



**TOWN OF MORRISTOWN SELECTBOARD
MEETING NOTICE & AGENDA
COMMUNITY MEETING ROOM**

On Zoom and at 43 Portland St. Morrisville, VT 05661
5:30 PM Monday, November 3, 2025

[Join Zoom Meeting](#) or by phone join via conference call (audio only): 1 (646) 558-8656 | Meeting ID: [810 342 4528](#) | Passcode 05661

The meeting will be live streamed on the Town of Morristown's website:

<https://www.morristownvt.gov/community/page/meetings-agendas-minutes> and on [Town GMATV YouTube Channel](#) when possible

I. 5:30PM - CALL SELECTBOARD MEETING TO ORDER

II. 5:31PM - AGENDA CHANGES/ADDITIONS

III. 5:33PM - COMMUNITY COMMENTS

IV. 5:47PM - APPROVE MINUTES

1. Approve minutes of 10-20-25

V. 5:50PM - NEW BUSINESS

1. Highway Summer work recap and grants- Jordan St.Onge
2. Economic & Community Dev Director update and grants - Adele Taplin
3. Noyes House - Belonging Community Grants Application Letter of Support - Adele Taplin
4. Report on the Morristown Cemetary Association — Dennis Smith
5. On-the-Spot Award - Jason Tallman and Evan Gaskill
6. Options discussion for Cady's Falls Bridge
7. Discussion on LOT - Rooms

VI. 6:50PM - OLD BUSINESS

1. Motion to convey land to Green Mountain Habitat for Humanity

VII. 7:00PM - APPROVE WARRANTS

VIII. 7:05PM - SCHEDULE

1. Monday, November 17, 2025 - SB Meeting - 5:30PM
Monday, December 1, 2025 - SB Meeting - 5:30PM

IX. 7:08PM - OTHER BUSINESS

1. Executive Session - Legal

X. 7:45PM - ADJOURN



SELECTBOARD MEETING MINUTES OF OCTOBER 20, 2025

Members: Don McDowell, Richard Craig, Laura Streets, George Cormier, Leah Hollenberger

Absent:

ADMINISTRATION and STAFF: Brent Raymond, Town Manager; Judi Alberi, Executive Assistant

PARTICIPANTS/GUESTS: Tom Cloutier, Jamie Jaret, Tasha Walis, Martin Green, Laura Green, Chris & Melissa Leblanc, Jerry & Evelyn Throne, Ed Loewenton, Robin Pierce*, Maggie Cleary*

**participating via Zoom*

5:30PM - CALL SELECTBOARD MEETING TO ORDER

Don McDowell called the Selectboard Meeting to order at 5:30 PM at the Tegu Building.

5:31PM - AGENDA CHANGES/ADDITIONS

There is a change to the agenda; add as #4 under new business: Discuss the letter from Lamoille County Sheriff's department and under other business add executive session, legal.

5:33PM - COMMUNITY COMMENTS

Mr. Cloutier and Mr. and Mrs. LeBlanc complained about the length of time the permit process is taking. Ms. Cleary would like to know the status of the summer recreation program and the budget for next year.

5:47PM - APPROVE MINUTES

1. Approve minutes 10-6-25

Motion made by Richard Craig to approve the minutes of 10/6/25. Motion seconded by Leah Hollenberger. Motion carried. (5/0)

2. Approve minutes 10-7-25

Motion made by Richard Craig to approve the minutes of 10/7/25. Motion seconded by George Cormier. Motion carried. (5/0)

5:50PM - NEW BUSINESS

1. Discuss Future Land Use Maps - Tasha Wallis

The board heard from Tasha Wallis of the Lamoille County Planning Commission, who presented updates to Morristown's Future Land Use Maps in accordance with Act 181 (the 2024 Act 250 reform bill), which mandates standardized state colors and definitions. The updated map incorporates local planning commission revisions and reflects the town's planning goals, not regulatory authority. Two new village center designations—Cadys Falls and Morristown Corners—were added to make those areas eligible for business and multi-unit housing tax credits. Board members discussed school land labeled as planned growth and raised concerns about "enterprise areas" that group industrial and extraction uses; Tasha clarified those colors are state-defined and not related to extraction regulation. Tasha also introduced Tier 1B, an opt-in Act 250 exemption for housing projects under 50 units on less

than 10 acres, applicable only where towns have adopted plans and zoning; further discussion was postponed until Morristown's downtown designation hearing. Tasha noted that she would support the town's application for Downtown Designation during the hearing.

Motion made by Richard Craig to accept the maps as presented by Tasha Wallis. Motion seconded by George Cormier. Motion carried (5/0).

2. Habitat for Humanity Proposal - Robin Pierce

Robin Pierce of Green Mountain Habitat for Humanity presented a proposal to convey a 4,356-square-foot, town-owned lot next to the library (appraised at \$72,000) for construction of a single-family home in partnership with students from the Green Mountain Tech Center. Habitat homes are sold, not rented, and added to the tax roll. Pierce offered \$50,000 for the lot to maintain affordability. Town Manager Brent Raymond outlined two legal options for conveyance—Selectboard action with a 30-day public notice or a direct town vote—and recommended a public vote to ensure transparency. The board has been in discussions for two years regarding this property and continued to discuss the proposal's benefits, including affordable, energy-efficient housing, and George Cormier suggested a \$50,000 sale price with the remaining \$22,000 considered in-kind work by Habitat. Leah Hollenberger expressed concern that waiting until the March town meeting could delay the project and jeopardize the Tech Center's involvement. Brent Raymond will work with Robin Pierce in the next two weeks for more specifics and will draft a motion. This will be on the November 3, 2025, agenda for Selectboard approval.

3. Sign resolution for Municipal Planning Grant

Brent Raymond requested approval to apply for a Municipal Planning Grant (MPG) in partnership with Johnson to increase the potential award from \$30,000 to \$45,000 and enhance competitiveness. The grant would fund a consultant to develop a comprehensive capital inventory plan, a requirement for Morristown to access lower-interest financing through the Vermont Muni Bond Bank (approximately 2.5% versus 5.4% commercial rates).

Motion made by Richard Craig to approve the FY26 Municipal Resolution for Municipal Planning Grant, affirming the commitment to match funds, and designating Brent Raymond as the Municipal/Authorizing Official, Don McDowell as the Alternate Authorizing Official, and Adele Taplin as the Grant Administrator, to execute the Grant Agreement and necessary documents. Motion seconded by George Cormier. Motion carried (5/0).

4. Discuss letter dated 10/8/25 from Lamoille County Sheriff's office

The board reviewed a letter from the Lamoille County Sheriff's Department, dated October 8, 2025, announcing an upcoming meeting of the Lamoille County Sheriff's Communications Advisory Board on October 30 to discuss the 2026–2027 budget and future governance structure. Richard Craig volunteered to serve as the Selectboard's representative.

Motion made by George Cormier to appoint Richard Craig as a board member to the Lamoille County Sheriff's Communications Advisory Board as representative of Morristown. Motion seconded by Leah Hollenberger. Motion carried (5/0).

6:20PM - OLD BUSINESS

1. Continue discussion on potential tax sources including consideration of a short-term rental registry, vacancy tax and local option tax.

The board agreed to address potential new revenue sources separately due to the complexity of the topics.

Vacancy Tax: After reviewing research showing that such taxes are highly controversial, difficult to implement, and costly to enforce, the board agreed this might not be worth pursuing at this time.

Short-Term Rental (STR) Registry: Discussion was postponed until after some board members attend an STR workshop on November 8th. The Laura Streets noted that a registry could provide a predictable, flat-fee revenue stream rather than a usage-based tax.

Local Option Tax (LOT): The board agreed to hold a series of focused public meetings to discuss each of the four LOT components separately in order to improve public understanding and reduce concerns.

Scheduled Discussion Dates:

November 3 – LOT Rooms

November 17 – Short-Term Rental Registry

December 1 – LOT Sales

December 15 – LOT Meals and Alcohol (combined discussion)

Public comment emphasized the importance of educating residents that the LOT is a consumption or luxury tax, with essential items such as groceries, food, and medicine exempt. Jerry Throne referenced economist Jeff Carr's projections that retail sales alone could generate over \$1 million in net annual revenue by FY2027–2028. Ed Loewenton stated he would support the LOT only if it could be shown that most revenue would come from non-residents, suggesting the town wait until Morristown becomes more of a "go-to" destination.

6:40PM - APPROVE WARRANTS

Motion made by Richard Craig to approve the warrants. Motion seconded by George Cormier. Motion carried. (5/0)

6:45PM - SCHEDULE

1. **Monday, November 3, 2025 - SB Meeting - 5:30PM**
Monday, November 17, 2025 - SB Meeting - 5:30PM

6:50PM - OTHER BUSINESS

1. **Executive Session - Discuss legal matter**

Motion made by Richard Craig: I move that the Selectboard enter into Executive Session and find that premature general public knowledge regarding legal matters would clearly place the town at a substantial disadvantage by disclosing information related to probable litigation. Motion seconded by George Cormier. Motion carried (5/0).

Motion made by Richard Craig to move that the Selectboard enter into executive session to discuss legal matters under the provisions of Title 1, Section 313(a)(1)(E) of the Vermont Statutes. Motion seconded by George Cormier. Motion carried (5/0).

Motion made by Richard Craig to come out of executive session with no action taken. Motion seconded by George Cormier. Motion carried. (5/0)

6:55PM - ADJOURN

Motion made by Richard Craig to adjourn. Motion seconded by George Cormier. Motion carried. (5/0)

Meeting adjourned at 8:15 pm

Submitted and filed this 10/21/25.

Bonnie McDermott, Scribe

Please note all minutes are in Draft form and are subject to approval at the next Selectboard meeting.

Highway Department Summer 2025

This recap is of long-lasting improvements. It does not include all our day-to-day maintenance tasks.

Gravel Roads

- **Focus: Ride Quality, and Flood Resilience (drainage, shape, compaction)**
- Storm Repair – May 25 Thunderstorm severely damaged 18 roads
 - We hauled over 125 loads of material to repair damages and at the same time make the damaged areas more flood resistant.
 - Damaged roads included
 - Samoset, Long Branch, Mckee, Sterling Valley, Cole Hill, Call Rd, Mud City Loop, Golf Course Rd, Lawrence Farm Rd, Magoon Rd, Ross Hill, Gallup Rd, Frazier Rd, Moren Loop, A - B Street, Needle Eye Rd, Neel Rd, and Cady's Fall Rd.
- Ditching and Stone Lining - **4.5 Lane Miles of Stone Lined, 2 Lane Miles Seeded**
 - Cote Hill, Cole Hill, Fitzgerald, Magoon, Lower Elmore Mnt, Samoset, Churchill, Bliss Hill, Spring Hill
- De-Berming – **44.3 Lane Miles**
 - Cole Hill, Fitzgerald, Stagecoach, Sterling Valley, Lower Elmore Mnt, Churchill, Neuland, Bliss, Goeltz, Golf Course, Long Branch, Allen Ridge, Children's Village, Walton, Magoon, Mac Miller, Gallup, Upper Elmore Mnt, Goddard Nisbet, Lazy Ln, Oak Ridge Estates, Belanger, Cote Hill, Samoset Rd, Lyle Mckee
- Culvert Upgrades – **16 Culverts Replaced**
 - 1-Cottage St, 1-A-B St, 4 -Cote Hill, 2-Moren Loop, 1-Upper Elmore Mnt. Rd, 1-Lawrence Farm Rd, 2 -Cole Hill, 1-Lyle McKee Farm Rd, 1-Churchill Rd, 1-Goeltz Rd, 1-Sterling Valley Rd
- Crowning
 - Added inexpensive slope gauges to our graders and achieved a 4-6% crown on nearly all our gravel roads.
- Chloride
 - Upped our Chloride application to around 750 gallons per mile. The recommended application rate is 1000 gallons per mile.
 - This helps with compaction, making our gravel roads smoother for longer, reducing how often we need to grade and minimizing dust.

Sidewalks

- **Focus: ADA compliance, and ability to maintain year round**
- Sidewalk Panel Replacements – **407'**
 - Route 12/ Elmore St, Congress, Lower Main, Upper Main, Portland, Foss, Jersey Way, Washington Hwy
- ADA Detectable Warning Devices **33 Panels**
 - Bijou & Riverbend Market, Town Offices, Green Dragon, Old Post Office, Congress/Winter, Congress/Clark, Veterans Monument, Rte 12/Pope Meadows, Route 12/ Lily Lane, Foss/Jersey
- Renewed crosswalks – **11 Added**
 - Union x3, Winter, Clark, Harrison, Howard, George, Cherry, Foss, Jersey Way
- Complete Replacement – **660'**
 - Court St - 440' of sidewalk, 330' of granite curb
 - East High St – 220' of sidewalk, 220' of granite curb
 - Contractor placed curb and poured sidewalk
 - Town Crews did all removal of old sidewalk, replaced inadequate subbase, hauled all material, rough graded, backfilled and seeded, patched asphalt, and repaired residents' walkways to meet new sidewalk.
 - Both sidewalks can now be maintained year round
- **Total Footage of Sidewalk Replaced – 1067'**

Paving

- **Focus: Ride Quality, Flood Resilience, and Salt Reduction**
- Stagecoach - 1.1 Miles
 - ½" Shim, and 1 ½" Overlay
- Richmond St - 520'
 - 1" Shim, and 1 ½" Overlay
- Bridge St
 - Mill and Fill on Favreau Bridge and Bijou Intersection
 - ¾" Paver-shim overlay in-between
- Cote Hill - .7 Miles
 - Full Depth Reclamation, 2 ½" Base, 1 ½" Wearing Course
- Walton Rd - .75 Miles - ½" Shim, and 1 ½" Overlay
 - .75 Miles Full Depth Reclamation, 2 ½" Base, 1 ½" Wearing Course
- Shoulder Gravel, Stop Bars, Parking Stalls - Completed by Town Crews
- Line Painting - Laid out and scheduled for 11/4 or 11/5

Funding

- **Focus: Maximize and supplement our current budget**
 - The use of Contractor Hauling for sand/gravel added 8 weeks to our construction season
- Use of Bridge and Infrastructure Fund
 - Paving and sidewalk replacement
- **Grant Awards Totaling - \$495,225**
 - Better Roads Grant Category B - \$18,300
 - Culvert upgrades
 - Class 2 Roadways Grant - \$134,675
 - Paved Stowe end of Stagecoach Rd
 - Structures Grant - \$200,000
 - Pave and paint Favreau Bridge
 - VTrans Small Scale Bicycle & Pedestrian Grant - \$75,000
 - Replace over 800' of sidewalk on Upper Main/Elmore St in 2026
 - Grants in Aid FY25 - \$25,250
 - Ditch and stone line hydrologically connected segments
 - Grants in Aid FY26 - \$42,000
 - Ditch and stone line hydrologically connected segments
 - Adoption of Town Road and Bridge Standards **saved us \$36,834** in grant match

Events

July 4th

- Over 50 parade participants – streets were filled
- Despite 10 Railroad cancelling 4th and summer music series, I was able to secure food vendors for both
- Total Vendors – 13 including 4 food vendors
- Total Sponsors – 6 (2 bronze after I started) + 4 annual sponsors
- Fireworks and music attendance – at peak, estimate 800-1000 people
- Feedback – Vendor *“I didn't know if I was gonna do very well at this event, but I was pleasantly surprised”*

Summer Music Series

- 7 weeks – average 250 – 300 people, with the Morrisville Co-op Corn roast bringing close to 500 people
- Total Vendors – 17 (not in attendance every week); food weekly 1 - 3
- Total Sponsors – 17 (1 silver after I started)

Rocktoberfest

- Attendance estimated from MACC count, about 1,800 throughout the day
- Total Vendors – mix of non-profits, business, entertainment, activities and food = 56
- Created new partnership with Family Center to staff the Kid Zone
- Total Sponsors 13 (5 bronze, 2 silver, 1 gold after I started)
- Feedback – Lamoille Valley Dance Academy *“We had a record number of attendees to our LVDA presentation. Studio was packed”*
Soulmate Brewing *“...thank you for putting on the best Rocktoberfest since I have owned the building.”*
- Vendor *“I had a wonderful day yesterday!”*

Event Sponsorship

All event sponsorship 2025 total \$26,950; an increase of \$13,575 from 2024

Event Profit & Loss

Event	Income	Expenses
July 4th	\$ 2,650	\$ (15,300)
Music Series	\$ 6,065	\$ (4,660)
Rocktoberfest	\$ 7,720	\$ (5,918)
Annual Sponsors	\$ 12,000	
Sub Total	\$ 28,435	\$ (25,878)
TOTAL	\$ 2,557	

Marketing

- Submitted both the Summer Music Series and Rocktoberfest for Vermont Chamber of Commerce Summer Signature Event consideration.

Ten award recipients will receive:

- A feature in the 2026/27 Vermont Inspiration Guide.
 - A featured event listed on the [Vermont Vacation Events Calendar](#).
 - Inclusion on the [VDTM events webpage](#).
 - A feature in VDTM's consumer newsletters.
 - A feature in VDTM's social media (stories).
- Broader approach to marketing, press releases, print and radio. Working with Radio Vermont for in-kind sponsorship of all events for 2026
 - Travel and tourism calendars
 - More social media posts, and using partners and other Groups to cross promote events
 - FB: views up 12%; interaction up 8%; Follows up 113%, added 168 new followers
 - Website Since June 9: July 4th 2,925 (up 4.59%); Morrisville Live 2,078 (up 3.26%); Rocktoberfest 2,027 (up 3.18%); these pages rank 2, 4, 5 in overall views

Downtown Designation

Morristown is once again a Designated Downtown, by unanimous decision. Only kind words to say about what has already been achieved. One board member stated we were not only back, but back with a Splash.

Grants

Awarded

VOREC Community Grant – Rec Trailer - complete – Final amount **\$17,304**

Vermont Community Action Team – Summer Camp Staff Training – **\$1,000**

Green Mountain Fund – Vermont Community Foundation – Summer Rec Camp - **\$5,000**

Amy Wade – 36 total, lit snowflakes for utility poles – final amount **\$20,183**

VTrans Bicycle & Pedestrian Scoping Grant – LVRT Connectivity Improvement Study -
\$40,000

The Department of Buildings and General Services (BGS) – Municipal Energy Resilience
Program (MERP) Implementation Grant Program – Awarded yet in Process - **\$171,476**

ARPA Grant Public/Private Stormwater partnership 3_Acre Program - Jersey Heights -
Awarded yet in process - **\$316,675**

TOTAL \$571,638

Applied or in progress

2026 Historic Preservation Grant – Repairs/restoration Noyes House Museum - requested
\$20,000

Municipal Planning Grant – Johnson & Morristown Consortium Asset Inventory & Capital
Improvement Plan – will apply 11/3/25 – amount not finalized

Building Communities Grant – Noyes House Museum – additional repair/restoration –
requesting \$14,000 – due 11/10/25

Recreational Trail Program – planning grant to include trail inventory, condition, map
creation and suggested work to be done – pre-app due 11/21 – up to \$50,000



Vermont Department of Buildings and General Services
Office of the Commissioner
133 State Street, 5th Floor
Montpelier, VT 05633-5801

November 3, 2025

To Whom It May Concern:

The Town of Morristown Selectboard strongly supports the Town of Morristown's application to **the Building Communities Grants (BCG) Programs: Human Services and Educational Facilities Grant** to address critical preservation needs at the Noyes House Museum.

The proposed work includes:

- Repairing structural issues around the front door fanlight to prevent further damage.
- Replacing the clapboards on the south wall of the barn to protect against water infiltration and rot.
- Cleaning and treating the north Ell roof to remove moss and extend the life of the cedar shingles.

The Noyes House Museum, home to the Morristown Historical Society, plays a central role in Morristown's educational and cultural life. It serves as a learning space for local students, hosts history and heritage programs for all ages, and provides valuable opportunities for residents and visitors to explore our community's past. Preserving the building ensures that future generations can continue to learn from and engage with the stories, artifacts, and architecture that define Morristown's history.

The Selectboard recognizes the Museum's importance as both a historic landmark and an educational resource. We view this project as an essential investment in sustaining the cultural and educational vitality of Morristown and enthusiastically endorse the Town's application for BCG funding.

Sincerely,

Don McDowell, Selectboard Chair
Town of Morristown



Morristown
Where Art, Food, & History Meet *Vermont*

On-the-Spot Award

is presented on November 3, 2025

JASON TALLMAN

On October 17, 2025, Jason Tallman and Evan Gaskill were dispatched to for an active labor with reported crowning and in the final stage of delivery. Demonstrating calm professionalism and rapid clinical judgment, Jason and Evan immediately assessed the scene for safety, gathered essential obstetric supplies, and provided reassurance and emotional support to the patient. Recognizing the imminent childbirth, Jason and Evan prepared for an out-of-hospital delivery, protocols. With precise, steady technique, the responder safely assisted the birth of the infant. Jason and Evans's rapid response, clinical expertise, and composed leadership in a high-stress, time-sensitive obstetric emergency directly resulted in the safe field delivery of a healthy baby and the well-being of the mother. The exceptional performance displayed reflects the highest standards of EMS professionalism, patient care, and teamwork.

DON MCDOWELL

Chair on behalf of the Selectboard

BRENT RAYMOND

Town Manager



Morristown
Where Art, Food, & History Meet *Vermont*

On-the-Spot Award

is presented on November 3, 2025

EVAN GASKILL

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Recognizing the imminent childbirth, Jason and Evan prepared for an out-of-hospital delivery, protocols. With precise, steady technique, the responder safely assisted the birth of the infant. Jason and Evans's rapid response, clinical expertise, and composed leadership in a high-stress, time-sensitive obstetric emergency directly resulted in the safe field delivery of a healthy baby and the well-being of the mother. The exceptional performance displayed reflects the highest standards of EMS professionalism, patient care, and teamwork.

DON MCDOWELL

Chair on behalf of the Selectboard

BRENT RAYMOND

Town Manager



SELECTBOARD MEMORANDUM

To: Selectboard
From: Judi Alberi, Executive Assistant
Date: November 3, 2025
Subject: Options discussion for Cady's Falls Bridge

Background:

Project Overview: After evaluating several alternatives, VTrans recommended a full bridge replacement with a new prefabricated truss. This option provides long-term durability, meets the 11' lane / 3' shoulder standard, and accommodates bicycle traffic. The Town will ultimately determine its preferred alternative, but it should be noted that a new steel beam bridge would likely face challenges obtaining the necessary historic permits (Sections 4(f) and 106) required to utilize federal funding.

Discussion Summary and Follow-up:

2016 Rehabilitation and Service Life: The Town noted that the bridge was rehabilitated recently, in 2016, and asked why that work did not last very long. The 2016 project included only minor steel repairs, cleaning, and painting. Budget constraints at the time did not allow for additional steel repairs, which should have been addressed then. The construction cost of that project was \$827,411, which in today's dollars is approximately \$1,662,882. The record plans from the 2016 project have been attached for reference.

Existing Bridge Condition: With construction anticipated in 2031, the Town asked how long the existing bridge would last before additional work might be needed. The bridge is currently rated in fair condition and is inspected on a 24-month schedule. If emergency repairs or posting are required before the project enters construction, the Town will be notified.

Inflation and Cost Estimates: The Town asked how inflation affects the project cost. The costs presented are in today's dollars. The inflation rate we have been seeing is approximately 5.4% per year.

Rehabilitation vs. Replacement: The Selectboard asked if a conventional bridge could be considered instead of a truss to reduce future maintenance. As discussed, historic permitting under Sections 4(f) and 106 poses a significant challenge, and replacement with a new truss is the recommended approach to maintain eligibility for federal funding. The rehabilitation alternative would include a new deck, all new floor system, steel repairs, replacement of tension diagonals, and full painting, including remediation of lead paint contamination. A member of the community suggested that a rehabilitation could be completed for less than \$1 million and asked the Town to consider a less expensive option. The amount of work proposed for the rehabilitation alternative is much more extensive than the work performed in 2016, and we believe the cost estimates show in the scoping report are accurate.

Historic Significance and Permitting: Rehabilitation must be considered under federal guidelines. However, many participants expressed that a rehabilitation would not meet the Town's Need, particularly with regard to long-term durability and bicycle accommodations. The Purpose and Need statement will be a key step in

advancing the preferred alternative and navigating the historic permitting process.

Bicycle and Pedestrian Accommodations: The Town noted that Cadys Falls Road is a popular bicycle route and that there is a moderate level of pedestrian and bicycle activity on the bridge. The wider replacement bridge section would better serve these users.

Paint System and Maintenance: The Town expressed concern that a new truss could face similar paint failures as the existing bridge. The project team explained that a galvanized steel truss would minimize future maintenance needs. If the Town prefers a green finish, painting over galvanization is possible but less durable and more costly; painting over metalized steel is a longer-lasting alternative.

Town Share/Act 153: Prior to 2012, the local share was 10% for all Town Highway Bridge projects. Per Act 153 from the 2012 legislative session, by closing the road to traffic during construction, the local share would be reduced by 50%. Additionally, by rehabilitating the existing bridge, the local share would be reduced an additional 50%. The intent of Act 153 is to reduce environmental and Right-of-Way impacts and reduce overall project costs. A chart showing the share options is shown below:

TOWN SHARE		
	Road Closed During Construction	Road Open During Construction
Rehabilitation	2.5%	5%
Replacement	5%	10%

The share for the Town is laid out for each alternative in the scoping report.

Warranty and Quality Assurance: With the dissatisfaction over the 2016 project’s longevity, the Town inquired about project warranties. While no formal warranty is provided, VTrans follows strict specifications, quality assurance/quality control measures, materials testing, and inspection requirements to ensure the best final product.

Next Steps: At this stage, we ask that the Morristown Selectboard identify the Town’s preferred alternative. Once the Town agrees on the scope of work, we can proceed with the Conceptual Plans. After those plans are finalized and reviewed by the Town, we will draft a Finance and Maintenance Agreement for signature, and the project will proceed with the NEPA process, ROW acquisition (if needed), and Preliminary Design.

The presentation has been uploaded to our VTrans projects page:
<https://outside.vermont.gov/agency/vtrans/external/Projects/Structures/22J399>

Attachments:

- 1. Morristown_BF_0239(3)_ContractPlans

INDEX OF SHEETS

PLAN SHEETS

- 1 TITLE SHEET
- 2 PROJECT NOTES
- 3 QUANTITY SHEET
- 4 CONVENTIONAL SYMBOLOGY LEGEND
- 5 LAYOUT PLAN
- 6 BRIDGE RAIL DETAILS
- 7 REPAIR DETAILS
- 8 TRAFFIC CONTROL PLAN
- 9 1928 REFERENCE PLAN

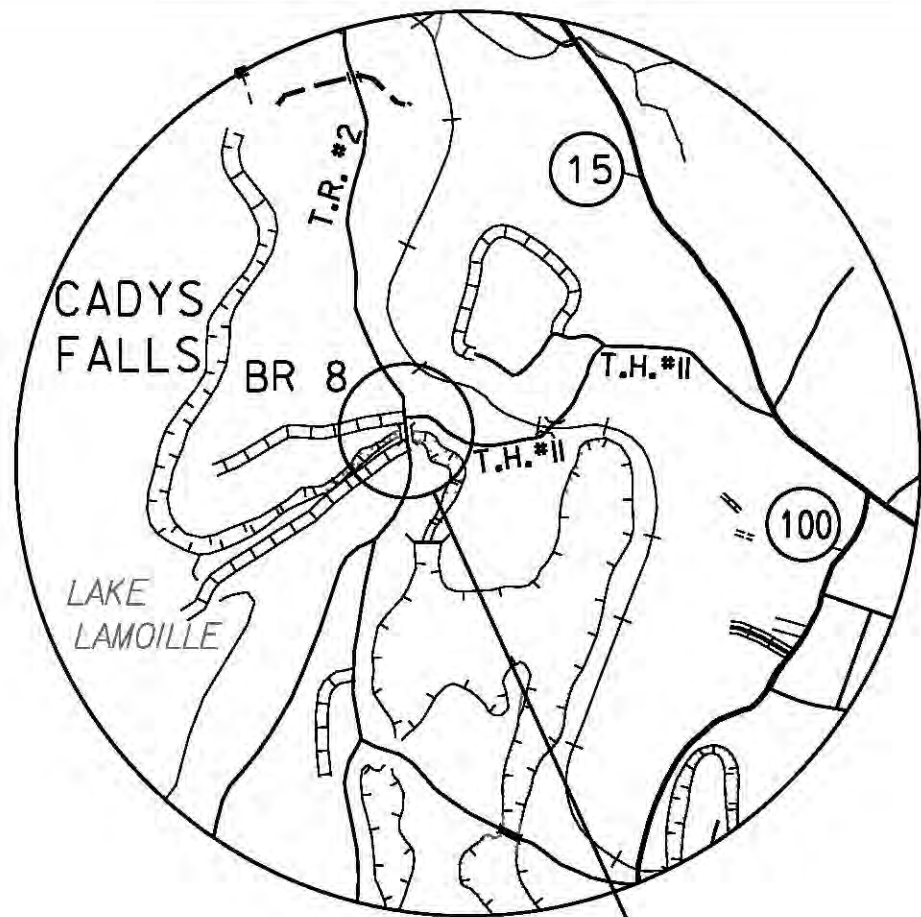
STANDARDS LIST

T-1	TRAFFIC CONTROL GENERAL NOTES	08-06-2012
T-10	CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING	08-06-2012
T-28	CONSTRUCTION SIGN DETAILS	08-06-2012
T-45	SQUARE TUBE SIGN POST AND ANCHOR	01-02-2013
T-56	STANDARD SIGN PLACEMENT	10-26-2015

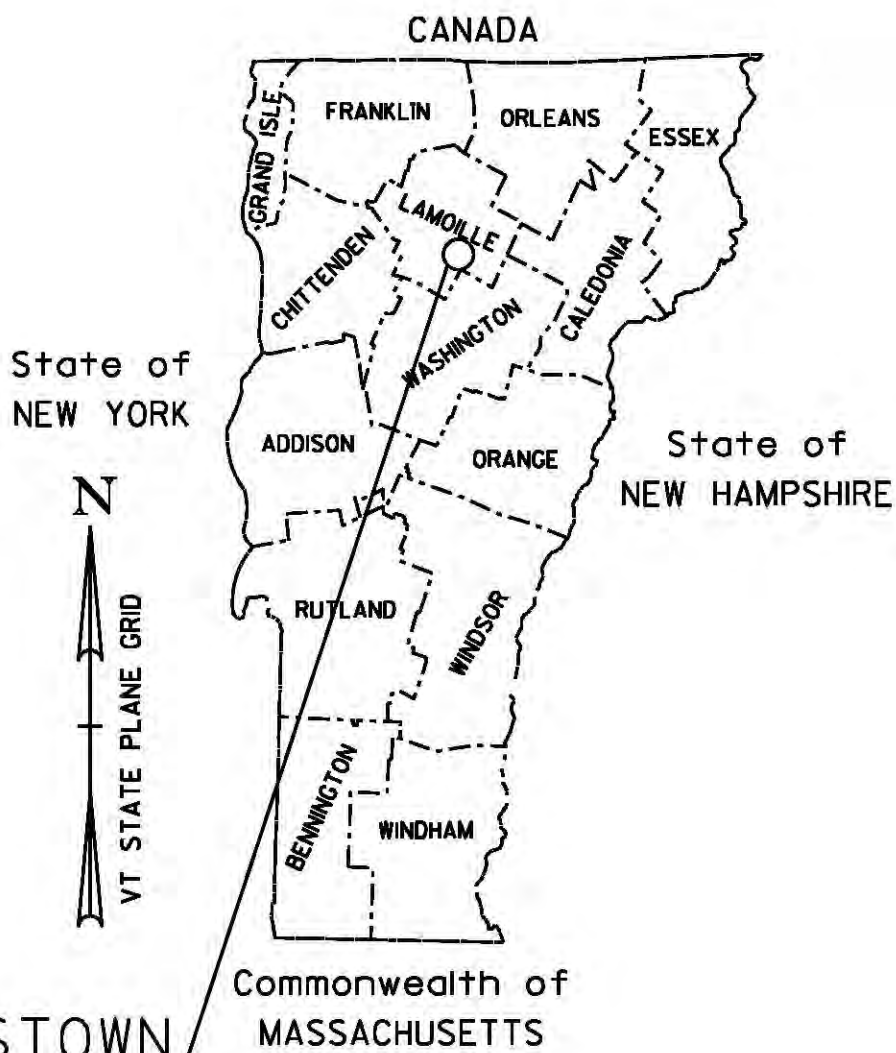
STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
BRIDGE PROJECT
TOWN OF MORRISTOWN
COUNTY OF LAMOILLE
CADYS FALLS ROAD (T.R.#2) MAJOR COLLECTOR
BRIDGE NO. 8



LOCATION MAP
NOT TO SCALE

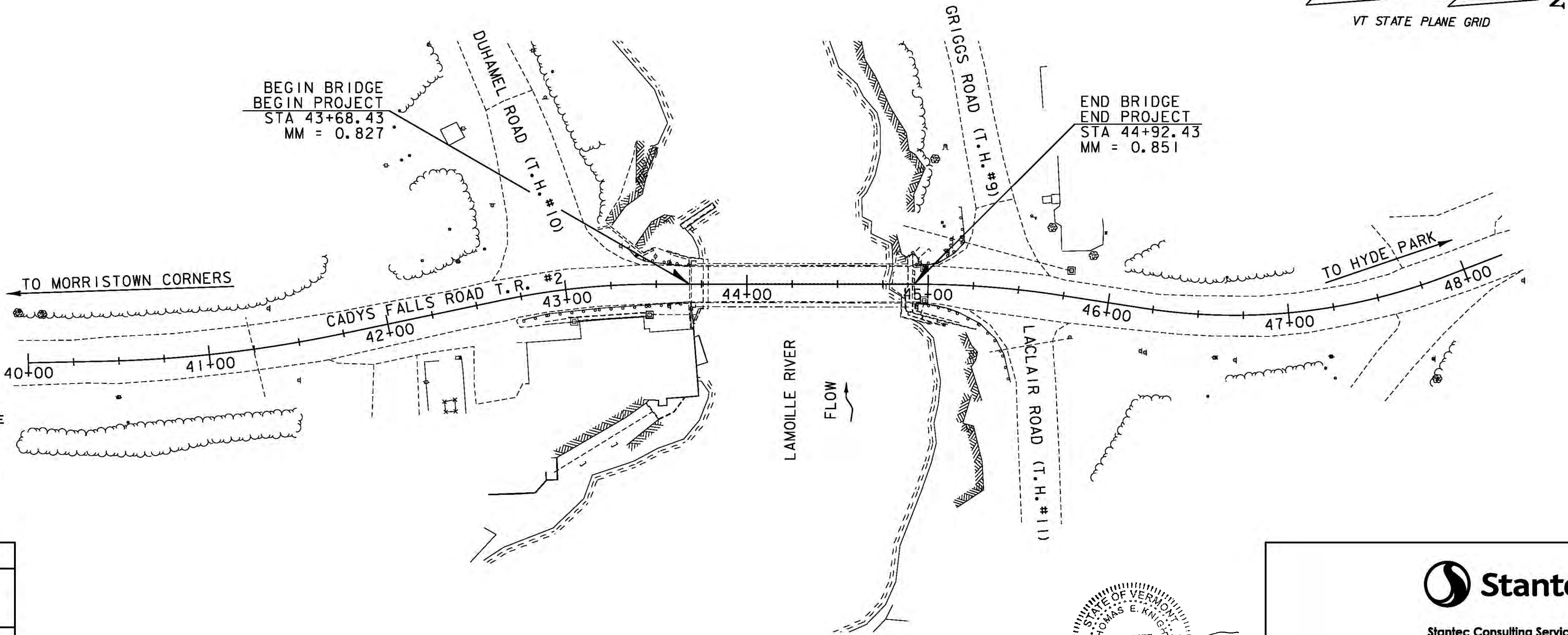


MORRISTOWN
BF 0239 (3)

PROJECT LOCATION: BEGINNING AT A POINT ON CADYS FALLS ROAD (T.R. #2) APPROXIMATELY 68 FEET NORTH OF THE INTERSECTION WITH DUHAMEL ROAD (T.H. #10) AND EXTENDING NORTHERLY ALONG CADYS FALLS ROAD FOR APPROXIMATELY 124 FEET.

PROJECT DESCRIPTION: INCLUDES CLEANING AND PAINTING THE EXISTING STRUCTURAL STEEL SUPERSTRUCTURE, MINOR REPAIRS AND ASSOCIATED WORK.

LENGTH OF STRUCTURE: 124.00 FEET
LENGTH OF ROADWAY: 000.00 FEET
LENGTH OF PROJECT: 124.00 FEET



CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2011, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

QUALITY ASSURANCE PROGRAM : LEVEL 3
SURVEYED BY : VTRANS - CYR/GILMAN
SURVEYED DATE : 01/27/2014

DATUM
VERTICAL NAVD88
HORIZONTAL NAD 83 (92)

0 40 80
SCALE IN FEET



Stantec Consulting Services Inc.
55 Green Mountain Drive
South Burlington VT U.S.A. 05403
Phone: (802) 864-0223
Fax: (802) 864-0165
www.stantec.com

DIRECTOR OF PROJECT DELIVERY
APPROVED _____ DATE _____
PROJECT MANAGER : MARK SARGENT
PROJECT NAME : MORRISTOWN
PROJECT NUMBER : BF 0239 (3)
SHEET 1 OF 9 SHEETS

PROJECT NOTES
GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION 2011 STANDARD SPECIFICATIONS FOR CONSTRUCTION AND ITS LATEST REVISIONS AND THE 7TH EDITION OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATION AND ITS LATEST REVISIONS.
2. ALL WORK AND ANY ASSOCIATED ACTIVITY ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY.
3. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID DAMAGE TO THE EXISTING BRIDGE DECK AND APPROACH PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESTORATION OF ANY PROPERTY WHICH HAS BEEN DAMAGED DURING THE PROSECUTION OF WORK.
4. DIMENSIONS SHOWN ON EXISTING DETAILS ARE TAKEN FROM THE EXISTING PLANS AND LIMITED FIELD MEASUREMENTS AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING DETAILS NECESSARY FOR THE COMPLETION OF ALL WORK BY FIELD MEASUREMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ADEQUACY AND ACCURACY THEREOF, AND SHALL NOT ORDER ANY MATERIAL OR COMMENCE ANY FABRICATION UNTIL THE REQUIRED MEASUREMENTS ON THE EXISTING STRUCTURE HAVE BEEN OBTAINED. FOR EMPHASIS ONLY, SOME PROPOSED DIMENSIONS ARE NOTED AS "VERIFY IN FIELD" OR : "VIF", THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND DETAILS.

PROTECTIVE COATINGS

5. ALL EXISTING STEEL SHALL BE CLEANED AND PAINTED IN ACCORDANCE WITH ITEM 900.645 SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL). THE SURFACE PREPARATION OF THE EXISTING STEEL SHALL INCLUDE 100% REMOVAL OF THE EXISTING PAINT SYSTEM. NEW STEEL AND RAILING MEMBERS EXCEPT W-BEAM SHALL BE SHOP PRIMED AND FIELD PAINTED WITH THE SAME TOPCOAT AS THE EXISTING STEEL.
6. THE COLOR OF THE FINAL COAT OF PAINT SHALL BE GREEN (FEDERAL CHIP NO. 14062) IN ACCORDANCE WITH THE FEDERAL STANDARD NO. 595.
7. THE EXISTING STRUCTURAL STEEL ON THIS PROJECT WAS PAINTED WITH A MATERIAL WHICH MAY CONTAIN LEAD. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, IT'S OFFICERS AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTOR'S USE OR DISPOSITION OF THE STRUCTURAL STEEL. TEN DAYS PRIOR TO COMMENCING WORK WHICH INVOLVES THE HANDLING OR DISTURBANCE OF PAINTED COMPONENTS, THE CONTRACTOR SHALL PROVIDE DOCUMENTS TO THE ENGINEER, AS REFERENCED IN THE SPECIAL PROVISIONS.
8. A COAT OF GREASE RUSTPROOFING COMPOUND SHALL BE APPLIED TO THE LOWER PORTION OF THE ENDS OF THE TRUSS AND FLOOR FRAMING (BELOW THE TOP OF THE BRIDGE DECK WITHIN SIX FEET OF THE ENDS OF THE BRIDGE). COST TO BE INCLUDED IN ITEM 900.645 SPECIAL PROVISION (QA/QC CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL).

UTILITIES

9. EXISTING UTILITIES WILL BE RELOCATED BY OTHERS IN ADVANCE OF THE PROJECT AS DEPICTED ON THE LAYOUT SHEET. REFER TO UTILITY SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

BRIDGE REPAIRS AND MODIFICATIONS

10. EXISTING BRIDGE RAILING SHALL BE REMOVED IN ACCORDANCE WITH ITEM 525.10 REMOVAL OF EXISTING BRIDGE RAILING AND REPLACED WITH NEW BRIDGE RAIL IN ACCORDANCE WITH ITEM 900.640 SPECIAL PROVISION (BRIDGE RAILING, TRUSS). REFER TO SHEET 6 FOR DETAILS.
11. PARTIAL REMOVAL AND DISASSEMBLY ASSOCIATED WITH THE REPAIR OR REPLACEMENT OF STRUCTURAL STEEL SHALL BE INCIDENTAL TO ITEM 506.60 STRUCTURAL STEEL.

STRUCTURAL STEEL

15. ALL STRUCTURAL COMPONENTS OF THE BRIDGE SHALL BE INSPECTED BY THE CONTRACTOR AND THE ENGINEER TO IDENTIFY ADDITIONAL AREAS IN NEED OF REPAIR NOT SHOWN ON THE CONTRACT DOCUMENTS. ANY ADDITIONAL REPAIRS SHALL BE MADE AT THE DISCRETION OF THE ENGINEER AND SHALL BE APPROVED BY THE ENGINEER. ADDITIONAL REPAIRS SHALL BE PAID FOR UNDER CONTRACT ITEM 506.60 STRUCTURAL STEEL. 1,000 POUNDS OF ADDITIONAL STEEL HAS BEEN INCLUDED IN THE ESTIMATED QUANTITY FOR ITEM 506.60 STRUCTURAL STEEL IN ANTICIPATION OF THE NEED FOR ADDITIONAL REPAIRS.
16. FOR REPAIRS AS DETAILED ON THE PLANS OR AS DIRECTED BY THE ENGINEER, ALL NEW CONNECTIONS SHALL BE MADE WITH 7/8" DIAMETER HIGH STRENGTH BOLTS MEETING AASHTO M-164 TYPE 1 GALVANIZED. CONNECTIONS NOT DETAILED IN THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL.
17. ANY EXISTING RIVETS THAT ARE MISSING OR REMOVED FOR REPAIRS AS DETAILED ON THE PLANS OR AS DIRECTED BY THE ENGINEER SHALL BE REPLACED WITH 7/8" DIAMETER HIGH STRENGTH BOLTS. WHERE RIVET HEADS ARE IN DIRECT CONTACT WITH MEMBERS TO BE RETAINED, TORCHES AND/OR THE USE OF FLAME CUTTING WILL NOT BE PERMITTED FOR ANY PORTION OF THE RIVET REMOVAL. THE CONTRACTOR SHALL VERIFY THAT THE EXISTING HOLE DIAMETER IS 5/8" AND BRING ANY DISCREPANCIES TO THE ATTENTION OF THE ENGINEER.
18. ALL STRUCTURAL STEEL PAID UNDER THE ITEM 506.60, STRUCTURAL STEEL SHALL CONFORM TO AASHTO M 270M/M 270 GRADE 36 EXCEPT ALL STRUCTURAL TUBING SHALL CONFORM TO SUBSECTIONS 714.11 OR 732.03 UNLESS NOTED OTHERWISE.
19. ALL FAYING SURFACES BETWEEN THE EXISTING STEEL AND THE NEW FILLER PLATES SHALL BE BLAST CLEANED AND PRIMED WITH A ZINC PRIMER. MEETING THE CLASS B SLIP COEFFICIENT VALUE OF NOT LESS THAN 0.50 AS SPECIFIED BY AASHTO THE PRIMER COATING WILL REMAIN IN THE ASSEMBLED CONNECTION.
20. THE BOTTOM CHORD OF THE TRUSS IS A FRACTURE CRITICAL TENSION MEMBER. ALL STRUCTURAL STEEL ASSOCIATED WITH REPAIRS AND/OR REINFORCEMENT OF THE BOTTOM CHORD SHALL BE CHARPY V-NOTCH (CVN) TESTED UNLESS NOTED OTHERWISE.

TRAFFIC CONTROL/STAGING

21. THE TOWN OF MORRISTOWN WILL BE RESPONSIBLE FOR SELECTING, SIGNING AND MAINTAINING A DETOUR ROUTE AT NO COST TO THE STATE. THE TOWN WILL SIGN THE DETOUR ROUTE IN CONFORMANCE WITH 23 VSA SECTION 1025 AND THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
22. THE CONTRACTOR WILL BE RESPONSIBLE FOR WARNING SIGNS INDICATING THE BRIDGE CLOSURE AND CONSTRUCTION ZONE ON T.R. #2 AND THE ADJACENT SIDE ROADS IN ACCORDANCE WITH TRAFFIC CONTROL STANDARDS AND THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. THE CONTRACTOR WILL COORDINATE WITH TOWN HIGHWAY OFFICIALS AT LEAST FOUR WEEKS PRIOR TO ROAD CLOSURE.
23. A CONCEPTUAL TRAFFIC CONTROL PLAN FOR CLOSING T.R. #2 IN THE VICINITY OF CONSTRUCTION IS SHOWN ON SHEET 8. THE CONTRACTOR SHALL DEVELOP A SITE SPECIFIC TRAFFIC CONTROL PLAN IN ACCORDANCE WITH THE CURRENT MUTCD AND SUBMIT THE PLAN FOR REVIEW BY THE ENGINEER. THE CONTRACTOR SHALL ALLOW THE ENGINEER 14 DAYS TO REVIEW AND ACCEPT THE PLAN BEFORE IT IS IMPLEMENTED. CONSTRUCTION SHALL NOT BE PERMITTED TO COMMENCE UNTIL THE TRAFFIC CONTROL PLAN HAS BEEN APPROVED BY THE ENGINEER IN WRITING. DEVELOPMENT AND IMPLEMENTATION OF THE PLAN INCLUDING SIGNS, CHANNELIZING DEVICES, OTHER INCIDENTALS SHALL BE PAID FOR UNDER ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).
24. THE EXISTING BRIDGE IS RATED FOR A MAXIMUM LOAD OF TEN TONS. CONSTRUCTION EQUIPMENT SHALL NOT EXCEED THIS LOAD LIMIT. HEAVY EQUIPMENT FOR CLEANING AND PAINTING SHALL NOT BE POSITIONED ON THE BRIDGE.
25. THE CONTRACTOR MAY USE THE EXISTING ROADWAY (T.R. #2), NORTH OF THE EXISTING BRIDGE FOR STAGING OF EQUIPMENT; HOWEVER, ACCESS TO EXISTING DRIVES AND SIDE STREETS MUST BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION.
26. INSTALLING, MAINTAINING, AND REMOVING THE SIGNS AND BARRICADES IN THE SITE SPECIFIC TRAFFIC CONTROL PLAN AS NECESSARY TO MEET PROJECT CONDITIONS WILL BE INCLUDED FOR PAYMENT UNDER CONTRACT ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).
27. "ROAD CLOSED" SIGNS SHALL BE MOUNTED AND MAINTAINED ON LIGHTED TYPE III BARRICADES.
28. TYPE III CONSTRUCTION BARRICADES SHALL BE PLACED SO AS TO PHYSICALLY EXCLUDE TRAFFIC FROM THE ENTIRE ROADWAY WIDTH OR AT THE DISCRETION OF THE ENGINEER.

SUMMARY OF ANTICIPATED STEEL REPAIRS

1. STATIONING FOR REPAIR LOCATION 0+00 AT CL BRG. ABUTMENT 1
2. ALL REPAIRS EXCEPT DRILLING AND GROUTING RAIL POST ANCHORS AND BRIDGE PLAQUE REPLACEMENT ARE TO BE PAID FOR UNDER ITEM 506.60 "STRUCTURAL STEEL"
3. REFER TO DETAILS ON SHEETS 6 & 7.

REPLACE RAIL POST			DRILL AND GROUT RAIL POST DECK ANCHORS, REFER TO		
ANTICIPATED LOCATION:			TYPICAL RAIL SECTION DETAIL		
STA.	0+10	LT.	12 LOCATIONS, 2 ANCHORS PER LOCATION		
STA.	0+31	LT.			
STA.	0+10	RT.	REMOVE AND REPLACE STAY PLATE		
STA.	0+31	RT.	ANTICIPATED LOCATION:		
STA.	0+50	RT.	STA.	0+26	LT.
STA.	0+71	RT.	STA.	0+36	LT.
			STA.	0+38	LT.
REPLACE MISSING STAY PLATE			STA.	0+63	LT.
ANTICIPATED LOCATION:			STA.	0+84	LT.
STA.	0+42	LT.	STA.	0+92	LT.
STA.	0+59	LT.	STA.	0+96	LT.
STA.	0+79	LT.	STA.	1+07	LT.
STA.	0+84	LT.	STA.	1+20	LT.
STA.	0+15	RT.	STA.	0+88	RT.
STA.	0+19	RT.	STA.	1+14	RT.
STA.	0+22	RT.	STA.	1+17	RT.
STA.	0+26	RT.			
STA.	0+30	RT.	NEW SPLICE PLATE, REFER TO DETAIL E		
STA.	0+42	RT.	ANTICIPATED LOCATION:		
STA.	0+59	RT.	STA.	0+38	LT.
STA.	0+59	RT.	STA.	0+38	RT.
STA.	0+63	RT.			
STA.	0+63	RT.	REPLACE END COVER PLATE, REFER TO DETAIL A		
STA.	0+66	RT.	STA.	0+00	LT. (REPLACE BOLTS ONLY)
STA.	0+66	RT.	STA.	1+19	LT.
STA.	0+69	RT.	STA.	0+00	RT.
STA.	0+69	RT.	STA.	1+19	RT.
STA.	0+70	RT.			
			REMOVE EXISTING BRIDGE PALQUE, REFER TO DETAIL F		
			COST INCIDENTAL TO ITEM 635.11		
			NEW BOTTOM CHORD REPAIR, REFER TO DETAIL C		
			STA.	0+03	LT. (INSIDE CHORD).
			EXTEND BRIDGE SCUPPER, REFER TO DETAIL D		
			6 LOCATIONS		
			INSTALL NEW LACING BARS, REFER TO DETAIL G		
			STA.	0+00	RT. 2 BARS.

PROJECT NAME: MORRISTOWN
PROJECT NUMBER: BF 0239(3)

FILE NAME: z13j274frm.dgn
PROJECT LEADER: T. KNIGHT
DESIGNED BY: T. KNIGHT
PROJECT NOTES

PLOT DATE: 1/19/2016
DRAWN BY: J. SOTER
CHECKED BY: G. BOGUE
SHEET 2 OF 9



QUANTITY SHEET 1

[illegible]

PROJECT NAME: MORRISTOWN	
PROJECT NUMBER: BF 0239(3)	
FILE NAME: z13j274frm.dgn	PLOT DATE: 1/19/2016
PROJECT LEADER: T. KNIGHT	DRAWN BY: J. SOTER
DESIGNED BY: D. YOULEN	CHECKED BY: N. TIRK
QUANTITY SHEET	SHEET 3 OF 9

GENERAL INFORMATION

SYMBOLGY LEGEND NOTE

THE SYMBOLGY ON THIS SHEET IS INTENDED TO COVER STANDARD CONVENTIONAL SYMBOLGY. THE SYMBOLGY IS USED FOR EXISTING & PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROJECT ANNOTATION, AS NOTED ON PROJECT PLAN SHEETS. THIS LEGEND SHEET COVERS THE BASICS. SYMBOLGY ON PLANS MAY VARY, PLAN ANNOTATIONS AND NOTES SHOULD BE USED TO CLARIFY AS NEEDED.

R.O.W. ABBREVIATIONS (CODES) & SYMBOLS

POINT	CODE	DESCRIPTION
	CH	CHANNEL EASEMENT
	CONST	CONSTRUCTION EASEMENT
	CUL	CULVERT EASEMENT
	D&C	DISCONNECT & CONNECT
	DIT	DITCH EASEMENT
	DR	DRAINAGE EASEMENT
	DRIVE	DRIVEWAY EASEMENT
	EC	EROSION CONTROL
	HWY	HIGHWAY EASEMENT
	I&M	INSTALL & MAINTAIN EASEMENT
	LAND	LANDSCAPE EASEMENT
	R&RES	REMOVE & RESET
	R&REP	REMOVE & REPLACE
	SR	SLOPE RIGHT
	UE	UTILITY EASEMENT
	(P)	PERMANENT EASEMENT
	(T)	TEMPORARY EASEMENT
■	BNDNS	BOUND SET
▣	BNDNS	BOUND TO BE SET
●	IPNS	IRON PIN SET
⊙	IPNS	IRON PIN TO BE SET
⊠	CALC	EXISTING ROW POINT
○	PROW	PROPOSED ROW POINT
[LENGTH]		LENGTH CARRIED ON NEXT SHEET

COMMON TOPOGRAPHIC POINT SYMBOLS

POINT	CODE	DESCRIPTION
⊠	APL	BOUND APPARENT LOCATION
▣	BM	BENCHMARK
▣	BND	BOUND
▣	CB	CATCH BASIN
⊠	COMB	COMBINATION POLE
▣	DITHR	DROP INLET THROATED DNC
⊠	EL	ELECTRIC POWER POLE
⊙	FPOLE	FLAGPOLE
○	GASFIL	GAS FILLER
○	GP	GUIDE POST
×	GSO	GAS SHUT OFF
⊙	GUY	GUY POLE
⊙	GUYW	GUY WIRE
×	GV	GATE VALUE
⊠	H	TREE HARDWOOD
△	HCTRL	CONTROL HORIZONTAL
△	HVCTRL	CONTROL HORIZ. & VERTICAL
◇	HYD	HYDRANT
⊙	IP	IRON PIN
⊙	IPIPE	IRON PIPE
⊠	LI	LIGHT - STREET OR YARD
⊠	MB	MAILBOX
○	MH	MANHOLE (MH)
▣	MM	MILE MARKER
⊙	PM	PARKING METER
▣	PMK	PROJECT MARKER
⊙	POST	POST STONE/WOOD
⊠	RRSIG	RAILROAD SIGNAL
⊠	RRSL	RAILROAD SWITCH LEVER
⊠	S	TREE SOFTWOOD
⊠	SAT	SATELLITE DISH
⊠	SHRUB	SHRUB
⊠	SIGN	SIGN
⊠	STUMP	STUMP
⊠	TEL	TELEPHONE POLE
⊙	TIE	TIE
⊠	TSIGN	SIGN W/DOUBLE POST
⊠	VCTRL	CONTROL VERTICAL
⊙	WELL	WELL
×	WSO	WATER SHUT OFF

THESE ARE COMMON VAOT SURVEY POINT SYMBOLS FOR EXISTING FEATURES, ALSO USED FOR PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROPOSED ANNOTATION.

PROPOSED GEOMETRY CODES

CODE	DESCRIPTION
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
CC	CENTER OF CURVE
PT	POINT OF TANGENCY
PCC	POINT OF COMPOUND CURVE
PRC	POINT OF REVERSE CURVE
POB	POINT OF BEGINNING
POE	POINT OF ENDING
STA	STATION PREFIX
AH	AHEAD STATION SUFFIX
BK	BACK STATION SUFFIX
D	CURVE DEGREE OF (100FT)
R	CURVE RADUIS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE

UTILITY SYMBOLGY

UNDERGROUND UTILITIES	
— UGU —	UTILITY (GENERIC-UNKNOWN)
— UT —	TELEPHONE
— UE —	ELECTRIC
— UC —	CABLE (TV)
— UEC —	ELECTRIC+CABLE
— UET —	ELECTRIC+TELEPHONE
— UCT —	CABLE+TELEPHONE
— UECT —	ELECTRIC+CABLE+TELEP.
— G —	GAS LINE
— W —	WATER LINE
— S —	SANITARY SEWER (SEPTIC)
ABOVE GROUND UTILITIES (AERIAL)	
— AGU —	UTILITY (GENERIC-UNKNOWN)
— T —	TELEPHONE
— E —	ELECTRIC
— C —	CABLE (TV)
— EC —	ELECTRIC+CABLE
— ET —	ELECTRIC+TELEPHONE
— AER E&T —	ELECTRIC+TELEPHONE
— CT —	CABLE+TELEPHONE
— ECT —	ELECTRIC+CABLE+TELEP.
— .. —	UTILITY POLE GUY WIRE

PROJECT CONSTRUCTION SYMBOLGY

PROJECT DESIGN & LAYOUT SYMBOLGY	
— -- — CZ — -- —	CLEAR ZONE
—————	PLAN LAYOUT MATCHLINE

PROJECT CONSTRUCTION FEATURES

△ — △ — △ — △	TOP OF CUT SLOPE
○ — ○ — ○ — ○	TOE OF FILL SLOPE
⊠ — ⊠ — ⊠ — ⊠	STONE FILL
—————	BOTTOM OF DITCH
=====	CULVERT PROPOSED
—————	STRUCTURE SUBSURFACE
PDF — PDF —	PROJECT DEMARCATION FENCE
BF — BF —	BARRIER FENCE
XXXXXXXXXXXXXXXXXXXX	TREE PROTECTION ZONE (TPZ)
//////////	STRIPING LINE REMOVAL
~~~~~	SHEET PILES

CONVENTIONAL BOUNDARY SYMBOLGY

BOUNDARY LINES	
————— TOWN LINE —————	TOWN BOUNDARY LINE
————— COUNTY LINE —————	COUNTY BOUNDARY LINE
————— STATE LINE —————	STATE BOUNDARY LINE
———	PROPOSED STATE R.O.W. (LIMITED ACCESS)
———	PROPOSED STATE R.O.W.
———	STATE ROW (LIMITED ACCESS)
———	STATE ROW
———	TOWN ROW
———	PERMANENT EASEMENT LINE (P)
———	TEMPORARY EASEMENT LINE (T)
———	SURVEY LINE
P — L — P — L —	PROPERTY LINE (P/L)
△ — SR — ○ — SR — △ — SR — ○	SLOPE RIGHTS
6f — 6f —	6F PROPERTY BOUNDARY
4f — 4f —	4F PROPERTY BOUNDARY
HAZ — HAZ —	HAZARDOUS WASTE

EPSC LAYOUT PLAN SYMBOLGY

EPSC MEASURES	
ONNOONNOONNO	FILTER CURTAIN
— — — — —	SILT FENCE
— X — X — X — X —	SILT FENCE WOVEN WIRE
— — — — —	CHECK DAM
—————	DISTURBED AREAS REQUIRING RE-VEGETATION
⊠	EROSION MATTING

ENVIRONMENTAL RESOURCES

—————	WETLAND BOUNDARY
—————	RIPARIAN BUFFER ZONE
—————	WETLAND BUFFER ZONE
—————	SOIL TYPE BOUNDARY
T&E ———	THREATENED & ENDANGERED SPECIES
HAZ ———	HAZARDOUS WASTE AREA
AG ———	AGRICULTURAL LAND
HABITAT ———	FISH & WILDLIFE HABITAT
FLOOD PLAIN ———	FLOOD PLAIN
OHW ———	ORDINARY HIGH WATER (OHW)
—————	STORM WATER
—————	USDA FOREST SERVICE LANDS
—————	WILDLIFE HABITAT SUIT/CONN

ARCHEOLOGICAL & HISTORIC

ARCH ———	ARCHEOLOGICAL BOUNDARY
HISTORIC DIST ———	HISTORIC DISTRICT BOUNDARY
HISTORIC ———	HISTORIC AREA
⊠	HISTORIC STRUCTURE

CONVENTIONAL TOPOGRAPHIC SYMBOLGY

EXISTING FEATURES	
—————	ROAD EDGE PAVEMENT
—————	ROAD EDGE GRAVEL
—————	DRIVEWAY EDGE
—————	DITCH
—————	FOUNDATION
x — x — x — x —	FENCE (EXISTING)
□ — □ — □ — □ —	FENCE WOOD POST
○ — ○ — ○ — ○ —	FENCE STEEL POST
~~~~~	GARDEN
○ — ○ — ○ — ○ —	ROAD GUARDRAIL
	RAILROAD TRACKS
—————	CULVERT (EXISTING)
—————	STONE WALL
—————	WALL
~~~~~	WOOD LINE
~~~~~	BRUSH LINE
~~~~~	HEDGE
———	BODY OF WATER EDGE
———	LEDGE EXPOSED

PROJECT NAME:	MORRISTOWN
PROJECT NUMBER:	BF 0239(3)
FILE NAME:	z13j274legend.dgn
PROJECT LEADER:	T. KNIGHT
DESIGNED BY:	VTRANS
CONVENTIONAL SYMBOLGY LEGEND	
PLOT DATE:	1/19/2016
DRAWN BY:	VTRANS
CHECKED BY:	T. KNIGHT
SHEET	4 OF 9





**REMOVAL OF EXISTING BRIDGE RAIL**

STA. 43+68.43 TO STA. 44+92.43 LT. & RT.

**SPECIAL PROVISION (BRIDGE RAILING, TRUSS)**

STA. 43+68.43 TO STA. 44+92.43 LT. & RT.

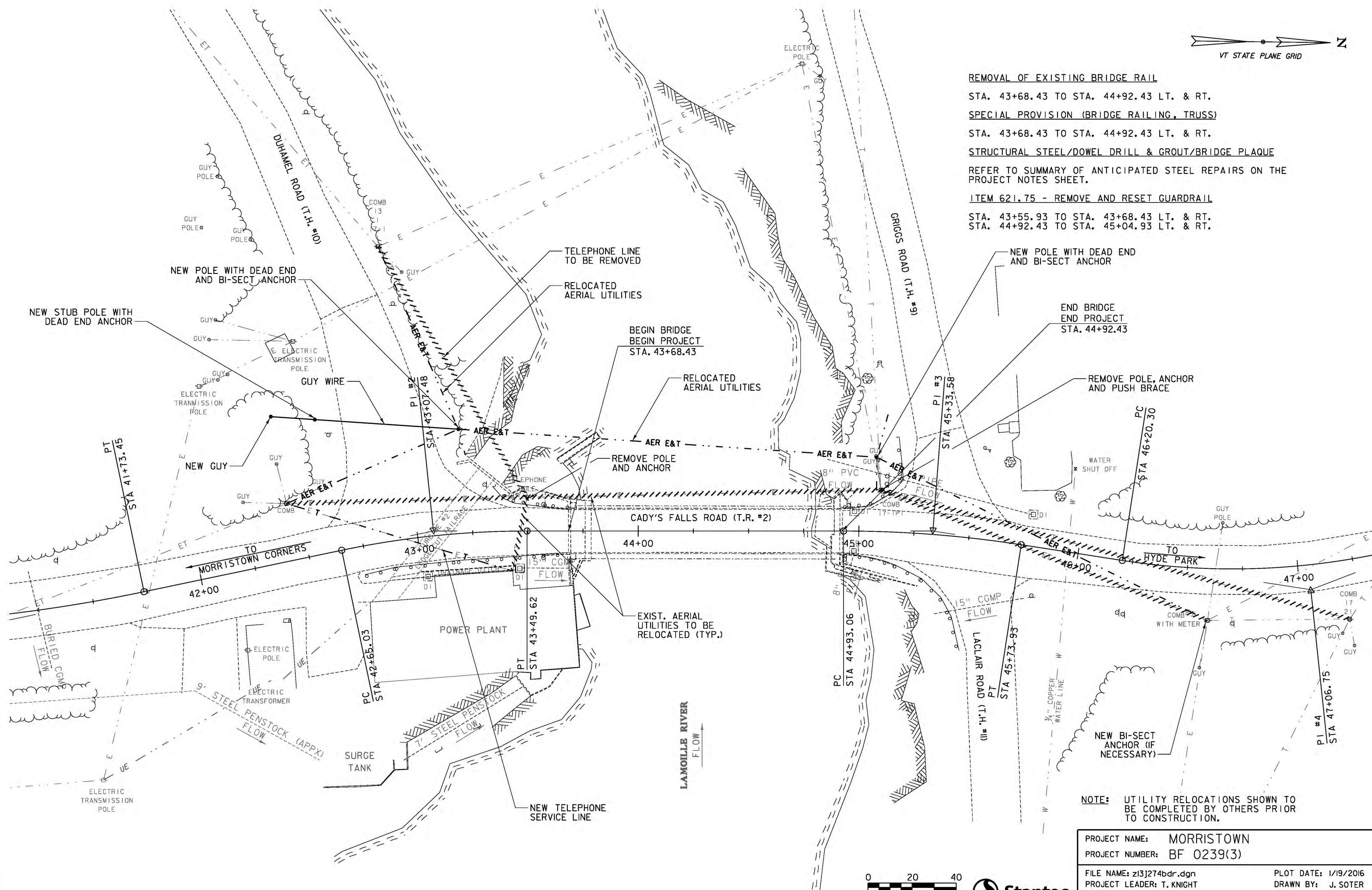
**STRUCTURAL STEEL/DOWEL DRILL & GROUT/BRIDGE PLAQUE**

REFER TO SUMMARY OF ANTICIPATED STEEL REPAIRS ON THE PROJECT NOTES SHEET.

**ITEM 621.75 - REMOVE AND RESET GUARDRAIL**

STA. 43+55.93 TO STA. 43+68.43 LT. & RT.

STA. 44+92.43 TO STA. 45+04.93 LT. & RT.



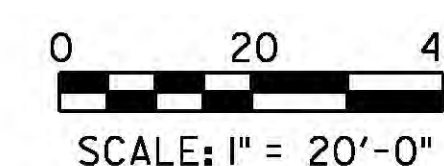
**NOTE:** UTILITY RELOCATIONS SHOWN TO BE COMPLETED BY OTHERS PRIOR TO CONSTRUCTION.

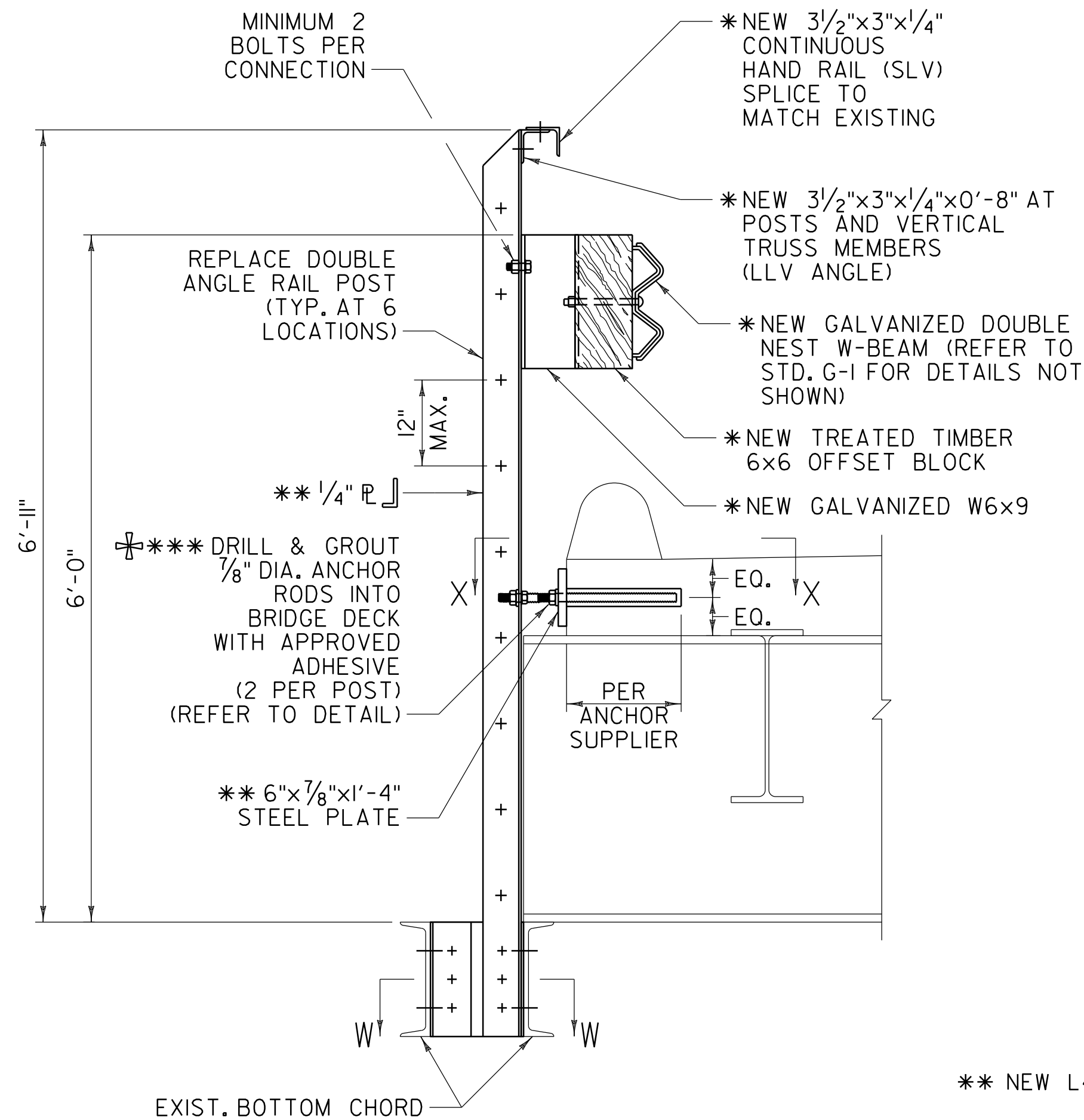
PROJECT NAME: MORRISTOWN

PROJECT NUMBER: BF 0239(3)

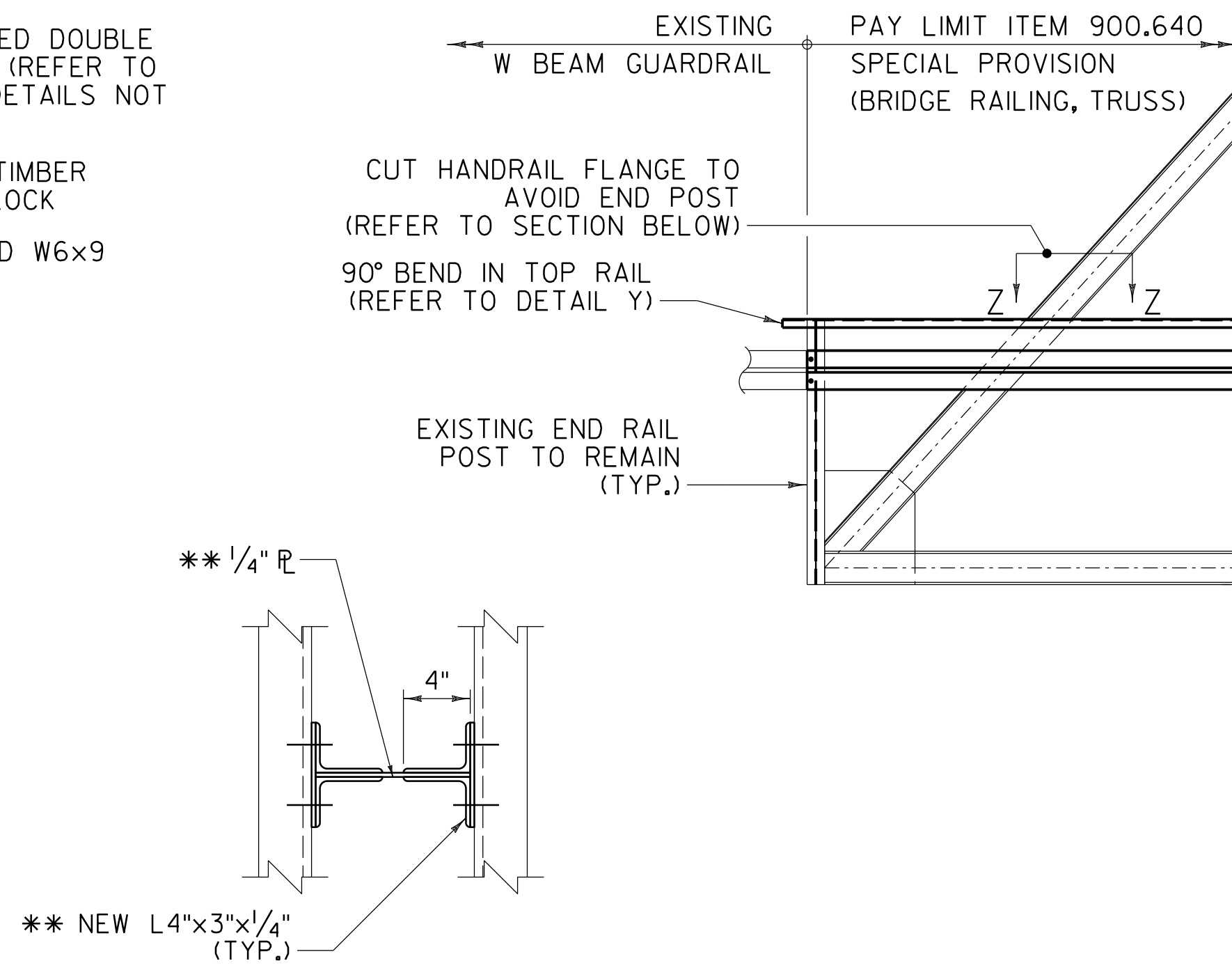
FILE NAME: z13j274bdr.dgn  
PROJECT LEADER: T. KNIGHT  
DESIGNED BY: T. KNIGHT  
LAYOUT PLAN

PLOT DATE: 1/19/2016  
DRAWN BY: J. SOTER  
CHECKED BY: D. YOULEN  
SHEET 5 OF 9





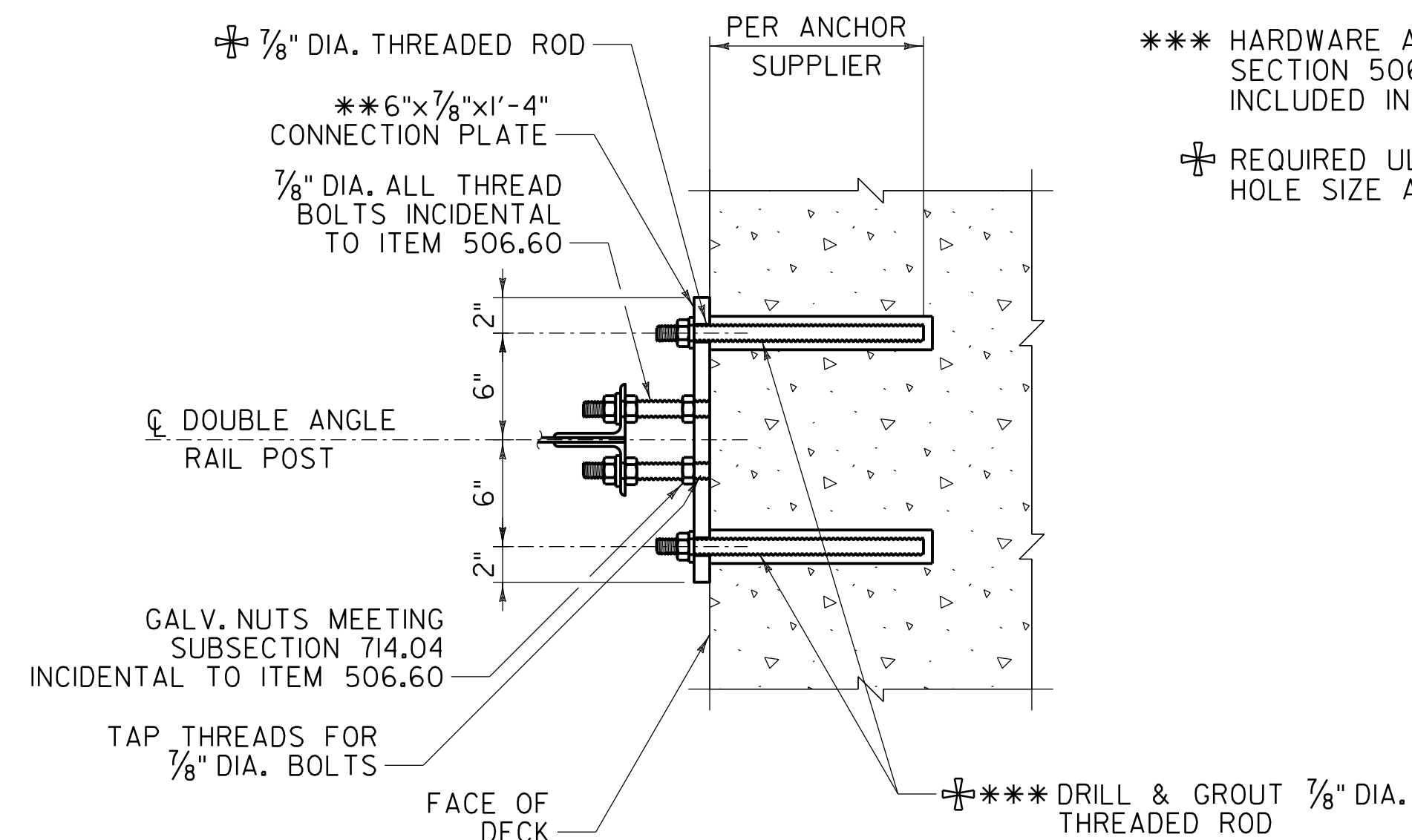
**TYPICAL RAIL SECTION**  
SCALE: 1" = 1'-0"



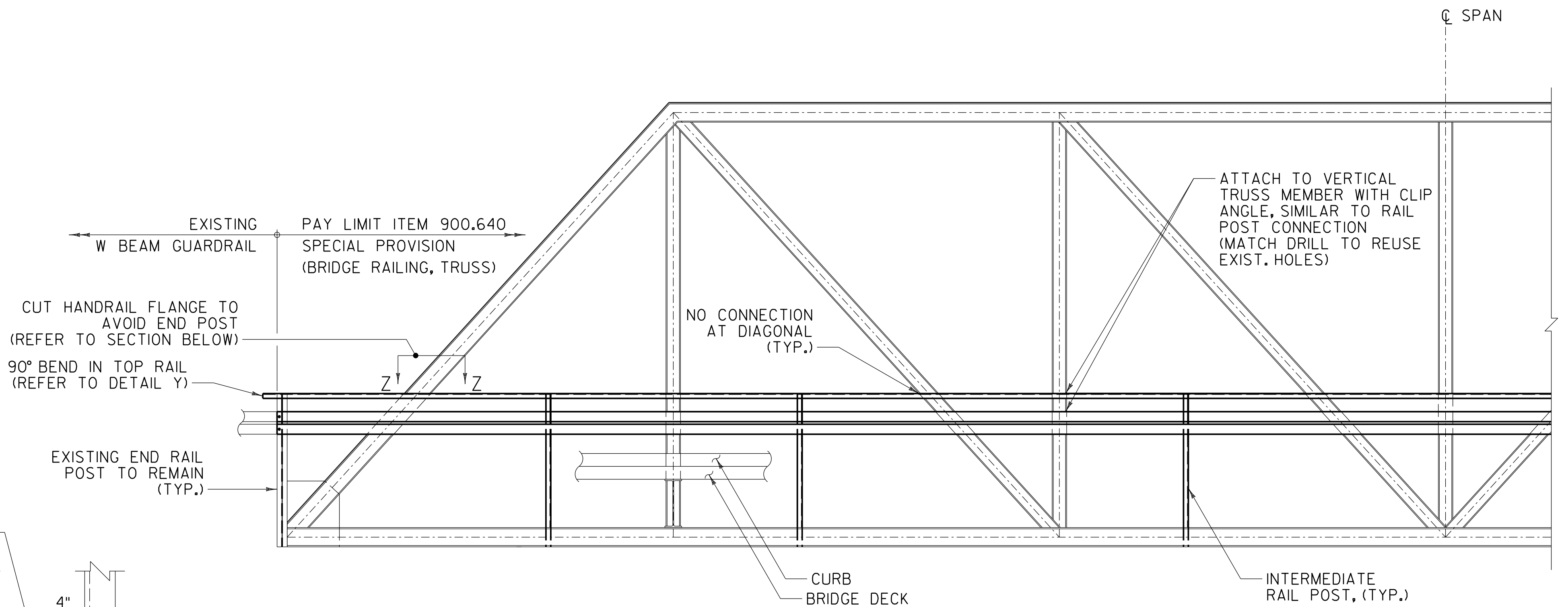
**SECTION W-W**  
SCALE: 1 1/2" = 1'-0"

**NOTES:**

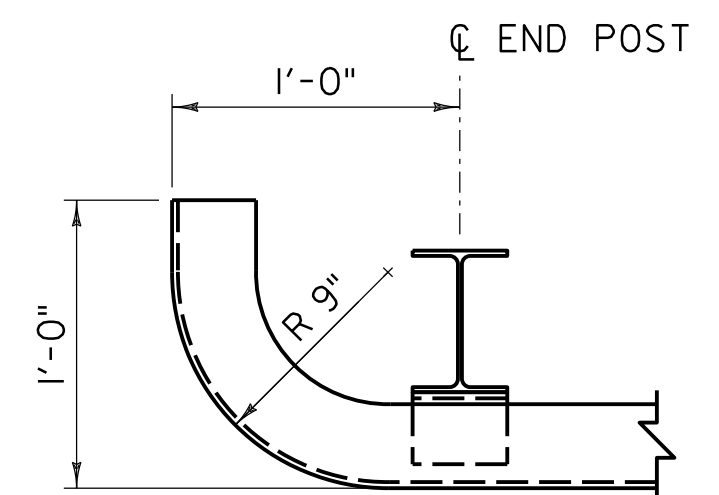
- * HAND RAIL, OFFSET BLOCKS, CLIP ANGLE, SPLICES AND ASSOCIATED HARDWARE SHALL BE FURNISHED AND INSTALLED PER ITEM 900.640 SPECIAL PROVISION (BRIDGE RAILING, TRUSS).
- ** REPLACEMENT OF BRIDGE RAIL POSTS SHALL BE INCLUDED IN ITEM 506.60.
- *** HARDWARE AND ANCHOR SHALL BE IN ACCORDANCE WITH SECTION 506 AND SUBSECTION 714.07, COST SHALL BE INCLUDED IN ITEM 507.16.
- ⊕ REQUIRED ULTIMATE BOND STRENGTH OF 54 KIPS PER ANCHOR; HOLE SIZE AND EMBEDMENT PER ANCHOR SUPPLIER.



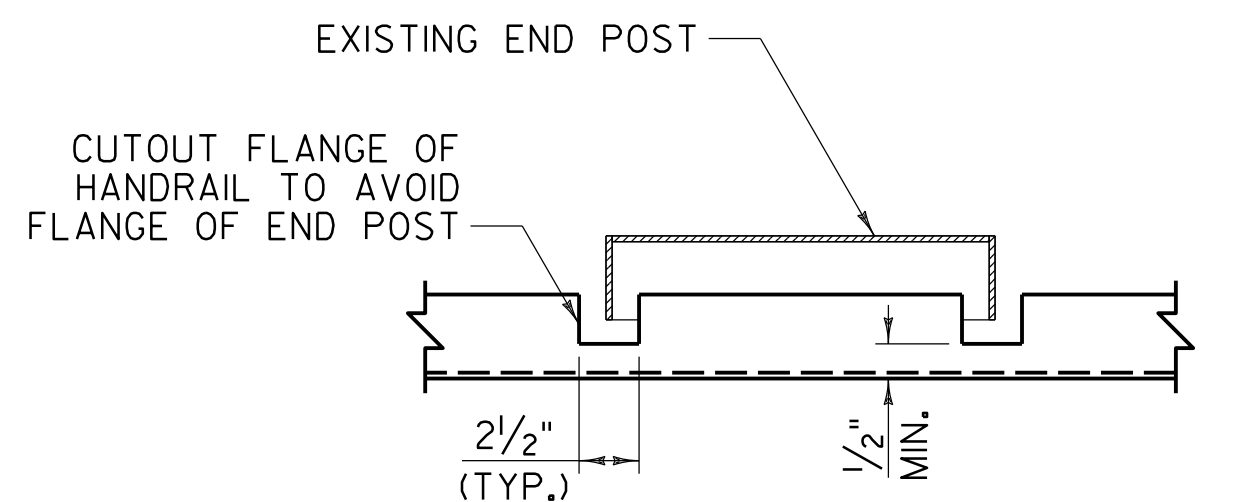
**SECTION X-X**  
SCALE: 1 1/2" = 1'-0"



**ELEVATION**  
SCALE: 1/4" = 1'-0"



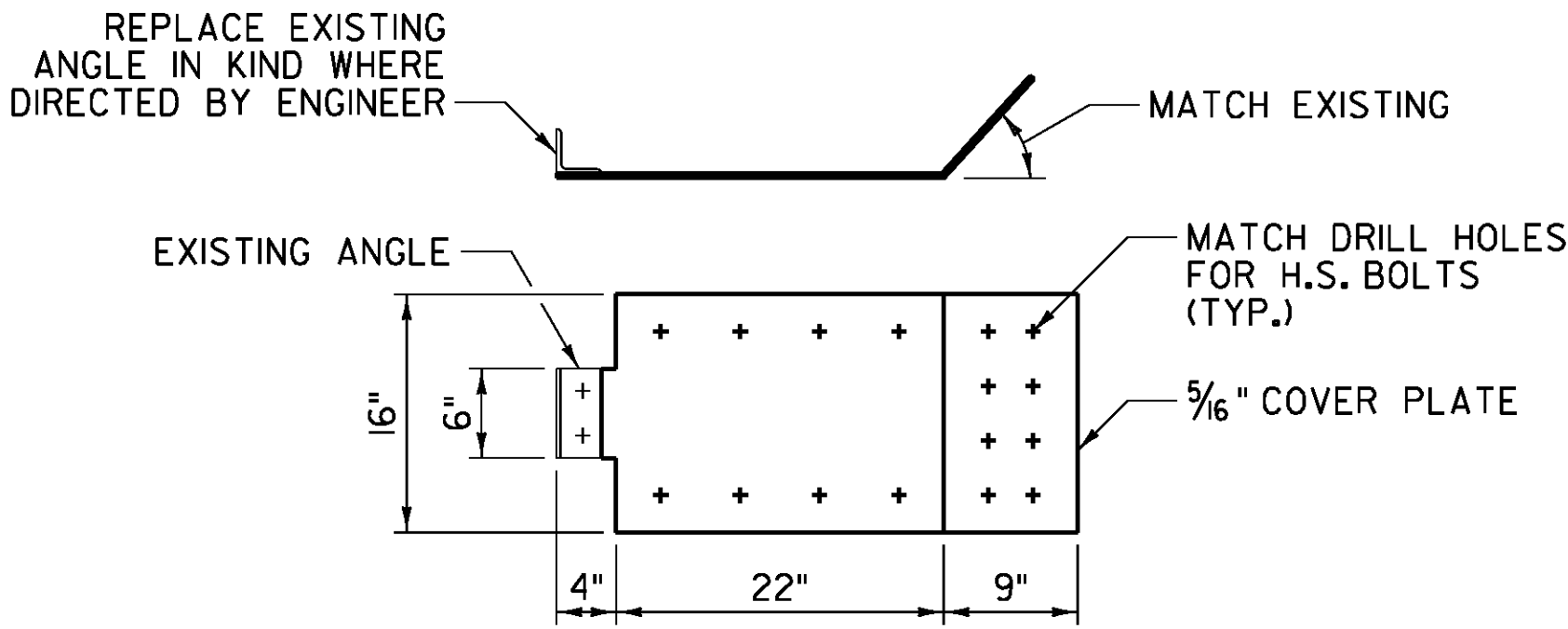
**DETAIL Y**  
*90° BEND IN TOP RAIL AT END POST  
SCALE: 1 1/2" = 1'-0"



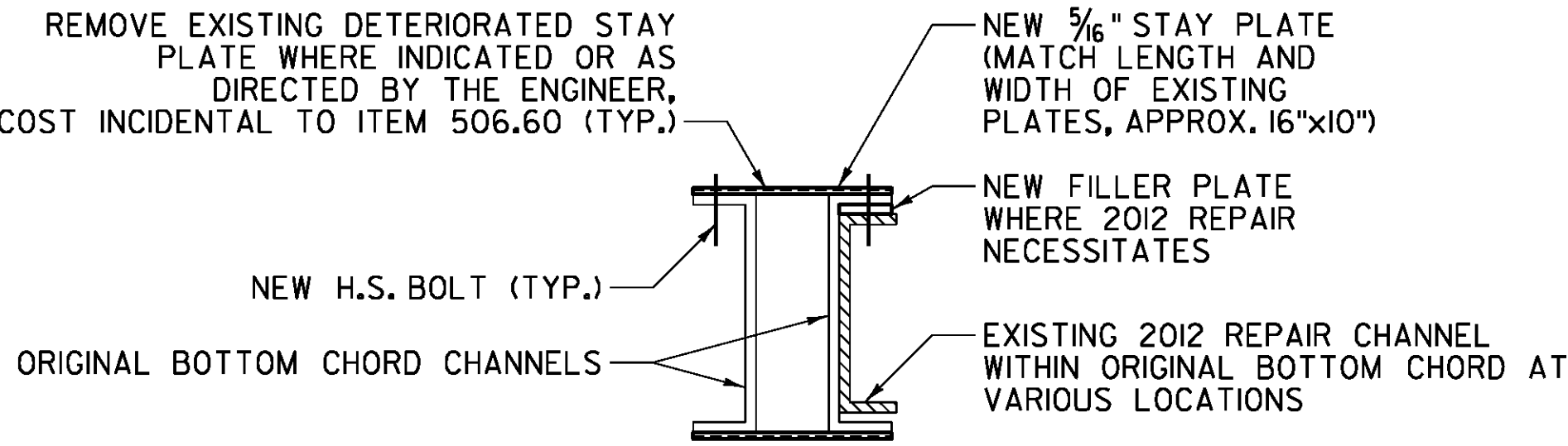
**SECTION Z-Z**  
HANDRAIL FLANGE CUTOUT  
SCALE: 1 1/2" = 1'-0"



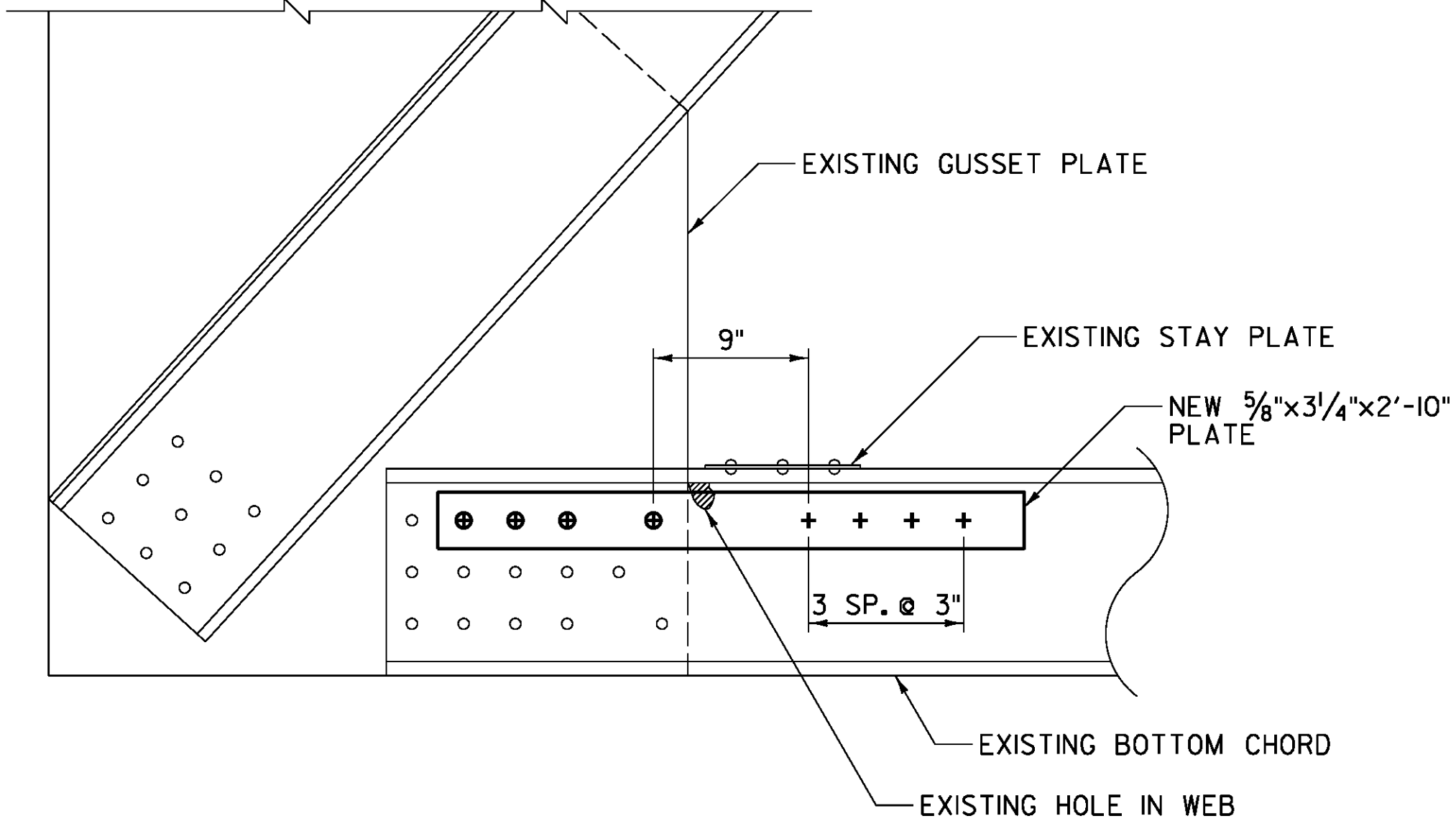
PROJECT NAME: MORRISTOWN	
PROJECT NUMBER: BF 0239(3)	
FILE NAME: z13j274typ.dgn	PLOT DATE: 1/19/2016
PROJECT LEADER: T. KNIGHT	DRAWN BY: J. SOTER
DESIGNED BY: T. KNIGHT	CHECKED BY: G. BOGUE
BRIDGE RAIL DETAILS	SHEET 6 OF 9



DETAIL A  
REPLACE END GUSSET COVER PLATE  
SCALE: 1" = 1'-0"

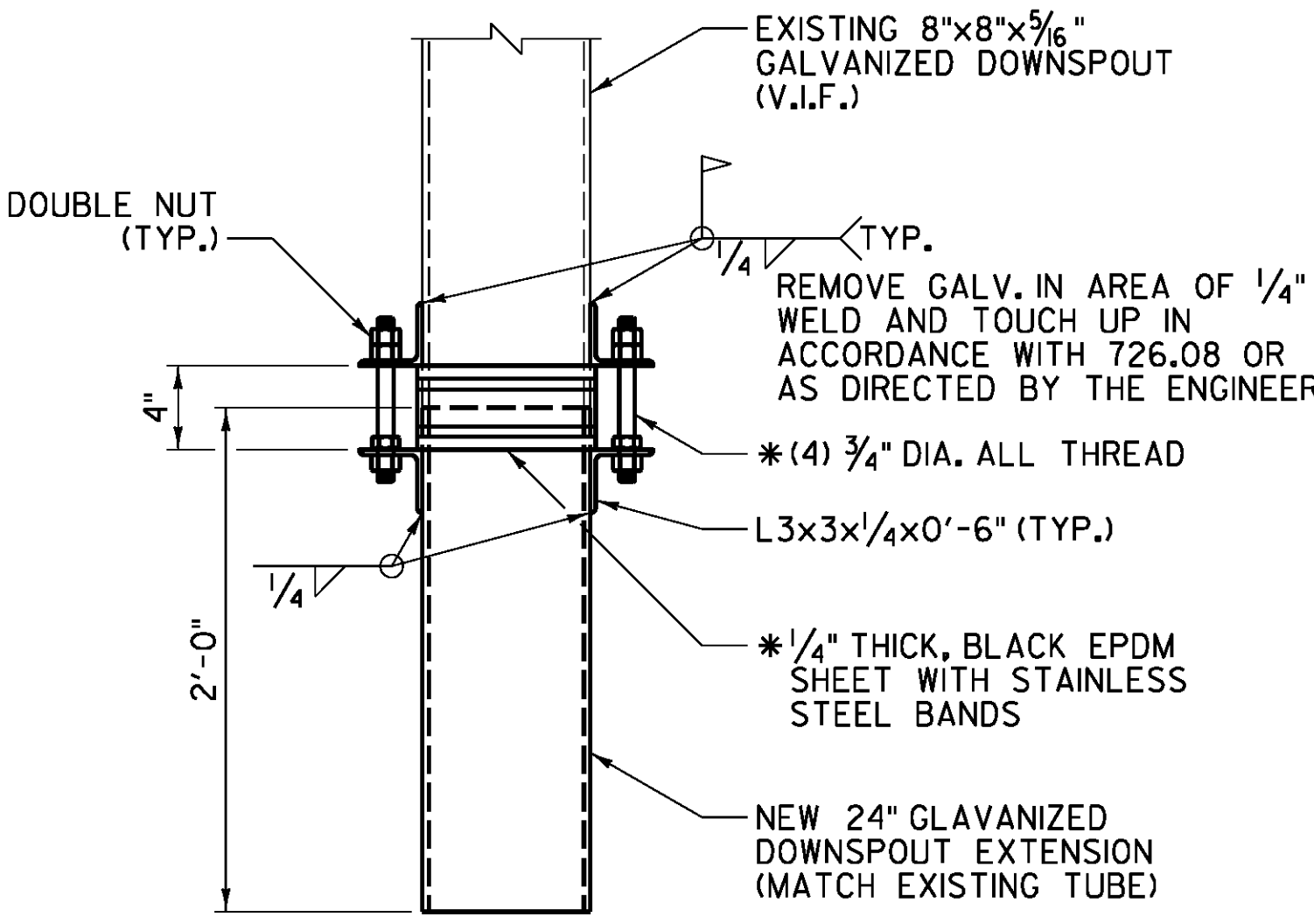


DETAIL B  
BOTTOM CHORD REPAIRS (VARIOUS LOCATIONS)  
SCALE: 1 1/2" = 1'-0"



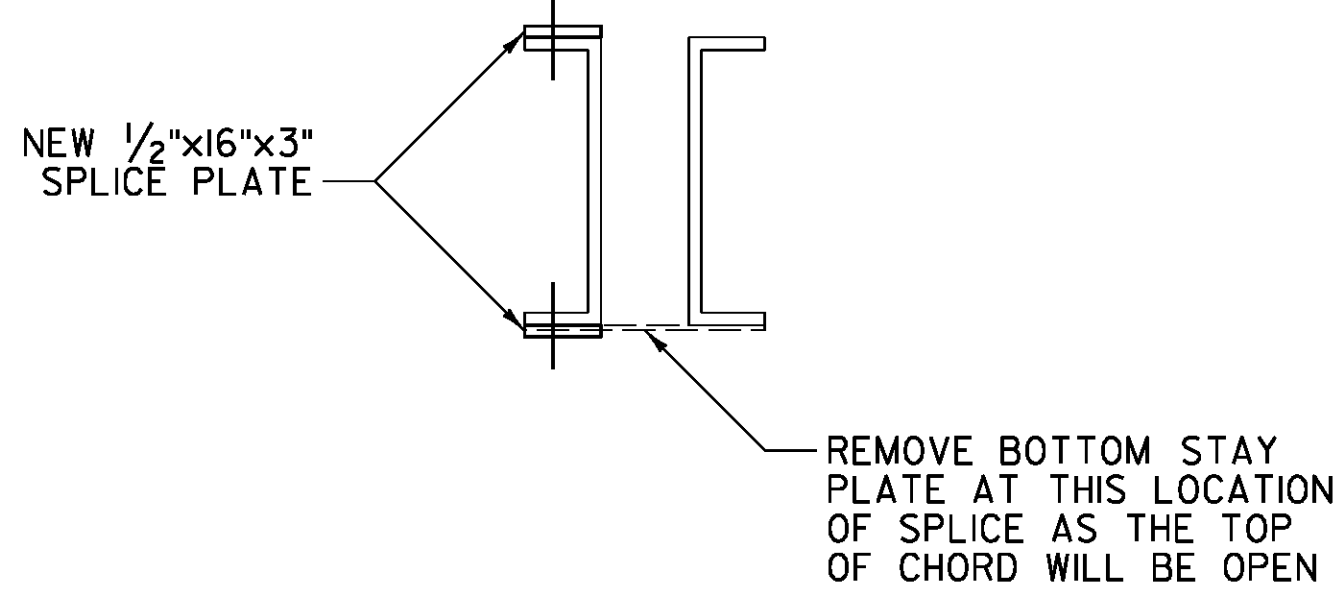
DETAIL C  
BOTTOM CHORD REPAIR  
SCALE: 1 1/2" = 1'-0"

- ⊕ REPLACE EXISTING RIVET WITH H.S. BOLT (MATCH DRILL IN FIELD)
- + NEW 7/8" DIA. H.S. BOLT
- EXISTING RIVET TO REMAIN

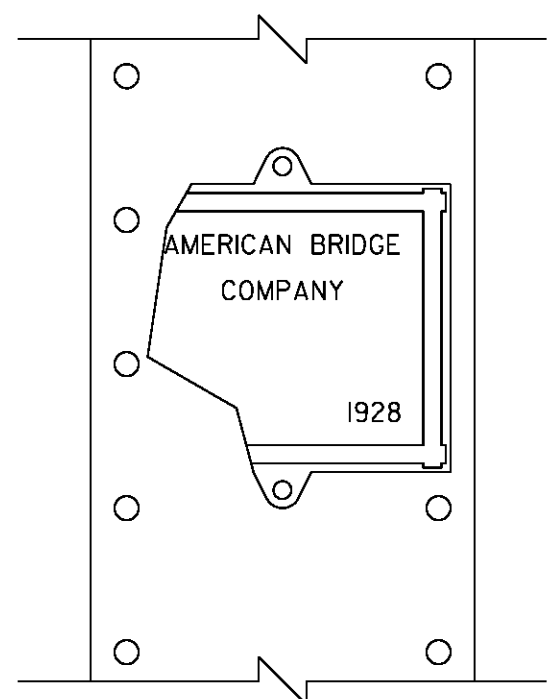


*INCIDENTAL TO ITEM 506.60

DETAIL D  
SCUPPER EXTENSION DETAIL  
SCALE: 1 1/2" = 1'-0"



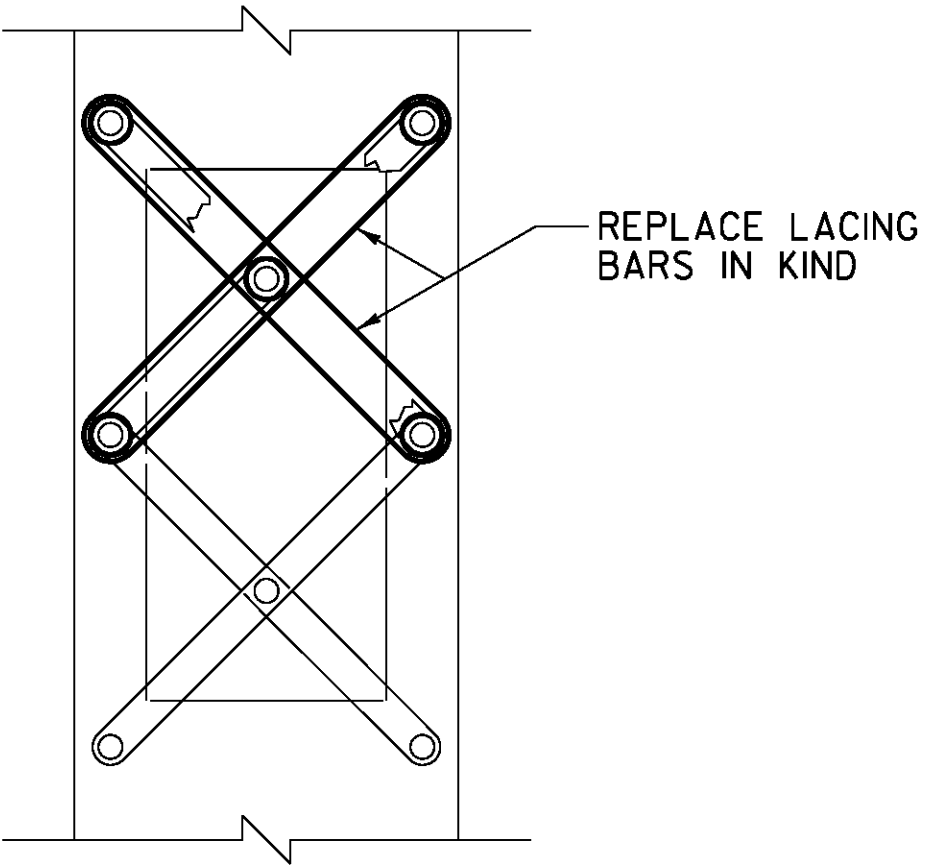
DETAIL E  
BOTTOM CHORD REPAIRS (VARIOUS LOCATIONS)  
SCALE: 1 1/2" = 1'-0"



EXISTING BRIDGE PLAQUE

NOTE: REMOVE EXISTING BRIDGE PLAQUE AND DELIVER TO THE TOWN HIGHWAY DEPARTMENT (PHONE: 802-888-6369)

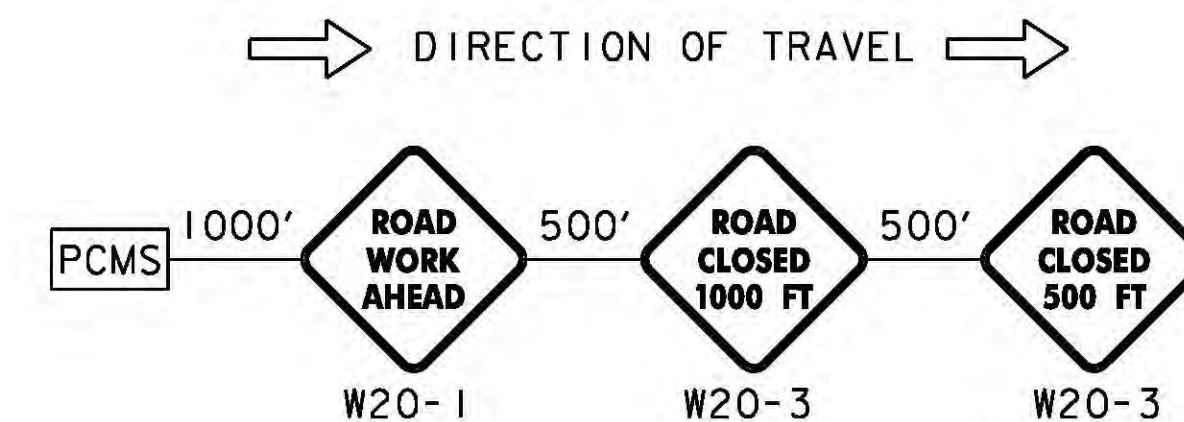
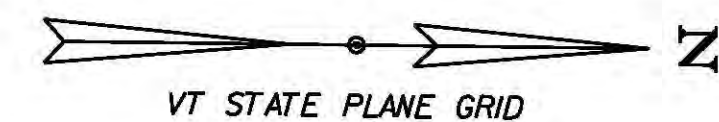
DETAIL F  
NOT TO SCALE



DETAIL G  
NOT TO SCALE

PROJECT NAME: MORRISTOWN	
PROJECT NUMBER: BF 0239(3)	
FILE NAME: z13j274typ.dgn	PLOT DATE: 1/19/2016
PROJECT LEADER: T. KNIGHT	DRAWN BY: J. SOTER
DESIGNED BY: T. KNIGHT	CHECKED BY: G. BOGUE
REPAIR DETAILS	SHEET 7 OF 9





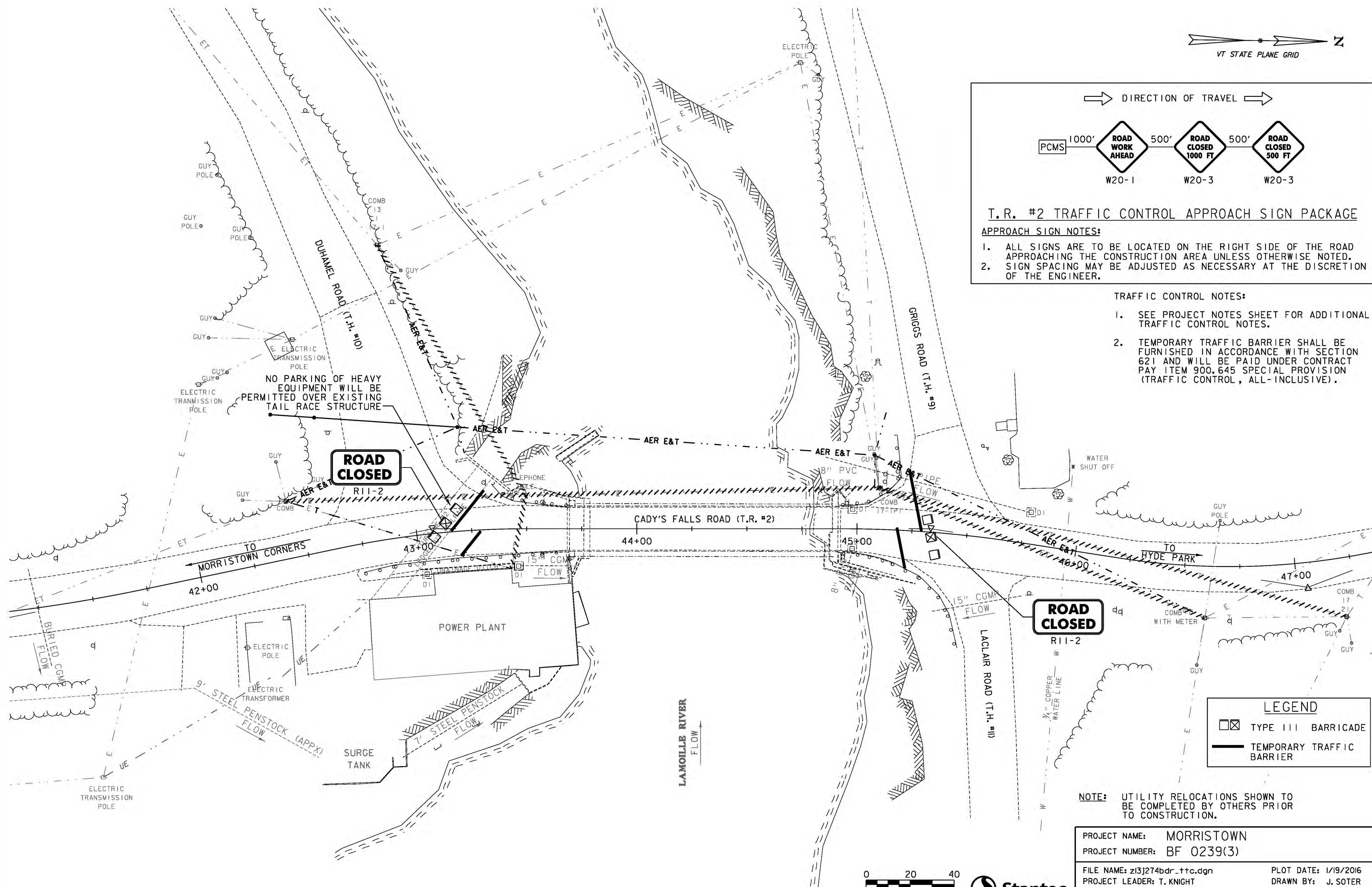
### T.R. #2 TRAFFIC CONTROL APPROACH SIGN PACKAGE

#### APPROACH SIGN NOTES:

1. ALL SIGNS ARE TO BE LOCATED ON THE RIGHT SIDE OF THE ROAD APPROACHING THE CONSTRUCTION AREA UNLESS OTHERWISE NOTED.
2. SIGN SPACING MAY BE ADJUSTED AS NECESSARY AT THE DISCRETION OF THE ENGINEER.

#### TRAFFIC CONTROL NOTES:

1. SEE PROJECT NOTES SHEET FOR ADDITIONAL TRAFFIC CONTROL NOTES.
2. TEMPORARY TRAFFIC BARRIER SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 621 AND WILL BE PAID UNDER CONTRACT PAY ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).



NOTE: UTILITY RELOCATIONS SHOWN TO BE COMPLETED BY OTHERS PRIOR TO CONSTRUCTION.

PROJECT NAME: MORRISTOWN

PROJECT NUMBER: BF 0239(3)

FILE NAME: z13j274bdr_ttc.dgn

PROJECT LEADER: T. KNIGHT

DESIGNED BY: T. KNIGHT

TRAFFIC CONTROL PLAN

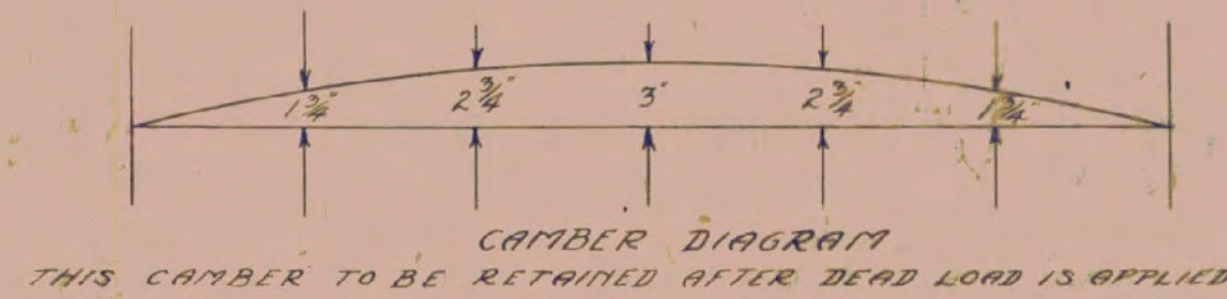
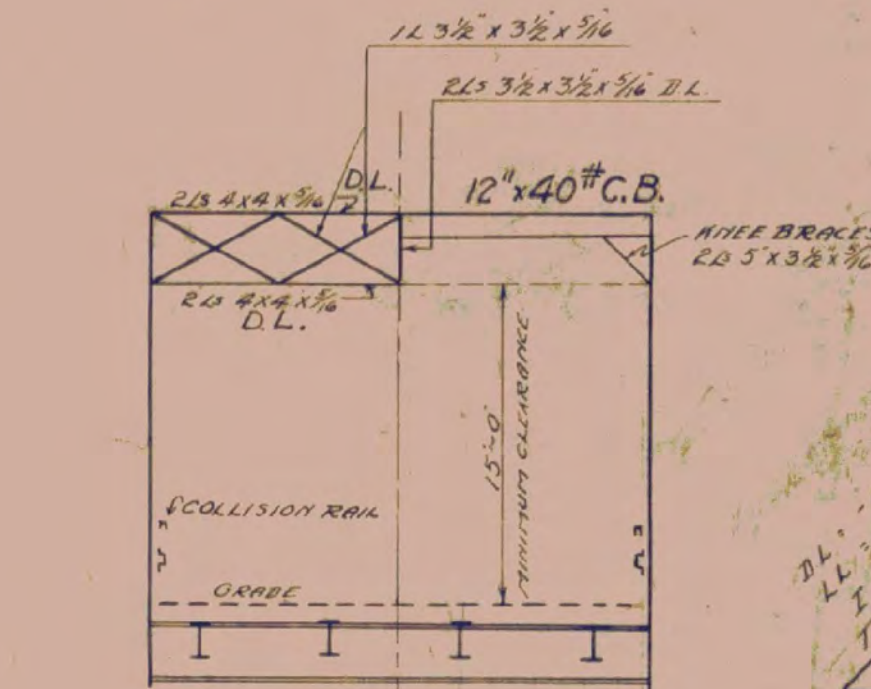
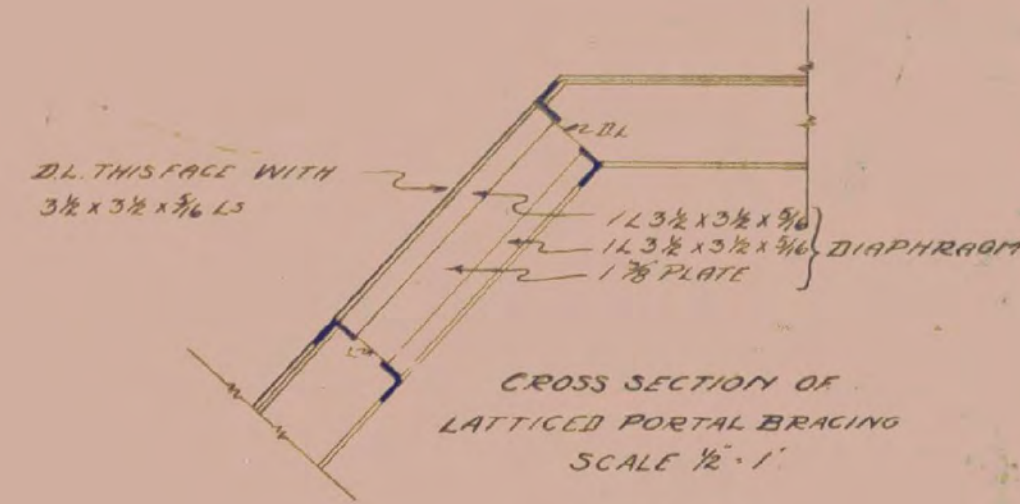
PLOT DATE: 1/19/2016

DRAWN BY: J. SOTER

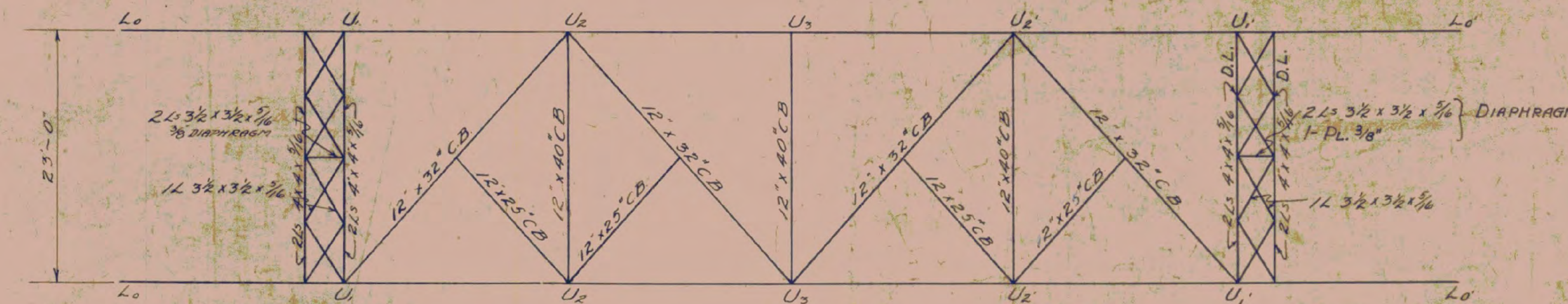
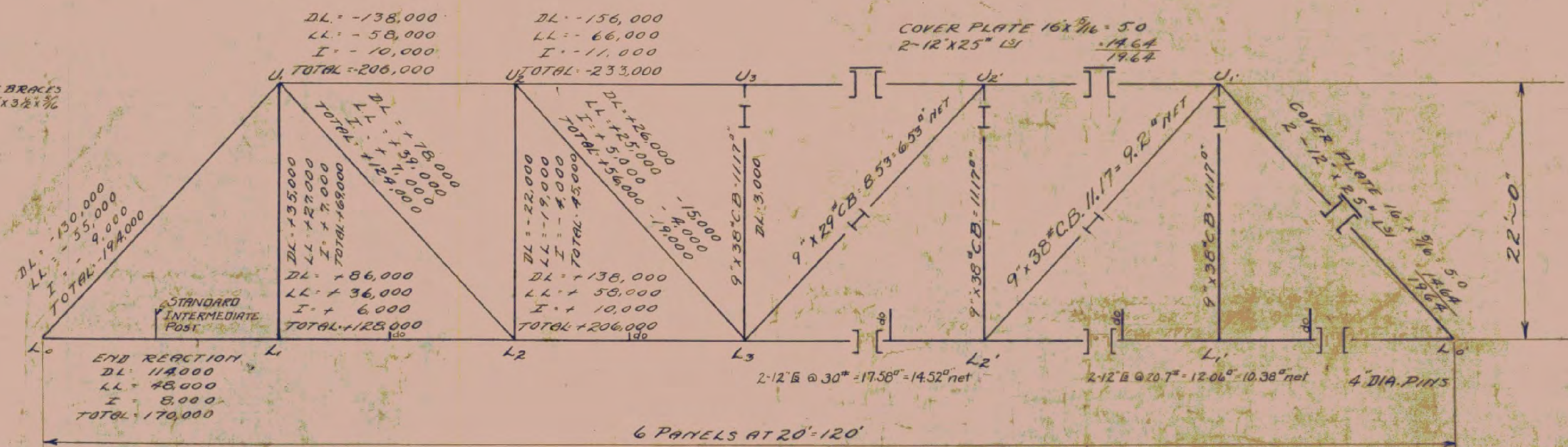
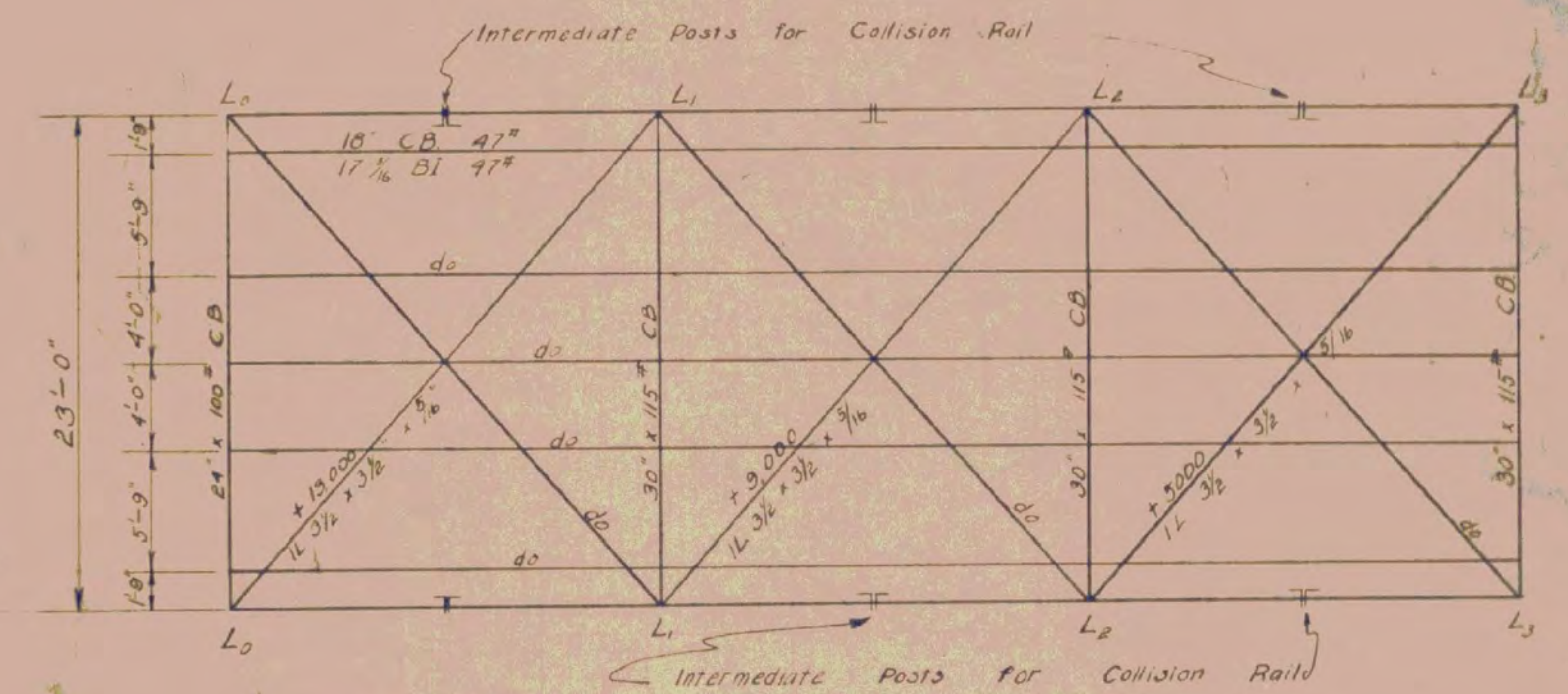
CHECKED BY: D. YOULEN

SHEET 8 OF 9





STRINGERS	
MOMENT	SHEAR
DL = 388,000 IN LBS	6,000
LL = 617,000 IN LBS	13,700
LL + I = 1,005,000 IN LBS	24,200
TOTAL = 1,393,000 IN LBS	



STRINGERS	
MOMENT	SHEAR
DL = 480,000 IN LBS	8,000
LL = 918,000 IN LBS	16,000
I = 276,000 IN LBS	5,000
TOTAL = 1,674,000 IN LBS	29,000

FLOOR BEAMS	
MOMENT	SHEAR
DL = 2148,000 IN LBS	32,000
LL = 2114,000 IN LBS	27,000
I = 613,000 IN LBS	8,000
TOTAL = 4875,000 IN LBS	67,000

END FLOOR BEAM	
MOMENT	SHEAR
DL = 1074,000 IN LBS	
LL = 2114,000 IN LBS	
I = 740,000 IN LBS	
TOTAL = 3928,000 IN LBS	

#### NOTES

FLOOR DESIGNED FOR  
DEAD LOAD - 8" CONCRETE SLAB +  
25 PAVING ALLOWANCE + WEIGHT OF STEEL  
LIVE LOAD - ROADWAY - 215 TON TRUCKS  
14'-0" X GALLIES - 6'-0" X WHEELS -  
B3% OF LOAD ON REAR AXLE  
IMPACT - STRIKE R550% FLOOR BEAMS - 8"  
END FLOOR BEAMS - 3.5%  
TRUSS DESIGNED FOR  
DEAD LOAD - CONCRETE FLOOR AND PAVING  
1350' STEEL 550' 1900' PER LIFT  
LIVE LOAD - TWO LAMES - HIS ARSIO SPEC 182  
IMPACT - 101,500 WHERE AGGREGATE LOADED LENGTH  
GUSSET PLATE 1/4" AT L - 1/2" ELSEWHERE  
RIVETS - 3/8" DIA  
SPECIFICATIONS  
STANDARD SPECIFICATIONS FOR  
STEEL HIGHWAY BRIDGES - U.S.D.A.  
BULLETIN NO. 1655 - SHALL APPLY TO  
ALL WELDING AND MATERIALS AS  
REFERRED TO IN VT STANDARD ROAD AND BRIDGE SPECIFICATIONS  
REFERENCES  
FOR THIS BRIDGE USE THE FOLLOWING STANDARD  
DETAILS AND TYPES SHOWN ON SHEET SBI-1  
STANDARD DETAILS NOS. S-2, S-3, S-4, S-10  
S-12, S-13, S-15, S-21  
WHEN BRIDGE CONSISTS OF MORE THAN ONE SPAN USE  
STANDARD DETAIL S11 AT PIERS.

MORRISTOWN  
BF 0239(3)  
SHEET 9 OF 9  
FOR REFERENCE ONLY

STEEL  
SUPERSTRUCTURE  
120' X BEARING  
20' ROADWAY  
2 - H 15

Correct  
A.B.R. Bishop  
Bridge Engineer.

ESTIMATED QUANTITIES FOR ONE SPAN	
THIS SHEET USED FOR -	THIS SHEET USED FOR -
NO. 2	NO. 1
STRUCTURAL STEEL (NO. 1) 133,500 LBS.	STRUCTURAL STEEL (NO. 1) 133,500 LBS.
CLASS A - 12" X 4" CONCRETE IN ROADWAY SLAB 73 CU YDS.	CLASS A - 12" X 4" CONCRETE IN ROADWAY SLAB 73 CU YDS.
REINFORCING STEEL (NO. 1) 12,100 LBS.	REINFORCING STEEL (NO. 1) 12,100 LBS.
STRUCTURAL STEEL (NO. 2) 404,600 LBS.	STRUCTURAL STEEL (NO. 2) 404,600 LBS.
Reinforcing Steel (No 2) 13,120 LBS.	Reinforcing Steel (No 2) 13,120 LBS.

Surveyed by  
Designed by SHOFMAN  
Drawn by KBW  
Traced by KBW  
Checked by T.H. U. (11/11/11)  
Series SB 20 No. 120  
Sheet 9 of 9



## SELECTBOARD MEMORANDUM

**To:** Selectboard  
**From:**  
**Date:** November 3, 2025  
**Subject:** Motion to convey land to Green Mountain Habitat for Humanity

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### **Background:**

On October 20, 2025, Robin Pierce of Green Mountain Habitat for Humanity presented a proposal to convey a 4,356-square-foot, town-owned lot next to the library (appraised at \$72,000) for construction of a single-family home in partnership with students from the Green Mountain Tech Center. Habitat homes are sold, not rented, and added to the tax roll. Pierce offered \$50,000 for the lot to maintain affordability. Town Manager Brent Raymond outlined two legal options for conveyance—Selectboard action with a 30-day public notice or a direct town vote—and recommended a public vote to ensure transparency.

The board has been in discussions for two years regarding this property and continued to discuss the proposal's benefits, including affordable, energy-efficient housing, and George Cormier suggested a \$50,000 sale price with the remaining \$22,000 considered in-kind work by Habitat for reconfiguration of the parking lot. Leah Hollenberger expressed concern that waiting until the March town meeting could delay the project and jeopardize the Tech Center's involvement. Brent Raymond will work with Robin Pierce in the next two weeks for more specifics and will draft a motion. The Selectboard members agree this is worth moving forward. This will be on the November 3, 2025, agenda for Selectboard approval.

### **Attachments:**

1. Green Mountain Habitat for Humanity

3 ac

193

2.4 ac

195

0.28 ac

196

0.24 ac(s)

ST.

197

0.2 ac

198

0.2 ac

202

0.3 ac

201

0.2 ac

200

0.3 ac

199

0.1 ac

**RICHMOND**

192

0.44 ac(s)

191

0.51 ac

190

0.33  
ac(s)

**MAIN**

**10**

0.21 ac

9

0.1 ac

8

0.2 ac

7

0.2 ac

6

0.3 ac

Morristown Fire  
Department

5

0.1 ac

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COURT ST.