 3 again. She also expressed her fear that drivers may not know about the inconsistency in maintenance, and may suddenly encounter different driving conditions. The road is posted as 'not maintained' but those postings are not readily visible at night. She stated that the town is putting itself at considerable risk.

Neil stated that the Selectboard would take up the question of reclassifying the Class 4 section of Skyline Drive at the next regular selectboard meeting on August 5th, which is a public meeting. He stated that a draft of the minutes would be emailed to all attendees so that they could review and comment before the final draft was reviewed and acted upon by the Selectboard at the August 5th meeting. He also stated that any persons were welcome to send any comments in a letter to the Pomfret selectboard. The hearing was adjourned at 8:15 p.m.

Pomfret Selectboard:


Neil Lamson, Chair


Robert Harrington


Douglas Tuthill

MINUTES OF THE TOWN OF POMFRET SELECTBOARD MEETING
August 5, 2009

The Selectboard meeting was called to order at 7:00 pm in the Town office.

Officials present: Douglas Tuthill (Selectboard member), Neil Lamson (Selectboard member), Lynn Leavitt (Town clerk), Hazel Harrington (Town treasurer), James Potter (Road Commissioner)

Others attending: Orson St. John, Joseph Perdoni, Biria St. John, Lisa Templeton, Tom and Lynne Massoth, Chris Reilly, Susan Bitzer, Tim Thatcher, Joanne and Peter Fox Smith, John Moore, Linda Rosenthal, Ad and Mavis Shaw, Arthur Lewin, Sr., A.J. Lewin, Robert Merrill.

The minutes of the July 15, 2009 selectboard meeting were unanimously approved as submitted.

New Business

St. John Driveway Access and Electric Service

The selectboard unanimously approved an amendment to the St. John access permit and permission to bury the electric line in the Town R.O.W. that widened the access entrance to 30 feet and provided for a 6-inch drop in the first 20 feet. The amendment also spelled out details for installing utility and telephone conduits in the Town R.O.W.

Peter Fox Smith presented several grievances and concerns re the Orson St. John construction project and other construction in the neighborhood which contribute to the disruption of their lives because of heavy traffic, noise pollution, dust and danger. The selectboard agreed to respond to Mr. Fox Smith's concerns in writing in the near future.

Tim Thatcher asked that Mr. St. John cease using the agricultural R.O.W. across his property for construction activities as soon as possible.

Zoning Board of Adjustment Appointments

The Selectboard unanimously appointed Michael Reese and David Luce to four-year terms on the Zoning Board of Adjustment.

Reclassification of Skyline Drive

The selectboard took up the question: Do the public good, necessity and convenience of the inhabitants of the Town of Pomfret require that a half mile section of Skyline Drive be reclassified from Class 4 to Class 3? Neil Lamson provided a brief description of the past action the selectboard had taken on the question. The selectboard then unanimously approved the minutes of hearing on the question held on July 17, 2009. Doug Tuthill made a motion that the Town reclassify a half mile section of Skyline Drive from Class 4 to Class 3, provided that the Lynn and Phil Rauch contribute up to \$54,000 for the cost and materials and subcontractors. The motion was seconded by Bob Harrington. Neil Lamson opened the discussion of the motion by reading the following correspondence that had been received: email from Bob Haydock in opposition to reclassification, email from Linda and Stephen Rosenthal in opposition to reclassification, email from Lynn Rauch addressing the issue of the snowbank in the road at their driveway, email from Peg and Jess Willard in opposition to reclassification, an email from Phil Rauch in support of reclassification, and a letter from Eric Chase, assistant chief

Pomfret Volunteer Fire Dept. in support of reclassification. The following persons spoke in opposition to reclassification: Linda Rosenthal, Tom Massoth, Marvis Shaw and Ad Shaw. The following persons spoke in favor of reclassification: Chris Reilly, Arthur Lewin, A.J. Lewin, Doug Tuthill, Bob Harrington and Jim Potter. After all discussion had been heard, the selectboard voted on the motion: Tuthill and Harrington voted yes, Lamson voted no. The motion passed.

Nash driveway on Town Farm Trail

Bob Harrington asked that Steve Chamberlin move his truck from the Nash Driveway on Town Farm Trail.

VLCT Annual Meeting

The selectboard unanimously agreed to pay for Doug Tuthill to attend the VLCT annual meeting on October 1, 2009.

ECFiber Letter of Support

The selectboard unanimously approved and signed a letter to the ECFiber Governing Board supporting the efforts to bring fiber optic communication to Pomfret.

Orders Approved and Signed

The selectboard unanimously approved and signed the following orders:

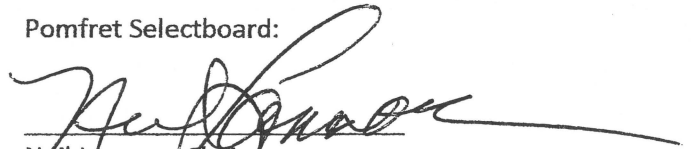
- Regular Selectmen's Account #09-13 in the amount of \$236.64
- Regular Selectmen's Account #09-22 in the amount of \$29,735.39
- Regular Selectmen's Account #09-21 in the amount of \$1,997.71
- Town Highway Account #09-12 in the amount of \$9,378.45
- Selectmen's Special Account #09-3 in the amount of \$1,259.69

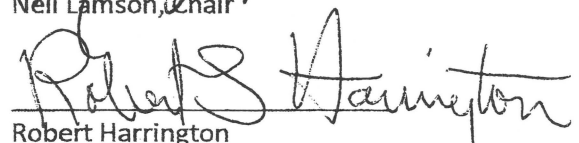
Over width permit for Dale's Homes.

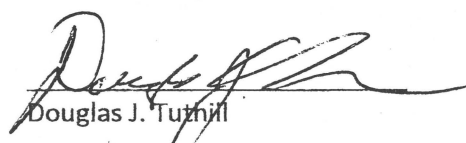
The meeting was adjourned at 10:25 PM.

Neil Lamson prepared these minutes on August 9, 2009. The Selectboard may make additions or corrections prior to approving these minutes at the next regular selectboard meeting.

Pomfret Selectboard:


Neil Lamson, Chair


Robert Harrington


Douglas J. Tuthill

9/9/09 Originals in Pomfret Road Book #2

TOWN OF POMFRET
P.O. Box 64
South Pomfret, VT 05067

Subject: Skyline Drive Reclassification from Class IV to Class III

Date: September 2, 2009

To: Town Clerk (for official record filing)

From: Board of Selectmen

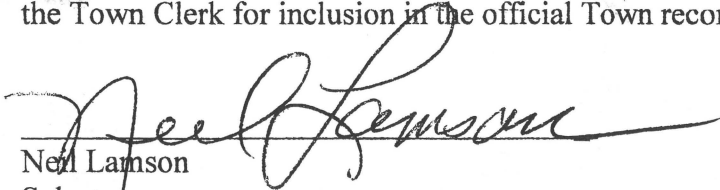
As ordered in the minutes of Selectmen meeting for August 5, 2009 (copy attached as Attachment A), the Selectboard voted 2 to 1 in favor of reclassifying a half mile stretch of road in the middle of Skyline Drive from Class 4 to Class 3 and perform the upgrade necessary for proper summer and winter maintenance. The attached documents are relevant to proceedings as well as public input regarding this decision:

1. This action was initiated by the Board of Selectmen.
2. Phil and Lynn Rauch (abutting landowners) agreed to pay out of pocket expenses for the upgrade, with the Town contributing with its men and equipment (see Attachment B - agreement).
3. Manner of notifying parties was by direct mail to abutters and standard notification for warned hearing (see Attachment C – hearing notices). There were two hearings since the first notification procedure failed to notify the Rosenthals (abutters).
4. Report of Selectboard's Findings is as follows:
 - a. Upgrade of the road will make travel by vehicles, pedestrians, and horses much safer than presently exists.
 - b. There has been a substantial increase in recent year of both residences in this vicinity of Town as well as travel along Skyline Drive.
 - c. During the winter, this road has been partially plowed by private snow plows. There is potential for unsafe conditions with the road being passable but not fully maintained with plowing and sanding. Hazardous conditions could cause harm to the public traveling the road.
 - d. It is beneficial for the Town to maintain this section of Town Highways while being able to go all the way through Skyline Drive instead of turning around on both ends. Reclassifying the road will save both time and money for the highway accounts.
 - e. Having this section open all year will greatly enhance emergency services for medical, fire, and other emergencies.

- f. This road is important as a potential detour should Webster Hill or Allen Hill roads become blocked or impassable.
- g. A residence exists with a driveway access in the middle of Skyline Drive (Rauch). This driveway access point was designated by a previous Selectboard in order to coincide with a 911 location. No agreement was made regarding road maintenance as at the time the Town was maintaining the road with help from private snow plowers.
- h. The town has incurred substantial costs in equipment repairs to include snowplows and major running gears damaged by the ledge and trees on this section of road while trying to maintain the same.
- i. The Rauches have offered to pay up to \$ 55,000 to cover all costs for the upgrade. There will be no increase to the town tax burden to perform the upgrade (see attached Agreement).
- j. The upgrade can be accomplished while maintaining the aesthetic quality and rural character of this section of road since it is relatively flat, straight, and no large cuts or fills being required. The stone walls, prominent maples, moss covered ledge, and rural character will be maintained.
- k. The Selectboard can work with residents along this section of road to address their concerns to the extent possible while still accomplishing the necessary work for proper maintenance and safety.

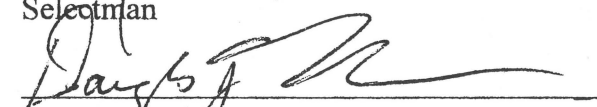
Attached is a copy of the official State Highway Survey Map (Attachment D) for Pomfret with this section of Skyline Road highlighted. This section is approximately one half mile between Twin Ponds Road on the south and Haydock residence on the North.

This summary and conclusion with Attachment A, B, C, and D are hereby filed with the Town Clerk for inclusion in the official Town records.



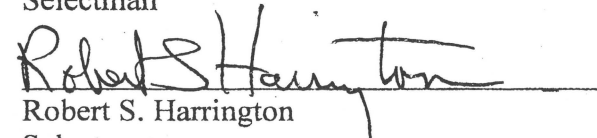
Neil Lamson
Selectman

9/2/09
Date



Douglas Tuthill
Selectman

9/2/09
Date



Robert S. Harrington
Selectman

9/2/09
Date

488,000 492,000 496,000 500,000 504,000 508,000

TOWN HWY. NO.	LENGTH IN MILES CLASS 3	CLASS 4
5	2.710	
6	4.380	(0.290)
7	4.310	
8		(0.100)
10	1.120	
11	2.900	
13	1.490	
14	0.560	
15	0.450	(0.510)
16	0.220	
17	0.590	
18	0.320	
19	1.200	
20	1.080	
21	0.240	
22	1.320	(0.500)
23	0.580	
24	1.530	(0.540)
25	0.140	(0.480)
26	1.100	
28	0.980	
29	1.160	
30		(0.300)
31	0.510	
32	1.750	
33	2.410	(0.930)
34	0.150	
35	0.570	
37	3.190	
38	0.530	(1.300)
39	1.880	
41	0.300	
42	1.020	(1.030)
43	1.390	
43		(0.190)
44	0.620	(0.100)
45	0.160	
46	0.370	
48	0.360	
50	0.620	
51	0.500	
52	0.320	
53	0.330	
54	0.060	(0.340)
55	0.150	
56	1.300	
57	0.320	
60	0.060	
TOTAL	47.250	6.610

* This portion of town highway is Class 3, but is functionally Class 4

MILEAGE SUMMARY

CLASS 2			
TH-1	10.150		
TH-2	2.810		
TH-3	1.770		
TOTAL CLASS 2	14.730		
CLASS 3			
TOTAL CLASS 3	47.250		
TOTAL TOWN	61.980		
STATE HIGHWAY			
VT-12	1.383		
TOTAL STATE HIGHWAY	1.383		
TOTAL STATE	1.383		

TOTAL, TRAVELED HIGHWAYS, FEB. 10, 2008: 63.363
(Excludes Class 4 and Legal Trail Mileage)

LEGAL TRAIL LENGTH IN MILES

NO.	LENGTH IN MILES
1	(0.400)
2	(1.250)
3	(0.500)
4	(0.700)
5	(0.760)
6	(0.530)
7	(0.690)
8	(0.360)
TOTAL	5.190

- HIGHWAYS**
- INTERSTATE
 - U.S. ROUTE
 - STATE ROUTE
 - CLASS 1
 - CLASS 2
 - CLASS 3
 - CLASS 4
 - LEGAL TRAIL
 - INTERSTATE OR DIVIDED HIGHWAY
 - STATE - HARD SURFACE OR PAVED
 - TOWN - HARD SURFACE OR PAVED
 - GRAVEL
 - SOIL OR GRADED AND DRAINED EARTH
 - UNIMPROVED OR PRIMITIVE
 - IMPASSABLE OR UNTRAVELED
 - LEGAL TRAIL
 - DISCONTINUED
 - HIGHWAY CLASS CHANGE
 - RAILROAD

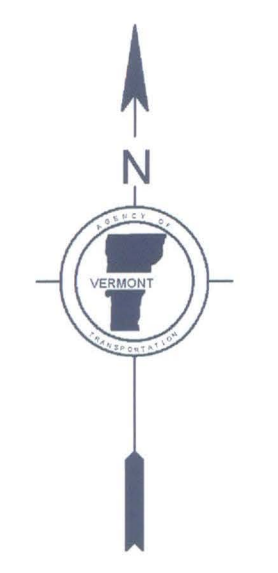
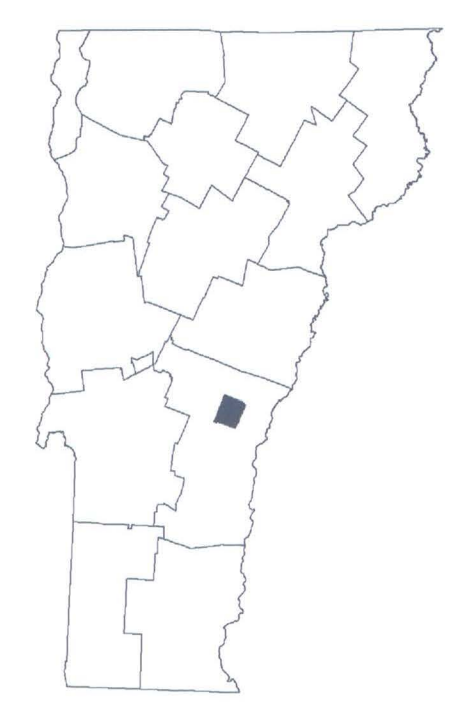
- PUBLIC LAND**
- POLITICAL SUBDIVISIONS**
- STATE BOUNDARY
 - COUNTY BOUNDARY
 - TOWN BOUNDARY
 - VILLAGE BOUNDARY
 - URBAN COMPACT BOUNDARY
 - OPEN WATER
 - STREAM OR BROOK
 - BRIDGE OR CULVERT
 - BRIDGE OR CULVERT GREATER THAN 20'
 - BRIDGE OR CULVERT 6' - 20'

B34 / C34 STATE BRIDGE OR CULVERT IDENTIFIER
B34 / C34 TOWN BRIDGE OR CULVERT IDENTIFIER

- FEDERAL CLASSIFICATION IDENTIFIER**
- FAU URBAN ARTERIAL OR COLLECTOR
 - MA MINOR ARTERIAL
 - MJC MAJOR COLLECTOR
 - MNC MINOR COLLECTOR
 - PA PRINCIPAL ARTERIAL

DISCLAIMER:
The untraveled highways (laid-out town highways), discontinued highways, and legal trails shown hereon are those of which the Agency of Transportation has record; others may exist.
Highway and bridge data by the Agency of Transportation, Policy & Planning Division. All other data from the Vermont Center for Geographic Information.

Vermont State Plane Coordinate System
North American Datum of 1983
SPCS_Zone_Identifier: 4400
Geodetic Reference System 80
4,000-meter grid, Easting - Northing

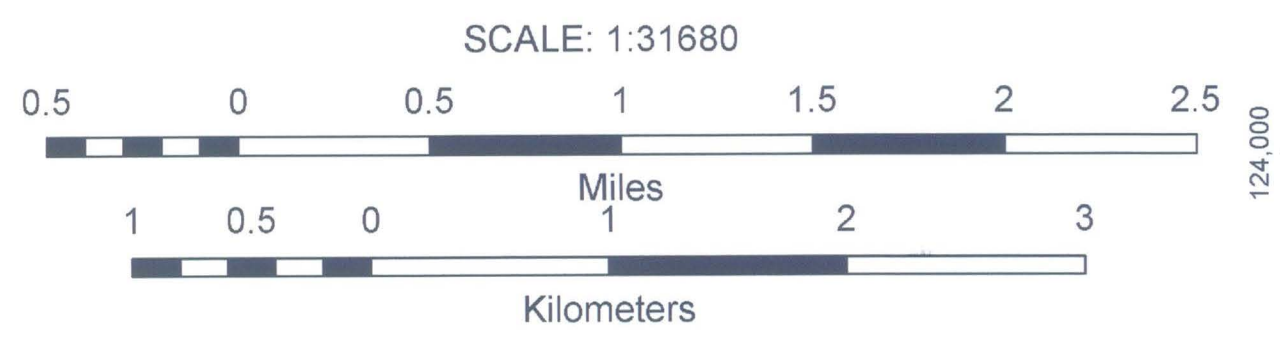


VERMONT
GENERAL HIGHWAY MAP
Town of Pomfret
WINDSOR COUNTY

Transportation District #4

Prepared by the
Vermont Agency of Transportation
Policy & Planning Division
in cooperation with
U.S. Department of Transportation
Federal Highway Administration

Mileage as of: Feb. 10, 2008
Map generated: September, 2008



STRUCTURES - SURFACE WATER NOTE:
Town short structures (bridges or culverts from 6-feet to less than 20-feet) were not represented due to inconsistencies in the data.
The surface waters are from the Vermont Hydrological Dataset (VHD). Only the named streams are shown.

