

AGENDA  
WARREN SELECTBOARD  
WARREN MUNICIPAL BUILDNG  
7:00 PM

- ✓ 7:00 PM -Gunner McCain – Approval for Easement for Vare Building
- ✓ 7:15 PM– Mad River Riders – John Atkinson – Request Permission to put donation box on Town Land at Blueberry Lake.
- ✓ 7:25 PM – Pitcher Inn – Covered Bridge Wedding for August 13, 2016 – Ari Sadri
- ✓ 7:30 PM –Sugarbush Access Road Path Scoping Study – Public Input -Jim Donavan – Broadreach Planning & Design
- ✓ 8:00 PM - Town Municipal Water – Barry Simpson
- 8:15 PM - Approval of Minutes for July 12, 2016
- 8:20 PM – Approval of Accounts Payable and Payroll Warrants  
\$216,324.39 \$16,980.93
- 8:30 -PM – Other Business

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

**Minutes of July 26, 2016**  
Warren Selectboard  
Warren Municipal Building  
7:00 PM

**Members Present:** Andrew Cunningham, Chair, Bob Ackland, Vice Chair, Luke Youmell, Randy Graves, Clay Mays.

**Others Present:** Amy Krietz, Peter MacLaren, Robin Bleier, TV 44/45 (Sam), Gunner McCain, Anna Whiteside, John Atkinson, Alison Duckworth, Barry Simpson, Jim Donovan, Ari Sadri, Peter Hayes, Patricia Hayes, David Ellerson, David Campanelli, Kristine Kinney (Mad River Planning District), Margo Wade, Zeke Church, and Cindi Jones.

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

**7:05 PM – Approval for Easement for Vare Building** – Gunner McCain – Mr. McCain presented to the board a letter requesting a 25' easement from the Town's property line to construct a new leach field so that Ms. Whiteside can change her commercial building to a 2-bedroom residential building to sell. It is currently permitted for a 1-bedroom. Mr. Cunningham stated in general he is in favor of landowners being able to do something to their property, however, it is located in the floodplain and in the effluvial erosion zone. In the FEH Zone the maximum amount of build out that can be done is in the existing footprint. Mr. McCain commented that Ms. Whiteside has no intention of modifying the building just building a new septic system. The state does allow septic systems in the flood plain. Mr. Cunningham asked for clarification on what are you building on that space or is it for future design? Mr. McCain commented that the construction is only for a leach field. Mr. Ackland wanted clarification that you only need easement on Top Gas Parcel to satisfy the state leach field set back requirement of 25' foot from a property line. Mr. McCain answered yes it was to meet the 25' setback requirement. Mr. Ackland commented that if the Conservation Commission goes along with their request then he can support and easement. All members agreed that it needed to go to the Conservation Commission for their input and approval. The Conservation Commission has an approved management plan drawn up on the Warren Corridor (Top Gas Parcel), and if they don't support it then the Selectboard would not. Mr. Cunningham asked if Mr. McCain that he needed to build on Warren Corridor (Top Gas Parcel. In looking at the ground conditions and contours Mr. McCain commented that he would not have to build on the Warren Corridor (Top Gas Parcel), but in looking at the state maps and overlays it appears that they are not consist with the contours on the ground which would mean part of the system would have to be built on the top gas parcel. Mr. Youmell commented that he would not be in favor of the easement if any of the system was built on town property. Mr. McCain will further research with the state and get a confirmation on this. Mr. Graves commented that he did not feel that it was in the best interest of the Town for a part of a septic system to be built on the top gas parcel as it is not the philosophy and spirit of the FEH regulations to have a septic system within the flood plain. Mr. McCain understands the concern but in this case the state does allow a septic system to be built in the floodplain. Mr. Mays commented that he supports the easement however, if any part of the system is built on the Warren Corridor (Top Gas Parcel), he is not in favor of granting an easement. Mr. McCain said that he would also have to cut a 10' section of trees on the Warren Corridor (Top Gas Parcel), so that the roots do not interfere with the new system. The board agreed that they would support an easement only for a leach field on the parcel, contingent on the Conservation Commission approval and that no part of the system is constructed on the top gas parcel. This item has been deferred at this time.

**7:45 PM - Sugarbush Access Road Path Scoping Study** – Public Input – Jim Donovan – Broadreach Planning and Design – Mr. Donovan from Broadreach Planning and Design gave an overview on the first steps of the Sugarbush Access Road Path Scoping Study. The path area is from Eurich Pond Rd to Sugarbush Resort which was originally applied for from the grant. However, it has been granted to include the lower section of the Sugarbush Access Road to RT 100 as it is part of the Mad River Valley Active Transportation Grant. The Committee and VTRANS extended the area to include the whole length of the Sugarbush Access Road. The Access Road has a 66' wide ROW and is a parcel owned by the Town of Warren. The Study is focused on safe viable shared path way space for pedestrians and bicycles. The purpose of the Sugarbush Access Road Path is to provide a non-motorized connection to the Sugarbush Ski Resort, the surrounding residential development, and other existing walking and bicycling trails and facilities in the Warren and large Mad River Valley. Mr. Atkinson from the Mad River Riders commented that pedestrians should be taken out of the needs and be stated as non-motorized pathways. Mr. Ellerson commented that the mountain bikers would use the Path more than the road bikers. Mr. Campanelli asked about winter maintenance? Mr. Donovan commented that has not been decided as of yet. Mr. Blier commented that it is a safety issue on that road. Mr. Ackland commented that he thought the study should include Inferno Road instead of going all the way down to Route 100. The Inferno gets a lot of walking and biking traffic on a daily basis and does not provide a safe path for walkers or bicyclists. Mr. Donovan commented that it was not included in the study area, but for an extra fee that it could be looked at. The Committee would ask VTRANS at the next meeting if it could be included from what the grant is written for. Mr. Maclaren and Mr. Church shared the same view as Mr. Ackland. Mr. Donovan also commented that the zoning exemption for coverage could be changed to allow exemptions if a landowner is asked for an easement of a path. The next meeting will show some of the alternatives that have been thought of.

**7:30 PM – Mad River Riders** – Requesting permission to put a donation box on Town owned land at Blueberry Lake – Mr. Atkinson came before the board to ask for approval of installing a donation box on the Town owned land adjacent to the trail head. The US Forest Service does not allow any signage or boxes on their land. Mr. Atkinson commented that in looking at 2-year-old figures that this area brought in \$1.9 million a year, that the riders put in over a 100 hours to maintain the trails and have invested over \$100,000 into the trails that it is a great asset to the Mad River Valley. The group is only asking for support of a donation box and signage to help with the maintenance of the trails.

Motion by Mr. Ackland to approve the request for installing a donation box and signage on town owned land at the Blueberry Lake, contingent upon a letter from the US Forest Service and that the Planning Commission approves, second by Mr. Youmell. All in Favor: VOTE: 5-0.

**7:40 PM – Pitcher Inn – Covered Bridge Wedding Request August 13, 2016** – Mr. Sadri from the Pitcher Inn came before the board to request using permission of the Warren Covered Bridge for an August 13, 2016 wedding. The road would be closed from 3:00-5:45 allowing time for setting up and cleaning up. As with the last two weddings, they would take care of traffic control diverting it off Covered Bridge Road. As in the past, the Town would like a donation from the bride and groom to be made to the Warren Historical Society.

Motion by Mr. Ackland to approve the request for the use of the Warren Covered Bridge on August 13, 2016 from 3:00PM to 5:45 for a wedding with a donation made to the Warren Historical Society, second by Mr. Youmell. VOTE: 5-0.

**8:30 PM – DPW – Barry Simpson –**

No further developments on the water project.

Signage – Mr. Simpson met with Mr. Potter regarding the new sign at the bottom of School Road. The sign would be 8' feet closer to the road. The board asked why the sign was vertical? Mr. Simpson commented that they felt it would be less intrusive and that it would be narrower for better site view for cars and trucks. IT would however require tree pruning and removal of one tree on current landowner's land. The sign designed was kept in the vision of all the other signs around town. Mr. Mays commented that instead of wood materials that other alternative materials be looked at as the wooden signs require a lot of maintenance. Mr. Cunningham also wanted Mr. Simpson to ask the Warren School about the design of the school part.

**8:45 PM – Other Business**

Mr. Ackland reported from the Steering Committee that the CDC is moving forward under a new committee. It does need some direction and tightening up and it is a short term commitment for about 2 months. He is looking for a Selectboard member to be on that committee. Mr. Cunningham agreed to be that member.

**8:50 PM – Approval of Payroll Warrants** – Motion by Mr. Ackland to approve the payroll warrants as presented for \$16,980.92, second by Mr. Youmell. All in Favor: VOTE: 5-0.

**8:55 PM – Approval of Accounts Payable** – Motion by Mr. Ackland to approve the accounts payable warrants as presented for \$ 216,325.39, second by Mr. Youmell. All in Favor: VOTE: 5-0.

**8:57 PM – Approval of Minutes for July 12, 2016** – Motion by Mr. Youmell to approve the Minutes of July 12, 2016, second by Mr. Graves. All in Favor: VOTE: 5-0.

**9:00 PM** – Motion by Mr. Ackland to adjourn, second by Mr. Youmell. All in Favor: VOTE: 5-0.

Minutes Respectfully Submitted by,  
Cindi Jones Warren Town Administrator

The Warren Selectboard

\_\_\_\_\_  
Andrew Cunningham, Chair

\_\_\_\_\_  
Bob Ackland, Vice Chair

\_\_\_\_\_  
Luke Youmell

\_\_\_\_\_  
Clay Mays

\_\_\_\_\_  
Randy Graves





July 20, 2016

Cindi Jones, Town Administrator  
P.O. Box 337  
Warren, VT 05674

RE: Easement Request by Anna Whiteside  
925 VT Route 100, Warren  
McCain Project No.36021

Dear Cindi,

Attached, please find a sketch of Anna Whiteside's parcel on Route 100 in Warren, which is located adjacent to town owned property.

Ms. Whiteside is requesting an easement on the town parcel so that she can install a leachfield on her property. The leachfield would be for the purpose of allowing the building to be converted from a commercial space to a residential space. The existing leachfield is "grandfathered" for about 10 employees, which equates to 1 residential bedroom. Since the state has a minimum requirement of two bedrooms for single family homes, a new leachfield is required.

The use of the northern portion of her lot is limited due to the location of the shallow water supply serving the service station located to the north of her parcel. She cannot use the easterly portion of the lot, which lies between the building and the river, as the river floods on a regular basis. Although current regulations do allow leachfields in a floodplain, in this instance the land is low enough, and close enough to the river that locating a leachfield there would be imprudent. She cannot use the westerly portion of her lot as there is not adequate room between the building and Route 100.

The easement is required because the state regulations mandate a 25' setback between a property line and a leachfield, and the only available space on Ms. Whiteside's parcel is directly adjacent to the town parcel. The benefit to the town will be that the residential property will have a higher grand list value than the commercial property.

As per our recent discussion we will attend the 7/26 select board meeting to discuss this as you indicated we should be on the agenda at about 7.

Sincerely,  
McCain Consulting, Inc.,

Gunner McCain  
Enc.

# WOOD & WOOD

DESIGN • SIGN SYSTEMS • INTERIORS • DECORATIVE ARTS

98 CARROLL ROAD • WAITSFIELD, VERMONT 05673

July 22, 2016

Town of Warren  
Attn: Barry Simpson  
[publicworks@warrenvt.org](mailto:publicworks@warrenvt.org)

**Project: Town of Warren – Recreation Field  
Exterior Freestanding Sign  
Proposal No. 2953**

- Quantity of one – 2 sided – per drawing dated 7/10/12
- Approximate size: 48" x 55"
- White painted ¾" thick MDO, background with Matte black, vinyl copy painted black, Mahogany mantle and trim
- Black foam molding with carved and gilded accents
- PT posts with foam ball tips, painted white

**Approximate Price: \$2,850 - \$3,200**

**Design:** Pricing is approximate until drawings are completed and approved. We have not included production set-up time in the above pricing to arrive at fabrication drawings that meet your approval. Once the drawings are approved we can present firm fabrication pricing. If additional drawing time is required, it will be included in the final fabrication invoice. Design time will be invoiced at **\$65 per hour** for Wood & Wood staff and **\$100 per hour** for Sparky Potter. **By signing this contract, you are agreeing to have Wood & Wood start the drawing process for signs to fit into the above mentioned price ranges.**

**Note:** Site visits are not included in the above contract, if requested or required, they will be billed in addition to the in house design efforts.

**Artwork:** Artwork from the client is preferred in Adobe Illustrator or Adobe Illustrator EPS with fonts changed to outlines for vector cutting. Other formats will significantly increase design time and cost. We do not include time to "clean up" electronic art provided to us by the client, but we can do so if requested at our hourly design rate of **\$65 per hour**.

**D&I:** Delivery and installation is not included and can be provided by Wood & Wood for **\$75 per man hour**. All electrical connections and work by others. On site conditions can affect delivery & installation costs.

**Timing:** You can anticipate delivery approximately 4-5 weeks after the date we receive the signed proposal, drawing and deposit if applicable.

**S&H:** Shipping and handling are not included and will be added to the final invoice.

**Note:** Client must provide a signed proposal before production will begin.

**Engineering:** This proposal does not include any engineering costs. If engineering is required, all costs associated with engineering needs will be incurred by the client on an hourly basis. Wood & Wood can provide this service.

**Taxes:** Wood & Wood is not responsible for local and state taxes. The above price does not include any tax.

**Permits:** It is the responsibility of the client to provide Wood & Wood with information both from the state and the town regarding sign regulations and permits. Wood & Wood can provide this service for an hourly rate of \$65 per hour plus any applicable fees. Please indicate if you would like Wood & Wood to provide this service by circling YES or NO.

**Light Fixtures:** Are specified for 110 volts. All electrical including power to the fixture, electrical connection of the fixture and transformers if necessary are the responsibility of the client.

**Painted PT:** Due to the nature of the chemicals in the pressure treated process we cannot guarantee the longevity of the paint finishes.

**Color Matches:** There will be charges starting at \$80 for all "dead on" color matches to PMS color requests. If you provide us with colors in a name brand such as Benjamin Moore, Pittsburgh Paints, Sherwin Williams or Fine Paints of Europe there will not be an additional charge.

**Terms:** A 50% deposit is required to begin fabrication on projects over \$500, balance due 10 days from deposit invoicing. For estimates over \$10,000 our terms become 50% deposit due at signing of contract, 25% payment due at production date and remaining balance due within 30 days after final bill. Interest will accrue on the outstanding balance at the rate of one-and-one-half percent (1 ½%) per month. In the event the customer violates the terms of the agreement, Wood & Wood will not be required to expend time and/or perform other services on behalf of the customer, and if Wood & Wood incurs costs to review or institute a collection action, Wood & Wood shall be entitled to recover not only all fees and expenses due, but also interest, the costs of collection and reasonable attorney's fees.

**Payment:** We accept cash or check.

**Approved:** \_\_\_\_\_

**Date:** \_\_\_\_\_

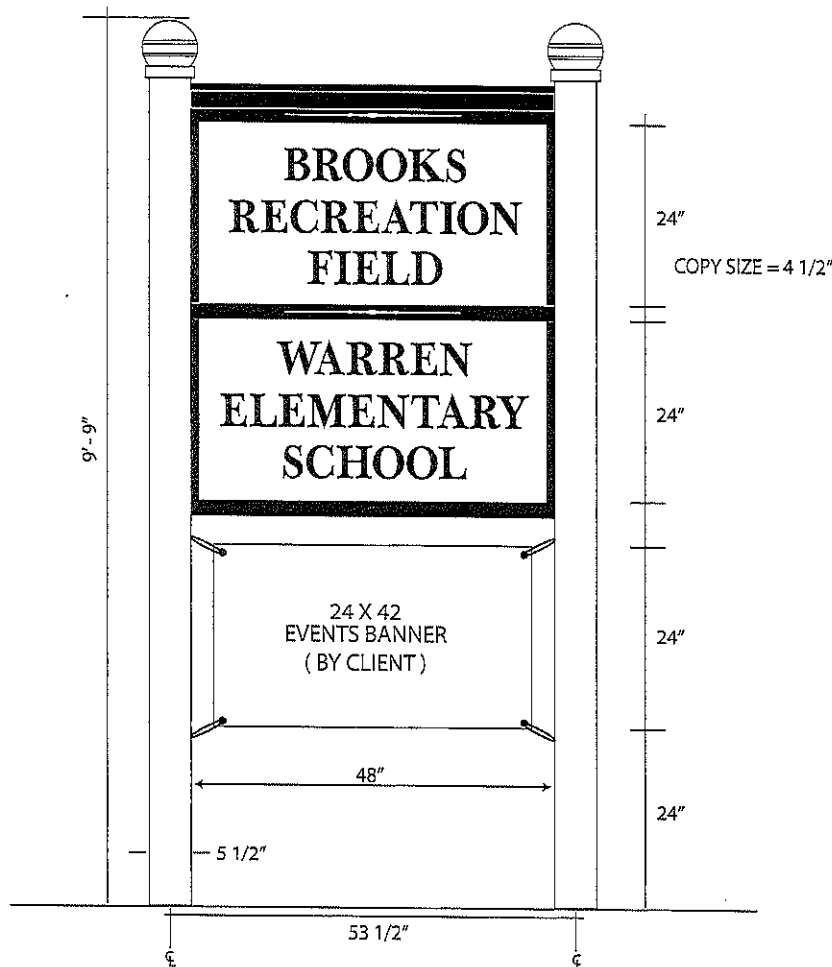
**Quote valid for 15 days.**

802•496•3000 802•496•7916 FAX



woodwood@madriver.com





#### NEW SIGN CONSTRUCTION

3/4" MDO SIGN PANEL PAINTED FLAT WHITE

MAHOGANY MANTEL WITH ALUMINUM DRIP CAP  
PAINTED MATTE BLACK

MAHOGANY TRIM MOLDINGS PAINTED  
MATTE BLACK

FRONT HORIZONTAL SIGN FOAM MOLDING  
PAINTED BLACK WITH CARVED AND GOLD LEAFED  
DINGBAT GRAPHICS

SIGN PANEL COPY AS APPLIED  
MATTE BLACK VINYL

5 1/2 X 5 1/2 FT POSTS PAINTED FLAT WHITE

CARVED SIGN FOAM POST TIPS  
PAINTED FLAT WHITE

#### notes

#2953

REC FIELD / SCHOOL  
ENTRANCE

QTY = ONE  
TWO FACED

#### client

TOWN OF WARREN

#### scale

3/4" = 1 FOOT

#### file name

VILLAGE ENTRY NORTH

#### date

07/10/12

#### drawing

GMD

**SPARKY POTTER  
DESIGN GROUP**

**WOOD & WOOD**

DESIGN • SIGN SYSTEMS  
INTERIORS • DECORATIVE ARTS  
98 GARROLL ROAD  
WATTSFIELD, VERMONT 05673



802-496-5000  
802-496-7916 FAX  
woodwood@madriver.com

APPROVED  
DATE

\_\_\_\_\_  
\_\_\_\_\_

**Town of Warren  
Sugarbush Access Road Path  
Scoping Study**

**Existing Conditions**



*Submitted by:*  
**Broadreach Planning & Design**

*In conjunction with*  
**Lamoureux & Dickinson Consulting Engineers  
Heritage Landscapes, LLC  
University of Vermont Consulting Archeology Program**

**July 25, 2016**

**A. INTRODUCTION**

1. OVERVIEW
2. PURPOSE AND NEED
3. PROJECTED USERS
4. ORIGINS, DESTINATIONS & TRAVEL PATTERNS

**B. LAND USE**

**C. TRANSPORTATION FACILITIES**

1. SUGARBUSH ACCESS ROAD
2. GERMAN FLATS ROAD
3. OTHER TOWN ROADS
4. PRIVATE ROADS
5. BICYCLE FACILITIES
6. TRAILS
7. TRANSIT

**D. NATURAL RESOURCES**

1. WATERBODIES
2. WATERCOURSES
3. WETLANDS
4. TOPOGRAPHY
5. FLORA & FAUNA

**E. UTILITIES**

1. OVERHEAD UTILITIES
2. UNDERGROUND UTILITIES
3. STORMWATER

**F. CULTURAL RESOURCES**

1. ARCHEOLOGICAL RESOURCES
2. HISTORIC RESOURCES
3. OPEN SPACE, RECREATION AND PUBLIC LANDS

**G. HAZARDOUS WASTE SITES**

**H. PLANNING DOCUMENTS**

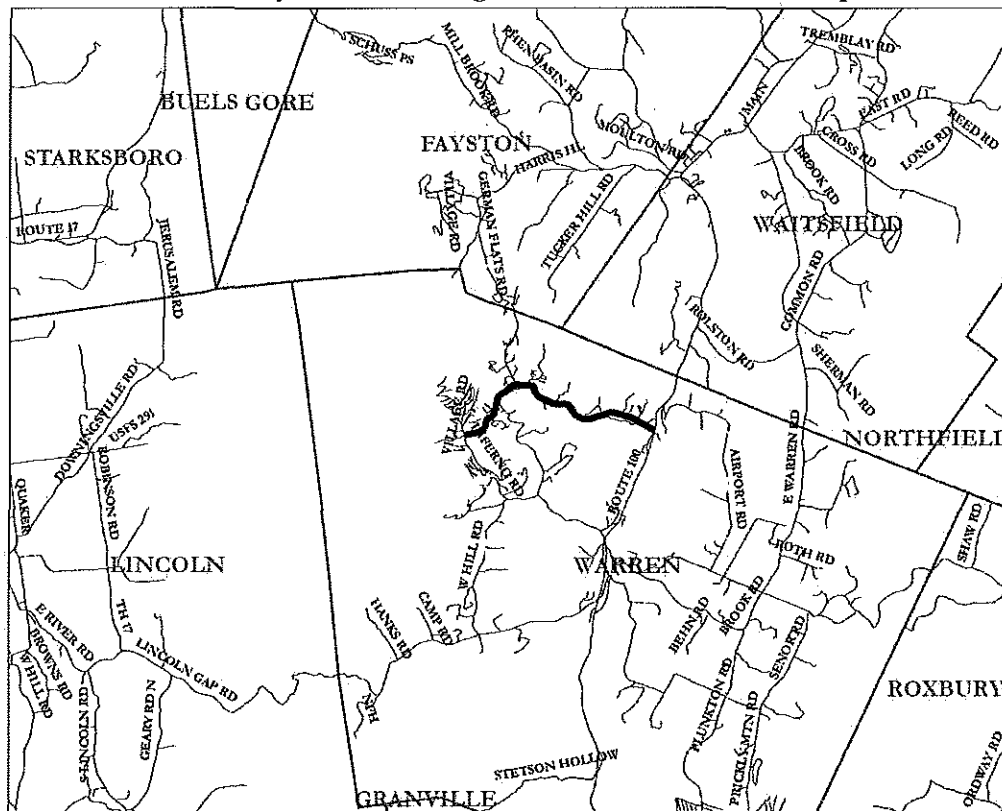
1. MUNICIPAL PLANS
2. REGIONAL TRANSPORTATION PLAN
3. STATE PLANS
4. OTHER PLANS

## A. INTRODUCTION

### 1. OVERVIEW

This study is updating the feasibility of creating a path in the vicinity of the Sugarbush Access Road in the Town of Warren, Vermont (the Town). **Illustration A-1** shows the location of the Study Area within the Town. The study area includes the land on either side of the road's right-of-way that might be suitable and appropriate for the location of a path. The primary Study Area extends from the western end of the road at the intersection with Inferno and Village Roads to the intersection with Eurich Pond Road. The study will also examine the potential for the path in the secondary portion of the Study Area, along the rest of the Sugarbush Access Road, from the Eurich Pond Road intersection to its eastern end at Route 100. The level of detail accorded the secondary area might be less than that provided for the primary Study Area.

**Illustration A-1: Study Location - Sugarbush Access Road in Purple**



The Sugarbush Access Road Path Scoping Study builds on previous work that looked at the potential for creating a path alongside the road, as well as earlier

There are three basic types of walkers:

- Active walkers,
- Basic walkers, and
- Restricted walkers.

*Active walkers* use the road system regularly for transportation, as well as for fitness. They know and generally follow the rules of the road. *Basic walkers* include the majority of older children and healthy adult walkers that walk occasionally and have no trouble walking for short distances of up to 1/2 mile. *Restricted walkers* are those whose speed and mobility are limited.

Among bicyclists, there are also three typical user groups that can be expected to use the bicycle facilities:

- Advanced bicyclists,
- Basic bicyclists, and
- Beginner bicyclists or children.

*Advanced bicyclists* are highly experienced bicycle riders who feel comfortable riding their bikes in heavy traffic and typically prefer to ride on roadways. *Basic bicyclists* comprise the largest category of bicycle riders, including older children, inexperienced adult riders, occasional bicycle commuters, recreational adult bicyclists and experienced riders who still fear or dislike riding in heavy traffic conditions. Basic bicyclists are reasonably competent in handling their bicycles and they generally understand the rules of the road, but they ride at more moderate speeds and are generally uncomfortable on busy streets unless a striped, obstacle-free shoulder is provided and traffic volumes are low. *Beginner bicyclists* have the weakest bicycling skills. Beginner bicyclists ride more slowly, don't always understand the rules of the road, and are typically uncomfortable riding with motor vehicles. They are best accommodated on low-speed local roads and multi user paths or even sidewalks for the very young where there are few, if any, driveway crossings.

#### 4. ORIGINS, DESTINATIONS & TRAVEL PATTERNS

The primary destinations for walkers and bicyclists along the Sugarbush Access Road are the Sugarbush Resort itself, Paradise Deli, and the trailheads near Eurich Pond Road, when there is a destination. Walking and bicycling trips most likely start from the numerous residential and lodging units along the road. Route 100 and Warren Village could eventually become destinations as elements of the Mad River Valley Active Transportation Plan get implemented

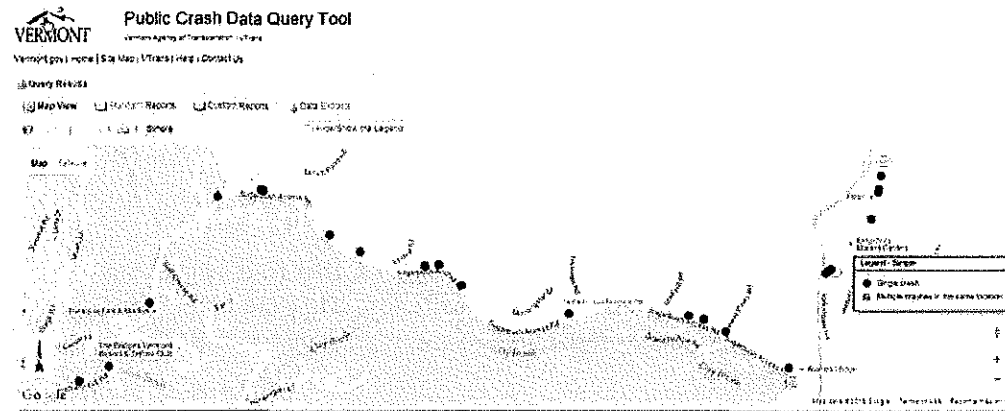
The latest available traffic counts show that the average annual daily traffic rate for Sugarbush Access Road just west of the intersection with Golf Course Road is 2,586, as of 2015.

Crash data from 2011 through 2014 shows a total of 16 crashes along the entire length of Sugarbush Access Road. **Table A-1** shows a breakdown of these crashes; **Illustration A-2** highlights the location of the crashes along the road.

**Table A-1 Crash Data for Sugarbush Access Road**

Crash Type	# of Crashes
Single Vehicle	6
Head On	4
Sideswipe	3
Unclassified	3
Total	16

**Illustration A-2: Crash Locations along Sugarbush Road**



Courtesy of VTtrans website.

VTtrans conducted a High Risk Rural Roads review of Sugarbush Access Road in June 4, 2013. The review noted the concerns of the Town representatives and made numerous recommendations on how the signage and markings along the road could be upgraded to address the concerns. **Attachment A-1** includes a copy of the review. Most of the upgrades involve new or replacement signage.

## 2. GERMAN FLATS ROAD

German Flats Road heads north from Sugarbush Access Road a little less than a mile east of the base lodge of Sugarbush Resort. It links with Mount Ellen ski area, the other portion of Sugarbush Resort. It continues north through Fayston to end at Vermont Route 17, which heads west over Appalachian Gap or east to Irasville in

One of the trails parallels the south side of Sugarbush Access Road running east from the intersection with Inferno Road. It runs downhill for approximately a quarter mile to an access drive to a Sugarbush parking area. The Resort constructed the path as a means for those using the parking area to get to the resort. The grade of the path is generally compliant with ADA requirements, but the surface material is coarse gravel, which is not ADA complaint. The path lies outside of the Sugarbush Access Road right-of-way on private property owned by the Resort.

Another significant series of trails begins at the intersection of Eurich Pond Road and Sugarbush Access Road. This trail system provides walking access to other parts of Warren and the rest of the Mad River Valley. One of the trails accessed from this point works its way downhill to Route 100 and the parking area for the Mad River Path segments around the Sugarbush Snow Making Pond.

The Catamount Trail also crosses Sugarbush Access Road at the intersection with Eurich Pond Road.

The Town holds easements for a trail across several parcels located along the western portion of Sugarbush Access Road. **Figures A-1** and **A-2** show which parcels contain path easements.

## 7. TRANSIT

Green Mountain Transit Authority (GMTA), operating as Green Mountain Transit (GMT), provides seasonal bus service to the Town of Warren from December to April every year. It runs two bus lines, routes 120 and 121, along Sugarbush Access Road between Route 100 and German Flats Road and seven routes between German Flats Road and Sugarbush Resort. There is a designated stop at the Resort and at other location along the road, but the bus can also be flagged for a stop anywhere along the route. **Illustration A-3** on the next page shows the current routes along Sugarbush Access Road; an update to the routes will be out in a few months, but they will continue to use Sugarbush Access Road. **Figures A-1** and **A-2** show the location of designated bus stops.

### **Illustration A-3: GMT Bus Routes along Sugarbush Access Road**

#### 4. TOPOGRAPHY

The eastern end of Sugarbush Access Road is at an elevation of approximately 800 feet above sea level. The western end at the intersection with Inferno Road is at an elevation of approximately 1,560 feet above sea level.

Two areas of ledge are located along the north side of Sugarbush Access Road. The two locations are noted on **Figures A-3 and A-4**.

#### 5. FLORA & FAUNA

##### a. Trees

Most of the trees that are within the Sugarbush Access Road right-of-way are part of larger trees rows or forest blocks. In general, the condition of the trees is good. There are very few individual trees located in the right-of-way. **Figures A-3 and A-3** show the location of the few individual trees standing alone in the right of way.

##### b. Rare, Threatened, or Endangered Species

The State of Vermont has noted that Northern Long Eared Bat is endangered throughout the state of Vermont. There are no other recorded threatened, rare, or endangered plant or animal species within the project study area.

##### c. Habitats

There are several large core habitat areas in the forest to the north and south of Sugarbush Access Road. **Figures A-3 and A-4** show the location of these core habitat areas. There are also mapped deer wintering areas primarily to the south of Sugarbush Access Road, mostly located within the core habitat areas. **Figures A-3 and A-4** also shows the location of the deer wintering areas. Note that the brown tone on the Figures denotes areas that include both the deer wintering areas and core habitats.

#### E. UTILITIES

##### 1. OVERHEAD UTILITIES

Green Mountain Power has three phase overhead power lines running along either the north or south side of Sugarbush Access Road, from where it crosses Rice Brook east to Route 100. **Figures A-1 and A-2** show the location of the utility lines and poles.

##### 2. UNDERGROUND UTILITIES

**Figures A-1 and A-2** show the approximate location of known underground utilities.



## **G. HAZARDOUS WASTE SITES**

There are several hazardous waste sites shown on the State's database, but none directly along Sugarbush Access Road.

## **H. PLANNING DOCUMENTS**

### **1. MUNICIPAL PLANS**

The Warren Town Plan was last updated in 2010 and adopted in 2011. Chapter 7 of the plan focuses on transportation issues. It supports creating walking and bicycling facilities within the Town. There is a discussion of the need for more walking and bicycling facilities around Sugarbush Resort, but the Town Plan does not specifically mention the Sugarbush Access Road path.

### **2. STATE PLANS**

The *2008 VTrans Pedestrian and Bicycle Policy Plan* includes goals and objectives that directly support the creation of new bicycling and walking paths within Vermont, including:

#### *2008 VTrans Pedestrian and Bicycle Policy Plan* Select Goals

- **Cultural Environment:** Enhance the human scale and livability of Vermont's communities by improving opportunities for pedestrian and bicycle mobility and access in and between towns, downtowns, villages and rural landscapes.
- **Health:** Improve the health of Vermonters and reduce health care costs by making it easier, safer and more convenient for citizens to be more physically active by walking and bicycling on a regular basis.
- **Transportation Choice:** Enhance pedestrian and bicycle transportation options in Vermont so that citizens, regardless of location, socioeconomic status or health, can choose a seamless, convenient and comfortable mode that meets their needs. Promote a transportation network, including roadways, shared use paths, rail trails, rails with trails, and accessible walking facilities, which allow pedestrians and bicyclists to reach their destinations throughout the State or to connect to other modes of travel.

2. APPROVED OR PROPOSED DEVELOPMENT

Other than undeveloped parcels noted as including easements for trails, there are no other pending or approved developments along Sugarbush Access Road.

**Attachment 1**  
**HIGH RISK RURAL ROADS REPORT**

**Town of Warren  
Sugarbush Access Road Path  
Scoping Study  
Existing Conditions**



*Submitted by:*  
**Broadreach Planning & Design**

*In conjunction with*  
**Lamoureux & Dickinson Consulting Engineers  
Heritage Landscapes, LLC  
University of Vermont Consulting Archeology Program**

**July 25, 2016**

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3. OPEN SPACE, RECREATION AND PUBLIC LANDS

**G. HAZARDOUS WASTE SITES**

**H. PLANNING DOCUMENTS**

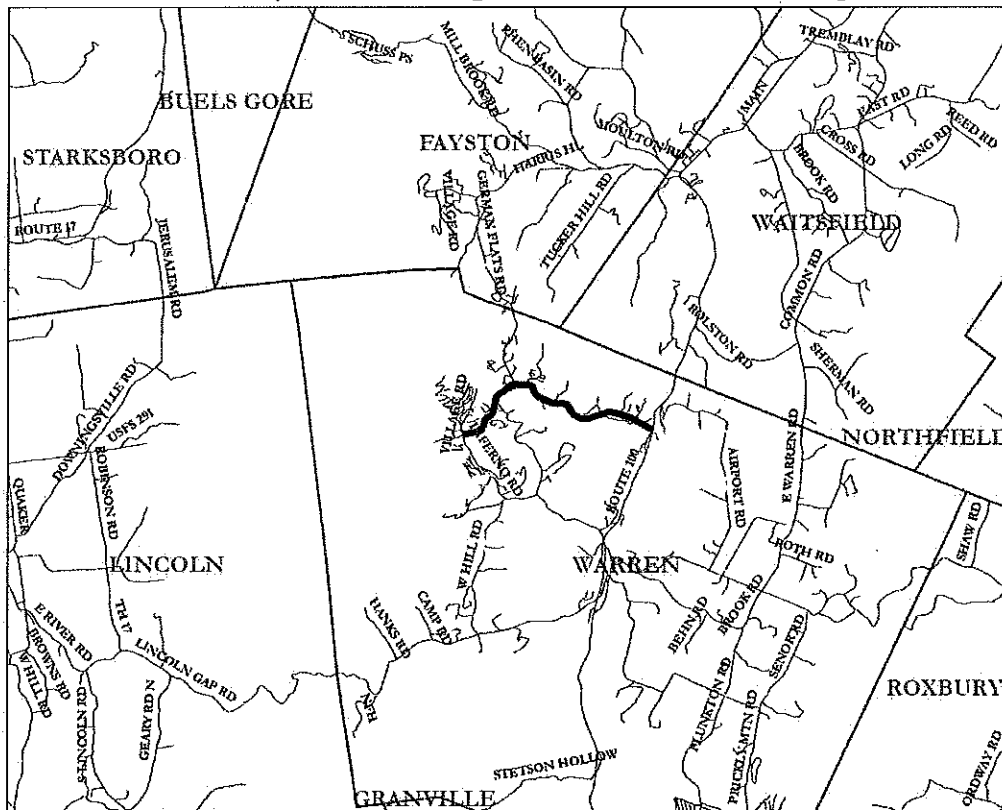
1. MUNICIPAL PLANS
2. REGIONAL TRANSPORTATION PLAN
3. STATE PLANS
4. OTHER PLANS

## A. INTRODUCTION

### 1. OVERVIEW

This study is updating the feasibility of creating a path in the vicinity of the Sugarbush Access Road in the Town of Warren, Vermont (the Town). **Illustration A-1** shows the location of the Study Area within the Town. The study area includes the land on either side of the road's right-of-way that might be suitable and appropriate for the location of a path. The primary Study Area extends from the western end of the road at the intersection with Inferno and Village Roads to the intersection with Eurich Pond Road. The study will also examine the potential for the path in the secondary portion of the Study Area, along the rest of the Sugarbush Access Road, from the Eurich Pond Road intersection to its eastern end at Route 100. The level of detail accorded the secondary area might be less than that provided for the primary Study Area.

**Illustration A-1: Study Location - Sugarbush Access Road in Purple**



The Sugarbush Access Road Path Scoping Study builds on previous work that looked at the potential for creating a path alongside the road, as well as earlier

There are three basic types of walkers:

- Active walkers,
- Basic walkers, and
- Restricted walkers.

*Active walkers* use the road system regularly for transportation, as well as for fitness. They know and generally follow the rules of the road. *Basic walkers* include the majority of older children and healthy adult walkers that walk occasionally and have no trouble walking for short distances of up to 1/2 mile. *Restricted walkers* are those whose speed and mobility are limited.

Among bicyclists, there are also three typical user groups that can be expected to use the bicycle facilities:

- Advanced bicyclists,
- Basic bicyclists, and
- Beginner bicyclists or children.

*Advanced bicyclists* are highly experienced bicycle riders who feel comfortable riding their bikes in heavy traffic and typically prefer to ride on roadways. *Basic bicyclists* comprise the largest category of bicycle riders, including older children, inexperienced adult riders, occasional bicycle commuters, recreational adult bicyclists and experienced riders who still fear or dislike riding in heavy traffic conditions. Basic bicyclists are reasonably competent in handling their bicycles and they generally understand the rules of the road, but they ride at more moderate speeds and are generally uncomfortable on busy streets unless a striped, obstacle-free shoulder is provided and traffic volumes are low. *Beginner bicyclists* have the weakest bicycling skills. Beginner bicyclists ride more slowly, don't always understand the rules of the road, and are typically uncomfortable riding with motor vehicles. They are best accommodated on low-speed local roads and multi user paths or even sidewalks for the very young where there are few, if any, driveway crossings.

#### 4. ORIGINS, DESTINATIONS & TRAVEL PATTERNS

The primary destinations for walkers and bicyclists along the Sugarbush Access Road are the Sugarbush Resort itself, Paradise Deli, and the trailheads near Eurich Pond Road, when there is a destination. Walking and bicycling trips most likely start from the numerous residential and lodging units along the road. Route 100 and Warren Village could eventually become destinations as elements of the Mad River Valley Active Transportation Plan get implemented

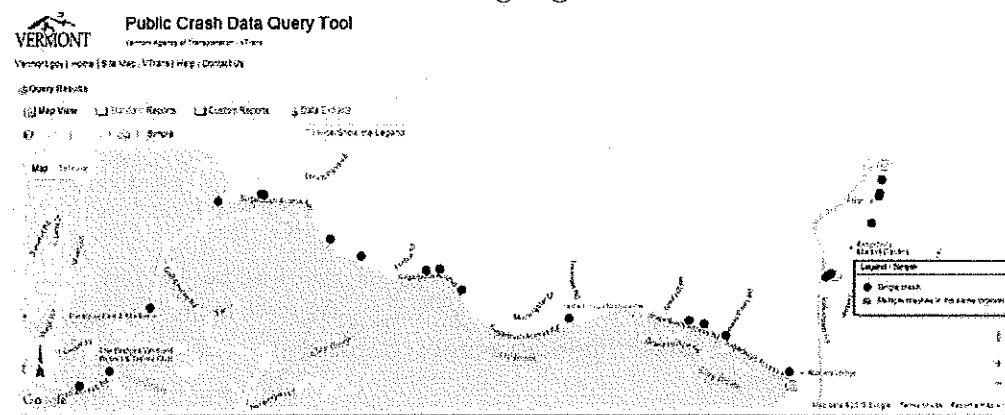
The latest available traffic counts show that the average annual daily traffic rate for Sugarbush Access Road just west of the intersection with Golf Course Road is 2,586, as of 2015.

Crash data from 2011 through 2014 shows a total of 16 crashes along the entire length of Sugarbush Access Road. **Table A-1** shows a breakdown of these crashes; **Illustration A-2** highlights the location of the crashes along the road.

**Table A-1 Crash Data for Sugarbush Access Road**

Crash Type	# of Crashes
Single Vehicle	6
Head On	4
Sideswipe	3
Unclassified	3
Total	16

**Illustration A-2: Crash Locations along Sugarbush Road**



Courtesy of VTrans website.

VTrans conducted a High Risk Rural Roads review of Sugarbush Access Road in June 4, 2013. The review noted the concerns of the Town representatives and made numerous recommendations on how the signage and markings along the road could be upgraded to address the concerns. **Attachment A-1** includes a copy of the review. Most of the upgrades involve new or replacement signage.

## 2. GERMAN FLATS ROAD

German Flats Road heads north from Sugarbush Access Road a little less than a mile east of the base lodge of Sugarbush Resort. It links with Mount Ellen ski area, the other portion of Sugarbush Resort. It continues north through Fayston to end at Vermont Route 17, which heads west over Appalachian Gap or east to Irasville in



One of the trails parallels the south side of Sugarbush Access Road running east from the intersection with Inferno Road. It runs downhill for approximately a quarter mile to an access drive to a Sugarbush parking area. The Resort constructed the path as a means for those using the parking area to get to the resort. The grade of the path is generally compliant with ADA requirements, but the surface material is coarse gravel, which is not ADA complaint. The path lies outside of the Sugarbush Access Road right-of-way on private property owned by the Resort.

Another significant series of trails begins at the intersection of Eurich Pond Road and Sugarbush Access Road. This trail system provides walking access to other parts of Warren and the rest of the Mad River Valley. One of the trails accessed from this point works its way downhill to Route 100 and the parking area for the Mad River Path segments around the Sugarbush Snow Making Pond.

The Catamount Trail also crosses Sugarbush Access Road at the intersection with Eurich Pond Road.

The Town holds easements for a trail across several parcels located along the western portion of Sugarbush Access Road. **Figures A-1** and **A-2** show which parcels contain path easements.

## 7. TRANSIT

Green Mountain Transit Authority (GMTA), operating as Green Mountain Transit (GMT), provides seasonal bus service to the Town of Warren from December to April every year. It runs two bus lines, routes 120 and 121, along Sugarbush Access Road between Route 100 and German Flats Road and seven routes between German Flats Road and Sugarbush Resort. There is a designated stop at the Resort and at other location along the road, but the bus can also be flagged for a stop anywhere along the route. **Illustration A-3** on the next page shows the current routes along Sugarbush Access Road; an update to the routes will be out in a few months, but they will continue to use Sugarbush Access Road. **Figures A-1** and **A-2** show the location of designated bus stops.

### **Illustration A-3: GMT Bus Routes along Sugarbush Access Road**

#### 4. TOPOGRAPHY

The eastern end of Sugarbush Access Road is at an elevation of approximately 800 feet above sea level. The western end at the intersection with Inferno Road is at an elevation of approximately 1,560 feet above sea level.

Two areas of ledge are located along the north side of Sugarbush Access Road. The two locations are noted on **Figures A-3** and **A-4**.

#### 5. FLORA & FAUNA

##### a. Trees

Most of the trees that are within the Sugarbush Access Road right-of-way are part of larger trees rows or forest blocks. In general, the condition of the trees is good. There are very few individual trees located in the right-of-way. **Figures A-3** and **A-3** show the location of the few individual trees standing alone in the right of way.

##### b. Rare, Threatened, or Endangered Species

The State of Vermont has noted that Northern Long Eared Bat is endangered throughout the state of Vermont. There are no other recorded threatened, rare, or endangered plant or animal species within the project study area.

##### c. Habitats

There are several large core habitat areas in the forest to the north and south of Sugarbush Access Road. **Figures A-3** and **A-4** show the location of these core habitat areas. There are also mapped deer wintering areas primarily to the south of Sugarbush Access Road, mostly located within the core habitat areas. **Figures A-3** and **A-4** also shows the location of the deer wintering areas. Note that the brown tone on the Figures denotes areas that include both the deer wintering areas and core habitats.

#### E. UTILITIES

##### 1. OVERHEAD UTILITIES

Green Mountain Power has three phase overhead power lines running along either the north or south side of Sugarbush Access Road, from where it crosses Rice Brook east to Route 100. **Figures A-1** and **A-2** show the location of the utility lines and poles.

##### 2. UNDERGROUND UTILITIES

**Figures A-1** and **A-2** show the approximate location of known underground utilities.

## G. HAZARDOUS WASTE SITES

There are several hazardous waste sites shown on the State's database, but none directly along Sugarbush Access Road.

## H. PLANNING DOCUMENTS

### 1. MUNICIPAL PLANS

The Warren Town Plan was last updated in 2010 and adopted in 2011. Chapter 7 of the plan focuses on transportation issues. It supports creating walking and bicycling facilities within the Town. There is a discussion of the need for more walking and bicycling facilities around Sugarbush Resort, but the Town Plan does not specifically mention the Sugarbush Access Road path.

### 2. STATE PLANS

The *2008 VTrans Pedestrian and Bicycle Policy Plan* includes goals and objectives that directly support the creation of new bicycling and walking paths within Vermont, including:

*2008 VTrans Pedestrian and Bicycle Policy Plan*  
Select Goals

- Cultural Environment: Enhance the human scale and livability of Vermont's communities by improving opportunities for pedestrian and bicycle mobility and access in and between towns, downtowns, villages and rural landscapes.
- Health: Improve the health of Vermonters and reduce health care costs by making it easier, safer and more convenient for citizens to be more physically active by walking and bicycling on a regular basis.
- Transportation Choice: Enhance pedestrian and bicycle transportation options in Vermont so that citizens, regardless of location, socioeconomic status or health, can choose a seamless, convenient and comfortable mode that meets their needs. Promote a transportation network, including roadways, shared use paths, rail trails, rails with trails, and accessible walking facilities, which allow pedestrians and bicyclists to reach their destinations throughout the State or to connect to other modes of travel.

2. APPROVED OR PROPOSED DEVELOPMENT

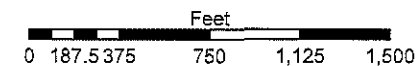
Other than undeveloped parcels noted as including easements for trails, there are no other pending or approved developments along Sugarbush Access Road.

# Sugarbush Access Road Bicycle & Pedestrian Scoping Study Warren, Vermont



## Legend

Conduit	Manhole Cover
Buried Tel. Line	Fire Hydrant
Water Line	Bus Stop
Catamount Trail	Utility Pole
Sugarbush Access Road	Ledge
Watersource	Private Road
Path Easement	Overhead Line
Town Land	Fence
Commercial Land Use	Retaining Wall
Property Lines	Guard Rail
	Sewer Line



BROADREACH  
Planning & Design



Existing  
Conditions:  
Cultural  
West



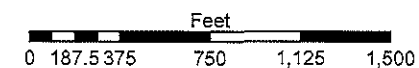
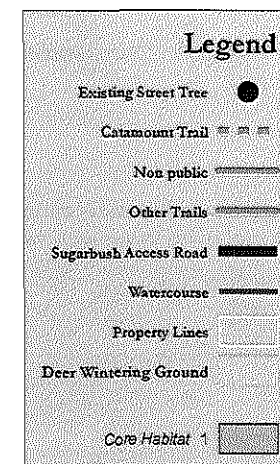
UVM  
CAP

July 25, 2016

Figure A-1



# Sugar Bush Access Road Bicycle & Pedestrian Scoping Study Warren, Vermont



BROADREACH  
Planning & Design



Existing  
Conditions:  
Natural  
West



UVM  
CAP

July 15, 2016

Figure A-3

**Attachment 1**  
**HIGH RISK RURAL ROADS REPORT**

## High Risk Rural Roads

TH # 5 Sugarbush Access Rd  
Town of Warren

### Location

This site visit primarily involved the review of TH # 5, Sugarbush Access Road in the Town of Warren.

<b>Highway</b>
TH # 5 Sugarbush Access Road
<b>AADT</b>
1960
<b>DHV</b>
332
<b>Posted Speed Limit</b>
40 MPH
<b>Class of Road</b>
7

### Purpose of the Site Visit

This site visit was conducted as part of the Agency of Transportation's Transportation Planning Initiative in conjunction with the High Risk Rural Roads Program (HRRR). The Central Vermont Regional Planning Commission (CVRPC) selected the location pursuant to the prioritization process established by CVRPC with the intent of identifying hazardous locations on rural local roads.

### Meeting Attendees

The site visit included the following representatives.

Raemon Weston, Jr.	Town of Warren, Road Foreman
Cindi Jones	Town of Warren, Administrator
Robert Ackland	Town of Warren, Selectboard
Steve Gladczuk,	CVRPC, Transportation Planner
Dan Newhall,	Traffic Design & Safety (VAOT)
Kevin Keene	Traffic Design & Safety (VAOT)



# High Risk Rural Roads

TH # 5 Sugarbush Access Rd  
Town of Warren

## Written Response for the Town of Warren

Location mm	Concerns	Strategies	Eligible for Program Funding	Agree	Reject	Comments
TH # 5 Sugarbush Access Road Warren, VT						
2.880	The intersection of Sugarbush Access Road and VT Rte 100 is heavily used	Install new gate posted Stop signs at mm 2.874 and replace gate posted Stop Ahead signs at mm 2.699, install new rte 100 D-board signs at mm 2.792 and a new stop bar at the intersection	YES			
varies	The road receives heavy traffic especially during ski season and is very hilly and windy	Install new and update existing Curve signs, Chevrons, Large Arrows, Hill signs, and intersection warning signs to safely guide skiers to and from the mountain	YES			
1.300 and 2.260	School bus stops near curves and hills need warning	Install new School Bus Stop Ahead signs at mm 1.280 and mm 2.248	YES			
0.928	Intersection with German Flats Road	Separate Stop Sign Ahead and Pedestrian signs, install new stop bar and centerline at intersection	YES			
1.400	School Bus Stop near curve and at bottom of hill	Install new School Bus Stop Ahead sign at mm 1.280	YES			
0.000, 0.003, and 0.010	3-Way stop sign plaques can be confusing to drivers, don't meet MUTCD standards	Remove the three 3-Way plaques	YES			
TH # 5 Sugarbush Access Road Warren, VT						

Approved by:



Authorized Town Agent

Date:

10/28/13

Replace existing guard  
rail end section

0.293

0.256

0.250

Driveway

0.242

0.233

0.210

0.188

0.155

0.056

0.042

0.028

0.010

0.003

0.000

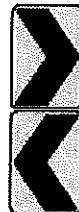
New



Remove



New



New



35  
MPH

New



SPEED  
LIMIT  
40

Remove

Retain

Sugarbush Access Rd

Retain

Inferno Rd

Retain

Village Rd

Replace



Remove

3-WAY

Replace

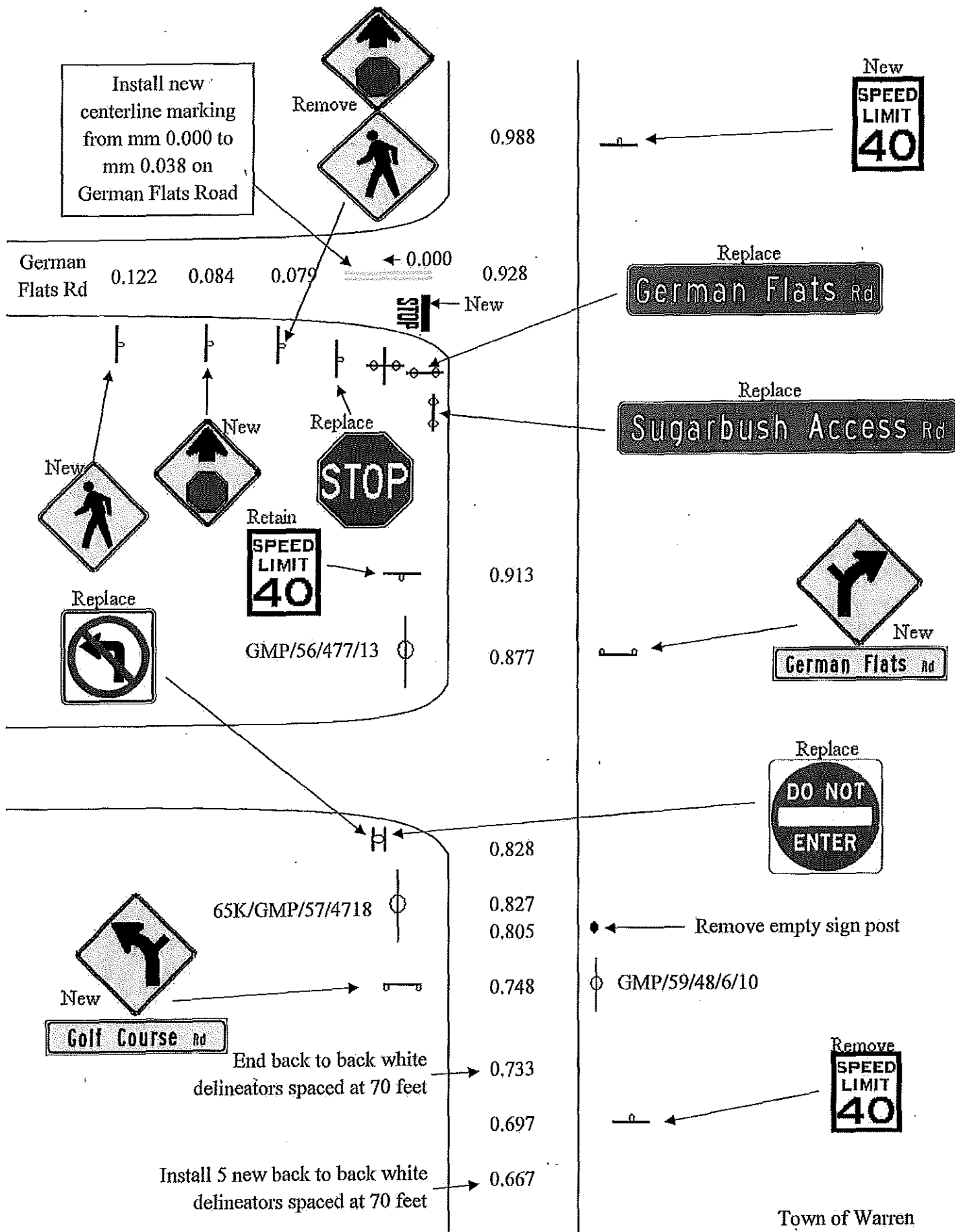


Replace



Remove

3-WAY

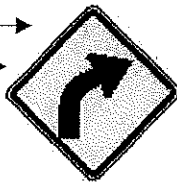


Replace  
Tishman Rd

New  
SPEED  
LIMIT  
40

Remove  
SPEED  
LIMIT  
40

New



105147/18/33.5



Drive

2.257  
2.248  
2.108

2.073

1.935

1.933

1.864

1.798

1.742

1.721

1.705

1.693

1.683

1.660

1.639

1.638

1.533

GMP/31/1067/46

New



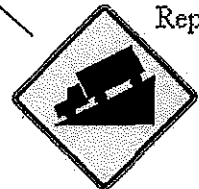
GMP/26/30/1057/4/5

Replace



GMP/1046/GMP/23/30

Replace



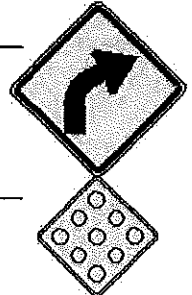
New



New



Remove



112154/17/32

Retain





Retain existing guard rail

VT Route 100

New  
STOP

Replace

Sugarbush Access Rd

2.880

2.875

2.874

2.873

2.865

2.861

2.832

2.830



Replace existing guard rail



Replace



New











## 1.00 Purpose

The purposes of a pedestrian path include:

- 1.) Providing pedestrian safety along the Access Road.
- 2.) Improving the quality of life for owners, renters and visitors in the recreational part of town through developing a core for a recreational path network.

## 2.00 Scope of Work

The document summarizes work by Bill Maclay, Jeff Squires and John Connell relating to acquisition of easements, design, construction and maintenance of a pedestrian path on the Sugarbush Access Road. Affected landowners, the Selectmen, the Road Commissioner and the Planning Commission have also participated.

## 3.00 Pathway Design

The path has been designed to allow for year round maintenance. The proposed path alignment is close to the Access Road for safety and ease of use considerations and yet far enough away to locate the path in pleasant surroundings slightly removed from road noises and disturbances. Wayne Kathan recommends plowing the path with a small tracked vehicle with plow. He recommends a path of approximate width of 8'. He recommends that the path location be a minimum of 20' from the edge of pavement to minimize interference with snow plowing. The typical design should be located behind the first row of trees (see section A). The design should allow either for future lighting or be within distance of light from street lights. In certain sections such as at the beaver pond and an embankment west of the Inn it is recommended that the path alignment be located farther from the road (see sections E and F). Gravel is the recommended base and surface material. Large culverts would have to be extended at Rogo's and possibly at Rice Brook depending on the route selected.

## 4.00 Pathway Alignment

The attached site plan indicates path alignment options and a preferred alternative for a path location including options considered which are not the recommended location. Generally, the preferred location is to the west of the Access Road, given existing easements and gentler terrain. Specific problem areas were investigated. At the upper end of the path three locations were considered: from the parking lot along the Access Road to the telephone building, from the village through the Sports Center and Leachfield area to the

\$3,000 per year for a path of approximately half the length.

## 7.00 Construction Cost

The Waitsfield 3200' Sidewalk cost approximately \$110,000 (\$29 per foot) and 2.7 mile Stowe path cost \$297,000 (\$14 per foot). This 1.1 mile path may cost between \$150,000 and \$200,000. At present Windridge has committed to pay \$5,000 towards construction on its property as a result of local and state permits. Lighting would add between \$40,000 to \$80,000 for the total length depending on spacing and type of light selected.

## 8.00 Funding Sources

Possible funding sources are:

- 1.) town
- 2.) property owners as projects develop
- 3.) State and /or Federal LWCF
- 4.) private sector such as business community
- 5.) special assessment district

Assuming a \$200,000 construction cost and a \$2.2 million budget the increase in taxes if paid for in one year would be .9%. Assuming an average taxpayer paid \$600 per year this would increase their taxes by \$55. If phased over 4 years this would increase the average taxpayer's taxes by \$14 for four years. Including lights in the path construction would increase taxes by approximately an additional \$14 if paid in one year or \$4 additional if paid over 4 years. Obviously any payment by private landowners would offset the amounts estimated above.

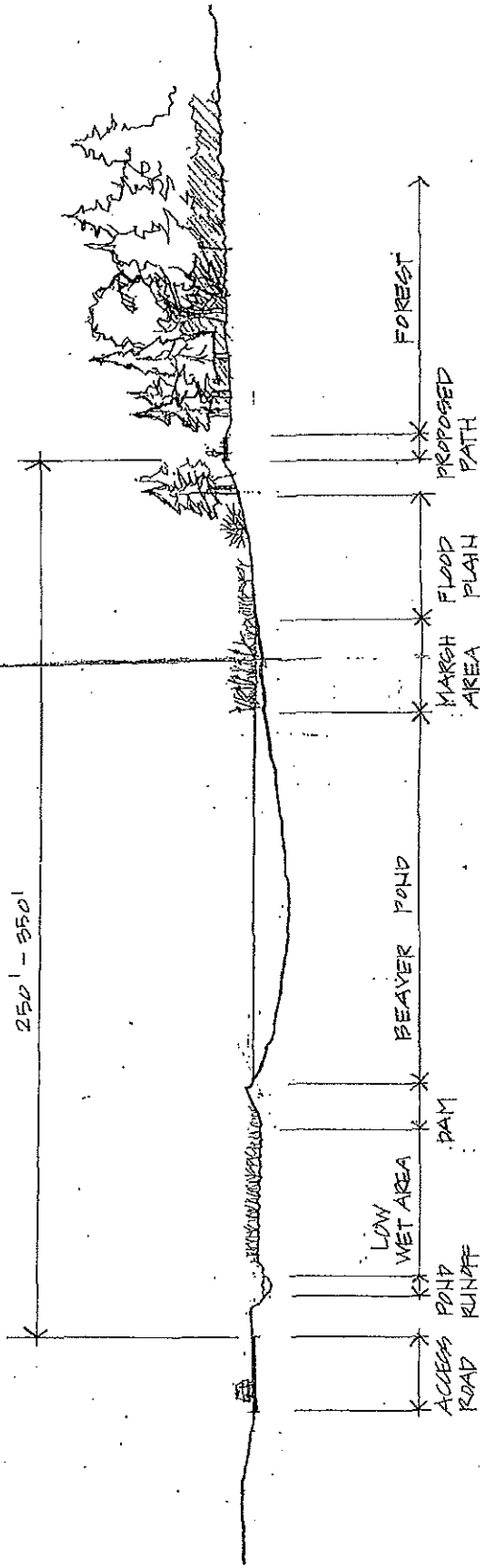
## 9.00 Easements

As a result of this report it is proposed that the pathway alignment be included as a part of the Town Plan and easements be acquired in the permit process with affected properties.

## 10.00 Questionnaire Results

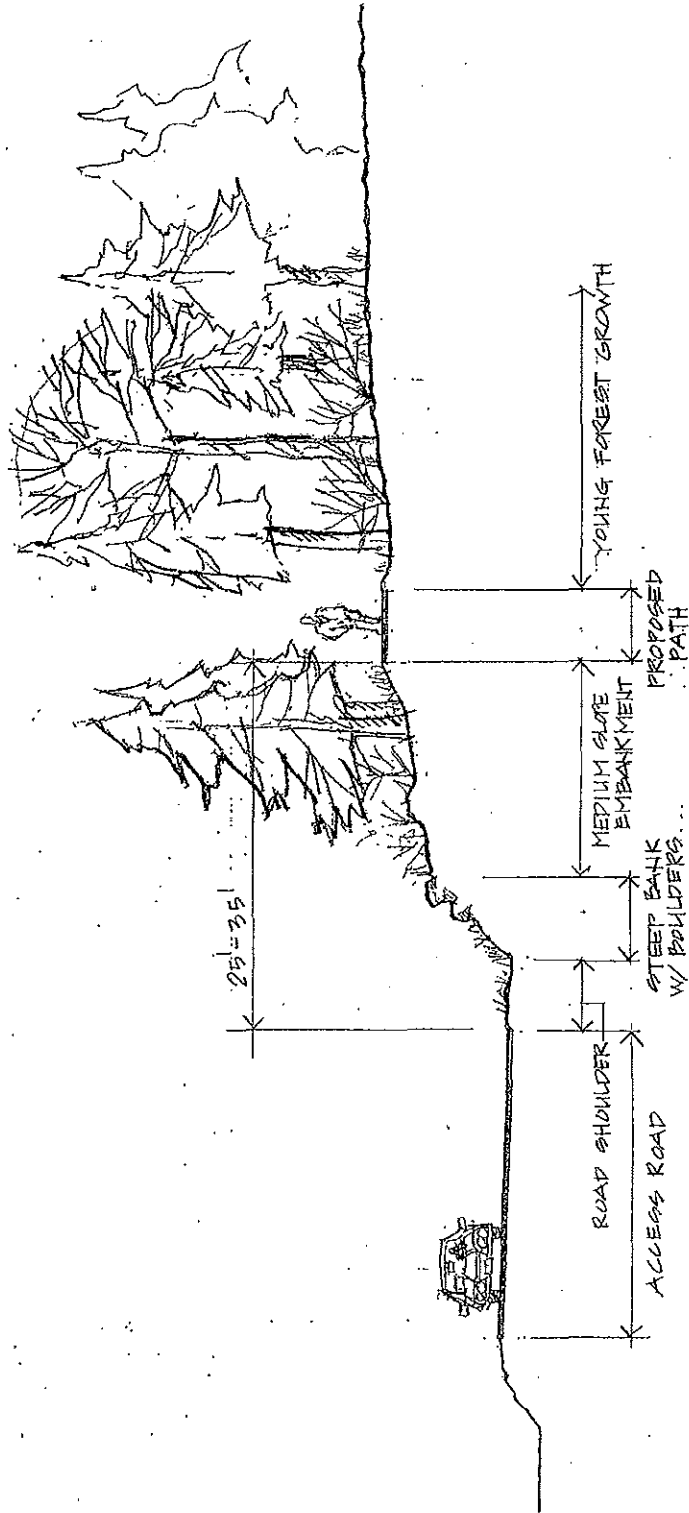
At the March, 1987 town meeting, 79 people responded to a questionnaire about pedestrian paths. 68% thought a pedestrian path was desirable. 76% would support a path if paid for by private sources with 20% opposed. The remaining 4% were undecided. If half paid for by town over a 4 year period with an approximate cost of \$8/year to the average tax payer, 52% supported a path and 35% opposed. If the town totally paid for the path at an average cost to a taxpayer of \$15 for 4 years, only 42% supported a path and 56% opposed. Only 32% supported lights if the town paid for lights, while 58% opposed

PERU



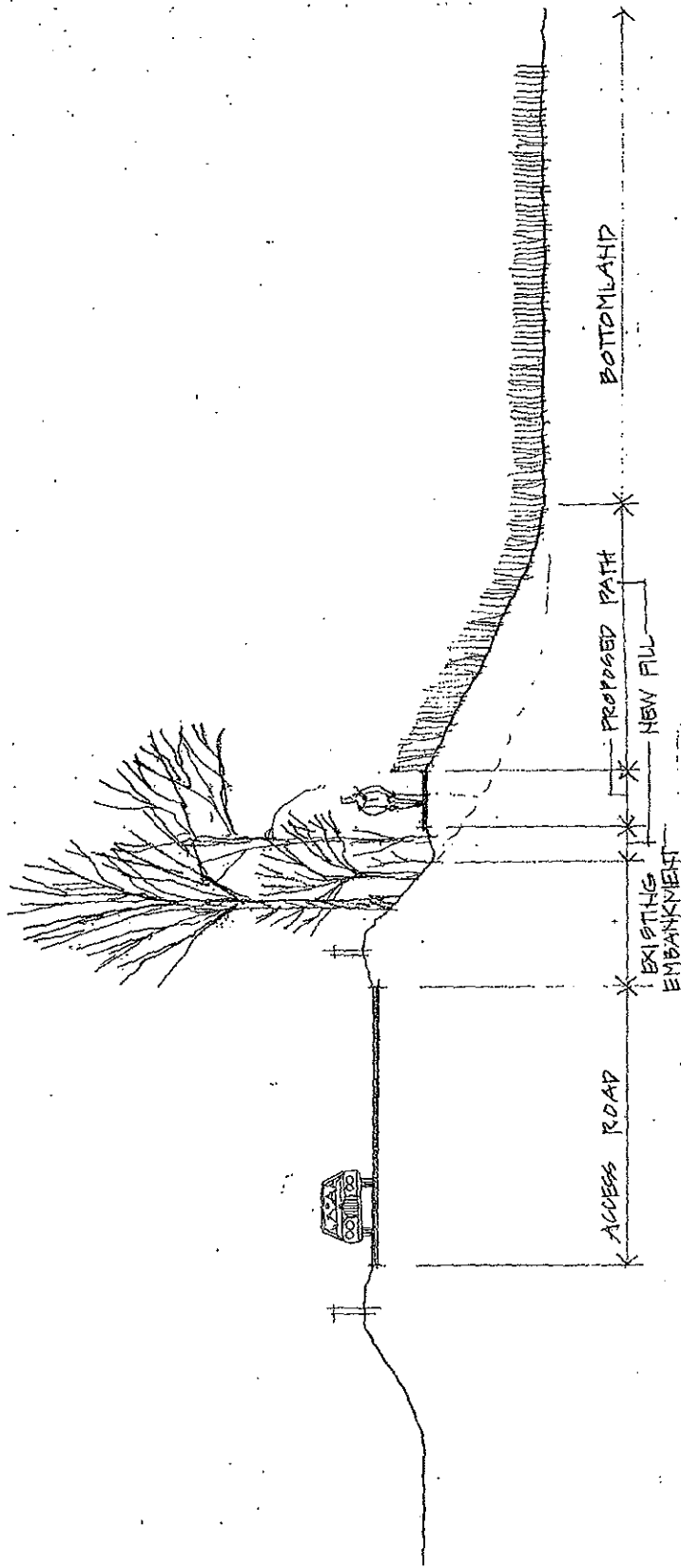
# SECTION Q BEAVER POND

APPROX. SCALE: 1"=40' 0"



# SECTION @ EMBANKMENT NEAR CLUB SUGARBUSH

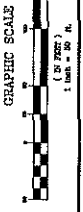
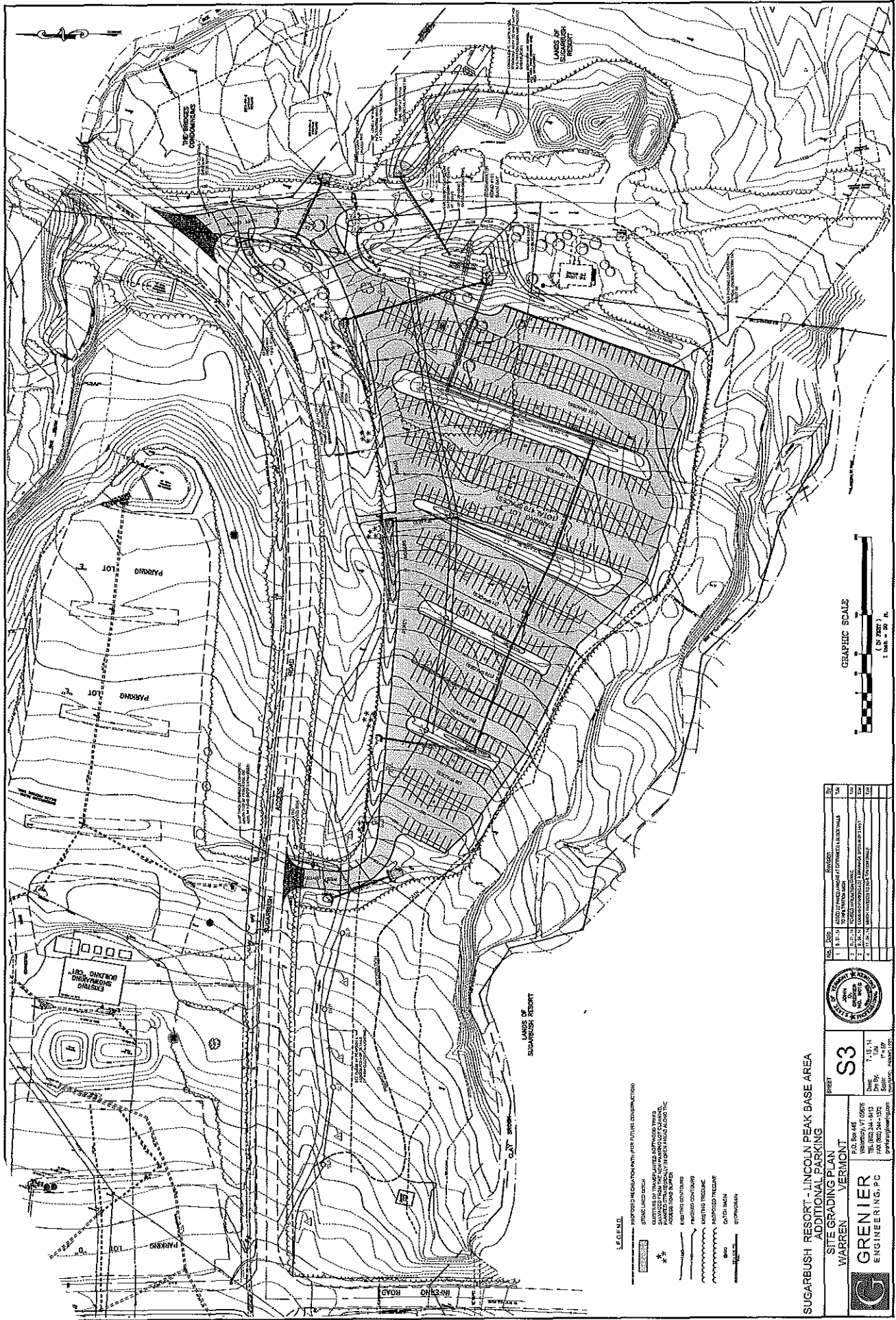
APPROX. SCALE: 1" = 10'



SECTION @ BOTTOMLAND NEAR SUGARTREE.

APPROX. SCALE: 1" = 100'

**Attachment A-5**  
**SUGARBUSH DETAILED PLAN**



**LEGEND**

PROPOSED PAVING (DASHED LINE WITH FUTURE CONSTRUCTION)

EXISTING PAVING (SOLID LINE)

PROPOSED GRADE (DASHED LINE WITH FUTURE CONSTRUCTION)

EXISTING GRADE (SOLID LINE)

PROPOSED ROAD (DASHED LINE WITH FUTURE CONSTRUCTION)

EXISTING ROAD (SOLID LINE)

PROPOSED TRAIL (DASHED LINE WITH FUTURE CONSTRUCTION)

EXISTING TRAIL (SOLID LINE)

PROPOSED FENCE (DASHED LINE WITH FUTURE CONSTRUCTION)

EXISTING FENCE (SOLID LINE)

PROPOSED TIEBACK (DASHED LINE WITH FUTURE CONSTRUCTION)

EXISTING TIEBACK (SOLID LINE)

PROPOSED TIEBACK (DASHED LINE WITH FUTURE CONSTRUCTION)

EXISTING TIEBACK (SOLID LINE)

PROPOSED TIEBACK (DASHED LINE WITH FUTURE CONSTRUCTION)

EXISTING TIEBACK (SOLID LINE)

**SUGARBUSH RESORT - LINCOLN PEAK BASE AREA**  
**ADDITIONAL PARKING**

**WARREN VERMONT**

**GRENIER ENGINEERING, P.C.**

NO.	DATE	REVISION
1	11-11-11	ADDED PARKING AREAS AT EXISTING LOT 10A
2	11-11-11	ADDED PARKING AREAS AT EXISTING LOT 10B
3	11-11-11	ADDED PARKING AREAS AT EXISTING LOT 10C
4	11-11-11	ADDED PARKING AREAS AT EXISTING LOT 10D
5	11-11-11	ADDED PARKING AREAS AT EXISTING LOT 10E
6	11-11-11	ADDED PARKING AREAS AT EXISTING LOT 10F
7	11-11-11	ADDED PARKING AREAS AT EXISTING LOT 10G
8	11-11-11	ADDED PARKING AREAS AT EXISTING LOT 10H
9	11-11-11	ADDED PARKING AREAS AT EXISTING LOT 10I
10	11-11-11	ADDED PARKING AREAS AT EXISTING LOT 10J



**S3**

**DATE**

**BY**

**FOR**

**PROJECT**

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