

Agenda  
Warren Selectboard  
April 9, 2019  
Warren Municipal Building  
7:00 PM

✓ 7:00 PM – Public Comment

✓ 7:05 PM – Paving Discussion on Cross Road (Intersection of Plunkton to Senor/Prickly)

✓ 7:40 PM – Liquor License approval Hostel Tevere - New Owner

7:45 PM - Tri-Town Memorandum of Understanding – Local Option Tax Discussion

8:00 PM - Approval of Minutes for March 26, 2019

8:10 PM – Approval of Accounts Payable and Payroll Warrants

\$47,760.29 \$27,070.75

8:15 PM – Other Business

**\*\*Agenda Subject to Change\*\***

Sugarbush Restaurants First Class Liquor License  
for Renewal Hogans Pub, Gate House, Allens Lodge  
& Valley Hse

**Minutes of April 9, 2019**  
Warren Selectboard  
7:00 PM  
Warren Municipal Building

**Members Present:** Andrew Cunningham, Chair, Luke Youmell, Randy Graves & Camilla Behn.

**Members Absent:** Bob Ackland, Vice Chair

**Others Present:** Michael & JoAnn Recklinghausen, Beth Young, Nick & Heather Morehouse, Jeff & Becky Campbell, Ray Weston, TV 44/45, Katy (VR) & Cindi Jones, Ryan Donnelly.

**7:00 PM** – Meeting called to order by Mr. Cunningham.

**7:05 PM** – Public Comment – None

**7:07 PM - Paving Discussion on Cross Road (Intersection of Plunkton Road to Senor/Prickly Rd).** – Mr. Cunningham started off the discussion that the Cross-Road Paving came up at Town Meeting as there were people who did not want it paved. At Town meeting a hand vote was taken and the vote heavily weighted towards paving. However, there were a few people that were opposed so the board as agreed at Town Meeting, are having this meeting to discuss it further. Mr. Weston commented that the road was graveled last year, new drainage completed and was a shovel ready paving project. Mr. Cunningham asked to hear from the public. Ms. Young who lives at the intersection of Senor/Prickly/Cross Rd commented that she wanted it paved as it gets very dusty and extremely impassable in spring mud season. Her main comment was that she gets calls/emails from parents saying their kids will not be in her class as the parents can't get out and the buses can't get up the road to pick up the kids. She also commented that the trouble she has is with the walkers and their dogs as they do not keep their dogs on a leash and have killed a few of her chickens. Mr. Recklinghausen commented that there is more traffic on that road including more trucks and the dust was bad at times. He asked how the paving was going to be done at the intersection. Mr. Weston commented that the paving would extend to Larrow Road and to almost Mad Meadows Road to make an easy transition for the grader. The Recklinghausen's were both for paving it. Mr. Morehouse who lives on Mad Meadows commented that during the mud season many will pick the best way to travel and often it is take the pavement on plunkton and then Cross Road. Also, traffic from Roxbury and Granville will take the short cut from Senor Rd, Cross Road to Plunkton or Plunkton, Cross Road, Senor to Roxbury Mt. Road. The Morehouse's were both in Favor of Paving. Mr. Cunningham also presented a plan for a 4' stripped walk way for pedestrians with two pedestrians signs at each end for those who walk the road to distinguish the pedestrians and vehicle traffic. Ms. Behn asked if Senor Road was better to travel as an alternative than Cross Road during mud season. Mr. Morehouse commented that some years it was and others it is as bad as Cross Road and is usually a toss of a coin which way you go. Mr. Morehouse inquired what other new paving was going to be done this year. Mr. Weston commented that Plunkton Road from Lois Lane past the Blueberry Dam, West Hill from the intersection of Golf Course to Inferno Road and aprons on West Hill Extension and West Hill Road just past the West Hill B&B. Mr. Cunningham commented that the Town has paved other short sections of gravel that seem to work well with excellent results such as the bottom of Airport Road, Dump Road, Cider Hill, Lincoln Gap. Discussion ended with the result that Cross Road will be on scheduled roads to be paved.

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**8:20 PM - Liquor License Renewal Hostel Tevere** - (Possible New Owner – Ryan Donnelly) – Mr. Donnelly came before the board to discuss the liquor License renewal. Mr. Donnelly has a contract for purchase for May 1<sup>st</sup> and he is getting all the little items taken care of prior to purchase to save time. The current owner is going to stay for a few months to show them the ropes. Mr. Donnelly has talked with the condo association and their past issues with noise and has no plans currently in changing the way it is being run. Mr. Cunningham inquired if he had taken the liquor class. Mr. Donnelly commented he has.

Motion by Mr. Youmell to approve the Liquor License First Class and Outside Consumption License for the Hostel Tevere, second by Ms. Behn. All in Favor: VOTE: 4-0.

**7:30 PM – Tri-Town Memorandum of Understanding** – Local Option Tax Discussion – Deferred until next meeting as Mr. Ackland was not present.

**7:35 PM – Approval of Liquor Licenses for Sugarbush Restaurants First Class** – for Hogan’s Pub, Gate House, Allyn’s Lodge & Valley House - Motion by Mr. Youmell to approve the liquor license renewals for Sugarbush Restaurants, second by Ms. Behn. All in Favor: VOTE: 4-0.

**7:38 PM – Approval of Minutes for 3/26/2019** – Motion by Mr. Youmell to approve the Minutes of 3/26/2019, second by Mr. Graves. All in Favor: VOTE: 4-0.

**7:40 PM – Approval of the Cooperative Forest Road Agreement** Between the Town of Warren & USDA, Forest Service, Green Mountain National Forest for the Hanks Road Culvert – Motion by Mr. Youmell to approve the Cooperative Forest Road Agreement authorizing the Chair to sign, second by Mr. Graves. All in Favor: VOTE:4-0.

**7:42 PM – Approval of Payroll Warrants** – Motion by Mr. Youmell to approve the payroll warrants as presented for \$ 27,070.75, second by Mr. Cunningham. All in Favor: VOTE: 4-0.

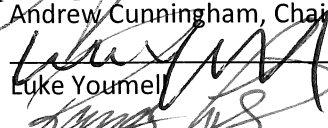
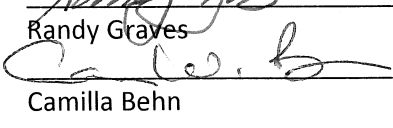
**7:45 PM – Approval of Accounts Payable** – Motion by Mr. Youmell to approve the accounts payable warrants as presented for \$ 47,760.29, second by Mr. Graves. All in Favor: VOTE: 4-0.

**7:48 PM** – other Business: - None

**8:00 PM** – Motion by Mr. Youmell to adjourn, second by Ms. Behn. All in Favor: VOTE :4-0.

Minutes Respectfully Submitted by,  
Cindi Jones, Warren Town Administrator

The Warren Selectboard

  
\_\_\_\_\_  
Andrew Cunningham, Chair  
\_\_\_\_\_  
Luke Youmel  
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Randy Graves  
\_\_\_\_\_  
Camilla Behn  
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Bob Ackland

Cross Road

12

13

4

PEDESTRIAN  
WALKWAY



## WHEN SHOULD I PAVE A GRAVEL ROAD?

Municipal officials often ask this question: Citizens occasionally ask as well. There are several considerations:

Traffic weights and volumes  
Safety  
Design  
Relative Costs  
Speed

### **Pros & Cons**

Pave and unpaved roads each have advantages. The following Summary applies to properly constructed and maintained roads.

#### **Paved Roads**

Carry all water off the surface and into ditches.  
Eliminate dust and spring mud  
Accommodate heavy trucks and many vehicles  
Is passable all year round for emergency vehicles such as Fire Trucks and Ambulances  
Paving helps seal surface from rainfall thus protects the base and subgrade material.  
Traffic Volume (Cross Road – over 300 vehicles a day.) Paving generally range from 50 to 400 vehicles a day. When traffic reaches these volumes, serious consideration should be given to paving.  
Less erosion and sediment, phosphorus going to the streams and harming wildlife habitat.  
Less maintenance involved  
Reduce Carbon foot print –  
Uses 52 yards of salt per mile  
Can add a 4' white line for walkers

#### **Unpaved Roads**

Dirt and gravel roads are prolific in shedding their constituent parts into the water shed.  
They have a poor ecological record.  
Dirt Roads are very prone to erosion. – This is problem because sediment can pollute waterways.  
Ecologist have linked that the sediment that washes off these roads can smother stream life.  
Sedimentation from unpaved roads can also raise streambeds, leaving us prone to flooding.  
During dry periods, unpaved roads also generate a lot of dust, altering roadside vegetation and causing breathing problems and chemicals used to keep dust down have an additional ecological or health effects.  
Road side drainage ditches need to be cleaned frequently.  
Uses 220 yards of sand per mile over the winter – then gets plowed into the ditches

#### **Traffic Weights and Volumes**

Traffic volume and weight directly affect road longevity. Agencies recommend that roads with less than 50 average daily traffic (ADT) be unpaved. For ADT from 50 to several hundred, it is recommended to apply some type of asphalt-pave surface be used.

For unpaved roads over 50 ADT road managers should consider vehicle weights and past performance. If the unpaved road is performing well (especially during the spring thaw) with reasonable maintenance cost, paving is rarely justified. They should, however, consider applying a dust suppressant, which will also stabilize the road surface.

### **Safety & Design**

Safety is a primary consideration in road design. Whether paved or unpaved, a safe road must have sight distances, alignments, and lane widths adequate for the unexpected speeds. The adequacy of present geometric features should be considered in the paved vs unpaved decision. If inadequate, the cost and other impacts of reconstruction are factors. Although adequate for an unpaved road, geometric features might be inadequate for a paved road. Keeping the width the same helps to keep the edges from breaking and cracking off the paved surface. Speed bumps can be added full length for 2 at \$2,700 - removal prior to winter, seal holes created.

### **Relative Costs**

Gravel roads require grading, shaping, and regular addition of gravel. Dust control is often necessary. These costs increase significantly as Traffic volume and weights increase. These increasing costs are factors in the above noted recommendations based on ADT.