

MINUTES FOR APRIL 25TH 2006
WARREN SELECT BOARD
WARREN TOWN HALL
7:00 PM

MEMBERS PRESENT: Mac Rood, Chair, Barry Simpson, Burt Bauchner, Mike Brodeur, Steve Butcher.

OTHERS PRESENT: Martha Evans-Mongeon, AOT, Mike Hedges, AOT, Elaine Fuller, Miron Malboeuf, Alex MaClay, Ellen Strauss, Katrina, Valley Reporter, Cindi Jones.

7:10 PM APPROVAL OF MINUTES April 11, 2006 – Motion by Mr. Brodeur to approve the minutes of April 11, 2006, seconded by Mr. Simpson. All in Favor: VOTE: 5-0.

7:11 PM – AGENCY OF TRANSPORTATION: Martha Evans-Mongeon and Mike Hedges from the AOT presented scale drawings of the original plan from 2000 on the Kingsbury's Bridge for replacement due to the condition and safety issues. Last April 25th, of 2005, Mr. Simpson, Mr. Bauchner, Ms. Jones met with Ms. Evans-Mongeon and J.B McCarthy regarding getting the bridge back into the construction funding cycle. Mr. Simpson explained that the town now owns the land adjacent to the bridge on the Sugarbush pond side. The town expressed that it is now conserved land and that it would be the place for staging the bridge construction and that they would like to see it put back to its original state. At that time points were addressed concerning the Mad River Path, temporary landing, height restrictions, and road elevation changes. The state would build a temporary detour bridge while the bridge is under construction. The earliest construction schedule would be 2009 as the state would have to pursue right-of-ways, permits and funding. The Selectboard responded with a letter of support for the AOT in replacing this bridge in 2005. The Warren Selectboard supports the concept of bridge replacement ASAP for reasons of safety: narrow passage for vehicles, no way for pedestrians, bicyclists, and continuing structural deterioration. Also of major importance is incorporation in any design of an underpass along the river to allow the Mad River Path to cross under the new bridge from the west to the east side on Route 100. The gap from 2000 to presently was due to the fact that The Town of Warren and the AOT had reached an impasse on the design of the bridge. Questions were brought up concerning the Path, height elevations, and width of the bridge and gateway questions. The new bridge would be have 2 – 11' lanes with 2- 5'- shoulders presently there are no shoulders. Use of a concrete bridge with structure under deck would require raising height of travel-deck about seven feet above present deck elevation with related fill and slope requirements; a truss bridge with structure mostly above deck would raise elevation about three to four feet. The AOT would like not to build a truss bridge but is not intransigent on this issue. Ms. Evans-Mongeon stated that if they used a factory built truss rather than site-built, the costs of such a bridge might be roughly comparable to a standard concrete highway bridge with structural members below deck. Long-term maintenance cost would be somewhat higher over time due to the exposure of salt from the roads tends to rot the supporting beams out. The historic value of the bridge was questioned as it is not declared as a historic structure. The issue of the bridge being a gateway to the Valley was discussed and its aesthetic appearance. Issues of safety and gateway aesthetics are Valley-wide, not just Warren. The state does own the

bridge however there is clause in the state statues that was invoked on this project that a town wide referendum can over ride the AOT which was what happened and the project was then shelved in 2000. The most important part of this project is safety reasons concerning the structures integrity, the narrowness, the accidents and the maintenance issues. The bridge is currently on a 2 year cycle of inspection for deterioration and structural weight issues. The AOT looked at all the truss bridges in the state and had studies done on all of the truss bridges for rehabilitation and maintaining them, and entered into an agreement with the federal highway administration and the state historic preservation. They divided up all the truss bridges into different categories and it was found that the Kingsbury Bridge was not a unique structure and all parties agreed it could be destroyed. The cost to bridge replace the existing bridge would be around 2-2 ½ million dollars. Another issue was that the people were concerned if the bridge was widen it would increase speed. The AOT is trying to get a feel for what the community would accept and not accept. If the bridge is not replaced soon, it could become s closed, restricted to one way traffic or extensive rehabilitation would be needed to keep it going. The board requested that the AOT come back in June with a presentation of costs, sketches for a gateway, truss-type bridge design, although not a replica of the present bridge, documentation that it is not historic, current plans, and a proposal of a manufactured truss bridge with the maintenance cost on these plans. There will not be any overhead/crosstie structure presented.

8:05 PM – Motion by Mr. Butcher to go into executive session inviting Ms. Fuller, Mr. Malboeuf, and Ms. Jones, seconded by Mr. Simpson. All in Favor: VOTE: 5-0.

8:45 PM – Motion by Mr. Butcher to come out of executive session, seconded by Mr. Simpson. All in Favor:

8:45 PM – Motion by Mr. Bauchner to move the 911 coordinator position to Zoning/Planning with Mr. Malboeuf as supervisor, seconded by Mr. Brodeur. All in Favor: VOTE: 5-0.

Mr. Brodeur suggested that Mr. Malboeuf, Ms. Robbins and Ms. Fuller be invited back to the next meeting and present what the job would entailed, the extra hours and other requirements, with the proposal of a full time position.

8:48 PM - Motion by Mr. Bauchner to send Mr. Brattstrom a thank you letter for his time that he serviced on the DRB, seconded by Mr. Simpson. All in Favor: VOTE: 5-0.

8:50 PM – Motion by Mr. Bauchner to re-appoint Chris Behn to the Development Review Board, and to appoint Robert Kaufman as Development Review Board Alternate, seconded by Mr. Butcher. All in Favor: VOTE: 5-0.

9:00 PM – After much discussion concerning the two road cuts for B71 safety Standards, motion by Mr. Butcher to approve the 2 road curb-cuts as shown on the Bannon Engineering plan presented. One curb cut is located on the Defreest line because of the brook, and the other curb cut is located across from Galloping Wind Trail Road, seconded by Mr. Bauchner. They currently have an existing curb cut for the old “Smith” house as well. VOTING for the

curb cut were Mr. Rood, and Mr. Brodeur and Mr. Bauchner. VOTING against the curb cut was Mr. Simpson. Mr. Butcher abstained from voting.

9:10 PM – OTHER BUSINESS: Motion by Mr. Bauchner to adopt the Rapid Response Management Plan, seconded by Mr. Brodeur. All in Favor: VOTE: 5-0.

9:15 PM – Mr. Rood received a telephone call from Mr. Zeke Church, Village Condo Association concerning how complaints for the Phoenix would be handled. It was discussed by the board that Mr. Church document any incidents, a CC all parties involved, Omar Mynter, Chris Pearson, and the Selectboard. The selectboard will take action as appropriate and necessary based on documented complaints.

9:20 PM – Warren Fire Pond – Mr. Simpson gave an overview of the Spring Startup Work Meeting with Kingsbury Construction and D&H. Kurt Motyka, D&H representative emailed minutes of the meeting to the board. It was discussed by the board that Kurt Motyka of D&H be invited to a meeting with the board to discuss the points addressed in the Spring Startup Minutes and finishing of the contract. Ms. Jones will contact Kurt and set a meeting up.

9:30 PM – Meeting Adjourned

Respectfully Submitted by Cindi Hartshorn-Jones
Warren Town Administrator

Warren Board of Selectmen



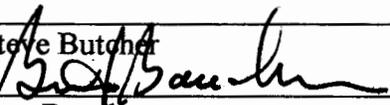
Mac Rood



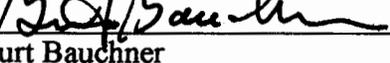
Barry Simpson



Mike Brodeur



Steve Butcher



Burt Bauchner