

Class IV Road Policy Meeting – 7/9/12, 5:30 pm at the Moretown Town Hall

In attendance: Reed Korrow, Martin Cameron, John Hoogenboom, Michelle Beard

*What is currently being done to class IV roads?*

In 2010, the road crew spent time ditching class IV roads. They were able to complete quite a few. There is currently not a consistent application of services to Moretown's class IV roads. In addition, the maintenance provided by residents varies. There are a few class IV roads that are currently being plowed, due to long-standing arrangements. The road foreman occasionally get requests from residents on class IV roads for materials.

It is the committee's view that the town should maintain these roads in some fashion, as we do not want them to degenerate beyond repair.

*Does the town have the resources to put money toward materials for class IV roads when class III roads have not been completely served?*

Materials are significantly more expensive than manpower and equipment use. If the resident is willing to provide materials, we should provide the manpower and equipment to shape and grade those materials. In cases where the resident is not willing to provide materials, the town should still shape and grade the road to the best of our ability, without compromising town equipment. If there is just ledge, the road foreman and/or the road commissioner will determine whether that particular road should be graded and shaped. The town will not work on class IV roads that have been determined to be of sufficient ledge as to damage town equipment.

*Should the town sub classify class IV roads?*

It is the opinion of the committee that the town should classify all class IV roads in one grouping, with no sub classifications. (i.e. A,B,C)

*Should connector roads and roads that are transition from class III to class IV be treated differently?*

Connector roads should be maintained. Reed is willing to contact Northfield to propose that they grade Devil's Washbowl in the spring if Moretown will commit to grading in the fall, as that road is used as a connector between the two towns.

*What about materials gained from other sources?*

Crushed rock from the landfill may be usable for class IV roads. Setting up a lottery system seems to be a fair way to disperse this resource with first preference given to full time residents. Should other factors such as # of residents on a road, length of road and amount of traffic on road be taken into account?

There might be a permit in the works to pull gravel from the area behind the gravel pile.

*Will the town grade and shape a town trail if a homeowner provides materials?*

Yes, but no more than once per year.

*What should our policy be on snowplowing class IV and private roads?*

It is the opinion of the committee that class IV and private roads should not be plowed by the town. There should be no exceptions to this policy. The committee recognizes that

winter is fast approaching and that people need time to make changes in their winter plowing needs. The committee proposes the snowplowing section of the class IV road policy go into effect 4/2/13, after the upcoming winter months.

It is possible that a section of class IV road will be plowed near the transition from a class III section. This will occur for the benefit of the road crew (due to the need to turn equipment around at a convenient spot) and not in response to a request from a resident.

*Should Herring Brook Road be gated?*

It is the opinion of the road foreman that recent complaints of unauthorized use on Herring Brook Road are valid based on observation of the damage. The use of gates or other solutions should be explored.

*What data should be tracked?*

The town/road crew should track the costs associated with this new policy and review at regular intervals. The town should break out the costs of regular maintenance of class IV roads to analyze next year.

Town of Moretown Class 4 Road and Trails Policy (Draft of Draft Version)

1. Definitions:

Class 4 Road: Class 4 roads are all other roads not falling under definitions of class 1, 2, and 3 highways. Class 1, 2, and 3 are defined in Vermont Statutes for the purpose of receiving state aid and are passable by a pleasure vehicle on a year-round basis.

Trail: Trail means a public right-of-way which is not a highway and which:

- a. Previously was a designated highway and having the same width as the designated town highway, or a lesser width if so designated, or
- b. A new public right-of-way laid out as a trail by the Selectboard for the purpose of providing access to abutting properties or for recreational use.

2. Classification:

It is the policy of the Selectboard to discourage the reclassification and/or upgrading of class 4 roads and trails. However, it is the right of a landowner to request changes in highway status. The Selectboard, if so petitioned, will follow the procedures set out in Title 19, V.S.A., § 708-716.

3. Summer Maintenance: Effective September 1, 2012

It is the policy of the Town of Moretown that public expenditures on Class 4 town highways and trails should be held to a minimum amount necessary that the public investment is preserved through basic maintenance; and limited to the amount budgeted and approved by the Select Board on an annual basis.

a. Class 4 Roads.

It is the goal of the town to provide regular maintenance on class 4 roads, as time permits.

Regular maintenance is defined as shaping and grading once per year. No staymat or other purchased material will be provided by the town; however, if the residents provide the materials, the town will provide the manpower and equipment to shape and grade road. If the residents decline to provide materials, the road crew will shape and grade to the best of their ability.

Exceptions: If the road foreman/road commissioner determines a class 4 road to be made up of sufficient ledge where, in his or her opinion, the road equipment could potentially be damaged if work were to be done without extraneous materials applied; that particular road will be bypassed for the year.

b. Trails.

4. Disbursements of crushed rock from the landfill:

A yearly lottery system, set by the Selectboard, will be used to disburse crushed rock received from the landfill and not needed by the road crew for existing projects. First preference will be given to full-time residents. No more than 2 tandem loads of crushed rock will be given per one road.

5. Winter Maintenance: – Effective April 2, 2013

It is the policy of the Town that no class 4, town trail or private road will be plowed by the town for any reason. The winter maintenance of these roads is the responsibility of the homeowners in all circumstances.

6. Control:

The Select Board shall exercise control of class 4 highways and trails to ensure their integrity as a public right-of-way by means which may include, but are not limited to, the following:

- a. Establishment of vehicle weight limits.
- b. Prohibition or restriction of wheeled vehicle use during mud and snow season; signs and barriers may be utilized to accomplish this purpose.
- c. Requirements for temporary permits for heavy equipment access may be imposed and the stipulation included that any highway damaged will be repaired by or at the expense of the user; posting of bond or other security to guarantee that repairs are made may be required as a condition of any permits.
- d. Speed limits may be established.