

MINUTES JULY 11, 2006
WARREN SELECT BOARD
WARREN TOWN HALL
7:00 PM

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

MEMBERS ABSENT: Mike Brodeur

OTHERS PRESENT: Richard Robinson, Carol Hosford, Rudy Elliott, Nick Morehouse, Marline Weston, Fat Weston, Tom Boyle, Alice Cheney, Dave Sellers, Paul Demetrio, Jim Sanford, Ellen Strauss, Fred Viens, Don Swain, Lisa Miserendino, Miron Malboeuf, Alan Hartshorn, John Goss, Charlie Snow, Peter Oliver, Chris Kathan, Patty Sue Carter, Debra Kahn, Dave Ellison, Carl Lobel, Gene Bifano, Debra Whitmore, Bob Ackland, Dorothy Todd, Ari Sadri, Alex Maclay TV44, Dan Torsell, Cindi Jones

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

7:05 PM – APPROVAL OF JUNE 27, 2006 MINUTES – Motion by Mr. Butcher to approve the minutes of June 27th 2006, as amended, second by Mr. Simpson. All in Favor: VOTE: 4-0.

7:07 PM – RICHARD ROBINSON –ROAD CREW CHECK-IN – Mr. Robinson brought up the maintenance issue concerning Lincoln Gap, grading, dust control, and extra chloride problems. The Town was going to wait until September, however, due to these issues; Mr. Robinson would like to pave it in the next few weeks. The paving would take about 4-5 days and the town would have to close it down to trucks for 3 days. The only danger to the pavement is when trucks travel on this road in 90 degree weather days. Mr. Robinson would supervise the closures concerning the paving and Ms. Jones and Mr. Robinson would coordinate with F.W. Whitcomb the other trucks trucking companies. Mr. Robinson requested he would like go an additional 100' up West Hill to make the intersection a lot easier to maintain in the winter and up Vickery Hill and 8-10' up Vickery Hill as well to make that intersection easier to maintain. The board agreed and paving would proceed as recommended by Mr. Robinson in the next few weeks. Mr. Simpson did receive a call from Ms. Alice Cheney concerning dust control on Fuller Hill. Ms. Cheney lives at the bottom of Fuller Hill Road. Mr. Robinson would chloride as needed.

Mr. Robinson, Mr. Butcher, and Ms. Jones met with Kingsbury's Construction for estimates concerning the repair of the West Hill Slide and Nolan's Slide. Discussion took place on moving the West Hill Road towards the fence line that Whitworth owns. The town does own a 28' right-of-way. The town has already done borings concerning the water table for that road which is 15' down. Kingsbury's would dig the road up, put the under drain in and slope the bank accordingly for erosion control and put in geogrid at the bottom of the slope. GMP will move the pole and cut down the trees in question to move the power.

Mr. Rood suggested that the highway crew could cone off the section of West Hill to make people aware of the road danger. During construction the road would be closed while being constructed.

7:15 PM – PC Candidate – The Planning Commission emailed Mr. Rood concerning whether a non-Warren resident should be on the Planning Commission. Mr. Sanford indicated that the Warren Planning Commission did have an applicant, however, that applicant lives just over the Warren town line in Fayston. The Planning Commission has been running ads since March and has been trying to recruit some one. Mr. Sanford indicated that the Planning Commission was split on having a non-resident. It was the opinion of the Selectboard that it should be a resident of Warren on the Planning Commission and suggested that the Planning Commission continue to run the ad.

7:20 PM – DEPT OF TRANSPORTATION-STRUCTURES DIVISION, MARTHA EVANS-MONGEON-KINGSBURY'S BRIDGE. – Ms. Evans-Mongeon return at the request of the Warren Select Board with figures for a truss bridge and a girder bridge. The initial cost for a girder bridge would be \$2,250,000, and for a truss at \$2,300,000. Annual maintenance cost of \$16,000 for the truss; roughly 4 times the girder bridge. Annual maintenance cost for a girder bridge \$4,000. The AOT's issue of putting in a truss is the maintenance cost for the truss. Warren doesn't have a share in maintenance costs or construction costs as it is State and Federal project. Initially you pay more for the truss but the construction cost is less as there is less earthwork and you do not have raise the grade level as much as you do for a girder bridge to keep the same clearance above the water. Over a 50 year period the truss comes out to about \$2,650,000 for a girder bridge and \$3,550,000 for the truss bridge. These costs take into the account of 2 deck rehabs, annual yearly maintenance and the steel rehab for the truss. The purpose of this bridge project is to make it safe. The State is still 2-3 years away from construction as they have to get rights of way, permits etc. The AOT would like the support of Warren to move the project forward as the last time this project was scheduled for replacement, the AOT were stopped by a group of Warren residents. The AOT would like to work together with the Town of Warren to move this project forward because if they do not work together, it will eventually become deemed unsafe and become a one way bridge with traffic lights etc.

After hearing comments from the floor concerning safety issues from bicycle riders, truckers, fire department members, truck drivers the Selectboard made a motion to work with the AOT. Mr. Aukland, president of Sugarbush commented that the various boards should be more receptive to costs as it is becoming much harder to live in the Valley. The extra cost of the pre-fab Truss would impact every tax payer about an additional \$30.00 in state taxes. And some people in the state cannot afford to pay the extra. Ms. Jones asked for a public floor tally concerning a truss vs. a girder bridge. The tally was 6 for a truss bridge and 20 for a girder bridge. The Selectboard felt that they came to a compromise with all parties in gong ahead with the truss. There will be future public hearings concerning this project.

Motion by Mr. Bauchner to request that the AOT proceed as quickly as possible with a new pre-fab truss, second by Mr. Simpson. All in Favor: VOTE: 4-0.

8:45 PM – Wastewater Disposal Permit Felix Von Moschzisker – Mr. Von Moschzisker emailed Ms. Jones and cancelled.

8:46 PM – SUGARBUSH HIGHWAY USE PERMIT – BOB ACKLAND, AND MIKE TORCELL - . Mr. Aukland requested that the Select board grant authorization to let them proceed with the installation of the wastewater force main across the Sugarbush Access road and along the Inferno road which is scheduled for Monday, July 17th. However, they do need to acquire a road use permit to formalized permission to install the pipe line in the road right-of-way. Mr. Hartshorn asked questions concerning where the placement of the force main is. Mr. Torcell explained that it is centered in the northbound lane of Inferno and is about a 400-450 section to the entry way of the 22 acre sight. Sugarbush proposes covering it each day, having one way traffic, providing flaggers, cut and covering it each day, close up and stone capped in the over night hours and upon completion of that portion it would be paved over to match the current pavement. The force main installation would about 4' in depth and 36" in width and compacted. Mr. Hartshorn asked about the culvert at Snow Creek. Mr. Torcell explained that Sugarbush will be bearing off the road prior to reaching that culvert. A highway permit must be required as stated in the State Statues, Title 19, and Section 1111 – Permitted use of the Right-of-Way.

Motion by Mr. Butcher to grant the Road use right-of-way permit in the northbound lane from the Access Road up the Inferno Road to the 22 acre driveway and require draft paperwork on the sewer line and designating Dubois and King as the inspector of the sewer project and in accordance with State Stature Title 19, section 1111, and that there is a smooth surface after completion, second by Mr. Bauchner. All in Favor: 4-0.

9:00 PM - LIBRARY- SUB COMMITTEE-OUTLINE OF MOVING THE LIBRARY TO THE TOWN HALL PROPOSAL – Carl Lobel and Dave Ellerson

presented a preliminary architectural drawing of the town hall redesigning the space for the library to move to the town hall. There were two main components that were a must. The first component is an elevator to meet state standards for access to all 3 floors of the town hall. The best location for the elevator is on front of the building on the north-side eliminating one of the bathrooms. The second component is a stair tower in the rear of the building. The stair tower is needed to meet the expanded need for safe, secure, accessible and easy to use egress from the building. This would provide the legally required need for an emergency exit from each floor of the building. The proposed changes do not include work needing to be done on the town hall in the near future regardless of the library's future status or location. These include exterior painting, new roof, upgrading the existing windows, upgrading the existing insulation, directional lighting and signage. The Library Committee has come to the conclusion that they would accept the move to the town hall. The Select board indicated that they should have some informational meetings before town meeting day. At town meeting day, this proposition would be presented before the voters to vote on. After much discussion, the Library Commission agreed to coordinate with the Planning Commission on the upcoming master planning that the Planning Commission has scheduled for all municipal properties.

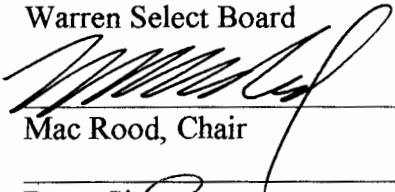
Motion by Mr. Bauchner to accept the Library Commission's report, and move forward with informational meetings and present a budget, second by Mr. Simpson. All in Favor: VOTE: 4-0.

10:00 PM - OTHER BUSINESS: - PITCHER INN/PUMP STATION REPAIR: Ari Sadri came before the board requesting that the town pay for all expenses to the run the new lines, conduit etc to the panel box. Ms. Jones explained that it was reported on the annual engineering inspection that the pump station has a seal failure alarm that has been disabled. The Town has had SOS pull the pump and send it out for repair and has Collins Electric working on the in ground electrical junction box that is not weather proof. Mr. Collins came up with a fiberglass water proof box that would protect the electrical components. However, Mr. Sadri explained that The Pitcher Inn did not want a box sticking up out of ground in their flower bed as aesthetically it would not be pleasing. The alternative was to run all new conduit and electrical lines from the pump station to the panel box. Estimated cost was \$4,500. The Pitcher Inn did not feel that they should have to pay for this cost. Mr. Rood indicated the Town's responsibility was to maintain the sewage system and that the town was not responsible for the aesthetics. Mr. Rood suggested that Mr. Sadri meet with Mr. Collins to look at the fiberglass to see if it is ok and see if Mr. Collins can provide a third alternate solution and the Inn would pay the difference above the \$1,800.00.

10:45 PM – Meeting Adjourned.

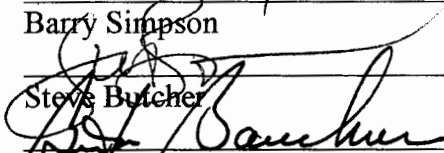
Respectfully Submitted by,
Cindi Hartshorn-Jones

Warren Select Board



Mac Rood, Chair

Barry Simpson



Steve Butcher

Burt Baugher

Mike Brodeur