

Current Site

- Site developed in **1969**. Part of 40.6 acre parcel which includes Brooks Field and Warren School land

Why can't we rebuild at our current location?

- The current site is constrained by steep embankments on the North and East sides as well as Freeman Brook and wetlands on the South and West sides which we felt we could not cut into and stabilize in order to expand in that direction.
- The facility we need to develop in order to invest in adequate accommodation for equipment and materials in a single, efficient location means that the site as it sits does not have enough space. We looked at the possibility of moving School Rd to the East to gain space, but the logistics of moving that road (no other access) and the over \$1M price tag just didn't make sense.
- We have nowhere for highway operations to operate during that redevelopment which would most likely be displaced for at least 9 months and more like a year.
- Some of the Current Sites issues originate from a visit by Project Worksafe, who were invited to do a visit of the property to identify anything that could be a VOSHA violation. Project Worksafe is a voluntary program to allow you to correct issues before VOSHA might come and take more serious actions like fines or closures.
- Quotes from Project Worksafe report in August 2023:
 - “antiquated building that is a surplus army shelter. While the building was erected in this location in the 1960's, it is unknown how old the building actually is”.
 - “All three buildings are in disrepair and show significant signs of water intrusion and mold”
 - Fueling station needs upgrades
 - “significant water intrusion” that has “led to mold growth, and structural damage including warped lumber and matted insulation”. Given the length of time the buildings have been leaking there is likely to be a significant amount of mold between the interior and exterior walls/ceilings”.
 - Front garage “ ...the structural cross bars used for shear-strength appear to be missing in at least one case. The cross members do not appear to be symmetrical on each side of the building structure, leading me to believe that

at least one set may have been removed. If that is the case it could lead to structural instability and potential collapse under high load conditions”.

The Proposed New Building:

- Dimensions 12,236 square feet
- Building description>
 - Steel building with 20’ ceilings allowing the dump trucks to raise their beds while inside for maintenance and cleaning.
 - 6 bay Garage, one of which is an enclosed wash bay to reduce salt corrosion throughout the building and on the trucks, and one which is smaller for a regular pick-up.
 - Office space for the Foreman
 - A utilitarian Breakroom, locker rooms and bathrooms for the crew.
 - We have prioritized reasonable energy efficiency measures, electric heat sources with propane back-up, and the ability to add solar down the road if viable. This will meet Vermont Commercial Energy Code Requirements
 - For more information on the design and parameters please head to the Road Crew page on the Town Website where you will find more detailed documentation of the proposed building and our process.

In an effort to control costs, we have chosen to reuse the existing road and to widen and pave it. Furthermore, we have chosen to seek the employment of a construction manager, in order to assist with cost saving measures and project management.

Process and Timeline

- Bond vote projection is June. The sum is yet unknown and we are hopeful that the work we do with the construction manager will lead to a reasonable sum for a much needed building.
- Projected timeline to completion > If all goes well and we begin construction either in the Fall of 2025 or the Spring of 2026 we hope to have the new garage operable for 2027.

Why Vaughan Brown Rd/Town Pit location?

- Town already owning the property has two advantages
 - 1) no additional development cost to purchase land
 - 2) no need to take anyone's land by eminent domain.
- It meets the condition of being along Rt 100 virtually equidistant from East Warren and Sugarbush Village area.
- Similar activities are already taking place on this site
- This site greatly decreases the activity in the already busy and densely populated village. It also moves it away from school children and the traffic concerns around large trucks and parent vehicles coming in and out on busy mornings with terrible sight lines.
- Less site work is needed on the Vaughn Brown site because there is already a road, open space and gravel which can be used for the site development.
- Site Lines for plow trucks exiting and entering are much better at VB Rd than School Rd. (photos?)
- And Lastly, the Number of plow truck trips through the village area and the N Main St/Rt 100 intersection will decrease as will deliveries.

We did investigate other sites, both in the recent past and over the 3 decades this conversation has been being had. Those sites include:

- The Bobbin Mill
- Current site of Salt and Sand Studios
- A site off Ellen Lane
- The Ford/Rogers Property
- The Snow-Making Pond

For efficiency of snow-plow routes it does not make sense to have the garage on either the East or West sides of the Valley floor, thus we have always focused on a location as close to Rt 100 as possible. And sought to avoid deliveries going up Access Rd or Brook Rd.

What will happen to current site?

- Not focusing on this right now, but there are a number of options, including but not limited to: sale of the property to a development partner or our choosing for housing, town sponsored housing construction, parking, a park, a community

center, and more. At this time, the planning commission is working hard on this question and any interested parties are welcome to reach out to that board and participate in the conversation. It is the opinion of the Planning Commission that “The site presents a unique opportunity for the town to control its own destiny.” And for more than 20 years, as reflected in the town plan, the planning commission has been focusing on this site as ideal for housing.

- Soils testing was done in (2008 and no hazards were found), that is however, too long ago and this will likely need to be redone.
- One of the options at this point is to include the Decommissioning as part of this bond or to perform that work at a later date in an attempt to avoid overhead costs on that particular scope of work. On the other hand we could include it in this bond and simply have it completed with a clean site ready for its next purpose.

Some other important notes about the project and our Process:

- We have heard from many of the neighbors of the Vaughn Brown site and are seeking to honor their concerns to the best of our ability with respect to noise, dust, road access, and most importantly Safety for all our residents.
- One of the town’s largest assets is its highway equipment, valued at nearly \$2M as of this meeting.
- There are significant maintenance requirements for the current garage that if we postpone will only add to the cost of this entire project.- ie wasting money on the lighting upgrade
- We will be hosting 2 open houses at the current garage to showcase the dire need for a new facility. The Road crew welcomes any resident or taxpayer at anytime when the gates are open, however we have identified 2 Days; Thursday, March 13 and Saturday March 22 between 10-2:30 when one or more selectboard members will be on site and available to help answer any questions you may have.
- Please note, we are very proud of our Road Crew, they work incredibly hard, are dedicated, considerate and respectful of all our residents and we owe it to them to provide a safe, efficient and effective workspace. We fear the morale of our staff will be seriously negatively affected if we keep asking them to work in these conditions.
- Lastly, Every year that we put this off the price goes up