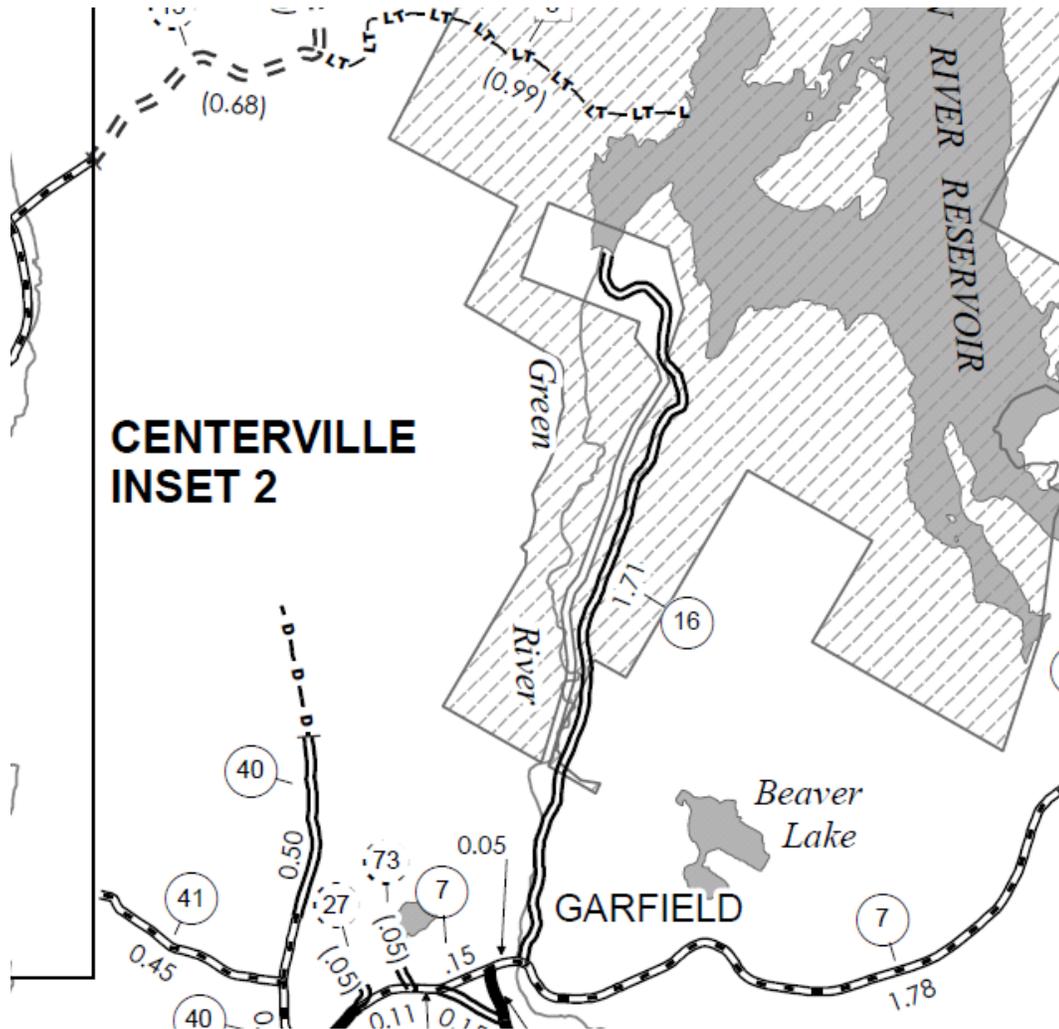


Hyde Park Road Committee

Final Report and Recommendations

August 31, 2015



Executive Summary

The Hyde Park Selectboard created a work committee on town highways by first adopting a Mission Statement dated 04/10/2014. Five community members were appointed to fact-find and make recommendations on four specific areas. The Committee met monthly beginning on May 12, 2014 and concluded its work with the release of this report.

The Committee's work included meeting with property owners and the town attorney, reviewing state highway law, conducting site visits to roads, discussing existing town road conditions, public needs, property values, and town highway crew maintenance practices, and sharing information from the town office files. All committee meeting minutes and work documents have been posted under "Highway" on the town website. The Committee prepared two reports for the Selectboard; the first memo on private roads was issued June 23, 2014 and this second and final report completes the committee's work.

Highlights and Findings:

- Hyde Park's highway network consists of public and private roads. Public roads maintained by the town highway department are identified as Class 2, Class 3 or Class 4. Regular year-round town maintenance is provided on 63 miles of Class 2 & Class 3 town highways - approximately 24 miles are paved and 40 miles are gravel. Class 4's receive limited or no maintenance and some are maintained by the adjoining landowners at their own cost.
- According to state law, Class 3 roads, which are expected to be plowed by the public, may be maintained only in the summer, if so ordered by the Selectboard. However, if the Selectboard orders a Class 3 to not be plowed on a regular basis, the Town should work to reclassify the road to Class 4.
- Class 4 roads are required by State law to receive public assistance for only culvert & bridge maintenance. There is no requirement to provide winter maintenance.
- There is NO special advantage for a farm to receive public highway maintenance over any other entity in the community.
- Classifying and accepting a private road (previously with no public maintenance) or reclassifying a Class 4 town highway (public culvert & bridge maintenance only) to a Class 3 town highway status (with plowing services and year-round maintenance), the landowners along the road MUST bear the burden of the legal, construction and public notice costs.
- Public good doctrine: The town, through the Selectboard, determines the extent of public maintenance (taxpayer funds) that is required by the necessity of the town, the public good and the convenience of the inhabitants of the town, not individual landowners.
- To accomplish reclassification or acceptance of a new town highway, the Selectboard is required to provide public notice to all landowners using or benefited by the road, hold a site visit, and allow ALL to speak prior to issuing its Order to reclassify or accept the road.
- A town road POLICY on its own is unenforceable; an ORDINANCE is enforceable.
- Class 4 roads may be maintained to whatever level the Selectboard desires, but public maintenance IS NOT then a vested interest and can end at any time without notice.
- If in doubt about access issues to properties or other public needs, the town can reclassify a Class 4 to a trail, rather than discontinue it. This gives utilities and the public a continued right to a public ROW with no public maintenance required.
- If the Town regularly maintains a private road, it becomes an "unclassified" town highway and the landowners may expect continued public maintenance however, the town may not have insurance coverage while working on private land.
- Before changing maintenance practices on unclassified town highways, it is recommended that the Selectboard go through the statutory process to either lay out the road as an official town highway, or discontinue the road.
- The Selectboard may condition the formal acceptance of an unclassified road, or the reclassification of a trail or Class 4 highway to Class 3 status and year-round maintenance, on any costs being paid by the landowners on the road. Costs include any necessary road improvements, legal expenses to draft deeds to the Town, road survey if not already depicted on a recorded survey and public notice costs.
- Class 2 and 3 town highways on the "Hyde Park General Highway Map", produced by the Vermont Agency of Transportation, should match the town's winter plow routes.

Committee Report and Recommendations

This report, the committee minutes and other documents posted on the town website, and the attached final ROAD LIST, are collectively the committee's work. No additional meetings are scheduled. The recommendations and comments below are presented in the order of the committee's Mission Statement.

TASK 1 from 04/10/2014 Mission Statement:

Identify all town highways (Class 2, 3, and 4) receiving year-round or seasonal maintenance, including any private roads being maintained by the town, as well as areas of truck or school bus turnarounds that now extend onto private property (outside the town's assumed 50-foot ROW). Private roads and Class 4 town highways that are being maintained on a regular basis, including snow plowing, should be brought to the Selectboard's attention as soon as possible during the committee's work.

1. **Road List** - A list of roads – the “Road List” – was developed to assist the committee in its work and inform the public of the roads being considered. The list was regularly updated throughout the committee's work and then posted on the town website under “Highway”. The list and this report do not include recommendations for the following: state highways, paved Class 2 town highways, maintained town roads that connect two or more public roads or town highways serving four or more homes or businesses. However, the Road List is not intended to limit what private or public roads might be considered in any future actions by the Selectboard, especially if it is found that a road was missed or the Selectboard determines that roads with four or more uses should be evaluated in the future.

HYDE PARK ROAD COMMITTEE						
List of roads identified for committee evaluation - All gravel unless noted as "PAVED"						
Group	Road Name	TH#	Mileage	# of Lots Developed incl. camps	Assessed Value Developed Lots	Assessed UnDeveloped
Unclassified Town Highways - formerly listed as Private Roads - now town maintained						
This list does not include turnaround areas outside the public ROW						
	1 Crabapple Lane	N/A	0.15	11	\$ 1,300,000	\$
	2 Hemingway Drive	N/A	0.12	5	\$ 524,000	\$
	3 Mason Road (first 0.1 is TH)	55	0.25	11	\$ 1,157,000	\$
	4 Sylvan Drive	N/A	0.10	3	\$ 558,000	\$
Class 3 Town Highways - being maintained by private landowners						
	5 Puckerbrush East Road - Paved	81	0.14	4	\$ 1,346,500	\$
	6 Puckerbrush East Road - Gravel	81	0.55	1	\$ 270,800	\$ 21
	6A Plantation Road - Gravel	87	0.20	5	\$ 1,500,000	\$
	6B Depot St Extension - Gravel	71	0.10	1	\$ 150,000	\$
Class 3 Town Highways - Road transitions to Class 4 (portion of Class 4 plowed)						
	7 Diggins Road					
	Class 3	15	0.22	1	\$ 510,400	\$
	Class 4 - receiving maintenance	15	0.38	5	\$ 1,294,700	\$ 1
	Class 4 - no maintenance	15	1.58	5	\$ 610,300	\$
	8 Langdell Road Loop	74 & 9	0.12	2	\$ 420,000	\$
	RR F Johnson Road + Maple Run	58	0.35	3	\$ 800,000	\$

A portion of the committee's “Road List” containing
over 30 roads.

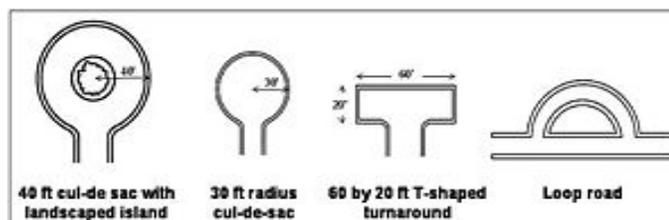
2. **Private Roads** - The Committee's June 23, 2014 private roads memo recommended three options to the Selectboard – 1) discontinue maintenance immediately, 2) improve to Class 3 and formally accept through deeds, then continue winter maintenance, or 3) schedule public hearings to resolve the matter directly with the affected landowners. To date, we understand that the town has continued to maintain the four private roads (Sylvan, Mason, Hemingway and Crabapple) for the both the 2014-2015 & 2015-2016 winter season and no upgrade or public hearing has been called. The Committee recommends that the Selectboard continue to work with these landowners to develop a written road acceptance agreement, but if no progress is made toward formal acceptance, then the Town should begin the formal discontinuance process under 19 VSA 708, et al and not plow the roads in 2016-2017 winter season or thereafter. Although not formally accepted as public roads, the past practice of maintaining these four roads has qualified them as “unclassified town highways”. In order to properly and fairly end town maintenance on “unclassified town highways”, should the Selectboard make that decision, the statutory town highway discontinuance process is required, and affected landowners will have the opportunity to participate in the Selectboard's decision and have the right to appeal to Superior Court. Sufficient time & notice should be provided to landowners to allow them to contract with private winter road maintenance companies, if the discontinuance process is started. Future town plowing and year-round maintenance should be conditioned on the private roads or Class 4 roads being upgraded to Class 3 town highway standards and the landowners benefiting from the Class 3 status should pay the town's legal review and road inspection costs, and the construction costs - not town taxpayers.



Green Park West Road – Private Road approved for 13 homes.

3. A **moratorium** on accepting new town highways is not recommended. However, should private roads be considered or offered in the future for acceptance as public roads, the Selectboard should work directly with the town attorney, and have all town costs reimbursed by the landowners offering the road. Accepting short roads with no general public benefit is not recommended which means most small subdivisions and other non-commercial roads would not be accepted by the town in the future. Industrial/commercial park roads, roads serving critical municipal facilities, new roads connecting to other public roads, and large residential subdivisions which also provide some general public benefit, are some types of roads that might be considered for acceptance in the future.

4. **Truck and School Bus Turnarounds** – Due to the significant effort required to identify and acquire additional right-of-way, and recognizing the current lack of objection from adjoining landowners to existing turnaround locations (for plows or school buses), the Committee recommends that no easements be pursued at the current time. The Road Commissioner should continue to resolve landowner complaints and make needed improvements at turnaround locations, on a case-by-case basis directly with the adjoining landowner.



Examples of turn-around designs – Hyde Park generally uses T-shaped turnarounds.

TASK 2 from 04/10/2014 Mission Statement:

Evaluate the existing conditions and average maintenance costs of town-maintained town highways, including Class 4 town highways but not including trails.

1. **Road Conditions** - Generally, public roads in Hyde Park have crushed gravel sourced from the town's gravel pit with excellent subgrade materials consisting of well-drained gravels or sand which results in an excellent driving surface throughout the year. The few wet areas that exist or appear are addressed with underdrain or ledge removal. The spring mud season results in spotty areas needing extra attention, but no road closures or lane closures are necessary during this time of year. The current annual re-graveling operations with depths of 3" to 6" inches applied with calcium chloride are adequate and should be kept on a regular cycle for all Class 2 and Class 3 highways. Two paved roads are recommended for reconstruction or paving – VFW Road should be reconstructed with proper base and new pavement. The gravel section of Class 2 Centerville Road (0.90 miles) should be considered for paving at some point in the future.
2. **Maintenance Costs** - The cost of maintaining town roads was determined to be about \$12,000 per mile for gravel roads and \$13,000 per mile for paved roads with average use. Costs per mile will vary depending on subgrade, drainage structures and volume of traffic. The above costs per mile were applied for descriptive purposes and not necessarily a critical factor in committee recommendations for any one road.
3. **Class 4 roads** receive minimal or no summer maintenance, except for culvert & bridge maintenance, as required by state law, and infrequent grading if related to drainage or erosion. Class 4's and trails receive no winter maintenance, except for those roads identified on the committee's Road List. This practice of minimal maintenance and no winter maintenance should not be modified and is the minimum standard in state law. The town attorney raised the issue that private landowners working in or maintaining Class 4 roads should have Selectboard approval under 19 VSA 1111 and those landowners may have liability for injuries to others caused during, or by, their work in the public road.

TASK 3 from 04/10/2014 Mission Statement:

Recommend sections of town highways (Class 2, 3 and Class 4) that should be reclassified or discontinued, if any, based on technical, financial and other factors, whether sections of roads should continue to be maintained, be maintained in a new manner, or be discontinued or reclassified. Class 2 roads are significant paved town roads (connecting to state highways typically) and would not be subject to reclassification.

1. **Class 2 reclassification** – After review, the Committee agrees that no reclassifications of Class 2's should occur. However, the only section of the town's Class 2 highways that is not paved is the 0.90 miles of Centerville Road beginning at Center Road and going westerly to Mead Road. This section should be considered for paving at some point in the future, based on the volume of traffic, grade of the road and to improve safety and reduce erosion risk.
2. **Puckerbrush East Road** – The Selectboard has directed the highway department to re-surface this existing town highway (loop section) in an existing 17-lot residential subdivision and then begin regular year-round maintenance now that the 4th house has been approved for construction; therefore the committee feels this issue of not plowing a Class 3 highway is resolved.



Opening a road – somewhere
in New England...

3. **Class 3 and 4 reclassifications/discontinuances** – Overall, and as required by state law, discontinuance and reclassification decisions need to be addressed in a formal proceeding by the Selectboard so that the board can determine the extent of public maintenance required by the necessity of the town, the public good and the convenience of the inhabitants of the town, not individual landowners. The following are the Committee's recommendations on existing maintained town highways that the Committee feels have limited general public benefit:
- a. Plantation Road – Discontinue the last 400 feet past the cul-de-sac which only serves as private driveway to one home.
 - b. Depot St Extension, west of Mill St – The westerly half of this Class 3 should be reclassified to a Class 4 or trail as it is not currently maintained by the town and serves one home but could provide public access to & parking for the Lamoille Valley Rail Trail.
 - c. Diggins Road – The town should not change the Class 4 classification as it is currently mapped on the Official General Highway Map. The recent practice of the town plowing the Class 4 section should end after 2015-2016 winter season and only resume when the road to be plowed is reclassified to Class 3 status through the formal statutory process. A new turn around is required at the end of the Class 3 road (0.22 miles from McKinstry Hill Road). The cost of any Class 4 upgrade work and public notices should not be borne by town taxpayers; however, the new turnaround at the end of the Class 3 section should be at the town's expense.
 - d. Langdell Loop – The loop contains Class 3 & Class 4 town highway mileage with two homes, and both town highways should be discontinued or the Class 3 should be reclassified to Class 4. If discontinued, the existing landowners using the loop road will retain a private easement along the existing gravel roads for access to their properties.
 - e. East Johnson Road & Leriche Road – A portion of the Class 4 is plowed and both roads have 3 or fewer homes. East Johnson Road could be reclassified to all Class 4 because it extends into and through the Town of Johnson for possible future upgrading or to serve as a connector road to VT100C. Leriche Road does not have the same potential and should be reclassified to Class 4 or discontinued.
 - f. Class 3's with Structures – The Committee recommends that Class 3 roads with three or fewer homes and large structures be reclassified to Class 4 town highways; **Frost**; **Sloboda** and **Benson** roads. These roads provide no general public benefit other than the benefit provided by having sound publicly-maintained structures within the public watershed. While the public would continue to maintain the large structures, winter maintenance would end. No recommendation was reached on what a large structure is. The State uses 4' in diameter or larger for culverts.
 - g. Class 3's without Structures - These roads serve three or fewer homes with little or no use by the public and should be discontinued to then become private ROW's; **Tingle**, **Richardson**, **Godin**, **Gowen**, **Parot**, **Power Plant**, **Morey**, **Hillside**, **Orchard Terrace**, **Bourdeau**, & **Marcoux**. Note: Morey Road provides access to 3 homes and a municipal wastewater facility & Power Plant provides access to 1 house and a private hydropower plant.
 - h. Farms, Fire Ponds and Hydrants – The Committee feels that farms and small businesses are important but neither is more important than the other to the necessity of the community, so no weight is given to the existence of a small farm, large farm, or home business to require year-round public maintenance. The Fire Chief has identified the need for access to fire ponds and hydrants during the winter. If year-round access to existing hydrants and ponds is not provided by the town or private landowners, the fire chief and Selectboard should develop alternatives for water sources for fire fighting.
 - i. Green River Dam Road – The State of Vermont prefers no plowing to reduce vandalism while Morrisville Water & Light requested that winter plowing continue as the dam is a critical facility. The Committee feels that this road falls within the recommendation for Class 4 designation due to one year-round home on the road and the public & municipal facilities.



- j. VFW Road – This road is failing and is an example of a town highway acceptance that appears to have not followed a structured construction and inspection process. The Town should upgrade the road at taxpayer expense and keep it as a Class 3 because it serves the VFW hall, three existing businesses and a future commercial building site.
- k. Class 4 town highways – All Class 4 town highways on the Road List should be discontinued except **Jane Ann Road** which is 0.55 miles in length and provides walking access to 3 parcels. Jane Ann Road should be reclassified to a trail. The other Class 4 roads are short and serve as field accesses and residential driveways and do not provide access to public lands nor can they serve as public trails due to their limited length into private parcels; **Powers, Fitch Hill, Munson, TH29, and Old Farm Road**. There are a number of other Class 4's or trails depicted on the town's General Highway Map which connect to or extend from other Class 3's, or they provide access into Green River State Park or other parcels. No recommendations to change unlisted Class 4's or trails, except that the State of Vermont has requested that the last 0.50 miles or so of TH15 (**Diggins Road**) be reclassified to a trail. Trail status could prohibit use by motorized vehicles through a Selectboard order or town ordinance and then only Selectboard and State of Vermont authorized vehicles would access the trail section. Authorization would need to be extended to any private landowners needing access to their parcels. The Committee does not object to trail status on the State land, but feels Class 4 status should be maintained to the proposed new State gate location.

TASK 4 from 04/10/2014 Mission Statement:

All roads proposed to be maintained by the town in the future should be ranked, by section, as:

- a. *acceptable with retreatment only per a regular maintenance schedule,*
- b. *minor improvements needed before retreatment (typically major culvert replacements and reclaim of short to mid-length road sections), or*
- c. *major improvements needed before retreatment - with an estimate of project cost and timing.*

Other than the 0.9 miles of unpaved Class 2 (Centerville Road) being recommended for paving and the upgrade of VFW Road, the Committee does not have any recommendations to modify the existing road surface maintenance practices of the highway department. Nor does the committee recommend expanding the town highway system with new connecting roads, or any major improvements to existing roads such as widening or relocation. The Selectboard should set consistent minimum lane width standards for Class 2 and 3 roads so developers and land owners are clear what the minimum standard is for access or to receive town plowing. A Class 4 gravel road upgraded to serve a limited number of homes for fire service (and not town plowing) could allow for a narrower width than a Class 3 paved road proposed to serve many homes. FEMA requires that new and repaired town road meet the town's adopted road standards in order to be eligible for emergency highway grants following a declared disaster, thus it is important to have clear lane width standards. The State is updating their road standards to meet new watershed management objectives for Lake Champlain so the town should monitor that process closely when adopting local standards. Regarding lane widths, the town road policy (2014) recommends two 12-foot lanes for town highways but most existing town highways have 9-foot to 11-foot lanes. Minimum standards for new private roads (per the 2009 Subdivision Regulations) mirror the recent Selectboard decision to upgrade the Class 4 section of Diggins Road for fire service (Tyler Maynard's proposed house); both require two 9-foot lanes with 2-foot shoulders. As a guide, lane widths can be dependent on the volume of traffic and posted speed limit as detailed in the above Vermont State Standards, October 1997, Table 6.3 (the most current version to be updated in 2016).

Table 6.3
Minimum Width of Lanes And Shoulders
for Rural Local Roads

Design Traffic Volume	ADT ^(a) 0-25	ADT 25-50	ADT 50-100	ADT 100-400	ADT 400-1500	ADT 1500-2000	ADT Over 2000
Design Speed (mph)	Width of Lane/Shoulder (ft)						
25	7/0	8/0	9/0	9/2	9/2	10/3	11/3
30	7/0	8/0	9/0	9/2	9/2	10/3	11/3

Summary

With these recommendations comes the Committee's understanding that the Selectboard and landowners will have the final say on any changes. However, the recommendations were developed in the interest of all town taxpayers with the intention to assist the Selectboard in:

- Managing the town's highway inventory in consideration of increasing demands on the highway department staff and equipment, especially in regard to new water quality standards for town highways,
- Pursuing town highway reclassifications that will result in an efficient and cost-effective public highway network for all tax payers,
- Developing clear road standards and policies, and
- Adhering to the town's statutory responsibilities.

We are available to answer any questions you may have in regard to this report.

It was a pleasure serving our community.

Road Committee Members:

Greg Paus

Brian Jones

Mike Dubie

Troy Hayford

Jim Heath

Staff Assistance

Ron Rodjenski, Town Administrator

Legal Assistance

Paul Gillies, Esq.

Appreciation to the **Community Members** attending one or more committee meetings

Beverly Potter

Theresa Farquharson

Jim Fontaine

Nancy Tingle

Duncan Tingle

Susan Moore

Gus Elfer

Rob Alvino

Robert Lair

Corey Hathaway

Analou Hathaway

Sulvan Hathaway

Eliana Hathaway

Howard Beskin

Kim Moulton

Deb Burnor

Pall Spera

George Fearing

Victor Veve

Dave Wilcox, Vermont State Parks

Susan Bulmer, Vermont State Parks

Jeff Beattie

David Gagnier

William Veve for Juliet Veve

Norm Andrews

Gary Smith

Hyde Park Fire Chief Ed Webster

Bob Malbon

Craig Myotte, GM, Morrisville W&L

Michelle Adams

Rob & Ruth Woodside

JB McKinley

Tyler Maynard

Apologies to anyone missed !

ATTACHMENTS:

#1 Summary of Class 2 & 3 "Paved Road Mileage", dated 4/09/2015

#2 The Committee's "Road List", dated 8/31/2015

**ATTACHMENT #1
Paved Road Mileage**

Paved TH#	Town Highway Description	Miles
CLASS 2		
1	Center Road - from Morrystown town line to Centerville Road	3.25
1	Centerville Road - from East Main Street to Mead Rd	2.90
5	Church Street - from Main St to Route 15	0.29
2	Depot Street - from East Main St to Morrystown town line	0.29
3	Ferry Street - from VT 100 to village limit (mm 0.55)	0.55
4	Main Street - from East Main Street/Depot to Johnson St Extension; 1,370'	0.26
4	East Main Street – from Main St/Depot St to Route 15	0.67
4	Johnson Street Extension - from Main St to Route 15	0.27
3	North Hyde Park Road - from NHP village limit to Centerville Road	3.85
Total of Class 2 Paved		12.33
CLASS 3		
8	Barnes Road - from Battle Row Road to a point 1,050'	0.20
6	Battle Row Road - from Rt 100 to Barnes Road	2.50
68	Commonwealth Avenue - from Main Street to a point 1,050'	0.20
7	Cleveland Corners Road – from Trombley Hill to Davis Hill	1.28
58	Cricket Hill Road - from Route 15 to a point 1,050'	0.20
71	Depot Street Extension - from Depot St to a point 160'	0.03
60	Eden Street - from East Main St to Route 15	0.25
60	Fitch Hill Road - from Route 15 to a point 2,590'	0.49
53	Garfield Road - from Morrystown to Cleveland Corners Road	1.80
36	Grimes Road - from Route 100 to a point 2,100'	0.40
78	Heath Road - from Ferry St to a point 700 feet	0.13
64	West Main Street - From Main Street to a point 690'	0.13
70	Mill Street - from Depot St Extension to a point 420'	0.06
59	Morey Road - from Depot St to a point 100'	0.02
77	Mudgett Hill Road – from VT100 to a point 528'	0.10
69	Orchard Terrace - from Commonwealth Ave to a point 475'	0.09
67	Prospect Avenue - from Main St to a point 370'	0.20
81	Puckerbrush East Road - from Center Road to a point 370'	0.15
88	Sterling View Road - from Route 15 to a point 3,850'	0.73
8	Thompson Hill Road – from North Hyde Park Road south to bridge	0.05
7	Trombley Hill Road - from Morrystown town line to Cleveland Corners Rd	2.80
94	VFW Road - from Rt 15 to a point 530'	0.10
35	Whitcomb Island Road - from Battle Row Rd to a point 210'	0.04
66	Hillside Avenue - from Route 15 to a point 530'	0.10
Total of Class 3 Paved		12.05

SUMMARY

PAVED	Class 2 Miles Paved	12.33
	Class 3 Miles Paved	12.05
	Total Paved Miles	24.38
GRAVEL	Class 2 Miles Gravel (only one portion of Centerville Rd - Mead to Center Rd)	0.90
	Class 3 Miles Gravel	37.67
	Total Gravel Miles	38.57
	Gravel & Paved Miles in Hyde Park	62.95

Note: Class 3 gravel mileage is calculated by deducting the Class 3 paved mileage from the Total VTrans State Aid Class 3 (paved and gravel) mileage of 49.72 miles

Hyde Park, Vermont Attachment to Road Committee Final Report – August 31, 2015	08/31/2015 RR
---	---------------

ATTACHMENT #2 Road List

Final Road List

HYDE PARK ROAD COMMITTEE

List of roads identified for committee evaluation - All gravel unless noted as "PAVED"

Group	Road Name	TH#	Mileage	# of Lots Developed incl. camps	Assessed Value Developed Lots	Assessed Value UnDeveloped Lots	Business Activity	Critical Public Facility	Cost to Upgrade* Existing Road	Annual ** Taxes Paid For Highway Maintenance	Annualized *** Maintenance Cost \$12,000/mi paved	Comments
Unclassified Town Highways - formerly listed as Private Roads - now town maintained												
This list does not include turnaround areas outside the public ROW												
	1 Crabapple Lane	N/A	0.15	11	\$ 1,300,000	\$ -	Home based	No	\$ 6,500	\$ 2,683	\$ 1,800	History of offering road as public, but legal issues to transfer to town
	2 Hemingway Drive	N/A	0.12	5	\$ 524,000	\$ -	Home based	No	\$ 7,600	\$ 1,081	\$ 1,440	Unknown reason why town is maintaining; possibly offered as town road but no deeds transferred
	3 Mason Road (first 0.1 is TH)	55	0.25	11	\$ 1,157,000	\$ -	Home based	No	\$ 8,700	\$ 2,388	\$ 3,000	Existing town highway ends 528 feet from Battle Row Road; Private road continues for 0.15 miles
	4 Sylvan Drive	N/A	0.10	3	\$ 558,000	\$ -	No	Hydrant	\$ 18,400	\$ 1,152	\$ 1,200	Side slope road with erosion and need to stabilize
Class 3 Town Highways - being maintained by private landowners												
	5 Puckerbrush East Road - Paved	81	0.14	4	\$ 1,346,500	\$ -	No	No	Minimal	\$ 2,779	\$ 3,380	Paved section is plowed from time to time - \$12,000/yr needs review/adjustment for pavement section
	6 Puckerbrush East Road - Gravel	81	0.55	1	\$ 270,800	\$ 214,400.00	No	No	Moderate - Grassed	calculate on 0.26 maintained	not built	Road is maintained from time to time by town, by request; full grassed loop needs assessment; 6 lots
	6A Plantation Road - Gravel	87	0.20	5	\$ 1,500,000	\$ -	No	No	Minimal	\$ 3,096	\$ 2,400	Official Map shows 0.41 miles but physical road is 0.20 miles - used 0.20 miles in calculations
	6B Depot St Extension - Gravel	71	0.10	1	\$ 150,000	\$ -	No	No	Minimal	\$ 310	\$ 1,200	Last 400 feet of mapped ROW are maintained by homeowner - need to check survey for actual public road Past Mill St - Depot Ext has not been plowed by town - 0.10 miles maintained by landowner
Class 3 Town Highways - Road transitions to Class 4 (portion of Class 4 plowed)												
	7 Diggins Road											
	Class 3	15	0.22	1	\$ 510,400	\$ -	No	No	Minimal	\$ 1,053	\$ 2,640	Class 3 ends at 0.22 miles; serves 1 developed SF
	Class 4 - receiving maintenance	15	0.38	5	\$ 1,294,700	\$ 1,186,900	Home based	Dry Hydrant	Substantial	\$ 5,121	\$ 4,580	Class 4 also serves 8 undeveloped lots (Kusserow Sub & HP Diggins LLC); town plows to fire pond
	Class 4 - no maintenance	15	1.58	5	\$ 810,300	\$ 755,800	No	No	No upgrades planned	\$ 2,819	not maintained	Landowners maintain Class 4 past Alvin pond -serves 8 undeveloped lots (5 Gilbert) & State Park
	8 Langdell Road Loop	74 & 9	0.12	2	\$ 420,000	\$ -	No	No	Minimal	\$ 867	\$ 1,440	from South TH74 ends at 114 Langdell Road; TH09 is north half of loop and is Class 4 but plowed
	8A Bourdeau Road	29	0.30	3	\$ 903,200	\$ -	Farm	No	Minimal	\$ 1,884	\$ 3,600	
	8B E Johnson Road + Maple Run	58	0.35	3	\$ 808,100	\$ -	No	No	Minimal	\$ 1,668	\$ 4,200	
	8C Lenoche Road	51	0.15	2	\$ 848,300	\$ 125,400	No	No	Minimal	\$ 2,009	\$ 1,800	Class 4 is plowed to Lenoche Driveway which is past the end of the Class 4 (ends at the first house #167)
Class 3 Town Highways - Maintained year-round - Limited public benefit due to low # of uses												
Roads have short paved aprons if name is in BOLD												
	9 Green River Dam Road	16	1.74	4	\$ -	\$ -	State Park	HydroDam	Minimal	\$ -	\$ 20,880	Road serves Manosh camp/one SF on East side at 0.42 miles & State Park and MWL Dam
	State of VT				\$ 2,900,000	\$ -			Minimal	\$ 254	Note: PILOT Payment=	Sections: 0.42 miles from Garfield Rd to Manosh camp drive on west side
	MWL Dam				\$ 580,000	\$ -			Minimal	\$ 1,197	\$9,200/63 milesX 1.74mi	0.89 miles - Manosh to State Park parking area
	Others				\$ 710,000	\$ -			Minimal	\$ 1,465		0.33 from State Park parking area to turnaround near substation
	10 Tingle Rd - off Johnson St Ext	65	0.08	1	\$ 214,000	\$ -	Home based	Hydrant	Minimal	\$ 442	\$ 960	Duncan Tingle explained his home was site of former creamery - town plowed to main road
	11 Richardson - off Davis Hill	41	0.45	1	\$ 854,700	\$ 350,800	No	No	Minimal	\$ 1,764	\$ 5,400	History not clear; assume farm / commerce-related road or partially discontinued through road
	12 Godin - off Centerville Road	63	0.10	1	\$ 370,000	\$ -	Farm	No	Minimal	\$ 764	\$ 1,200	History not clear; assume farm / commerce-related road or partially discontinued through road
	13 Frost - off Brook Road	47	0.15	1	\$ 350,000	\$ -	No	No	Minimal	\$ 722	\$ 1,800	History not clear; assume farm / commerce-related road or partially discontinued through road
	14 Gowen - off Center Road	43	0.04	1	\$ 220,000	\$ -	No	No	Minimal	\$ 454	\$ 480	History not clear; assume farm / commerce-related road or partially discontinued through road
	15 Sloboda - off Cleveland Corners	48	0.20	1	\$ 374,000	\$ -	No	No	Substantial	\$ 772	\$ 2,400	History not clear; assume farm / commerce-related road or partially discontinued through road
	16 Parot - off North Hyde Park Road	33	0.15	1	\$ 827,000	\$ -	No	No	Minimal	\$ 1,913	\$ 1,800	History not clear; assume farm / commerce-related road or partially discontinued through road
	17 Power Plant - off Battle Row Road	34	0.09	1	\$ 224,000	\$ -	No	HydroDam	Unknown	\$ 462	\$ 1,080	See: History by Ruth Woodside - posted on website under "Highway"
	18 Benson - off North Hyde Park Rd	30	0.58	3	\$ 906,000	\$ -	No	No	Moderate	\$ 1,870	\$ 6,960	0.58 is end of Class 3; remainder is Class 4 unimproved; CI3 needs possible new cross culvert
	19 Morey Road	59	0.19	3	\$ 844,000	\$ -	Municipal	Wastewater	Minimal	\$ 1,742	\$ 1,520	Paved beginning of 200 feet - then continues as gravel past Village sewer and one house
	20 Hillside Ave - Paved	66	0.10	2	\$ 371,000	\$ -	No	No	Minimal	\$ 766	\$ 1,300	Paved village side street at beginning of Fitch Hill Road
	21 Orchard Terrace - Paved	69	0.09	3	\$ 818,900	\$ -	Home based	No	Minimal	\$ 1,868	\$ 1,170	Paved village St: off Commonwealth Ave / First house has 911 address on Commonwealth w/drive on OT
	23 Marcoux Road	57	0.50	3	\$ 1,050,000	\$ -	No	Dry Hydrant	Minimal	\$ 2,167	\$ 6,000	First house of 3 is at Battle Row Road intersection
Class 3 Town Highways - Needing improvement or possible discontinuance process												
	24 VFW Drive	94	0.10	3	\$ 1,281,000	\$ -	VFW others	No	\$ 41,200	\$ 2,644	\$ 800	Paved-Needs reclaim (if contours need adjustment) or milling of surface only if crown OK
Class 4 Town Highways - Needing review - possible discontinuance or confirmation of continuing use												
	25 Jane Ann Road	12	0.55	0	\$ -	\$ -	No	No	Unknown	\$ -	None	Walking trail now to Prive - then Prive allows one other lot owner to cross to access camp lot
	26 Powers Road	42	0.05	2	\$ 400,000	\$ -	No	No	Unknown	\$ 825	None	Two homes only - very short town highway at 260 feet onto private property - discontinue?
	27 Fitch Hill Road - C3 = 0.49 mi	80*	0.06	1	\$ 517,000	\$ -	No	No	Minimal	\$ 1,067	\$ 720	* - TH ends 350 feet from Lanphear Field - town may be maintaining discontinued section to last house
	28 Munson Road	27	0.05	1	\$ 234,000	\$ -	No	No	N/A	N/A	N/A	no maintenance provided, Cleveland Crn - north side of road between Davis Hill Road and Garfield Crossroad
	29 Unnamed Class 4	73	0.05	1	\$ 309,000	\$ -	No	No	N/A	N/A	N/A	no maintenance provided - off Cleveland Corners Rd, across from Garfield Crossroad
	30 Old Farm Road	42	0.05	3	\$ 896,000	\$ -	No	No	N/A	N/A	N/A	no maintenance provided - was called Powers Road, off Center Road, just south of Houle Road

Notes:

* 31.7% of town tax is for highway costs; excluding liability insurance and payroll expense (wages are included)

** Cost to Upgrade does not include survey or legal work; Cost Estimates from HP Highway July 2014; "Minimal" is less than \$10,000; "Moderate" is \$10,000 to \$50,000 and "Substantial" is over \$50K

*** Gravel cost per mile from VTtrans - Paving cost annualized on \$120,000/mi divided by 15 year life = \$8,000/yr plus \$5,000 maintenance of potholes, line striping, sweeping and drainage (no plowing costs).

8/31/2015
TOHP - RR