

MINUTES OF SEPTEMBER 26, 2006
WARREN SELECTBOARD
WARREN TOWN HALL
7:00 PM

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

MEMBERS ABSENT: Burt Bauchner

OTHERS PRESENT: Margo Wade, Linda Lloyd, Robert Riversong, Kristin Reilly, Priscilla Robinson, Richard Robinson and Cindi Jones.

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

7:01 PM – Road Crew Check In – Richard Robinson – Mr. Robinson talked about the power line installation/pedestal at Brooks Recreation Field. Mr. Simpson explained in discussions with Kevin Collins suggested to run the power from the existing power pole in the corner of school parking lot where the dumpster is) down underground from the pedestal across the road to a pole by the pine trees, then trench straight about 6 or 8 feet back from the road to existing poles by the skateboard park, running a conduit ½ way up to each pole and from there running conduit from pole to Pole over to the garage with a meter on the garage. The light fixtures on the skate board park poles would have to be replaced at a later date. Nothing will be done with the poles on the far side of the skateboard park. Also it was discussed to have two flood lights installed by GMP one on the pole by the town garage corner and on the new pole. The two lights should be of the smaller wattage.

West Hill – Kingsbury Construction had started as of 9/26/06 putting in the under drain at the bottom of the base of the slope about 11-12' down and is putting in fabric, stone, heavy duty piping, sand and then is compacting the area. They will start to move the blocks sometime this week and start rebuilding and stabilizing the block wall.

Motion by Mr. Brodeur to authorize Mr. Rood to sign the GMP agreement to run the power up at Brooks Recreation Field. Second by Mr. Butcher. All in Favor: VOTE: 4-0.

7:30 PM – Harwood Representative – Mary Gow – Update on Harwood outside facilities – Ms. Gow presented the plan that Harwood is planning to present to the voters in two votes. The first vote is about a woodchip burning plant priced at about \$1.7 million dollars. If the school district votes before January 1, 2007, the project would be funded by the state at 90% with the other %10% funded by taxpayers. The school board is reviewing the final word draft wording to go to vote on Election Day in November.

Out Side Facilities - In 1967 when Harwood was constructed there were about 67 kids participating in sports and now there are over 500 kids using the present facilities and no upgrades have been made on the fields since the opening of the school.

This second vote which would take place at the March Town Meeting day is the outside school field facilities plans. The two conceptual plans that were presented were option one for \$4.7 Million dollars, which included tennis courts, rock climbing areas, a baseball field, softball field, two other playing fields for soccer, toilet facilities, repair existing track field. (Conceptual plans attached). The other second option is at approximate cost of \$1.8 million. This plan included a baseball field, softball field, tennis courts. Mr. Simpson expressed that to sell the additional facilities plan that the board would have to sell the plan so it represents and includes academic, environment, and athletic incorporating the academic programs at Harwood. Mr. Simpson expressed that they would have to represent the two plans needs for environmental education, use of property as much as possible in an academic atmosphere that makes use of outside areas for both athletic as well as a multi program facility. Ms. Gow indicated that there would be some informational meetings coming up to explain and educated the public on these two votes. Ms. Gow also explained that the \$1.8 million will be staged overtime into phases.

7:55 PM – CDM – Agreement for Geographic Information System Implementation Services Proposal – Priscilla Robinson - Ms. Robinson presented the CDM proposal with scope of services. Task 1 Web GIS Development and Hosting at \$10,000. This part of the scope of services includes that CDM will develop an internet based mapping web site using ESRI's ArcIMS software. This will provide access to town GIS data layers including parcel lot locations, assessing data, and aerial photography. CDM will purchase the software need to distribute the website and customize the web site functionality based on comments received from town designated contact.

Task 2 GIS Data Layer Development - \$5,000. CDM will assist the town with the development of a storm water/culvert layer. CDM will provide hard copy maps to the town to be used to locate and attribute existing storm water facilities. The hard copy maps provided by CDM will include all storm water facilities captured from the existing aerial photography. CDM will then use these maps to produce a GIS layer depicting the attributes feature (diameter, material, etc). The town will have verified the existence of these facilities.

Task 3 GIS Technical Assistance and Training - \$5,000. CDM will provide the town with a 3 day training course that will familiarize town employees with the software that is used to maintain and develop GIS data and perform GIS analysis (spatial queries). CDM will provide software and hardware needed to perform training. CDM will provide up to 20 hours of general technical assistance to the town. (For more specifics see attached) Schedule for technical services will be agreed to by CDM and the town. All services shall be provided by June 30, 2007.

Motion by Mr. Simpson to approve the amended contract in its entirety. Second by Mr. Brodeur. All in Favor: VOTE: 3-0 (Mr. Simpson, Mr. Rood, Mr. Brodeur) Mr. Butcher recused from voting.

8:40 PM – Halloween – Closing the Village From 6-8 PM – Kirstin Reilly – Ms. Reilly presented her proposal for closing the town for Halloween treat or treating from 6-8 PM. Blockades will be in four locations: just after the Warren School driveway on Brook Road, at the bottom of Fuller Hill Road, at the covered bridge on the south end of town and at the north entranceway to the village just before Trout Hollow Road. The Warren Fire Dept. will be asked for assistance in blocking the main entrances of Warren and a volunteer will stand at each entrance to Warren Village to let residents and emergency vehicles through. Public notification of the event will be printed in the Valley Reporter and Journal and a letter will be printed in the local school newsletters. Local business will be notified. The board agreed with the proposal but discussed that the time should be changed to 5:30-7:30 PM.

Motion by Mr. Simpson to approve the proposal and have the committee submit a report from the businesses open at that time. Second by Mr. Brodeur. All in Favor: VOTE: 4-0.

8:45 PM – Conservation Committee – Wildlife Grant Approval – Margo Wade & Linda Lloyd). Ms. Wade and Ms. Lloyd presented the application for the Wildlife Grant. This is municipal planning grant that expands the wildlife habitat study that is in progress with Fayston and Waitsfield. For example Waitsfield has sent out questionnaires, they have people in the field, and in some cases selected properties to verify data. The grant is for \$11,860 which 30% has to be paid before they provide the data in the final phase. The conservation committee will cover some of the cost and Ms. Wade would ask the Planning Commission to cover what the Conservation Committee did not have in their budget. This 30% would be reimbursed after the study is completed. The study covers a period of 1 year and 15 months.

Motion by Mr. Butcher to sign the grant agreement and have the Planning Commission and Conversation pick up the 30% cost until the study is complete and reimbursed. Second by Mr. Simpson. All in Favor: VOTE: 4-0.

8:55 PM – Other Business:

Yestermorrow Proposal for a “Sacred Space Project” to build a labyrinth and a medicine wheel at Riverside Park. Discussions concerning the construction of the labyrinth which is about 45 feet in diameter and the maintenance issues. The labyrinth would be a classic seven circuit walking meditation/healing space which would be made out of flat or cobble stones. A Torii (gateway to sacred space) made of weathered wood and inscribed with the invitation: “Lose Your Mind, Find Your Way.” There was much discussion about the on going maintenance such as weed whacking, the material that its made out, where this would be placed in the flood zone and who would maintain it. It was discussed that it would **not** be maintained by the town and that a group headed by Mr. Riversong would have to maintain it. Mr. Brodeur would do a site visit with Mr. Riversong concerning placement and area of the labyrinth and medicine wheel.

Motion by Mr. Brodeur to approve the Labyrinth in its concept that and that it could be built at River Side Park with a required site visit by Mr. Brodeur and Mr. Riversong. Second by Mr. Butcher. All in Favor: VOTE: 4-0.

9:15 PM – Approval of Minutes for September 13, 2006 – Motion by Mr. Simpson to approve the minutes of 9/13/2006 with the correction of the correct spelling of Barkhausen, Second by Mr. Brodeur. All in Favor: VOTE: 4-0.

9:17 PM – Ms. Jones asked for authorization to send to Sugarbush the road assessment damage reports concerning the Sugarbush Access Road and Inferno Road. The board was in agreement to send the reports certified mail to Sugarbush. Mr. Simpson indicated that an agreement should be made with Sugarbush regarding the Pedestrian Path from Snow Creek down to the resort and it would be a requirement for Sugarbush to repave the section down from Snow Creek to the Access Road.

9:25 PM – Road Access Permits – Motion to approve the Victor & Sharon Benveniste Road Cut Access Permit with the conditions stated on the permit. Second by Mr. Simpson. All in Favor: VOTE: 4-0.

Jones – Road Cut Access Permit – Motion by Mr. Butcher to approve the Road Access Permit with the required ditching and B71 road standards Second by Mr. Simpson. All in Favor: Vote: 3-0 (Mr. Butcher, Mr. Rood, and Mr. Simpson) Mr. Brodeur recused from voting.

Other Road Stuff – Mr. Butcher indicated that Mr. Hunkins approached him concerning the Lincoln Ridge Road that he thought it was too wide. Mr. Butcher indicated that it was up to the standards of the fire dept. and the B71 state standards.

9:30 PM – Motion by Mr. Brodeur to move into Executive Session and not invite Ms. Jones. Second by Mr. Simpson. All in Favor: VOTE: 4-0.

9:57 PM – Motion by Mr. Simpson to come out of executive session, second by Mr. Butcher. All in Favor: VOTE: 4-0.

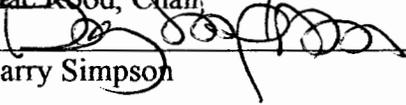
9:59 PM – Meeting adjourned.

Respectfully Submitted by,
Cindi Hartshorn-Jones, Warren Town Administrator

Warren Selectboard



Marc Rood, Chair



Barry Simpson

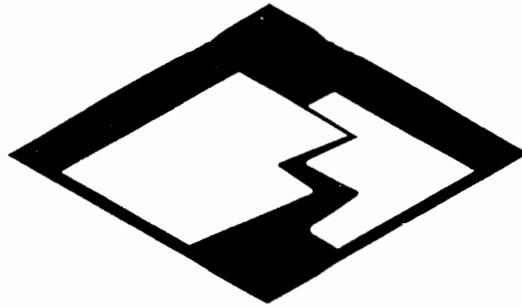


Mike Brodeur



Steve Butcher

Burt Bauchner



VERMONT LOCAL ROADS

August 25, 2005

Cindy Jones
Town Administrator
P. O. Box 337
Warren, VT

Dear Cindy:

The following represents Steve and my observations on August 12. Please let us know if we can assist in any way.

Sincerely,

A handwritten signature in black ink that appears to read "Hank".

Henry R. Lambert

Report on visit to Town of Warren

On Friday, August 12, 2005 Steve Jerome and Hank Lambert, Vermont Local Roads Program, met in the Town of Warren with Cindy Jones, Town Administrator, Richard Robinson, Road Foreman, and Barry Simpson, Selectboard Chair. Together we viewed two sections of road near the base of Sugarbush ski area where there is considerable ongoing construction. The Town asked us to look at two sections of road as a "before" viewing, in anticipation of possible damage that might be done to the town roads. The Town will take "after" pictures when construction is completed to help assess the level of road damage if any. The Town is particularly concerned with anticipated wear and tear by the contractor's Volvo A30 hauling trucks and other equipment using town roads.

Cindy took photographs of the roads as we walked. We would advise the Town to take pictures every 3 to 4 weeks throughout the construction activity, since pictures are reliable references.

Inferno Road

The section of road from the top of the hill to the intersection with the Access Road was paved in 2004 with what appears to be 1.5 inches of hot mix asphalt laid over an asphalt base of at least another 2 inches.

There are no signs of edge cracking at any point along the road, but the Town should be alert to edge cracking at points of access and egress by trucks and equipment.

There are no visible signs of rutting, although we advised the town to lay a two-by-four from the center of the road to each shoulder and measure any possible existing rutting.

There are signs of surface wear by apparent excavating equipment – track marks and heavy loader or truck marks. These marks appear to be minor now, but the running of heavy excavating equipment should not be allowed directly on the road. The preferred method for moving heavy equipment is to load it onto a flat bed and carry it to the site --- more time consuming for the contractor, but less damaging to roads. Running such equipment over town roads brings on unnecessary wear to the road surface.

Sugarbush Access Road

At the intersection of Inferno Road and Sugarbush Access Road, there is considerable construction and earth moving underway. A recent rain storm caused silt and debris to cross onto the Access Road. It appears that the contractors are not using sufficient means to control water on site.

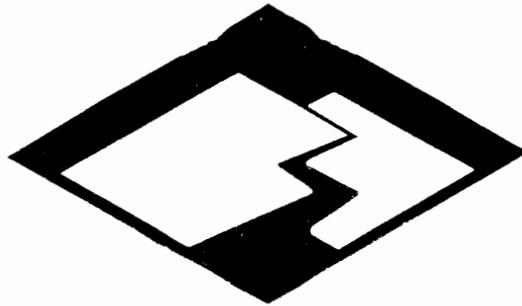
The Access Road itself is stable, but showing signs of moderate longitudinal cracking in the wheel tracks and, in some places, along the edge of the road up to 2 to 3 feet from the edge. It is unclear the degree of rutting. Again, the Town should measure the rutting depth for future reference.

At the intersection of the two roads, a 15-inch metal culvert pipe leads to a nearby 24-inch metal pipe. The 15-inch pipe should be upgraded to a 24-inch .

The Town should be aware of edge wear by trucks where they enter and exit. Examples include the point at the restaurant and another where a new parking lot is being constructed.

Ditching

As a side note, we recommend that some ditching on each side of both roads would help in dispersing drainage. At a minimum, all exposed soil should be stabilized by seed and mulch as soon as possible after disturbance. Ditches with a greater than 5% slope should be rock-lined. We refer the Town to the *Vermont Better Backroads Manual* for standard practices.



VERMONT LOCAL ROADS

Town of Warren

August 31, 2006

Report on visit to Town of Warren

On Monday, August 28, 2006 Steve Jerome, Vermont Local Roads Program, met in the Town of Warren with Cindy Jones, Town Administrator, Richard Robinson, Road Foreman. Together we viewed sections of road near the base of Sugarbush ski area after much construction has taken place. The Town asked that we view Inferno Road to note any concerns that could be possible damage to the town road. The Town has taken pictures during and after the summer time construction. The Town is particularly concerned with anticipated wear and damage to the town road.

Cindy took photographs of the roads and took notes as we walked.

Inferno Road

The section of road from the top of the hill to the intersection with the Access Road was paved in 2004 with what appears to be 1.5 inches of hot mix asphalt laid over an asphalt base of at least another 2 inches.

There are visible signs of wear on the road surface as well as rutting, shoulder pushing, guardrail damage and a newly paved trench cut.

There are signs of surface wear by apparent excavating equipment – track marks and heavy loader or truck marks. Rutting to the roadway from use of heavy equipment has taken place. Shoulders have been pushed by heavy equipment during this construction period. The guardrails have been damaged and in some cases are too low to be effective. The trench cut made to the road was newly repaved, but the pavement is too low in some areas; the seal between old and new pavement appears to be in question and several small sections of old pavement were left in the area of new pavement.

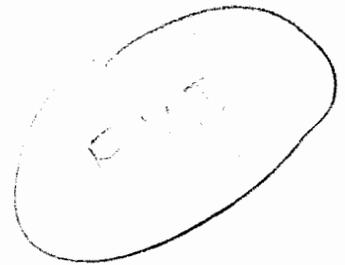
Recommendations.

Due to the trench cut and the possibility of settlement to the roadway, it is recommended that an overlay of pavement be placed on the whole roadway surface from the access road to the top of the hill just beyond the trench cut. This should take place next spring or summer to make sure that the settling of the area is complete. This will also provide a smooth surface and correct any damage done to the existing roadway, assisting in good winter maintenance. The shoulder repair should be completed as soon as possible to prevent any further erosion. The last item of repair is to the guardrails on both sides of the roadway. They should be raised and straightened to insure effectiveness following the standards set forth in the MUTCD.

I hope this is of some assistance. Please feel free to call anytime.


Stephen Jerome

Vermont Local Roads Program
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sughouse@sover.net



August 4, 2005

Barry Simpson, Chair
Warren Selectboard
PO Box 337
Warren, VT 05674

RE: Lincoln Peak Base Area Redevelopment Project
Use of Town Roads by Construction Vehicles

Dear Barry:

At the Selectboard's request we submit the following letter addressing the Town's concerns regarding the use of the Sugarbush Access Road from the Parking Lot G entry road intersection to the Warren House driveway and the Inferno Road from the Access Road/Inferno Road/Village Road intersection to the 22 Acre Site driveway by the Volvo A30D vehicles associated with the Lincoln Peak Base Area Redevelopment Project currently underway at the Resort.

Sugarbush takes full responsibility for damages caused to those portions of the Sugarbush Access Road and the Inferno Road, as described above, by the Volvo A30D vehicles. Any damage that can be proven to have been caused by the Volvo A30D vehicles traveling those portions of the Town roads in association with the Lincoln Peak Base Area Redevelopment Project will be corrected to the same condition(s) as currently exist today.

Please feel free to contact me at 583-6301 should you have any questions.

Respectfully,

Bob Ackland
President

cc: Kingsbury Construction Co.
Pizzagalli Construction Co.
J. Lisai
Project file

