



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

On Zoom and at 43 Portland St. Morrisville, VT 05661
4:30 PM Monday, May 4, 2026

[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 Morrystown's website:

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

I. FIELD INSPECTION (SITE VISITS)

1. 4:30PM - Examination of Stub Towne Road (T.H. #38)
 - a. Meeting Location — Stub Towne Road/Lower Elmore Mountain Road
 - b. Scope - Inspection of the +/-0.1 mile long, three-rod (49.5 feet) wide town highway right-of-way for Stub Towne Road.

II. 5:30PM - PUBLIC HEARING - STUB TOWNE ROAD (T.H. #38)

1. 5:30PM: Call to Order and Introduction
2. Evidence of Notice: Entry of exhibits into the record confirming 30 days advanced notice was provided to interested parties, the Department of Forest Parks and Recreation, and Planning Commission, newspaper publication.
3. Town Testimony: Presentation by the Town regarding the "public good, necessity, and convenience," including maintenance challenges or cost savings
4. Interested Party Testimony: Comments and evidence from abutting landowners or other interested persons
5. Cross-Examination: Opportunity for parties to question witnesses

III. 5:50PM - DELIBERATE SESSION

IV. 6:00PM - ADJOURN (REGULAR SB MEETING IMMEDIATELY FOLLOWING)

TOWN OF MORRISTOWN
NOTICE OF EXAMINATION OF PREMISES AND PUBLIC HEARING
FOR THE DISCONTINUANCE OF STUB TOWNE ROAD (TOWN HIGHWAY #38)

Pursuant to its petition and motion approved on January 5, 2026, and the requirements of Title 19, Chapter 7 of the Vermont Statutes Annotated, the Town of Morristown Selectboard will conduct an examination of the premises and public hearing on Monday, May 4, 2026, to consider the discontinuance of +/-0.1-mile (+/-500 feet) long, three-rod (49.5 feet) wide town highway right-of-way for Stub Towne Road (Town Highway #38). The Class 3 town highway right-of-way for Stub Towne Road (Town Highway #38) commences on the westerly side of Lower Elmore Mountain Road (Town Highway #37) and extends +/-0.1 miles westerly, terminating proximate to the barn and driveway on the lands and premises of Pamela and Clarence Towne, known and identified as 28 Stub Towne Road. All interested parties shall meet for the following:

1. An **inspection of the premises at 4:30 PM** on Monday, May 4, 2026, on Stub Towne Road (Town Highway #38), to be commenced at the intersection of Stub Towne Road and Lower Elmore Mountain Road:

The Class 3 town highway right-of-way for Stub Towne Road (Town Highway #38) is three rods (49.5 feet) wide, commences on the westerly side of Lower Elmore Mountain Road (Town Highway #37), and extends westerly +/-0.1 miles (+/-500 feet), terminating at the barn and driveway for the lands and premises now or formerly owned by Pamela and Clarence Towne, known and identified as 28 Stub Towne Road.

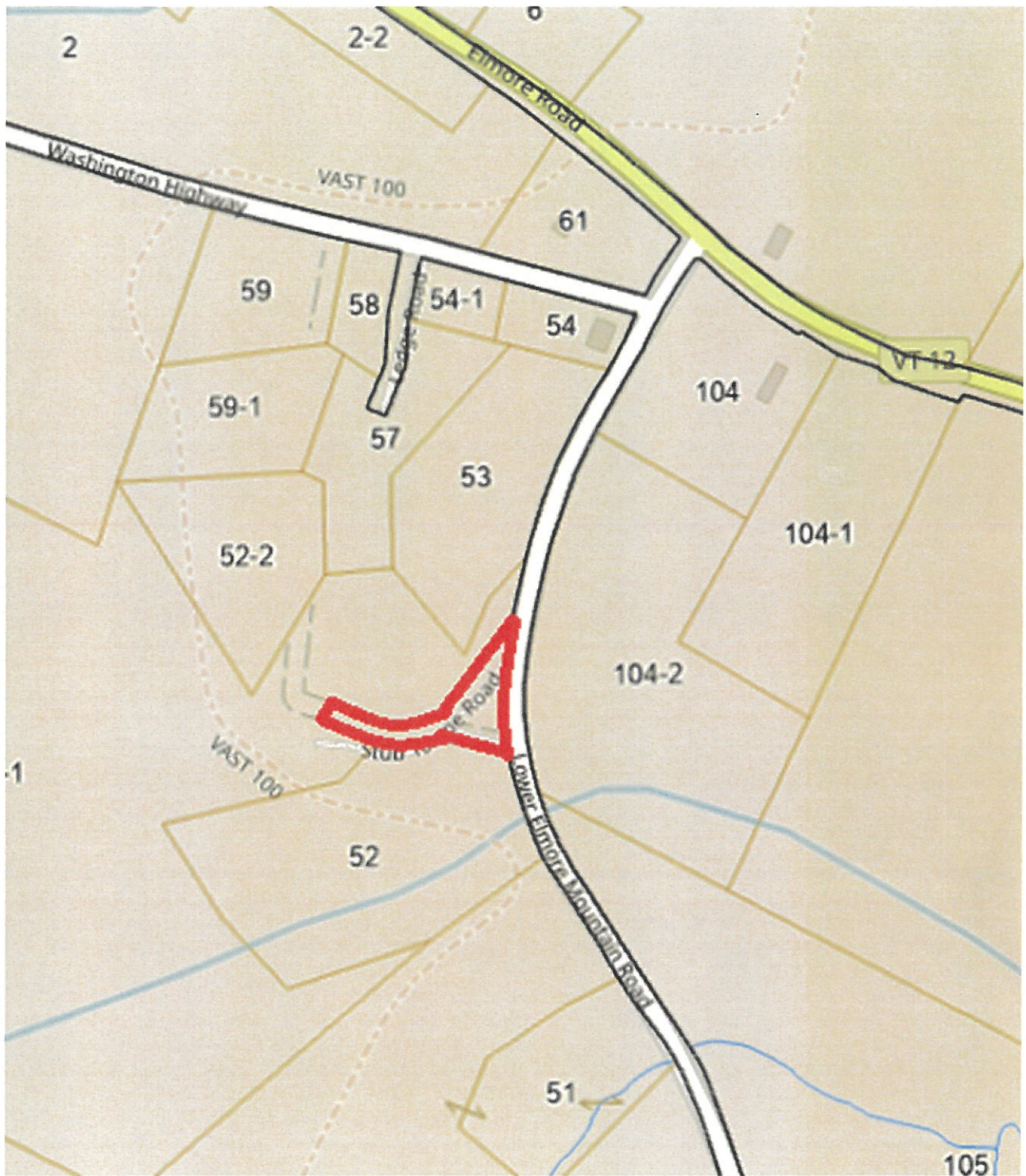
2. A **public hearing following the inspection of the premises at 5:30 PM** at the Morristown Town Office, 43 Portland Street, Morristown, VT 05661, to receive testimony from all persons abutting, owning or interested in the matter of discontinuing the +/-0.1-mile (+/-500 feet) long town highway right-of-way for Stub Towne Road (Town Highway #38).

Persons wishing to comment, provide testimony or give evidence regarding the proposal may do so in person during the hearing, or by filing their comments, in writing, prior to the hearing.

After examining the premises and hearing from any and all interested persons, if the Selectboard judges that the public good, necessity and convenience of the inhabitants of the Town of Morristown warrants discontinuing the aforesaid +/-0.1-mile (+/-500 feet) long town highway right-of-way for Stub Towne Road (Town Highway #38), it will be so ordered.

Dated at Morristown, Vermont, this 2nd day of April, 2026.

/s/ Brent Raymond, Town Manager, Town of Morristown



Town of Morristown Road Policy

A. Classification of Highways

All Highways in Morristown are classified as Class 1, 2, 3 & 4. The classification of highways and the acceptance thereof as town roads is governed by 19 VSA Chap 3, §302.

B. General Policies Roads & Acceptance as Town Roads

1. Road Construction Expenses. All expenses, legal or otherwise, shall be borne by the applicant in the process of laying out, constructing, and improving proposed highways that are to become Town roads, including constructing driveways, putting up signs and installing roadway and driveway culverts and signs.
2. Road Acceptance Expenses. All expense incurred by the Town in connection with a request for Road Acceptance shall be borne by the applicant. These include, but are not limited to, public warning, legal fees for review of surveys, easements, and deeds.
3. Road Improvements Needed for Acceptance. The applicant shall demonstrate a clear work plan that shall be approved by the Selectboard for any work needed to bring a private road into compliance with the Road Specifications found in §C.
4. New Town Roads Shall Promote Public Good. Any road put up for acceptance shall be found by the Selectboard to benefit all abutting landowners and promote the public good.
5. Waiting Period for Road Acceptance. No proposed road will be accepted by the Selectboard as a Town highway until said road, upon completion, has been placed in service and used by the public as a thoroughfare for at least one year.
6. Town Road Maintenance Limited. For any new road accepted as a Town road, the Town shall only be responsible for the maintenance of the paved surfaces, including ice and snow removal. The Town shall not be responsible for maintaining the road's stormwater system or absorbing the cost of any associated State stormwater fees.
7. Class 4 Road Maintenance. The Town will not provide improvements or maintenance to Class 4 roads not presently maintained. Private improvements to a Class 4 roadway require prior permission from the Selectboard, per the Selectboard's most current version of its Class 4 Road Policy. Class 4 roads that are currently maintained will not be maintained beyond the current level of repair.
8. Selectboard Approval of New Subdivision Roads. The Selectboard shall determine if new development roads meet the standards found below in §C prior to the Development Review Board granting §750 Final Plat Approval, also as specified in the Morristown Subdivision & Zoning Bylaws. The Selectboard shall also name said road at this same time.
9. Dead-End Roads Not Town Roads. The Selectboard has determined that accepting dead-end roads is contrary to the public good and only roads that provide access to a through street shall be accepted as Town highways. The Selectboard shall only make an exception to this dead-end road acceptance

prohibition when said road provides a public purpose, such as the primary access to public property or valuable recreational amenities, or for dead-ends created by the construction of the Truck Route.

10. Substandard Roads to Remain Private. Development roads that the Selectboard determines not to meet the standards contained in §C of this policy shall be conditioned in the subdivision approval as “to remain private in perpetuity” with such language added as a deed restriction for each subdivision lot.
11. Downgrading Substandard Roads. The existing Town road network shall be reviewed by the Selectboard, in consultation with the village & Town road foremen, at least every 5 years to determine if dead-end roads that do not serve a public purpose should be downgraded or discontinued.
12. Recording Roadway Changes Required. Any change in a road classification or layout shall be recorded in the Land Records.
13. Legal Trails. A trail is a public right-of-way that is not maintained and is not a public highway. A trail is often a previously designated Town highway having the same width as the designated Town highway, or a lesser width if so designated; or 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.

C. Road & Access Standards

1. Rural Road Specifications: Town roads located in the Rural Residential Agricultural (RRA) Zone shall have a gravel surfaced a be a minimum of 20 feet wide plus a two-foot-wide shoulder on each side of the road. The construction of said roads shall match the cross-section shown in Appendix 1.
2. Urban Road Specifications. Town roads located in all other zones including all business zones, shall be paved with bituminous concrete and be at least 18-24 feet wide, with said width per the direction of the Selectboard depending on the amount and type of traffic expected. The construction of said roads shall match the cross-section shown in Appendix 2.
3. Private Road Minimum Specifications. Private roads built to less than Town road standards that provide access to three or more properties shall have a minimum width of 16-feet (measured from the outside edge of the roadside ditches), be passable in all seasons by a standard car and be paved or gravel depending on the underling zoning of the area per the Rural or Urban Specifications found above. Access roads to two or less properties shall be determined to be private driveways and shall not be required to meet either the Urban or Rural cross-sections and shall not be serviced as Town roads.
4. Road Right-Of-Way. All proposed roads shall have a minimum 50-foot right-of-way. The traveled roadway shall be in the center of said right-of-way.
5. Maximum Grade. The centerline grade of new Town roads shall not exceed 10%.
6. Road Intersections. New roads shall meet existing roads at a 90° angle for 75 feet measured from the intersecting centerlines. This first 75 feet of new roadway from said intersection shall have a grade of no more than 5% and be paved in the

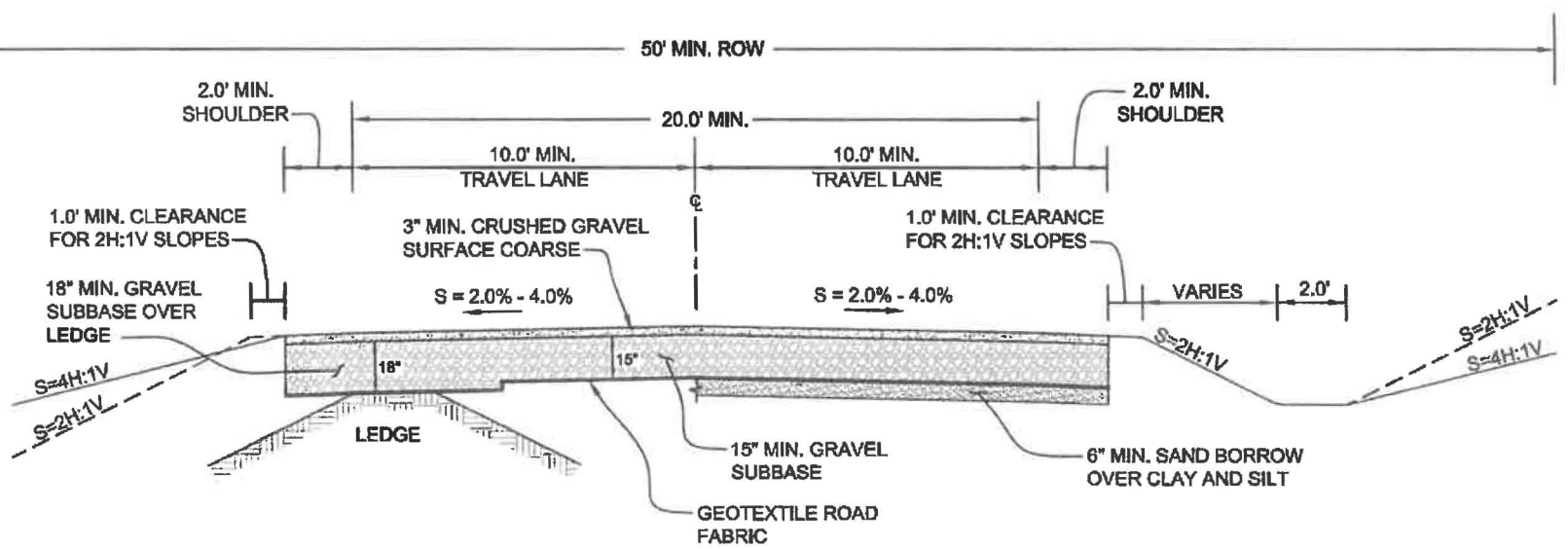
instance when a new gravel road intersects a paved road to prevent washboarding. New road intersections shall be located at least 125 feet from any existing road intersection on the same side of the road and line up with any existing intersection on the opposite side of the road or maintain at least the same minimum 125 foot buffer distance.

7. Road & Driveway Culverts. Road culverts shall be at least 24-inches in diameter or larger, depending on hydraulic need, as determined by the applicable road foreman and not less than 40-feet in length. Driveway culverts shall be at least 18-inches in diameter or larger, as determined by the applicable road foreman and not less than 30-feet in length. The Town will oversee but not install driveway culverts inside the Town right-of-way, but the Town shall not be responsible for the acquisition cost of any driveway culvert or replacement thereof.
 8. Access Permits Required for access to Town Roads. Any person wishing to gain a new access or accesses onto a Town Highway must first obtain an Access Permit from the Zoning Administrator prior to building a new driveway access or cutting a curb. The Zoning Administrator shall not issue an Access Permit without prior consultation with the Highway Superintendent.
 9. Access Secondary Frontage. When a property has frontage on more than one roadway, the curb cut shall be directed to secondary roadway and away from the primary roadway. Said curb cut may only be located on the primary roadway when the secondary road frontage is illusory due to natural features such as severe topography, wetlands, etc.
 10. Road Cut Permit Required. Any individual requesting to excavate or work in a Town right-of-way must submit a road cut permit application to the Selectboard for approval. Road cuts shall not be permitted between November 1st and May 1st.
 11. Driveways & Parking Areas. The access width of driveways & parking areas that enter upon a Town road shall have a minimum width of 12 feet and a maximum width of 20 feet for residential uses, or a maximum width of 40 feet for commercial uses. New driveways and parking areas shall slope away from the Town road and not drain stormwater thereon.
 12. Sidewalks. Sidewalks shall accompany Roads as directed by the Morristown Sidewalk Policy, as drafted by the Planning Council, approved by the Selectboard and required by the Development Review Board or Zoning Administrator.
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Original policy approved & adopted on 19 August 1985

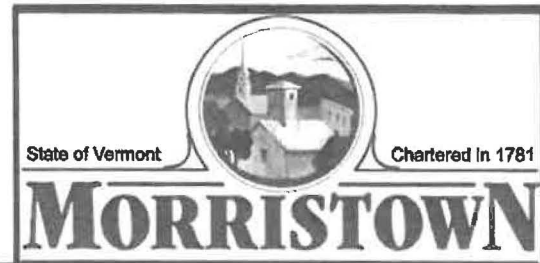
Substantially revised policy approved on 28 September 2015 & effective 1 November 2015

Amended December 17, 2018, Amended August 12, 2019, Amended August 7, 2023

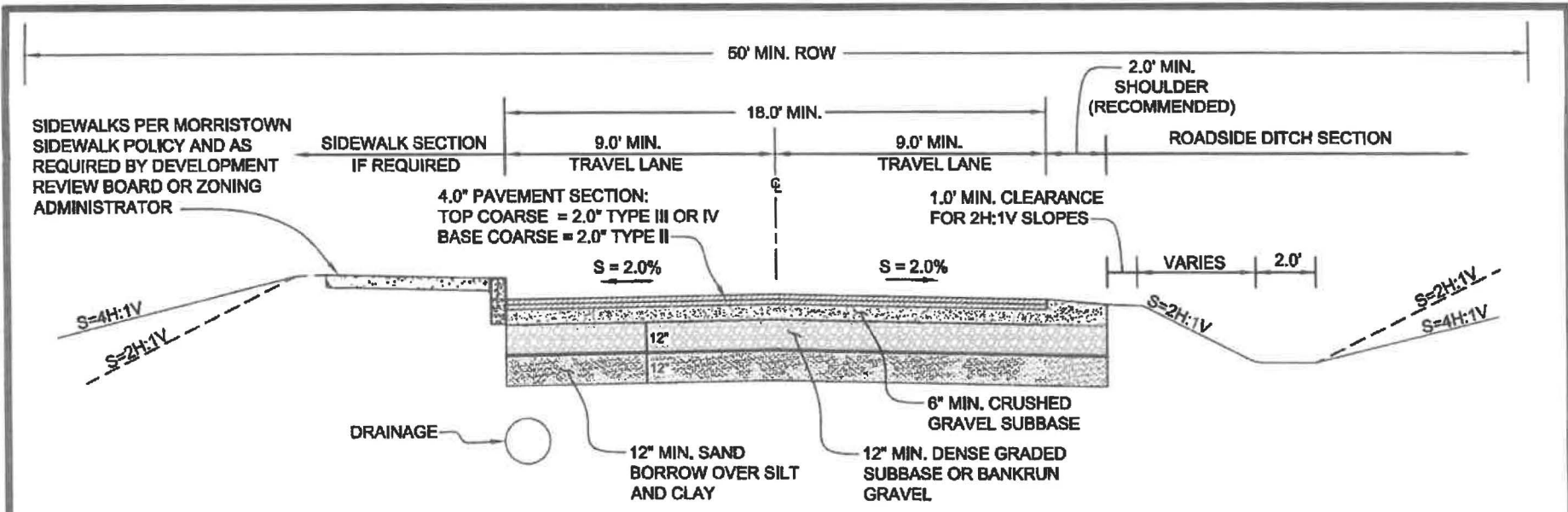


GENERAL NOTES FOR TOWN RURAL ROADS:

1. SAND CUSHION LAYER, GRAVEL SUBBASE, AND CRUSHED GRAVEL SURFACE COARSE SHOULD BE CONSTRUCTED TO THE DIMENSIONS SHOWN IN ACCORDANCE WITH CURRENT VTRANS STANDARD SPECIFICATIONS FOR CONSTRUCTION.
2. ALL EXPOSED/DISTURBED EARTH SHALL BE SEEDED AND MULCHED.
3. DITCHES WILL RECEIVE THE FOLLOWING TREATMENTS BASED ON THEIR SLOPES:
 - 0 - 1% SEED AND MULCH
 - 1 - 3% EROSION CONTROL MATTING AND SEED
 - 3%-10% TYPE I STONE FILL WITH MIN. 1.0' DEPTH
4. HORIZONTAL CURVATURE: MINIMUM RADIUS OF CURVATURE FOR NORMAL CROWN OR SUPERELEVATED (BANKED) CURVES SHALL BE PROVIDED PER "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" BY AASHTO.

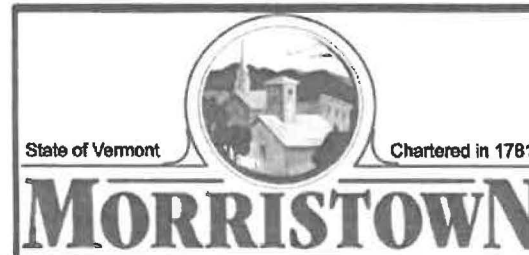


Appendix 1:				
Town of Morrystown Road Policy				
Rural Road Typical Cross Section				
Effective: Nov. 1 2015	DWG.#: 1	SCALE: 1"= 5'	DRN.:SJD	CHK.:TT



GENERAL NOTES FOR TOWN RURAL ROADS:

1. BITUMINOUS CONCRETE PAVEMENT, SAND CUSHION LAYER, GRAVEL SUBBASE, AND BANKRUN GRAVEL SHOULD BE CONSTRUCTED TO THE DIMENSIONS SHOWN IN ACCORDANCE WITH VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.
2. ALL EXPOSED/DISTURBED EARTH SHALL BE SEEDED AND MULCHED.
3. DITCHES, WHEN INCLUDED IN THE ROAD DESIGN, WILL RECEIVE THE FOLLOWING TREATMENTS BASED ON THEIR SLOPES:
 0 - 1% SEED AND MULCH
 1 - 3% EROSION CONTROL MATTING AND SEED
 3%-10% TYPE I STONE FILL WITH MIN. 1.0' DEPTH
4. HORIZONTAL CURVATURE: MINIMUM RADIUS OF CURVATURE FOR NORMAL CROWN OR SUPERELEVATED (BANKED) CURVES SHALL BE PROVIDED PER "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" BY AASHTO.
5. WHERE CURB AND SIDEWALKS ARE NOT REQUIRED, 2' ROAD SHOULDERS ARE RECOMMENDED. FOR URBAN ROADS WITH NO SIDEWALKS OR A SIDEWALK ONLY ON 1 SIDE, ROAD DITCHES AND CUT/FILL SLOPES SHALL BE PROVIDED PER THE RURAL ROAD TYPICAL SECTION IN APPENDIX 1.



Appendix 2:
Town of Morristown Road Policy

Urban Road Typical Cross Section

Effective: Nov. 1 2015	DWG.#: 1	SCALE: 1"= 5'	DRN.:SJD	CHK.:TT
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