Milton Selectboard
April 6, 2015 at 6:00 PM
Municipal Building Community Room

Use of cell phones is prohibited during the meeting. Please shut them off or silence them.

AGENDA

I. Call to Order

II. Flag Salute

III. Agenda Review

IV. Public Forum
The Public Forum will be limited to five minutes per person. All participants must sign in and clearly state their name. No action will be taken on items raised until a subsequent meeting (if action is needed by the Selectboard).

V. Appointments and/or Resignations

A. Recognition of Former Selectboard Members
(Recognition)
Darren Adams, Selectboard Chair

Motion Requested: *to* ***approve the letter to Brenda Steady and the Resolution for John Gifford.***

B. Recognition of Development Review Board Chair
Darren Adams, Selectboard Chair
Motion Requested: *to approve the resolution for Allen Lasell.*

C. Complete the Appointment of Members to the Town Manager Search Committee
Motion Requested: *to appoint Jen Dooley, Henry Bonges, Terri Sabens Jessica Groeling and Betty Thompson as members of the Town Manager Search Committee.*

D. Appointment to the Development Review Board
Motion Requested: *to appoint Henry Bonges to the Development Review Board to take effect on April 10, 2015 to fill an unexpired term ending in 2017.*

E. Appointment to the Chittenden County Regional Planning Commission
Motion Requested: *to appoint Henry Bonges as the alternate to the Chittenden County Regional Planning Commission for a term expiring on June 30, 2016.*

VI. New Business and Department Items

A. General Car Show to Benefit Children's Miracle Network – Application for Entertainment Permit on August 8, 2015 – Leo Belval
(Consider Approving Entertainment Permit)

Paul Bohne, Interim Town Manager

Motion Requested: *to approve the Entertainment License application for the General Car Show to Benefit the Children's Miracle Network on August 8, 2015 from 10a.m. to 4p.m. to be located at the vacant parcel between Sears and Snap Fitness on Route 7 South in Milton as presented*

B. Capital Improvement Plan Request for a Public Hearing
(Consider Warning a Public Hearing)
Paul Bohne, Interim Town Manager and Jake Hemmerick, Town Planner

Motion Requested: *to set a hearing for the Capital Improvement Plan on May 4, 2015 at 6 p.m.*

C. General Stannard House Priorities
(Update on Committee's Progress and Communications)
Paul Bohne, Interim Town Manager, Bill Kaigle, General Stannard House Committee, and Jake Hemmerick, Town Planner

Motion Requested: *that the Town accept the donation of the building and 100' x 70' lot located at 947 Route 7 South and donated by the Miller Realty Group. The acceptance will be conditioned on the DRB granting the subdivision of the Miller Realty property and variances and the Agency of Transportation permitting access to Route 7. It is understood that the General Stannard House Committee shall completely fund its restoration and eventual operation as a small Civil War Site. The Town will support the utilities and standard maintenance after restoration is complete.*

D. Sidewalk Study – Preferred Alternatives Presentation
(Presentation and Discussion of Alternatives)
Paul Bohne, Interim Town Manager and Roger Hunt, Public Works Director
Motion Requested: *to* ***accept the report***

E. Third Quarter Financial Update
(Review Financial Update)
Paul Bohne, Interim Town Manager and Joanne Davis, Finance Director

VII. Old Business

A. Interim Zoning
Motion Requested: *to approve the implementation of Interim Zoning as presented at the hearing held on March 16, 2015.*

B. Adjusted Fee Schedule for Interim Zoning
Paul Bohne, Interim Town Manager and Jake Hemmerick, Town Planner
Motion Requested: *to approve the adjusted Planning and Zoning fee schedule.*

C. Set the Town Treasurer's Pay

Motion Requested: *to set the pay for the Town Treasurer for the fiscal Years of 2015 and 2016*

D. Reconsider Setting the Town Clerk's Pay
Motion Requested: *To set the pay for the Town Clerk ForMarch 4th to June 30, 2015.*

E. Emergency Water Issues - Update
(Update and Discussion)
Paul Bohne, Interim Town Manager and Roger Hunt, Public Works Director

VIII. Reconsideration

IX. Manager's Update

X. Potential and/or Future Agenda Items

XI. Minutes - To Approve With or Without Corrections

Selectboard – Regular Meeting – March 16, 2015

Motion Requested: *to approve the March 16, 2015 meeting minutes as presented*

XII. Warrant/Report - To Approve With or Without Corrections

1) Warrant Report#19

Motion Requested: *to approve Warrant #19 for a total of $166,902.33*

XIII. Possible/Anticipated Executive Session per V.S.A. Title 1 Section 313

XIV. Adjournment

Posted on the official bulletin board in the lobby of the Municipal Building; to the Town website; emailed to the Burlington Free Press, Milton Independent, Lake Champlain Access Television, Fox 44 News, WPTZ, and WCAX; and posted in two other places within the Town of Milton and filed with the Town Clerk.

Signed: Paul W. Bohne III
Paul Bohne, Interim Town Manager

Resolution

TOWN OF MILTON

Recognition of Service by John Gifford, Selectboard Member

WHEREAS, John Gifford has generously given service to the Town as a Selectboard Member from 2010-2015; and,

WHEREAS, on the occasion of John Gifford's departure, the Board wishes to express its gratitude for his service, leadership and careful stewardship of the Town on behalf of its citizens.

THEREFORE, BE IT RESOLVED, by the Selectboard of the Town of Milton, that it is with deep appreciation for the many years of outstanding and dedicated service to the Town that the Board presents a plaque (pursuant to Policy 07) commemorating the 5 years of service given by John Gifford, as well as adding a plate bearing his name to the Selectboard service plaque.

Dated at Milton, Vermont this _____ day of _____, 2015

MILTON SELECTBOARD

_____
Darren Adams, Chair

_____
Stuart King, Vice Chair

_____
John Bartlett, Clerk

_____
John Cushing

_____
Kenneth Nolan

Filed with the Milton Town Clerk's Office this _____ day of _____, 2015

Attest: _____
Milton Assistant Town Clerk

TOWN OF MILTON, VERMONT

43 Bombardier Road 05468-3205, 802-893-6655

April 6, 2015

Brenda Steady
138 McMullen Road
Milton, Vermont 05468

Dear Brenda,

The Selectboard would like to thank you for your service to the Town as a Selectboard Member. The Board wishes to express its gratitude for your dedication to the Town and for the many hours you have given, working on behalf of Milton's residents. The Board will commemorate your service by adding a plate bearing your name to the Selectboard service plaque.

Thank you,

Milton Selectboard

_____

_____

_____

_____

_____

RESOLUTION

Town of Milton Selectboard

In Recognition of Allen Lasell's Service to the Development Review Board

WHEREAS, Mr. Allen Lasell was appointed by the Selectboard and has served on the Development Review Board nine years (from 2002 to 2009 and 2013 to 2015);

WHEREAS, many of those years, Mr. Lasell was chosen by his peers and served as Chairman of the Development Review Board;

WHEREAS, Chairman Lasell skillfully led meetings that inspired public confidence, were fair and free from conflicts of interest, and invited orderly public participation;

WHEREAS, Mr. Lasell took his responsibility to faithfully interpret the land-use regulations on behalf of the public interest seriously, and was known by staff to consistently and thoroughly read time consuming, complex, and (at times) contentious application materials under consideration by the Board;

WHEREAS, Mr. Lasell has made lasting and positive contributions to Milton's economic development and quality of life;

WHEREAS, the Selectboard has become aware of Mr. Lasell's relocation from Milton and resignation from the Development Review Board effective April 10, 2015;

THEREFORE, BE IT RESOLVED, that the Milton Selectboard regretfully accepts Mr. Allen Lasell's resignation, expresses its sincere gratitude for the length and quality of service given by Allen on Milton's Development Review Board, and wishes him all the best in his future endeavors.

Dated at Milton, Vermont this _____ day of _____, 2015

MILTON SELECTBOARD

_____
Darren Adams, Chairperson

_____
Stuart King , Vice-Chairperson

_____
John Bartlett, Clerk

_____
Kenneth Nolan

_____
John Cushing

Filed with the Milton Town Clerk's Office this _____ day of _____, 2015

Attest: _____

March 13, 2015

Town Manager
Milton, V T.

I would like to express interest in becoming one of the four additional members of the Town Manager search committee. I could represent two factions of the population: Female and Senior Citizen.

Some History:

Lifetime resident of Milton.
Town Lister for many years.
Justice of the Peace for many years, serving as Chairman the Board of Civil Authority during many of the early years.
Planning Commission secretary
Select Board March 2000 – March 2006 (We hired Sandy Miller during that time)

Thank you for your consideration.

Betty B. Thompson

Betty B. Thompson

802-893-4494

From:	Jessica Groeling
To:	Erik Wells
Subject:	FW: Town Manager Search Committee
Date:	Tuesday, March 31, 2015 12:28:21 PM

From: Jessica Groeling [mailto:jdeforge@comcast.net]
Sent: Tuesday, March 31, 2015 11:55 AM
To: 'ajanda@town.milton.vt.us'
Subject: Town Manager Search Committee

To Whom it May Concern;

I am writing today to be considered for the Town Manager Search Committee. My husband and I have lived in Milton for 10 years. We have two children in the Milton School District and spend much of our extra time volunteering for different sports/ events within the school. Over the past ten years of living in Milton I have experienced many of the amazing qualities within our community and throughout the naturally beautiful landscape. I truly believe that with the right leadership, school and community involvement we could grow into a more desirable place to live within Chittenden County, grow our grand list, improve our school system, and market many of our natural hiking and outdoor trails. I am very concerned with the lack of partnership between the municipality and the community needs. I would like to see the next Town Manager create an outreach committee to engage the residents and try to understand the difficulties many are facing living in Milton. In order to do this I believe the next manager should possess social skills, communication skills, and an open door policy. Someone that will be a familiar face throughout the town and school.

I hope you will consider my letter to serve on the Town Manager Search Committee.

Thank you so much,

Jessica Groeling
13 Highland Avenue
Milton, VT 05468
802.578.5171

From: Terri J Sabens <tjsabens@yahoo.com>
Sent: Thursday, February 19, 2015 1:03 PM
To: Darren Adams; John Bartlett; John Gifford; Brenda Steady; Stuart King
Subject: Town Manager

Good day,

Can you tell me if there will be community members to help with choosing Milton's new town manager like there was for the last one?

If so, I would like to be part of this group again. I feel that with my municipal experience, my position as the pet coordinator for the Blue Star Mothers of Vermont and a PR volunteer for Helene Neville on her One On The Run journey this gives me a very keen eye for the best candidate. I deal with many different personalities in both my job and volunteer work which broadens my perceptions.

Thank you in advance.

Regards,
Terri J Sabens
(802) 893-2088 - H
(802) 598-0971 - C

From:	Ann Janda
To:	Henry Bonges
Cc:	Erik Wells; Paul Bohne
Subject:	FW: Milton Town Mgr Search Committee
Date:	Monday, March 23, 2015 8:12:41 AM
Attachments:	Bonges_resume.doc

Hi Henry,

Thank you for your interest. We will forward your name to the Selectboard for consideration at their April 6 meeting.

Best,
Ann

From: Henry Bonges [mailto:henry.bonges@gmail.com]
Sent: Friday, March 20, 2015 9:05 AM
To: Ann Janda
Subject: Milton Town Mgr Search Committee

Ann, I realize there is a concern about the lack of women participating in the search committee. In the event others are still needed I am pleased to submit my application.

I have enjoyed my increased involvement with the town these last several years and working with Brian Palaia was a positive experience. I appreciate the need for an effective and communicative town manager who is able to listen yet show leadership and make decisions. I have considerable background in the business environment and through work and volunteering have experienced a breadth of organizational styles and structures.

I have participated in the the planning comparison, improvements committee and the Photovoltaic Solar RFP review committee. I strive to be a team player, letting others lead as much as possible yet when needed step in to give direction.

I would be pleased to bring this same experience and attitude to the town manager search committee.

Sincerely, Henry A. Bonges III

Henry A. Bonges III
5 Jackson Lane
Milton, VT 05468

Milton Select Board
c/o Paul Bohne
March 23, 2015

To whom it may concern,

It is my understanding there is a vacancy on the Design Review Board (DRB) for a permanent (not alternate) member. I (Henry Bonges) would like to be considered for this position.

I am currently on the planning commission (PC) and believe there is be good reason have a PC member on the DRB to improve communications. This will be even more the case with the positive changes taking place in the town. We expect considerable improvement of Rt 7 with the community approving article V in the vote of March 3rd. These improvement will be a more complete set of sidewalks, LED lighting, foliage and custom signage. In conjunction with these improvements, sharing the same spirit and also stemming forth from the Rt 7 Improvements Committee, the PC is expected to implement an overlay district with aesthetic guidelines along Rt 7.

The town will also be dealing with interim zoning for the next year, if approved by the SLB.

Additionally the PC is working to include more sustainability elements into the zoning to provide higher quality and more resilient infrastructure.

These are all changes for the better, in the direction Milton wants to go, I would attempt to work the DRB to understand and implement these changes as they happen.

Sincerely,

Henry A. Bonges III

Henry A. Bonges III
5 Jackson Lane
Milton, VT 05468

Milton Select Board
c/o Paul Bohne
March 23, 2015

To whom it may concern,

A recent discussion with Paul Mossey revealed the Regional Planning Commission (RPC) alternate position for Milton is again empty. I would like to be considered.

This lends a vertical perspective to my work with the planning commission (PC) and the Design Review Board (DRB). Exposure to regional planning would also benefit a project I am in the midst of "The Vermont Comprehensive Town Plan and Metrics". This project may also benefit town plans, we'll see.

Sincerely,

Henry A. Bonges III

TOWN OF MILTON, VERMONT 05468-3205

DEPARTMENT OF PLANNING & ECONOMIC DEVELOPMENT
43 BOMBARDIER ROAD • 802-893-1186 • FAX: 893-1005

MEMORANDUM

TO: Paul Bohne, Town Manager

FROM: Meghan Grant, Planning Assistant

RE: Entertainment License Application

DATE: March 25th, 2015

The Entertainment License Application for the General Car Show on August 15, 2015 from 10:00 AM to 4:00 PM at the vacant parcel between Sears and Snap Fitness on Route 7 South is ready to be processed. The Car Show will be for donations to benefit the Children's Miracle Network and they are expecting 300-400 people in attendance. The Applicants will provide 4 port-a-lets, portable water and trash containers onsite. Town Staff was contacted for comments regarding the application. Zoning Administrator, Amanda Pitts noted that there shall be no parking along Route 7.

Staff recommends the approval of this Entertainment License application. I would like to request that this item be submitted to the Selectboard for their April 6, 2015 agenda.

Application for Entertainment Permit
TOWN OF MILTON
43 Bombardier Road, Milton, Vermont 05468-3205
www.milton.govoffice2.com
Contact: Milton Recreation Department 893-4922

Application must be submitted to the Town of Milton at least 21 days prior to the event with all sections completed.
(The Town requires 48 hours notice if you cancel an event)

Applicant and Event Information

Applicant: Leo Belval DBA: Milton Area Cruisers

Address: 117 W. Milton Rd. Town/City: Milton

Daytime Contact Numbers: 802-893-4502 Email Address: lb7349@comcast.net

Type of Event: General Car Show to benefit Childrens Miracle Network

Event Address: the vacant parcel located between the Sears and the Ice Barn/Snap Fitness owned by Hubert McCormick, tax map 7, parcel 15-2

Property Owner/Agent Signature: _____ Date: none

If a One Time Event: Date: 8-15-2015 Hours: from 10am to 4pm

(If a re-occurring event, attach a detailed schedule of events)

If a One Time Event and you are requesting a Rain Date (provide date) none

Attendance: 300-400 (Number of persons estimated) Is the event Public or Private (Circle One) Will money be received? yes (donations) (Through ticket sales, entrance fee, solicitation, etc)

Description of Entertainment: DJ

Music

updated 4/29/14

- Only the Authorized Applicant/Representative may cancel the event (48 hours notice is required) as noted herein and no refund or any portion thereof will be made. Entertainment Permits are determined on a first come, first served basis.
- Any services and/or requirements of the Town will be at the expense of the Applicant; Town Staff will provide an estimate of those costs to the Applicant prior to the event. The Applicant will be expected to provide payment for any such services as required by the Town of Milton in advance of the event.
- Applicant shall not allow or engage in any illegal activity and any damage to private or public property will be the sole liability of the responsible person/agent/heirs/executors signing this Agreement,
- The Town, its officers, agents and employees shall have the right to enter onto the property of the event to confirm the Applicant's conformance to this Application and if a breach is determined, the Town shall have the right to immediately terminate this Application and your permit for entertainment prior to the conclusion of the event without refund.
- Any and all risk management requirements are the sole responsibility of the Applicant and/or Property Owner or Agent. Both the Applicant and the Property Owner/Agent must complete and sign the attached Liability Hold Harmless Agreement.

The Applicant will be notified as soon as possible of the action taken with regard to approval or rejection of this Application.

As the authorized Applicant/Representative of this Application, I fully understand the requirements as noted herein and further understand that it is my responsibility to read the attached documents listed below and to be cognizant of their content.

PRINT NAME Leo Belval

SIGNATURE: Leo Belval **DATE:** 2-9-15

Liability and Hold-Harmless Agreement

In consideration of the permit from the Town of Milton to engage my company and me to perform certain services _____ (Company name) and _____(Property Owner/Agent) and I agree, and for myself/ourselves and my/our heirs, executors and administrators agree to indemnify, defend, and hold forever harmless the Town of Milton and its officers, agents and employees from and against any and all claims, demands, liability, actions, judgments, settlements, damages, costs and expenses (including attorney's fees and disbursements) for injury to or death of any person, including myself, or damage to property arising out of or resulting from any material, product, equipment, vehicle or service supplied by the company or by me, or the agents, servants, or employees of either, or from any action or failure to act on the part of myself or the company or the agents, servants of employees of either, while performing services for, at the behest of, under contract with or permit from or on the premises of the Town of Milton.

Property Owner/Agent: H W McCormick (Print) H. W. McCormick (Sign) **Date:** 3-20-15

Applicant: Leo Belval (Print) Leo Belval (Sign) **Date:** 2-9-15

Enclosures:
Town of Milton- Ordinance to License and Regulate Entertainment

OFFICE USE ONLY

Recreation: Event request reviewed by: _____ Date: 2-12-15 Approved: ✓ Denied: _____ (see below)

Describe: _____

Police Needed: _____yes, ✓ no Signed: _____ Date: 02-23-15

Describe: _____

Highway Needed: _____yes, ✗ no. Signed: _____ Date: 2-28-15

Describe: _____

Fire Needed: _____yes, ✓ no. Signed: _____ Date: 2/28/15

Describe: _____

Rescue Needed: _____yes, ✓ no. Signed: _____ Date: 2/28/15

Describe: _____

Health/Zoning: ✗ yes, _____ no. Signed: _____ Date: 2/12/15

Describe: 4 portalets, drinking water, trash container will be on site done by Belvals
Parking is not allowed along US Route 7 South.

Any Comments/Conditions:

_____

_____

_____

_____

Town Manager Approval

Entertainment Permit Fee $_____ Other applicable fee(s) $_____

Fee Amount Received $_____ Verified by: _____ Date: _____

Approved by: _____ Town Manager Date: _____

Date Selectboard scheduled to consider: _____

Date Selectboard took action and action taken: _____

As the Authorized Applicant/Representative of this Application, I fully understand the above services and/or requirements the Town has indicated above will be at my expense, I agree to the estimated amounts indicated and understand that I am expected to provide, payment in advance of the event. Failure to pay in advance will result in cancellation of the event. Further the Town of Milton reserves the right to cancel the event if necessary in the best interest of the Town of Milton.

PRINT NAME: Leo Belval

SIGNATURE: _____ **DATE:** 2-19-15

TOWN of MILTON
Planning & Economic Development
43 Bombardier Road
Milton, VT 05468-3205

www.miltonvt.org
(802) 893-1186

Legislative and Fiscal Analysis of Requested Selectboard Actions

TO: **Paul Bohne, Interim Town Manager**
FROM: **Jacob Hemmerick, Town Planner**
DATE: **March 27, 2015**
RE: **CAPITAL IMPROVEMENT PLAN PUBLIC HEARING NOTICE**

Legislative Analysis

- The item before the Board is a request to issue Notice for a public hearing on the proposed Capital Improvement Plan, to be held on May 4, 2015 at 6:00 p.m.
- Pursuant to Vermont Statutes Annotated 24, Chapter 117, Subchapter 8, Section 4443:
  - The Selectboard may adopt, amend or repeal a capital budget and program following one or more public hearing, upon notice.
  - Notice must be issued according to Section 4444, and a copy of the proposed capital budget and program must be filed at least 15 days prior the final public hearing with the Town Clerk and Secretary of the Planning Commission. The Planning Commission may submit a report on the proposal to the Selectboard prior to the Public Hearing.
  - After the final hearing, the Selectboard must promptly act to adopt or reject the capital budget and program.
- A capital program is a plan of capital projects proposed to be undertaken during each of the following five years, the estimated cost of those projects, and the proposed method of financing (per Vermont Statutes Annotated Title 24, Chapter 117, Subchapter 8, Section 4430).
- Section 1003 of the Town Charter details local requirements for the capital plan stating:

  (1) A capital plan shall be implemented for the collection of impact fees. This plan shall be implemented by the creation of a Town ordinance adopted by the Selectboard.

  (A) The capital plan shall show anticipated capital expenditures, financing, and tax requirements for the next five fiscal years.

  (B) In the event a capital plan is implemented and impact fees are collected, the most current fiscal year of the capital plan shall become the capital budget to be submitted to the voters.

  (C) In the event a capital plan is implemented and impact fees are collected, subsections 903(a) and (b) of this charter shall be followed to create year five of the capital plan.
- The attached draft Capital Improvement Plan was prepared according to the Town's Charter and Vermont Statutes Annotated Title 24, Chapter 117, Subchapter 8, Section 4430 in order for the Town and School to plan for long term physical improvements, preliminary studies for physical improvements, or land or rights in land.

Fiscal Analysis

- The FY 2016 Selectboard and voter-approved Capital Budget is $553,470.
- The attached Capital Project Expenditures for Fiscal Years 2016-2021 details totals $34,985,737.
- The attached FY2016 Capital Project/Expenditure Breakdown Table details projects, methods of financing and sources of funding (totaling $2,023,794 in expenditures); many items are contingent upon securing grant or other sources of funding.
- Chapter 4 of the Plan details the Impact Fee Schedule. The FY 2016 impact fee rate for residential dwelling units containing two or more bedrooms is proposed to be $4,420 per unit.

The FY 2016 impact fee rate for elderly housing units and residential dwelling units containing one-bedroom, including accessory apartments, is proposed to be $3,315 (75% of the full residential impact fee). This is the same rate as last year.

Recommended Motion

Issue notice for a public hearing on the proposed Capital Improvement Plan for Fiscal Years 2016 through 2021 (which includes the Impact Fee Schedule for Fiscal Year 2016) to be held at 6:00 p.m. on May 4, 2015.

Attachments

- Draft Capital Improvement Plan
- Capital Project Expenditures for Fiscal Years 2016-2021
- FY2016 Capital Project/Expenditure Breakdown Table
- Capital Improvement Plan Public Hearing Notice (**For Signature**)

PUBLIC HEARING NOTICE
Capital Improvement Plan for Fiscal Years 2016- 2021
Including Impact Fee Schedule for Fiscal Year 2016

The Milton Selectboard shall conduct a public hearing at 6:00 p.m. on May 4, 2015, in the Community Room at the Municipal Building, 43 Bombardier Road, regarding the proposed Capital Improvement Plan for Fiscal Years 2016 through 2021, which includes the Impact Fee Schedule for Fiscal Year (FY) 2016.

The Capital Improvement Plan (CIP) is a five-year plan that identifies the Town of Milton's highest priority capital expenditure needs. The CIP provides a recommended financing schedule for those priority needs and identifies possible sources of funds. The CIP includes sections entitled: Introduction, Preparation of the Plan, Capital Improvement Needs, Impact Fee Schedule, and Summary and Recommendations.

The FY 2016 Impact Fee Schedule identifies capital improvement needs that can be funded by the assessment of impact fees and calculates the impact fee that should be assessed for new development. The FY 2016 impact fee rate for residential dwelling units containing two or more bedrooms is proposed to be $4,420 per unit. The FY 2016 impact fee rate for elderly housing units and residential dwelling units containing one-bedroom, including accessory apartments, is proposed to be $3,315 (75% of the full residential impact fee).

Copies of the CIP for Fiscal Years 2016-2021 are available for review at www.miltonvt.org and within the following Municipal Building offices: Planning and Economic Development, Town Manager, and Town Clerk. All comments and questions may be directed to Planning and Economic Development Department at 893-1186.

April 6, 2015
Milton Selectboard

_____

_____

_____

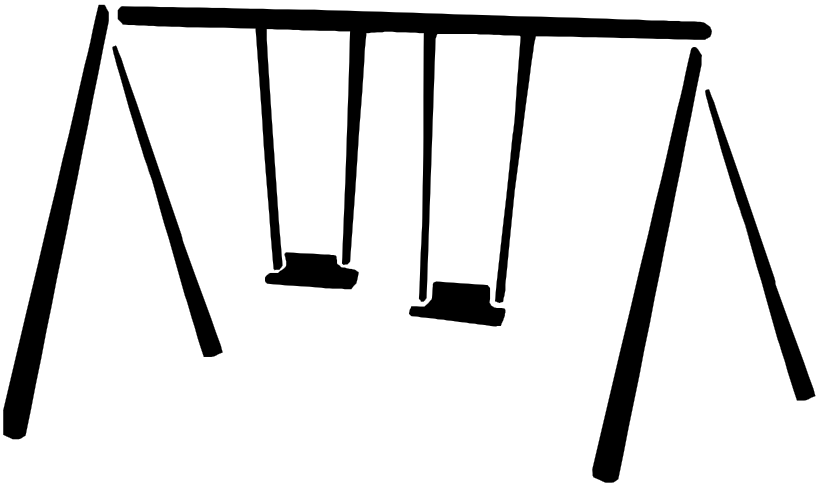
_____

_____

Publication date: April 16, 2015

CAPITAL IMPROVEMENT PLAN
for the
TOWN OF MILTON

FISCAL YEARS
2016 through 2021



Draft, February 12, 2015

Last Updated: February 12, 2015
by Katherine Sonnick, Planning Director

CHAPTER 1
INTRODUCTION

Definition and Purpose

This Capital Improvement Plan is a plan which addresses the Town's increasing capital needs within the constraints of limited funding over the next six fiscal years. It outlines a plan of action for the town that furthers the goals of the *Milton Comprehensive Plan* adopted February 18, 2013.

The Capital Improvement Plan lists and describes the projects identified as capital needs for the Town to be undertaken during the upcoming fiscal year (FY 2016: Capital Budget) and for the following five fiscal years (FY 2016 through 2021). The Capital Improvement Plan includes a description and estimated cost for each capital project along with the proposed financing.

The definition of a capital project is described in V.S.A. Title 24, Chapter 117, Section 4430. The overall definitions and structure of the interaction between the Capital Improvement Plan, capital budget, capital project and capital reserve account are explained below.

Capital Budget: A list and description of the capital projects to be undertaken during the coming fiscal year, including the estimated costs and proposed methods of financing.

Capital Improvement Plan: A plan of capital projects proposed to be undertaken during each of the following five years from the capital budget year.

Capital Project: A major project, which is made infrequently or is non-recurring, has a cost of at least $5,000 and has a life expectancy of more than 5 years. It must also result in the acquisition or improvement of a fixed asset. "Fixed", as used here, does not mean immobile--an automobile is commonly classified as a fixed asset, as would be replacing a gasoline engine with a diesel engine in a fire truck.

Any proposed capital project must be one or more of the following:

- The acquisition of land;
- Construction, expansion or rehabilitation of a public facility, street or utility line (water/wastewater);
- Preliminary or planning studies or design work relating to any physical betterment or improvement;
- Replacement and purchase of vehicles; and
- As deemed appropriate by the Capital Improvement Committee.

Capital Reserve Account: The account with the Town of Milton Finance Department's record keeping for all capital projects to be undertaken in the current, and past if not completed, capital budget.

Operational Project: A project or expenditure, which occurs as part of the daily or yearly operations of a department or commission. This could be a reoccurring project or expenditure.

Overview

Milton is a growing community and is currently the eight largest Town by population in the State of Vermont, according to the 2010 US Census. The past two decades have seen a rapid change in Milton's environmental and fiscal health, as the Town has continued to grow. Community facilities have become overburdened, outdated and inefficient because of these changes. This has created the need to expand community facilities. In order to keep up with these demands, the Town has had to adapt to property tax rate increases.

Now, Milton is faced with tight limits on its resources and an increase of citizen expectations of more and better services out of every tax dollar while maintaining a high quality living environment. It is clear that Milton's high growth potential has and will result in development, environmental conditions, and tax rates that its elected representatives and residents will have to live with for years to come.

During fiscal years 1993 through 2002, residential growth averaged just fewer than 60 dwelling units per year. During fiscal years 2003 to 2005, the average climbed to 94 new dwelling units per year. Fiscal years 2006 through 2008 saw the average number of new units drop to 83 new dwelling units per year. Fiscal years 2009 and 2010 showed a continued drop in the number of new residential units permitted per year (41 and 40 respectively), due to the slowdown in the housing market and the overall economy. Fiscal year 2012 showed an increase in the number of new residential units to 36. Fiscal year 2013 showed a dip in the number of new residential units to 30 but rose to 42 in Fiscal year 2014. It is likely that the number of new dwelling units per year will increase during the current fiscal year 2015, as 12 new units have been constructed and an additional 42 permits have been issued as of November 2014. As the economy continues to recover, it is likely that the Town will experience residential, commercial, and industrial growth, so the provision of adequate services and maintenance of a high quality of living cannot be left to uncoordinated and unplanned decisions. As identified in the *Town of Milton Comprehensive Plan* and the *Town Core Master Plan*, there will be a need for more and improved public infrastructure to benefit the Town Core and other areas in the community. This is critical for the growth of the Town of Milton, which has been working to expand its water and wastewater facilities and services.

Presently, the Town of Milton has identified several long term water, wastewater, road infrastructure, and recreation improvements that are needed. It is important for the Town of Milton's capital improvements to be coordinated and planned in order to have an efficient, safe and pleasing community to live and work in.

Background

In 1987, the Milton Planning Commission prepared and the Milton Selectboard adopted the *Comprehensive Plan of the Town of Milton*. One of the recommended implementation steps of the *Comprehensive Plan* was the preparation and adoption of a Capital Improvement Plan. In 1988, a Capital Improvement Plan (CIP) Committee was established to guide and direct the preparation of a five-year Capital Improvement Plan for the Town of Milton. This Committee worked with the various Department Heads and Commissions to identify capital improvement needs and to establish the Capital Improvement Plan.

Since 1989, the CIP Committee has drafted an updated Capital Improvement Plan as recommended in the *Comprehensive Plan*. The *Capital Improvement Plan* was revised and adopted by the Selectboard in 1993, 1995 and 1997 through 2015. In accordance with these plans, the Town has invested in capital projects. Table 1 shows trends in capital expenditures over the past several years.

Proposal Evaluation

The Capital Improvement Plan presents the capital needs of the Town over the specified planning period. This Capital Improvement Plan covers fiscal years 2016 through 2021 (July 1, 2015 through June 30, 2021). The ability of the Town to fund any particular project depends on its available resources.

Specific projects presented in the Capital Improvement Plan are evaluated using informed judgment based upon information presented by Department Heads. In addition, proposals are evaluated in terms of the goals and objectives described in the following chapter. A more detailed evaluation may need to be used when a specific project moves into the current budget for funding.

Table 1

Town of Milton, Vermont	**CAPITAL IMPROVEMENT PLAN**				
Actual Expenditures, FY 2009 – 2013					
	2010 Actual	2011 Actual	2012 Actual	2013 Actual	2014 Actual
Capital Projects					
General Government	$28,330	$980,709	$13,751	$18,948	$
Public Safety:					
Police	$28,656	$0	$75,864	$63,143	$70,453
Fire and Rescue	$0	$9,800	$198,388	$451,836	$17,348
Public Works:					
Highway	$207,033	$372,117	$198,755	$331,048	$35,162
Building and Grounds	$8,571		$4,800	$6,122	$56,552
Culture:					
Recreation	$0	$86,815	$6,512	$0	$
Library	0	4,014	$214,573	$0	$53,144
Community Development:					
Planning	$4,799	$13,352	$0	$13,188	$11,024
School	$2,258,610	$984,792	$1,254,287	$0	$0
Subtotal	$2,535,999	$2,451,599	$1,966,930	$884,285	$243,683
Debt Service					
Town (includes Library)	$60,000	$60,000	$242,962	$256,114	$191,260
School	$987,998	$981,676	$957,850	$1,001,937	$905,415
Fire and Rescue	$38,750	$503,750	$46,376	$87,773	$108,511
Water/Wastewater	$402,693	$361,050	$395,434	$366,882	$666,692
Subtotal	$1,489,441	$1,906,476	$1,642,622	$2,211,706	$1,871,877
TOTAL EXPENDITURES	**$4,025,440**	**$4,358,075**	**$3,609,552**	**$3,095,991**	**$2,115,560**

CHAPTER 2
PREPARATION OF THE PLAN

Identifying Needs

The first step in the preparation of the Capital Improvement Plan is the identification of capital improvement needs. In the fall of 2013, capital budget request forms were distributed for department heads to complete, identifying their anticipated needs over the next six years. They were asked to limit their responses to capital projects that meet the definition as outlined in Chapter 1 and provide backup information for all new or updated requests. All requests were reviewed by the Town Manager through the budget review process.

Goals and Objectives

The underlying mission of the Capital Improvement Plan is to identify capital improvement needs of the community in order to provide municipal, educational and governmental services and facilities, and to establish a schedule for the fulfillment of the identified needs.

There are six overall goals for the Capital Improvement Plan, which are as follows:

1) The Capital Improvement Plan should be the policy framework for the expenditure of public funds for capital projects.

2) The Capital Improvement Plan should provide for the efficient and effective use of public funds.

3) The development and provision of public facilities and services should be based on reasonable expectations of population increases and economic growth.

4) The rate of growth and development should not exceed the ability of local government to provide facilities and services.

5) The Capital Improvement Plan should consider the use of resources and the consequences of growth which will follow from the completion of capital projects.

6) Capital Expenditures should be made so as to support development in areas identified for growth in the *Comprehensive Plan of the Town of Milton*.

Based on the mission statement and the above six goals, 10 specific objectives for this plan are outlined as follows:

1) All capital projects should be included in the Capital Improvement Plan.

2) The Capital Improvement Plan should be written so that it may be used by the Selectboard, School Board, and Library Commission during the preparation of their

annual budgets.

3) Amendments to the Capital Improvement Plan should be subject to a thorough review by the CIP Committee.

4) The Capital Improvement Plan should strive to provide for a balanced, constant level of expenditures on capital projects on a year-to-year basis to avoid the need for major fluctuations in the tax rate.

5) New growth and development should pay its share of the cost of capital improvements for public services and facilities needed to serve the new development.

6) The Capital Improvement Plan should consider the utilization of funds from sources other than property taxes.

7) The Capital Improvement Plan should be based on a projection of population and anticipated growth. Those growth rates should be consistent with those identified in the *Comprehensive Plan of the Town of Milton*.

8) Development Plans must be reviewed to determine compatibility with the Capital Improvement Plan.

9) The Capital Improvement Plan should consider not only the original purchase or investment in a capital item, but also the impact on the budget for operation, maintenance, and other costs.

10) Capital projects must be consistent with the *Town of Milton Comprehensive Plan* and other Town plans. Investments in utilities and facilities should be concentrated in areas identified for the highest population and development densities.

Establishing Priorities

The established priorities within the Capital Improvement Plan, in order of importance, are:

1) Protection of life, property, and public health and safety.

2) Maintenance of services and facilities at current levels of operation and efficiency.

3) Improvement and expansion of services and facilities to meet existing, unfulfilled needs.

4) Orderly disposal, replacement or improvement of obsolete and inefficient facilities and equipment to provide more effective and efficient services at reduced operating costs.

5) Improvement and expansion of services and facilities to meet projected needs.

6) Improvement of Milton's economic base and social, cultural, and aesthetic values.

Funding the Capital Improvement Plan

In conjunction with identifying needs and scheduling capital improvement needs, department heads and the Town Manager considered types of funding sources available for each project. In addition, impact fees were identified as a possible revenue source for the completion of some of the identified capital improvement projects.

1) General Obligation Bonds - These loans are written promises by Milton to pay a specified sum of money (i.e., the principal amount) at a specified date(s) in the future together with periodic interest at a specified rate. A bond typically runs for a longer term and is a more formal instrument than a note.

2) State Aid - State aid in the form of grants, loans or matching funds are utilized in transportation, public infrastructure, and public school projects. State aid may also be allocated for school construction projects. This also includes the State Revolving Loan Fund (SRF).

3) Federal Grants – Federal grants are used in transportation, public infrastructure and public school projects.

4) Enterprise Fund - User fees for water and wastewater services are utilized for needed improvements to this infrastructure. A water/wastewater rate study is updated annually by the Water/Wastewater Department.

5) Impact Fees - Fees levied from new development are used to cover any portion of the costs of an existing or planned capital project that will benefit or is attributable to the users of the development, or to compensate the Town of Milton for any expenses it incurs as a result of construction. Based on growth projections conducted in 2004 by the Planning Department, new developments are projected to account for approximately 50% of the total impact associated with various capital improvement projects for which impact fees will be assessed. The impact fee is calculated as 50% of the **total** project cost. An exception to this formula occurs when a proposed capital improvement item is deemed needed solely due to future growth and development in the Town, such as growth-related studies, in which case 100% of the project cost may be funded by impact fees.

6) Tax Increment Financing – The added value of private taxable improvements in a Tax Increment Finance (TIF) district is dedicated to paying for capital improvements prior to being spread community-wide into what would otherwise be a slightly lower property tax rate. The Town of Milton has three voter-approved tax increment financing districts: Catamount Industrial Park, Husky Injection Molding Systems, and the Town Core. In the fall of 1998, the Vermont Economic Progress Council (VEPC) approved the Town's Catamount and Husky Tax Increment Financing Districts and funding plans. On April 30, 2009, VEPC approved the Town Core TIF District, and they approved the Town Core TIF District Financing Plan on April 28, 2011.

7) General Fund - Any capital projects not funded in part or in whole from the aforementioned revenue sources could be financed through the General Fund, i.e., property taxes.

CHAPTER 3
CAPITAL IMPROVEMENT NEEDS

Introduction

This chapter lists the capital improvement projects that have been approved for inclusion in this Plan. This list was compiled from the information submitted by Department Heads and Commissions, as reviewed and approved by the Town Manager and Selectboard. In some instances, revisions were made to the year in which improvements were scheduled, new projects were added, and completed projects were deleted. The goals, objectives, and priorities identified in the previous chapter were used as the basis for this review. The following pages list the capital improvement projects, along with a cost estimate, a recommended expenditures year, and a brief description of each project.

GENERAL:

Project #410-008-B
Municipal Complex *Total Cost: $18,000* *FY 2016*
Impact Fees

The above total reflects only the total impact fees to be collected by the Town for this project during the duration of this Capital Improvement Plan (FY 2016-2021). Impact fees are projected to be collected through this current FY.

Project #410-009-B
Fire Station *Total Cost: $72,000* *FY 2016 – FY 2021*
Impact Fees

The above total ($72,000) reflects only the total impact fees to be collected by the Town for this project during the duration of this Capital Improvement Plan (FY 2016-2021). Impact fees are projected to be collected through FY2023.

TOWN CLERK/TREASURER

There are no capital projects proposed by the Town Clerk/Treasurer.

LISTERS

There are no capital projects proposed by the Listers.

POLICE

Project #420-001-E
Replacement of Police Cruisers *Total Cost: $462,000* *FY 2016– FY 2021*
(FY16: $72,000; FY17: $74,000; FY18: 76,000; FY19: $78,000; FY20: $80,000; FY21: $82,000)
General Fund

The purpose of this program is to provide for the timely replacement of the Police Department's fleet of cars in order to maintain adequate police services to the

community. The estimated life of a police cruiser is about three years or 85,000 miles. The project is required to keep the police cruiser maintenance expenses lower and provide employees with safe, reliable vehicles with which to do their jobs. The department currently has two cruisers with projected to reach 100,000 miles that will be replaced in FY2016.

Project #420-002-E
New License Plate Reader *Total Cost: $23,725* *FY 2016*
Grant or Impact Fees/Asset Funds

The Police Department currently has one License Plate Reader (LPR), which is permanently affixed to one cruiser and significantly increases the mileage on that vehicle and thus reduces its lifespan. An additional LPR will not only prolong the life of the current police cruiser with the LPR but will also provide officers with critical information before they stop a vehicle, thus increasing officer safety. With a License Plate Reader it will increase the number of recovered stolen vehicles, apprehension of drivers under suspension, narcotic interdiction, promote highway safety and aid in terrorist interdiction. It will greatly enhance the ability of the members of this department to provide information to Homeland Security. Full funding for this project is proposed through a grant, however the town does not get a grant, funding would be split evenly with impact fees and Asset Funds. A grant for a second LPR will be difficult to receive.

FIRE

Project #421-018-E
Boat Replacement - Aluminum *Total Cost: $35,000* *FY 2019*
Fire/Rescue Reserve Fund/Grant

This project is to replace the current water rescue boat. The proposed boat would be a 20-foot center console and is expected to last for 20 years.

Project #421-019-E
Boat Replacement - AVON *Total Cost: $30,000* *FY 2016 – FY 2018 ($10,000/year)*
Fire/Rescue Reserve Fund

This project is to replace the current water rescue boat. The proposed boat would be a 16-foot center console and is expected to last for 20 years. This project will be funded over three years from FY16-FY18 and purchased in FY18. If the opportunity arises, this project will be funded through a grant.

Project #421-021-E
Thermal Imaging Camera *Total Cost: $14,500* *FY 2020*
Fire/Rescue Reserve Fund

This project is to purchase an additional thermal imaging camera, which is an essential piece of equipment. The Fire Department currently has two thermal

imaging cameras, one of will be replaced in FY15.

Project #421-022-E
Self-Contained Breathing Apparatus *Total Cost: $67,500 ($16,875/year) FY 2016 – FY 2019*
Fire /Rescue Reserve Fund

Historically, the Fire Department has purchased self-contained breathing apparatus (SCBA) from its operating budget. However, the cost of each unit now exceeds $5,500. There are currently 25 units in service. Most of the units were purchased and put into service in the early part of 2005. Some of the units are older. The expected life of these units is 10 years; therefore, replacement began in 2014 and will continue for four more years. The $16,875 represents three units/year. The total cost of $67,500 represents the cost of replacing three units/year from 2016-2019.

Project #421-023-E
All Terrain Vehicle w/Trailer & Attachments *Total Cost: $25,000* *FY 2019*
Impact Fees/Fire Rescue Reserve Fund

This equipment is needed by both the Fire and Rescue Departments. The increasing number of ATV and trail systems in town present difficulty to fire and rescue members in accessing fires and injured people. There have been several incidents deep in the woods that are not accessible with the current fleet of equipment. It would be beneficial to both the fire and rescue departments to have a vehicle like this available for immediate deployment to an emergency call. This may become more needed as the Town's trail system becomes more developed and as more wireless facilities are built in Town.

Project #421-024-E
Replacement of 1994 25E5 Fire Truck *Total Cost: $550,000* *FY 2019*
Debt Service

This project is to replace an existing 1994 Fire Stuck. This is a 6-man cab custom vehicle that has a 1500 GPM pump, 1000 gallons of water and extrication tools. This vehicle is used for both structural firefighting and responding to vehicle fires and accidents. This truck is 20 years old beginning to show its age. The vehicle has been well maintained over the years, which has prolonged its useful life by 5 years. Historic data has shown that these vehicles are more prone to extremely costly repairs as they age.

RESCUE

Project #422-002-E
Replacement Defibrillators *Total Cost: $26,000* *FY 2018*
Grant

This project is to replace/refurbish one defibrillator every 5-years to ensure both ambulances are equipped with modern life-saving equipment.

Project #422-004-B

Ventilation/Exhaust System for Rescue Station *Total Cost: $25,000* *FY 2019*
General Fund

This project is to install a permanent ventilation system. Currently, there is no means for removing the vehicle exhaust from the building. This could cause potential harm to full time career members, contaminate supplies, and allows harmful particulates from the diesel exhaust to remain in the building. This ventilation/exhaust system should be considered to limit exposure to diesel exhaust as recommended by National Fire Protection Association Standards. This should be evaluated more fully if the rescue department shifts to a career department and as emissions technology evolves with subsequent replacement ambulances.

Project #422-005-E
Replace/Refurbish 2008 Ambulance *Total Cost: $135,000* *FY 2016*
Fire/ Rescue Reserve Fund

This project is to replace the chassis if necessary and refurbish the ambulance box. Maintenance costs and reliability issues have historically become an issue as these high-use vehicles age. The department has moved to purchasing medium-duty truck chassis and high-quality boxes, which is believed to provide extended life to the department's vehicles. This amount includes funds for a rental if needed during the time of refurbishment, a new stretcher, and necessary associated equipment. The 2008 ambulance chassis continues to be a solid vehicle with reasonable maintenance costs and very reliable. Based on these facts, there is no immediate need to replace the chassis. The need to immediately replace the ambulance will be further evaluated and if possible, this may be deferred until FY 17.

Project #422-006-E
CPR Machine (Auto Pulse) *Total Cost: $16,500* *FY 2020*
Other

This project is to purchase an additional CPR machine. CPR machines are proven to provide a more consistent and effective form of CPR than providing manual CPR and also lessens the burden on the limited crews. This proposed device will be a more modern version of the unit that was purchased in 2012 in conjunction with the ambulance. This unit will be a benefit to members as well as to patients. The existing unit has proven to be beneficial to patients; however, there is not an immediate need to purchase an additional unit for the second ambulance.

PUBLIC WORKS

Project #430-001-E
Large Vehicle Replacement *Total Cost: $772,500* *FY 2016 – FY 2020*
($50,000-220,000/yr)
General Fund

The fleet replacement plan continues to be revised to evaluate ongoing changes to our current practices, and look forward to utilizing midsize trucks in place of some of

the larger truck currently used. The current plan is to replace the 2006 single axle 7-yard dump truck with a similarly sized unit, then future years move toward replacing the 1-ton dump truck and currently held reserve truck with mid-sixed "LowPro" 4-5 yard dump trucks. This plan will continue to be evaluated to determine the effectiveness of these changes on our level of service. Funding for FY16 is $ 187,500 from the General Fund. All cost estimates are the net cost after trade-in value of old vehicles.

2016 – Replace 2006 7-yard dump - $187,500
2017 – Replace 2007 1-ton dump - $50,000
2018 – Low Pro 4-5 yard dump (NEW), the need will be further evaluated - $125,000
2019 – Replace 2008 7- yard dump - $190,000
2020 – Replace 2006 Vaccon - $220,000

Project #430-002-E
Small Vehicle Fleet Replacement *Total Cost: $195,000* *FY 2016-FY 2020*
($25,000-$50,000/yr)
General Fund

The scope of this project is to develop a replacement vehicle schedule to eliminate costly repairs to Public Work's smaller fleet vehicles. This is to include Public Works and general pool vehicles. Currently there are two pool vehicles (2013 i-MiEV, and a 2012 Ford Escape), and three public works vehicles (2004 GMC 2500 (plow), 2009 Chevy 2500 (plow and sander, 1989 Service Truck),). Continued replacement of fleet vehicles prior to significant maintenance, improves efficiency and increases resale value. Funding in FY16 is from the General Fund. All cost estimates are the net cost after trade-in value of old vehicles. The plan is to replace vehicles on the following schedule:

2016 – Replace 2004 GMC 2500 (plow) - $45,000
2017 – Replace 2009 Chevy 2500 (plow and sander) - $50,000
2018 – Replace 2012 Escape - $25,000
2019 – Replace 2013 i-Miev - $25,000 (a replacement lease will be explored)
2020 – Replace 1989 Service Truck - $50,000

Project #430-003-E
Loader Replacement *Total Cost: $135,000* *FY 2017-FY 2019*
General Fund ($45,000/year)

This project is to replace the 2004 Case Loader with a similarly sized and equipped piece of equipment. Replacing this equipment prior to expensive repairs may also yield a higher trade value. This is an essential piece of equipment used on a daily basis for loading all of the Public Works trucks. The project will be funded evenly ($45,000 a year) over three year, beginning in FY17 with purchase in FY19. A Heavy Equipment Reserve Fund or Bond item may be pursued for purchasing this item as well as replacing the Grader and Excavator. (Projects #430-004-E and #430-005-E) Cost estimate is the net cost after trade-in value of old vehicles.

Project #430-004-E

Grader Replacement *Total Cost: $175,000* *FY 2016*

Capital Reserve Fund (Transferred from Health Care Stabilization)

This project is for the replacement of the 1991 John Deere Road Grader, with similarly sized and equipped machine. Gravel/Dirt roads need near constant maintenance throughout the seasons to maintain satisfactory drivability. The current grader was out of service for five weeks during the summer of 2014 and is in need of significant maintenance in the front-end gearing. Gravel roads are not planned for elimination in the near future, and maintenance of those roads must continue. The plan is to replace the grader with a previously used grader in FY16. If this is not a viable option, a new grader will be purchased to be funded over three years, beginning in FY15, where $75,000 was set aside. $75,000 will be set aside in FY16 and $80,000 in FY17, when it will be purchased. FY15 funding was a transfer from Health Care Stabilization to the Capital Reserve Fund. Cost estimate is the net cost after trade-in value of old vehicles.

Project #430-005-E

Excavator Replacement *Total Cost: $115,000* *FY 2017 & FY 2018 ($57,500/year)*

General Fund

This project is to replace the 2002 Volvo Excavator with a similar piece of equipment. This excavator is essential to the operations of the Public Works Department. The excavator is used on a daily basis during the construction season to replace culverts, ditch roadsides, load trucks, install services, etc. Having equipment that is reliable and effective is more productive. Replacing this equipment while it is in decent shape will yield a higher trade in value. The cost will be evenly split ($50,000) over a two year period, FY17 and FY18 with purchase in FY 18. A Heavy Equipment Reserve Fund or Bond item may be pursued for purchasing this item as well as replacing the Grader and Loader. (Projects #430-003-E and #430-004-E)

Project #430-006-E

Mowing/Maintenance Vehicles *Total Cost: $40,000* *FY 2017*

General Fund

This project is to add a truck and trailer to the fleet for the mowing and maintenance operations. It is anticipated that the Village Cemetery will be turned over to the Town for maintenance in the future. Currently the Town uses a 1-ton dump truck to move the trailer with equipment providing seating capacity for two persons. Operations will require more than two persons to complete. This vehicle will be able to be used generally by the Public Works department. This project may be necessary if the Town takes over the Village cemetery and decided not to contract for services.

Project # 430-007-E

Roadside Mower Replacement *Total Cost: 135,000* *FY 2018 - FY 2020 ($45,000/ FY 18, FY 19 & FY 20)*

General Fund

The scope of this project is to replace the 2006 John Deere Roadside mower with a similarly sized and equipped piece of equipment. Replacing this equipment prior to expensive repairs may also yield a higher trade value. This is an essential piece of equipment used on a daily basis for keeping the roadsides cutback. The proposal is to fund this project over several years.

Project #430-008-E
New Walk-Behind Mower *Total Cost: $7,500* *FY 2017*
General Fund

The possibility exists for the Building and Grounds Division to add a full time person to staff in the future. If so, one of the tasks for this position will be to maintain the Village cemetery on Main Street, if the Town takes it over. This will include mowing, which will require an additional walk-behind unit to prevent competitive task not being accomplished. The added maintenance responsibilities will require the addition of maintenance equipment to provide the level of service required.

Project #430-009-E
Bobcat Replacement *Total Cost: $55,000* *FY 2016*
Capital Reserve

The purpose of this project is to replace our current 2001 Bobcat with a similar sized unit, while keeping any attachments that are still in serviceable condition. In recent years maintenance has been intensive. This replacement will include a new machine with high flow hydraulics to run necessary equipment such as a snow blower, or sweeper, and a new snow plow, to be used as a backup machine to our 2008 Belos Transgiant. The Town is exploring the option of sharing the use and operation with the school district.

Project #430-010-E
Asphalt Recycler/Hot Box *Total Cost $35,000* *FY 2017*
General Fund

This project is proposed to purchase an Asphalt Recycler/Hot Box that will accommodate approximately 4.5 tons of hot Mix, or cold patch for patching/repairs for municipal roads. This equipment will allow us to recycle broken asphalt and materials that are removed from our roadways and reapply this material to reduce purchased material quantities. It is estimated that this equipment could reduce the cost of road repair materials by 50%. Funding for this project is from the General Fund.

Project #430-011-E
Tree Chipper/Trailer *Total Cost $35,000* *FY 2018*
General Fund

This project will introduce a standalone 12”-15” chipper/trailer to the fleet of tools available to the Public Works Department. Currently, the Town uses a chipper mounted to our roadside tractor, which needs an operator to be in the cab, and is difficult to position in the work site. This process also eliminates the tractor from being able to perform roadside mowing operations. Funding for this project is from the General Fund. The potential exists for this service to be rented or contracted.

Project #430-012-E

Salt Brine Production Machine *Total Cost $100,000* *FY 2018*

Impact Fees/Other

This project is to introduce a facility to produce salt brine suitable for use in de-icing the Town's roadways. This project may be best approached as a joint purchase with neighboring communities and should be explored in a regional manner. Salt brine, mixed with other chemicals has shown promise as an effective way to de-ice roadways during and following winter weather events. Reports are showing a possible 20% reduction in the use of salt products when combined with a liquid application. Impact fees could pay for up to half of this project and the other half of funding could potentially be shared with neighboring communities. This project should be implemented only as a multi-town project.

Project #430-013-E

Public Works Repeater *Total Cost: $14,000* *FY 2016*

Capital Reserve/Impact Fees ($7,000 CR & $7,000 IF)

This project is to add a repeater to the tower located on Georgia Mountain. Act 250 approval has already been granted for four antennas to be mounted on the tower. This project is an additional service for the Town, as it will result in increased range of transmission and reception for the Public Works Department, thereby eliminating most of the areas of Town that cannot be reached without a repeater. Due to increased growth throughout Town, it is important that no areas are left without coverage. Another benefit is the Emergency Services Department will have an emergency backup channel to operate on in the event of equipment failure. $7,000 has been set aside in impact fees and funds from Capital Reserve in FY 14 and FY 15.No further funding from the project is proposed in FY 16.

Project #430-014-B

Door Lock System – Fire & Rescue Buildings *Total Cost: $10,000* *FY 2019*

Other

This project is to connect the current door locks on the Fire and Rescue Buildings exterior doors to the system that manages the door locks at the Municipal Building. This system would allow for greater accountability of people entering and exiting the Fire and Rescue facilities and provide greater user management. This project will be implemented if funds become available.

Project #430-015-B

Epoxy Floors *Total Cost: $50,000* *FY 2018*

Other

This project will protect the concrete bay floors in the Police, Fire, and Rescue stations from wear and petroleum stains. This project will outlast any other floor coating that can be installed. The estimated life of the project is 20 years. Without this project, the floors should be sealed on a regular basis at a cost of approximately $1.00/square foot for a total of $11,000 (based on 8,000 sq. ft. Fire Station, 1,500 sq. ft. Police Station, and 1,500 sq. ft. Rescue Station).

Project #430-020-P

Reconstruction of Main Street *Total Cost: $3,500,000* *FY 2017 & FY 2018*

(FY17: Design/Engineering $746,500; FY18: Construction $2,753,500)

Tax Increment Financing/Other

This project is for re-alignment of Main and Railroad Streets. There is a serious need to correct the horizontal and vertical alignment along upper Main Street and at the intersection of Main Street with Railroad Street; the site distance over the hill on upper Main Street; and stormwater drainage from the hill to the railroad track along upper Main Street. This work will require both water and sewer utility relocations. This stretch of road has been classified as a high crash location. This project includes a sidewalk along one side of Main Street to the intersection with North Road/East Road and will require adequate TIF revenues and additional funding sources if it is to be implemented. $2,700,000 is the estimated construction cost, not including utility relocations, as determined from a Scoping Study that was conducted in FY15.

Project #430-021-P

Replacement of Bridge No. B-6, East Road *Total Cost: $550,000* *FY TBD*

Grant/General Fund

This project is to replace bridge number 6. Based on the Preliminary Engineering Investigation and Recommendations Report dated August 29, 2013, prepared by Dubois and King, Inc., less expensive options to repair and upgrade the existing structure are not feasible. The width of the bridge is substandard for a two-lane highway and the Report identified several substandard and failed conditions of the bridge. Complete failure of the bridge would cause a major disruption on North/South traffic flow and put more pressure on US RT 7. A new 27-foot long clear span structure is recommended to replace the aging structure. The Town received a grant for the FY 14 Engineering Report. $550,000 in state funds, through a Town Highway Bridge Grant, is planned for construction and $50,000 from the General Fund is proposed for the remainder of the funding. The date of construction will be determined upon securing adequate funding.

Project #430-023-P

Town Sidewalk Replacement Project *Total Cost: $TBD* *FY 2018- FY 2021*

Highway Sidewalk Reserve Fund

The replacement program includes public sidewalks and shared use paths within the Town of Milton that meet the minimum design requirements established in the Public Works Specifications, adopted October 6, 1997. Problem areas are identified through public involvement and an annual ground survey conducted by the Town Engineer or designee. Each problem area will be inspected and rated. Ratings are used to prioritize replacement. The new River Street Sidewalk Rehab project is a standalone project and not included in these costs.

Project #430-024-P

River Street Sidewalk Rehab Project *Total Cost: $76,350* *FY 2017*

General Fund/Grant

This project repairs and upgrades approximately 810 linear feet of sidewalk on the

eastern side of River Street between Main and Cherry Streets. Consideration should be given to widening to an 8'-10' shared-use pathway. This section of sidewalk has a significant amount of curb cuts, which require 6" and 8" thick concrete sidewalk. All of the sidewalk segments that cross the curb cuts have failed, as well as approximately 50 percent (200 LF) of the remaining sidewalk. This is a significant safety hazard to pedestrians. Funding may be available through a state grant. This is a standalone project and has not been included in the Town Sidewalk Replacement Project (#430-023-P).

Project #430-025-P
Route 7/River Street Sidewalk Gaps *Total Cost $1,882,294* *FY2016-FY 2021*
(FY 16: $16,000, FY 17: $15,000, FY 18: 503,762, FY 21 1,347,532)
Impact Fees/Grant/TIF

This project encompasses filling the sidewalk gaps on US Route 7/River Street, between the gap at the GMP (CVPS) Park at 31 River Street and the intersection with Racine Road. Projects include a sidewalk extension down West Milton Road to the Birchwood MHP. The project does not include a pedestrian bridge/walkway across the West Milton interstate overpass. The total project will fill approximately 8,655 linear feet of gaps, construct two retaining walls, replace the existing retaining wall at Gimlet Hill, crosswalks where safe and associated stormwater control improvements. Several studies, including the FY15 Route 7 Corridor Study have identified these sidewalk gap deficiencies. The 2013 UVM Capstone project provided design alternative, preliminary plans and cost estimates for three of the gaps. FY16 & FY17 is set aside for planning and site acquisition, Phase 1; FY 18 for construction, Phase 1; FY 21 is for planning, site acquisition and construction, future phases. The Town has applied for a grant for Phase 1. Other funding will come from Impact Fees and potentially from TIF.

Project #430-026-P
Class 2 Highway Restoration *Total Cost $2,139,151* *FY 2016- FY 2020*
(FY 16: $416,204; FY 17: $642,024; FY 18: $340,669; FY 19: $250,699; FY 20: $489,555)
Debt Service/Grant

This project will pave or reclaim several sections of Class 2 Highway. The project will restore almost 96,000 lane feet, or 18.2 miles, of highway, shoulders and pavement markings. The CCRPC just completed a Pavement Condition Inventory of all Class 2 and 3 paved roadways in the Town. Of the 35 miles of Class 2 highways assessed, 26 miles, or 76% were considered in poor to failed condition. The project will take place in five phases over consecutive years. This will allow the Town to maximize Class 2 Highway Grant reimbursements, which is currently limited to $175,000 maximum award each fiscal year. Funding for this project will come from the issuance of a bond and a Vtrans Class 2 Highway Grant. The North Road Reconstruction project is a part of this larger project, however, the North Road project may go forward if this larger project does not.

Project #430-027-P
North Road Reconstruction *Total Cost $317,500* *FY 2017*
Debt Service ($142,500)/Grant ($175,000)

This project will reclaim a 3,600 linear foot section of North Road, between Shotwell Road and the railroad crossing at Cooper Road, utilizing Full Depth Reclamation (FDR). The project will also include paving a 1 ½ inch-wearing course 12,350 linear feet between Westford Road/Main Street and the Georgia town line. The sub-base of the road consists of different materials, which leads to major frost heaves and potholes in the late winter and early spring. Numerous culvert replacements have also cause major frost heaves. Additionally, the road has no discernible crown in most locations, causing water to pool on the roadway, which rapidly deteriorates the road surface and creates unsafe icy condition in the winter. The CCRPC just completed a Pavement Condition Inventory, which showed that this road was in serious overall condition. A Class 2 Highway grant is expected to pay for $175,000 toward the project and a Class 2 Highway Restoration Bond item may pay for the remaining $142,500. This project is a part of the Class 2 Highway Restoration project. If that larger project is funded, this smaller project with continue as a standalone project.

Project #430-028-P
Lake Road 36" Culvert Replacement *Total Cost $35,000* *FY 2016*
Impact Fees ($3,500)/Grant ($31,500)

This project is for the replacement of a failing undersized 35”-40” culvert on Lake Road with a properly sized, 60” diameter culvert. The culvert is located on Lake Road, approximately 135 feet north of Corral drive. Since the existing culvert is undersized, its repair is not feasible. Complete failure of this culvert may lead to road settlement and potential sinkholes, which could render Lake Road Impassible. Funding is proposed from a Class 2 Highway Structures grant with the remainder from Impact Fees. This project should be bid at the same time as the Quarry Lane Culvert project.

Project #430-032-P
Railroad Street Railroad Crossing *Total Cost: $65,000* *FY 2016- FY 2018*
FY 16: $22,000 & FY 17/18: $43,000)
Impact Fees/Grant

This project will construct a safer bicycle and pedestrian crossing for the railroad tracks on Railroad Street. The project will be a design-build project approved by New England Central Railroad. The sidewalk will be on the east side of the road and will cross the railroad between the signal and control box. Pedestrian gates are not included. If gates are required, the cost will increase. The Town received a $22,000 grant for Scoping and preliminary design in FY 16. Construction will be in FY 17 & FY18. Funding will be from a grant and Impact Fees.

Project #430-033-P
Cherry Street Railroad Crossing *Total Cost: $73,375* *FY 2016*
General Fund/Impact Fees/Grant

This project is to construct a safer bicycle and pedestrian crossing for the railroad tracks on Cherry Street. The sidewalk will be on the south side of the street and will cross the railroad on the outside of the signal and control box. The project will be a design-build project approved by New England Central Railroad. Pedestrian

gates operated by the existing control box are included in the project. If pedestrian gates are not required, the cost will go down significantly. Impact Fees will pay for up to $13,750 and $6,825 was set aside from the General Fund last year. A Sidewalk Grant for the construction of this project was received in the spring of 2013 – this will fund the remaining $52,800 of costs. No further costs are expected in FY 16.

Project #430-069-P

Reconfiguration of Middle Road/Railroad Street/Route 7 Intersection – Full Hourglass *Total Cost: $3,991,020* *FY2017*

TIF Funds/Grant (80% Federal Funding/20% TIF)

The current configuration of this intersection, where Railroad Street and Middle Road create sort of an "X" configuration with Route 7, causes traffic back-ups as traffic attempts to enter and exit Route 7. As explained in the "Milton Town Core Transportation Plan," prepared by Resource Systems Group (RSG), February 2008, this situation will only worsen as the Town Core area continues to develop. The Town can expect to see levels of service (LOS) continue to decline at this intersection without reconfiguring the geometry; with the improvements, the expected LOS will be a B or C. This intersection is also currently classified as a high crash location. The solution to this problem is to reconfigure the intersection into a more "hourglass" shape. In this configuration, Railroad and Middle would be realigned and joined, so traffic traveling on these roads would be able to continue essentially unimpeded from one to the other. Two spur roads, one at the top and one at the bottom of the "hourglass," would connect to Route 7. The green space created in the center of this "hourglass" is proposed as a town green/park that can be used for community events and may include a rain garden to help with stormwater management (as described in the "A Town Core Streetscape and Accessibility Design Study, August 2007" prepared by Elabd Architectural Illustration with Kathleen Ryan, Landscape Architect). This intersection project will require sidewalks along the newly configured roadways for pedestrian access; this is especially important due to the proximity to the shopping center across Route 7. This project will most likely require land acquisition around the existing intersection in order to construct this project in the "hourglass" configuration. The $3,496,020 cost is based on a 2014 CCRPC cost estimate for the full project including engineering, right-of-way, and construction.

Project #430-075-P

Annual Stormwater Infrastructure Replacement Project *Total Cost: $165,000*

FY 2016 - FY 2021 (FY16: $40,000, FY17-FY21: $25,000/year)

Capital Reserve

This project is for hiring a contractor to complete culvert installation and check basin repairs as directed by the Town. Materials will be provided by the Town. Structures are planned to be replaced the year prior to a road being paved as scheduled in the paving program. The project for FY16 is to replace a 24" diameter x 140' long culvert crossing at the head of the cul-de-sac of Quarry Lane that is in a severe state of deterioration. Due to its depth, location and adjacent utilities repair and replacement is not feasible for the Town. The Project is to attempt to repair the culvert using trenchless slip lining. If this is not feasible, a full replacement will be

required. Cost estimates assume complete replacement. Complete failure of the culvert will cause complete failure of Quarry Lane and may cause costly damage to adjacent utilities.

Project #430-077-P
Brandy Lane Sidewalk Construction *Total Cost: $70,000* *FY TBD*
Impact Fees/Grant/TIF

Construction of sidewalk along Brandy Lane for access to the high school, and widening the road apron at the entrance to Brandy Lane in order to accommodate buses. A sidewalk Scoping Study determined design and construction costs for this sidewalk in FY 15. The project is proposed to be funded over five years. ($6,300 has been set aside in impact fees each during FY 14 & 15) and constructed in FY17. A potential grant, impact fees and TIF are the proposed funding sources for the project.

Project #430-078-P
McMullen Road Sidewalk Construction *Total Cost: $373,000* *FY 2016*
Impact Fees/Grant

This project is for construction of sidewalk along McMullen Road from Railroad Street to Hobbs Road. The sidewalk will provide pedestrian linkage for several neighborhoods along McMullen Road. The Town received a Bike/Pedestrian grant for $330,700 to help offset the cost of final design and construction. 10% ($42,300) match in Impact Fees money was set aside in FY 2015. Construction is estimated to begin in FY15, with completion in FY 16. No further funding is proposed for this project.

Project #430-085-B
Combined Public Works Facility *Total Cost: $3,027,000* *FY 2016 & FY 2017*
(FY14: $6,000 & FY16: $27,000 - Engineering; FY17: $2,994,000 - Build)
Debt Service/Impact Fees/Other

This project was studied by Architects in 2014 along with a larger general facilities study. The smaller size of the proposed new trucks may alleviate some of the previous space issues. If funding becomes available in the future, a new public works facility may be considered, as long as it is financially prudent and cost effective to do so. However, the parameters of the project and the facility size need further due diligence. Funds previously set aside in prior years, along with $27,000 in further funds from the Georgia Wind Fund, will be used for further study in FY 16.

Project #430-087-S
Survey of Municipal Property *Total Cost: $60,000* *FY 2018*
General Fund/Impact Fees

The project will be used as a base plan of the future uses of the complete property. Currently, there are several maps of the properties that have been copied and taped to make a complete map, which makes it difficult to see the locations of the property lines on the drawing, and especially in the field. This project will delineate and flag the outside boundaries of all municipal property, including the Eagle Mountain, Municipal Forest, and Municipal Complex properties. Note: Research will

verify whether or not existing surveys are sufficient and if this project is needed.

RECREATION

Project # 452-012-P
Bombardier Park Running Path *Total Cost $50,000* *FY 2018*
1/2 Penny for Parks ($30,000)/Other ($20,000)

This project is for the construction of a six-foot wide, ADA accessible running path with fitness stations around the perimeter of Bombardier Park. The fitness stations will consist of stretching and strength equipment. This path is proposed for the use of the general public to have an accessible running path on Town property and its location is particularly convenient for parents who are attending youth sports games and practices. It will be used for cross-country skiing and snow shoeing in the winter. $30,000 in funding will be from a recreation tax (½ Penny for Parks) and $20,000 will be from various potential sources, including the National Guard, MCYC or VYCC. Construction is contingent availability of funding sources.

Project #452-013-S
Bombardier Park Recreation Facility Design *Total Cost: $50,000* *FY 2016*
1/2 Penny for Parks

The recommendation of the 2007-2027 Recreation Master Plan identified the Town's need for an indoor, multi-generational recreation facility. The funding source for this project is from a recreation tax (½ Penny for Parks) and half of the funds ($25,000) were set aside from the recreation tax (1/2 Penny for Parks) in FY15.

Project #452-014-B
Bombardier Park Recreation Facility Construction *Total Cost: To Be Determined*
FY 2017
1/2 Penny for Parks

The recommendation of the 2007-2027 Recreation Master Plan identified the Town's need for an indoor, multi-generational recreation facility. The funding source for this project is from a recreation tax (½ Penny for Parks).

Project #452-015-E
Additions to RecTrac Software *Total Cost: $9,320* *FY 2017*
General Fund/Impact Fees

This project will add the WebTrac and/or PayTrac module(s) to the RecTrac software. The WebTrac module will enable community members to register for programs/events online. The PayTrac module will allow community members to pay for the programs/events they register for online. This type of service/software is necessary due to the increased population of the Town resulting in increased demand for recreational services.

Project #452-016-P
Park Amenities *Total Cost: $16,000* *FY 2016*
1/2 Penny for Parks

This project entails the construction of park amenities such as ADA improvements,

electricity to the Pavilion on the Middle Rd side of the Park, additional park benches throughout the Park, replacement of the cabinets in the Field House, purchase of a portable public address system, signage, continued field house refurbishment, ongoing maintenance to the summer 2014 revitalized Tennis Courts (i.e.: crack repair, net replacement, etc) and other park amenities deemed appropriate. The funding source for this project is from a recreation tax (½ Penny for Parks).

Project #452-017-S

Recreation Master Plan *Total Cost $20,000* *FY 2017*

Impact Fees/General Funding/Grant ($10,000 General Fund and $10,000 Grant)

In 2007, the Town of Milton hired a consultant to complete a 20-year Milton Recreation Master Plan (2007-2027) and the Plan was approved by the Selectboard in 2007. This Master Plan has been used as a reference and blueprint for the past seven years by Staff and the Recreation Commission. Many of the projects in the Master Plan have been realized however many items have become obsolete or evolved or have become irrelevant over time. The population of Milton has increased dramatically in seven years and technology and the way community members receive information has evolved as well. It is recommended that a Recreation Master Plan be updated every five years. Milton Recreation is seven years in and it is recommended that an updated Master Plan conducted so that Recreation Staff and the Commission and Selectboard can continue to move forward in an informed way. Funding will come from a possible grant and the general fund.

Project #452-018-P

Dog Park Area *Total Cost: $50,098* *FY 2016*

(FY15: $10,000 & FY16: $40,098)

1/2 Penny for Parks/Impact Fees/Fund Raising/Other

A Milton Community Dog Park project is being requested to provide the public with a secure, off-leash area where visitors can let their dogs run and socialize. The project has support from community members and local pet-related businesses and organizations. Over the years, several possible locations in Town were explored however did not come to fruition. During the summer of 2014, a study was conducted to review the Town of Milton municipal campus buildings and surrounding acreage as well as the Town's needs and wishes for the future in the designated municipal area. The Town included a dog park on its list of desires. The study's consultants identified a two-acre, wooded area behind a Little League field in Bombardier Park's west side, for a dog park. Upon further review by Town staff, it was determined that this would be an ideal location for a Milton Dog Park. It is located on Town-owned recreational property, ample parking for visitors is currently in place, and there is ease of maintenance for Town staff due to its proximity to other municipal buildings and grounds. $5,000 in funding in Impact fees and $5,000 funding from the recreation tax (1/2 Penny for Parks) was set aside in FY15 and the remaining $40,098 in FY 16 will be funded by impact fees and the recreation tax, with potential alternate funding from a grant and fund raising.

Project #452-019-B

Construction of Restrooms – Middle Road Park *Total Cost $100,000* *FY 2019*

½ Penny for Parks/Impact Fees/Grant

This project is being proposed on the east side of Bombardier Park on Middle Road (Tennis Court). The Park is currently home to four (4) revitalized tennis courts, horseshoe pits, sand volleyball court, picnic pavilion, 2 BBQ grills, multi-purpose athletic fields, walking trails and a new playground structure. There are currently no restroom facilities on the east side of the park ("Middle Road Park"). A port-o-let is provided by the Town from April-October. Restroom facilities are located on the other side of the park; an approximate 5-10 minute walk. This project entails the research and construction of a double or multi-user, concrete, pre-fab, seasonal restroom within the Park. Funding will come from a recreation tax (½ Penny for Parks) and a possible grant.

Project #452-020-P

Construction of Skatepark *Total Cost $144,000* *FY 2018-2020*

½ Penny for Parks/Impact Fees/Grant

This project, the construction of a Skatepark in Milton, is still in the early development stages. The project is being requested to provide community members (notably Milton youth) with a designated safe area to enjoy the use of skateboards, bikes, scooters, rollerblades, etc. This area would most likely be blacktop or cement with skatepark equipment, features and elements. The project has support from Milton youth, Milton school representatives, parents and members of the community who work with youth. This project is referenced in the Town of Milton 20-Year Recreation Master Plan (2007-2027), which was accepted by the Selectboard in 2007 and the 2014 Public Works/Recreation Facility Study. This project will take several years to complete. Funding will come from a recreation tax (1/2 Penny for Parks), the General Fund, Impact Fees, and potentially grants and fundraising.

Project #452-021-P

Tennis Court Resurfacing & Reconstruction *Total Cost $15,000* *FY 2021*

1/2 Penny for Parks/Impact Fees/Grant

This project entails the long-term maintenance of the Milton Tennis Courts on the Middle Rd side of Bombardier Park, which were revitalized in spring 2014. During this process, cracks were filled, membrane applied, three coats of paint, new nets, posts, backboards and benches. After the project was complete, Recreation staff asked the contractor for a recommended maintenance schedule to help ensure the life of the courts. It is recommended that the courts be completely resurfaced again in FY21 (approximately $14-$15K). Reaching FY27, the courts may be at a point where reconstruction is a more cost beneficial way to go. The estimate to rebuild the courts at that time will be approximately $260-280K.

PLANNING & ECONOMIC DEVELOPMENT

Project # 461-009-P

Multi-Use Pathway #1 – Haydenberry Drive *Total Cost: $TBD* *FY TBD*
Grant/Impact Fees

This project is for creating a Safe Across 7 pathway. The Ad Hoc Recreation Pathways Committee Evaluation Report, dated October 15, 2009, identifies the #1 priority pathway as providing a connection between Milton High School and Bombardier Park. The slogan for this pathway is *Safe Across 7*, creating a safe way to cross Route 7. The Ad Hoc Recreation Pathways Committee has delineated the proposed route of this pathway as connecting through the high school to Haydenberry Drive, continuing down Haydenberry Drive towards Route 7, crossing Route 7 at the light at Centre Drive, and continuing down Centre Drive to the municipal complex on Bombardier Road. A large section of this pathway along Haydenberry Drive was constructed in 2013 by the developer of the shopping center project, as was the Route 7 light and crossing. Approximately 310 feet will be built along with a development that begins construction in the fall of 2014. A gap of approximately 140 feet will continue to exist between the recently completed shopping center portion of the path and the existing portion of the path that begins near Strawberry Lane. This project was in the FY 2015 CIP for funding for the construction of the10-foot wide asphalt multi-use pathway along Haydenberry Drive and a path that would connect to the High School as well as connector paths to Route 7. The Town received funding through the CCRPC to conduct a scoping study in FY 2015 and intends to construct the remainder of the path in FY 2016 along with a portion of the path that would connect directly to the High School. An estimate of $90,000 is projected for the remaining Haydenberry section and $210,000-$493,000 for path connecting to the High School. Additional pathways The cost provided is an estimate, as more specific construction costs will be based on construction cost estimates in the Scoping Study. Construction of this project in is dependent on a successful grant application.

Project #461-010-E
Town Core and Village Lighting Project *Total Cost $580,000* *FY 2017*
TIF/Other

In the Town Core, the existing GMP street lighting will be replaced and new lighting installed in the antique-style street lighting that helps to establish a sense of place in the new town core. The project is generally located Route 7, Centre Drive, Bombardier Road, Middle Road and Railroad Street. The existing rented GMP street lighting will be replaced with antique style lighting that enhances the appearance of the historic village. The village project is generally located on Main Street, School Street, Cherry Street and River Street. This project was previously a standalone project. The total cost for the Town Core lighting is estimated at $200,000 and the Village lighting project is estimated at $380,000. Funding sources for the project is anticipated to be the Town Core TIF.

Project #461-013-P
Town Forest Improvements *Total Cost: $62,700* *FY 2016 –FY 2019*
(FY16: $24,000; FY17: $38,700; FY18-FY21 TBD
Impact Fees/Grants

A number of improvements were proposed in accordance with the Town Forest & Bove Property Management Plan approved by the Selectboard in 2011. In FY 2015, the Town received a grant for the design of an accessible trail connecting the parking lot to the main trail network. Funding for construction of this trail, the Bove Connector trail, is planned for FY 16. Total costs for the construction of the trail is estimated to be $24,000. A VT Recreational Trails Program grant is the expected funding source ($20,000) along with a 20% ($4,000) match from a Impact Fees. A second phase of the trail leading from the connector trail to the Milton Swamp, ending at an observation deck would be proposed for the next step in construction to begin in FY 17. Cost estimated for this phase, including the design, is approximately $38,700. Funding will be from grants and Impact Fees The order of construction for future year's projects will be determined by the Management Plan and immediate need, but specifics for the timing and priority will be determined at a later date. Projects might include trails, signs and primitive camping. These improvements are described in more detail in the Management Plan and the Bove Property: Natural Resource Assessment & Land Use Planning Report done by Lamoureux & Dickinson in 2009. Improvements of parking and access and the addition of trails and signage at both the Bove Property and the Town Forest are recommendations in the Milton 20-Year Recreation Master Plan (2007-2027). These recommendations are incorporated into the 2013 Comprehensive Plan by reference.

LIBRARY

There are no capital projects proposed by the Library.

PUBLIC WORKS – Water Division

Project # 500-039-E
Water/Wastewater Vehicle Fleet *Total Cost: $177,000 FY2016- FY2018 & FY2020*
Water & Wastewater Enterprise Fund/Wastewater Fund Balance

This project will add one new vehicle to the existing water and wastewater fleet and allow for a replacement schedule for the existing vehicles in the fleet. Currently, there are four vehicles in the fleet and six employees. Water/Wastewater staff efficiency can be improved if another vehicle is added to the fleet by allowing him/her to work independently out in the system. Costly repairs and vehicle downtime can be eliminated by developing a replacement schedule before the vehicles reach the end of their useful lives. All cost estimates for the replacement vehicles are the net cost after trade-in value of old vehicles. Funding for FY 16 is from the wastewater fund balance. The following is the proposed schedule:

2016 – Replace 2003 Ford F-250 - $36,000
2017 – Replace 2006 Chevrolet Colorado - $30,000
2018 – Replace 2007 Chevrolet Silverado - $36,000
2020 – Replace 1999 E-450 - $75,000

Project #500-040-P

Lake Road 12" Water Main *Total Cost: $1,125,000* *FY 2018 & FY 2019*
(FY18: $375,000 W EF FY19: $750,000 DS)
Water Enterprise Fund/Debt Service

This project will extend a 12" main up Lake Road from the intersection of US Route 7 to Manley Road. Originally, this project was included with the Arrowhead Tank Upgrade. The project will upgrade the hydraulic capabilities of the area and provide adequate fire flows for a densely populated area. The 12" water main will still be able to serve a water tank on Arrowhead Mountain if it is ever needed. This project should be constructed with the Jonzetta Court/Pep Place project (#500-025-P) as part of Contract 17 (projects 500-025-P and 500-040-P have been combined). This will include extending the existing 4" waterline cross-country between Jonzetta Court and Pep Place with 500' of new 4" waterline to create a loop in the system, eliminate a dead end, and improve distribution capacity in this area. A portion of this project was constructed in FY 12 as part of the Lake Road Intersection Realignment. Completion of the remaining portions of this project is yet to be determined. Cost estimates are based on the 2014 Water Systems Facilities Plan Update.

Project #500-042-P
Fire Hydrant Replacement & New Hydrant Installation *Total Cost: $176,115*
FY 2017 – FY 2021 (FY17: $32,448; FY18: $33,746; FY19: $35,096; FY20: $36,500; FY21: $38,325)
Water Enterprise Fund

This project is to replace four old or damaged fire hydrants per year. If there are not four old or damaged fire hydrants that require replacement, new fire hydrants will be added to fill in the gaps on the water system to ensure a hydrant is at least every 500 feet in the populated areas of the system.

Project #500-043-P
Beaverbrook Water Distribution System Improvements *Total Cost: $4,070,000*
FY 2019 & 2000 (FY19: Engineering - $1,000,000 & FY20: Construction - $3,070,000)
State Revolving Loan Fund

This project is to replace undersized water mains and substandard materials, reduce leakage, increase system hydraulic capacity, protect water quality, and add fire protection to a densely populated area. The project area includes Meadow Road, Hobbs Road, Woodcrest Circle, Hemlock Road, Beaverbrook Road, Kingswood Drive, and McMullen Road. This should be scheduled at the same time as the wastewater expansion (Project 550-023-P). The possibility of this project going ahead is dependent on securing alternative funding sources to reduce the impact on ratepayer's costs. Engineering is expected to begin in FY16 with construction in FY17. Cost estimates are based on the 2014 Water Systems Facilities Plan Update.

Project #500-046-P
Replace 4,200 LF of Water Mains with 12" DI Loop Water System – Railroad Street
Total Cost: $1,575,000 *FY 2017 & FY 2018*
(FY17: Planning/Design - $526,000 W EF FY18: Construction - $1,050,000 Debt Service)

Water Enterprise Fund/Debt Service

Replace 4,200 LF of existing 2", 4", and 6" water mains with 12" ductile iron. Loop water system to improve water system hydraulics and fire protection. Replace 70-year old 2" water line under the Railroad Street railroad crossing. Replace 70-year old 4" water main extending from Main Street. Install a second fire flow/pressure reducing valve to augment fire flows on the low-pressure hydraulic zone of the water system and provide redundancy for the existing fire flow/prv on River Street. Eliminate a normally closed isolation valve between the low and high-pressure hydraulic zones. Cost estimated using RS Means 2008 as adjusted for inflation. Cost includes design and construction engineering services. The Railroad Street portion at the railroad crossing should be completed prior to upgrading the rail crossing. Estimated cost - <$100,000. Cost estimates are based on the 2014 Water Systems Facilities Plan Update.

Project #500-047-E

Replace 100KW Generator with 60KW Generator – McGrath Reservoir (Water Plant)

Water Enterprise Fund *Total Cost: $40,000* *FY 2017*

This project will replace the original 100 KW LP gas emergency generator and switchgear with a smaller, more efficient 60 KW LP gas, emergency generator at the McGrath Reservoir (Water Plant) site.

PUBLIC WORKS – Wastewater Division

Project #550-005-E

Video Inspection Camera & Software *Total Cost: $78,000* *FY 2017*

Enterprise Fund-Wastewater

This project is for the purchase of a sewer camera that attaches to the flushing nozzle of the Vac truck. Currently, the Town does not have the equipment to video sewer mains. A self-enclosed portable system provides a stable platform for the equipment, which can be removed from the vehicles when not in use. Video inspections are required by state regulations on a regular basis. Inspections are required annually in known hot spots, every three years at stream crossings, and every five years for sewer mains that are over ten years old. This work is now contracted out at an annual average cost of $20,000. The town is exploring an option to contract out with South Burlington to use their video equipment, which could reduce the current annual cost.

Project #550-006-E

Septic Transfer Pump – Sewage Grinder *Total Cost $21,731* *FY 2016*

Wastewater Fund Balance

This project is for the purchase of a sewage grinder on the inlet into the Septage Transfer Pump. The Septage Transfer Pump is located in the Biosolids and Septage receiving facility at the Wastewater Treatment Plant. The Septage transfer Pump transfers septage fro the septage hold tank to the plant for processing. The inlet to the Septage Transfer Pump has clogged on numerous occasions. Clogging can lead to significant damage and down time to equipment. The Septage Receiving Program is an important source of revenue to the

Wastewater Enterprise Fund.

Project #550-024-P
Beaverbrook Residential PH I Sewer Expansion *Total Cost: $6,765,000*
FY 2019 & FY 2000 (FY19: Planning/Design/Engineering $2,255,000 – SRF; FY20: Construction $4,510,000 – Debt Service)
State Revolving Loan Fund/Debt Service

See Town of Milton Wastewater Expansion Study, February 2008, by Forcier, Aldrich & Associates., with updated 2014 cost estimates by Aldrich + Elliott. Recommend project to be constructed in conjunction with water system upgrades in the same service area. The possibility of this project going ahead is dependent on securing alternative funding sources to reduce the impact on ratepayer's rates.

SCHOOL

Project #800-031-B
Elementary School Addition *Total Cost: $225,858* *FY 2016 – FY 2018 ($75,286/year)*
Impact Fees
The above total reflects only the total impact fees to be collected by the Town for this project during FY years 2016-2018 of this Capital Improvement Plan. Impact fees are projected to be collected over a twenty-year period (1999 to 2018).

CHAPTER 4
IMPACT FEE SCHEDULE

INTRODUCTION

This impact fee schedule, prepared by the CIP Committee, is intended to support the Town of Milton's *Impact Fee Ordinance*, and includes several major components:

(a) Identifies those capital improvement needs which can and should be funded by the assessment of impact fees,
(b) Identifies the portion of the cost of these items which should be apportioned to new development, and
(c) Calculates the impact fee which should be assessed for new development.

An impact fee is a charge assessed to new development and is used to fund public improvements necessitated by such new development. As defined by 24 V.S.A. Chapter 131, impact fees are defined as:

> *A fee levied as a condition of issuance of a zoning or subdivision permit which will be used to cover any portion of the costs of an existing or planned capital project that will benefit or is attributable to the users of the development or to compensate the municipality for any expense it incurs as a result of construction. The fee may be levied for recoupment of costs for previously expended capital outlay for a capital project that will benefit the users of the development.*

In addition, the Milton CIP Committee has defined impact fees to cover only new projects, equipment, or construction. For example, replacement fire trucks or police cruisers cannot be purchased utilizing impact fees.

24 V.S.A. Chapter 131 requires that, after July 1, 1992, impact fees must be based on a duly adopted capital improvement program as has been described in the previous chapters.

There are several different ways impact fees can be applied to a capital project. In advance of starting an anticipated capital project, impact fees can be collected and placed in an interest bearing account. Impact fees must be spent within six years of when they were first collected. Impact fees can also be utilized to cover a capital project that has been financed by a bond, loan, or other form of long-term financing.

If funds are collected or special assessments are already designated for capital projects, impact fees cannot also be collected for them. One example of this is the Enterprise Fund, designated for water and wastewater capital projects. Because the Enterprise Fund is designated to be used for capital projects, impact fees cannot be used towards any of these items.

CAPITAL NEEDS

The previous chapters describe capital improvements and potential funding sources. Specific projects, which are needed to serve new development within the town in order to maintain an appropriate level of service consistent with the Comprehensive Plan, the Capital Improvement Program, and the various studies that have been conducted for the Town of Milton, should be funded through the assessment of impact fees based on a proportion of the total cost of the improvement attributable to new development (e.g., 50%, 100% of the total cost).

Fees levied from new development are used to cover any portion of the costs of an existing or planned capital project that will benefit or is attributable to the users of the development, or to compensate the Town of Milton for any expenses it incurs as a result of construction. Based on growth projections conducted in 2004 by the Planning Department, new development is projected to account for approximately 50% of the total impact associated with various capital improvement projects for which impact fees will be assessed. The impact fee is calculated as 50% of the **total** project cost. An exception to this formula occurs when a proposed capital improvement item is deemed needed solely due to future growth and development in the Town, such as growth-related studies, in which case 100% of the project cost may be funded by impact fees.

IMPACT FEE CATEGORIES

Impact fees will be used to fund projects that fall within the following categories:

1) Education
2) Transportation
3) Recreation/Culture
4) Public Safety
5) General Administration & Planning
6) Debt Service for Fire Station and Municipal Building

The specific projects to be funded are described within this Capital Improvement Plan and appear in the impact fee schedule at the end of this chapter. The percentages of the impact fees to be paid into each category are described below.

CALCULATION OF IMPACT FEES

The amount of the impact fee shall be an estimate of the categorical needs attributed to new development. The estimate for FY 2016 includes several existing projects. The Town estimates there will be approximately 70 new dwelling units permitted in fiscal year 2016. Some of these units (20 estimated) will be one-bedroom or elderly housing units. Therefore, based on the number of units estimated to be permitted and the projects for which impact fees are needed, the Town will need to collect $4,420 from each new residential unit built in Town, with a partial exemption given to lower-impact development as described in the Town of Milton Impact Fee Ordinance and below. This is the same fee as was charged in FY 2014, where the last increase in impact fees occurred. The impact

fees shall be specifically calculated and distributed as described below. Residential development will be assessed impact fees for all the capital needs identified. Non-residential development is not assessed an impact fee. This is a policy of the Selectboard to stimulate and encourage commercial and industrial development.

The Milton Selectboard reserves the right to amend the impact fee during the course of the fiscal year or to adjust the impact fee categories and the percentages of impact fees allocated to each category, to ensure that enough funds are being collected to cover the costs of approved capital projects.

Residential Impact Fees

Residential dwelling units containing two or more bedrooms shall pay an impact fee of $4,420 per unit. Due to their lower expected impact on Town services, elderly housing units and residential dwelling units containing 1-bedroom, but not including accessory apartments, shall pay 75% of the total impact fee assessed for residential dwelling units; this equals an impact fee of $3,315. For the purposes of calculating impact fees, a bedroom is defined as follows: any room in a residential structure that is at least 80 square feet in area, that is or could be used as a private sleeping area, and that has at least one window, one closet, and one interior method of entry or exit, excluding closets and bathrooms, allowing the room to be closed off from the remainder of the residence for privacy; or any room within a building or structure that actually serves primarily as sleeping quarters.

The residential impact fee for residential units (except for elderly housing units and residential dwelling units containing 1-bedroom, but not including accessory apartments, which shall have a separate breakdown) shall be broken down into project categories as follows (expressed as a percentage of the total impact fee assessed):

1) Education – 30%
2) Transportation – 32%
3) Recreation/Culture – 12%
4) Public Safety – 8%
5) General Administration & Planning – 8%
6) Debt Service for Fire House and Municipal Building – 10%

The residential impact fee for elderly housing units and residential dwelling units containing 1-bedroom, but not including accessory apartments, shall be broken down into project categories as follows (expressed as a percentage of the total impact fee assessed):

1) Education – 5%
2) Transportation – 40%
3) Recreation/Culture – 20%
4) Public Safety – 10%
5) General Administration & Planning – 10%
6) Debt Service for Fire House and Municipal Building – 15%

COLLECTION OF IMPACT FEES

In the past, impact fees were collected at the time a Zoning Permit was issued. In an attempt to lessen the financial burden on developers due to start-up costs incurred through permit fees, beginning in FY 2006 impact fees have been collected at the time a final inspection for a Certificate of Compliance/Occupancy (CO) is requested. If they prefer, developers still have the option of paying the impact fee at the time the Zoning Permit is issued. No CO inspection shall be scheduled, nor shall the inspection take place, until the full impact fee is collected.

IMPACT FEE SCHEDULE FY2016-2021

The following projects are eligible to be funded by impact fees collected during the duration of this Capital Improvement Plan (FY 2016-2021). However, when developing the Capital Improvement Plan in subsequent years, the projects may be revised to reflect changes in scope and/or cost, to add or delete projects, or to move projects to another fiscal year, as is deemed necessary during the budget process.

Education Category

1) Elementary School Addition – Project #800-031-B

Transportation Category

1) Salt Brine Production Machine – Project #430-015-E
2) Route 7/River Street Sidewalk Gaps – Project #430-025-P
3) Lake Road 36” Culvert Replacement – Project #430-028-P
4) McMullen Road Sidewalk Construction – Project #430-078-P

Recreation/Culture Category

1) Additions To Rec-Trac Software – Project # 452-015-E
2) Recreation Master Plan – Project #452-017-S
3) Dog Park Area – Project #452-018-P Construction of Restrooms – Middle Road
4) Park – Project #452-019-B
5) Construction of Skatepark – Project #452-020-P
6) Tennis Court Resurfacing & Reconstruction – Project #452-021-P
7) Multi-Use Pathway #1 Haydenberry – Project #461-009-P
8) Town Forest Improvements – Project #461-013-P

Public Safety Category

1) Fire Station – Project #410-009-B
2) New License Plate Reader – Project # 420-002-E
3) All Terrain Vehicle w/Trailer & Attachments – Project 421-023-E
4) Public Works Repeater - Project #430-011-E

General Administration & Planning Category

1) Municipal Complex – Project #410-008-B
2) Combined Public Works Facility – Project #430-085-B
3) Survey of Municipal Property – Project #430-087-S S

FY 2016 - Amount from Impact Fees Needed Per Category

Category:	**Education Category**	**Transportation Category**	**Recreation/ Culture Category**	**Public Safety Category**	**General Administration/ Planning Category**
Project Name & Amount:	Elementary School Addition - $75,286	RT 7 S./River St Sidewalk Gap & Retaining Walls - $3,200	Town Forest Improvements - $4,000	Fire Station - $12,000	Municipal Complex - $18,000
		Lake Rd 36" Culvert Replacement - $3,500	Dog Park Area- $20,049		
Total Amount/ Category FY 2016:	**$75,286**	**$6,800**	**$24,049**	**$12,000**	**$18,000**

CHAPTER 5
SUMMARY AND RECOMMENDATIONS

Summary and Recommendations

The previous chapters have identified, described and scheduled capital improvement projects for the Town of Milton for Fiscal Years 2016 through 2021. After a review of the identified capital improvement needs and an analysis of the Town's financial future, the CIP Committee makes the following recommendations.

1) The Capital Improvement Plan, as described in this study, should be adopted and implemented.

2) It is essential that items for which impact fees are to be collected be funded in subsequent capital budgets, otherwise funding will have to be returned to contributors. This plan must be coordinated with the Town's annual budget so that the capital items identified for the current fiscal year capital budget are accounted for in the capital projects line item.

Appendix A

Inventory of Items – FY 2014				
Department	**Capital Item**	**Purchase/ Construction Date**	**Useful Life (Years)**	**Current Level of Service (Years)**
FIRE & RESCUE	2001 Sutphen Tower Truck	2012	15	1
	2012 Ford F-350 Pick Up	2012	15	1
	1994 Fire Truck w/PumperE-1 (25E5)	1994	10	18
	2009 E-One Traditional Series Pumper w/ emergency equip.	2009	5	3
	Trailer (Haulmark)	1995	10	17
	16’ Boat Trailer	1986	10	26
	16’ Boat Trailer	1986	10	26
	1 Ton Truck (1989) (25H9) GMC	1989	5	23
	1996 1 Ton Truck GMC (25B5)	1996	5	16
	1999 Ambulance (Ford E450)	1999	5	13
	2008 Chevy C4500 Highliner Ambulance	2008	5	4
	Bombardier Road Fire Station	2003	30	9
	Kienle Road Fire Station	1966	30	46
	Rescue Building	1989	30	23
	E-1 Pumper 1999 (25E6)	2000	10	12
	New Doors Rescue Building	2004	20	8
	Thermal Imager (Evolution)	2003	5	9
	Change over to VIBRS	1998	5	14
	7 Pagers/6 Radios (Rescue)	2004	5	8
	Pagers/Receivers/Portable and Base Radio/Gear (Fire)	2004	5	8
	Rescue Randy (Mannequin)	2005	5	7
	Multi-Gas Meter (Rescue)	2005	5	7
	Telemetry Evolution 5000 (Fire)	2005	5	7
	Mobile Base (Rescue)	2005	5	7
	2005 International Tanker	2005	10	7
	10 Scott Airpack & voice amp brackets (Fire)	2005	5	7
	2 AEDs/Batteries/Misc. Supplies (Rescue)	2005	5	7
	8 VHF Radios/battery 2 UHF Radios/battery (Rescue)	2005	5	7
	5 VHF Radios/battery 1 UHF Radio/battery/charger/bracket (Fire)	2005	5	7
	Stair Chair	2005	5	7
	5 660 Metro Helmets w/Goggles (Fire)	2005	5	7
	Bunker Gear/Boots/Helmets	2005	5	7
	Booster Pump & Containment System	2006	5	6

Inventory of Items – FY 2014				
Department	**Capital Item**	**Purchase/ Construction Date**	**Useful Life (Years)**	**Current Level of Service (Years)**
FIRE & RESCUE	ALS Manikin System	2006	5	7
	AED Defibrillator w/trade in & Bracket Kit	2006	5	7
	Air Pack Bottles & Hose	2006	5	7
	Air Packs (10)	2006	5	6
	Portable Radios; Battery Charger; Repeater	2006	5	6
	Thermal Image Camera w/ Transmitter & Battery	2006	5	6
	Bunker Gear (10 sets)	2007	5	6
	Digital Ready Repeater	2007	5	6
	Repeater; Mobile Radio; Programming	2007	5	6
	Comdial Digital Telephone System	2007	5	6
	Mobile Repeater; Portable Radios; Monitor	2007	5	6
	AED Defibrillator – ZOLLL 16E Series Model	2008	5	5
	Bunker Gear (10 sets)	2008	3	5
	Bunker Gear (6 sets)	2009	5	4
	VCOMM Radios	2009	5	4
	Bunker Gear (11 sets)	2010	5	3
	Rescue Station Boiler	2011	20	2
	Bunker Gear (6 sets)	2011	5	2
	Bunker Gear (8 sets)	2011	5	2
	2012 TerraStar Ambulance	2012	7	<2
POLICE	2009 Chevy Tahoe	2008	5	5
	2013 Ford Interceptor	2012	5	2
	2013 Ford Interceptor	2012	5	2
	2011 Chevy Tahoe	2010	5	3
	2013 Ford Interceptor	2012	5	2
	2008 Dodge Grand Caravan	2012	5	<1
	2007 Ford 500	2007	5	6
	2014 Ford Explorer (Utility)	2013	5	<1
	2014 Ford Taurus Interceptor	2013	5	<1
	2014 Ford Taurus Interceptor	2013	5	<1
	Portable Radios	2011	5	2
	Dual Band Radio	2004	5	8
	9 UHF Radios/Batteries	2005	5	7
	Closed Circuit Television System	2005	5	7
	Handheld Thermal Imager	2005	5	7
	Relocate Antenna at Georgia Mountain	2005	5	6

Inventory of Items – FY 2014				
Department	**Capital Item**	**Purchase/ Construction Date**	**Useful Life (Years)**	**Current Level of Service (Years)**
POLICE	Dispatch Console & Voice Logging Recorder	2004	5	5
	Mobile Repeaters	2005	5	5
	3 MDT computers, docking stations & mounting equip.	2009	5	3
	2 MDT computers, docking stations & mounting equipment	2009	5	3
	Automated Fingerprint ID System with printer	2010	5	3
	2012 Decatur Speed Cart	2012	10	1
	Computer Work Stations	2012	5	<2
	License Plate Reader	2012	5	<2
PUBLIC WORKS	1 Ton Pickup F350 1999	1999	10	14
HIGHWAY	1991 Grader 722B (John Deere)	1991	10	22
	2002 Tracked Excavator (Volvo)	2002	10	12
	20 Ton Trailer (Superline) 2002	2002	5	11
	2008 International Dump Truck	2008	10	5
	2003 7-yd Dump Truck 7400 (Int'l.)	2003	10	10
	Pickup (GMC Sierra)	2001	10	12
	Public Works Garage	1976	30	37
	2004 Int'l. Dump Truck Tandem	2004	10	9
	Bobcat Sidewalk Plow	1996	10	17
	2001 3/4 Ton Chevy Pickup	2001	10	12
	2005 Int'l Tandem Dump Truck w/plow & body	2005	10	8
	2006 International Dump Truck w/plow & body	2006	10	7
	2006 International Dump Truck w/plow & body	2007	10	6
	John Deere Loader Backhoe	2007	10	6
	Chevrolet One Ton Dump Truck	2007	10	6
	2009 Chevy Silvrerado w/plow & sanding unit	2009	10	4
	Belos Trans Giant Sidewalk Plow	2009	10	4
	John Deere Tractor 6715 Boom Mower & radio	2005	10	8
	2004 Case 621D Wheel Loader	2005	10	8
	Trailer Mounted Pressure Washer	2011	10	1
	1989 1 Ton Truck (trans. From Highway	2012	5	1
	2012 International Mid-size up truck w/plow	2012	10	>1

Inventory of Items – FY 2014				
Department	**Capital Item**	**Purchase/ Construction Date**	**Useful Life (Years)**	**Current Level of Service (Years)**
PUBLIC WORKS	Water Main & Accs. – 35miles	1935-present	100	0-76
WATER &	Sewer Collection Main	1979-1980	100	33-34
WASTEWATER	Sewer System	1981	100	32
	McGrath Reservoir	1983	50	30
	Sewer System	1986	100	27
	Sewer System	1987	100	26
	Water Pump Station	1991	50	22
	Hydra Shield	1993	20	25
	Camera & Skids	1997	15	19
	North Road Upgrade	1998	100	18
	Sewer System	2002	100	10
	Portable Gas Monitor	2002	10	10
	Equipment	2003	20	9
	2003 Ford F-250 Pickup (AAG953)	2003	8	9
	Collection System	2004	100	9
	Sewer system – WWF99	2004	100	9
	8’ x 14’ Wooden Shed	2004	10	9
	Meters	2004	5	9
	Submersible Pumps	2005	5	8
	Lab Equipment	2005	15	8
	Shop Equipment	2005	20	8
	Sewer System Improvement Project	2006	100	7
	WWTF Sewer Project	2006	100	7
	Incubator	2006	10	7
	Appliances	2006	10	7
	International Truck – Jetter VAC	2006	10	7
	Backhoe	2006	20	7
	WWTF Project – aad’t costs	2007	100	6
	Bioxide Feed System	2007	5	6
	2007 Chevy Silverado	2007	10	6
	Handheld Computer	2007	5	6
	Detection Instruments	2008	5	5
	Catamount Completion	2008	100	5
	Equipment	2008	5	5
	WWTF add’t costs	2009	100	4
	River Street	2009	100	4
	Improvements	2010	100	3
	Computer Upgrades	2011	5	2
PUBLIC WORKS	Skating Rink	1996	15	167
RECREATION	Pavilion Building	1990	30	23
	Playground Equipment	2000	10	13
	Recreation Field House	1994	50	17
PUBLIC WORKS	(8) Dug Outs (2 Double Deckers)	1999	30	13

Inventory of Items – FY 2014				
Department	**Capital Item**	**Purchase/ Construction Date**	**Useful Life (Years)**	**Current Level of Service (Years)**
RECREATION	Storage Facility	2000	30	13
	Fields, Fencing, Landscaping	1996	30	17
	Soccer Field	1998	30	15
	(4) Tennis Courts	1988	30	25
	200'x80' Paved/Lighted Surface	1996	30	17
	Field House Improvements	1996	20	17
	Tennis Court Resurfacing	1999	20	14
	Bleachers	2004	10	9
	Storage Shed (12 x 12)	2005	30	8
	Safety Fences	2005	30	8
	Topsoil	2006	30	7
	Playground Equipment	2006	10	7
	Playground Equipment	2011	10	2
	Solar Hot Water System	2011	20	2
PUBLIC WORKS BLDGS &	2004 GMC Sierra w/ minute mount plow	2005	5	8
GROUNDS	3 Deck Gang Mower	2001	10	12
	Historical Museum	2000	50	13
	Tractor/1165 (Massey Ferguson)	2002	10	11
	Toro Walk Behind Mower	2004	10	9
	18' Equipment/Landscape Trailer	2005	10	8
	9" Wood Chipper	2006	10	7
	Hydro Seeding System	2006	10	7
	Tractor Implements	2009	10 years	8
	Zero Turn Mower	2009	10	4
OTHER LAND	Beeman (15 acres swamp)	1912	40	101
	Misc. Land (1.36 acres W.Milton/Frazier Road)	1965	40	48
	Milton Forest 305 acres	1969	40	44
	Misc. Land (.83 acres McGrath Lane)	1969	40	44
	Landfill	1970	40	43
	Common (72.9 acres Lot 39 Checkerberry)	1994	40	19
	Bridge ROW (0 acres Costello Road)	1995	40	18
	Open land - landlocked (6.89 acres W. Milton Road)	1995	40	18
	Ridgefield Subdivision Lots 28 & 29	1995	40	18
	Common (39.78 acres Quarry Lane)	1996	40	17
	Road ROW Manley Commons	1996	40	17
OTHER LAND	Eagle Mountain Preserve	1998	40	15
	Eagle Mountain Sanctuary	1998	40	15

Inventory of Items – FY 2014				
Department	**Capital Item**	**Purchase/ Construction Date**	**Useful Life (Years)**	**Current Level of Service (Years)**
OTHER LAND	Land (.02 acres River Street)	1999	40	14
	Tracey Property (43.1 acres)	1999	40	14
	Rugg Property	2001	40	12
	Bove Property	2006	40	7
MUNICIPAL	Municipal Complex	1995	30	18
BUILDING	Church/Museum	1999	30	14
	Sound System Community Room	1999	30	2
	Land 155 Acres	1981	40	32
	Generator	2003	20	10
	Telephone System Upgrade	2001	20	12
	Automatic Door Openers	2005	20	8
	Fiber Connection (fire/rescue/town)	2005	20	8
	Door Lock System (police)	2005	20	8
	Security Access System	2005	20	8
	Work Stations	2005	10	8
	38 Office Chairs	2005	5	8
	IRC5800 Copier	2005	7	8
	Digitization Equipment Workstation (Town Clerk)	2005	5	8
	HP Laserjet 4200n printer (PW)	2005	5	8
	Software/Licenses	2005	5	8
	HP Noteboook (HWY)	2005	5	8
	2300DN Laser Printer (P&Z)	2005	5	8
	2420DN Laser Printer (Finance)	2005	5	8
	Files/Desk/Tables (PW)	2005	5	8
	Folding Table	2005	5	8
	4 G11 Chairs	2005	5	8
	Bookcase	2005	5	8
	Folding/Inserting Machine	2006	7	7
	DM500 Mailing System	2006	7	7
	Software for Lister's Office	2006	5	7
	Tile for hallway	2006	20	7
	Laptop	2006	5	7
	Voice Mail System	2007	5	5
	Widescreen Monitor -Public Works	2009	5	4
	Software upgrade: all depts. - 31 licenses	2009	5	4
	File Server Replacement	2010	5	3
	Color Copier	2010	7	2
	Computer Work Stations (PZ/PD/FD/TM)	2011	5	1
	Large Format Printer	2011	5	2
	2012 Ford Escape	2012	5	2
	Replacement Scanner (TC)	2012	5	2

Inventory of Items – FY 2014				
Department	**Capital Item**	**Purchase/ Construction Date**	**Useful Life (Years)**	**Current Level of Service (Years)**
INFRASTRUCTURE	Paving - Everest/Mears	2004	15	9
	Paving - Lake Road	2004	15	9
	Paving - Duffy Road	2004	15	9
	Paving - Hidden Meadow	2004	15	9
	Paving - Lamoille	2004	15	9
	Paving - Sanderson Road	2004	15	9
	Paving - Cooper Road	2004	15	9
	Paving - West Milton Road	2004	15	9
	Paving - Arrowhead	2004	15	9
	Chip Seal	2004	15	9
	Guardrails - Murray Ave.	2004	20	9
	Guardrails - East Road	2004	20	9
	Guardrails - East Road	2004	20	9
	Guardrails - Westford Road	2004	20	9
	Guardrails - Lake Road	2004	20	9
	Guardrails - West Milton Road	2009	20	9
	Sidewalks - Middle Road	2004	20	9
	Sidewalks - Railroad/Villemaire	2004	20	9
	Sidewalks - Bombardier	2004	20	9
	Culvert - Hardscrabble	2004	30	9
	Culvert - Beebe Hill, Bombardier, Cadreact	2004	30	9
	Culvert - Flanders	2004	30	9
	Paving - Mears	2005	15	8
	Paving - Howard Drive	2005	15	8
	Paving - Sunset Avenue	2005	15	8
	Paving - Cherry Street	2005	15	8
	Paving - Main Street	2005	15	8
	Paving - Everest Road	2005	15	8
	Paving - Sawmill Road	2005	15	8
	Paving - Bear Trap	2005	15	8
	Sidewalk - Main Street	2005	20	8
	Sidewalk – Cherry St/Herrick Ave	2005	20	8
	Culverts - misc	2005	30	8
	Culvert - Lake Road	2005	30	8
	Culvert - East Road	2005	30	8
	Culvert - Erling Drive	2005	30	8
	Paving - Sanderson/Lake/East Road	2006	15	7
	Paving - East Road/Marrs Hollow	2006	15	7
	Paving/Recon. - Sanderson/Lake	2006	15	7
	Overlake Public Accepted Roads	2006	15	7
	Sidewalk - 2005 Replacement	2006	20	7

Inventory of Items – FY 2014				
Department	**Capital Item**	**Purchase/ Construction Date**	**Useful Life (Years)**	**Current Level of Service (Years)**
INFRASTRUCTURE	Culvert - East Road	2006	30	7
	Culvert - Middle Rd Reconstruction	2006	30	7
	Reconstruction - Middle Road	2007	15	6
	Paving - Duffy Road	2007	15	6
	Paving - Mars Hollow	2007	15	6
	Paving - Sanderson Road	2007	15	6
	Reynolds Road acquisition	2007	15	6
	Guardrails - Duffy Road	2007	20	6
	Guardrails – East Rd/Westford Rd	2007	20	6
	Guardrails – East Road	2007	20	6
	Sidewalks - Middle Road	2007	20	6
	Culvert - Duffy Road	2007	30	6
	Culvert - Milton Falls	2007	30	6
	Culvert - Red Clover Way	2007	30	6
	Culvert - West Milton Road	2007	30	6
	Culvert - Middle Road/Water Wheel Way	2007	30	6
	Bear Trap Road Reconstruction	2008	15	5
	Paving - Milton Falls Waterwheel Way	2008	15	5
	Paving - Griswold, Woodcrest, Hemlock	2008	15	5
	Paving - Maplewood Avenue	2008	15	5
	Paving - McMullen Road	2008	15	5
	Paving - Centre Drive	2008	15	5
	Paving - Recreation Park Road	2008	15	5
	Guardrails – East Road, Westford Road	2008	20	5
	Bridge #5 Repair – East Road	2008	20	5
	Culvert - Hobbs Road	2008	30	5
	Flanders Dev. & Maplewood Ave. Culverts	2008	30	5
	Manley Road Culvert	2008	30	5
	Culvert - Duffy Road	2008	30	5
	Culvert - Manley Road & Sanderson Road	2008	30	5
	Culvert - Hardscrabble & Lake Road	2008	30	5
	Paving - Hardscrabble Road	2009	15	4
	Paving - Streeter Brook	2009	15	4
	Cold plane, pave, line - Manley Rd	2009	15	4
	Sanderson Road Reclamation	2009	15	4
	Paving - Gonyeau Road	2009	15	4
	Crack sealing roads	2009	15	4
	Paving - Christine Court	2009	15	4

Inventory of Items – FY 2014				
Department	**Capital Item**	**Purchase/ Construction Date**	**Useful Life (Years)**	**Current Level of Service (Years)**
INFRASTRUCTURE	Paving - Ledge Drive	2009	15	4
	Paving - Ledge Dr/Punch Bowl LN	2009	15	4
	Paving - Ledge Drive/Allen Brook Dr	2009	15	4
	Paving - Hardscrabble Road	2009	15	4
	Paving - Streeter Brook	2009	15	4
	Cold plane, pave, line - Manley Rd	2009	15	4
	Milton STP Walk (20)	2009	20	4
	Sidewalk Replacement	2009	20	4
	Sidewalk - RT7/Hannaford	2009	20	4
	Culvert - Manley Road	2009	30	4
	Culverts- East Road & Rollin Irish Road	2009	30	4
	Main Street Stormwater Project	2010	30	3
	Paving - Main Street Project	2009 & 2011	15	4
	Paving - East Road/McMullen/Rollin Irish	2010	15	3
	Paving - Cherry Street/McMullen Road	2010	15	3
	Paving - Lake Road	2010	15	3
	Paving - Stone Bridge Road	2010	15	3
	Paving - Hillary Lane	2010	15	3
	Bridge Repair - Lake Road	2010	20	3
	Guardrails - Lake Road Bridge	2010	20	3
	Culverts - Duffy Road & Rollin Irish Road	2010	30	3
	Culverts - Oglewood & Middle Road	2010	30	3
	Lake Road Culvert	2010	30	3
	Culverts - Lake Road/Hibbard/Eagle/Everest	2010	30	3
	Paving - West Milton Road	2011	15	2
	Paving - Various Road	2011	15	2
	Paving - Sidesaddle Drive & Butternut Circle	2011	15	2
	Paving - Murray Ave & Erling Drive	2012	15	2
	Paving - Highland Ave Slope repair	2012	15	2
	Paving - Westford Road	2012	15	2
	Sidewalk - Bombardier	2011	20	2
	Sidewalk - Hobbs Road	2012	30	2
	Bove Property Parking Lot	2012	30	2
	Culvert - Westford Road	2012	30	2
LIBRARY	(23) Oak Double-faced Shelving	1995	10	18
	(28643) Books	1995	10	18
	(4) Wooden Carrels	1995	10	18
	(32) Single-faced Shelving	1995	10	18

Inventory of Items – FY 2014				
Department	**Capital Item**	**Purchase/ Construction Date**	**Useful Life (Years)**	**Current Level of Service (Years)**
LIBRARY	Computer Automation	1998	20	15
	Athena Software	1999	10	14
	Printer	2008	3	4
	Library Expansion	2010	40	3
	2006 Ford Starlight	2012	10	2
SCHOOLS	Milton Elementary School	1998	30	13
	High School	1969	30	42

General ★ Stannard ★ House

March 11, 2015

To: Town of Milton Select Board
From: General Stannard House Committee
Re: Town ownership of the General Stannard House

Dear Select Board members,

The General Stannard House Committee writes to you today with a request for you to make the following motion at the March 16th meeting:

> We move that the Town accept the donation of the building and 100' x 70' lot located at 947 Route 7 South and donated by the Miller Realty Group *(see page 6)*. The acceptance will be conditioned on the DRB granting the subdivision of the Miller Realty property and variances and the Agency of Transportation permitting access to Route 7. It is understood that the General Stannard House Committee shall completely fund its restoration and eventual operation as a small Civil War Historic Site. The Town will support the utilities and standard maintenance *(see page 7)* after restoration is complete.

The house and site were home to Civil War hero George Jerrison Stannard from 1866 – 1873, and will be a tremendous asset to the community and the state, and it will elevate the southern entryway to Milton. In this document, we will provide background information, explain our plan and how and why we feel that town ownership is key to its success.

This project *needs* to happen; we as a town are simply answering the honorable obligation. Stannard's importance is undeniable, and his post-war home in Milton is the last known artifact of his life. We have the opportunity to tell his story in the site where he *lived*. Here is a part of his biography:

George Stannard was born October 20, 1820 in Georgia, Vermont. A large monument on the side of Vermont Route 7, just north of Georgia Center, remains on the site of the family home and farm. Stannard went from farming in his youth, to teaching, to running a brick foundry, to joining the Vermont Volunteers, to being recorded as the first Vermonter to volunteer for service in the Union Army, April 14th, 1861. He left behind his wife Emily (Clark, b. 1828), and children Ettie (b. 1854), Jenison (b. 1857), Charles (b. 1858) and Hattie (b. 1860).

Lt. Colonel Stannard distinguished himself at various early battles, culminating in his valiant but futile contribution at Harper's Ferry, VA, 1862. When all around him were surrendering, Stannard's Brigade held out, and refused to retreat. He was finally ordered to surrender, under vigorous protest.

March 1863 saw Stannard promoted to Brigadier General, in command of the Second Vermont

Brigade. General Stannard marched his troops an average of 18 miles per day for 7 days, in 90 degree heat to reach Gettysburg the evening of July 1st, 1863. Their moment of ultimate glory came the afternoon of July 3rd. In what has been described as "the greatest artillery battle in the history of Western hemisphere", lasting two solid hours, the Second Vermont was given the order by General Stannard to shift and flank the mass of troops known as Pickett's Charge. They decimated the Rebels. The flanking of Pickett's Charge is widely regarded (including by Gen. Robert E. Lee) as the turning point of the Battle of Gettysburg. Gettysburg is almost universally called the turning point of the Civil War. General Stannard's biographer, Maharay, wrote "Had Pickett's Charge succeeded and the war ended, North and South might have become two nations. That didn't happen and the Union was preserved. If Gettysburg provides the climax of the war, then the climax of the climax, the central moment of our history must be Pickett's Charge."

Stannard and his troops were ordered to attack Fort Harrison (VA). It was a huge earthen citadel, surrounded by much open space. Responding to Stannard's protests of the frontal attack across the space, General U.S. Grant said "General Stannard, we must carry Fort Harrison and I know you will do it." He did. The next day Gen. Lee himself led three assaults of 7,000 men against what was by then Stannard's fortress. Lee lost. At one point a Confederate Colonel, when captured, told Stannard "Well, you better get out of this for General Lee is over there and he says he will retake these works if it takes half his army." Stannard replied that he would be
"happy to see General Lee whenever he chose to call." Fort Harrison was the closest Confederate Fort to Richmond, the Rebel capitol. In the battle, Stannard received a ball shot that shattered his right arm. The arm was amputated. Upon recovery, he was sent to command the defense of the Canadian Border, following the St. Albans Raid.

Following the war, General Stannard returned to Vermont and bought a farm in Petty Brook area of Milton. He had barns built that could be run by a one-armed man. Along the way, he acquired many business interests, including two other farms (Cobble Hill and the Gale Farm), four brickyards, and shares in The Burlington Daily Free Press, the Burlington Silver Mining Company, and the Vermont Horse Stock Company. In 1873 he won the position of Customs Collector in Burlington, and moved there. In a scandalous move by the Grant Administration, he was found to have a shortage of $35,000 in his accounts. He was never charged or accused of any wrongdoing, but resigned to save his subordinates. The Free Press noted that his replacement was on his way from Washington, DC before Stannard ever resigned. Four consecutive days of news and announcements in the press, when it was physically impossible for those communications and actions to have taken place without Washington's pre-planning, seemed increasingly incredible. George Stannard liquidated his extensive holdings to satisfy the "debt."

General Stannard finished out his days in Washington, DC as Congressional Door Keeper, passing in 1886.

The General Stannard House Committee

The Committee was formed in July 2014 as a public community-based group, sponsored by the Milton Historical Society, a 501 (c)(3) non-profit charitable organization.

Our mission is to stabilize and rehabilitate the General Stannard House, with the vision of repurposing the house to honor Stannard's crucial contribution to the Union victory at Gettysburg and the preservation of the American United States.

This house has a long history of false starts at rehabilitation, but never before has it had the steadfast dedication that our Committee provides, in seeing the project to fruition and a sustainable future. When the Select Board and town manager Brian Palaia approached the Milton Historical Society in June 2013 stating that they wanted something done with the house to improve the town's gateway, interested citizens from within and outside the society became activated and motivated, knowing that this is likely the last opportunity to do the right thing. It will honor the past and benefit Milton's future.

The historical society Board of Directors discussed "going it alone" and voted against the possibility of own the building outright due to its current commitment of service with operation of the Milton Historical Museum. Instead, the Committee was formed with the Society as its fiscal sponsor, thus maintaining non-profit status.

Opportunities

Here are opportunities that Milton stands to gain with the restoration of the General Stannard House:

- On Town Meeting day, voters approved Article V, in favor of Route 7 Corridor improvements. Several supported projects were included in the Improvements Committee's report last year, as was this one.
- Attract tourists and visitors to the area and showcase an improved Milton attitude and culture.
- The General Stannard House is perfectly positioned to become part of and related to a proposed Lake Champlain/Vermont Civil War Heritage Trail. Other sites are already in existence; once we are repurposed we need only get up consistent/referential signage at the sites (all remain independent, of course), and cross reference. Appropriate historical brochures in each location, noting their part of the larger trail/picture. We will present this to Lake Champlain Regional Chamber of Commerce and Vermont Dept. of Tourism. It will cost them next to nothing and we can piggyback on their publicity opportunities and assets. Stannard's importance and key contribution to Civil War should make the House the linchpin and a focal point of the trail. Suggested and supported by author and historian Howard Coffin, we would join sites in Vergennes, Rokeby Museum, Shelburne, Burlington, Lakeside Cemetery, Colchester, Georgia, St. Albans, Sheldon and more.
- It already sits on the Lake Champlain Byway and will become an additional promoted site.
- Milton educators can develop curriculum around this new historic resource.

Rehabilitation Plan

We wish to responsibly honor the house's history in our restoration, but to modern code, ADA access and any town requirements. At this time we do not plan to use period materials throughout (We will use drywall instead of plaster & lathe; architectural asphalt roof shingles instead of cedar shingles), but may attempt to save many windows, which are of historic value. We plan to follow a plan similar to the one described in Scott Newman's Conditions Assessment *(see pages 8-27)*, performed May 27, 2014.

End use

The main goal of this project is preservation and honor in the creation of a true Civil War Historic Site. We will apply for a Vermont Roadside Marker; text and application are ready to send once we can specify its location. We wish to operate a first floor museum honoring Stannard and the town and state's involvement in the Great Conflict.

- Additional space available for town use as needed.
- Could provide a venue/asset for community use, or rotating displays of history.
- Due to its small size, we will not promote the house as a Welcome Center, but we will provide appropriate information and brochures for the area
- Extra town or non-profit office space (commercial if approved).
- Museum would have limited times of operation, meet expense and VTrans traffic requirements

Finance

Since voters approved the bond vote for the purchase and renovation of the Trinity Episcopal Church in 1999 for the Milton Historical Museum, the relationship between the Town of Milton and the Milton Historical Society has been a success story. We feel that it can be replicated with the General Stannard House, except with a much smaller upfront financial commitment. For comparison, we've requested an estimate of annual Town expenses for the Milton Historical Museum from Dustin Keelty, but haven't received it yet.

The Committee is committed to **100% funding of the restoration,** asking for no town funds related to the house until the restoration is complete. At that point, would like to engage in a similar agreement as the Milton Historical Museum, where the town supplies utilities and standard property maintenance, and the Committee funds operating expenses.

Beyond that, the only other town expenses would be loss of taxes, current paperwork, extraordinary maintenance issues in very extended future (fresh construction and fewer anticipated upkeep issues), as we are doing the work and paying the bills for the foreseeable future.

We are dedicated to developing a sustainable plan for the house's operation through fundraising, grants memberships and other sources.

As of March 11, 2015, the Committee has raised over $14,500 and is committed to continual and aggressive fundraising. Estimated total cost of restoration is up to $280,000.

DRB / Zoning / Town Resources

Town staff has been very helpful and a great resource thus far in the Committee's process. Special thank you to Jake Hemmerick. We would like to continue to rely on town staff as they are able to help us navigate town /state / regulatory / etc. requirements.

We acknowledge the hard work of the Town's DRB, Planning Commission and Planning & Zoning staff, and realize that this project fails to conform to current regulations. That said, it is also a completely unique project and opportunity that requires exceptions - one-time exceptions that we do not believe will be arguments for other zoning changes, as we know of no other situations like this in Milton. And we would hope that town ownership would dispel such a discussion.

Alternatives

Here are alternatives to our plan and vision, and why they are not best choices.

Demolition

- Like it or not, Milton has a history of improvement attempts and good ideas that have not become reality. This is an opportunity to turn the tide in a profound way, show that the town has a vested interest in the success of this project and retaining an asset that is irreplacable.
- The State Division of Historic Preservation has admitted past errors in allowing Stannard's barns to be burned in 1989 *(see page 68).* The house was placed on the State Historic Register in April 1980. *(see page 53-54)* We have suffered the historical loss of the barns, damage to our reputation, bad publicity and a squandering of opportunities.
- A missed opportunity to honor a great, important Vermonter and Milton resident. The Town of Georgia already has a monument honoring Stannard at his birthplace. Stannard is atop the 60-foot-tall Vermont Memorial at Gettysburg, and the monument at his burial site in Burlington's Lakeside Cemetery is the most impressive one there. Another monument would be meaningless, when we can and should properly tell Stannard's story inside the house he lived in.

Moving the house

We investigated the possibility of moving the house, but the Vermont Division of Historic Preservation stated clearly *(see page 69)* that the site is equally as important as the house itself.

- Relevance and historic significance goes away if the house is moved.
- Funding opportunities become greatly diminished.
- In spite of development in the area, the open area original context is maintained in original location.

What We've Accomplished

- We have achieved necessary approvals from the State Act 250 Commission and Department of Historic Preservation to execute a rehabilitation plan such as is outlined in Scott Newman's Conditions Assessment. *(see pages 8-27)*
- We have the commitment of Bob Miller to donate the subdivided land and the house as he has proposed.
- We've researched and built a growing awareness of Stannard and his importance, something we will take to a whole new level when the house is open to visitors.

Commitments of Support

Financial Support

- As of March 11, we have raised over $14,500.
- Donations of all sizes, including 2 large gifts.

Products and Services

These people and businesses have either already donated goods and in-kind services, made commitments when the time arises, or formally expressed interest:

- David LaPlant and AATEK Construction - rehabilitation and construction (David has estimated roof replacement at a greatly discounted price of $6,500)
- Loren Hogaboom Masonry - foundation work
- Cyr Lumber - possible materials donation
- John Schmoll - Springfield 1888 rifle donation for fundraiser *(see page 70)*
- Ron Morgan - rifle reconditioning and ticket sales at spring gun shows
- Rich Lacross - grounds care
- Spencer Group - printing
- Peter Martin & Deborah Dolby (Sampler House B&B)
- Deb & Will Rose and Vermont Irrigation
- Ye Olde Sign Shoppe - signs and graphic materials
- many more individuals

Organizational supporters (thus far) include:

- Sons of Union Soldiers of the Civil War
- Franklin Masonic Lodge #4 of St. Albans
- St. Albans Historical Society and Museum
- Civil War author & historian Howard Coffin
- Milton Women's Club
- Colchester/Milton Rotary
- Pizzagalli Foundation
- Preservation Trust of Vermont
- Mark Hudson, executive director of the Vermont Historical Society
- UVM School of Civil & Environmental Engineering
- Bob Miller / Miller Realty Group
- Milton Independent
- Burlington Free Press feature article to come later this month
- Civil War Times (published in Tunbridge, VT for national distribution) - April Fundraising issue
- Submission to Civil War Times magazine

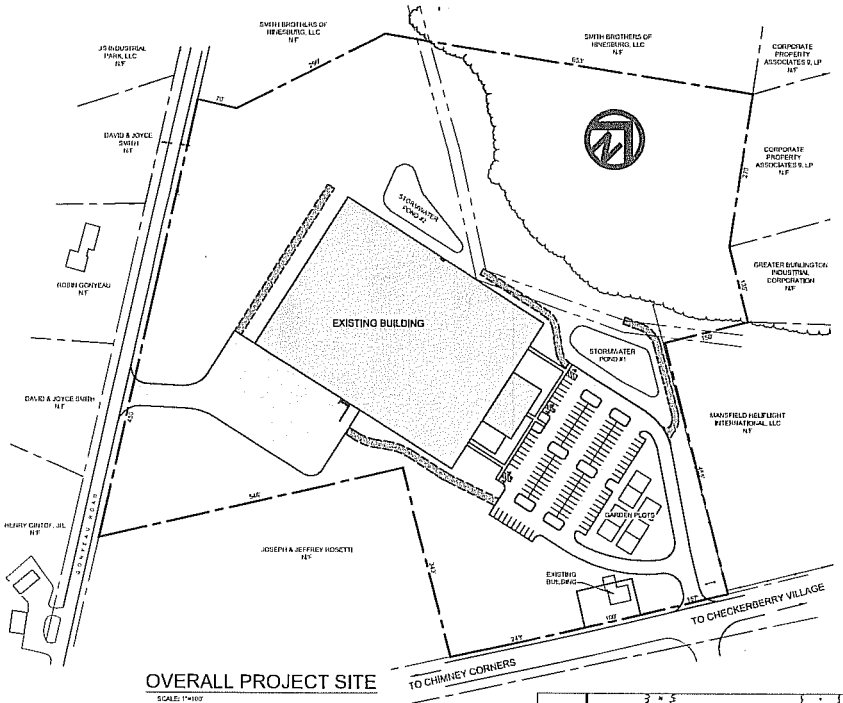
Conclusion

All documents noted herein follow, starting on the next page. We sincerely appreciate your consideration of this proposal, and hope that you see the same value in the General Stannard House project as we do. Please contact us at any time with questions.

Many thanks for your time and consideration,

Bill Kaigle
Co-chair
802-734-0758
bill@yeoldesignshoppe.net

Kate Cadreact
Co-chair
802-893-6302
kcadreact@gmail.com



OVERALL PROJECT SITE

SCALE: 1"=100'

GRAPHIC SCALE

100 0 50 100 200 400

(in feet)
1 inch = 100 ft.

LOCATION MAP

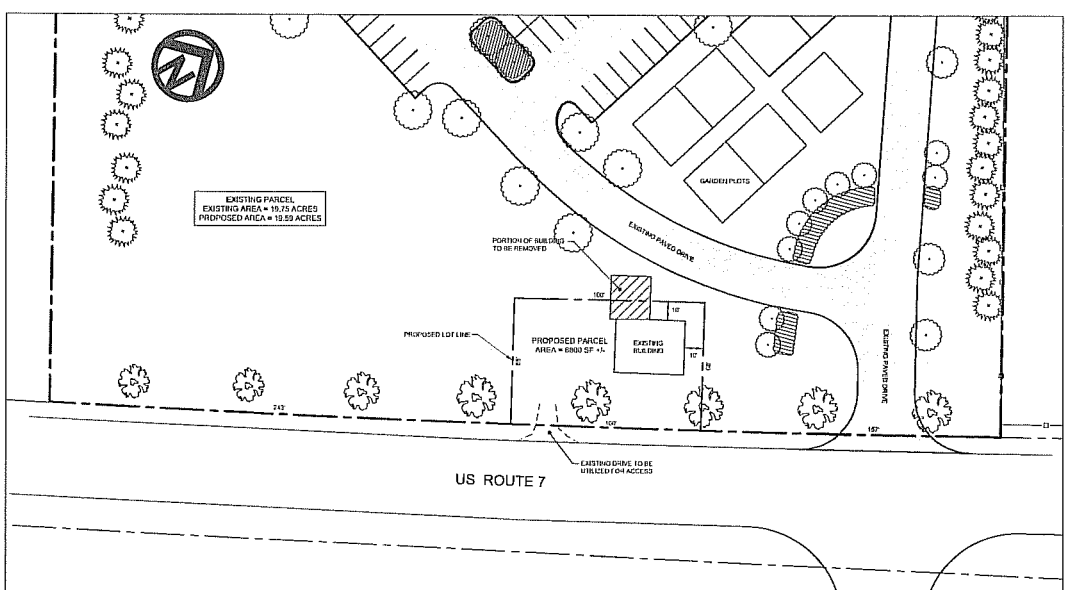
NOT TO SCALE

LEGEND

- PROJECT PROPERTY LINE
- ABUTTING PROPERTY LINE
- SIDELINE OF EASEMENT
- STRUCTURE SETBACK
- EXISTING TREELINE

PROPOSED NEW PARCEL

SCALE: 1"=30'



GRAPHIC SCALE

30 0 15 30 60 120

(in feet)
1 inch = 30 ft.

Date	Revision	By

These plans shall only be used for the purpose shown below:

- ☒ Sketch/Concept
- ☐ Preliminary
- ☐ Final Local Review
- ☐ Act 250 Review
- ☐ Construction
- ☐ Record Drawing

THE MILLER REALTY GROUP, LLP
LOTS 1 & 2 - CATAMOUNT INDUSTRIAL PARK
GONYEAU ROAD & U.S. ROUTE 7 MILTON, VT

SKETCH PLAN

Project No. 11018
Survey ADP/DH
Design OTHERS
Drawn ABR
Checked DJG
Date 12-30-14
Scale AS SHOWN
Sheet number 1

Lamouroux & Dickinson
Consulting Engineers, Inc.
14 Morse Drive, Essex, VT 05452
802-878-0450
www.LDengineering.com

Proposed Ongoing Care Agreement for the General Stannard House

The agreement below drafted by Town Manager Ted Nelson, Jr. on February 16, 2001 has been the basis for the Milton Historical Museum's care since then. For "utlities and standard maintenance" in our motion on page 1, we propose a similar agreement for the General Stannard House, and we are open to discussion about any additional details and responsibilities not covered here.

Relationship between the Town of Milton and the Historical Society

I. Background:

Range of "Public" participation in buildings and grounds

Sample range of "public" involvement:

All Public ←——————→ Private, Non-Profit (Property Tax exemption)

Function	A. **Town Office**	B. **Museum**	C. **Grange**
Ownership	Town	Town	Grange
Maintenance	Town	Town/HS	Grange
Operations	Town	Town/HS	Grange
Supplies	Town	HS/Town	Grange

OPTIONS:
- A- Municipally owned and operated
- B- Hybrid
- C- Privately owned and operated with or without exempt status

II Propose a Hybrid relationship in the care and use of this building

***Expenses for building maintenance, operations and improvements:**

Insurance	
Building	Town
Contents	Town & Historical Society
Phone service	Historical Society
Heat	Town
Electric	Town
Water and Sewer	Town
Windows	Historic Society
Roof maintenance	Town
Grounds maintenance	Town
Interior maintenance	
Regular cleaning	Historical Society
Periodic repairs	Town
Painting:	
Exterior	Historical Society with help of Fire Dept.
Interior	Historical Society
Security	Type and level to be determined

***Revenue for building maintenance, operations and improvements:**

Town Share	General Fund; Buildings & Grounds Budget
Historical. Society share	Fund Raising & Donations (Labor, Supplies and Funds)

Conditions Assessment

General George Stannard House
Milton, Vermont

Prepared for: Bill Kaigle
Milton Historical Society

With Funding From: The Preservation Trust of Vermont

May 27, 2014

Historic Preservation Consulting

Scott Newman M.Sc.
106 Associates

PO Box 64644, Burlington, VT 05401
scottnewman@106 associates.com
(802) 77711572

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Dear Bill,

As requested, I met with you and Terry at the house site on May 15, 2014 to conduct a Conditions Assessment of the General Stannard House. This report details my findings, ranks recommended remediation by priority, and estimates costs associated with the work. Conditions reported are those available to visual inspection at the time of my visit. The report will assist the building owner and the Historical Society in prioritizing repair, but should not be used as a basis for contractor bids. Bid documents contain substantially more information on quantities, standards, schedules, details and conditions of the work, which guide and protect both the owner and the contractor.

REPORT OBJECTIVES

Typically, a Conditions Assessment examines a building, element by element, opines on condition and recommends remediation with estimated costs. The Stannard House is not a typical structure, and is certainly atypical with regard to condition for standing structures even of this vintage. Due to advanced deterioration, a routine assessment would be of questionable value here, and, we believe, would not best serve the owner and stakeholders of this highly significant building. For this reason, this assessment is customized to the unique conditions and values of the house, and seeks to address some fundamental questions about its future.

First and foremost among the issues facing the Stannard House is: can and should the building be saved. The recommendation will be based on a architectural description, assessment of historical significance, and assessment of general physical conditions and remediation estimates to stabilize the structure. Second is an assessment of what constraints control the building in terms of regulation and permitting. Third, is what reasonable steps can and should be taken to address immediate concerns and ensure the property has the best chance to be repurposed.

What can be discouraging in a project like the Stannard House is the amount of work, costs, and unknowns involved in getting the project all the way to the finish line. A phased approach can focus and concentrate efforts to reach critical milestones, and measurable success. The condition of the building and interest in having the structure eventually open for public use suggests a three phase approach:

Phase 1: Stabilize and Weather Envelope

Phase 2: Construction

Phase 3: Program and Occupancy

This report will break down the first phase into properly sequenced steps with specific recommendations and estimated costs. It will also provide general estimates for phase 2. Phase 3 should be a background task for the building owners and managers but should not distract attention from phase 1, for without stabilization and weatherproofing in the short term, the building will fail and phase 3 will not be realized.

PROPERTY DESCRIPTION

The ca. 1840 General Stannard House is located at 947 US RT 7 South in the Town of Milton, located in a commercial/industrial -zoned area located about 4 miles south of Milton village. The building is a 5 x 2 bay, eaves-front, 1 ½ story wood-framed structure built in the Greek Revival style. Though the historical setting has been compromized by adjacent modern industrial buildings, there is sufficient open land around the structure itself, 200 feet minimum in each direction, to soften the impacts of modern development and preserve the immediate context.

Exterior: The house is set back 35 feet from RT 7 and rests on a mortared stone foundation extending 2 feet above grade. 2/2 double hung windows and recessed panel wooden doors were boarded over and the entry porch removed in the 1980s. An unadorned wooden box soffit with plain frieze and gable returns remains, though there is evidence it has been changed from the original, a segment of which exists but was obscured by the addition. Moldings throughout the exterior are simple, flat stock. A brick chimney penetrates the peak of the asphalt shingle covered gable roof just north of center.

A non-historic, wood-framed garage addition was built onto the west side of the house in 1950s. Unlike the house, the foundation is concrete cinder block and an overhead garage door opens into its south facing façade.

Interior: The center, main entry opens into the livingroom with dining room though an arch to the right. In the back left of the house are a study and stairs up to the 2nd floor and down to an unfinished basement; in the back right are the kitchen and only bathroom. Upstairs are 4 bedrooms located either side of the stairs and center hall which has a hatch to the unfinished attic. Like the exterior, moldings throughout the interior are plain dimensional stock except for some door casings in ground floor common areas which are slightly more ornate.

General Stannard House as it appeared in the late 1800s.

HISTORIC SIGNIFICANCE

Of critical importance is the property's association with Brigadier General George Stannard who owned and lived in the house in the 1860s and 1870s and who constructed a farm on the property. General Stannard was one of the most important Generals in the American Civil War, and by the accounts of his peers and superiors, played a pivotal role in the final outcome securing the union. This association with the General is where much of the building's historic value lies, and despite its condition, the appearance of the house has changed little since it was constructed. The house is in its original location, retains its historic appearance, and is still widely known as the General Stannard House. Because of the association to the General, the pivotal role this Vermonter played in the American Civil War, it is worth every effort to retain this part of our common history important in the local, state, and national context.

Some background on Brigadier General Stannard is included here for reference:

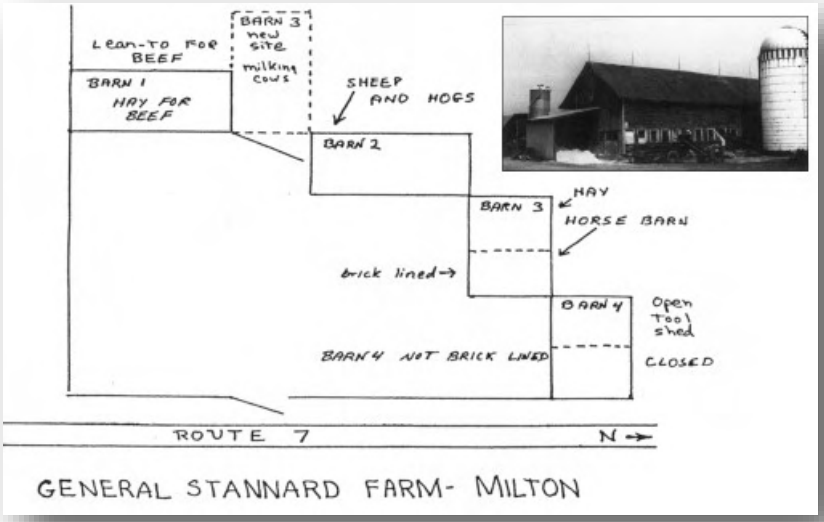
General Stannard was born in 1820 in Georgia, VT. He worked as a farmer, teacher, and brick foundry operator in St. Albans. In 1861 Stannard volunteered for duty in the Civil War, some local residents claiming he was the first Vermonter to do so. Over the next two years Stannard distinguished himself on the battlefield as a effective leader of troops in several campaigns, including the battle of Bull Run and the battle of Williamsburg. As a result, he was appointed Brigadier General on March 11, 1863 and joined the camps in defense of Washington with command of the 2nd Vermont Brigade. Stannard was known for relentless, precision drilling of his men with a quiet but effective style that won him the admiration and respect of those who served under him.

During the Gettysburg Campaign, Stannard's Brigade was sent from the capital to join the Army of the Potomac as it pursued Robert E Lee into Pennsylvania, marching 18 miles a day for a week to get there. During three separate assaults on the Union lines, Stannard swung his brigade 90 degrees to the approaching confederate forces, repelling the charges with successful flanking attacks in each case. The most significant of the flanking maneuvers was against "Pickett's Charge". About the Stannard-led repulse of Pickett, General Stannard's commanding officer, Major General Abner Doubleday, wrote *"I can only say that they performed perhaps the most brilliant feat during the war. For they broke the desperate charge of Pickett, saved the day and with it, the whole North from invasion and devastation."*

General Stannard continued in service to the Civil War and was wounded twice. The injury to his right arm sustained while holding Fort Harrison required that it be amputated and he returned to Vermont to recover and perform light duty military work. After resigning from the army in 1866, he served in various capacities, including as Doorkeeper of the United States House if Representatives until his death in 1886. He is buried in Lakeview cemetery in Burlington, and statues of General Stannard were commissioned and placed atop the Vermont Memorial at Gettysburg Battlefield, and at Lakeview Cemetery. The town of Stannard in Caledonia County in named for the General.

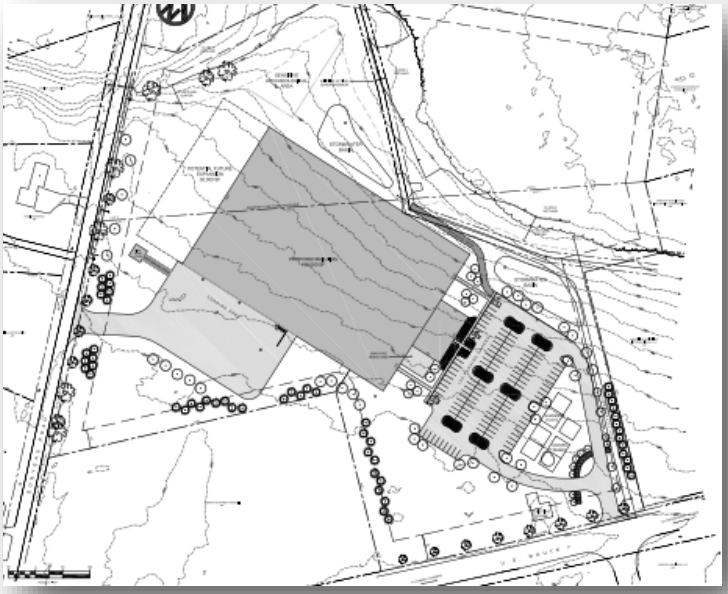
OWNERSHIP AND DEVELOPMENT

In 1868, General Stannard bought the subject property and house on Petty Brook in Milton. Soon after the purchase he built several barns, reported to have been specially arranged for operation by a man with one arm. Stannard raised horses and beef cows on the farm and ran a brick-making foundry in St. Albans until relocating to Washington DC in 1873.



Left photo shows the General Stannard Farm site plan with barns for raising beef cows and horses. The barns were known to have been specially constructed for Stannard who had lost his right arm to battle in the Civil War. The barns were burned by the Milton Fire Department as a training exercise in 1989. The same year the property was purchased by GBIC.

Above photo shows how the house appeared in the 1977 Vermont Division for Historic Preservation photo, when it was listed in the VT State Register of Historic Places. Raymond Sanderson Family owned the property until 1989, and subsequently sold it to the to the Greater Burlington Industrial Corporation (GBIC) who developed the land.



This plan sheet shows GBIC's completed project to redevelop the Property, including the Stannard Farm. The house is located in the lower right quadrant of the image, between the access driveway and RT 7. Despite commercial/industrial zoning in place, the house retains sufficient open space around it, and vistas from it, to preserve its immediate context.

CONDITIONS ASSESSMENT

General Discussion

The historic Stannard house has been vacant for approximately 25 years, owned by and under the stewardship of the Greater Burlington Industrial Corporation. During that time the asphalt roof shingles reached the end of their serviceable life and began to leak. Conditions worsened over time and the water has been penetrating unabated through multiple holes in the now collapsing roof for what appears to have been many years. The result has been catastrophic for the building interior, of which little appears to be savable. The good news: the foundation and building exterior were observed to be in better than fair condition. 2/2 historic sash are extant under plywood boarding, some with wooden storm windows. Some recessed panel exterior and interior doors also remain and appear to be salvageable. Even the wooden clapboards appear salvageable to a large degree.

The rear addition constructed on cinderblocks with an overhead garage door is of little historical value to the property. It is not uncommon to remove additions in poor condition to concentrate efforts and limited resources on the significant aspects of the property. In this case, the needs of the main house will be a challenge to address, and retaining the addition which is also in very poor condition would not make practical sense in that it would sap resources from the house configuration associated with General Stannard.

Site and Drainage

The eaves-front house measures 35 ft x 28 ft (eaves/gable) and is set back 35 ft from RT 7 on level ground. Drainage is presently an issue because of several excavations against the foundation that were not filled in, presumably from a previous inspection. Drainage could be improved by filling the voids and regarding to achieve positive drainage to achieve positive slope away from the building.

Photo left shows the building sited slightly elevated on level ground with ample room around it. It is anticipated that the site can be re-graded for drainage without need for a curtain drain or other extra measures.

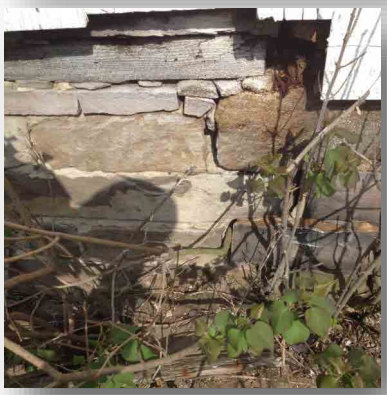
Site and Drainage
Recommendations

1) fill voids and re-grade to allow positive drainage away from the structure.
Allow $ 1000

Foundation

The foundation generally comprises mortared stone to grade and mortared brick above grade. The basement ceiling height was observed to be 9 feet which was unusual. The stairs down to the basement were extended by 35 inches, also unusual. An examination of the interior foundation wall showed a mortar line approximately 35 inches below the joists. In combination, these three factors point to the house having been raised by 35 inches at some point, and based on the bricks and mortar it appears it was done in the 1800s. Because the increase in foundation height is primarily brick, and General Stannard managed a brick foundry in St. Albans, it is possible the house was raised while Stannard owned the property, but that is not certain by any means.

The condition of the foundation is generally good, as shown left, which was good news. Here the stone is well mortared with a soft lime mix.



In some areas the foundation need to be reset, Branches are growing in and through the wall in some places, and stones are loose and need to be pointed.

The bulkhead shown left has been open to the weather for an undetermined period. Trees and shrubs growing adjacent have dislodged the bricks. They will need to be removed and the bulkhead will need to be repaired or removed.

Photo shows lower mortared stone with brick extending above grade in good condition This and other evidence including a 9 ft ceiling height suggests the building was raised 35 inches.

Foundation
Recommendations

1) Retain and repair foundation. Repoint brick and stone as required. Ensure use of soft, compatible mortar suitable for use with the old bricks. Repair or pour concrete wall in place of bulkhead entrance to basement.
   Allow $4000 in Phase 1

Wood Structure

The building's structural wooden framing is visible in the basement and attic. Dimensional lumber joists rest on the foundation walls and two main carry beams in the basement: one beam parallel to the eaves supports the joists under the southern 2/3 of the building, the second beam parallel to the eaves carries the northern 2/3 of the building.

As observed in the basement, much of the framing is water-stained with organic material growing on it. This is due to water leaking through the roof and down through the building floors into the basement The material should be tested to decide on a course of action, but many molds can be cleaned from wood and do not present an ongoing issue. Though the accessible wood “sounded” free passed the screwdriver test, a more detailed inspection will be needed once interior demolition is complete.

Rafters are original 4”x4”, pegged at the ridge. Due to ongoing water infiltration they are also stained with the presence of organic material. Some rotting wood was observed at the peak and will require further inspection once it is exposed.

Not visible during inspection is the framing within the wall cavities. Because the roof is leaking heavily over the exterior walls, damage can be expected in that area. The optimistic view is that surface organic material can be removed from framing once exposed, and the wood treated with a boron solution to kill any remaining mold or fungus.

The sill tested poorly on the street façade, but well on remaining facades. In can be expected that 50% of the sill will need to be replaced. How far to take the framing work in Phase 1 will depend on budget, but at a minimum the building needs to be stable in this phase. Framing conditions will be more clearly ascertainable after interior demolition.

Wood Structure
Recommendations

1) Inspect framing for damage and rot once exposed after interior demolition.
2) Replace or reinforce damaged framing to ensure the building is stable. Anticipate 50% sill replacement. Cross bracing will likely be required after the interior lath is removed.
3) Test for presence and type of mold on framing and remediate as needed. Allow $ 6,000 in Phase 1.

Exterior Woodwork

This is a Phase 2 Item. Like the foundation, exterior woodwork was observed to be in better than expected condition thanks to the attention given it by the Milton Historical Society who painted the building and covered the windows. There is damage to the soffit due to roof leaks, but much of the siding can be simply painted. The skirt board seen at the bottom of the siding in the left photo overhangs the stone foundation by some 3 inches which has further limited deterioration. This is all very good news for character-defining features, and the budget.

Left photo shows water-damaged soffit and board where the entry porch roof was attached. A porch half-column remains and should be preserved. The siding tends to bow out in places and the condition will not be fully known until interior surfaces are removed. Expect 20% replacement on the soffit, and 10% on the siding in Phase 2.

Greek Revival details such as the unadorned frieze, corner boards, and gable returns have water damage. It is important to retain these features but limited replacement will be necessary in Phase 2.

Exterior Woodwork Recommendations

Phase 1:
Allow $ 0.00

Phase 2:

1) Repair and/or replace damaged woodwork in-kind
2) Refasten, re-nail loose siding
3) Reconstruct entry porch
4) Reconstruct back stairs
   Allow $6,500

Windows and Doors

Historic 2/2/ wooden double hung sash windows were observed to be extant in the main block: visible on the second floor as shown in left photo and covered with plywood boards for security reasons on the first floor. Conditions of the windows and exterior trim appeared to be generally good. The historic main entry door also remained in place and should be retained and restored for reuse.

Windows and Doors
Recommendations

Phase 1
1) remove plywood boarding and replace with plexiglass panels installed over spacers. This will provide security, protect the windows, ventilate the building, and allow light into the building so work can begin.
Allow $ 1,500

Phase 2
1) Free, lubricate, weatherstrip, paint, and install compatible storm windows (wood, triple track, or allied invisible).
Allow $ 5,000

Roof

The asphalt roof shingles and plank sheathing, as evident from exterior and attic observations have failed due to long term roof leaks. Both will need to be replaced. The disposition of the existing pegged rafters which are historically significant, needs more evaluation once the building framing has been exposed. Depending on condition, the roof support system may need to be augmented with additional rafters and the plates may need to be replaced.

For the above reasons we recommend that the existing shingles and sheathing be removed, the 4x4 rafters reinforced as required, and a temporary metal roof be installed as soon as possible to eliminate further water penetration into the building and potential structural collapse. The non-historic shed dormer should be removed in Phase 1. We don't believe this will result in an unnecessary duplication of effort as most of the work involved would be required to prepare for the permanent roof. A temporary roof can be installed quickly, and will allow the balance of Phase 1 work to be completed and proper assessments made in preparation for phase 2 when a permanent roof would be installed.

Photo left shows failed roof shingles and sheathing evident by the valleys between rafters. Of concern is the extend of water leaking into the exterior wall cavities. This will be known once the interior surfaces are removed.

Roof
Recommendations

Phase 1 (urgent)

1) Remove existing roof shingles and sheathing, brace and reinforce rafters as required, install wood strapping, install new temporary steel roof.
   Allow $18,000.

Phase 2

1) Remove and sell/return temporary roof steel. Reinforce rafters as directed by engineer and construction permit.
2) Allow $ 20,000.

Chimney

A single brick chimney extends from the basement and penetrates the roof just north of center. Loose bricks and missing mortar above the roof line will need remediation

Chimney Recommendations

Phase 1
1) Repoint brick chimney to prevent further deterioration when the roof is being replaced.
Allow $ 500

Paint

Paint conditions are in fair to good condition on most of the building. Where the paint is failing, particularly on the soffit, the cause is the leaking roof. Addressing paint conditions is not urgent on this structure, other than priming any bare wood, and any unpainted surfaces exposed after the addition is removed. The entire building should be painted in phase 2 after the roof has been replaced and the woodwork repaired.

Getting painters who are capable of the kind of careful and thorough preparation necessary to ensure good paint performance is difficult; *Preservation Brief #10: Exterior Paint Problems on Historic Woodwork* should be used as a guideline, and painters pre-qualified by their familiarity with these guidelines and a willingness to follow them. Protecting the brickwork from any drips or spills is a critical and necessary part of any painting repairs.

Proper preparation of surfaces work is 90% of the success of a paint job, and is skilled work that should not be left to amateurs; there are also new paints on the market which extend the cycle of repainting by several years. Although the materials are more expensive, most of the cost of painting is in labor, so that extending the cycle quickly becomes a substantial net gain.

Paint
Recommendations

Phase 1:

1) Prime bare wood and any unpainted wood exposed when the rear addition is removed.
   Allow $ 500

Phase 2:

1) Paint the building.
   Allow $ 6,000

Interior

As stated earlier, most of the building's building interior cannot reasonably be salvaged. The roof has been leaking and the building holding moisture for so long that surfaces and underlying materials have been ruined. Important exceptions are the stairs and railing to the second floor, interior doors, and a limited amount of flooring. Existing wooden moldings are simple flat stock likely painted with lead paint. These moldings can be replaced more cheaply and without harm to historic character. Below is a list of what should be removed and what can possibly be saved:

<u>Interior Remove:</u>
Plaster and sheetrock surfaces, walls and ceilings -100%
First floor flooring - 75%
Second floor flooring - 50%
Cabinets and furnishings -100%
Trim and molding -100%
Plumbing and Heating -90%

<u>Interior Save:</u>
Framing
Stairs to Second floor (do not meet code if public use upstairs)
Doors—Interior and Front
Pipes and conduit through foundation

Left photo is upstairs bedroom showing collapsed roof and soaked interior. The dormer and all interior surfaces should be removed in Phase 1.

Extant historic windows but ruined interior walls, ceiling, and floors. The site and exterior are more important historically than the building interior which is very simple. Discussion should take place about rebuilding the interior with the same, or similar configuration allowing for ADA as needed.

Shown left is the livingroom—not as damaged but still requiring removal of surfaces. Flooring could possibly be saved in this location. 2/2/ windows are important features and should be retained.

Interior Recommendations

Phase 1

1) Complete demolition of interior spaces back to framing using list on page 15 as a guide:
   Allow $ 7,500

Phase 2

1) Rebuild complete interior with new plumbing, electrical, and ADA use.
   Allow $ 100,000—150,000
   (*will require further planning)

PERMITTING CONSTRAINTS

Rehabilitation of the property will be subject to several permit requirements: An ACT 250 permit established when GBIC bought and developed the property contains legally binding regulatory language that requires review by the VT Division for Historic Preservation (VDHP) for any significant improvements to the Stannard House, as excerpted below.

5) Any proposed changes to the Stannard House, including, but not limited to, stabilization, rehabilitation, relocation, or demolition will be submitted to the Division for Historic Preservation for review and comment prior to the commencement of the proposed changes.

This regulatory language requires, for a proposed project, a package of information be generated and submitted to VDHP outlining the work and impacts to the historic features of the house. The Division will review and comment on the proposal, accepting, rejecting, or suggesting changes to the proposed work. If the building is to be opened to the public, permits will be needed from the VT Division of Fire Safety for construction, plumbing, electrical, egress, and ADA. Master plumbers will need to certify the work and obtain permits for their own work. The VDHP approval needs to be obtained before any work is done, and because that process may take several weeks, it should begin immediately if any Phase 1 work will take place this year.

REMEDIATION SUMMARY

It is recommended that a 20% contingency be included to Phases 1 and 2 for conditions that cannot be seen in a non-destructive investigation such as this one. Use of contractors skilled and experienced in preservation work will help manage discovered conditions and insure that proper consideration is given to materials, practices and preservation concerns; this is usually the most cost-effective approach and protects the integrity of the building, including its eligibility for grant funding.

This opinion of probable cost addresses historic preservation issues; it is not based on full research, specifications or details, and should be considered advisory only.

Our estimates are explicitly "Order of Magnitude" preliminary opinions of probable cost, exclusive of any Div.1 (General Conditions) costs, any specific costs associated with choice of materials and methods, any scale of work issues (small projects are more expensive per unit than larger ones), any project-specific conditions, any discovered conditions or additional information that a bidding contractor may well uncover, and that a specification can address but this brief report does not. They are probably lower than actual costs when all information has been gathered. Costs are based on hired labor and new materials, both at market rates in a volatile economy, taking into account special contractor expertise as required.

PHASE 1 OVERALL SCHEDULE: Stabilize and Weather Envelope

1) Generate work plan with specifications for items 5-12
2) Obtain regulatory approvals from VT Div. for Historic Preservation
3) Obtain Contractor quotes based on work specifications
4) Seek funding based on approved work plan and costs
5) Remove rear addition and weatherproof newly exposed main block
6) Remove existing shingles, and deteriorated roof sheathing; install temporary steel roof on new wooden strapping fixed to rafters
7) Repair foundation and bulkhead, fill in voids and re-grade for proper drainage
8) Gut interior to the framing; remove bad flooring, retain planks on second floor as possible; have the building inspected by a structural engineer at this step to ensure building stability and scope of work required in Phase 2
9) Replace and reinforce existing framing as needed based on engineers evaluation.
10) Remove window boarding and install plexiglass panels with spacers over windows
11) Ventilate and dry the building
12) Install new back door

CONCLUSION

The General Stannard House is a nationally important resource tied to the American Civil War. The General's house is demonstrably close to the point of no -return which would occur in a structural collapse, but the building has been stubbornly resisting that outcome. Action is urgently needed to arrest the cause of deterioration, and remediate the results of water penetrating the roof over the years. The loss of this building and it's connection to a man who changed the course of American history would be more challenging to absorb, we suspect, than is the challenge confronted by the stakeholders who wish to preserve this piece of history.

Repairs now will return a number of deferred maintenance details to a condition requiring only routine maintenance; conversely, these problems will accelerate shortly if not addressed. Employment of tradesmen with demonstrated expertise in historic building repairs - even though they appear more expensive than others - will avoid most maintenance problems created by unskilled repairs.

Once rehabilitated, a comprehensive plan for the use and periodic maintenance of the building should be developed to organize records, avoid costly repairs, anticipate cyclical replacement of materials, and utilize the best methods and materials from a growing body of research and experience with historic building maintenance, which often differs significantly from maintenance of newer buildings. While professional assistance will be required to generate proper specifications and provide some project oversight, we do not believe, considering the scope of repairs that focus in preservation, that an architect will need to be engaged to advance the project.

We are pleased to have had this opportunity to assist you in the on-going stewardship of this significant historic resource. Please don't hesitate to call if you have questions on any of the above, or need additional information or assistance in continuing restoration work on the building.

REHABILITATION SCHEDULE AND ESTIMATES

PHASE 1: Stabilization and Weather Envelope	ALLOW ($)
1. Generate Phase 1 scope of work and specifications	1,200
2. Obtain regulatory approvals from VDHP	500
3. Obtain Contractor quotes from work specifications	350
4. Seek funding based on approved Phase 1 work plan	n/a
5. Remove rear addition and paint all exterior bare wood	3,500
6. Remove roof and sheathing and install temporary steel roof, repoint chimney (*)	18,500
7. repair foundation and bulkhead, fill voids and re-grade perimeter for drainage	5,000
8. Gut interior to framing per list on pp 15 (*)	7,500
9. Reinforce/replace existing framing per engineer specs (*)	6,000
10. Remove window boarding and replace with plexiglass with spacers	1,500
11. Ventilate and Dry the building	750
12. Install new exterior back door	750
Sub-Total Phase 1	**45,550**

PHASE 2: Construction	
1. Exterior woodwork repairs, rebuild porch and back stairs	6,000
2. Repair windows, purchase and install storm windows	5,000
3. Install new standing seam metal roof	20,000
4. Paint the building	6,000
5. Rebuild Interior, framing, mechanicals	100,000—150,000
Sub-Total Phase 2	**137,000—187,000**

TOTAL	**182,550—232,550**
TOTAL w/ 20% Contingency	**219,060—279,060**

THE GENERAL STANNARD HOUSE

MILTON, VERMONT

FOR: C. Harry Behney
Executive Director
Greater Burlington Industrial Corporation
Burlington, Vermont

BY: The Office of Martin S. Tierney, A.I.A.
82 Church Street
Burlington, Vermont

DATE: 23 November 1988

RECEIVED NOV 2 8 1988

MST

THE OFFICE OF MARTIN S. TIERNEY AIA
82 CHURCH STREET
BURLINGTON, VERMONT 05401
(802) 863-3371

STANNARD HOUSE SURVEY , Milton, Vermont

Client: G.B.I.C.

On November 9th, I made my first site visit to The General Stannard House in Milton, Vermont. Although structural elements and conditions were very clear, the history of the building became more cloudy upon investigation. Lest some physical aspect of this building's story be covered or destroyed, I decided to briefly consult with preservationist Eric Groves to be sure that I wasn't overlooking important elements. Mr. Groves returned to visit the building on Thursday the 10th. Our initial, overview conclusions are as follow.

Our general determination is that we have a circa 1840 Greek Revival Cape farm house. Although all of the original wooden elements had straight up and down chatter marks, we do not date the house to an earlier time for the following reasons:

All nails are machine-made cut nails.
There are no summer beams in the basement.
There seems to be no evidence of a central chimney.
There are no corner posts to carry the horizontal beams that occur at the ceilings and north and south walls.

There is evidence that the building once had a central hall and had a front door with side lights. The house seems to have undergone two major renovations. The first of these renovations occurred in the late 1800's and consisted, in part, of building a small front porch, covering the front door and its side lights, re-arranging the central hall plan, moving the stairs to their present position, rebuilding them out of Victorian elements and replacing most of the windows with two-over-one sash. The next major renovation was the addition of a wood frame wing headed to the west and resting on a concrete block foundation. There is a section of the original surface of the building that is exposed where the addition meets the original building and yields good information. One thing it tells us is that the final layer of clapboard was laid concurrently (or after) the addition was erected, which was probably in the 1950's. The original surface was 6" exposed clapboard with a simple moulded cornice.

The following is a brief survey of the building. For the sake of coherence the report shall proceed with a brief walk around the exterior of the original building and its addition. At the juncture of the addition and the original building, there is a water problem due to lack of a gutter and a pitch of the ground towards the building at the surface. The addition seems to be relatively plumb but the foundation of concrete block has failed in a few places. The roof ridge of the addition has a considerable sag in it. In general, the addition is not substantially impressive in its structure or general demeanor. Moving to the south side of the original building, there is some movement in the stone foundation. The stair to the basement needs rebuilding. And, as is typical of south sides of buildings, there are strong signs of vapor migration out of the building because of excessive paint failure.

The east side of the building has some deflection in it. Since the foundation seems to be locally good, this sagging could be indicative of some sill compression. The sill, however, is completely covered with brick in the basement and is unavailable for examination. The entry porch which seems to be an 1890's addition is in poor condition and should be removed. All of the basement windows in the building are rotten and should be replaced. The roof on the east side seems to be in a great deal of distress. Water has considerably erroded the grade in the immediate area of the building and a gutter system should be utilized.

The north side of the building seems to be relatively plumb and has no outstanding problems of note.

The basement of the building seems to be an especially deep one. The cellar stairs as well have the last two feet added to them, suggesting the possibility that the basement was lowered or the building had at one time been moved. It could also mean, of course that the basement stairs had rotted; not at all an unusual occurrance in a building of this age. The first floor or the ceiling of the basement has had a lot of patch work and renovation performed to it. Some of the ceiling has deflection beyond reasonable limits. All the plumbing in the basement will need to be replaced and has resulted in considerable damage to the original floor boards in the kitchen and the bathroom areas. The wiring as well will require replacement. In general the foundation looks good and would only require minor refurbishing around windows and on the West wall.

The first floor of the building which contains a kitchen, living room, dining room, small bedroom and bathroom seems to be in good shape. The floor of the small bedroom to the south west has deflected beyond acceptable limits. Relatively recent maple flooring has covered much of the history of change to this first floor level. The stair to the second level, however, is not in its original position and lacks enough headroom at the top. Indications in the living room to the south side of the front entry suggest that walls may have been removed that formed a central bay.

The second floor of the building has problems which are primarily cosmetic in nature. The floor has some deflection in it that has translated up from the first level below. Most of the rooms seem to be in great disarray due to peeling wallpaper and loose plaster giving the walls and ceiling a wavey look. Pulling the old linoleum from the floor has revealed a confusion of many changes in the building. It strongly suggests, however, the theory that the building once had a central bay with the original stairs leading to the second level. The ceiling of the second level central hall has an access panel to the area under the roof. Inspection of the underside of the roof revealed interesting configurations. Roof rafters were composed of approx. 4"x5" square sawn menbers tied with a mortise and peg at the roof ridge. The roof sheathing, composed of random width boards, shows signs of rot and failure.

STANNARD HOUSE SURVEY , Milton, Vermont

Problems, solutions, and their cost to correct.

1. The addition compromises the historic profile of original building and has little redeeming value.
Solution: demolish, and replace clapboard on old exposed wall surface.
cost: $ 2,800.00 ✓

2. The front porch is in poor structural condition and is misleading as to the period of the building.
Solution: demolish. During demolition, remove clapboard on lowest level to investigate condition of sill.
cost: $ 800.00 ✓

3. Poor drainage at exterior of building. Some signs of water in the basement.
Solution: Place gutters and down spouts on the east and west sides of the house.
cost: $ 300.00 ✓

4. All basement windows are in an advanced state of rot from water damage.
Solution: Replace windows, framing and structural surround.
cost: $ 650.00 ✓

5. Existing wooden columns placed in the basement to reinforce the structure over the years have begun to rot. As well there is unacceptable deflection in the south west section of the basement ceiling.
Solution: Replace columns with new wooden ones on new concrete pads. Jack-up sections of first floor level where deflection is evident.
cost: $ 700.00

6. Stairs from the basement to the frst floor and from the first floor to the second are not in the correct location.
Solution: demolish both stairs at existing location and rebuild in more efficient and historically correct area.
cost: $ 2,200.00

7. The exterior stairs to the basement have severely deteriorated.
Solution: Rebuild doors to the basement and patch masonry where needed.

cost: $ 1,000.00

8. The bricks in the basement in the interior wall, the chimney and the exterior foundation wall are powdering from dampness.
Solution: Parge all brick with Thoro-Seal.

cost: $ 1,800.00

9. The plumbing of the building is out-dated and in very poor repair.
Solution: Replace all plumbing. The cost shall be estimated on the replacement of four plumbing fixtures.

cost: $ 3,000.00

10. The kitchen and the bathroom have sections of rotted flooring.
Solution: Patch existing floor. Replace the floor material.

cost $ 500.00

11. The wiring in the building seems to be haphazard and patched.
Solution: When the program of the building is determined the service should be replaced and the building rewired.

cost: $ 4,500.00

12. The roof is under-structured and the sheathing has crept, giving the roof a wavey appearance.
Solution: Replace the roof by placing new rafters next to the old and by placing the roof sheathing over the existing old random width planking. Roof finish materials would be cedar shingles.

cost: $ 6,600.00 ✓

13. The exterior of the building badly needs painting and refurbishing.
Solution: The building should be prepared for painting and exterior storms should be removed. The storms should be replaced by new lexan interiors.

cost: $ 4,600.00 ✓

14. The interior of the building has very rough finish surfaces. The plaster is in poor shape and in many cases is being held in place by layers of wallpaper.
Solution: Gut the interior of the building, removing all plaster and split lathe. Haul all debris off the site.

cost $ 3,000.00

15. The building is, and will be, very inefficient to keep warm in the winter.
Solution: Place two layers of 1 inch foil faced, rigid insulation on plank construction walls.

cost $ 4,200.00

16. Place drywall on all interior surfaces after insulation has been applied.

cost $ 5,000.00

TOTAL, Items 1 through 16 = $41,650.00

12750.00
x [illegible]

STANNARD HOUSE SURVEY, Milton, Vermont

Summary

Clearly some of the scopes of work mentioned in this study may not be appropriate for the use that the building may see in the future. As well, some items, such as interior finishes, and door hardware, have not been included but have been left for the new tenants to fit into their program. Of most importance it would seem that the roof should be replaced, the deflections be removed from the floor on the first level, and the basement be cleaned of its debris.

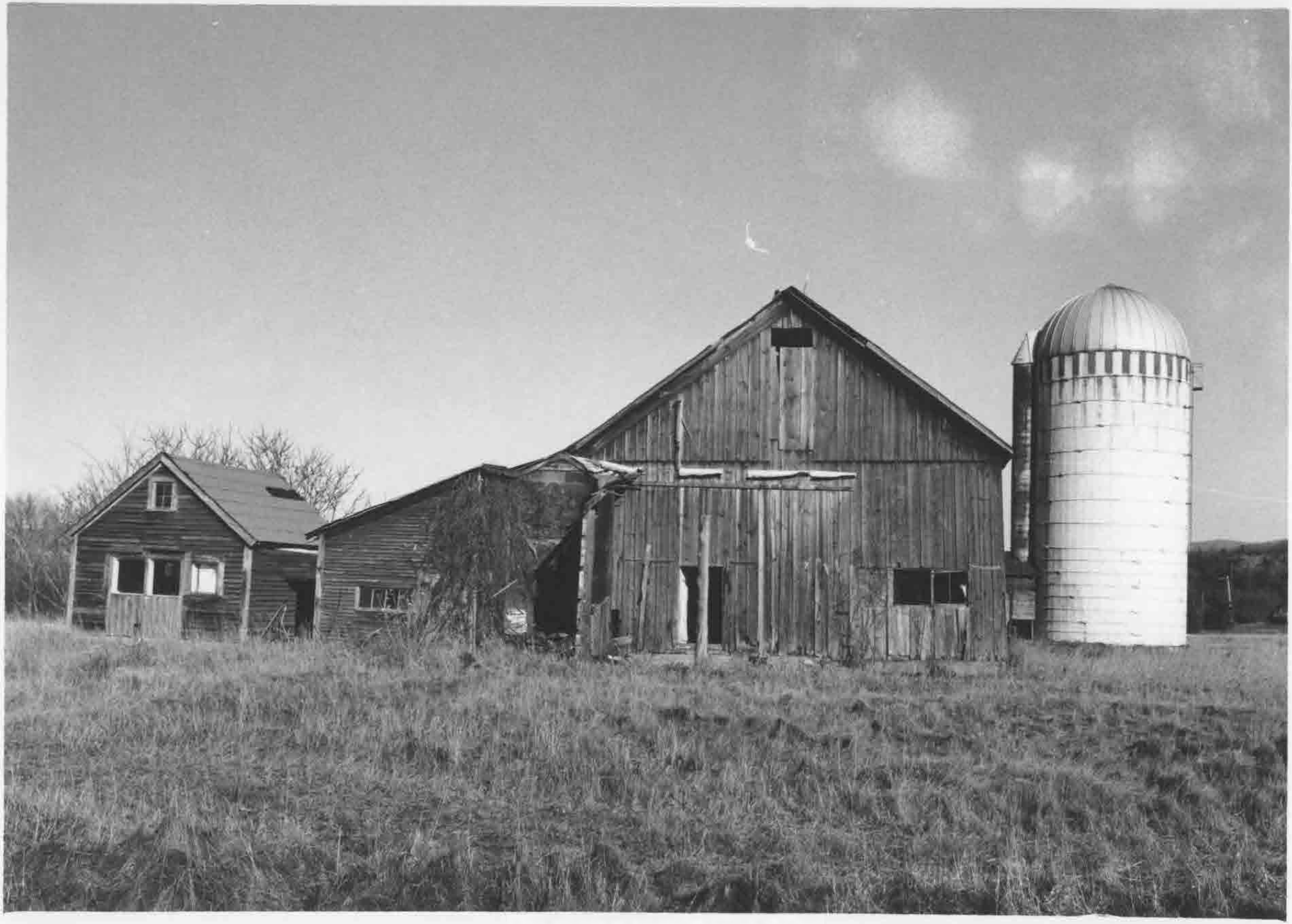
In summary, the Stannard house represents an important contribution to the local history of Milton. Not only did it have an illustrious owner but it represents a significant type of local farm house built in the environs of Milton. Standing where it does, it is a gateway building reminding all those who enter Milton [in no matter how conscious a manner] of the scale and feeling of what the buildings were like in the fields surrounding the village of Milton. The building itself does not represent an especially high or rare historic style. It does, however, deserve carefull consideration and sensitivity.

Vt. Div. for Historic Preservation
Chittenden County Milton 12/88
Stannard House & Barn NW
88-A-318 Nancy Boone

Vt. Div. for Historic Preservation
Chittenden County Milton 12/88
Stannard House & Barn NW
88-A-318 37 Nancy Boone

Vt. Div. for Historic Preservation
Chittenden County Milton 12/88
Stannard House & Barn N
88-A-318 38 Nancy Boone

Vt. Div. for Historic Preservation
Chittenden County Milton 12/88
Stannard House & Barn W
88-A-318 Nancy Boone



Vt. Div. for Historic Preservation
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88-A-318 51 Nancy Boone

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Chittenden County Milton 12/88
Stannard House & Barn N
88-A-318 Nancy Boone

Listed on State Register 4/9/1980

STATE OF VERMONT
Division for Historic Preservation
Montpelier, VT 05602

HISTORIC SITES & STRUCTURES SURVEY
Individual Structure Survey Form

SURVEY NUMBER: 0410-42

NEGATIVE FILE NUMBER: 77-A-5 88-A-218

UTM REFERENCES: Zone/Easting/Northing
18/645670/4939850

U.S.G.S. QUAD. MAP: Colchester Quad 7.5' series

PRESENT FORMAL NAME: Raymond Sanderson Farm

ORIGINAL FORMAL NAME: Stannard Farm

PRESENT USE: farm

ORIGINAL USE: "

ARCHITECT/ENGINEER:

BUILDER/CONTRACTOR:

COUNTY: Chittenden

TOWN: Milton

LOCATION: 500 yds. N. from the Town line, on route 7.

COMMON NAME: Raymond Sanderson Farm

FUNCTIONAL TYPE: farm

OWNER: Raymond Sanderson
ADDRESS: Route 7, Milton, VT

PHYSICAL CONDITION OF STRUCTURE:
Excellent ☐ Good ☐
Fair ■ Poor ☐

ACCESSIBILITY TO PUBLIC:
Yes ☐ No ■ Restricted ☐

THEME:

STYLE:

LEVEL OF SIGNIFICANCE:
Local ☐ State ■ National ☐

DATE BUILT:
House; c.1840, barn;c.1875

GENERAL DESCRIPTION:

Structural System

1. Foundation: Stone ■ Brick ☐ Concrete ☐ Concrete Block ☐
2. Wall Structure
   a. Wood Frame: Post & Beam ■ Balloon ☐
   b. Load Bearing Masonry: Brick ☐ Stone ☐ Concrete ☐ Concrete Block ☐
   c. Iron ☐ d. Steel ☐ e. Other:
3. Wall Covering: Clapboard ■ Board & Batten ☐ Wood Shingle ☐ Shiplap ☐ Novelty ☐ Stucco ☐ Sheet Metal ☐ Aluminum ☐ Asphalt Shingle ☐ Brick Veneer ☐ Stone Veneer ☐
   Bonding Pattern: Other:
4. Roof Structure
   a. Truss: Wood ■ Iron ☐ Steel ☐ Concrete ☐
   b. Other:
5. Roof Covering: Slate ☐ Wood Shingle ☐ Asphalt Shingle ■ Sheet Metal ☐ Built Up ☐ Rolled ☐ Tile ☐ Other:
6. Engineering Structure:
7. Other:

Appendages: Porches ☐ Towers ☐ Cupolas ☐ Dormers ☐ Chimneys ☐ Sheds ☐ Ells ■ Wings ☐ Other:

Roof Style: Gable ☐ Hip ☐ Shed ☐ Flat ☐ Mansard ☐ Gambrel ☐ Jerkinhead ☐ Saw Tooth ☐ With Monitor ☐ With Bellcast ☐ With Parapet ☐ With False Front ☐ Other:

Number of Stories: 1 1/2

Number of Bays: 5 X 2

Entrance Location: center

Approximate Dimensions: 25 X 30

THREAT TO STRUCTURE:
No Threat ■ Zoning ☐ Roads ☐
Development ☐ Deterioration ■
Alteration ☐ Other:

LOCAL ATTITUDES:
Positive ■ Negative ☐
Mixed Other:

ADDITIONAL ARCHITECTURAL OR STRUCTURAL DESCRIPTION:

This house has minimal detail. There is a cornice and frieze beneath the eaves, and the entrance is simply a trabeated frame surrounding the door.

RELATED STRUCTURES: (Describe)

A twenty-bay, two-level barn with a gabled metal roof. It has clapboards and vertical beards as siding. The post and beam barn is reputed to have brick nogging.

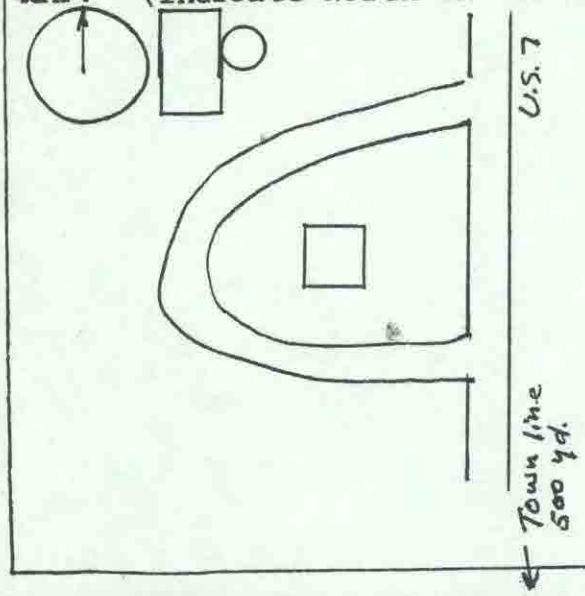
STATEMENT OF SIGNIFICANCE:

After General Stannard retired from military service, he moved to this farm and built the brick-lined barn and raised horses. Stannard was born in Georgia, VT, and became Vermont's most famed Civil War General, fighting in Gettysburg.

REFERENCES:

1, 5.

MAP: (Indicate North In Circle)



SURROUNDING ENVIRONMENT:

- Open Land ■ Woodland □
- Scattered Buildings □
- Moderately Built Up □
- Densely Built Up □
- Residential □ Commercial □
- Agricultural ■ Industrial □
- Roadside Strip Development □
- Other:

RECORDED BY: Clark Schoettle

ORGANIZATION: Division for Historic Preservation

DATE RECORDED: 2/20/77

0410-42

STATE OF VERMONT
AGENCY OF DEVELOPMENT AND COMMUNITY AFFAIRS

DIVISION FOR HISTORIC PRESERVATION
Preserving Vermont's historic, architectural and archeological resources

January 26, 1990

Mr. C. Harry Behney
Greater Burlington Development Corporation
7 Burlington Square
Burlington, Vermont
05401

Dear Harry:

Thank you for the opportunity to visit the General Stannard house in the Catamount Industrial Park. As you know this house is significant historically for its associations with General George J. Stannard an important figure in Vermont's Civil War history. The house is the only building associated with Stannard's life and it is important that it be saved.

The house has been altered since it was occupied by the General but retains its form, structure and appearance. The interior has been changed several times and while some of the original trim and plaster remain it does not retain its original layout.

I suggest that you explore and adaptive reuse of the building into offices or some like use. While a museum might be an ideal use I doubt that is is practical at this time. The cost of developing a museum would be as high or higher that creating office space and the return would be far less. If the idea of a house museum relating to the period of General Stannard's occupation were pursued I suspect that finding adequate information to accurately restore the house would be very difficult.

The reuse of the building as office or commercial space would save the building for the future and provide the financial means to get it back into use. General Stannard could be commemorated by a sign outside the house and perhaps some public part of the house could be use to display photographs of the General and information on Vermont in the Civil war. For example maps and battle diagrams showing where he was involved in the action would be easy to obtain or create and would not interfere with the use of the building.

Office location: 58 East State Street
Mailing address: Pavilion Building
(802) 828-3226
Montpelier, Vermont 05602

For the past five years the Division has had a matching grants program for the restoration of buildings owned by communities or non-profit organizations. Funds for this program are in the budget again this year and GBIC would be eligible to apply. I would also suggest you investigate the Third Century Fund. I will talk to people who have expressed an interest in Civil War related sites

Judging by the correspondence I have received there is considerable local support for saving and using this building.

As you get into the planning process I will assign someone from my office to assist you in the historic preservation aspects of the project. I will be happy to come to Milton and provide any testimony or support you need to obtain either local or Act 250 permits.

I appreciate and support your willingness to work toward saving this historic building.

Sincerely,

Eric Gilbertson
Director/State
Preservation Officer

State of Vermont

LAND USE PERMIT

CASE No. 4C0550

APPLICANT Greater Burlington Industrial Corporation

ADDRESS 135 Church Street
Burlington, Vermont 05401
AND
Ivan Sanderson, et al.
R.F.D. #5, U.S. #7 South
Milton, Vermont 05468
AND
Catamount Stadium, Inc.
9 Stowe Road
Waterbury, Vermont 05676
AND
Russell L. and Shirley P. Sweeney
R.F.D. #4
Railroad Street
Extension
Milton, Vermont 05468
AND
Clifford C. and Mary G. Howe
R.F.D. #5, Petty Brook Road
Milton, Vermont 05468

LAWS/REGULATIONS INVOLVED

10 V.S.A., Chapter 151 (Act 250) a
Environmental Protection Rules
Chapter 3, Subdivisions
Chapter 7, Sewage Disposal and
Chapter 8, Water Supply

District Environmental Commission #4 hereby issues a Land Use Permit pursuant to the authority vested in it in 10 V.S.A., Chapter 151. This permit applies to the lands identified in Volume 39, page 264, and owned by Ivan Sanderson, et. al.; Volume 36, pages 565 and 566 and owned by Catamount Stadium, Inc.; Volume 37, page 179 and owned by Russell L. and Shirley P. Sweeney; Volume 30, page 300 and owned by Clifford C. and Mary G. Howe and all held under option by the Greater Burlington Industrial Corporation, the permittees as grantees. This permit specifically authorizes the permittees to subdivide 21 lots of a 26 lot industrial park, to construct approximately 6600 feet of road and utilities, to construct a community water supply system and to provide for individual wastewater disposal systems. The industrial park is to be known as Catamount Industrial Park and the site is located off of Route 7 in Milton, Vermont.

The permittees, their assigns and successors in interest, are obligated by this permit to complete and maintain the project only as approved by the District Commission in accordance with the following conditions:

1. The project shall be completed as set forth in Findings of Fact and Conclusions of Law #4C0550, in accordance with the plans and exhibits stamped "Approved" and on file with the District Environmental Commission, and in accordance with the conditions of this permit. No changes shall be made in the project without the written approval of the District Environmental Commission.

construction season. All erosion control devices shall be periodically cleaned, replaced and maintained until vegetation is permanently established on all slopes and disturbed areas. The Commission reserves the right to schedule hearings and site inspections to review erosion control, and to evaluate and impose additional conditions with respect to erosion control, as they deem necessary.

12. Prior to sale and/or construction on Lots #1, #2, #3, #4, #5 and #12, the permittees shall notify the Vermont Division for Historic Preservation sufficiently in advance of any sale and/or construction so that the Division for Historic Preservation may conduct intensive and systematic surface collection of these areas.

13. Each prospective purchaser of any lot shall be shown a copy of the approved plot plan, the Certification of Compliance and the Land Use Permit before any written contract of sale is entered into.

14. No further subdivision of any parcels of land approved herein shall be permitted without the written approval of the District Environmental Commission.

15. The permittees shall reference the requirements and conditions imposed by Land Use Permit #4C0550 in all deeds and leases to said lots.

16. All outdoor lighting shall be installed or shielded in such a manner as to conceal light sources and reflector surfaces from view substantially beyond the perimeter of the area to be illuminated.

17. Stumps shall be disposed of above the seasonal high water table. The Commission shall be notified of the location of disposal if it is not at a State approved landfill.

18. Prior to any site work, the permittees shall install and maintain fencing along the tree line to be retained as depicted on Exhibit #35.

19. The permittees shall apply and maintain water or calcium chloride on all roadways within the project during construction and until paved to control dust.

analyzed the fire flow needs of the total project and has demonstrated that adequate water should be available to meet the fire needs of the project (Exhibits #38 and #14). The applicant has stated that this fire service will be available to areas outside the industrial park. The Milton Fire Chief has stated that this project will not unduly burden the Fire Department (Exhibit #62).

(iii) The Milton Police Chief has stated that this project will place a large burden on the police department (Exhibit #23). The Milton Zoning Administrator has stated that the tax revenue from this project will adequately cover the cost of police protection (testimony of David Joachim).

(iv) The Commission finds that this project will not place an unreasonable burden on the ability of the municipality to provide educational, municipal or governmental services.

8. Aesthetics, Scenic Beauty, Historic Sites and Natural Areas:

(i) The District Wildlife Biologist has reviewed this application and has determined that the construction of a fire pond on the edge of the identified wetland area presents no significant impacts to this wetland area. The remaining wetland area will not be developed (Exhibits #24 and #37).

(ii) The Vermont Division for Historic Preservation has identified three prehistoric archaeological sites on Lots #1, #2, #3, #4, #5 and #12 of this park which are listed in the State inventory of archaeological properties. These sites have not been evaluated in regard to their archaelogical significance. The applicant has agreed to notify the Division sufficiently in advance of any sale of these lots so that the Division may have appropriate planning for intensive, systematic surface collection of these areas (Exhibit #63).

(iii) The existing site is largely open farmland with a wooded wetland area. The existing vegetation, with the exception of the fire pond, within the wetland area will be maintained (Exhibit #34). The applicant has submitted a typical lot landscape plan. However, the Commission will require that the proposed development of any lot within this industrial park be reviewed under this criterion.

Commission approves a maximum cumulative use of 1900 kilowatts, will require each tenant/purchaser to submit an estimate of kilowatt demand, and will require evidence of availability of service prior to approval for any project which would place the total demand from the project above 1900 kilowatts.

(K) Development Affecting Public Investments:

(i) The Commission finds that the only identified public investment adjacent to this project is the roadway network, which will not be adversely affected by this project.

(L) Rural Growth Areas:

(i) The Commission finds that the applicant has satisfied sections 9(A), 9(G), 9(H) and 9(J) of this criterion.

10. Conformance with the Local or Regional Plan:

(i) The Milton Planning Commission has indicated that this project conforms to the local plan (Exhibit #30).

III. CONCLUSION OF LAW

Based upon the foregoing Findings of Fact, it is the conclusion of this District Environmental Commission that the project described in the application referred to above, if completed and maintained in conformance with all of the terms and conditions of that application, and of Land Use Permit #4C0550, will not cause or result in a detriment to public health, safety or general welfare under the criteria described in 10 V.S.A., §6086(a).

IV. ORDER

Based upon the foregoing Findings of Fact and Conclusions of Law, Land Use Permit #4C0550 is hereby issued.

Dated at Essex Junction, Vermont this 2nd day of August, 1983.

Commissioners participating in this decision:

Lincoln C. Brownell

Lincoln C. Brownell

Helen B. Lawrence

Helen B. Lawrence

Richard H. Wadhams

Richard H. Wadhams

MADELEINE M. KUNIN
GOVERNOR

Eric →
FYI. No response needed.
- Mark Hanna

RECEIVED JAN 19 1990

STATE OF VERMONT
OFFICE OF THE GOVERNOR
109 STATE STREET
MONTPELIER, VERMONT 05602
(802) 828-3333

letter from gallery
Clinton summit

January 17, 1990

Theresa Blanchette
Dennis Bouchard
Mr. Ladabouche's Fifth Grade Class
Milton Elementary
30 School Street
Milton, Vermont 05468

Dear Theresa and Dennis:

Thank you for your recent letter concerning the home of General George Stannard. I respect the General's place in American history and appreciate your effort to preserve his home.

I know that the Vermont Division of Historic Preservation has been working with the Greater Burlington Industrial Corporation (GBIC) to find a solution that will keep the General's home intact. I am hopeful that an answer will be found that will satisfy the needs of the GBIC and preserve the home of one of Vermont's most famous sons.

I applaud your interest in this issue. It is good to see young people take action on matters that concern them. Thank you again for writing to me.

Sincerely yours,

Madeleine Kunin

Madeleine M. Kunin
Governor

MMK:mh

cc: C. Harry Behney

Theresa Blanchette
School Street School
30 School Street
Milton, Vermont 05468

December 13, 1989
30 School Street
Milton, Vt. 05468

Office of the Governor
State Street
Montpelier, Vt.

Dear Governor Kunin:

In Milton, Mr. Ladabouche's fifth grade classes are trying to help save the General George Stannard homestead. George J. Stannard was in the Civil War, during which he lost his right arm.

He was a key figure in the decisive battle of Gettysburg. After the war he built a home in Milton. The land has been sold as a part of the Greater Burlington Industrial Corporation Catamount Industrial Park on Route 7 in Milton.

A use must be found for the house or the GBIC is going to let the Milton Fire Dept. burn it down. The Milton Historical Society has already come in to speak to us, but they need help in coming up with a use for the house.

Can you help in any way? This project could help give Milton a better image in this area. Thank you very much.

Sincerely,

Theresa Blanchette
Dennis Bouchard

Theresa Blanchette
Dennis Bouchard

RECEIVED
GOVERNOR'S OFFICE

DEC 21 1989

MONTPELIER, VERMONT 05602

The Burlington Free Press

Verm

SECTION B

Wednesday, December 6, 1989 • • •
City Editor, Deena Gross
Phone: 865-0940, ext. 2017

SAM HEMINGWAY

Gen. Stannard should be remembered

Ask most people to name the most famous battle of the Civil War, and they'll tell you Gettysburg. Ask them to name the home state of the general who, more than any other, turned the tide on the third day of this famous fight, and they'll give you a blank stare.

The answer is Vermont. The hero on that July 3 so long ago was one George J. Stannard, who led the charge on the vulnerable right flank of 15,000 Confederates under the command of Gen. George E. Pickett, cutting Pickett's attack in two and sending the rebels running.

Stannard's vivid account of that bloody day in his diary said it all: "I will state that the air was completely filled with missiles of death of all kinds and descriptions that were ever invented to be projected from the cannon's mouth. It beat anything that I ever saw or read of."

A year later, at the Battle of Chapin Farm near Petersburg, Va., Stannard lost his right arm to a gun wound. Two years later, after the dust settled at Appomattox, Stannard returned home to a grateful, war-weary Vermont. Another secret of the Civil War is that this state suffered like few others: 5,224 of the 32,549 Vermonters who went South did not come home alive.

Stannard made his home in Milton, raising horses on a farm along the main road into town, owning part of a brickyard business and holding the office of collector of customs for seven years.

He may have been a successful general, but he was a lousy businessman. In 1873 he went bankrupt and sold everything. Three years later he was appointed doorman to the U.S. House of Representatives and 13 years later he died, just before Grover Cleveland was sworn in as president.

While the names of Lee, Grant, Sherman and Stonewall Jackson are etched in our memory of the Civil War, Stannard's is not. Vermont named a town in Caledonia County after him. A statue of him, minus his right arm, stands guard at his burial site at Lake View Cemetery in Burlington.

Except for his Milton homestead, not much else remains of this admirable man, and unless something happens soon, even this old house may be history. The place, now just U.S. 7 road frontage for the Catamount Industrial Park, is owned by the Greater Burlington Industrial Corp. The company plans to tear it down if no one comes forward in the next three weeks with a plan to fix it up.

It's not that the GBIC is being the bad guy here. Harry Behney, GBIC president, was once the head of the Development and Community Affairs Agency and sat on its historic preservation panel.

"I have some sympathy for these types of things," Behney said. "I'd like to see something done to recognize Gen. Stannard. But there's a lot of historic sites around that the state had to take over when private groups were unable to care for them."

What Behney wants to see is a proposal by a group to renovate the interior of the building and take care of its overall maintenance, taxes and upkeep down the road. In return, GBIC is willing to repair the exterior, including the cornice along the roof, and provide sewer and water. Behney figures the whole cost of renovation might run $45,000.

The problem, said John Fitzgerald of the Milton Historical Society, is not so much the money for restoring the place, but what to do with the home afterward. "We have to get something, a museum or welcome center perhaps, in there that will make it pay for itself," Fitzgerald said. The society will meet on the matter tonight.

Milton, the mobile home capital of Chittenden County, would do its image a good turn by saving the 166-year-old, white clapboard home, now abandoned with peeling paint, ripped plastic over its windows and a handmade flagpole leaning noticeably northward.

But it better hurry up. Earlier this year, the Milton Fire Department practiced their fire-fighting skills with the controlled burning of the barns behind the home. That's too bad, because Stannard built those barns and had the stalls inside them outfitted so he could secure a horse with one hand.

With Vermont's bicentennial a year away, let's hope this last remnant of Gen. George Stannard doesn't go up in smoke, too.

Sam Hemingway is the state news columnist for The Burlington Free Press.

Forum

Can you help?

Some fifth grade classes are trying to help save the General George Stannard homestead in Milton. George J. Stannard was in the Civil War, during which he lost his right arm.

He was a key figure in the decisive battle of Gettysburg. After the war he built a home in Milton. The land has been sold as a part of the Greater Burlington Industrial Corporation Catamount Industrial Park on Route 7.

A use must be found for the house or the GBIC is going to let the Milton Fire Department burn it down. The Milton Historical Society has already come in to speak to us, but they need help in coming up with a use for the house.

Can you help in any way? This project could help give Milton a better image in this area. Thank you very much.

TANNER HUBIS
Milton

Historic building

I am a fifth grade student in Milton and I am concerned about General Stannard's home. Catamount Park is trying to tear it down because they want to use the land. We the people of Milton should all get together and try to save this historic building.

Maybe the townspeople could have a fundraiser to raise money to help save this house.

The historical society needs a building for their museum. This might make a good museum.

JAMES TURNER
Milton

These letters were among several about the Stannard house submitted by Miriam Kuciji's fifth grade class in Milton.

GBIC GREATER BURLINGTON INDUSTRIAL CORPORATION
CYNOSURE, INC.
P.O. Box 786, 7 Burlington Square
Burlington, Vermont 05402
802-862-5726

C. Harry Behney
Executive Director

May 1, 1989

RECEIVED MAY - 2 1989

Ms. Gwen M. Brown, Chair
Stannard/Sanderson Farm Committee
Slim Brown Road
Milton, VT 05468

Dear Ms. Brown:

The Board of Directors of GBIC did review your letter of March 31, 1989 at its April board meeting.

The board did agree to extend the previous April 1st deadline until December 31, 1989. We would like to see a copy of your plan of action by July 1, 1989 and would like to hear from you periodically, say monthly, on your progress.

Some of the issues relating to the zoning ordinance that you should consider are:

1. Can the house be renovated or used for the purposes you suggest? It appears to conflict with the zoning (Section 390).

2. The house has no water, sewer, or electricity. Is it considered abandoned and therefore not reusable in that it is a non-conforming use (Section 513)?

3. The house violates the set back requirements of the zoning ordinance, and therefore there may be other impacts on its usability.

We continue our commitment to bringing the outside of the building into repair and are currently studying a septic tank sewer system for the house.

With regard to a lease term of one year, it would perhaps be more accurate if I had said in my letter of December 29, 1988, "(d) be prepared to sign a renewable year-to-year lease agreeing to do all of the above items, plus normal covenants."

I would be happy to meet with your group to answer further questions. Please call if I can be of further help.

Sincerely,

Harry Behney

C. Harry Behney

smc

cc: Eric Gilbertson

Greater Burlington . . . where the Business Environment matches the Quality of Life

nancy

RECEIVED DEC 0 3 1988

Milton Historical Society
Milton, Vt.
November 29, 1988

Mr. William Jenney
Vermont Regional Historic
Sites Administrator
Plymouth, Vt.

Dear Mr. Jenney,

I am writing today because of a new project we are working on. We have been given a farmhouse and barn that once belonged to General George Stannard of Civil War fame. The property has been bought by the Greater Burlington Industrial Corp. for development into an industrial park. It is also the site of the former Catamount Raceway. They have already burned the racing facility to the ground, and they had the same plan for the general's place until one of our members found out about it.

Of course, the catch is, that we have to move the buildings. We have been working with Mr. Harry Beheny, director of G.B.I.C. (address: 7 Burlington Square, Burlington, Vt.). We tried to talk him into donating a small portion of the land so that we would not have to move the buildings but that didn't work. Our thinking was first for authenticity, but also for financial reasons. We are uncertain about sources for the money to move a house and barn.

In reading the Burlington Free Press article on the renovations at the Chimney Point Tavern recently, I see that you have an interest in preservation projects. I would be glad to hear from you with ideas for saving these two buildings.

When our committee met with Mr. Beheny this summer we agreed to present a plan to him by fall or he would proceed with the demolition. We have not done this as yet, but the burning permit has expired and the buildings are still there.

We had a speaker from the Williston Historical Society, Mrs. Ruth Painter, at our June meeting to describe their project of moving the old school house that was given to them last year. It seems that a small group can do a project of this size if they are ambitious and plan carefully.

We would hope to use the buildings as a museum in addition to the museum space we already occupy in the town office building, with the following emphases....

-- Civil War displays
-- General Stannard info/memorabilia
-- Sanderson family history (former owners, descendants of first family to settle Milton 200 years ago)

-- Artifacts dug at the site by UVM archeology students
-- Postal memorabilia (another former owner was an early postmaster)
-- Early farming tools/displays (especially if we can save the barn)
-- Colonial garden (one of our members is a student of gardening history)
-- Etc.(got any ideas?) (a state owned museum, maybe?)

We hope to talk the Sanderson family into donating some land across the road (US route 7) if we must move the buildings, but no progress there yet.

I have talked with a former grade school classmate, Phil Elwert of the Vermont Historical Society, and he suggested looking into offering the building for rent as office space after moving it to help recover the cost of moving and restoration. An interesting option to consider.

I have been talking to everyone about this project to gather support & ideas. I even bent the governor's ear when she came to town for a ground breaking ceremony. She seemed interested but had no concrete suggestions. I also sent a letter off to another classmate from grade school, Elise Guyette at the Shelburne Museum. She presented an interesting talk at our spring meeting. In her reply she has sent the letter on to the buildings and grounds person, but no response there as yet.

Is there a group on the national level that deals with Civil War historic sites? I have seen a lot of news about the battle field sites of Manasses Virginia recently as they are defended against a mall project.

Let me know what you think of the possibilities here. I hope we are not getting in over our heads with this, but we hate to see the place burn if there is some other way out.

I am also interested in learning more about the Vermont Heritage 1991 program.

Thanks for your time.

Sincerely,

Bob Hooker

Bob Hooker
46 River St.
Milton, Vt. 05468

From : nancy
System : Altos
Date : Fri May 13 10:46
Subject : bldg. in Milton
Ref. : 162
cc : gina

I had a call today from Bob Hooker, Treasurer of the Milton Historical Society. they are concerned about an historic building that is slated for burning in the fall. It is #42 in the Survey and has a couple interesting things about it. It was home to Vermont's "most famous" civil War general and it has a barn with brick nogging. The barn was moved once before when Route 7 went from dirt to pavement. It may very well be eligible for the NR. It is located on land owned by GBIC, theBurlington area industrial group, and part of the Catamount Industrial Park. the Park apparently started about 6 years ago. It seems likely that they needed an Act 250 permit. Can you hunt down an answer? If we signed off on this building it was a mistake. If it's mentioned in the permit, we should know it. Harry Behney (our former Agency Secretary) is the head of GBIC. They apparently are willing to give the buildings to the Historical Sociey if they move them. There is some active farm land on the opposite side of Route 7, so moving might be a possibility for preservation if the farm landowner would be interested in donating some land for the house. The Historical Society would very much like to use the buldings for a museum. They don't have any money. They could use it in place or accross the street. If there is no Act 250 involvement, we should still be involved in an informal way, I think. However, it's important to establish if we do have any legal standing here. I sent Bob Hooker a copy of the Survey form and info on the NR. He thought that if it was on the NR, it couldn't be burned down and I set him straight. I copied all this to Gina too.
I told Bob Hooker that we would get back to him probably on Monday. Thanks.

Moving the Stannard House

(73 k)

Colman, Devin [Devin.Colman@state.vt.us]

Sent: 10/22/14 4:08 pm

To: trichards@pshift.com, Bill Kaigle

Cc: Corkins, Caitlin, Duggan, James

Hi Terry and Bill,

I'm following up on recent emails to me and my colleague, Caitlin Corkins, regarding the General Stannard House.

Bill, you asked how moving the house may affect its State Register status, and I have to say it would not be good. A move would result in the loss of the stone/brick foundation as well as the original location, setting, feeling and association of the house with the surrounding area, all of which are important factors when assessing historic integrity. A move would negate any chance of listing the house in the National Register of Historic Places.

Terry, you asked if the house can be moved at all given the Act 250 permit and legal issues. Moving the building would require an Act 250 permit amendment, and we would probably have to say the move would have an adverse effect on historic resources for the reasons listed above. Whether or not the adverse effect would be undue depends on the details of the situation, and we can't make that determination at this time.

Rehabilitation of the building in its present location keeps open the possibility of State Historic Preservation Grant funding for the project, and keeps the State Register listing in place. Based on these factors, we would not recommend moving the General Stannard House.

Thanks,
Devin

Devin A. Colman | State Architectural Historian
Vermont Division for Historic Preservation ***
1 National Life Dr, Davis Bldg, 6th Floor | Montpelier, VT 05620-0501
802-828-3043 office | 802-828-3206 fax
accd.vermont.gov/strong_communities/preservation/

General ★ Stannard ★ House *Restoration Raffle*

Springfield Model 1888 Trapdoor Rifle Caliber 45-70

Tickets: $2 each OR 3 for $5

To purchase, contact Kate Cadreact: 802.893.6302 or kcadreact@gmail.com

Generously donated by collector John Schmoll, and reconditioned by Ron Morgan of Antiquities & Arms. Drawing to be held June 2, 2015. All proceeds support the efforts to save and restore Gen. George Stannard's post-Civil War home in Milton, Vermont.

For more information, visit **www.generalstannardhouse.org** and our Facebook page.

Milton, VT
Milton, VT Pedestrian and Bicycle Scoping Study

***DRAFT* March 2015**

Prepared for Chittenden County Regional Planning Commission

CHITTENDEN COUNTY RPC
Communities Planning Together

110 West Canal Street, Suite 202
Winooski, VT 05404
P 802.846.4490
F 802.846.4494
www.ccrpcvt.org

Submitted by:
Toole Design Group
33 Broad Street, 4th Floor
Boston, MA 02109

DRAFT

Project Steering Committee

Bryan Davis, CCRPC	Katelin Brewer-Cole, Local Motion
Roger Hunt, Town of Milton	Katie Miller, Milton Youth Community Youth Coalition
Katherine Sonnick, Town of Milton	Scott Thompson, Principal- Milton High School
Chris Giard, Director of Facilities- Milton Town School District	Karen Carlin, Nurse- Milton High School
Abby Mattera, Vermont Safe Routes to School	Patrick Baxter, Toole Design Group
Anne Janda, Management Fellow	John Dempsey, Toole Design Group

This scoping study was a combined effort with support from the Project Steering Committee members. The project background, history, local insight, existing conditions and endorsement can be credited to the strong team collaboration efforts. The planned and future implementation can be attributed their valuable assistance.

DRAFT

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Appendices

Appendix A: Meeting Memorandum: Project Steering Committee Work Session
Appendix B: Archeological Resource and Historic Preservation Assessment
Appendix C: Preferred Concept Alignment Alternatives and Typical Cross Sections
Appendix D: Opinion of Probable Construction Costs

DRAFT

1.0 Introduction

1.1 Background

The Chittenden County Regional Planning Commission (CCRPC) and the Town of Milton (Town) initiated this scoping study to analyze and evaluate possible sidewalk and pathways at four (4) proposed study site locations:

- A 450 foot gap between two existing asphalt pathways on Ellison Street and Haydenberry Drive;
- A segment between the existing asphalt pathway on Ellison Street and Milton High School front entrance;
- A 5 foot wide sidewalk on Brandy Lane, the road connecting Milton High School to Lamoille Terrace; and
- Upper Main Street between Railroad Street and the intersection of East and North Roads.

This report analyzes and evaluates potential sidewalk and pathway alignment alternatives, documenting existing conditions, developing conceptual sidewalk and pathway alignment alternatives and creating opinion of probable construction costs for each study location. The scoping study highlights the preferred concept alternative alignments as identified with the Project Steering Committee (PSC), through the public participation and outreach during the scoping study process.

1.2 Project Study Area

The proposed project study site locations are shown in **Figure 1**.

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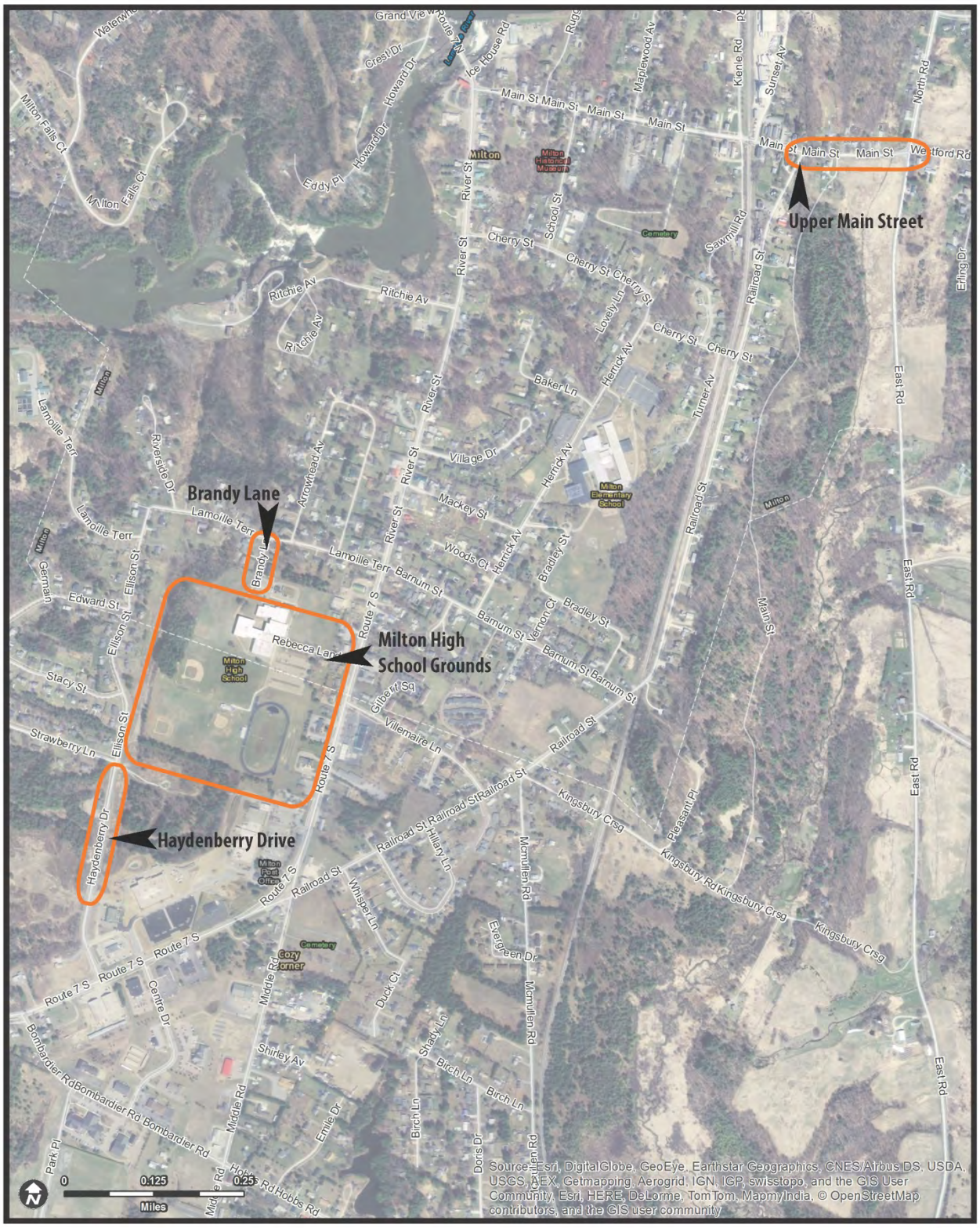

Figure 1: Project Study Area Map

1.3 Project Oversight

This scoping study project was conducted and coordinated with public involvement through workshops, presentations and meetings with the PSC which included the following entities:

- CCRPC;
- Town of Milton;
- Milton Town School District;
- Vermont Safe Route to School Resource Center; and
- Local Motion.

1.4 Previous Studies

Previous reports and design plans specific to the Haydenberry Drive and Upper Main Street project sites provided valuable background and insight for this scoping study. The reports include the following:

- Haydenberry Drive- At the time of this scoping study, two private development projects adjacent to Haydenberry Drive were in various stages.
    - A proposed elderly housing complex located off of Haydenberry Drive is currently under construction. The proposed project includes a 20,000 square foot, 3-story elderly housing complex with associated infrastructure for a total of 64 units. The proposed development parcel will also include a pathway for the length of the parcel connecting one segment of the gap between the existing asphalt pathways on Ellison Street and Haydenberry Drive along the frontage of the subject parcel.
    - A second development project, Blackberry Commons is proposing 31 residential lots ranging in size and associated private infrastructure. At the time of the scoping study, Blackberry Commons is going through the initial development review phases and is understood if the project is to be constructed, the parcel would likely be required to connect the proposed adjacent asphalt pathway from the elderly housing development project with the existing asphalt pathway on Ellison Street. The status and timing of this project is uncertain at this time.

- Upper Main Street
    - A phase 1 Main Street scoping study from River Street (US Route 7) to the North/East/Westford Road intersection was conducted by Trudell Consulting Engineers, Inc. in 2002. The purpose of the scoping study project was to evaluate pedestrian and bicycle facilities, calm traffic along Main Street, improve the intersection of Railroad Street and Upper Main Street for all users and examine drainage problems. The development of three (3) concept alternatives considered the overall function of the street, roadway width, speed, vertical sight distances, the need for pedestrian crossings, the overall aesthetics of the village streetscape, drainage improvements, bicycle route width and potential environmental impacts.

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2.0 Existing Conditions

2.1 Site Characteristics

All base mapping for this scoping study was compiled from Geographic Information System (GIS) and orthographic imagery data as available from the CCRPC and the State of Vermont. No field survey was performed. Site fieldwork was conducted to field verify of all topographic features within each project study area.

2.1.1 Haydenberry Drive

Haydenberry Drive is classified by the Vermont Agency of Transportation (VTrans) as a local town road with a posted speed limit of 25 MPH. It runs in a north-south direction, connecting the Lamoille Terrace residential neighborhood to the north via Ellison Street and Railroad Street/US Route 7 to the south. Within the study area, Haydenberry Drive provides two travel lanes. The existing pavement width is 24 feet and the markings are both generally in good condition.

The T-intersection of Haydenberry Drive/Strawberry Lane is all-way STOP controlled. There are no crosswalk markings present. Haydenberry Drive has an existing 4 foot wide sidewalk with 6 to 8 foot grass buffer on the west side of the roadway that terminates at the first Hannaford's driveway at the southern limit of the study area. An existing 10 foot wide bituminous concrete path with a 6 to 8 foot grass buffer is provided on the east side of the roadway from the Railroad Street/US Route 7 intersection to approximately 450 feet south of Strawberry Lane. Also, located on the east side of Haydenberry Drive are overhead high-tension electric transmission lines, two (2) fire hydrants and two (2) catch basins.

Haydenberry Drive looking south

2.1.2 Milton High School Grounds

Milton High School Grounds consist of a small north parking lot for faculty and school bus dropoffs, a larger south parking lot, multiple athletic sports fields and track facilities to the south and southwest of the main school building. Access to the school is provided via Brandy Lane connecting to the north parking lot and a full access driveway connecting River Street (US Route 7) to the south parking lot. An existing chain link fence surrounds the athletic facilities to the west and south. Informal walking paths were observed at open locations through the chain link fence with access from Ellison Street. A heavily wooded area with steep gradients exist on the northwest side of the school property. The sports facilities include the following:

- Baseball field #1 in southwest corner, oriented northeast.
- Baseball field #2 along west boundary, north of field #1, oriented northeast. Includes dugout facilities adjacent to tree line.
- Baseball field #3 near center of field, oriented southeast.

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Milton High School grounds looking to the north

- Storage and bathroom building north of field #3, including a crushed stone service road that connects to the main parking lot.
- Running track and football field, east of field #3, including grand stands between the two facilities.
- Track & field facilities east of the running track.

The front entrance of Milton High School has an existing 8 foot wide sidewalk connecting to the south parking lot and a 6 foot wide sidewalk connecting to the north parking lot. There is also a 15 foot wide gated crushed stone emergency access driveway that leads from the south parking lot to an existing recreation storage building. The existing terrain is generally flat; no significant drainage problems were observed during a field visit under very wet conditions.

2.1.3 Brandy Lane

Brandy Lane is classified by the Vermont Agency of Transportation (VTrans) as a local town road with a posted speed limit of 25 MPH. It runs in a north-south direction, connecting the Lamoille Terrace residential neighborhood to the Milton High School north parking lot with a total length of approximately 275 feet. Within the study area, Brandy Lane provides two unmarked travel lanes. The existing pavement width is 20 feet.

The intersection of Brandy Lane/Lamoille Terrace is STOP controlled on Brandy Lane with an existing crosswalk crossing Brandy Lane at this intersection. Brandy Lane does not have existing sidewalks; however Lamoille Terrace has existing 5 foot wide sidewalks with a 2 foot grass buffer on the south side of the roadway. Also, on the Milton High School property, an existing sidewalk segment is provided around the existing north parking lot to provide access to the school front entrance. On the day of our site visit, standing water was observed on the west side and east side of the roadway. The team also noted the presence of heavy bus and vehicular traffic during arrival and dismissal procedures.

Brandy Lane looking south

2.1.4 Upper Main Street

Upper Main Street is classified by the Vermont Agency of Transportation (VTrans) as a minor arterial with a posted speed limit of 30 MPH. It runs in a west-east direction, connecting US Route 7 to the west and North Road/East Road/Westford Road to the east. Within the study area, Upper Main Street provides two travel lanes. The existing pavement width varies from 24 to 30 feet and the markings are

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generally in good condition. The intersection of Upper Main Street at Railroad Street is STOP controlled on Railroad Street, while the intersection of Upper Main Street/North Road/East Road/Westford Road is STOP controlled on East and North Road. On the day of our site visit, we observed significant volumes of truck traffic in both directions.

Existing 5 foot wide sidewalks with 6 to 8 foot grass buffers are provided on both sides of Upper Main Street from US Route 7 to approximately Railroad Street. Existing 5 foot wide sidewalks with a 3 foot grass buffer are provided on the west side of North Road and the south side of Westford Road. There are no existing crosswalk markings.

Residential households and large mature street trees exist within the study area and become less dense as you travel east. Overhead electrical lines are present on the south side of Upper Main Street/Railroad Street and transfer to the north side of Upper Main Street approximately in the middle of the Upper Main Street study area. There is also a considerable grade change at the intersection of Upper Main Street and Railroad Street. Approximate intersection sight distance measurements were taken in the field on Upper Main Street at the Railroad Street intersection. The sight distance to the west exceeds 500 feet; however the intersection sight distance looking to the east is 250 feet, further sight distance is limited due to the adjacent vertical curve on Upper Main Street. The minimum criteria for intersection sight distance allowing a vehicle to safety turn from Railroad Street is 330 feet.

Upper Main Street looking west

An existing culvert is provided approximately 100 feet west of the intersection of North and East Roads that water empties into an open field on the south side of Upper Main Street.

2.3 Traffic Data

2.3.1 Haydenberry Drive

The 24-hour automatic traffic recorder counts were conducted by CCRPC on Haydenberry Drive approximately 600 feet south of Strawberry Lane in June, 2011. The counts indicate that the roadway carries a 24-hour traffic volume of approximately 1,050 vehicles per day. The 85th percentile speed for vehicles is 40 miles per hour, with a 50th percentile speed of 35 miles per hour. The posted speed limit on Haydenberry Drive is 25 miles per hour.

2.3.2 Upper Main Street

The 24-hour automatic traffic recorder counts were conducted by CCRPC on Upper Main Street east of Railroad Street in August, 2006. The counts indicate that the roadway carries a 24-hour traffic volume of approximately 5,200 vehicles per day. The 85th percentile speed for vehicles is 38 miles per hour, with a 50th percentile speed of 33 miles per hour. The posted speed limit on Upper Main Street is 30 miles per hour.

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2.4 Utilities

2.4.1 Haydenberry Drive

Surface and subsurface utilities noted in the right-of-way for the Haydenberry Drive project study area include two (2) sewer lines, a water line, aerial utility poles on the west side, high-tension electrical transmission lines on the east side, two (2) fire hydrants and two (2) catch basins.

2.4.2 Milton High School Grounds

Surface and subsurface utilities noted for the Milton High School grounds project study area include a sewer line, a water line and high-tension electrical transmission lines running in a north-south direction on the western boundary of the property. In addition, light poles are located adjacent to many of the athletic sports fields. Mapping for the layout of the associated electric conduit was not provided as part of this study.

2.4.3 Brandy Lane

Surface and subsurface utilities noted in the right-of-way for the Brandy Lane project study area include a sewer line, a water line and aerial utility poles on the west side.

2.4.4. Upper Main Street

Surface and subsurface utilities noted in the right-of-way for the Upper Main Street project study area include a sewer line, a water line, a fire hydrant and a culvert drainage structure at the east side of the project study area. Aerial utility poles exist on the south side, transitioning to the north side just west of North Road.

2.5 Natural Resources

Natural resources evaluated for this scoping study was conducted using the Vermont Agency of Natural Resources (ANR) Atlas and BioFinder mapping programs, as well as site fieldwork verification. The following is a summary considered to be potential impacts by the improvements proposed for each project study area.

2.5.1 Haydenberry Drive

The project study area may be in or adjacent to identified Prime AG soil; Adams and Windsor loamy sands (AdA), which may be suited to cultivating crops, hay and pasture.

This area may also be adjacent to identified areas contributing to biodiversity. The areas adjacent to the study area are considered to have a rating of Tier 4, containing a moderate concentration of components contributing to biological diversity. The proposed improvements would be constructed adjacent to existing roadway pavement and in part would not provide agricultural or biodiversity values. The existing land within the right-of-way would typically be considered in urban use. No additional impacts to natural resources are anticipated.

2.5.2 Milton High School Grounds

The project study area may be in or adjacent to identified Prime AG soil; Adams and Windsor loamy sands (AdA), which may be suited to cultivating crops, hay and pasture.

This area may also be adjacent to identified areas contributing to biodiversity. The areas adjacent to the study area are considered to have a rating of Tier 4, containing a moderate concentration of components contributing to biological diversity. The proposed improvements would be constructed adjacent to existing roadway pavement and in part would not provide agricultural or biodiversity values. The existing land on the Milton School District property would typically be considered in urban use. The proposed improvements would be constructed within existing urban athletic fields and in part would not

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provide agricultural values as it is already in use in an urban environment. No additional impacts to natural resources are anticipated.

2.5.3 Brandy Lane

The project study area may be in or adjacent to identified Prime AG soil Adams and Windsor loamy sands (AdA), which may be suited to cultivating crops, hay and pasture. The proposed improvements would be constructed adjacent to existing roadway pavement and in part would not provide agricultural values as it is already in an urban environment. No additional impacts to natural resources are anticipated.

2.5.4 Upper Main Street

The project study area may be adjacent to identified prime farmland containing Adams and Windsor loamy sands (AdA), Limerick silt loam (Le) and Hinesburg fine sandy loam (HnA) which may be suited to cultivating crops, hay and pasture.

This area may also be adjacent to identified areas contributing to biodiversity. The areas adjacent to the study area are considered to have a rating of as low as Tier 4 and high as Tier 2, containing a moderate to very high concentration of components contributing to biological diversity. The proposed improvements would be constructed adjacent to existing roadway pavement and in part would not provide agricultural or biodiversity values.

The project study area to east is identified and classified Class 2 wetland area containing Limerick soils (Le). These areas frequently are prone to flooding for brief duration from late Fall through Spring. The US Army Corps of Engineers (Corps) regulates wetlands and streams under the provisions of Section 404 of the Clean Water Act. The Corps has issued a Programmatic General Permit for the State of Vermont. Historically, wetland and stream impacts of less than one acre may be covered by Programmatic General Permit with impacts of less than 3,000 square feet are often eligible for approval via a one page Self-Verification Form.

The Vermont ANR regulates Vermont Class 1 and 2 wetlands. The Class 2 wetland would be regulated with 50 foot buffers and any impacts to the wetland area would likely require authorization from the Corps as well as from ANR under the Vermont Wetland Permit or Vermont General Permit. No additional impacts to natural resources are anticipated.

2.6 Archeological Sites, Historic Sites and Structures

Hartgen Archeological Associates, Inc. conducted the Archeological Resource Assessment (ARA) and Historic Preservation Assessment to identify areas of archeological sensitivity based on environmental factors, known site information and historical information for the project Area of Potential Effect (APE). The complete report is provided in **Appendix B** and a summary of the findings are presented below.

2.6.1 Haydenberry Drive

Haydenberry Drive project study area is characterized as a site with relatively level terrain bordered by modern residential units to the west and a utility corridor for overhead electrical power lines containing scrub brush and young sapling vegetation. Site fieldwork revealed sand and gravel soils with sparse grass cover which strongly suggests that the original soil stratigraphy was impacted during road infrastructure and residential housing construction efforts. The Haydenberry Drive project study area is not considered to have historic or precontact sensitivity and no further archeological work is recommended for this proposed project study location.

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2.6.2 Milton High School Grounds

Milton High School and Ellison Street project study area is located approximately several hundred feet north of Haydenberry Drive. The Ellison Street site is characterized as relatively level terrain bordered by modern residential units to the west and a utility corridor for overhead electrical power lines containing scrub brush and young sapling vegetation. The utility corridor and vegetation physically separate the Milton High School property. The Milton High School site is characterized as relatively flat with landscaped with lawn for athletic sports fields. Site fieldwork revealed sand and gravel soils suggesting that this area was altered during the utility line and athletic field construction activities. Both Ellison Street and Milton High School grounds project study area are not considered to have historic or precontact sensitivity and no further archeological work is recommended for this proposed project study location.

2.6.3 Brandy Lane

Brandy Lane project study area is characterized as a site with relatively flat terrain bordered by residential units to the north and west. The proposed sidewalk alignment would be constructed adjacent to the roadway right-of-way adjacent to the front yard space of the recently constructed residential units. The Brandy Lane project study area is not considered to have historic or precontact sensitivity and no further archeological work is recommended for this proposed project study location.

2.6.4 Upper Main Street

The Upper Main Street project study area is characterized by low-lying terrain at the eastern end adjacent to Mallett's Creek and an identified wetland area to the south. To the west, the roadway and landscape rise to a highpoint where mid-18th century homes and farm complexes reside. The properties 88 and 89 Main Street which contain elevated terraces overlook Mallet's Creek and wetlands are considered to have precontact archeological sensitivity along with the historic farms lands. All of the structures within the Upper Main Street project study area fall within the Milton Falls Historic District, a Vermont State Register Historic District.

The locations identified for historic and precontact archeological sensitivity within the Upper Main Street project study area include the raised terrace landforms located at 88 and 89 Main Street. The areas of level terrain on the south side of Upper Main Street from approximately the 89 Main Street extending east to the intersection of East Road are also anticipated to have precontact archeological sensitivity. If these sensitive areas can not be protected during the project design, it is recommended that an archeological reconnaissance survey be conducted.

89 Main Street looking east

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3.0 Concept Alternatives Analysis

3.1 Project Purpose and Need

Purpose: The purpose of the Milton, VT Pedestrian and Bicycle Scoping Study is to provide analysis, evaluation and recommendations for all potential sidewalk and pathway alternative improvements at the four (4) project study areas. The proposed concept alternative improvements would address existing gaps in the Town's network of bicycle and pedestrian accommodations.

Need:

- Haydenberry Drive and Ellison Street each have an existing 10 foot wide shared use path segments on the east side. There is approximately a 450 foot gap between the existing shared use paths. To complete a network of connected facilities, the shared use path needs to be filled in between the two existing segments.
- Milton High School grounds have existing sidewalk facilities to access the school campus primarily from points north and east via Lamoille Terrace and US Route 7. The neighborhood community to the south and west via Haydenberry Drive and Ellison Street have existing sidewalk infrastructure, however no formal connections are provided to access the Milton High School grounds. To complete a network and provide transportation and recreation opportunities for the community, a walking and bicycling facility should connect to existing infrastructure on Haydenberry Drive and Ellison Street.
- Access from the north to Milton High School is provided via Lamoille Terrace, with Brandy Lane providing direct access to the Milton High School north parking lot and entrance. Lamoille Terrace has existing sidewalk infrastructure on the south side. Brandy Lane lacks any sidewalk infrastructure. To connect the existing sidewalk network, a sidewalk is needed on Brandy Lane.
- Upper Main Street from Railroad Street to intersection of North Road/East Road/Westford Road lacks sidewalks resulting in a gap in the network. Existing sidewalk segments exist on both the north and south side of Main Street, on the west side of North Road and the south side of Westford Road. To connect the existing sidewalk segments, a sidewalk facility is needed on Upper Main Street. Furthermore, the substandard crest vertical curve on Upper Main Street results in insufficient stopping sight distance for vehicles and insufficient intersection sight distance for cars and pedestrians accessing Railroad Street.

The following sections provide further comparison for each conceptual alternative including an analysis, evaluation and selection of the preferred concept alternative with an evaluation matrix and opinion of probable constructions costs.

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3.2 Haydenberry Drive

3.2.1 Evaluation of Concept Alternatives

The proposed alternative for this project study area includes a 10 foot wide bituminous concrete shared use path with an 8 foot wide grass buffer on the east side of Haydenberry Drive. The proposed shared use path connects an approximate 450 foot gap between two existing asphalt pathways on Ellison Street and Haydenberry Drive. Additional improvements for consideration along this segment would include;

- Providing ADA-compliant ramps and crosswalk pavement markings across the two driveways for the proposed development projects;
- Providing ADA-compliant ramps and crosswalk pavement markings for all crossings at the intersection of Haydenberry Drive/Strawberry Lane/Ellison Street; and
- Relocating the STOP bar and STOP sign on the north approach for Haydenberry Drive to better align with the existing street intersections and the proposed driveway alignments.

3.2.2 Preferred Concept Alternative

Based on public involvement through workshops, presentations and meetings with Selectboard Members and the PSC; the preferred concept alternative recommendations include;

- A 10 foot wide bituminous concrete path with 8 foot grass buffer on the east side of Haydenberry Drive from the existing terminus of the path on Ellison Street south to the limit of the path presently under construction as part of the elderly housing complex.
- Constructing the driveway apron and intersection approach for the proposed Blackberry Commons roadway in an alignment directly opposite Strawberry Lane.
- Providing ADA-compliant ramps, STOP signs, STOP bars and crosswalk pavement markings at all four legs of the intersection.

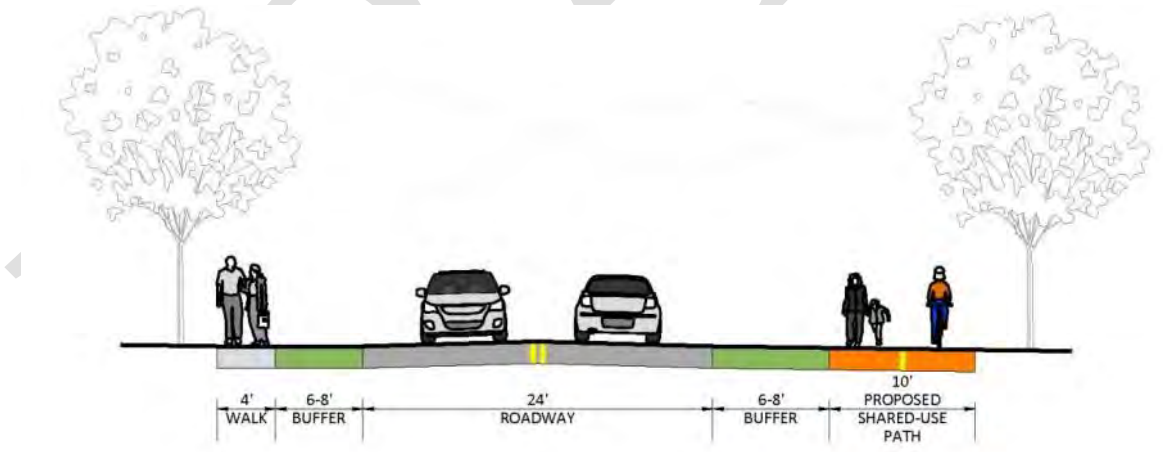

Figure 2: Haydenberry Drive Preferred Alternative Cross Section, Looking North

3.2.3 Opinion of Probable Construction Costs

The opinion of probable construction costs for the Haydenberry Drive project study area is $79,000. The cost estimate was developed from the preferred concept alternative plans and account for the anticipated construction costs which include engineering, construction, construction administration and a 25% contingency. The cost estimates do not include environmental permitting, easement, property acquisition or potential utility relocation. The detailed itemized opinion of probable constructions costs are provided in Appendix D. The unit cost data was applied from VTrans 5 year average price list.

3.3 Milton High School Grounds

3.3.1 Evaluation of Concept Alternatives

The shared use path alternatives studied provide increased access and connectivity around the school campus. The proposed concept alternatives studied to connect to the existing shared use path on Haydenberry Drive include several alternatives as described below.

Shared use path south Alternative 1 proposes an 8 foot wide bituminous concrete path along the north side of the internal roadway of the proposed Blackberry Commons development parcel. Shared use path south Alternative 2 proposes a 10 foot wide bituminous concrete path alignment on the north side of the existing tree line on the school property. Both south Alternative 1 and Alternative 2 paths provide connections to the existing shared use path on Ellison Street.

The proposed concept alternative studied for the west side of the main school building includes a 10 foot wide bituminous concrete shared use path with a 2 foot wide buffer zone on either side. The west path alignment follows the general right of way of the existing sewer and water lines west of the school property. Transitioning from the existing sewer and water line, the west path alignment would require significant grading to meet ADA compliance in order to reach the elevation of the intersection with Brandy Lane and the rear entrance of the school.

The proposed concept alternative studied for the east side of the main school building includes a 10 foot wide bituminous concrete shared use path with a 2 foot wide buffer zone on either side. The east path alignment follows the general alignment of the existing fence line on the school property and loops between the existing track facility and parking lot to connect to the existing internal sidewalk at the front entrance of the school.

Two path alternatives are proposed to connect to US Route 7 and utilize an existing public easement. Shared use path east Alternative 1 is a 10 foot wide bituminous concrete path using the existing green buffer between the existing surface parking lots. It is anticipated Alternative 1 alignment would require additional utility impacts to existing catch basins, however would not impact the existing parking lot layout.

Shared use path east Alignment 2 is a 10 foot wide bituminous concrete path using the edge of the existing parking lot area. It is anticipated Alternative 2 alignment would have minimal impacts to existing drainage structures, however would impact the existing parking lot layout. The proposed parking lot layout provides no net loss of parking and would meet the minimum requirements recommended for the parking space sizes and aisle widths.

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3.3.2 Preferred Concept Alternative

Based on public involvement through workshops, presentations and meetings with Selectboard Members and the PSC; the preferred concept alternative recommendations include:

- A 10 foot wide bituminous concrete path with 2 foot grass buffer on the south and east side of the school property; and
- An 8 foot wide bituminous concrete path with 2 foot grass buffer utilizing the public easement connecting to US Route 7.

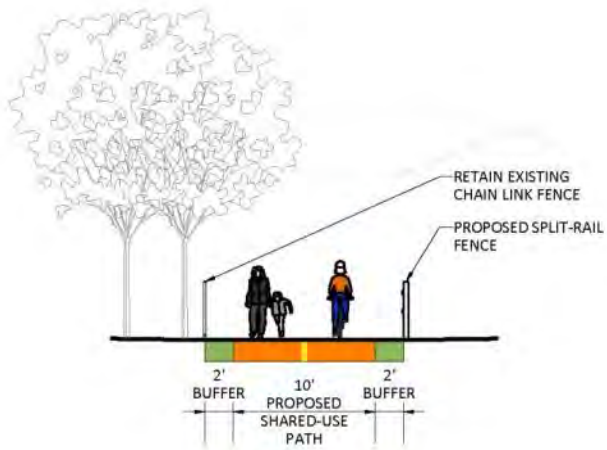

Figure 3: Milton High School Preferred Alternative Cross Section, Shared Use Path (South side of fields)

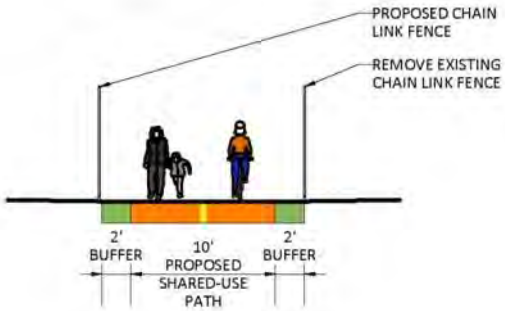

Figure 4: Milton High School Preferred Alternative Cross Section, Shared Use Path (East side of fields)

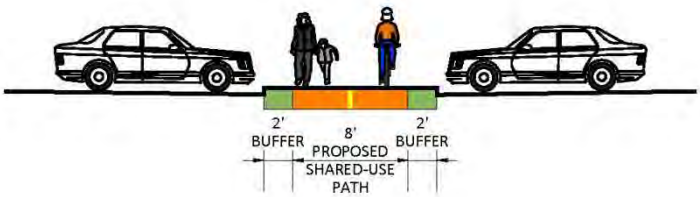

Figure 5: Milton High School Preferred Alternative Cross Section, Shared Use Path (Access to US Route 7)

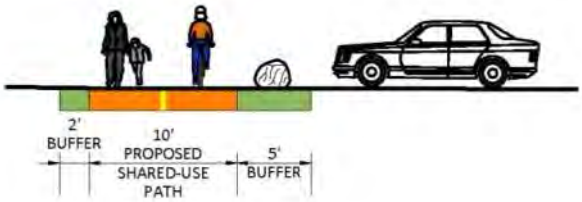

Figure 6: Milton High School Preferred Alternative Cross Section, Shared Use Path (South side of school parking)

While the west path alignment was not selected as part of the preferred alternative, members of the steering committee noted that the Town should consider constructing the path as part of a future project if demand from the public and users of the school facilities exists. The west side path alignment would compliment the preferred alternative paths, providing a full network of paved, accessible pathways around the school property.

3.3.3 Evaluation Matrix

All of the anticipated costs, resource impacts and permit requirements for each concept alternative have been summarized in the evaluation matrices below in **Table 1, Table 2** and **Table 3**.

Table 1: Evaluation Matrix Milton High School Shared Use Path East and West Alignment

Item	Shared Use Path East Alternative	Shared Use Path West Alternative
Construction Characteristics		
Length	2,400 LF	1,750 LF
Facility Width	10 FT	10 FT
Buffer Width	4 FT (total)	4 FT (total)
Surface	Bituminous	Bituminous Concrete
Terrain	Flat with Level	Hilly with Steep
Retaining Structures	None	Yes
Potential Impacts		
Property Impacts	None	Some
Utility Impacts- Aerial	Not Likely	Not Likely
Utility Impacts- Underground	None	None
Archeological Impacts	No	No
Historic Property Impacts	None	None
Trees- Removed/Replaced	No	Yes
Right-of-Way Impacts	None	No
Class II Wetland Impacts	None	None
Safety		
Number of Driveway Crossings	1	0
Number of Roadway Crossings	0	1
Permits		
ACT 250	No	No
NEPA	Categorical Exclusion	Categorical Exclusion
404 COE Wetlands	No	No
ANR Wetlands	No	No
Stream Alteration	No	No
Stormwater Discharge	No	No
Construction General	Yes	Yes
Archeology- Phase 1B	No	No
Section 106 / Historic	No	No
Prime Agricultural Soils	Yes	Yes
Rare, Threatened, Endangered Species	No	No
Opinion of Probable Construction Costs		
Conceptual Cost Estimate	$400,000	$600,000

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Table 2: Evaluation Matrix Milton High School Shared Use Path South Alignment

Item	Shared Use Path South Alternative 1	Shared Use Path South Alternative 2
Construction Characteristics		
Length	1,200 LF	2,500 LF
Facility Width	8 FT	10 FT
Buffer Width	4 FT (total)	4 FT (total)
Surface	Bituminous Concrete	Bituminous Concrete
Potential Impacts		
Property Impacts	Yes	No
Utility Impacts- Aerial	None	None
Utility Impacts- Underground	None	None
Archeological Impacts	None	None
Historic Property Impacts	None	None
Trees- Removed/Replaced	Yes	Yes
Right-of-Way Impacts	Yes	No
Class II Wetland Impacts	None	None
Safety		
Number of Driveway Crossings	N/A	N/A
Number of Roadway Crossings	N/A	N/A
Permits		
ACT 250	No	No
NEPA	Categorical Exclusion	Categorical Exclusion
404 COE Wetlands	No	No
ANR Wetlands	No	No
Stream Alteration	No	No
Stormwater Discharge	No	No
Construction General	Yes	Yes
Archeology- Phase 1B	No	No
Section 106 / Historic	No	No
Prime Agricultural Soils	Yes	Yes
Rare, Threatened, Endangered Species	No	No
Opinion of Probable Construction Costs		
Preliminary Conceptual Cost Estimate	$210,000	$400,000

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Table 3: Evaluation Matrix Milton High School Shared Use Path East Alignment

Item	Shared Use Path East Alternative 1	Shared Use Path East Alternative 2
Construction Characteristics		
Length	200 LF	200 LF
Facility Width	10 FT	8 FT
Buffer Width	4 FT (total)	4 FT (total)
Surface	Bituminous Concrete	Bituminous Concrete
Potential Impacts		
Property Impacts	None	None
Utility Impacts- Aerial	Not Likely	Not Likely
Utility Impacts- Underground	Yes	Yes
Archeological Impacts	None	None
Historic Property Impacts	None	None
Trees- Removed/Replaced	Yes	None
Right-of-Way Impacts	None	None
Class II Wetland Impacts	None	None
Safety		
Number of Driveway Crossings	N/A	N/A
Number of Roadway Crossings	N/A	N/A
Parking Impacts		
Relocated Parking Spaces	Yes (No net loss)	None
Permits		
ACT 250	No	No
NEPA	Categorical Exclusion	Categorical Exclusion
404 COE Wetlands	No	No
ANR Wetlands	No	No
Stream Alteration	No	No
Stormwater Discharge	No	No
Construction General	Yes	Yes
Archeology- Phase 1B	No	No
Section 106 / Historic	No	No
Prime Agricultural Soils	No	No
Rare, Threatened, Endangered Species	No	No
Opinion of Probable Construction Costs		
Preliminary Conceptual Cost Estimate	$62,000	$62,000

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3.3.4 Opinion of Probable Construction Costs

The opinion of probable construction costs for the Milton High School grounds project study area improvements are $462,000. The cost estimate was developed from the preferred concept alternative plans and account for the anticipated construction costs which include engineering, construction, construction administration and a 25% contingency. The cost estimates do not include environmental permitting or potential utility relocation. The detailed itemized opinion of probable constructions costs are provided in Appendix D. The unit cost data was applied from VTrans 5 year average price list.

3.4 Brandy Lane

3.4.1 Evaluation of Concept Alternatives

The proposed alternative for this project study area is a 6 foot wide concrete sidewalk with a 4 foot wide grass buffer on the east side of Brandy Lane. The proposed sidewalk connects an approximate 250 foot gap between the existing sidewalk on Lamoille Terrace and the internal sidewalk on the school property. Additional improvements for consideration along this segment include;

- Providing ADA-compliant ramps connecting the existing crosswalk across Brandy Lane;
- Providing ADA-compliant ramps and crosswalk pavement marking crossing Brandy Lane connecting to the existing internal school sidewalk and the proposed shared use path west alignment; and
- Providing drainage improvements through grade modifications during future planned repaving efforts.

3.4.2 Preferred Concept Alternative

Based on public involvement through workshops, presentations and meetings with Selectboard Members and the PSC; the preferred concept alternative recommendations include;

- A 6 foot wide concrete sidewalk with 4 foot grass buffer on the east side of Brandy Lane and
- Providing ADA-compliant ramps connecting the existing crosswalk across Brandy Lane.

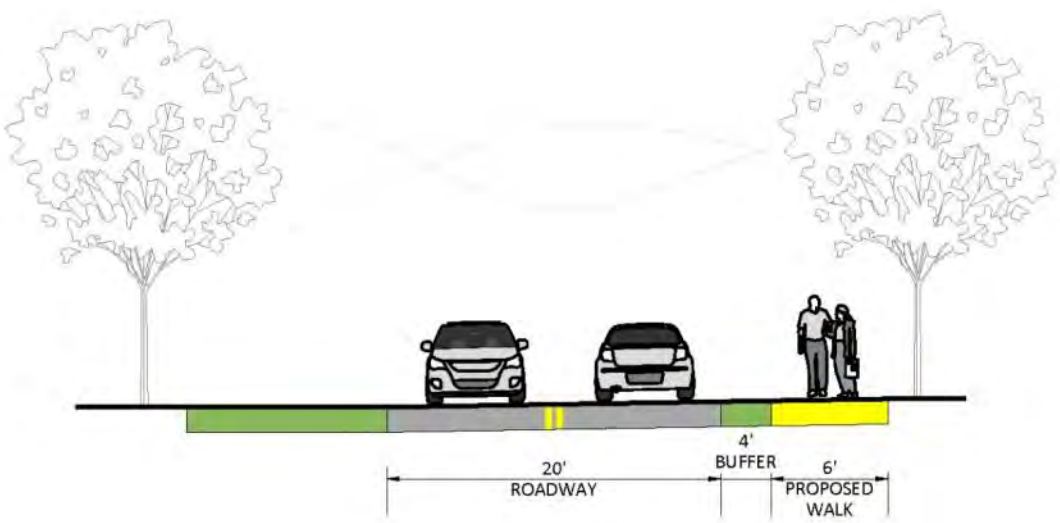

Figure 7: Brandy Lane Preferred Concept Alternative, Looking South

DRAFT

3.4.3 Opinion of Probable Construction Costs

The opinion of probable construction costs for the Brandy Lane project study area improvements are $56,000. The cost estimate was developed from the preferred concept alternative plans and account for the anticipated construction costs which include engineering, construction, construction administration and a 25% contingency. The cost estimates do not include environmental permitting, easement, property acquisition or potential utility relocation. The detailed itemized opinion of probable constructions costs are provided in Appendix D. The unit cost data was applied from VTrans 5 year average price list.

3.5 Upper Main Street

3.5.1 Evaluation of Concept Alternatives

Two sidewalk alignments are proposed for Upper Main Street. Sidewalk Alignment 1 is a proposed 8 foot wide concrete sidewalk with a 3 foot wide grass buffer on the north side of the roadway. The proposed alignment would connect the existing sidewalk segment on Upper Main Street and the existing sidewalk segment on North Road. Sidewalk Alignment 2 is a proposed 8 foot wide concrete sidewalk with a 3 foot wide grass buffer on the south side of the roadway. The proposed alignment would connect the existing sidewalk on Upper Main Street and existing sidewalk on Westford Road.

It is also recommended that the roadway be reconstructed to reduce the elevation at the top of the existing vertical curve east of Railroad Street. This requires a substantial cut below the existing elevation to provide appropriate vertical curvature for safe stopping sight distance to reduce conflicts between westbound vehicles on Upper Main Street and northbound left turning vehicles on Railroad Street. Under this scenario, the maximum cut at the crest of Upper Main Street would be seven feet below existing grade. This will require retaining walls in order to minimize the impact to the adjacent historic properties.

The roadway reconstruction of Upper Main Street is likely to require relocation of some or all of the existing utilities below grade which include water, sewer, storm drain and gas lines. The roadway reconstruction will also impact existing overhead utilities with utility pole relocation required in order to accommodate the sidewalk alignment. It is recommended that the Town consider burying overhead utility lines as part of any future reconstruction efforts in order to enhance the existing historic district.

As an alternative to the extensive roadway reconstruction, the Town may consider restricting left turn movements from Railroad Street. Existing traffic volumes suggests that over 90 percent of drivers on Railroad Street turn right onto Upper Main Street, indicating that a restriction would not be a major impact to traffic. This modification will not improve the deficient stopping sight distance on Upper Main Street, however will eliminate intersection sight distance concerns at Railroad Street.

Additional improvements for consideration along this segment include;

- Providing ADA-compliant ramps and crosswalk pavement markings crossing Upper Main Street west of the North/East Road intersection;
- Providing ADA-compliant ramps and crosswalk pavement markings crossing East Road;
- Providing ADA-compliant ramps and crosswalk pavement markings crossing Upper Main Street west of the Railroad Street intersection;
- Providing ADA-compliant ramps and crosswalk pavement markings crossing Railroad Street at the intersection of Upper Main Street; and

DRAFT

- Balancing the road profile cut and fill grades at the intersection of Upper Main Street/Railroad Street.

It is recommended that the Town consider implementing all-way STOP control at the intersection of Upper Main Street with North Road, East Road and Westford Road. A preliminary review of traffic volumes supplied by CCRPC indicates that the intersection may meet the volume warrants described in the *Manual on Uniform Traffic Control Devices* (MUTCD) for all-way STOP control. Prior to implementing this recommendation, new automatic traffic recorder counts should be taken on the approaches to the intersection to verify that the traffic volumes and speeds meet the warrants set forth in the MUTCD for all-way STOP control.

3.5.2 Preferred Concept Alternative

Based on public involvement through workshops, presentations and meetings with Selectboard Members and the PSC; the preferred concept alternative Phase 1 and Phase 2 recommendations include;

- **Phase 1:** All-way STOP control at the intersection of Upper Main Street/North Road/Westford Road/East Road. Restrict left turning movements from Railroad Street.
- **Phase 2:** An 8 foot wide concrete sidewalk and retaining wall with 3 foot grass buffer on the north side of Upper Main Street. Reconstructing Upper Main Street east of Railroad Street to provide adequate vertical curvature for safe intersection and stopping sight distance.

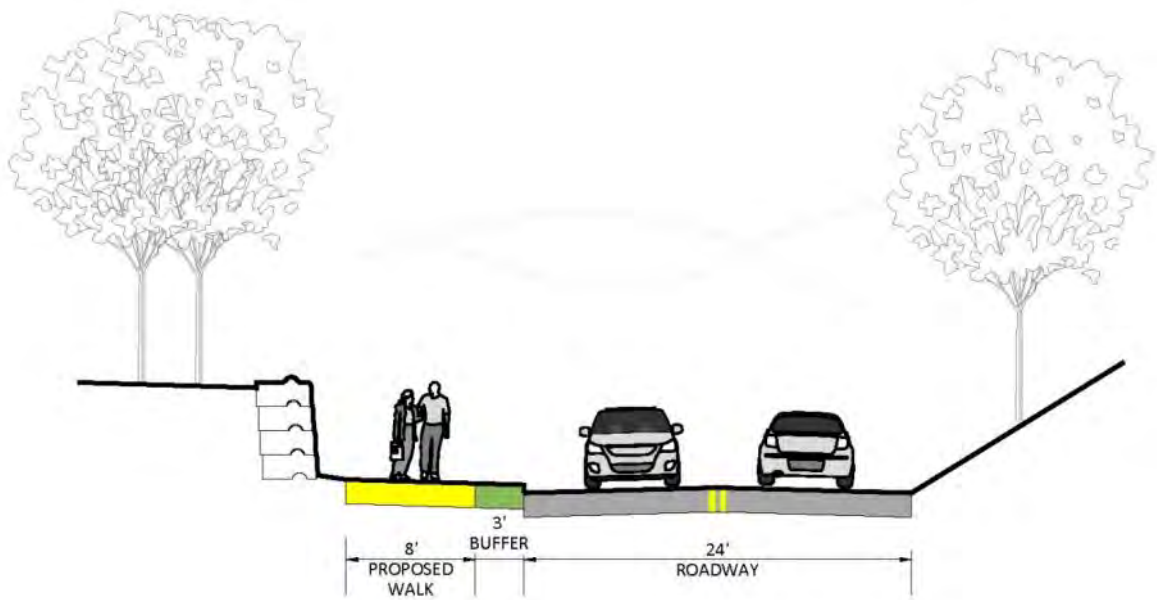

Figure 8: Phase 2, Upper Main Street at Railroad Street Preferred Alternative Cross Section, Looking East

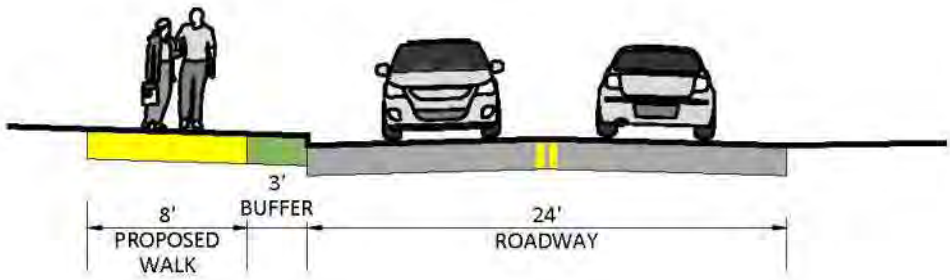

Figure 9: Upper Main Street at Westford Road Preferred Alternative Cross Section, Looking East

3.5.3 Evaluation Matrix

All of the anticipated costs, resource impacts and permit requirements for each concept alternative have been summarized in the evaluation matrix below in **Table 4.**

Table 4: Evaluation Matrix Upper Main Street

Item	Sidewalk on South side	Sidewalk on North side
Construction Characteristics		
Length	820 LF	820 LF
Facility Width	8 FT	8 FT
Buffer Width	3 FT	3 FT
Surface	Concrete	Concrete
Potential Impacts		
Property Impacts	Some	None
Utility Impacts- Aerial	Not Likely	Not Likely
Utility Impacts- Underground	Yes	Yes
Archeological Impacts	Yes	Yes
Historic Property Impacts	Yes	Yes
Trees- Removed/Replaced	Yes	Yes
Right-of-Way Impacts	Some	Some
Class II Wetland Impacts	Yes	Yes
Safety		
Number of Driveway Crossings	2	5
Number of Roadway Crossings	2	2
Permits		
ACT 250	No	No
NEPA	Categorical Exclusion	Categorical Exclusion
404 COE Wetlands	Yes	Yes
ANR Wetlands	Yes	Yes
Stream Alteration	No	No
Stormwater Discharge	No	No
Construction General	Yes	Yes
Archeology- Phase 1B	Yes	Yes
Section 106 / Historic	Yes	Yes
Prime Agricultural Soils	Yes	Yes
Rare, Threatened, Endangered Species	No	No
Opinion of Probable Construction Costs		
Preliminary Conceptual Cost Estimate	$1,729,000	$1,729,000

DRAFT

3.5.4 Opinion of Probable Construction Costs

The opinion of probable construction costs for the Upper Main Street project study area Phase 1 improvements are $2,500. Phase 2 improvements are expected to cost $1,729,000. The cost estimate was developed from the preferred concept alternative plans and account for the anticipated construction costs which include engineering, construction, construction administration and a 25% contingency. The cost estimates do not include environmental permitting, easement, property acquisition or potential utility relocation. The detailed itemized opinion of probable constructions costs are provided in Appendix D. The unit cost data was applied from VTrans 5 year average price list.

4.0 Summary

The Milton, VT Pedestrian and Bicycle Scoping Study was prepared at the request of the CCRPC and the Town of Milton to analyze and evaluate all concept alternatives for sidewalk and pathway connections. This report presents all the existing conditions data, conceptual design alternatives, selection of the preferred conceptual design alternative and opinion of probable construction costs for each project study area. At the conclusion of an extensive public participation and outreach process in which the findings of this report were presented and reviewed, the Milton Selectboard identified a preferred design alternative for each project study area. The proposed recommendations and preferred design alternatives align with the transportation goals in the Milton Comprehensive Plan, 2013 and will continue to develop walking and bicycling infrastructure within the community.

DRAFT

ToolеDesignGroup

33 Broad Street
Suite 405
Boston, MA 02109
617.619.9910
617.619.9920 fax
www.tooledesign.com

Meeting Memorandum

Subject: Team Work Session Meeting Minutes

Project: Milton, VT Scoping Study

Date: September 25, 2014

Time: 12:00-4:00 PM

Location: Milton Town Office Building
Milton, VT

Participants:
Bryan Davis, CCRPC
Roger Hunt, Public Works Director
Katherine Sonnick, Planning Director
Katelin Brewer-Cole, Local Motion
Katie Miller, Milton Community Youth Coalition
Chris Giard, Director of Facilities MTSD
Scott Thompson, MHS Assistant Principal
Karen Carlin, MHS Nurse
Patrick Baxter, Toole Design Group
John Dempsey, Toole Design Group

Toole Design Group (TDG) provided a meeting agenda and working base maps including the proposed study site locations. TDG lead the discussion with the Project Steering Committee (PSC) to discuss and review alternative concepts for bicycle and pedestrian facilities within each study area. Meeting comments are listed below based on project site location.

Haydenberry Drive- A 450-ft gap between two existing asphalt pathways on Ellison Street and Haydenberry Drive;

- The Town presented two (2) development projects occurring on Haydenberry Drive south of Strawberry Lane intersection and adjacent to the project site location.
    - A proposed elderly housing complex located off of Haydenberry Drive is currently under construction. The proposed project includes approximately 20,000 square foot, 3-story elderly housing complex with associated infrastructure for a total of 64 units. It's understood the proposed development parcel will also include a side path for the length of the parcel connecting one segment of the gap between the existing asphalt pathways on Ellison Street and Haydenberry Drive.

    - A second development project, Blackberry Commons is proposing 31 residential lots ranging in size and associated private infrastructure. Blackberry Commons is going through the initial development review phases and is understood if the project is to be constructed, the parcel would need to connect the proposed adjacent asphalt path from the elderly housing development project with the existing asphalt path on Ellison Street.
- Each proposed development includes one driveway curb cut from Haydenberry Drive to access the proposed development parcels. It was suggested to maintain the minimum turning radii for both driveways as approved by the Town.
- It was suggested pedestrian upgrades to the intersection of Haydenberry Drive, Ellison Street and Strawberry Lane intersection should include all curb ramps and crosswalks meet ADA-compliance. It was also suggested to relocate the existing stop sign on the north approach of Haydenberry Drive further to the north to better align with the proposed development parcel driveway curb cut and exploring additional traffic calming measures.
- It was suggested once the 450-ft asphalt path missing gap is completed, the Town should stripe a dashed yellow center line the entire length of the path to further emphasize patrons use the correct side of the path and reduce dangerous conflicts.
- It was suggested future restriping on Haydenberry Drive should include solid white edge lines or fog lines to reduce the travel lane widths.

Milton High School Grounds- The segment between the existing asphalt pathway on Ellison Street and Milton HS front entrance;

- Faculty and staff representatives from Milton HS shared preliminary ideas for future long term improvements and upgrades to the athletic field complex. The future upgrades include demolishing the existing grandstand structure. The future structure would be able accommodate a larger grandstand seating area, concession operations and restroom facilities.
- School representatives discussed potential path alignments on school property may impact overall operations of the existing athletic fields.
- School representatives expressed concerns regarding safety and security issues with potential path alignments on school property.
- The Town discussed a future long-term goal of establishing a connected path system from Milton HS to the Milton Municipal Building.
- The Town expressed interest in utilizing existing utility easements for potential path alignments.
- The project team identified potential public right-of-way access (Subway restaurant and/or Pomerleau parcel) and connections from US Route 7 to Milton HS property that the consultant team will look to explore.
- It was suggested that if portions of the path alignment are proposed on Milton HS property, some vertical delineation or separation should be considered to address safety and security issues.
- It was suggested that constructed pathway segments be illuminated to address safety and security issues.

Brandy Lane – A 5-ft wide sidewalk on Brandy Lane, the road connecting Milton HS to Lamoille Terrace;

- The team discussed Brandy Lane existing radii and if a radius reduction can be performed.
- The team preferred a 5-ft wide concrete sidewalk with a 3-ft wide grass buffer on the eastside of Brandy Lane.
- The Town suggested addressing the drainage issues through pavement modifications and preferred not introduce a closed drain system.

Upper Main Street- The segment between Railroad Street and the intersection of East and North Roads;

- The Town informed the Project Stakeholder Committee, an approved planned development on the northside of Railroad Street is currently at least 5 years old. The approved development is now presumed expired.
- The Town expressed an interest to explore providing a wider sidewalk to take little right-of-way as possible.
- Previous studies included a proposed shared use path on the southside of Upper Main Street and a sidewalk on the northside of Upper Main Street. Both preliminary studies proposed cutting the road grade significantly to address sight lines in attempt to reduce safety concerns at the Upper Main Street/Railroad Street intersection. It's noted the previous study cost estimates were approximately $3.5 million utilizing 2008 unit prices.
- The Town informed the team the existing sewer utility lines on Upper Main Street are buried approximately 6-ft to 8-ft and existing water utility lines are buried approximately 3.5-ft to 5.5-ft.
- The team expressed an interest to potentially explore traffic data or perform counts for this corridor. The Town indicated prior to 9:00 AM and after 2:30 PM are estimated peak travel times.
- It was suggested to analyze and collect readily available crash data from the Milton Police Chief or State data.
- The intersection of Upper Main Street and Railroad Street design treatments were discussed which included a mini traffic circle, traffic signal control or all way stop control.
- The intersection of Upper Main Street, East Road, North Road and Westford Road design treatments were discussed which included all way stop control or traffic signal control.
- The Town suggested if a wall element is proposed in a design solution, the aesthetic of the materials should be consistent with and mimic an old main street character.

<u>Next Steps</u>

TDG will take action to address comments discussed at this meeting and key action items are referenced below;

- Follow up with respective contact regarding crash data and traffic count data.
- Schedule alternatives presentation for the Monday, November 3, 2014 as an agenda item for standing Select Board meeting.

- Develop conceptual alignment alternatives for alternatives presentation.
- Develop comparison matrix for conceptual alignment impacts.
- Written summary of concept alternatives.

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ARCHEOLOGICAL RESOURCE AND HISTORIC PRESERVATION ASSESSMENT

Milton Bike/Pedestrian Scoping Study

Village of Milton
Chittenden County, Vermont

HAA # 4766.11

Submitted to:

Patrick Baxter
Toole Design Group
33 Broad Street, Fourth Floor
Boston, Massachusetts 02109
p. 617.619.9910 ext 207
f. 301.927.2800
pbaxter@tooledesign.com

Prepared by:

Hartgen Archeological Associates, Inc.
PO Box 81
Putney, Vermont 05346
p +1 802 387 6020
f +1 802 387 8524
email: emanning@hartgen.com

www.hartgen.com

An ACRA Member Firm
www.acra-crm.org

August 2014

ARCHEOLOGICAL RESOURCE ASSESSMENT

INTRODUCTION

Hartgen Archeological Associates, Inc. (HAA, Inc.) was retained by Toole Design Group to conduct an Archeological Resource Assessment (ARA) and Historic Preservation Assessment for the proposed Milton Bike/Pedestrian Path Scoping Study located in the Village of Milton, Chittenden County, Vermont (Map 1). The project is funded by the Chittenden County Regional Planning Commission. This review and sensitivity assessment was conducted to comply with Section 106 of the National Historic Preservation Act. The investigation was conducted according to the Vermont State Historic Preservation Office's Guidelines for Conducting Archeology in Vermont (2002) and is under review by the Vermont Agency of Transportation (VTrans).

The objective of the ARA is to identify areas of archeological sensitivity based on environmental factors, known site information and historical information for the project Area of Potential Effect (APE). Background research was conducted at the Vermont Division for Historic Preservation (VDHP) where archeological site files, National Register (NR), State Register (SR) and town information were reviewed. A site visit was conducted by Elise Manning Sterling on August 8, 2014 to observe and photograph existing conditions within the project area and photograph structures 50 years and older.

Project Description

The project includes construction of new pathways in four areas within the Town of Milton. For reference in this report, these areas are designated as Areas 1-4, as depicted on Maps 1 and 2. The four areas include:

- Area 1 - A 450 foot (137 m) "gap" in existing sidewalk on the east side of Haydenberry Drive, located north of the McDonald's.
- Area 2 - The area between the existing asphalt pathway on Ellison Street and the front entrance of Milton High School, approximately 2,218 feet (676 m).
- Area 3 - A 5 foot (1.5 m) wide sidewalk on Brandy Lane, the road connecting the High School to Lamoille Terrace, approximately 262 feet (80 m). This scoping study includes the potential for the proposed sidewalk to be located on either the east or west side of Brandy Lane.
- Area 4 - Upper Main Street between Railroad Street and the intersection of East & North Roads, including safety analysis for pedestrian and vehicular traffic along the Upper Main Street portion of the project, approximately 706 feet (215 m). This scoping study includes the potential for the proposed sidewalk to be located on either the north or south side of Main Street.

Present Land Use and Area of Potential Effects (APE)

The proposed Bike and Pedestrian Path improvements are located along four separate and non-contiguous sections of existing road or paths within the Town of Milton. Three of the areas, including Haydenberry Drive (Area 1), Ellison Drive to the Milton High School (Area 2), and Brandy Lane (Area 3), are located adjacent to roads and buildings constructed in the last 40 years. A large portion of these areas contains paved parking areas, business lots, sidewalks and driveways directly adjacent to the roadways. The Milton High School path will primarily traverse landscaped playing fields and a stretch of land within a power line right-of-way. The fourth project area (Area 4) is located at the eastern end of Main Street, a section of the town in which the roads were well established by the mid-19th century, and which contains a number of well preserved 19th-century residences.

The VTrans requires that all projects under archeological review have a clearly defined area of potential effects (APE) that includes all areas where ground disturbance is proposed and areas that may be impacted temporarily or unintentionally such as staging areas and rights-of-way. Based on the proposed impacts listed in the previous section and a width of 50 feet (15 m), the APE includes approximately 4.2 acres (1.7 ha).

N

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Note: Contour interval is 20 feet.

Legend

Project Areas

USGS 1948, Photorevised 1987
Milton, Essex Center, Colchester
& Georgia Plains, Vermont

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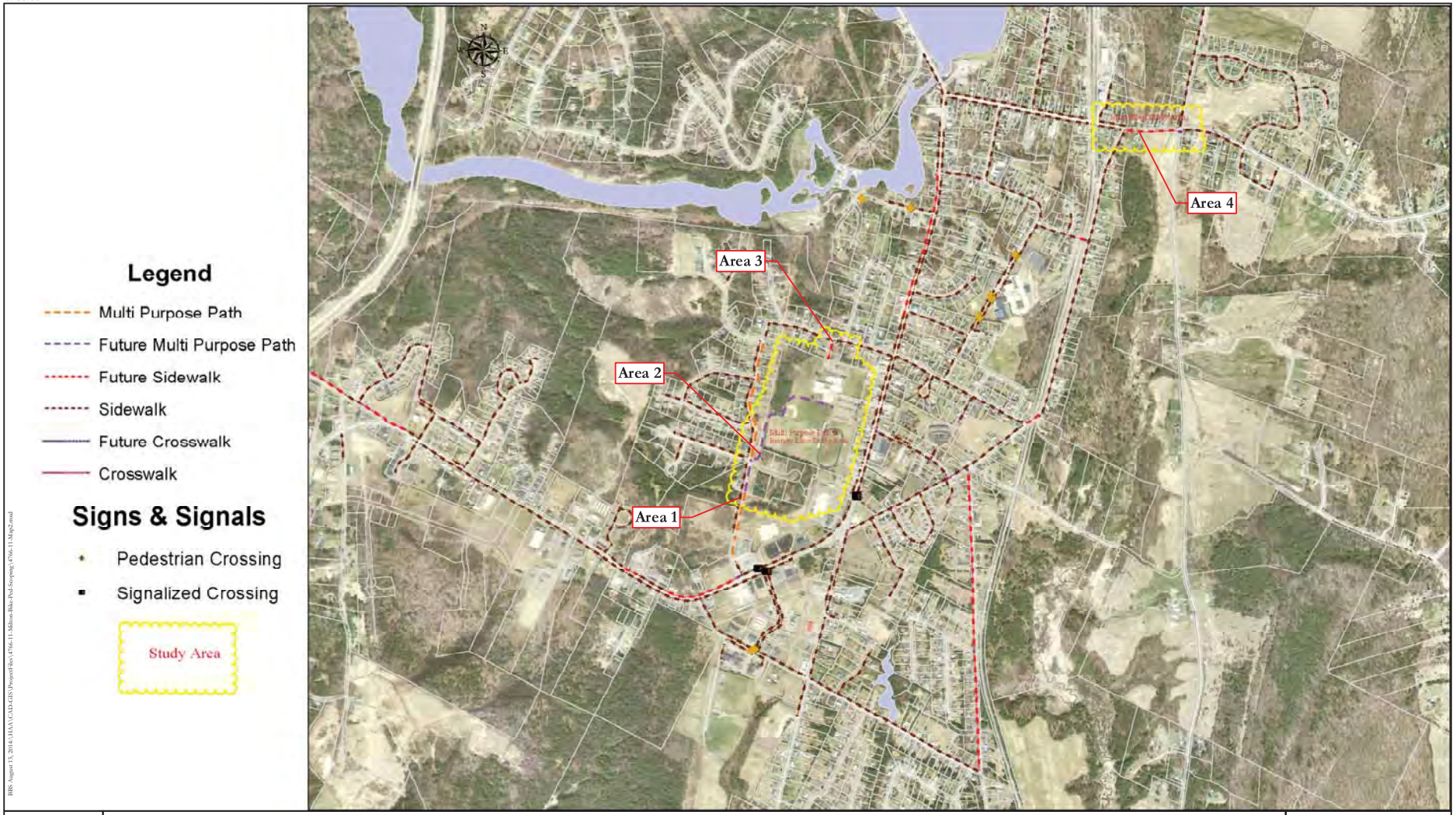
Map 1



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0 400 800 1,200 Meters

Note: Map Scale Is Approximate.

Project Map
Sidewalk, Bike & Ped Network
UPWP Study Areas
(Town Of Milton Dept. of Public Works, 2014)

HARTGEN archeological associates inc

Map 2

BIS August 13, 2014 \HAA\CAD-GIS\ProjectFiles\4766-11-Milton-Bike-Ped-Scoping\4766-11-Map2.mxd

ENVIRONMENTAL BACKGROUND

Physiography, Hydrology and Soils

Environmental characteristics of an area are significant for determining the sensitivity for archeological resources. Precontact and historic groups often favored level, well-drained locations near wetlands and waterways. Therefore, topography, proximity to wetlands, and soils are examined to determine if there are landforms in the project area that are more likely to contain archeological resources. In addition, bedrock formations or other lithic sources may contain resources that may have been quarried by precontact groups. Other locations can also be special purpose sacred and traditional use sites. Soil conditions can provide a clue to past climatic conditions, as well as changes in local hydrology.

The Town of Milton is located in the Champlain lowlands physiographic region, within the Lamoille River valley at an approximate elevation of 340 feet above mean sea level (amsl). The Main Street portion of the project (Area 4) is located at approximately 382 feet (116 m) amsl approximately 2,000 feet southeast of dammed Arrowhead Mountain Lake. The Lamoille River, directly south of the dam on Arrowhead Mountain Lake, is located approximately 2,000 feet from both the northern and southern portions of the project area. Mallett's Creek flows through the eastern end of Main Street in Area 4, draining into a large wetland to the southwest of the intersection of Main and East Streets. In general, the southern project area (Areas 1-3) is relatively flat, situated at a distance from streams and rivers, along roads constructed in the late 20th century.

The soils located within the majority of the project area include Adams and Windsor loamy sands, 0-5 per cent slopes, as well as Hinesburg fine sand loam and Belgrade Eldridge complex of silt and sand (USDA 2014). These soils are derived from glaciofluvial or glaciolacustrine deposits that formed in glacial till. The bedrock of the project vicinity is Dunham dolomite, with the Main street portion formed of Cheshire quartzite. The Cheshire quartzite was frequently used for making stone tools during precontact periods. Other local materials, such as slate, may also have been used to make stone tools. The vegetation in the Milton area is characterized as the Northern Hardwoods which were dominated by maple, birch, beech, spruce and hemlock (Kuchler 1964).

DOCUMENTARY RESEARCH

Historic Archeological Sites

One historic site listed on the Vermont Archaeological Inventory is located within one mile of the project area, and includes;

VT-CH-370 The site consists of three structures representing the pulp mill facility of the International Paper Company. The pulp mill was established in 1899, and operated until 1926. The mill complex consists of two foundations of poured concrete and a third standing brick structure. This site is located west of the Milton Dam on the south side of the river, situated approximately 2100 feet (640 m) northwest of the northwest corner of the project area 2260 (680 m).

Cemeteries

There are no known cemeteries located within or adjacent to any of the four proposed sidewalk segments (Hyde and Hyde 1991).

National and State Register Listed Sites

There are no sites or districts located within or adjacent to the four project areas that are listed on the National Register of Historic Places.

The northern Main Street portion of the project area (Area 4) is located within the Milton Falls Historic District, which is listed on the Vermont State Register (Map 3). The structures within the Historic District located within project Area 4 will be discussed in further detail in the historic preservation/architectural history section of this report.

Historic Maps and Archeological Sensitivity

A review of historic maps of the project area was conducted to attain an overview of the changing historical and environmental landscape within the project area. This includes the study of historic structures that may be or may no longer be extant, alterations to road and rail systems, and changes in stream and river courses. The 1857 Walling map and the 1869 Beers map depict the roadways and river and stream courses in the project area vicinity, as well as the names of the residents who lived there in those years (Maps 4 & 5). These maps show only a few structures located on the eastern end of Main Street. The rest of the houses within the Main Street project area were constructed during the period 1890-1900. Historic United States Geologic Series (USGS) maps, dating to as late as 1987, show that some of the roads in the southern part of the project area (Areas 1-3), including Haydenberry Drive and Brandy Lane, had not yet been built. The high school is shown as an addition to the 1987 USGS, which had been photorevised from the original 1948 map (Map 1).

This historic archeological sensitivity of Areas 1-3 is low. Study of historic maps, as well as modern USGS maps indicate that there was limited early settlement in this part of Milton, with these roads being established later in the 20th century, along with the subsequent construction of modern houses, the Milton High School, and shopping plazas. The Main Street portion of the project (Area 4) has a moderate historic archeological sensitivity since this portion of town was established much earlier, with a number of houses erected by the mid-18th century (Map 6).

Precontact Research and Archeological Sensitivity

An examination of the VDHP archeological site files reveals a relatively high precontact site density in the project vicinity, primarily concentrated along the Lamoille River, Arrowhead Mountain Lake, and Lake Champlain, with a fair of number of sites located adjacent to smaller waterways and wetlands. There are fifteen precontact sites listed in the Vermont site files in the project vicinity. These include:

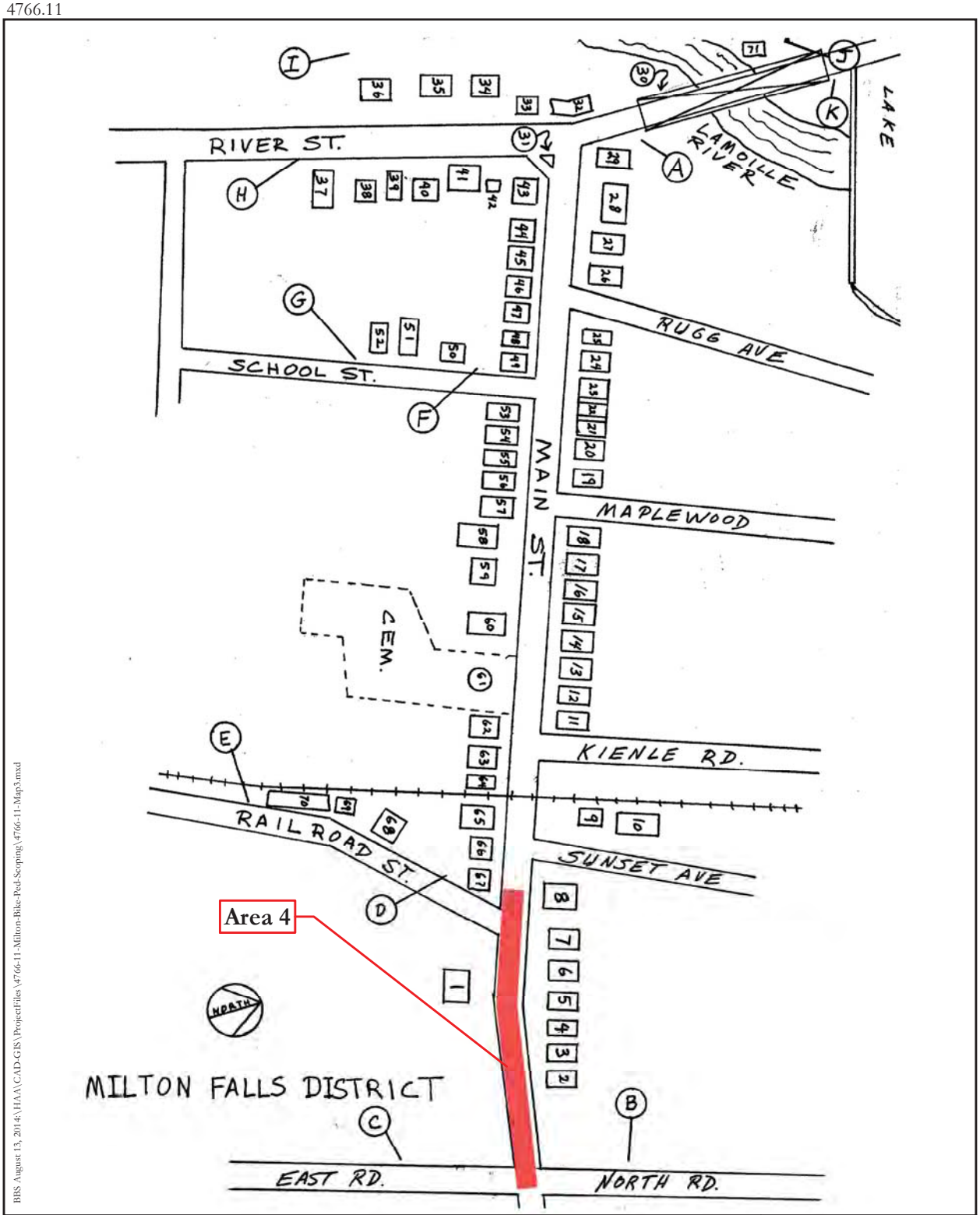
VT-CH-315 This precontact site consists of a dispersed distribution of fire-cracked rock, a few chert flakes, and a chert core within a sample area of approximately 200 by 75 feet. The researcher noted that the distribution suggested several epidoses of activity, though the site age was indeterminate. This site is located near the headwaters of an unnamed stream which feeds into the Lamoille River.

VT-CH-316 This precontact site of indeterminate age consists of a dispersed distribution of fire-cracked rock, three bifaces and calcined bone. This site is located near the headwaters of an unnamed stream which feeds into the Lamoille River.

VT-CH-321 This Middle to Late Woodland period precontact site was identified during testing for the proposed Checkerberry Commercial Park. Artifacts recovered during Phase I and II testing of the site included two triangular projectile points, unifaces, utilized flakes and chert, quartzite and quartz flakes. The site is located on the bank of an erosional gully which leads into the Lamoille River. Site VT-CH-326 is located on the other side of the gully.

VT-CH-326 This is a precontact site of undetermined time period which contained lithic debitage and a projectile point tip. The site is located on the bank of an erosional gully leading to the Lamoille River. Site VT-CH-321 is located on the other side of the gully.

VT-CH-353 This site was originally identified based on the recovery of one chert flake and a charcoal feature. Additional excavation revealed that the charcoal feature was a tree burn. This site was thus considered an isolated find.



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Area 4 Alignment

Milton Falls
State Historic District
(VDHP State Historic Structures Files)

Note: Map Not To Scale.

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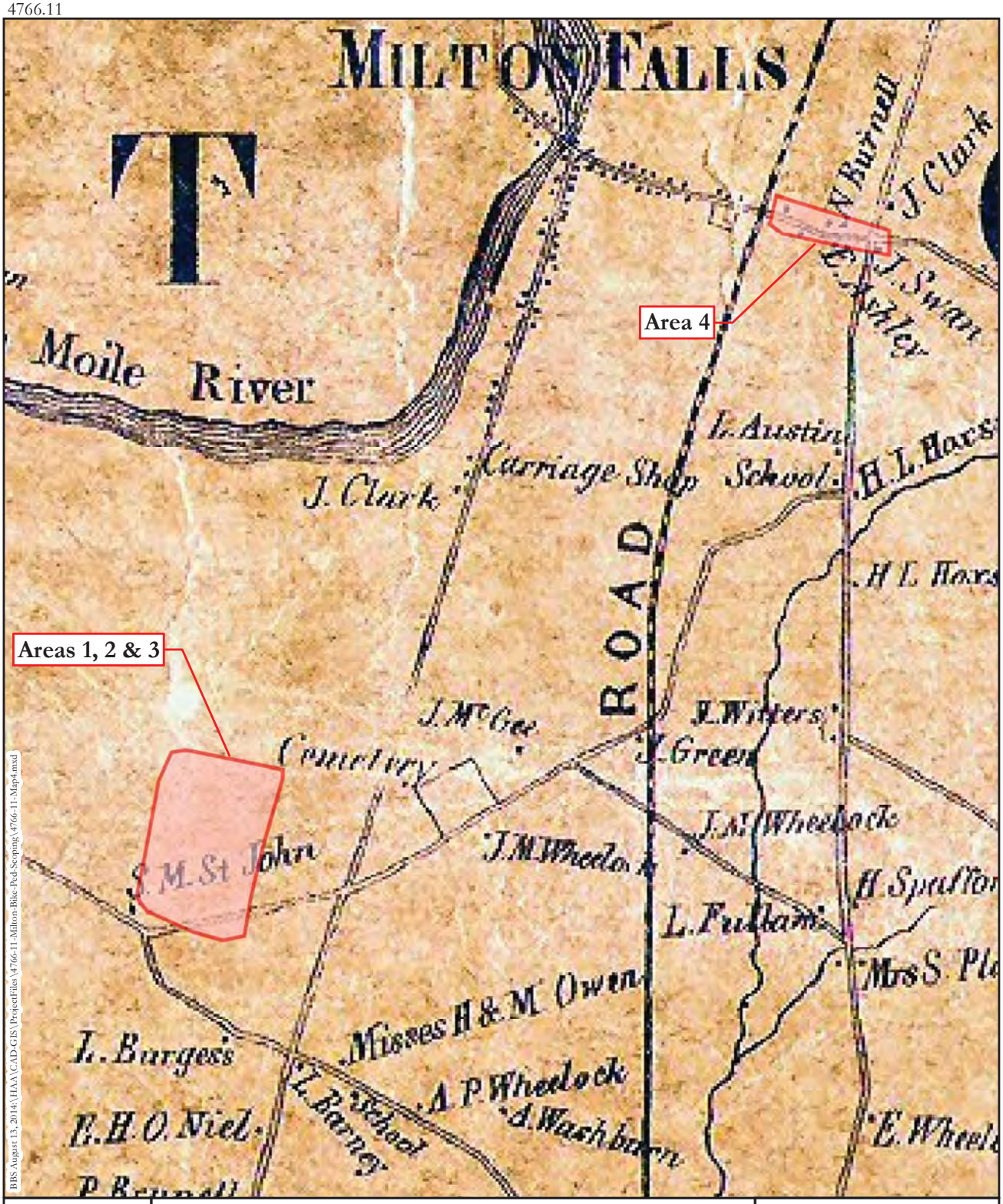
Map 1



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Note: Graphic scale approximate.

Legend

Project Area

Project Area in 1857
Walling 1857

HARTGEN archeological associates inc

Map 4

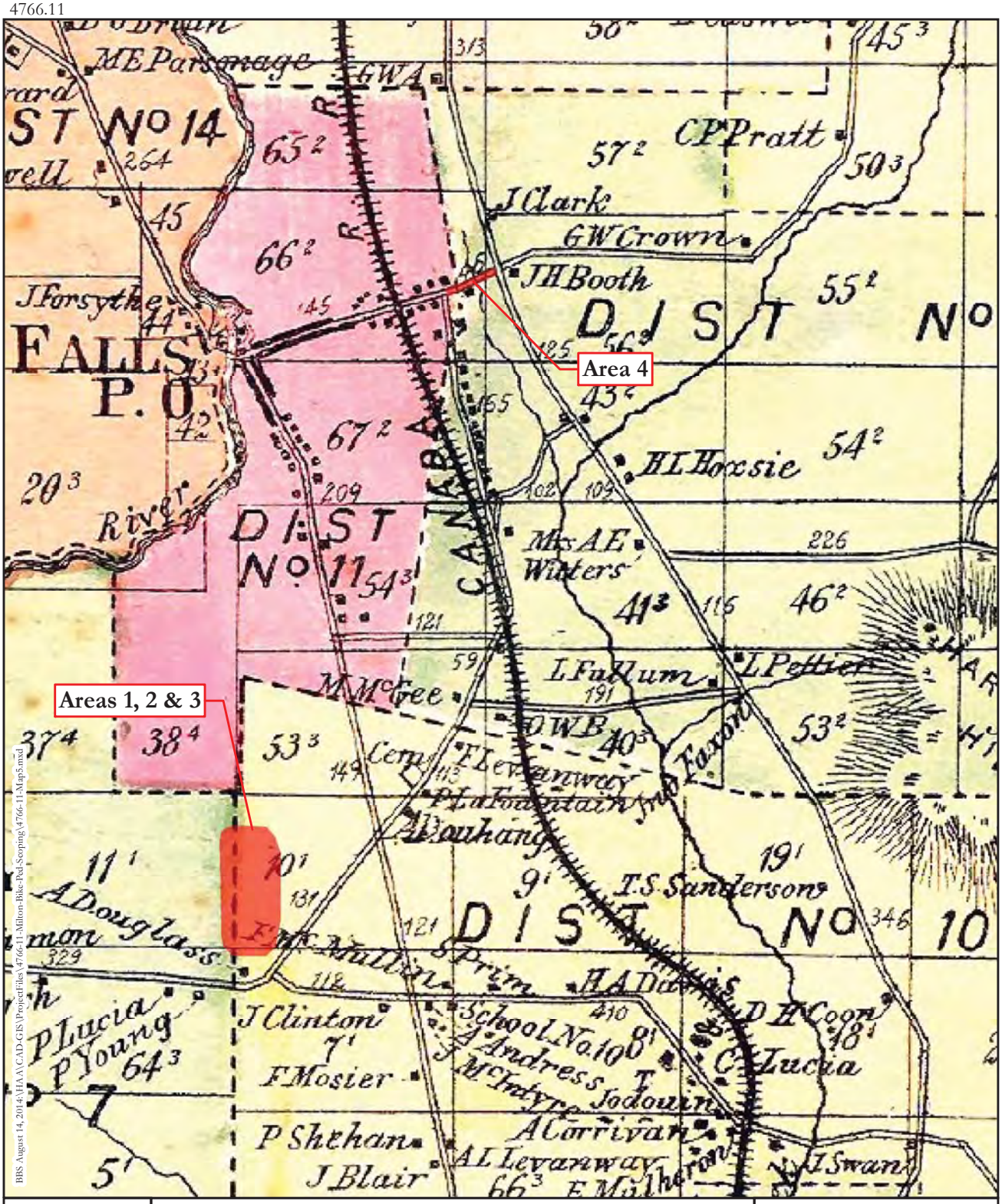
VT-CH-354 A Middle to Late Woodland site identified by the presence of Native American pottery.
VT-CH-360 A precontact site of identified by the presence of one Rama chert flake, located approximately 1700 feet (517 m) northwest of the southwest corner of the project area.

VT-CH-362 A small precontact site of indeterminate time period which was identified based on the recovery of a small number of chert and quartz flakes, chert tools, and bone.

VT-CH-363 The Blue Heron Site – An Early Archaic food process site which contained projectile points, knives, scrapers, and lithic debitage.

VT-CH-369 A precontact site of indeterminate time period consisting of fire-cracked rock and charcoal staining which was eroding out of the Lamoille River bank. The site is located just west of a lower dam on the Lamoille River.

VT-CH-457 Tree Swallow Site. A precontact site of unknown time period located near Mallett's Creek, several hundred feet north of the intersection of Main and West Streets.


Area 4
Areas 1, 2 & 3
ME Parsonage
GWA
CP Pratt
J Clark
GW Crown
JH Booth
J Forsyth
FALLS
P.O.
DIST No 14
DIST No 11
DIST No 10
River
CANAL
HL Hoxsie
Mrs AE Witters
L Fullum
L Pettier
M McGee
OWB
T.S. Sanderson
A Douglass
P Lucia
P Young
J Clinton
F Mosier
P Shehan
J Blair
School No. 10
J Andress
J McIntyre
Jodouin
A Carrivan
AL Levanway
E Mulheron
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Note: Graphic scale approximate.
Legend
Project Area
Project Area in 1869
Beers 1869
HARTGEN
archeological associates inc
Map 5
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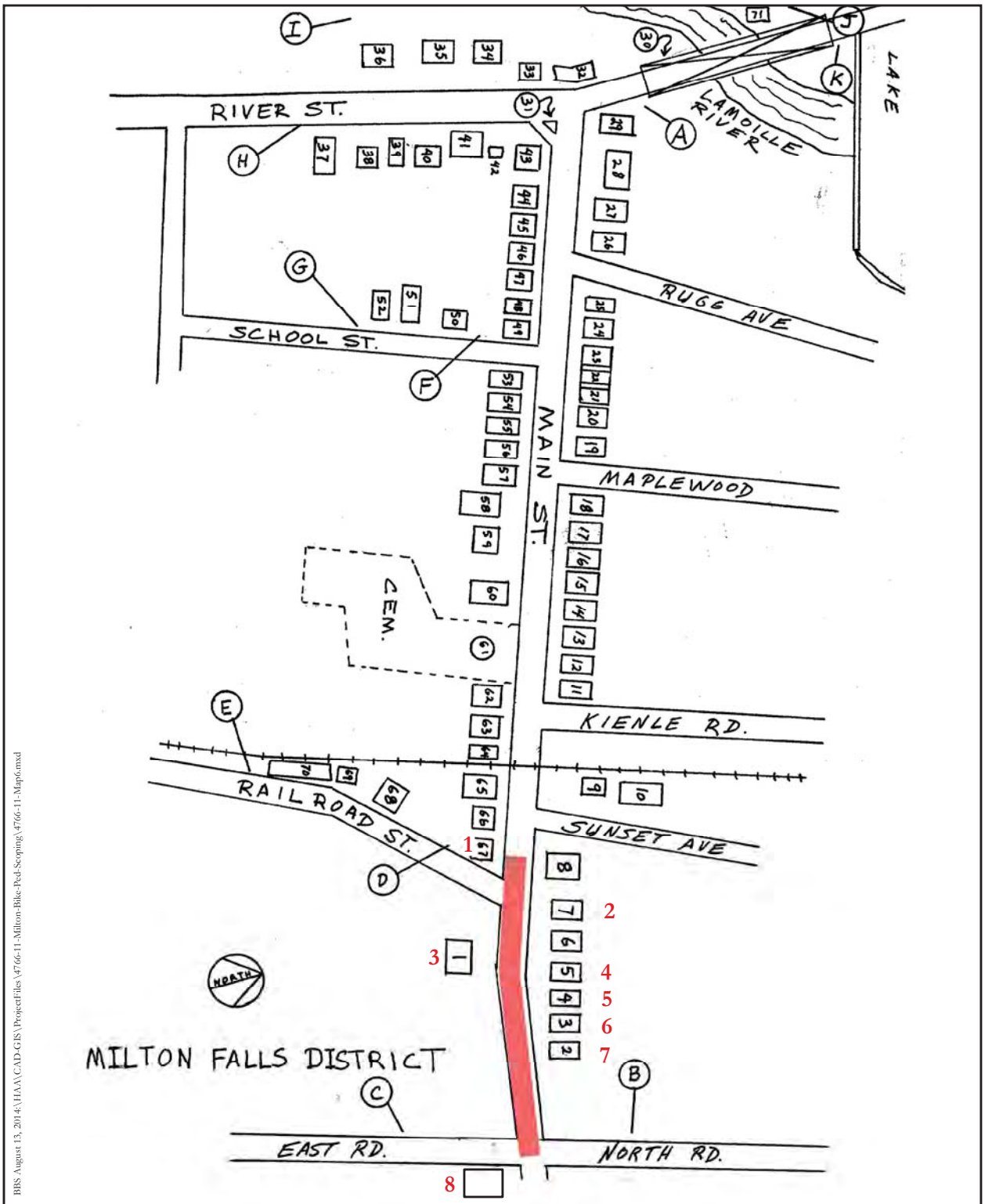

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Legend

3 Structure Numbers

Referenced in Table 1

Note: Map Not To Scale.

Milton Falls
State Historic District with HAA
Historic Structure Designations
(VDHP State Historic Structures Files)

HARTGEN archeological associates inc

Map 6

VT-CH-623 A precontact site of indeterminate time period located in the Mallett's Creek drainage which contained a quartzite Levanna-like projectile point, chert and quartzite scrapers and flakes.

VT-CH-624 A precontact site of indeterminate time period located in the Mallett's Creek drainage which contained quartzite flakes and fire-cracked rock.

VT-CH-848 A Paleo Period precontact site located one mile (1.6 km) southwest of the southern portion of the project area.

VT-CH 918 A precontact site of indeterminate time period which contained 14 lithics and one piece of fire-cracked rock. This site was considered to be potentially significant because of its proximity to Paleo-Period Site VT-CH-848.

The VDHP Environmental Predictive Model was completed for the project area which produced an overall rating of 24 (Appendix I), with a score of 32 indicating archeological sensitivity. The project area received points based on its level terrain and location near waterways, and located in an area of high archeological site density. The Main Street section (Area 4) maintains the highest precontact sensitivity because of its proximity to Mallett's Creek. The level area directly adjacent to Mallett's Creek at the east end of Main Street was identified as archeologically sensitive in a 2001 assessment by UVM (Kelly and Crock 2001). The areas of higher terrain overlooking the wetlands, located at 88 Main Street (north side) and 89 Main Street (south side) to the west of this previously identified sensitivity area, are also considered to be archeologically sensitive.

Area 1 is located east of the head of drainage at Cozy Corner which flows northward into the Lamoille River. There are a number of small precontact sites located directly adjacent to this small unnamed drainage. Area 1 is not located adjacent to or in view of this drainage, as the landform is presently configured from road and housing development construction. Because of the previous road disturbance evident along this small section of proposed pathway, this area is not considered to have precontact sensitivity.

Areas 2 and 3 are situated further distant from major water sources and are not located near small streams or head of drainages. Areas 2 and 3, like Area 1, are not considered to have a high precontact archeological sensitivity since it is likely that the soils have been heavily disturbed from historic development of roads, driveways, utilities and intensive landscaping.

Archeological Site Reconnaissance and Recommendations

Area 1- Haydenberry Drive

Area 1 is characterized as an area of level terrain bordered by a modern road way to the west and a power line to the east which has scrub brush and small trees (Photo 1). Study of the sand and gravel soils that are evident through the sparse grass cover strongly suggests that the original soil stratigraphy was impacted during the recent development of this area through the construction of roads for modern housing developments. This area is not considered to have historic or precontact sensitivity. No further archeological work is recommended for this section of the project area.

Area 2 – Ellison Street to Milton High School

The western end of Area 2 is located several hundred feet north of Area 1, on the east side of Ellison Road and beneath a power line (Photo 2). The area beneath the power line has grass and scrub cover which extends approximately 200 feet in width to a tree-line that separates this area from the high school to the east.

Photo 1. Photo shows a view of Area 1 - Haydenberry Drive north of McDonalds. View is to the north.

Photo 2. Photo shows the western end of Area 2 beneath the power line. The tree-line separating this portion of the path alignment from the school property is visible in the background. View is to the northeast.

Sand and gravel soils are evident through the sparse grass, suggesting that this area was altered during power line construction and maintenance. Previous landscaping disturbance is also indicated by the very level terrain, as well as the presence of pipes indicating the alignment of a pipeline.

On the east side of the tree-line, in the proposed pathway alignment, are the high school playing fields (Photo 3). The level and heavily landscaped playing fields extend from the front of the high school several thousand feet to the south, where it meets the proposed path under the power line. The proposed alignment of the path from Ellison Street to the front of the high school is not considered sensitive for historic or precontact resources. No further archeological work is recommended for this section of the project area.

Photo 3. Photo shows the proposed Area 2 path alignment on the high school property playing fields. View is to the southwest.

Area 3 – Brandy Lane

A sidewalk path is proposed along a several hundred section of Brandy Lane, leading from Lamoille Terrace to the entrance behind the high school (Photo 4). The proposed sidewalk will be constructed adjacent to a newly constructed road in the front yard of recently constructed homes. This area does not have a high historic or precontact sensitivity. No further archeological work is recommended for this section of the project area.

Photo 4. Photo shows the proposed alignment of a sidewalk along Brandy Lane in Area 3. View is to the north.

Area 4 – Main Street

The proposed sidewalk/path alignment on Main Street is characterized by lowlying terrain at its eastern end overlooking Mallett's Creek and the wetlands to the south (Photo 5). Further to the west, the road and land rise to a rounded knoll top on which sit mid-18th century houses and farm complexes (Photo 6-8). These properties (88 and 89 Main St.), which contain elevated terraces which overlook Mallett's Creek and the wetlands, are considered to have precontact archeological sensitivity. The grounds of these historic farm complexes are also considered to have historic sensitivity. Further to the west of these historic farmsteads, the land within the project area slopes steeply downward toward Railroad Street and the railroad tracks.

The areas identified for historic and precontact archeological sensitivity within the Main Street (Area 4) section of the project include the raised or rounded terrace landforms located at 88 and 89 Main Street. The areas of level terrain on the south side of Main Street, situated between the driveway at 89 Main Street, and extending eastward to the intersection with East Road are also considered to have precontact archeological sensitivity. If these sensitivity areas can not be avoided during project design, it is recommended that archeological reconnaissance survey be conducted. The results of this report and its recommendations should be reviewed by VTrans for concurrence.

Photo 5. Area 4 photo shows the view from the top of the hill on Main Street toward the intersection of East and North Road. The area on the right, overlooking Mallett's Creek and wetlands is considered archeologically sensitive. View is to the east.

Photo 6. Photo shows the intersection of Main Street and East and North Roads (foreground), and the raised terraces on which sit historic farmsteads. Note the house at 89 Main Street on the left. View is to the west.

Photo 7. Photo shows the front yard and terrace of 89 Main Street, considered to be archeologically sensitive. View is to the southwest.

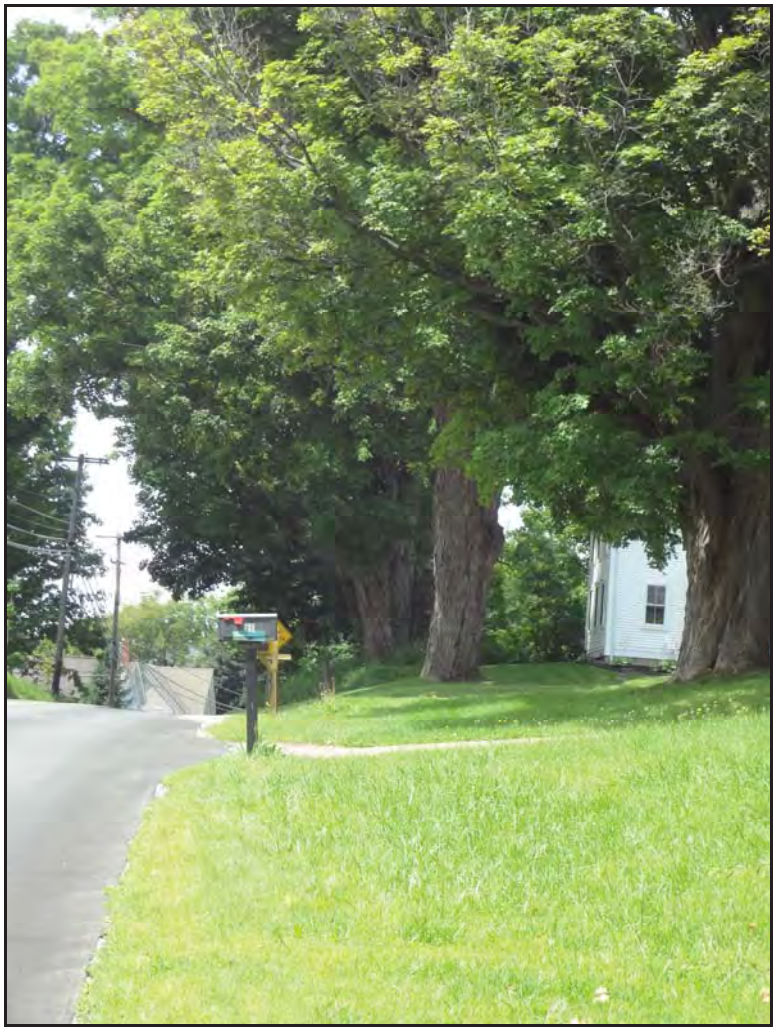

Photo 8. Photo shows the front yard and terrace of 88 Main Street, considered to be archeologically sensitive. View is to the west.

Architectural Assessment

All of the structures within the project area have previously been surveyed (Table 1). The project area falls largely within the Milton Falls Historic District, a Vermont State Register Historic District. The Milton Falls Historic District is chiefly comprised of wood-framed one and two story residential and commercial structures dating from c.1820 to the first quarter of the 20th century (Schoettle 1977). Buildings within the project area along Main Street are principally wood-framed houses of one, two or two-and-half stories, constructed during the second half of the nineteenth century or in the early twentieth century (Photos 9 thru 16; Map 6). These dwellings are principally vernacular in style (Photos 12, 14-16), but examples of Greek Revival (Photo 11), Italianate (Photo 9) and Queen Anne styles (Photos 10 and 13) are represented. One structure, 4 East Road, was previously surveyed individually, and is listed on the Vermont State Register. No direct project impacts on any of the structures is anticipated. However, it is possible that there will be impacts to landscape features associated with one or more of these properties.

Table 1. Previously surveyed structures adjacent to or within the project APE.

Structure Number	Photo Number	Property Name or Address	VHSSS Number (all are on VSSS)	Description of Building
1	9	79 Main Street	0410-17-67	A wood-framed T-plan house of 1 1/2 stories with Italianate details.
2	10	82 Main Street	0410-17-7	A wood-framed Queen Anne style house of 2 1/2 stories and with intersecting gable roof.
3	11	89 Main Street	0410-17-1	A 1 1/2 story wood-framed Greek revival upright-and-wing house with associated outbuildings.
4	12	88 Main Street	0410-17-5	A 2 story wood-framed vernacular house with gable roof and 2-story garage addition.
5	13	94 Main Street	0410-17-4	A 2-story wood-framed Queen Anne style house with intersecting gable roof.
6	14	96 Main Street	0410-17-3	A 2-story wood-framed gable-entry vernacular house with 1 1/2 story addition forming a T plan.
7	15	98 Main Street	0410-17-2	A 2-story wood-framed gable-entry vernacular house with Italianate porch extending across its south elevation.
8	16	4 East Road	0410-13	A 2-story 5-bay wide center-passage vernacular wood-framed house with gable roof.

Sidewalks and curbs

Sidewalks and curbing in the project area largely date to the mid-to-late 20th century and are comprised of concrete. They are not considered to have historic value. Replacement with new concrete sidewalks of similar scale and size and concrete or granite curbing is appropriate.

Street lighting, historic exterior stairs and historic fencing

There are no street lights, historic exterior stairs, or historic fencing located within the project area. There is a modern fence associated with 98 Main Street (Structure 7, Photo 15). It contributes significantly to the landscape associated with that structure; impacts to it should be avoided. If it is necessary to remove it, it should be relocated at the street-edge of the property after end of project work.

Retaining walls

A low retaining wall is located in front of, and is associated with, 82 Main Street. It is comprised of dry-laid fieldstone (Photo 10). It is likely that this wall is either immediately adjacent to or within the proposed work areas. If the stone wall is to be affected by the contemplated work, it is recommended that it be repaired or replaced in kind, salvaging as much of the original material as possible.

Wherever the expansion of a road or sidewalk affects the topography significantly enough to create a slope greater than 45 or creates a change in topography requiring a retaining wall to secure the slope, the materials selected for such a retaining wall should reflect the scale, texture, color, size and materials used in extant retaining walls within the District.

Trees and other mature plantings

Impacts to any large trees or to mature plantings that contribute significantly to the scale of the street or neighborhood should be avoided. Mature trees are located close to the current road edge or to the outside edge of the current sidewalk in several locations within the project area along Main Street. Examples of this include the maple trees in front of 88, 89, and 94-98 Main Street and 4 East Road (see Photos 10-12 and 15). Impacts to any large trees or to mature plantings that contribute significantly to the scale of the street should be avoided. If this is not possible, replacement plantings of the same or similar species should be provided.

Photo 9. Structure 1, 79 Main Street, facing south. A wood-framed T-plan house of 1 1/2 stories with Italianate details.

Photo 10. Structure 2, 82 Main Street, facing northwest. A wood-framed Queen Anne style house of 2 1/2 stories and with intersecting gable roof.

Photo 11. Structure 3, 89 Main Street, facing southwest. A 1 1/2 story wood-framed Greek revival upright-and-wing house with associated outbuildings.

Photo 12. Structure 4, 88 Main Street, facing northwest. A 2 story wood-framed vernacular house with gable roof and 2-story garage addition.

Photo 13. Structure 5, 94 Main Street, facing northwest. A 2-story wood-framed Queen Anne style house with intersecting gable roof.

Photo 14. Structure 6, 96 Main Street, facing northwest. A 2-story wood-framed gable-entry vernacular house with 1 1/2 story addition forming a T plan.

Photo 15. Structure 7, 98 Main Street, facing northwest. A 2-story wood-framed gable-entry vernacular house with Italianate porch extending across its south elevation.

Photo 16. Structure 8, 4 East Road, facing northwest. A 2-story 5-bay wide center-passage vernacular wood-framed house with gable roof.

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APPENDIX 1: VDHP Archeological Resource Assessment Form

Vermont Division for Historic Preservation
Archeological Resources Assessment Form
Milton Bike/Ped Path Scoping Study

DHP# _____
Organization & Recorder: **HAA. Inc./ E. Manning**
Date: 8/132014

Envronmental Predictive Model				ArcheoMapTool GIS Model	Field Inspection Comments
Variable	Proximity	Value	Assigned Score	Variable	
A. Rivers and Streams (Existing or relict)					
1) Proximity to Rivers and Permanent Streams	0–90 m	12	**12**	Layer 1: Proximity to Rivers and Permanent Streams (0-180 m)	
	90-180 m	6			
2) Proximity to Intermittent Streams	0–90 m	12		-	
	90-180 m	6			
3) Proximity to Permanent River/Stream Confluences	0–90 m	8		Layer 6: Proximity to River/Stream Confluences (0-180 m)	
	90-180 m	4			
4) Proximity to Intermittent Stream Confluences	0–90 m	12		-	
	90-180 m	6			
5) Proximity to Waterfalls	0–90 m	8		Layer 7: Proximity to Waterfalls (0-180 m)	
	90-180 m	4			
6) Proximity to Heads of Drainages	0–90 m	8		Layer 5: Proximity to Heads of Permanent Drainages (0-300 m)	
	90-180 m	4			
7) Major Floodplain - Alluvial Terrace	0–90 m	8		Layer 10: Floodplain Soils Presence	
	90-180 m	4			
8) Knoll or Swamp Island		32		Layer 1: Proximity to Rivers and Permanent Streams (0-180 m)	
9) Stable Riverine Island		32		Layer 2: Proximity to Waterbodies (0-180 m)	
B. Lakes and Ponds					
10) Proximity to Pond or Lake	0–90 m	12		Layer 2: Proximity to Waterbodies (0-180 m)	
	90-180 m	6			
11) Proximity to Stream-Waterbody Confluences	0–90 m	12		Layer 4: Proximity to Stream-Waterbody Confluences (0-180 m)	
	90-180 m	6			
12) Lake Coves, Peninsulas, and Bayheads	0–90 m	12		Layer 2: Proximity to Waterbodies (0-180 m)	
	90-180 m	6			
C. Wetlands					
13) Proximity to Wetlands*	0–90 m	12	**12**	Layer 3: Proximity to Wetlands (0-180 m)	
	90-180 m	6			

Envronmental Predictive Model				ArcheoMapTool GIS Model	Field Inspection Comments
Variable	Proximity	Value	Assigned Score	Variable	
14) Knoll or Swamp Island		32		Layer 3: Proximity to Wetlands (0-180 m)	
D) Valley edge and Glacial Landforms					
15) High Elevated Landform (e.g. Knoll Top, Ridge Crest, Promontory)		12		See Landmarks (Info Layers) and Catchment layers (Water-related Layers)	
16) Valley Edge Features (e.g. Kame Outwash Terrace)		12		Layer 9 Glacial Outwash and Kame Terrace Soils	
17) Marine/Lake Delta Complexes		12		Layer 9 Glacial Outwash and Kame Terrace Soils Presence	
18) Champlain Sea or Glacial Lake Shore Line**		12		Layer 8: Paleo Lake Soils Proximity (0-180 m)	
E. Other Environmental Factors					
19) Caves and Rockshelters		32		-	
20) Natural Travel Corridors (e.g. Drainage Divides)		12		See Landmarks (Info Layers) and catchment layers (Water-related Layers)	
21) Existing or Relict Springs	0–90 m	8		-	
	90–180 m	4			
22) Potential or Apparent Prehistoric Quarry for Lithic Material Procurement	0–90 m	8		See Soils with "M" parent material (Under Construction)	
	90–180 m	4			
23) Special Environmental or Natural Area~	0–180 m	32		-	
F. Other High Sensitivity Layers					
24) High Likelihood of Burials		32		See VAI layer (Under Construction)	
25) High Recorded Archeological Site Density		32	**32**	See VAI layer (Under Construction)	
26) High likelihood of containing significant site based on recorded or archival data or oral tradition		32		See VAI layer (Under Construction)	

Envronmental Predictive Model				ArcheoMapTool GIS Model	Field Inspection Comments
Variable	Proximity	Value	Assigned Score	Variable	
G. Negative Factors					
27) Excessive (>15%) or Steep Erosional (>20%) Slopes		-32		See Slope Layer (Info Layers folder)	
28) Previously Disturbed Land***		-32	**-32**	See Land Use ND Building Footprint Layers (Info Layers folder)	
Total Score:			**24**		

** remains incompletely mapped; digital layer includes paleo lakes and wetlands based on soils data
*** as evaluated by a qualified archeological professional or engineer based on coring, earlier as-built plans, or obvious surface evidence (such as a gravel pit)
~such as Milton acquifer, mountain top, etc. (historic or prehistoric sacred or traditional site locations, other prehistoric site types)
*Environmental predictive model limits wetlands to those > one acre in size; ArchSensMap

Milton, VT Scoping Study
Opinion of Probable Construction

Prepared By: Toole Design Group
Date: March 2015

Haydenberry Drive Improvements	Cost	$79,000
	ESTIMATED PROJECT TOTAL	**$79,000**

Notes:
Background information is provided on individual tabs.
Cost does not include environmental permitting, easement or property acquisition.
VTrans 5 Year Price List February 2009- December 2013

Milton, VT Scoping Study
Opinion of Probable Construction

Prepared By: Toole Design Group
Date: March 2015

Haydenberry Drive Improvements

DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Unclassified Excavation	75	CY	$25.00	$1,900
Removing Curb	65	LF	$6.00	$400
Vertical Granite Curb	85	LF	$31.00	$2,700
Subbase Gravel	85	CY	$27.00	$2,300
Subbase Sand Borrow	45	CY	$18.00	$900
Portland Cement Concrete Sidewalk, 5 inch	15	SY	$61.00	$1,000
Bituminous Concrete Path	35	TON	$147.00	$5,200
ADA Ramps	6	EA	$3,200.00	$19,200
Detectable Warning Surface	6	EA	$45.00	$270
Durable 4" Yellow Line, Type 1 Tape	100	LF	$2.00	$200
Durable 12" White Line, Type I Tape	560	LF	$6.00	$3,360
Traffic Signs & Posts	1	EA	$120.00	$120
Loam & Seed	100	SY	$15.00	$1,500
Erosion Control	1	LS	$4,300.00	$4,300
Traffic Controls	1	LS	$4,000.00	$4,000
Mobilization	1	LS	$3,000.00	$3,000
			SUBTOTAL =	$51,000
			25% CONTINGENCY =	$13,000
			DESIGN & CONSTRUCTION ENGINEERING =	$15,000
			TOTAL =	$79,000.00

Milton, VT Scoping Study
Opinion of Probable Construction

Prepared By: Toole Design Group
Date: March 2015

Milton High School Improvements	Cost	$462,000
	ESTIMATED PROJECT TOTAL	**$462,000**

Notes:
Background information is provided on individual tabs.
Cost does not include environmental permitting, easement or property acquisition.
VTrans 5 Year Price List February 2009- December 2013

Milton, VT Scoping Study
Opinion of Probable Construction

Prepared By: Toole Design Group
Date: March 2015

Milton High School Improvements

DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Unclassified Excavation	2055	CY	$25.00	$51,400
Subbase Gravel	1375	CY	$27.00	$37,200
Subbase Sand Borrow	695	CY	$18.00	$12,600
Portland Cement Concrete Sidewalk, 5 inch	45	SY	$61.00	$2,800
Bituminous Concrete Path	465	TON	$147.00	$68,400
Chain-link Fence, 4 feet	1595	LF	$36.00	$57,420
Remove Existing Fence	15	LF	$2.00	$30
Durable 4" Yellow Line, Type 1 Tape	1400	LF	$2.00	$2,800
Durable 12" White Line, Type 1 Tape	30	LF	$6.00	$180
Loam & Seed	1185	SY	$15.00	$17,775
Erosion Control	1	LS	$4,300.00	$4,300
Traffic Controls	1	LS	$25,000.00	$25,000
Mobilization	1	LS	$18,000.00	$18,000
			SUBTOTAL =	$298,000
			25% CONTINGENCY =	$75,000
			DESIGN & CONSTRUCTION ENGINEERING =	$89,000
			TOTAL =	$462,000.00

Milton, VT Scoping Study
Opinion of Probable Construction

Prepared By: Toole Design Group
Date: March 2015

Brandy Lane Improvements	Cost	$56,000
	ESTIMATED PROJECT TOTAL	**$56,000**

Notes:
Background information is provided on individual tabs.
Cost does not include environmental permitting, easement or property acquisition.
VTrans 5 Year Price List February 2009- December 2013

Milton, VT Scoping Study
Opinion of Probable Construction

Prepared By: Toole Design Group
Date: March 2015

Brandy Lane Improvements

DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Unclassified Excavation	125	CY	$25.00	$3,200
Subbase Gravel	55	CY	$27.00	$1,500
Portland Cement Concrete Sidewalk, 5 inch	235	SY	$61.00	$14,400
ADA Ramps	2	EA	$3,200.00	$6,400
Detectable Warning Surface	2	EA	$45.00	$90
Remove Existing Fence	15	LF	$2.00	$30
Loam & Seed	70	SY	$15.00	$1,050
Erosion Control	1	LS	$4,300.00	$4,300
Traffic Controls	1	LS	$3,000.00	$3,000
Mobilization	1	LS	$2,000.00	$2,000
			SUBTOTAL =	$36,000
			25% CONTINGENCY =	$9,000
			DESIGN & CONSTRUCTION ENGINEERING =	$11,000
			TOTAL =	$56,000.00

Milton, VT Scoping Study
Opinion of Probable Construction

Prepared By: Toole Design Group
Date: March 2015

Upper Main Street Improvements: Phase 1	Cost	$2,500
	ESTIMATED PROJECT TOTAL	**$2,500**

Notes:
Background information is provided on individual tabs.
Cost does not include environmental permitting, easement or property acquisition.
VTrans 5 Year Price List February 2009- December 2013

Milton, VT Scoping Study
Opinion of Probable Construction

Prepared By: Toole Design Group
Date: March 2015

Upper Main Stree Improvements: Phase 1

DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Durable 12" White Line, Type I Tape	60	LF	$6.00	$360
Traffic Signs & Posts	4	EA	$120.00	$480
Erosion Control	1	LS	$500.00	$500
Traffic Controls	1	LS	$100.00	$100
Mobilization	1	LS	$100.00	$100
			SUBTOTAL =	$1,600
			25% CONTINGENCY =	$400
			DESIGN & CONSTRUCTION ENGINEERING =	$500
			TOTAL =	$2,500.00

Milton, VT Scoping Study
Opinion of Probable Construction

Prepared By: Toole Design Group
Date: March 2015

Upper Main Street Improvements: Phase 2	Cost	$1,729,000
	ESTIMATED PROJECT TOTAL	**$1,729,000**

Notes:
Background information is provided on individual tabs.
Cost does not include environmental permitting, easement or property acquisition.
VTrans 5 Year Price List February 2009- December 2013

Milton, VT Scoping Study
Opinion of Probable Construction

Prepared By: Toole Design Group
Date: March 2015

Upper Main Street Improvements: Phase 2

DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Clearing and Grubbing	0.1	ACRE	$14,000.00	$1,400
Unclassified Excavation	545	CY	$25.00	$13,700
Excavation of Surfaces and Pavements	13350	CY	$20.00	$267,000
Removing Curb	25	LF	$6.00	$200
Vertical Granite Curb	945	LF	$31.00	$29,300
Subbase Gravel	11100	CY	$27.00	$299,700
Retaining Wall	90	CY	$800.00	$72,000
Superpave Bituminous Concrete Pavement	1350	CY	$72.00	$97,200
Portland Cement Concrete Sidewalk, 5 inch	695	SY	$61.00	$42,400
ADA Ramps	7	EA	$3,200.00	$22,400
Detectable Warning Surface	7	EA	$45.00	$315
Durable 12" White Line, Type I Tape	1065	LF	$6.00	$6,390
Loam & Seed	1340	SY	$15.00	$20,100
Erosion Control	1	LS	$4,300.00	$4,300
Utility Adjustments	1	LS	$70,000.00	$70,000
Traffic Controls	1	LS	$95,000.00	$95,000
Mobilization	1	LS	$73,000.00	$73,000

SUBTOTAL =	$1,115,000
25% CONTINGENCY =	$279,000
DESIGN & CONSTRUCTION ENGINEERING =	$335,000
TOTAL =	$1,729,000

Account	Estimated Revenue	Applied For	Received To Date	Uncollected Balance	FY-14/15 MTD Pd 9 Mar
10-10-000-311 TAXES					
10-10-000-311.00 PROPERTY TAXES	5,144,076.00	0.00	-3,683,898.85	1,460,177.15	1,900,000.00
10-10-000-311.10 RAILROAD TAXES	1,315.00	0.00	0.00	1,315.00	0.00
10-10-000-311.20 STATE LAND TAXES	16,339.00	0.00	-16,726.98	-387.98	0.00
10-10-000-311.30 CURRENT USE TAXES	45,597.00	0.00	-50,860.00	-5,263.00	0.00
10-10-000-311.40 PENALTY ON LATE HS-122	500.00	0.00	-6,195.00	-5,695.00	0.00
10-10-000-311.50 SCHOOL TAX COLLECTION FEE	24,783.00	0.00	0.00	24,783.00	0.00
Total TAXES	5,232,610.00	0.00	-3,757,680.83	1,474,929.17	1,900,000.00
10-10-000-313 FEMA AID					
Total FEMA AID	0.00	0.00	0.00	0.00	0.00
10-10-000-314.00 FEMA-4140-DR-VT	0.00	0.00	0.45	0.45	0.00
10-10-000-319 INTEREST/PENALTY DEL TAX					
10-10-000-319.10 INTEREST ON DEL TAXES	35,000.00	0.00	-25,693.48	9,306.52	-1,704.80
10-10-000-319.20 PENALTIES ON DEL TAXES	57,000.00	0.00	0.00	57,000.00	0.00
Total INTEREST/PENALTY DEL TAX	92,000.00	0.00	-25,693.48	66,306.52	-1,704.80
10-10-000-321 MISCELLANEOUS REVENUES					
10 -000-321.00 STATE LAND PILOT	3,200.00	0.00	-2,963.00	237.00	0.00
1 000-321.20 Allowance for Uncollectib	14,331.00	0.00	0.00	14,331.00	0.00
10-10-000-321.25 Health Care Stabilization	18,500.00	0.00	0.00	18,500.00	0.00
Total MISCELLANEOUS REVENUES	36,031.00	0.00	-2,963.00	33,068.00	0.00
10-10-000-322 LICENSE REVENUE					
10-10-000-322.10 FISH & WILDLIFE LIC FEES	600.00	0.00	0.00	600.00	0.00
10-10-000-322.20 MOTOR VEHICLE RENEWAL	3,500.00	0.00	-1,080.00	2,420.00	-126.00
10-10-000-322.60 DOG LICENSES	4,500.00	0.00	-2,424.00	2,076.00	-1,708.00
Total LICENSE REVENUE	8,600.00	0.00	-3,504.00	5,096.00	-1,834.00
10-10-000-337 REIMBURSE. REVENUE					
10-10-000-337.00 SCHOOL'S SHARE FINANCE	154,500.00	0.00	-70,354.50	84,145.50	0.00
10-10-000-337.10 WATER/SEWER ADMIN REIMB	317,558.00	0.00	-236,668.50	80,889.50	-78,889.50
10-10-000-337.20 SCHOOL SHARE ELECTIONS	1,500.00	0.00	0.00	1,500.00	0.00
Total REIMBURSE. REVENUE	473,558.00	0.00	-307,023.00	166,535.00	-78,889.50
10-10-000-340 LIBRARY FEES					
10-10-000-340.00 LIBRARY FEES	500.00	0.00	-1,359.15	-859.15	-163.85
Total LIBRARY FEES	500.00	0.00	-1,359.15	-859.15	-163.85
10-10-000-341 RECORDING FEES					
1 000-341.00 RECORDING FEES	100,000.00	0.00	-58,617.08	41,382.92	-7,964.00
10 -000-341.10 Clerk's Fees	10,000.00	0.00	-13,775.37	-3,775.37	-1,119.00

Account	Estimated Revenue	Applied For	Received To Date	Uncollected Balance	FY-14/15 MTD Pd 9 Mar
10-10-000-341.20 OPER-TRANSFER IN-ACS	22,000.00	0.00	-2,400.19	19,599.81	0.00
10-10-000-341.21 OPER TRANSFER IN REC/REST	10,000.00	0.00	0.00	10,000.00	0.00
Total RECORDING FEES	142,000.00	0.00	-74,792.64	67,207.36	-9,083.00
10-10-000-342 LISTERS FEES					
10-10-000-342.00 LISTERS FEES	100.00	0.00	-31.97	68.03	0.00
10-10-000-342.10 APPRAISAL FEES	1,000.00	0.00	0.00	1,000.00	0.00
10-10-000-342.20 LISTER'S EDUCATION	600.00	0.00	-426.96	173.04	0.00
Total LISTERS FEES	1,700.00	0.00	-458.93	1,241.07	0.00
10-10-000-361 INTEREST					
10-10-000-361.00 INTEREST ON INVESTMENTS	12,000.00	0.00	-1,520.75	10,479.25	0.00
10-10-000-361.10 INTEREST ON IMPACT FEE	4,000.00	0.00	0.00	4,000.00	0.00
Total INTEREST	16,000.00	0.00	-1,520.75	14,479.25	0.00
10-10-000-390 MISCELLANEOUS INCOME					
10-10-000-390.00 OTHER FINANCING SOURCES	2,500.00	0.00	-31,401.22	-28,901.22	-212.44
Total MISCELLANEOUS INCOME	2,500.00	0.00	-31,401.22	-28,901.22	-212.44
10-10-000-391 OPERATING TRANSFER IN					
10-10-000-391.00 OPERATING TRANSFER IN	30,000.00	0.00	0.00	30,000.00	0.00
10-10-000-391.05 Oping Tfer In(TIF-Main ST	16,453.00	0.00	0.00	16,453.00	0.00
Total OPERATING TRANSFER IN	46,453.00	0.00	0.00	46,453.00	0.00
10-10-000-392 RESTITUTION/SALE OF PROP					
Total RESTITUTION/SALE OF PROP	0.00	0.00	0.00	0.00	0.00
10-20-000-342 POLICE FEES					
10-20-000-342.00 POLICE FINES AND COSTS	35,000.00	0.00	-12,006.00	22,994.00	-697.50
10-20-000-342.10 POLICE FEES	2,600.00	0.00	-1,757.00	843.00	-240.00
10-20-000-342.11 POLICE CONTRACTS	30,000.00	0.00	-134,618.64	-104,618.64	-8,041.00
10-20-000-342.30 OTI Seized Assets/Canine	10,000.00	0.00	0.00	10,000.00	0.00
10-20-000-342.53 Governor Highway Safety-B	0.00	0.00	-187.40	-187.40	0.00
10-20-000-342.54 BALLISTIC VESTS GRANT	1,500.00	0.00	0.00	1,500.00	0.00
10-20-000-342.55 CDIP GRANT	3,000.00	0.00	0.00	3,000.00	0.00
10-20-000-342.56 POLICE DONATIONS	200.00	0.00	0.00	200.00	0.00
10-20-000-342.57 COPS GRANT	35,000.00	0.00	-36,948.30	-1,948.30	0.00
10-20-000-342.58 SRO GRANT	77,500.00	0.00	-45,251.82	32,248.18	-24,190.23
Total POLICE FEES	194,800.00	0.00	-230,769.16	-35,969.16	-33,168.73
10-20-000-343 FIRE RESCUE FEES					
10-20-000-343.00 FIRE DEPT FEES	7,000.00	0.00	-8.81	6,991.19	0.0
10-20-000-343.05 FIRE DEPT INS. REIMB 1937	1,900.00	0.00	0.00	1,900.00	0.00

Account	Estimated Revenue	Applied For	Received To Date	Uncollected Balance	FY-14/15 MTD Pd 9 Mar
10-20-000-343.10 RESCUE FEES	225,000.00	0.00	-143,040.15	81,959.85	-10,866.46
10-20-000-343.12 OTI Fire/Rescue Reserve	59,095.00	0.00	0.00	59,095.00	0.00
10-20-000-343.56 RESCUE DONATIONS	3,100.00	0.00	-4,896.71	-1,796.71	-85.00
Total FIRE RESCUE FEES	296,095.00	0.00	-147,945.67	148,149.33	-10,951.46
10-20-000-345 ANIMAL CONTROL FEES					
10-20-000-345.00 POUND FEES	6,000.00	0.00	-4,001.37	1,998.63	-284.48
Total ANIMAL CONTROL FEES	6,000.00	0.00	-4,001.37	1,998.63	-284.48
10-20-490-361.00 INTEREST ON RESCUE DONATI	10.00	0.00	-2.28	7.72	0.00
10-30-000-334 INTERGOVERNMANTEL					
10-30-000-334.00 STATE AID TO HIGHWAYS	241,287.00	0.00	-180,438.43	60,848.57	0.00
10-30-000-334.50 Beebe Hill Slope Failure	0.00	0.00	-144,512.84	-144,512.84	0.00
Total INTERGOVERNMANTEL	241,287.00	0.00	-324,951.27	-83,664.27	0.00
10-30-000-336 WINTER ROAD FEES					
Total WINTER ROAD FEES	0.00	0.00	0.00	0.00	0.00
10 ·000-344 PUBLIC WORKS FEES					
1(J00-344.30 PUBLIC WORKS FEES	2,500.00	0.00	-1,615.00	885.00	-500.00
10-30-000-344.60 ENGINEER FEES	1,000.00	0.00	0.00	1,000.00	0.00
Total PUBLIC WORKS FEES	3,500.00	0.00	-1,615.00	1,885.00	-500.00
10-30-000-345.00 CONCESSION VENDOR FEES	100.00	0.00	0.00	100.00	0.00
10-50-000-347 RECREATION					
10-50-000-347.00 RECREATION FEES	48,000.00	0.00	-40,102.00	7,898.00	-3,170.00
10-50-000-347.05 Recreation Donations	0.00	0.00	-2,154.68	-2,154.68	-5.00
10-50-000-347.10 GREAT ESCAPE SALES	13,500.00	0.00	-6,825.00	6,675.00	0.00
10-50-000-347.20 RECREATION FIELD USE	3,500.00	0.00	-715.00	2,785.00	-10.00
10-50-000-347.22 AFTER SCHOOL BOWLING	500.00	0.00	0.00	500.00	0.00
10-50-000-347.50 SUMMER TRAVELERS	3,500.00	0.00	0.00	3,500.00	0.00
Total RECREATION	69,000.00	0.00	-49,796.68	19,203.32	-3,185.00
10-51-000 LIBRARY					
10-51-000-343.05 INSURANCE REIMB (BOOKMOBI	409.00	0.00	0.00	409.00	0.00
Total LIBRARY	409.00	0.00	0.00	409.00	0.00
10-51-452-391.00 Library Grant	0.00	0.00	-600.00	-600.00	0.00
10-60-000-341 PLANNING/ZONING FEES					
10-60-000-341.00 BUILDING PERMIT FEES	30,000.00	0.00	-26,355.82	3,644.18	-917.20
10-60-000-341.10 PLANNING FEES	12,000.00	0.00	-12,091.86	-91.86	-2,443.00
To PLANNING/ZONING FEES	42,000.00	0.00	-38,447.68	3,552.32	-3,360.20

Account	Estimated Revenue	Applied For	Received To Date	Uncollected Balance	FY-14/15 MT Pd 9 Mar
10-90-000-400.00 REDUCTION IN FUND BALANCE	325,188.00	0.00	0.00	325,188.00	0.00
10-90-000-900.00 REDUCTION IN DEBT SVC FND	30,000.00	0.00	0.00	30,000.00	0.00
Total GENERAL FUND	7,260,341.00	0.00	-5,004,525.66	2,255,815.34	1,756,662.54
20-00-000-355.00 IMPACT FEES	0.00	0.00	-71,825.00	-71,825.00	0.00
20-00-000-361.00 INTEREST ON INVESTMENTS	0.00	0.00	-166.22	-166.22	0.00
Total IMPACT FEES FUND	0.00	0.00	-71,991.22	-71,991.22	0.00
21-00-000-313.00 EEGL REVENUE	0.00	0.00	-41,705.54	-41,705.54	-41,705.54
21-00-000-361.00 INTEREST ON INVESTMENTS	0.00	0.00	-167.80	-167.80	0.00
Total REAPPRAISEL FUND	0.00	0.00	-41,873.34	-41,873.34	-41,705.54
Total BIKE PATH & MULTI MODAL	0.00	0.00	0.00	0.00	0.00
23-00-000-361.00 INTEREST ON INVESTMENTS	0.00	0.00	-108.54	-108.54	0.00
23-10-000-341.00 RECORDING FEES	0.00	0.00	-2,474.00	-2,474.00	0.00
23-10-000-341.10 RECORDING FEES COMPUTER	0.00	0.00	-2,548.00	-2,548.00	0.00
Total RESTORATION OF RECORDS	0.00	0.00	-5,130.54	-5,130.54	0.0
Total DEVELOPMENT ESCROW ACCTS	0.00	0.00	0.00	0.00	0.00
25-00-000-125.35 Reimb TIF-Village Pump Im	0.00	0.00	-32,000.00	-32,000.00	0.00
25-00-000-361.00 INTEREST EARNINGS	0.00	0.00	-2,076.23	-2,076.23	0.00
25-00-000-361.15 Interest Earnings - Ambul	0.00	0.00	-1,765.52	-1,765.52	0.00
Total TIF INCREMENTAL FINANCING	0.00	0.00	-35,841.75	-35,841.75	0.00
26-00-000-334.00 FEDERAL FORFEITED INCOME	0.00	0.00	-117.20	-117.20	0.00
26-00-000-361.00 INTEREST	0.00	0.00	-35.96	-35.96	0.00
Total POLICE EQUITABLE SHARING	0.00	0.00	-153.16	-153.16	0.00
27-00-000-302.00 Operating Transfer In	0.00	0.00	-260,000.00	-260,000.00	0.00
27-00-000-321.02 Property Taxes-1/2 Cent	0.00	0.00	-55,885.00	-55,885.00	0.00
27-00-000-391.10 Paving Grant-Town Roads	0.00	0.00	-175,000.00	-175,000.00	0.00
Total ROAD RESTORATION/SW MAINT	0.00	0.00	-490,885.00	-490,885.00	0.00
30-10-401-391.15 VCDP Grant	0.00	0.00	-1.00	-1.00	-146,243.00
30-20-420-391.10 PACIF GRANT - POLICE	0.00	0.00	-2,422.45	-2,422.45	0.00
30-20-421-391.20 Radio Grant - Fire	0.00	0.00	-35,633.00	-35,633.00	0.00
30-50-451-333.00 Library Resource Sharing	0.00	0.00	-797.00	-797.00	0.0
Total GRANT FUND	0.00	0.00	-38,853.45	-38,853.45	-146,243.00

Account	Estimated Revenue	Applied For	Received To Date	Uncollected Balance	FY-14/15 MTD Pd 9 Mar
Total LIBRARY FREEMAN GRANT	0.00	0.00	0.00	0.00	0.00
38-00-000-302.00 OPERATING TRANSFER IN	0.00	0.00	-284,036.43	-284,036.43	-24,479.17
38-00-000-305.00 RECREATION 1/2 CENT TRAN	0.00	0.00	-55,885.00	-55,885.00	0.00
38-00-000-321.01 3/4C for Fire/Rescue Cap	0.00	0.00	-83,828.00	-83,828.00	0.00
38-00-000-361.00 INTEREST-RECVRY ZONE BOND	0.00	0.00	-95.70	-95.70	0.00
38-00-000-395.00 Donation-Georgia Wind	0.00	0.00	-26,157.12	-26,157.12	0.00
Total CAPITAL RESERVE FUND	0.00	0.00	-450,002.25	-450,002.25	-24,479.17
50-10-000-310.00 RENTS	787,016.00	0.00	-359,387.58	427,628.42	0.00
50-10-000-319.00 PENALTIES ON RENTS	13,005.00	0.00	-7,450.59	5,554.41	0.00
50-10-000-331.00 ST GRANT WPL-229	0.00	0.00	-15,122.41	-15,122.41	0.00
50-10-000-355.00 CONNECTIONS	85,623.00	0.00	-98,635.17	-13,012.17	-3,035.47
50-10-000-390.00 OTHER FINANCING SOURCES	1,700.00	0.00	-8,180.40	-6,480.40	-266.05
50-10-000-390.10 WATER HAULER RECEIPTS	3,000.00	0.00	-1,456.76	1,543.24	0.00
50-10-000-390.20 MAINT. AGREEMENT RECEIPTS	1,800.00	0.00	0.00	1,800.00	0.00
50-10-000-391.00 OPERATING TRAN IN	23,047.00	0.00	0.00	23,047.00	0.00
Total WATER FUND	915,191.00	0.00	-490,232.91	424,958.09	-3,301.52
55-20-000-310.00 RENTS	548,743.00	0.00	-247,526.49	301,216.51	0.00
55-20-000-319.00 PENALTIES ON RENTS	6,000.00	0.00	-4,323.91	1,676.09	0.00
55-20-000-331.34 ST GRANT RFE-160	0.00	0.00	-141,206.30	-141,206.30	0.00
55-20-000-355.00 HOOK-UPS	115,000.00	0.00	-82,863.58	32,136.42	-2,606.37
55-20-000-361.00 INTEREST EARNINGS	0.00	0.00	-18.17	-18.17	0.00
55-20-000-390.00 MISCELLANEOUS INCOME	1,500.00	0.00	-62.50	1,437.50	-12.50
55-20-000-390.10 SEPTAGE RECEIPTS	65,000.00	0.00	-26,879.69	38,120.31	0.00
55-20-000-390.20 MAINT. AGREEMENT REC	400.00	0.00	0.00	400.00	0.00
55-20-000-391.00 OPERATING TRANSFER IN	175,000.00	0.00	-437,367.25	-262,367.25	0.00
55-20-000-391.15 TRANSFER IN TIF FUND	301,458.00	0.00	-43,250.00	258,208.00	0.00
Total SEWER FUND	1,213,101.00	0.00	-983,497.89	229,603.11	-2,618.87
Total WEST MILTON CEMETERY FUND	0.00	0.00	0.00	0.00	0.00
Total HENRY BEEMAN TRUST	0.00	0.00	0.00	0.00	0.00
Total JANE HUNDEL TRUST	0.00	0.00	0.00	0.00	0.00
Total VILLAGE OF MILTON TRUST	0.00	0.00	0.00	0.00	0.00
T[illegible] All FUNDs	9,388,633.00	0.00	-7,612,987.17	1,775,645.83	1,538,314.44

Account		Budget	Outstanding Encumbrance	Expenditures	Unencumbered Balance	FY-14/15 MTD Pd 9 Mar
10-10	GENERAL GOVERNMENT					
10-10-401	SELECTBOARD:					
10-10-401-110.00	REGULAR SALARIES	8,500.00	0.00	3,240.00	5,260.00	0.00
10-10-401-115.00	PART TIME SALARIES	1,530.00	0.00	0.00	1,530.00	0.00
10-10-401-220.00	SOCIAL SECURITY	768.00	0.00	247.88	520.12	0.00
10-10-401-330.00	OTHER PROFESSIONAL SERVIC	27,000.00	286.00	36,833.00	-10,119.00	0.00
10-10-401-540.00	ADVERTISING	2,950.00	216.00	1,379.50	1,354.50	0.00
10-10-401-550.00	PRINTING AND BINDING	2,000.00	0.00	1,435.93	564.07	1,435.93
10-10-401-580.00	TRAVEL	116.00	0.00	0.00	116.00	0.00
10-10-401-610.25	CITIZEN RECOGNITION	750.00	0.00	0.00	750.00	0.00
10-10-401-611.00	OFFICE SUPPLIES	300.00	57.15	24.65	218.20	0.00
10-10-401-612.00	OTHER SUPPLIES	650.00	0.00	437.57	212.43	0.00
10-10-401-640.00	BOOKS AND PERIODICALS	200.00	0.00	0.00	200.00	0.00
10-10-401-810.00	DUES AND FEES	14,175.00	0.00	11,716.00	2,459.00	0.00
10-10-401-810.10	TAX ABATEMENT/SALE	5,000.00	0.00	3,690.79	1,309.21	0.00
10-10-401-820.00	PROFESSIONAL DEVELOPMENT	865.00	0.00	0.00	865.00	0.00
Total SELECTBOARD:		64,804.00	559.15	59,005.32	5,239.53	1,435.93
10-10-402	ELECTION:					
10-10-402-115.00	PART TIME SALARIES	11,000.00	0.00	7,695.56	3,304.44	1,749.55
10-10-402-220.00	SOCIAL SECURITY	842.00	0.00	582.80	259.20	131.86
10 02-340.00	TECHNICAL	4,450.00	0.00	4,088.00	362.00	631.00
1 02-540.00	ADVERTISING	1,100.00	0.00	1,336.00	-236.00	0.00
10-10-402-550.00	PRINTING AND BINDING	1,000.00	795.00	1,924.00	-1,719.00	0.00
10-10-402-610.00	POSTAGE	1,500.00	0.00	290.42	1,209.58	0.00
10-10-402-611.00	OFFICE SUPPLIES	300.00	0.00	29.60	270.40	0.00
10-10-402-612.00	GENERAL SUPPLIES	200.00	0.00	807.00	-607.00	0.00
10-10-402-820.00	PROFESSIONAL DEVELOPMENT	100.00	0.00	0.00	100.00	0.00
Total ELECTION:		20,492.00	795.00	16,753.38	2,943.62	2,512.41
10-10-404	INSURANCE/RISK MANAGEMENT					
10-10-404-260.00	WORKERS COMPENSATION	99,000.00	0.00	94,530.62	4,469.38	51,936.12
10-10-404-520.10	GENERAL LIABILITY INS.	52,000.00	0.00	55,384.50	-3,384.50	29,053.00
10-10-404-520.20	VEHICLE INSURANCE	23,000.00	495.00	24,116.00	-1,611.00	11,977.50
10-10-404-520.30	PROPERTY INSURANCE	37,000.00	0.00	28,117.50	8,882.50	13,711.50
10-10-404-520.40	EMPLOYMENT PRACTICES	11,000.00	0.00	10,520.50	479.50	4,887.00
10-10-404-520.50	PUBLIC OFFICIALS LIABILIT	12,500.00	0.00	12,481.00	19.00	6,482.00
10-10-404-520.60	LONG TERM DISABILITY	10,557.00	0.00	5,536.77	5,020.23	460.08
10-10-404-520.70	SHORT TERM DISABILITY	6,000.00	0.00	4,391.78	1,608.22	384.27
10-10-404-520.80	VISION SERVICE PLAN	10,000.00	0.00	6,716.39	3,283.61	616.26
Total INSURANCE/RISK MANAGEMENT		261,057.00	495.00	241,795.06	18,766.94	119,507.73
10-10-405	LEGAL					
10-10-405-330.10	GENERAL GOVERNMENT	25,000.00	52.50	18,867.31	6,080.19	0.00
10-10-405-330.30	PLANNING	4,000.00	0.00	11,546.25	-7,546.25	0.00
1 05-330.65	HEALTH	15,000.00	0.00	0.00	15,000.00	0.00
10 405-330.70	APPEALS	5,500.00	0.00	6,705.00	-1,205.00	0.00

Account		Budget	Outstanding Encumbrance	Expenditures	Unencumbered Balance	FY-14/15 MT Pd 9 Mar
10-10-405-330.80	VCDP Grant CHT	0.00	0.00	2,371.25	-2,371.25	0.00
10-10-405-330.90	Champlain Housing Trust	0.00	0.00	70.00	-70.00	0.00
10-10-405-330.95	Cathedral Square Housing	0.00	30,000.00	0.00	-30,000.00	0.00
Total LEGAL		49,500.00	30,052.50	39,559.81	-20,112.31	0.00
10-10-406	PROPERTY TAXES & ASSESSME					
10-10-406-810.10	COUNTY TAXES	50,000.00	0.00	47,293.07	2,706.93	0.00
10-10-406-810.20	TOWN OF WESTFORD	3,200.00	0.00	2,513.73	686.27	0.00
10-10-406-811.00	CCTA ASSESSMENT	28,000.00	0.00	28,665.00	-665.00	0.00
Total PROPERTY TAXES & ASSESSME		81,200.00	0.00	78,471.80	2,728.20	0.00
10-10-410	TOWN MANAGER					
10-10-410-110.00	REGULAR SALARIES	192,308.00	0.00	145,102.14	47,205.86	11,104.20
10-10-410-150.00	INSURANCE BUYOUT	0.00	0.00	4,625.00	-4,625.00	500.00
10-10-410-170.00	TRAVEL ALLOWANCE	4,800.00	0.00	3,024.50	1,775.50	0.00
10-10-410-210.10	GROUP HEALTH INSURANCE	33,058.00	0.00	13,919.38	19,138.62	-695.08
10-10-410-210.15	GROUP DENTAL INSURANCE	2,781.00	0.00	1,288.11	1,492.89	69.86
10-10-410-210.30	GROUP LIFE INS & AD&D	865.00	0.00	488.40	376.60	74.14
10-10-410-220.00	SOCIAL SECURITY	15,079.00	0.00	11,576.33	3,502.67	882.09
10-10-410-230.00	RETIREMENT	17,382.00	0.00	10,792.58	6,589.42	197.12
10-10-410-330.00	OTHER PROFESSIONAL SERVIC	1,000.00	0.00	75.00	925.00	0.0
10-10-410-530.10	COMMUNICATIONS-TELEPHONE	630.00	0.00	538.67	91.33	151.7
10-10-410-530.20	COMMUNICATION-OTHER	625.00	0.00	385.00	240.00	0.00
10-10-410-540.00	ADVERTISING	150.00	0.00	374.25	-224.25	0.00
10-10-410-580.00	TRAVEL	1,750.00	0.00	2,984.78	-1,234.78	0.00
10-10-410-610.00	POSTAGE	191.00	0.00	24.41	166.59	0.00
10-10-410-610.25	EMPLOYEE RECOGNITION	110.00	0.00	76.24	33.76	0.00
10-10-410-611.00	OFFICE SUPPLIES	800.00	75.00	599.76	125.24	0.00
10-10-410-613.00	TECHNOLOGY	600.00	0.00	769.88	-169.88	0.00
10-10-410-626.00	GASOLINE	35.00	0.00	156.83	-121.83	0.00
10-10-410-740.00	MACHINERY & EQUIPMENT	300.00	0.00	0.00	300.00	0.00
10-10-410-743.00	FURNITURE & FIXTURES	0.00	0.00	375.00	-375.00	0.00
10-10-410-810.00	DUES & FEES	925.00	0.00	545.00	380.00	0.00
10-10-410-820.00	PROFESSIONAL DEVELOPMENT	2,190.00	78.00	2,075.36	36.64	45.00
Total TOWN MANAGER		275,579.00	153.00	199,796.62	75,629.38	12,329.10
10-10-412	TOWN CLERK/TREASURER					
10-10-412-110.00	REGULAR SALARIES	156,788.00	0.00	135,939.06	20,848.94	22,627.94
10-10-412-115.00	PART TIME SALRIES	30,607.00	0.00	22,025.37	8,581.63	2,404.40
10-10-412-210.10	GROUP HEALTH INSURANCE	34,656.00	0.00	27,921.09	6,734.91	3,362.66
10-10-412-210.15	GROUP DENTAL INSURANCE	2,421.00	0.00	2,055.62	365.38	458.42
10-10-412-210.30	GROUP LIFE INS & AD&D	563.00	0.00	485.26	77.74	90.20
10-10-412-220.00	SOCIAL SECURITY	14,336.00	0.00	11,723.96	2,612.04	1,845.18
10-10-412-230.00	RETIREMENT CONTRIBUTION	8,035.00	0.00	7,407.01	627.99	1,218.07
10-10-412-340.00	TECHNICAL	250.00	0.00	0.00	250.00	0.00
10-10-412-340.10	TECHNICAL/ACS	20,000.00	0.00	6,886.64	13,113.36	0.0
10-10-412-340.20	Credit Card Option	500.00	0.00	-185.72	685.72	-220.05

Account		Budget	Outstanding Encumbrance	Expenditures	Unencumbered Balance	FY-14/15 MTD Pd 9 Mar
10-10-412-345.00	SHREDDING	200.00	0.00	200.00	0.00	0.00
10-10-412-430.20	PHOTOCOPIER MAINTENANCE	1,130.00	0.00	526.50	603.50	58.50
10-10-412-530.10	COMMUNICATIONS-TELEPHONE	300.00	0.00	252.51	47.49	119.88
10-10-412-540.00	ADVERTISING	100.00	0.00	0.00	100.00	0.00
10-10-412-550.00	PRINTING & BINDING	200.00	0.00	198.00	2.00	0.00
10-10-412-580.00	TRAVEL	250.00	0.00	120.06	129.94	0.00
10-10-412-610.00	POSTAGE	2,000.00	0.00	1,000.55	999.45	0.00
10-10-412-611.00	OFFICE SUPPLIES	2,100.00	410.50	340.27	1,349.23	0.00
10-10-412-612.00	GENERAL SUPPLIES	150.00	125.00	7.18	17.82	0.00
10-10-412-613.00	TECHNOLOGY	200.00	0.00	1,180.00	-980.00	0.00
10-10-412-640.00	BOOKS & PERIODICALS	50.00	0.00	27.95	22.05	0.00
10-10-412-740.00	MACHINERY & EQUIPMENT	950.00	0.00	0.00	950.00	0.00
10-10-412-810.00	DUES & FEES	125.00	0.00	85.00	40.00	0.00
10-10-412-815.00	Bank Fees	0.00	0.00	135.05	-135.05	0.00
10-10-412-820.00	PROFESSIONAL DEVELOPMENT	1,600.00	25.00	786.21	788.79	50.00
Total TOWN CLERK/TREASURER		277,511.00	560.50	219,117.57	57,832.93	32,015.20
10-10-413	FINANCE OFFICE					
10-10-413-110.00	REGULAR SALARIES	139,227.00	0.00	103,127.16	36,099.84	8,649.12
10-10-413-115.00	Part-Time Salaries	18,782.00	0.00	11,340.17	7,441.83	1,231.73
10-10-413-150.00	INSURANCE BUYOUT	0.00	0.00	2,500.00	-2,500.00	0.00
10 13-210.10	GROUP HEALTH INSURANCE	32,064.00	0.00	18,555.97	13,508.03	1,044.16
1 13-210.15	GROUP DENTAL INSURANCE	2,753.00	0.00	1,975.90	777.10	328.63
10-10-413-210.30	GROUP LIFE INS & AD&D	417.00	0.00	406.17	10.83	75.50
10-10-413-220.00	SOCIAL SECURITY	12,088.00	0.00	8,735.12	3,352.88	737.53
10-10-413-230.00	RETIREMENT CONTRIBUTIONS	9,064.00	0.00	6,337.52	2,726.48	559.38
10-10-413-330.00	OTHER PROFESSIONAL SER.	0.00	0.00	242.00	-242.00	0.00
10-10-413-340.00	TECHNICAL	300.00	0.00	59.99	240.01	0.00
10-10-413-530.10	COMMUNICATIONS-TELEPHONE	720.00	0.00	210.42	509.58	99.90
10-10-413-550.00	PRINTING & BINDING	3,200.00	0.00	2,430.66	769.34	0.00
10-10-413-580.00	TRAVEL	300.00	0.00	0.00	300.00	0.00
10-10-413-610.00	POSTAGE	9,000.00	0.00	7,493.21	1,506.79	0.00
10-10-413-611.00	OFFICE SUPPLIES	1,700.00	0.00	786.46	913.54	0.00
10-10-413-612.00	GENERAL SUPPLIES	400.00	0.00	276.57	123.43	0.00
10-10-413-613.00	TECHNOLOGY	500.00	0.00	990.00	-490.00	0.00
10-10-413-740.00	MACHINERY & EQUIPMENT	2,000.00	0.00	0.00	2,000.00	0.00
10-10-413-743.00	FURNITURE & FIXTURES	250.00	0.00	159.95	90.05	0.00
10-10-413-810.00	Dues & Fees	250.00	0.00	0.00	250.00	0.00
10-10-413-820.00	PROFESSIONAL DEVELOPMENT	1,500.00	0.00	3,462.00	-1,962.00	1,940.00
Total FINANCE OFFICE		234,515.00	0.00	169,089.27	65,425.73	14,665.95
10-10-414	LISTERS:					
10-10-414-110.00	REGULAR SALARIES	360.00	0.00	0.00	360.00	0.00
10-10-414-115.00	PART TIME SALARIES	37,147.00	0.00	26,233.12	10,913.88	2,711.80
10-10-414-220.00	SOCIAL SECURITY	2,841.00	0.00	2,006.84	834.16	207.46
10-10-414-310.00	OFFICIAL/ADMINISTRATIVE	23,500.00	0.00	9,387.50	14,112.50	0.00
1 14-340.00	TECHNICAL	3,500.00	0.00	5,514.87	-2,014.87	0.00
1 -414-530.10	COMMUNICATIONS-TELEPHONE	200.00	0.00	210.42	-10.42	99.90

Account	Budget	Outstanding Encumbrance	Expenditures	Unencumbered Balance	FY-14/15 MT Pd 9 Mar
10-10-414-580.00 TRAVEL	325.00	0.00	10.11	314.89	10.11
10-10-414-610.00 POSTAGE	450.00	0.00	51.89	398.11	0.00
10-10-414-611.00 OFFICE SUPPLIES	500.00	66.77	512.94	-79.71	0.00
10-10-414-640.00 BOOKS & PERIODICALS	75.00	0.00	0.00	75.00	0.00
10-10-414-740.00 MACHINERY & EQUIPMENT	500.00	0.00	0.00	500.00	0.00
10-10-414-743.00 FURNITURE AND FIXTURES	300.00	236.20	0.00	63.80	0.00
10-10-414-810.00 DUES & FEES	50.00	0.00	0.00	50.00	0.00
10-10-414-820.00 PROFESSIONAL DEVELOPMENT	650.00	0.00	225.00	425.00	0.00
Total LISTERS:	70,398.00	302.97	44,152.69	25,942.34	3,029.27
10-10-415 CONTINGENCY					
10-10-415-850.00 CONTINGENCY	90,000.00	0.00	27,134.65	62,865.35	0.00
Total CONTINGENCY	90,000.00	0.00	27,134.65	62,865.35	0.00
10-10-416 ADMINISTRATIVE SERVICES					
10-10-416-210.00 HEALTH INSURANCE - CHOICE	540.00	0.00	477.00	63.00	38.25
10-10-416-210.10 HRA CONTRIBUTION	184,880.00	0.00	67,442.65	117,437.35	10,604.23
10-10-416-240.00 TUITION REIMBURSEMENT	1,200.00	0.00	0.00	1,200.00	0.00
10-10-416-240.10 WELLNESS PROGRAM	800.00	0.00	0.00	800.00	0.00
10-10-416-240.20 HEALTH & SAFETY VACCINATI	624.00	0.00	0.00	624.00	0.00
10-10-416-330.00 OTHER PROFESSIONAL	835.00	120.00	490.68	224.32	0.0
10-10-416-340.00 ***TECHNICAL	500.00	0.00	0.00	500.00	0.0
10-10-416-345.00 SHREDDING	350.00	0.00	0.00	350.00	0.00
10-10-416-430.10 VEHICLE/EQUIP MAINTENANCE	1,000.00	0.00	904.50	95.50	165.00
10-10-416-430.20 PHOTOCOPIER MAINTENANCE	2,600.00	0.00	2,128.14	471.86	124.22
10-10-416-540.00 ADVERTISING	1,653.00	18.00	965.33	669.67	582.95
10-10-416-610.00 POSTAGE	150.00	192.00	0.00	-42.00	0.00
10-10-416-610.10 POSTAGE MACHINE RENTAL	2,700.00	0.00	576.00	2,124.00	0.00
10-10-416-611.00 OFFICE SUPPLIES	3,900.00	87.54	1,403.39	2,409.07	259.48
10-10-416-810.00 DUES AND FEES	110.00	0.00	110.00	0.00	110.00
10-10-416-820.00 PROFESSIONAL DEV.	4,140.00	0.00	1,369.00	2,771.00	0.00
Total ADMINISTRATIVE SERVICES	205,982.00	417.54	75,866.69	129,697.77	11,884.13
10-10-417 INFORMATION TECHNOLOGY					
10-10-417-340.00 TECHNICAL	40,155.00	0.00	23,221.94	16,933.06	0.00
10-10-417-530.20 COMMUNICATIONS-OTHER	5,415.00	0.00	2,869.56	2,545.44	318.84
10-10-417-613.00 TECHNOLOGY	950.00	0.00	0.00	950.00	0.00
10-10-417-740.00 MACHINERY AND EQUIPMENT	1,710.00	350.00	1,401.00	-41.00	0.00
10-10-417-820.00 PROFESSIONAL DEVELOPMENT	285.00	0.00	0.00	285.00	0.00
Total INFORMATION TECHNOLOGY	48,515.00	350.00	27,492.50	20,672.50	318.84
10-10-480 OPERATING TRANSFER OUT					
Total OPERATING TRANSFER OUT	0.00	0.00	0.00	0.00	0.00
Total GENERAL GOVERNMENT	1,679,553.00	33,685.66	1,198,235.36	447,631.98	197,698.56

Account		Budget	Outstanding Encumbrance	Expenditures	Unencumbered Balance	FY-14/15 MTD Pd 9 Mar
10-20	PUBLIC SAFETY					
10-20-420	POLICE DEPARTMENT:					
10-20-420-110.00	REGULAR SALARIES	985,891.00	0.00	705,750.25	280,140.75	69,411.04
10-20-420-110.10	SHIFT DIFFERENTIAL	16,000.00	0.00	11,365.57	4,634.43	1,626.39
10-20-420-110.20	INSTRUCTOR SALARIES	500.00	0.00	669.60	-169.60	0.00
10-20-420-120.00	TEMPORARY SALARIES	17,000.00	0.00	9,001.50	7,998.50	554.75
10-20-420-130.00	OVERTIME	72,000.00	0.00	44,336.90	27,663.10	4,052.01
10-20-420-140.00	CONTRACT SALARIES	25,000.00	0.00	97,190.21	-72,190.21	5,689.65
10-20-420-150.00	INSURANCE BUYOUT	7,000.00	0.00	8,625.06	-1,625.06	958.34
10-20-420-170.00	TRAVEL ALLOWANCE	0.00	0.00	675.00	-675.00	75.00
10-20-420-190.00	PHYSICAL FITNESS	5,550.00	0.00	0.00	5,550.00	0.00
10-20-420-210.10	GROUP HEALTH INSURANCE	157,415.00	0.00	128,696.79	28,718.21	11,817.84
10-20-420-210.15	GROUP DENTAL INSURANCE	16,134.00	0.00	11,324.05	4,809.95	2,211.57
10-20-420-210.30	GROUP LIFE INS & AD&D	3,611.00	0.00	2,496.47	1,114.53	507.94
10-20-420-220.00	SOCIAL SECURITY	85,939.00	0.00	65,417.46	20,521.54	6,034.52
10-20-420-230.00	RETIREMENT CONTRIBUTIONS	119,454.00	0.00	81,445.65	38,008.35	7,399.91
10-20-420-330.00	OTHER PROFESSIONAL	3,850.00	0.00	1,323.70	2,526.30	154.75
10-20-420-340.00	TECHNICAL	98,179.00	55,853.34	66,832.34	-24,506.68	263.63
10-20-420-430.10	VEHICLE MAINTENANCE	17,000.00	2,597.71	9,762.53	4,639.76	953.17
10-20-420-430.20	PHOTOCOPIER MAINTENANCE	2,000.00	0.00	1,862.28	137.72	145.10
10-20-420-530.10	COMMUNICATIONS-TELEPHONE	5,225.00	0.00	3,778.74	1,446.26	977.75
10-20-530.20	COMMUNICATIONS-OTHER	6,823.00	797.00	2,859.89	3,166.11	775.81
1 20-540.00	ADVERTISING	620.00	0.00	0.00	620.00	0.00
10-20-420-550.00	PRINTING AND BINDING	1,090.00	0.00	755.50	334.50	0.00
10-20-420-570.00	C.C.SPECIAL INVESTIGATION	15,617.00	0.00	15,617.00	0.00	0.00
10-20-420-580.00	TRAVEL	4,369.00	0.00	1,337.64	3,031.36	176.53
10-20-420-610.00	POSTAGE	350.00	0.00	250.51	99.49	0.00
10-20-420-611.00	OFFICE SUPPLIES	4,000.00	97.68	2,358.98	1,543.34	212.13
10-20-420-612.00	GENERAL SUPPLIES	10,000.00	3,811.00	6,778.12	-589.12	345.81
10-20-420-613.00	TECHNOLOGY	400.00	0.00	0.00	400.00	0.00
10-20-420-626.00	GASOLINE	50,000.00	0.00	31,773.40	18,226.60	2,686.34
10-20-420-640.00	BOOKS & PERIODICALS	800.00	0.00	0.00	800.00	0.00
10-20-420-650.00	UNIFORMS	14,400.00	573.50	7,779.24	6,047.26	937.29
10-20-420-740.00	MACHINERY & EQUIPMENT	3,385.00	214.80	1,980.00	1,190.20	0.00
10-20-420-743.00	FURNITURE AND FIXTURES	300.00	120.00	130.73	49.27	130.73
10-20-420-810.00	DUES AND FEES	550.00	0.00	550.00	0.00	0.00
10-20-420-820.00	PROFESSIONAL DEVELOPMENT	6,500.00	27.00	4,064.42	2,408.58	60.81
10-20-420-825.00	Gym Membership	2,200.00	0.00	1,431.70	768.30	0.00
10-20-420-830.00	YOUTH PROGRAM	1,200.00	200.00	0.00	1,000.00	0.00
10-20-420-870.00	BALLISTIC VESTS GRANT	3,000.00	0.00	970.99	2,029.01	970.99
10-20-420-880.00	FIREARMS	770.00	0.00	0.00	770.00	0.00
10-20-420-890.00	Canine Unit	10,000.00	300.00	630.84	9,069.16	0.00
Total POLICE DEPARTMENT:		1,774,122.00	64,592.03	1,329,823.06	379,706.91	119,129.80
10-20-421	FIRE DEPARTMENT					
10-20-421-110.00	REGULAR SALARIES	16,108.00	0.00	11,541.71	4,566.29	1,221.16
1 1-120.00	TEMPORARY SALARIES	86,110.00	0.00	33,239.15	52,870.85	636.91
1 421-210.10	GROUP HEALTH INSURANCE	4,728.00	0.00	3,627.13	1,100.87	317.40

Account	Budget	Outstanding Encumbrance	Expenditures	Unencumbered Balance	FY-14/15 MTD Pd 9 Mar
10-20-421-210.15 GROUP DENTAL INSURANCE	472.00	0.00	389.60	82.40	77.92
10-20-421-210.30 GROUP LIFE INS & AD&D	71.00	0.00	58.73	12.27	12.18
10-20-421-220.00 SOCIAL SECURITY	7,820.00	0.00	3,364.48	4,455.52	136.05
10-20-421-230.00 RETIREMENT CONTRIBUTIONS	1,169.00	0.00	813.43	355.57	85.48
10-20-421-330.00 OTHER PROFESSIONAL	6,025.00	0.00	0.00	6,025.00	0.00
10-20-421-335.00 CAG Commission	400.00	0.00	0.00	400.00	0.00
10-20-421-340.00 TECHNICAL	42,500.00	28,333.34	27,545.66	-13,379.00	0.00
10-20-421-430.10 VEHICLE/EQUIP MAINTENANCE	24,000.00	1,478.77	8,675.40	13,845.83	4.98
10-20-421-430.20 PHOTOCOPIER MAINTENANCE	400.00	0.00	157.66	242.34	12.31
10-20-421-530.10 COMMUNICATIONS TELEPHONE	600.00	0.00	449.42	150.58	111.51
10-20-421-530.20 COMMUNICATIONS-OTHER	1,100.00	0.00	269.16	830.84	33.70
10-20-421-540.00 ADVERTISING	100.00	0.00	0.00	100.00	0.00
10-20-421-550.00 PRINTING & BINDING	150.00	0.00	0.00	150.00	0.00
10-20-421-580.00 TRAVEL	350.00	0.00	0.00	350.00	0.00
10-20-421-610.00 POSTAGE	100.00	0.00	24.48	75.52	0.00
10-20-421-611.00 OFFICE SUPPLIES	1,000.00	18.68	212.19	769.13	0.00
10-20-421-612.00 GENERAL SUPPLIES	5,500.00	303.76	1,664.31	3,531.93	328.34
10-20-421-613.00 TECHONOLOGY	1,600.00	300.00	52.99	1,247.01	0.00
10-20-421-625.00 DIESEL FUEL	6,600.00	0.00	2,713.28	3,886.72	636.34
10-20-421-640.00 BOOKS & PERIODICALS	200.00	0.00	0.00	200.00	0.00
10-20-421-650.00 UNIFORMS	2,400.00	0.00	0.00	2,400.00	0.00
10-20-421-740.00 MACHINERY/EQUIPMENT	39,425.00	5,598.20	8,015.53	25,811.27	3,677.93
10-20-421-743.00 FURNITURE & FIXTURES	250.00	0.00	0.00	250.00	0.00
10-20-421-810.00 DUES AND FEES	1,740.00	125.00	648.00	967.00	0.0
10-20-421-820.00 PROFESSIONAL DEVELOPMENT	3,150.00	0.00	335.00	2,815.00	0.00
10-20-421-831.00 FIRE PREVENTION	4,000.00	0.00	3,000.00	1,000.00	0.00
Total FIRE DEPARTMENT	258,068.00	36,157.75	106,797.31	115,112.94	7,292.21
10-20-422 RESCUE					
10-20-422-110.00 REGULAR SALARIES	35,853.00	0.00	30,284.61	5,568.39	4,425.79
10-20-422-120.00 TEMPORARY SALARIES	92,964.00	0.00	38,884.67	54,079.33	226.60
10-20-422-210.10 GROUP HEALTH INSURANCE	10,011.00	0.00	8,035.87	1,975.13	702.60
10-20-422-210.15 GROUP DENTAL INSURANCE	1,051.00	0.00	867.10	183.90	173.42
10-20-422-210.30 GROUP LIFE INS & AD&D	159.00	0.00	130.57	28.43	27.08
10-20-422-220.00 SOCIAL SECURITY	9,854.00	0.00	5,159.70	4,694.30	344.05
10-20-422-230.00 RETIREMENT CONTRIBUTIONS	2,602.00	0.00	2,131.63	470.37	309.80
10-20-422-330.00 OTHER PROFESSIONAL	2,400.00	1,045.50	1,065.50	289.00	668.50
10-20-422-340.00 TECHNICAL	43,165.00	28,333.34	27,545.66	-12,714.00	0.00
10-20-422-360.00 CONTRACTED SERVICES	12,500.00	0.00	6,627.03	5,872.97	1,116.54
10-20-422-430.10 VEHICLE/EQUIP.MAINTENANCE	6,450.00	435.93	6,548.61	-534.54	35.90
10-20-422-430.20 PHOTOCOPIER MAINTENANCE	375.00	0.00	0.00	375.00	0.00
10-20-422-530.10 COMMUNICATIONS-TELEPHONE	600.00	0.00	406.15	193.85	91.53
10-20-422-530.20 COMMUNICATIONS-OTHER	1,950.00	0.00	985.38	964.62	126.72
10-20-422-540.00 ADVERTISING	500.00	0.00	0.00	500.00	0.00
10-20-422-550.00 PRINTING & BINDING	250.00	0.00	0.00	250.00	0.00
10-20-422-580.00 TRAVEL	200.00	0.00	0.00	200.00	0.00
10-20-422-610.00 POSTAGE	125.00	0.00	9.15	115.85	0.00
10-20-422-611.00 OFFICE SUPPLIES	500.00	0.00	8.00	492.00	0.0
10-20-422-612.00 GENERAL SUPPLIES	18,800.00	3,354.57	11,678.15	3,767.28	767.82

Account		Budget	Outstanding Encumbrance	Expenditures	Unencumbered Balance	FY-14/15 MTD Pd 9 Mar
10-20-422-613.00	TECHNOLOGY	350.00	0.00	0.00	350.00	0.00
10-20-422-625.00	DIESEL FUEL	10,000.00	0.00	5,781.67	4,218.33	1,164.85
10-20-422-640.00	BOOKS & PERIDICALS	175.00	0.00	0.00	175.00	0.00
10-20-422-650.00	UNIFORMS	1,750.00	170.48	1,409.52	170.00	530.00
10-20-422-740.00	MACHINERY/EQUIPMENT	11,300.00	0.00	534.71	10,765.29	429.76
10-20-422-743.00	FURNITURE & FIXTURES	250.00	0.00	0.00	250.00	0.00
10-20-422-810.00	DUES AND FEES	725.00	0.00	120.00	605.00	0.00
10-20-422-820.00	PROFESSIONAL DEVELOPMENT	10,270.00	150.00	4,344.10	5,775.90	0.00
10-20-422-830.00	Public Education Material	1,000.00	0.00	0.00	1,000.00	0.00
10-20-422-850.00	DONATION EXPENSE	3,850.00	0.00	3,250.51	599.49	0.00
Total RESCUE		279,979.00	33,489.82	155,808.29	90,680.89	11,140.96
10-20-423	ANIMAL CONTROL					
10-20-423-115.00	PART TIME SALARIES	3,860.00	0.00	470.00	3,390.00	0.00
10-20-423-220.00	SOCIAL SECURITY	295.00	0.00	35.96	259.04	0.00
10-20-423-320.00	PROFESSIONAL SERVICES	965.00	0.00	600.00	365.00	0.00
10-20-423-330.00	OTHER PROFESSIONAL	1,080.00	0.00	0.00	1,080.00	0.00
10-20-423-510.00	CARE & KEEP-DOGS & CATS	5,100.00	0.00	2,175.00	2,925.00	0.00
10-20-423-540.00	ADVERTISING	100.00	0.00	0.00	100.00	0.00
10-20-423-580.00	TRAVEL	565.00	0.00	148.03	416.97	0.00
10-20-423-610.00	POSTAGE	10.00	0.00	0.00	10.00	0.00
10 23-612.00	GENERAL SUPPLIES	380.00	0.00	199.00	181.00	0.00
1(23-820.00	PROFESSIONAL DEVELOPMENT	300.00	0.00	0.00	300.00	0.00
Total ANIMAL CONTROL		12,655.00	0.00	3,627.99	9,027.01	0.00
Total PUBLIC SAFETY		2,324,824.00	134,239.60	1,596,056.65	594,527.75	137,562.97
10-30	PUBLIC WORKS					
10-30-429	PUBLIC WORKS DIRECTOR					
10-30-429-110.00	REGULAR SALARIES	107,243.00	0.00	76,118.24	31,124.76	8,166.40
10-30-429-210.10	GROUP HEALTH INSURANCE	10,882.00	0.00	15,638.41	-4,756.41	1,477.02
10-30-429-210.15	GROUP DENTAL INSURANCE	1,230.00	0.00	1,006.07	223.93	202.96
10-30-429-210.30	GROUP LIFE INS & AD&D	424.00	0.00	349.53	74.47	72.02
10-30-429-220.00	SOCIAL SECURITY	8,204.00	0.00	5,709.42	2,494.58	612.40
10-30-429-230.00	RETIREMENT	5,407.00	0.00	4,107.69	1,299.31	425.42
10-30-429-331.00	LAND FILL CLOSURE	7,975.00	0.00	3,746.30	4,228.70	0.00
10-30-429-360.00	CONTRACTED SERVICES	6,800.00	0.00	6,800.00	0.00	0.00
10-30-429-360.10	ENGINEERING SERVICES	7,000.00	0.00	0.00	7,000.00	0.00
10-30-429-530.10	COMMUNICATIONS-TELEPHONE	1,850.00	0.00	412.45	1,437.55	91.83
10-30-429-530.20	COMMUNICATIONS-OTHER	1,950.00	0.00	1,192.58	757.42	138.10
10-30-429-540.00	ADVERTISING	525.00	138.24	386.76	0.00	0.00
10-30-429-580.00	TRAVEL	550.00	0.00	0.00	550.00	0.00
10-30-429-610.00	POSTAGE	475.00	0.00	72.88	402.12	0.00
10-30-429-611.00	OFFICE SUPPLIES	950.00	0.00	329.79	620.21	0.00
10-30-429-612.00	GENERAL SUPPLIES	100.00	0.00	0.00	100.00	0.00
10-30-429-613.00	TECHNOLOGY	1,600.00	0.00	290.99	1,309.01	0.00
1 29-626.00	GASOLINE	1,440.00	0.00	503.45	936.55	45.62
10 429-640.00	BOOKS AND PERIODICALS	250.00	0.00	0.00	250.00	0.00

Account		Budget	Outstanding Encumbrance	Expenditures	Unencumbered Balance	FY-14/15 MTD Pd 9 Mar
10-30-429-740.00	MACHINERY & EQUIPMENT	500.00	0.00	0.00	500.00	0.00
10-30-429-743.00	FURNITURE AND FIXTURES	1,000.00	0.00	703.97	296.03	-9.01
10-30-429-810.00	DUES & FEES	8,177.00	0.00	6,983.00	1,194.00	0.00
10-30-429-820.00	PROFESSIONAL DEVELOPMENT	3,400.00	209.00	660.00	2,531.00	0.00
10-30-429-825.00	Small Tools	200.00	0.00	196.91	3.09	0.00
Total PUBLIC WORKS DIRECTOR		178,132.00	347.24	125,208.44	52,576.32	11,222.76
10-30-430	HIGHWAYS					
10-30-430-110.00	REGULAR SALARIES	312,732.00	0.00	217,975.25	94,756.75	23,033.20
10-30-430-115.00	***PART TIME SALARIES	12,000.00	0.00	5,613.84	6,386.16	0.00
10-30-430-130.00	OVER TIME SALARIES	29,000.00	0.00	23,754.12	5,245.88	3,056.16
10-30-430-150.00	INSURANCE BUYOUT	6,000.00	0.00	14,625.09	-8,625.09	1,625.01
10-30-430-210.10	GROUP HEALTH INSURANCE	92,071.00	0.00	40,695.39	51,375.61	3,828.37
10-30-430-210.15	GROUP DENTAL INSURANCE	9,316.00	0.00	5,887.43	3,428.57	1,128.74
10-30-430-210.30	GROUP LIFE INS & AD&D	936.00	0.00	746.68	189.32	143.35
10-30-430-220.00	SOCIAL SECURITY	27,290.00	0.00	19,654.63	7,635.37	2,061.52
10-30-430-230.00	RETIREMENT	17,623.00	0.00	13,687.79	3,935.21	1,483.52
10-30-430-290.00	OTHER EMPLOYEE BENEFIT	1,198.00	237.25	1,134.75	-174.00	135.00
10-30-430-330.00	Other Professional	500.00	0.00	0.00	500.00	0.00
10-30-430-340.00	TECHNICAL	500.00	0.00	0.00	500.00	0.00
10-30-430-360.00	CONTRACTED SERVICES	28,000.00	525.21	2,298.79	25,176.00	0.00
10-30-430-426.00	EROSION CONTROL	2,500.00	0.00	992.31	1,507.69	0.00
10-30-430-430.00	REPAIRS MAINTENANCE	1,000.00	681.41	1,322.52	-1,003.93	7.2
10-30-430-430.10	VEHICLE MAINTENANCE	80,000.00	21,347.80	61,453.81	-2,801.61	2,495.07
10-30-430-431.05	STORM WATER MAINTENANCE	1,000.00	0.00	0.00	1,000.00	0.00
10-30-430-442.00	RENTAL OF EQUIPMENT/VEHIC	3,000.00	974.75	838.75	1,186.50	198.00
10-30-430-450.10	PAVING	260,000.00	0.00	260,000.00	0.00	0.00
10-30-430-450.20	ASPHALT	10,000.00	6,435.00	5,846.85	-2,281.85	1,103.75
10-30-430-530.10	COMMUNICATIONS-TELEPHONE	1,200.00	0.00	351.50	848.50	54.61
10-30-430-530.20	COMMUNICATIONS-OTHER	960.00	0.00	707.75	252.25	160.70
10-30-430-601.10	WINTER SALT	121,600.00	3,376.59	117,996.24	227.17	12,863.91
10-30-430-601.20	WINTER SAND	17,500.00	0.00	17,553.60	-53.60	0.00
10-30-430-602.10	CHLORIDE	13,950.00	1,774.56	12,581.34	-405.90	0.00
10-30-430-602.20	PLANT MIX / GRAVEL	40,000.00	5,327.56	15,572.21	19,100.23	80.84
10-30-430-611.00	OFFICE SUPPLIES	0.00	0.00	39.00	-39.00	0.00
10-30-430-612.00	GENERAL SUPPLIES	8,000.00	1,052.84	5,222.09	1,725.07	391.81
10-30-430-612.10	PLOW SUPPLIES	9,000.00	995.00	11,940.00	-3,935.00	0.00
10-30-430-615.00	CULVERTS	10,500.00	447.15	52.85	10,000.00	0.00
10-30-430-616.00	TRAFFIC SIGNS	4,000.00	1,247.85	8,702.19	-5,950.04	0.00
10-30-430-625.00	DIESEL FUEL	76,000.00	0.00	49,433.58	26,566.42	16,816.82
10-30-430-626.00	GASOLINE	2,400.00	0.00	1,111.10	1,288.90	187.19
10-30-430-650.00	EMPLOYEE UNIFORMS	2,500.00	39.60	2,462.76	-2.36	206.05
10-30-430-730.00	GUARDRAILS	1,500.00	0.00	3,591.00	-2,091.00	0.00
10-30-430-740.00	MACHINERY AND EQUIPMENT	2,500.00	0.00	0.00	2,500.00	0.00
10-30-430-825.00	SMALL TOOLS	1,000.00	189.86	682.10	128.04	0.00
Total HIGHWAYS		1,207,276.00	44,652.43	924,527.31	238,096.26	71,060.82
10-30-432	BUILDING & GROUNDS					

Account		Budget	Outstanding Encumbrance	Expenditures	Unencumbered Balance	FY-14/15 MTD Pd 9 Mar
10-30-432-110.00	REGULAR SALARIES	74,596.00	0.00	53,656.32	20,939.68	5,634.23
10-30-432-115.00	PART TIME EMPLOYEES	14,976.00	0.00	8,731.65	6,244.35	0.00
10-30-432-130.00	OVERTIME	4,000.00	0.00	1,067.47	2,932.53	500.67
10-30-432-150.00	INSURANCE BUYOUT	9,000.00	0.00	4,875.03	4,124.97	541.67
10-30-432-210.10	GROUP HEALTH INSURANCE	6,358.00	0.00	3,471.82	2,886.18	140.49
10-30-432-210.15	GROUP DENTAL INSURANCE	2,046.00	0.00	2,153.98	-107.98	430.50
10-30-432-210.30	GROUP LIFE INS & AD&D	272.00	0.00	267.87	4.13	56.08
10-30-432-220.00	SOCIAL SECURITY	7,847.00	0.00	5,073.30	2,773.70	495.31
10-30-432-230.00	RETIREMENT CONTRIBUTIONS	4,490.00	0.00	3,312.57	1,177.43	344.45
10-30-432-290.00	OTHER EMPLOYEE BENEFITS	775.00	258.81	599.19	-83.00	146.20
10-30-432-330.00	OTHER PROFESSIONAL SERVIC	1,500.00	0.00	0.00	1,500.00	0.00
10-30-432-340.10	TECHNICAL-CEMETERIES	10,250.00	1,200.00	0.00	9,050.00	0.00
10-30-432-360.00	CONTRACTED SERVICES	2,000.00	0.00	0.00	2,000.00	0.00
10-30-432-411.00	WATER/SEWER	2,500.00	0.00	2,377.22	122.78	596.75
10-30-432-421.00	DISPOSAL & REFUSE	5,000.00	0.00	3,958.68	1,041.32	494.55
10-30-432-430.00	REPAIR & MAINT-FACILITIES	40,000.00	15,026.07	16,427.18	8,546.75	1,124.50
10-30-432-430.10	REPAIR & MAINT-EQUIPMENT	4,800.00	1,483.24	1,286.08	2,030.68	149.73
10-30-432-441.00	RENTAL OF LAND AND BUILDI	2.00	0.00	0.00	2.00	0.00
10-30-432-442.00	RENTAL OF EQUIP & VEHICLE	500.00	500.00	0.00	0.00	0.00
10-30-432-442.20	BUILDING MAT RENTALS	1,000.00	0.00	385.61	614.39	82.67
10-30-432-612.00	GENERAL SUPPLIES	5,400.00	838.92	5,409.22	-848.14	281.34
10-30-432-612.10	PLAYING SURFACE SUPPLIES	3,625.00	0.00	296.90	3,328.10	0.00
10- 32-612.20	EQUIPMENT-PLAYING SURFACE	300.00	0.00	0.00	300.00	0.00
1(32-612.30	BUILDING,STRUCTURES,FENCE	300.00	0.00	0.00	300.00	0.00
10-30-432-621.00	NATURAL GAS	20,000.00	0.00	14,340.83	5,659.17	6,310.01
10-30-432-622.00	ELECTRICITY	54,000.00	0.00	37,335.68	16,664.32	5,331.56
10-30-432-622.50	ELECTRICITY - STREET LIGH	50,000.00	0.00	26,776.49	23,223.51	3,363.06
10-30-432-623.00	PROPANE	4,000.00	0.00	1,289.43	2,710.57	238.26
10-30-432-625.00	HEATING OIL	3,000.00	0.00	2,177.73	822.27	1,161.40
10-30-432-626.00	GASOLINE	5,200.00	0.00	1,641.11	3,558.89	0.00
10-30-432-626.10	DIESEL FUEL	1,400.00	0.00	0.00	1,400.00	0.00
10-30-432-650.00	EMPLOYEE UNIFORMS	2,200.00	20.40	984.92	1,194.68	85.22
10-30-432-740.00	MACHINERY & EQUIPMENT	2,700.00	360.00	0.00	2,340.00	0.00
10-30-432-825.00	SMALL TOOLS	300.00	0.00	0.00	300.00	0.00
Total BUILDING & GROUNDS		344,337.00	19,687.44	197,896.28	126,753.28	27,508.65
Total PUBLIC WORKS		1,729,745.00	64,687.11	1,247,632.03	417,425.86	109,792.23
10-40	HEALTH EDUCATION WELFARE					
10-40-441	HEALTH OFFICER:					
10-40-441-110.00	REGULAR SALARIES	7,363.00	0.00	4,656.64	2,706.36	491.26
10-40-441-115.00	PART TIME SALARIES	1,363.00	0.00	1,022.25	340.75	0.00
10-40-441-210.00	Group Health Ins	748.00	0.00	528.02	219.98	52.80
10-40-441-210.15	Group Dental Ins	58.00	0.00	91.50	-33.50	18.30
10-40-441-210.30	Group Life & AD&D	33.00	0.00	12.65	20.35	2.82
10-40-441-220.00	SOCIAL SECURITY	668.00	0.00	431.15	236.85	36.47
10-40-441-230.00	EMPLOYEE RETIREMENT	377.00	0.00	0.00	377.00	0.00
1' 41-340.00	TECHNICAL	150.00	0.00	0.00	150.00	0.00
10 -441-820.00	PROFESSIONAL DEVELOPMENT	65.00	0.00	0.00	65.00	0.00

Account	Budget	Outstanding Encumbrance	Expenditures	Unencumbered Balance	FY-14/15 MTD Pd 9 Mar
10-40-441-830.01 WOMEN HELPING WOMEN	500.00	0.00	500.00	0.00	0.00
10-40-441-830.05 HOWARD CTR FOR HUMAN SVCS	200.00	0.00	200.00	0.00	0.00
10-40-441-830.07 VISITING NURSE APPROP.	2,500.00	0.00	2,500.00	0.00	0.00
10-40-441-830.09 GREEN UP VERMONT	300.00	0.00	0.00	300.00	0.00
10-40-441-830.11 MILTON FAMILY COMM CTR	5,375.00	0.00	5,375.00	0.00	0.00
10-40-441-830.17 ARROWHEAD SR. CITIZENS	7,000.00	0.00	7,000.00	0.00	0.00
10-40-441-830.18 CHAMPLAIN VALLEY AGENCY	5,000.00	0.00	5,000.00	0.00	0.00
10-40-441-830.21 ASSOCIATION FOR THE BLIND	250.00	0.00	250.00	0.00	0.00
10-40-441-830.24 WOMEN'S RAPE CRISIS CENTE	350.00	0.00	0.00	350.00	0.00
10-40-441-830.33 MILTON GRANGE	500.00	0.00	500.00	0.00	0.00
Total HEALTH OFFICER:	32,800.00	0.00	28,067.21	4,732.79	601.65
Total HEALTH EDUCATION WELFARE	32,800.00	0.00	28,067.21	4,732.79	601.65
10-50 CULTURE					
10-50-451 LIBRARY					
10-50-451-110.00 REGULAR SALARIES	90,403.00	0.00	59,364.70	31,038.30	6,890.30
10-50-451-115.00 PART TIME SALARIES	40,044.00	0.00	27,671.50	12,372.50	2,965.95
10-50-451-115.10 PARTTIME SAL BOOKMOBILE	3,585.00	0.00	2,740.93	844.07	240.96
10-50-451-210.10 GROUP HEALTH INSURANCE	25,531.00	0.00	16,354.68	9,176.32	1,514.17
10-50-451-210.15 GROUP DENTAL INSURANCE	3,046.00	0.00	1,197.90	1,848.10	266.20
10-50-451-210.30 GROUP LIFE INS & AD&D	401.00	0.00	238.70	162.30	56.7[illegible]
10-50-451-220.00 SOCIAL SECURITY	10,253.00	0.00	6,832.92	3,420.08	762.3[illegible]
10-50-451-230.00 EMPLOYEE RETIREMENT	5,497.00	0.00	4,050.06	1,446.94	464.40
10-50-451-310.00 OFFICIAL/ADMINISTRATIVE	8,300.00	636.10	4,806.34	2,857.56	21.93
10-50-451-330.00 OTHER PROFESSIONAL SERV.	275.00	0.00	0.00	275.00	0.00
10-50-451-330.10 PROFESSIONAL PROGRAMS	1,800.00	130.00	715.90	954.10	112.50
10-50-451-530.10 COMMUNICATIONS-TELEPHONE	165.00	0.00	42.08	122.92	19.98
10-50-451-530.20 COMMUNICATIONS-OTHER	420.00	0.00	127.17	292.83	40.00
10-50-451-540.00 ADVERTISING	350.00	0.00	242.04	107.96	42.04
10-50-451-550.00 PRINTING AND BINDING	500.00	0.00	306.81	193.19	0.00
10-50-451-580.00 TRAVEL	1,200.00	0.00	269.22	930.78	0.00
10-50-451-610.00 POSTAGE	2,600.00	0.00	1,774.32	825.68	0.00
10-50-451-611.00 OFFICE SUPPLIES	5,000.00	603.12	2,541.68	1,855.20	0.00
10-50-451-612.00 GENERAL SUPPLIES	800.00	0.00	624.81	175.19	212.75
10-50-451-640.10 BOOKS-ADULTS	8,500.00	352.61	5,698.73	2,448.66	757.60
10-50-451-640.15 AUDIOS	6,000.00	723.78	2,707.42	2,568.80	511.47
10-50-451-640.25 BOOKS-CHILDRENS	7,300.00	2,082.17	2,938.44	2,279.39	95.74
10-50-451-640.30 BOOKS-JUVENILE	6,600.00	1,294.12	3,214.16	2,091.72	795.45
10-50-451-640.35 BOOKS-LARGE PRINT	4,000.00	409.64	2,180.18	1,410.18	209.86
10-50-451-640.40 PERIODICALS	4,400.00	0.00	3,627.83	772.17	0.00
10-50-451-640.45 BOOKS-REFERENCE	500.00	0.00	0.00	500.00	0.00
10-50-451-640.50 VIDEOS	4,000.00	491.14	2,297.87	1,210.99	14.96
10-50-451-740.00 MACHINERY & EQUIPMENT	1,000.00	0.00	0.00	1,000.00	0.00
10-50-451-743.00 FURNITURE & FIXTURES	400.00	0.00	176.25	223.75	0.00
10-50-451-810.00 DUES AND FEES	700.00	0.00	289.00	411.00	0.00
10-50-451-820.00 PROFESSIONAL DEVELOPMENT	568.00	0.00	138.99	429.01	0.00
Total LIBRARY	244,138.00	6,722.68	153,170.63	84,244.69	15,995.34

Account		Budget	Outstanding Encumbrance	Expenditures	Unencumbered Balance	FY-14/15 MTD Pd 9 Mar
10-50-452	RECREATION:					
10-50-452-110.00	REGULAR SALARIES	47,975.00	0.00	34,102.86	13,872.14	3,674.80
10-50-452-120.00	TEMPORARY EMPLOYEES	10,500.00	0.00	6,664.34	3,835.66	0.00
10-50-452-210.10	Group Health Insurance	11,064.00	0.00	9,392.80	1,671.20	946.84
10-50-452-210.15	Group Dental Insurance	1,142.00	0.00	0.00	1,142.00	0.00
10-50-452-210.30	Group Life & AD&D	57.00	0.00	57.50	-0.50	57.50
10-50-452-220.00	SOCIAL SECURITY	4,473.00	0.00	2,934.64	1,538.36	271.14
10-50-452-230.00	RETIREMENT	1,654.00	0.00	2,240.73	-586.73	237.04
10-50-452-442.00	RENTAL OF EQUIPMENT	6,000.00	600.00	2,370.00	3,030.00	0.00
10-50-452-530.10	COMMUNICATIONS-TELEPHONE	150.00	0.00	42.08	107.92	19.98
10-50-452-540.00	ADVERTISING	600.00	0.00	361.46	238.54	0.00
10-50-452-550.00	PRINTING & BINDING	5,300.00	1,748.00	3,496.00	56.00	0.00
10-50-452-580.00	TRAVEL	300.00	0.00	193.70	106.30	0.00
10-50-452-610.00	POSTAGE	200.00	0.00	55.43	144.57	0.00
10-50-452-611.00	OFFICE SUPPLIES	300.00	0.00	161.75	138.25	0.00
10-50-452-612.00	GENERAL SUPPLIES	600.00	0.00	0.00	600.00	0.00
10-50-452-613.00	TECHNOLOGY	1,464.00	0.00	0.00	1,464.00	0.00
10-50-452-650.00	UNIFORMS	100.00	0.00	0.00	100.00	0.00
10-50-452-740.00	MACHINERY AND EQUIPMENT	1,200.00	0.00	0.00	1,200.00	0.00
10-50-452-810.00	DUES & FEES	650.00	0.00	535.00	115.00	0.00
10-50-452-820.00	PROFESSIONAL DEVELOPMENT	500.00	0.00	275.00	225.00	0.00
10 52-830.02	BABE RUTH	500.00	0.00	500.00	0.00	0.00
1(52-830.04	LL BASEBALL & SOFTBALL	500.00	0.00	500.00	0.00	0.00
10-50-452-830.05	YOUTH SOCCER	500.00	0.00	500.00	0.00	0.00
10-50-452-830.06	DOWNHILL SKI CLUB	300.00	0.00	300.00	0.00	0.00
10-50-452-830.07	SWIMMING	1,000.00	0.00	480.00	520.00	0.00
10-50-452-830.10	MUSIC IN PARK	1,000.00	0.00	1,150.00	-150.00	0.00
10-50-452-830.12	OLDE FASHION FOURTH	3,500.00	0.00	3,500.00	0.00	0.00
10-50-452-830.14	MILTON YOUTH LACROSSE	500.00	0.00	500.00	0.00	0.00
10-50-452-830.16	TOWN EVENTS	2,000.00	0.00	768.83	1,231.17	0.00
10-50-452-831.00	REVENUE PROGRAMS	34,000.00	16,087.50	23,815.50	-5,903.00	1,606.00
10-50-452-831.05	From Rec Donations	0.00	50.00	2,059.92	-2,109.92	325.00
10-50-452-831.10	SCHOLARSHIP FR REV.PROG	2,000.00	0.00	1,225.00	775.00	130.00
10-50-452-832.00	GREAT ESCAPE PROGRAM	13,500.00	0.00	8,540.00	4,960.00	0.00
10-50-452-836.00	TOWN BAND	550.00	0.00	550.00	0.00	0.00
Total RECREATION:		154,079.00	18,485.50	107,272.54	28,320.96	7,268.30
Total CULTURE		398,217.00	25,208.18	260,443.17	112,565.65	23,263.64
10-60	ECONOMIC					
10-60-461	PLANNING					
10-60-461-110.00	REGULAR SALARIES	187,431.00	0.00	129,649.24	57,781.76	9,633.54
10-60-461-210.10	GROUP HEALTH INSURANCE	38,376.00	0.00	25,811.14	12,564.86	268.38
10-60-461-210.15	GROUP DENTAL INSURANCE	3,502.00	0.00	2,594.16	907.84	317.76
10-60-461-210.30	GROUP LIFE INS & AD&D	716.00	0.00	558.82	157.18	96.32
10-60-461-220.00	SOCIAL SECURITY	14,339.00	0.00	9,516.10	4,822.90	694.32
1 61-230.00	RETIREMENT CONTRIBUTION	9,550.00	0.00	7,743.51	1,806.49	597.14
10 461-341.00	RECORDING FEES	250.00	0.00	120.00	130.00	90.00

Account	Budget	Outstanding Encumbrance	Expenditures	Unencumbered Balance	FY-14/15 MT Pd 9 Mar
10-60-461-430.20 Trail Design and Construc	0.00	0.00	115.00	-115.00	0.00
10-60-461-530.10 COMMUNICATIONS-TELEPHONE	600.00	0.00	252.51	347.49	119.88
10-60-461-540.00 ADVERTISING	4,300.00	0.00	1,373.40	2,926.60	0.00
10-60-461-550.00 PRINTING & BINDING	500.00	0.00	395.27	104.73	0.00
10-60-461-580.00 TRAVEL	300.00	0.00	305.22	-5.22	0.00
10-60-461-610.00 POSTAGE	1,700.00	0.00	1,001.20	698.80	0.00
10-60-461-611.00 OFFICE SUPPLIES	725.00	0.00	286.00	439.00	99.99
10-60-461-613.00 TECHNOLOGY	0.00	0.00	1,035.00	-1,035.00	0.00
10-60-461-626.00 GASOLINE	860.00	0.00	198.14	661.86	7.27
10-60-461-640.00 BOOKS & PERIODICALS	200.00	0.00	92.00	108.00	0.00
10-60-461-740.00 MACHINERY/EQUIPMENT	2,500.00	0.00	0.00	2,500.00	0.00
10-60-461-805.00 CONSERVATION COMMISSION	600.00	0.00	235.00	365.00	0.00
10-60-461-810.00 DUES & FEES	7,000.00	0.00	6,918.00	82.00	0.00
10-60-461-820.00 PROFESSIONAL DEVELOPMENT	1,400.00	65.00	875.00	460.00	0.00
Total PLANNING	274,849.00	65.00	189,074.71	85,709.29	11,924.60
10-60-463 ECONOMIC DEVELOPMENT COMM					
10-60-463-540.00 ADVERTISING	50.00	0.00	0.00	50.00	0.00
10-60-463-550.00 PRINTING & BINDING	300.00	0.00	0.00	300.00	0.00
10-60-463-580.00 TRAVEL	370.00	0.00	0.00	370.00	0.00
10-60-463-610.00 POSTAGE	75.00	0.00	0.00	75.00	0.00
10-60-463-611.00 OFFICE SUPPLIES	100.00	0.00	0.00	100.00	0.00
10-60-463-640.00 BOOKS & PERIODICALS	30.00	0.00	0.00	30.00	0.00
10-60-463-810.00 DUES & FEES	10,270.00	0.00	300.00	9,970.00	0.00
10-60-463-820.00 PROFESSIONAL DEVELOPMENT	1,040.00	0.00	54.71	985.29	0.00
10-60-463-830.32 MILTON ARTISTS GUILD	500.00	0.00	500.00	0.00	0.00
Total ECONOMIC DEVELOPMENT COMM	12,735.00	0.00	854.71	11,880.29	0.00
Total ECONOMIC	287,584.00	65.00	189,929.42	97,589.58	11,924.60
10-70-470 DEBT SERVICE					
10-70-470-910.10 MUNICIPAL BUILDING	40,000.00	0.00	60,000.00	-20,000.00	0.00
10-70-470-910.12 LIBRARY EXPANSION-PRIN	85,000.00	0.00	85,000.00	0.00	0.00
10-70-470-910.13 MAIN ST. STORMWATER PRIN.	11,750.00	0.00	0.00	11,750.00	0.00
10-70-470-910.15 FIRE STATION	40,000.00	0.00	40,000.00	0.00	0.00
10-70-470-910.20 RESCUE AMBULANCE	35,085.00	0.00	35,084.97	0.03	0.00
10-70-470-910.25 Tower Truck Bond	45,000.00	0.00	0.00	45,000.00	0.00
10-70-470-911.10 MUNICIPAL BUILDING	5,850.00	0.00	2,925.00	2,925.00	0.00
10-70-470-911.12 LIBRARY EXPANSION-INT	38,565.00	0.00	21,149.38	17,415.62	0.00
10-70-470-911.13 MAIN ST STORMWATER INT	4,703.00	0.00	0.00	4,703.00	0.00
10-70-470-911.15 FIRE STATION	10,459.00	0.00	5,229.67	5,229.33	0.00
10-70-470-911.20 AMBULANCE INTEREST	1,766.00	0.00	1,765.52	0.48	0.00
10-70-470-911.25 Tower Truck Interest	14,095.00	0.00	0.00	14,095.00	0.00
Total DEBT SERVICE	332,273.00	0.00	251,154.54	81,118.46	0.00
10-80 OPERATING TRANSFER OUT					
Total OPERATING TRANSFER OUT	0.00	0.00	0.00	0.00	0.00

Acc	Budget	Outstanding Encumbrance	Expenditures	Unencumbered Balance	FY-14/15 MTD Pd 9 Mar
10-90-491 CAPITAL IMPROVEMENTS					
10-90-491-700.00 CAPITAL IMPROVEMENTS	475,345.00	0.00	251,897.07	223,447.93	24,479.17
Total CAPITAL IMPROVEMENTS	475,345.00	0.00	251,897.07	223,447.93	24,479.17
Total GENERAL FUND	7,260,341.00	257,885.55	5,023,415.45	1,979,040.00	505,322.82
20-00-000-491.10 SCHOOL EXPENSE	0.00	0.00	75,286.00	-75,286.00	0.00
Total IMPACT FEES FUND	0.00	0.00	75,286.00	-75,286.00	0.00
Total REAPPRAISEL FUND	0.00	0.00	0.00	0.00	0.00
22 FUND 22					
Total FUND 22	0.00	0.00	0.00	0.00	0.00
Total BIKE PATH & MULTI MODAL	0.00	0.00	0.00	0.00	0.00
23 MUN RECORDS RESERVE FD					
23-[illegible]00-491.00 OPERATING TRANSFER OUT	0.00	0.00	2,400.19	-2,400.19	0.00
2[illegible]-2-340.00 TECHNICAL	0.00	0.00	660.00	-660.00	0.00
23-10-412-345.00 Technicial-Document Recor	0.00	0.00	5,389.48	-5,389.48	2,388.12
23-10-412-740.00 MACHINERY & EQUIPMENT	0.00	0.00	27,800.00	-27,800.00	0.00
Total MUN RECORDS RESERVE FD	0.00	0.00	36,249.67	-36,249.67	2,388.12
Total RESTORATION OF RECORDS	0.00	0.00	36,249.67	-36,249.67	2,388.12
Total DEVELOPMENT ESCROW ACCTS	0.00	0.00	0.00	0.00	0.00
25-00-000-330.00 OTHER PROFESSIONAL SERVIC	0.00	0.00	5,390.00	-5,390.00	250.00
25-00-000-491.00 OPERATING TRANSFER OUT	0.00	0.00	480,617.25	-480,617.25	0.00
Total TIF INCREMENTAL FINANCING	0.00	0.00	486,007.25	-486,007.25	250.00
26-20-420-330.10 CRIMINAL INVESTIGATION	0.00	0.00	4,000.00	-4,000.00	0.00
Total POLICE EQUITABLE SHARING	0.00	0.00	4,000.00	-4,000.00	0.00
27-00-000-391.20 Alogonquin Reef Intersect	0.00	0.00	73,868.05	-73,868.05	0.00
27-00-000-391.30 Everest Road Reconstructi	0.00	0.00	170,920.30	-170,920.30	0.00
27-00-000-495.00 Paving Expenses	0.00	0.00	36,739.04	-36,739.04	0.00
Total ROAD RESTORATION/SW MAINT	0.00	0.00	281,527.39	-281,527.39	0.00
30 [illegible]52-740.50 Recreation Capital Expens	0.00	0.00	194.46	-194.46	0.00

Account	Budget	Outstanding Encumbrance	Expenditures	Unencumbered Balance	FY-14/15 MTD Pd 9 Mar
30-60-461-392.00 VT COMM - BOVE	0.00	0.00	600.00	-600.00	0.00
Total GRANT FUND	0.00	0.00	794.46	-794.46	0.00
Total LIBRARY FREEMAN GRANT	0.00	0.00	0.00	0.00	0.00
38-10 GENERAL GOVERNMENT					
38-10-417-740.00 SERVER REPLACEMENT	0.00	0.00	9,999.00	-9,999.00	0.00
38-10-420-740.00 FY14 Homeland Security G	0.00	0.00	15,122.05	-15,122.05	0.00
38-10-421-450.00 Capital Purchases-Fire	0.00	0.00	16,180.32	-16,180.32	0.00
Total GENERAL GOVERNMENT	0.00	0.00	41,301.37	-41,301.37	0.00
38-20 PUBLIC SAFETY					
38-20-420-742.00 VEHICLES - POLICE	0.00	812.95	66,197.48	-67,010.43	39,368.01
Total PUBLIC SAFETY	0.00	812.95	66,197.48	-67,010.43	39,368.01
38-30 PUBLIC WORKS					
38-30-429-300.00 2014 Chev Silverado	0.00	0.00	26,098.00	-26,098.00	0.00
38-30-429-330.20 PW FACILITY RECREATION DE	0.00	0.00	11,714.09	-11,714.09	0.00
38-30-430-450.23 RT 7/MIDDLE/RAILROAD ST	0.00	0.00	1,714.47	-1,714.47	0.0[illegible]
38-30-430-450.24 Cherry Street Sidewalk	0.00	8,932.00	7,506.00	-16,438.00	3,478.0[illegible]
38-30-430-450.25 McMullen Road Sidewalk	0.00	0.00	10,438.00	-10,438.00	0.00
38-30-430-450.27 Milton Sidewalk Scoping	0.00	0.00	6,605.30	-6,605.30	254.74
38-30-430-500.00 Beebe Hill Slope Failure	0.00	1,023.59	8,223.50	-9,247.09	0.00
38-30-430-750.00 2014 Tandem Axle Freightl	0.00	60,444.00	533,966.00	-594,410.00	0.00
38-30-432-440.00 Facilities Plan Update	0.00	0.00	600.00	-600.00	0.00
38-30-432-450.00 Zero Turn Mower-Kubota	0.00	0.00	13,992.00	-13,992.00	0.00
38-30-432-740.05 Kubota L5460 Compact Trct	0.00	0.00	34,635.00	-34,635.00	0.00
Total PUBLIC WORKS	0.00	70,399.59	655,492.36	-725,891.95	3,732.74
38-40-441-330.10 BRISSON PROPERY	0.00	0.00	13,846.50	-13,846.50	0.00
38-50 CULTURE					
38-50-452-342.00 1/2 Penny for Recreation	0.00	0.00	28,770.87	-28,770.87	0.00
Total CULTURE	0.00	0.00	28,770.87	-28,770.87	0.00
38-60 COMMUNITY & ECONO. DEV.					
Total COMMUNITY & ECONO. DEV.	0.00	0.00	0.00	0.00	0.00
Total CAPITAL RESERVE FUND	0.00	71,212.54	805,608.58	-876,821.12	43,100.75
50-10-410 WATER DEPARTMENT					
50-10-410-110.00 REGULAR SALARIES	130,117.00	0.00	75,381.33	54,735.67	7,590.20
50-10-410-130.00 OVERTIME SALARIES	3,500.00	0.00	5,371.07	-1,871.07	2,045.3[illegible]
50-10-410-150.00 INSURANCE BUYOUT	7,000.00	0.00	4,666.72	2,333.28	291.67

Acc. .it		Budget	Outstanding Encumbrance	Expenditures	Unencumbered Balance	FY-14/15 MTD Pd 9 Mar
50-10-410-210.10	GROUP HEALTH INSURANCE	21,066.00	0.00	7,153.69	13,912.31	529.77
50-10-410-210.11	HRA CONTRIBUTION	6,906.00	0.00	0.00	6,906.00	0.00
50-10-410-210.15	GROUP DENTAL INSURANCE	3,256.00	0.00	1,351.97	1,904.03	297.02
50-10-410-210.20	GROUP LTD/STD/VISION INS	1,121.00	0.00	748.54	372.46	63.39
50-10-410-210.30	GROUP LIFE INS & AD&D	457.00	0.00	264.84	192.16	62.34
50-10-410-220.00	SOCIAL SECURITY	11,654.00	0.00	6,424.04	5,229.96	746.17
50-10-410-230.00	RETIREMENT CONTRIBUTION	7,353.00	0.00	4,538.68	2,814.32	480.90
50-10-410-260.00	WORKERS COMPENSATION	6,000.00	0.00	6,552.44	-552.44	2,621.44
50-10-410-290.00	OTHER EMPLOYEE BENEFITS	705.00	73.51	596.49	35.00	0.00
50-10-410-310.00	OFFICIAL/ADMINISTRATIVE	158,769.00	0.00	118,334.25	40,434.75	39,444.75
50-10-410-340.00	TECHNICAL SERVICES	3,125.00	1,126.00	1,051.00	948.00	549.00
50-10-410-411.00	WATER/SEWER	187.00	0.00	186.33	0.67	41.03
50-10-410-411.10	WATER PURCHASE CWD	353,358.00	0.00	324,265.67	29,092.33	37,317.30
50-10-410-421.00	DISPOSAL & REFUSE	420.00	0.00	256.00	164.00	32.00
50-10-410-430.00	REPAIR & MAINT.-FACILITY	1,500.00	0.00	0.00	1,500.00	0.00
50-10-410-430.10	VEHICLE REPAIR AND MAINTE	1,350.00	158.50	261.48	930.02	0.00
50-10-410-430.15	EQUIPMENT REPAIR & MAINT.	3,000.00	473.40	0.00	2,526.60	0.00
50-10-410-442.00	RENTAL OF EQUIP & VEHICLE	450.00	50.00	0.00	400.00	0.00
50-10-410-450.00	CONSTRUCTION SERVICES	1,500.00	32,192.73	6,915.79	-37,608.52	5,475.79
50-10-410-520.00	INSURANCE DEDUCTIBLE	500.00	0.00	0.00	500.00	0.00
50-10-410-520.10	GENERAL LIABILITY INURANC	1,200.00	0.00	1,224.50	-24.50	636.50
50-10-410-520.20	VEHICLE INSURANCE	1,300.00	0.00	2,246.50	-946.50	1,134.50
50· 10-520.30	PROPERTY INSURANCE	1,600.00	0.00	1,566.50	33.50	748.50
5(10-530.10	COMMUNICATIONS-TELEPHONE	450.00	0.00	300.94	149.06	41.58
50-10-410-530.20	COMMUNICATIONS-OTHER	1,240.00	0.00	586.33	653.67	80.25
50-10-410-540.00	ADVERTISING	300.00	73.50	76.50	150.00	0.00
50-10-410-550.00	PRINTING AND BINDING	1,997.00	108.56	2,202.98	-314.54	0.00
50-10-410-580.00	TRAVEL	283.00	0.00	0.00	283.00	0.00
50-10-410-610.00	POSTAGE	155.00	0.00	4.78	150.22	0.00
50-10-410-611.00	OFFICE SUPPLIES	433.00	0.00	61.50	371.50	0.00
50-10-410-612.00	GENERAL SUPPLIES	10,695.00	1,103.09	8,169.09	1,422.82	185.65
50-10-410-612.10	WATER METERS	13,730.00	0.00	7,393.03	6,336.97	35.90
50-10-410-613.00	TECHNOLOGY	1,250.00	0.00	0.00	1,250.00	0.00
50-10-410-621.00	NATURAL GAS	4,000.00	0.00	3,755.02	244.98	1,438.86
50-10-410-622.00	ELECTRICITY	12,310.00	0.00	7,261.14	5,048.86	1,223.54
50-10-410-623.00	BOTTLED GAS	100.00	0.00	0.00	100.00	0.00
50-10-410-625.00	DIESEL FUEL	600.00	0.00	379.08	220.92	60.78
50-10-410-626.00	GASOLINE	3,125.00	0.00	1,330.65	1,794.35	180.19
50-10-410-640.00	BOOKS AND PERIODICALS	200.00	0.00	0.00	200.00	0.00
50-10-410-650.00	EMPLOYEE UNIFORMS	1,400.00	0.00	708.39	691.61	108.90
50-10-410-740.00	MACHINERY & EQUIPMENT	1,000.00	0.00	0.00	1,000.00	0.00
50-10-410-743.00	FURNITURE & FIXTURES	50.00	0.00	0.00	50.00	0.00
50-10-410-810.00	DUES AND FEES	825.00	0.00	432.50	392.50	0.00
50-10-410-820.00	PROFESSIONAL DEVELOPMENT	1,750.00	389.50	524.50	836.00	134.50
50-10-410-825.00	SMALL TOOLS	550.00	0.00	0.00	550.00	0.00
50-10-410-900.00	Facility Plan Update	0.00	0.00	15,410.73	-15,410.73	0.00
50-10-410-980.00	Transfer Out	0.00	0.00	4,159.76	-4,159.76	0.00
T ATER DEPARTMENT		783,837.00	35,748.79	622,114.75	125,973.46	103,597.75

Account		Budget	Outstanding Encumbrance	Expenditures	Unencumbered Balance	FY-14/15 MTD Pd 9 Mar
50-70-410-910.15	PLANT LINE & CONSTRUCTION	47,236.00	0.00	47,236.45	-0.45	0.00
50-70-410-910.18	Water Dist Sys-Principle	25,958.00	0.00	0.00	25,958.00	0.00
50-70-410-910.19	Water System Rehab Princi	15,667.00	0.00	15,666.67	0.33	0.00
50-70-410-910.20	Village Waterline Imp-Pri	0.00	0.00	6,000.00	-6,000.00	0.00
50-70-410-910.21	Village Waterline Imp - I	0.00	0.00	1,894.76	-1,894.76	0.00
50-70-410-911.15	PLANT & LINE CONST INTER	19,445.00	0.00	10,626.45	8,818.55	0.00
50-70-410-911.18	Water Dist Sys-Interest	8,326.00	0.00	0.00	8,326.00	0.00
50-70-410-911.19	Water System Rehab-Intere	14,721.00	0.00	7,421.16	7,299.84	0.00
Total WATER FUND		915,190.00	35,748.79	710,960.24	168,480.97	103,597.75
55-20-420	SEWER DEPARTMENT:					
55-20-420-110.00	REGULAR SALARIES	147,846.00	0.00	89,366.02	58,479.98	9,137.00
55-20-420-130.00	OVERTIME SALARIES	7,000.00	0.00	7,121.45	-121.45	660.24
55-20-420-150.00	INSURANCE BUYOUT	7,000.00	0.00	4,666.72	2,333.28	291.67
55-20-420-210.10	GROUP HEALTH INSURANCE	28,898.00	0.00	7,167.51	21,730.49	511.17
55-20-420-210.11	HRA CONTRIBUTION	9,669.00	0.00	0.00	9,669.00	0.00
55-20-420-210.15	GROUP DENTAL INSURANCE	3,574.00	0.00	1,351.93	2,222.07	297.00
55-20-420-210.20	GROUP LTS/STD/VISION INS	1,121.00	0.00	665.11	455.89	63.38
55-20-420-210.30	GROUP LIFE INS & AD&D	457.00	0.00	264.82	192.18	62.34
55-20-420-220.00	SOCIAL SECURITY	12,534.00	0.00	7,571.98	4,962.02	754.23
55-20-420-230.00	RETIREMENT	8,397.00	0.00	5,375.19	3,021.81	566.89
55-20-420-260.00	WORKER'S COMPENSATION	6,000.00	0.00	6,552.44	-552.44	2,621.47
55-20-420-290.00	OTHER EMPLOYEE BENEFITS	705.00	73.50	596.50	35.00	0.0
55-20-420-310.00	OFFICIAL/ADMINISTRATIVE	158,779.00	0.00	118,334.25	40,444.75	39,444.75
55-20-420-330.00	OTHER PROFESSIONAL	0.00	0.00	1,299.28	-1,299.28	0.00
55-20-420-340.00	TECHNICAL SERVICES	51,590.00	7,543.50	33,510.71	10,535.79	2,734.79
55-20-420-411.00	WATER/SEWER	3,500.00	0.00	921.04	2,578.96	89.58
55-20-420-421.00	DISPOSAL & REFUSE	6,000.00	0.00	4,017.10	1,982.90	501.83
55-20-420-430.00	REPAIR & MAINT.-FACILITY	8,000.00	3,276.00	1,689.44	3,034.56	0.00
55-20-420-430.10	VEHICLE REPAIR & MAINTENA	1,350.00	167.50	261.48	921.02	0.00
55-20-420-430.15	EQUIPMENT REPAIR & MAINT.	7,000.00	37.50	598.70	6,363.80	0.00
55-20-420-441.00	RENTAL OF LAND & BLDGS.	100.00	0.00	100.00	0.00	0.00
55-20-420-442.00	RENTAL OF EQUIP & VEHICLE	500.00	50.00	0.00	450.00	0.00
55-20-420-450.00	CONSTRUCTION SERVICES	25,000.00	0.00	0.00	25,000.00	0.00
55-20-420-520.00	INSURANCE DEDUCTIBLE	500.00	0.00	0.00	500.00	0.00
55-20-420-520.10	GENERAL LIABILITY INSURAN	2,500.00	0.00	2,337.00	163.00	1,187.50
55-20-420-520.20	VEHICLE INSURANCE	1,150.00	0.00	0.00	1,150.00	0.00
55-20-420-520.30	PROPERTY INSURANCE	9,500.00	0.00	11,103.50	-1,603.50	5,586.00
55-20-420-530.10	COMMUNICATIONS-TELEPHONE	2,360.00	0.00	1,834.32	525.68	215.46
55-20-420-530.20	COMMUNICATIONS-OTHER	500.00	0.00	346.60	153.40	40.24
55-20-420-540.00	ADVERTISING	300.00	0.00	0.00	300.00	0.00
55-20-420-550.00	PRINTING & BINDING	500.00	0.00	22.50	477.50	0.00
55-20-420-580.00	TRAVEL	283.00	0.00	0.00	283.00	0.00
55-20-420-610.00	POSTAGE & MAILING	600.00	0.00	111.78	488.22	0.00
55-20-420-611.00	OFFICE SUPPLIES	433.00	0.00	61.50	371.50	0.00
55-20-420-612.00	GENERAL SUPPLIES	64,718.00	5,841.02	46,819.58	12,057.40	389.87
55-20-420-612.10	WATER METER PURCHASES	11,060.00	0.00	7,357.13	3,702.87	0.00
55-20-420-613.00	TECHNOLOGY	2,000.00	0.00	679.98	1,320.02	0.0
55-20-420-621.00	NATURAL GAS	13,405.00	0.00	11,499.71	1,905.29	4,526.74

Account	Budget	Outstanding Encumbrance	Expenditures	Unencumbered Balance	FY-14/15 MTD Pd 9 Mar
55-20-420-622.00 ELECTRICITY	98,478.00	0.00	62,451.45	36,026.55	7,883.13
55-20-420-623.00 BOTTLED GAS	75.00	0.00	0.00	75.00	0.00
55-20-420-625.00 DIESEL FUEL	3,000.00	0.00	1,193.40	1,806.60	60.78
55-20-420-626.00 GASOLINE	3,120.00	0.00	1,330.71	1,789.29	180.19
55-20-420-640.00 BOOKS & PERIODICALS	200.00	0.00	411.50	-211.50	0.00
55-20-420-650.00 EMPLOYEE UNIFORMS	1,400.00	0.00	708.59	691.41	108.90
55-20-420-740.00 MACHINERY AND EQUIPMENT	3,000.00	260.00	1,921.57	818.43	0.00
55-20-420-743.00 FURNITURE & FIXTURES	50.00	0.00	0.00	50.00	0.00
55-20-420-810.00 DUES AND FEES	1,660.00	0.00	1,240.25	419.75	0.00
55-20-420-820.00 PROFESSIONAL DEVELOPMENT	1,750.00	52.50	2,045.50	-348.00	265.50
55-20-420-825.00 SMALL TOOLS	550.00	0.00	0.00	550.00	0.00
Total SEWER DEPARTMENT:	718,112.00	17,301.52	444,908.24	255,902.24	78,200.62
55-70-420 SEWER PRINCIPAL/INTEREST					
55-70-420-910.15 WWTF SRF BOND	43,250.00	0.00	0.00	43,250.00	0.00
55-70-420-910.20 WWTF UPGRADE PLANT	258,208.00	0.00	0.00	258,208.00	0.00
55-70-420-910.25 VILLAGE CORE SEWER	6,000.00	0.00	0.00	6,000.00	0.00
Total SEWER PRINCIPAL/INTEREST	307,458.00	0.00	0.00	307,458.00	0.00
55-71 RF1-044 - ANR					
T[illegible] RF1-044 - ANR	0.00	0.00	0.00	0.00	0.00
55-72-420-330.05 PROFESSIONAL SERV-WWF99	0.00	0.00	110.00	-110.00	0.00
55-72-460-350.00 Reimb TIF Village Pump	0.00	0.00	32,000.00	-32,000.00	0.00
55-72-720-910.25 Village Core Sewer-Princi	120,176.00	0.00	120,568.83	-392.83	0.00
55-72-720-911.25 Village Core Sewer-Intere	54,898.00	0.00	58,590.11	-3,692.11	0.00
Total SEWER FUND	1,200,644.00	17,301.52	656,177.18	527,165.30	78,200.62
Total HENRY BEEMAN TRUST	0.00	0.00	0.00	0.00	0.00
Total JANE HUNDEL TRUST	0.00	0.00	0.00	0.00	0.00
Total VILLAGE OF MILTON TRUST	0.00	0.00	0.00	0.00	0.00
Total All FUNDs	9,376,175.00	382,148.40	8,080,026.22	914,000.38	732,860.06

MILTON INTERIM ZONING BYLAWS

I. PURPOSE:

Milton's Town Core Area is the most densely developed area of the Town. The purposes of the Zoning Districts within the Town Core vary somewhat, but the Town's overall goal for the Town Core is a mix of residential, commercial and some limited industrial uses in a pedestrian-friendly downtown atmosphere. Development in the Town Core also should create jobs, both for Milton residents and for residents in the communities surrounding Milton, and expand Milton's tax base. Moreover, the Town Core should have pedestrian-friendly streetscapes and public green spaces.

Recently, however, residential development has outpaced commercial development in the Town Core, thereby upsetting the ratio of uses that the Town desires and for which the Town has planned. Moreover, public warehousing is a permitted use in several Zoning Districts, but the impact of this use may frustrate the Town's goals in both the Town Core and throughout the Town. There also are ongoing concerns regarding the capacity of existing community facilities and services to support both the Town's growing population and the development that is needed to create economic opportunities in Milton.

In order to protect the public health, safety, and general welfare and to provide for orderly physical and economic growth in Milton, the Town enacts these Interim Zoning Bylaws. In light of the above, the purpose of these Interim Zoning Bylaws is to halt, temporarily, residential development in certain areas of the Town Core and public warehousing throughout the Town. This pause on these types of development provides the Town the time and opportunity to review the results of recently completed studies, determine whether additional studies are needed, and to prepare and adopt amendments to the Milton Zoning Regulations that actually implement the Town's goals and objectives. While the Interim Zoning Bylaws are in effect, the Town intends to:

A. Identify areas to locate and promote commercial development.
B. Study, assess, and plan for school space and infrastructure needs.
C. Plan for a heterogeneous mix of residential development to attract retail businesses that the community has identified it needs.
D. Address traffic safety and transportation issues in the Route 7 corridor.

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E. Evaluate and implement the recommendations of the Route 7 Improvement Committee and the US Route 7 Corridor study.
F. Incorporate a study of the adjacent sewer service area to remove restrictions on development in unserved areas.
G. Adjust dimensional requirements that are not allowing for the most efficient use of land.
H. Evaluate the appropriate location for Public Warehousing/Storage units, which have been identified as occupying valuable land and precluding development.

II. DESCRIPTION OF DISTRICTS AFFECTED and LIMITATIONS ON LAND DEVELOPMENT:

A. These Interim Zoning Bylaws shall apply to all the Zoning Districts established and listed in Article II of the Milton Zoning Regulations.

B. Within the Checkerberry (M4) District, the following shall not be allowed:
   i. New Single Family Dwellings
   ii. New Duplexes
   iii. New Multifamily Dwellings
   iv. New Planned Unit Developments – Residential
   v. New Planned Unit Developments – Mixed Use

C. Within the Milton Crossroads Marketplace Center (M1) District, the Milton Crossroads Marketplace West (M2) District, the Old Towne Residential/Commercial (M5) District, and the Main Street (M6) District, New Multifamily Dwellings shall be not allowed.

D. Within all Zoning Districts, New Public Warehousing shall not be allowed.

III. DEFINITIONS

A. Words specifically defined in the Milton Zoning Regulations shall have the same meaning in these Interim Zoning Bylaws unless another meaning is clearly indicated.
B. New Single Family Dwellings shall mean any single family dwelling for which a complete application for a zoning permit had not been

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submitted to the Milton Department of Planning and Economic Development before February 26, 2015, unless the application proposes, on the same lot, both to remove the existing single family dwelling and to construct a single family dwelling so that the net increase in single family dwellings is zero.

C. New Duplexes shall mean any duplex for which a complete application for a zoning permit had not been submitted to the Milton Department of Planning and Economic Development before February 26, 2015.

D. New Multifamily Dwellings shall mean any multifamily dwelling for which a complete application for site plan approval had not been submitted to the Milton Department of Planning and Economic Development before February 26, 2015.

E. New Planned Unit Developments – Residential:

   i. For any Planned Unit Development – Residential classified as a "minor subdivision," a new Planned Unit Development - Residential shall mean any planned unit development – residential for which a complete Final Subdivision Plat application had not been submitted to the Milton Department of Planning and Economic Development before February 26, 2015.

   ii. For any Planned Unit Development – Residential classified as "major subdivision," a new Planned Unit Development – Residential shall mean any planned unit development – residential for which a complete Preliminary Plat application had not been submitted to the Milton Department of Planning and Economic Development before February 26, 2015.

F. New Planned Unit Developments – Mixed Use:

   i. For any Planned Unit Development – Mixed Use classified as a "minor subdivision," a new Planned Unit Development – Mixed Use shall mean any planned unit development – mixed use for which a complete Final Subdivision Plat application had not been submitted to the Milton Department of Planning and Economic Development before February 26, 2015.

   ii. For any Planned Unit Development – Mixed Use classified as "major subdivision," a new Planned Unit Development – Mixed Use shall mean any planned unit development – mixed use for which a complete Preliminary Plat application had not been submitted to the Milton Department of Planning and Economic Development before February 26, 2015.

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G. New Public Warehousing shall mean any public warehousing for which a complete application for site plan approval had not been submitted to the Milton Department of Planning and Economic Development before February 26, 2015.

IV. REVIEW OF APPLICATIONS

A. The Selectboard may, upon application, authorize the issuance of permits for any type of land development as a conditional use not otherwise permitted by these Interim Zoning Bylaws, after public hearing preceded by notice in accordance with 24 V.S.A. section 4464. The authorization by the Selectboard shall be granted only upon a finding by the Selectboard that the proposed use is consistent with the health, safety, and welfare of the Town of Milton and the following standards. The proposed development shall not result in an undue adverse effect on any of the following:

i. The capacity of existing or planned community facilities, services, or lands.
ii. The existing patterns and uses of development in the area.
iii. Traffic on roads and highways in the vicinity.
iv. Environmental limitations of the site or area and significant natural resource areas and sites.
v. Utilization of renewable energy resources.
vi. Municipal plans and other municipal bylaws, ordinance, or regulations in effect.

B. At any time during the Selectboard's public hearing on an application, the Selectboard may request written comment from the Planning Commission regarding the application and one or more of the above-described standards. Upon such a request, the Planning Commission shall review the application materials at one of its regular meetings and prepare and provide to the Selectboard written comments, which may include recommendations, responding to the Selectboard's request. The Planning Commission's comments and recommendations are advisory only and the Selectboard is not required to adopt them in its written decision. During the continued public hearing, the Selectboard shall provide the opportunity for comment or responses to the Planning Commission's comments and recommendations.

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V. EFFECT ON EXISTING REGULATIONS:

These Interim Zoning Bylaws shall not repeal or alter any existing ordinances, regulations or bylaws of the Town of Milton. These Interim Zoning Bylaws establish restrictions that are in addition to those contained in any other Town ordinance, bylaw or regulation.

VI. SEVERABILITY:

The validity of any section or provision of these Interim Zoning Bylaws shall not be held to invalidate any other section or provision.

VII. ENACTMENT:

These Interim Zoning Bylaws are enacted pursuant to the provisions of 24 V.S.A. section 4415 and the Town of Milton Charter, are to be administered in the manner provided for in 24 V.S.A. section 4415, as amended from time to time, and shall be effective upon passage.

Adopted this ___ day of _____ 2015.

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TOWN OF MILTON - PLANNING & ECONOMIC DEVELOPMENT

FEE SCHEDULE

STEPS TO A SUCCESSFUL ZONING PERMIT

1. Submit Permit Application	**4.** Post "P" Sign for Public Notice	**7.** Town Inspects
2. Permit Approved	**5.** Construct	**8.** CO/CC Approved
3. Pick up, Pay & Record Permit	**6.** Submit CO/CC Application	**9.** Pick up, Pay and Record CO/CC

ZONING PERMIT FEES

APPLICATION	FEE	RECORDING FEE	WHEN IS FEE DUE
New Residential Building	$300 + $0.04 per square foot	$10	Upon Permit Approval
One Time Residential Renewal	$40	$10	Upon Permit Approval
Residential Alteration/Amendment	$40	$10	Upon Permit Approval
Residential Accessory Structures	$40	$10	Upon Permit Approval
New Elderly Housing Complex	$150 per Dwelling Unit + $0.04 per square foot	$10	Upon Permit Approval
New Multi-family structure	$200 per Dwelling Unit + $0.04 per square foot	$10	Upon Permit Approval
New Commercial/Industrial Structure	$500 per Unit + $0.10 per square foot	$10	Upon Permit Approval
One Time Commercial/Industrial Renewal	$50	$10	Upon Permit Approval
Commercial/Industrial Alterations/Amendments	$50	$10	Upon Permit Approval
Commercial/Industrial Accessory Structures	$50	$10	Upon Permit Approval
Zoning Permit: Sign Permit	$5	$10	Upon Permit Approval

CERTIFICATE OF OCCUPANY/COMPLIANCE FEE

APPLICATION	FEE	RECORDING FEE	WHEN IS FEE DUE
Certificate of Occupancy/Compliance	$25	$10	Upon Certificate of Occupancy/Compliance Approval
Impact Fee for new Residential Building	$4420 per dwelling unit	N/A	Upon Certificate of Occupancy/Compliance Approval
Impact Fee for new Residential Elderly Housing Units and 1-bedroom Units	$3315 per dwelling unit	N/A	Upon Certificate of Occupancy/Compliance Approval

OTHER PERMITS

Highway Access, Municipal Water Permit and Hookup, Municipal Sewer Permit and Hookup	Contact the Department of Public Works at 802-893-6030
State Water/Wastewater	Contact the State at 802-879-5656

TOWN OF MILTON - PLANNING & ECONOMIC DEVELOPMENT
FEE SCHEDULE

DEVELOPMENT REVIEW BOARD

The Development Review Board conducts hearings on the applications listed below. Development applications require approval before a zoning permit can be issued or Plat recorded. Contact the Planning and Economic Development Office to determine if your project applies to any of the applications below. Applicants that request concurrent review of two applications will only be charged for the more expensive application fee if both reviews can be done within the same hearing. Please contact the Planning and Economic Development Staff for the number of abutters (adjoining properties) applicable to an application.

DEVELOPMENT REVIEW APPLICATION FEES

APPLICATION	FEE	ABUTTERS	WARNING	RECORDING FEE	WHEN IS FEE DUE
Sketch Plan for Subdivisions and Planned Unit Developments (PUD)	$100 (can be credited toward next phase)	$2 per abutter	N/A	N/A	Upon Application
Minor Subdivision/ PUD-Residential (6- units)	$500 + $50/unit or lot	$2 per abutter	$75	$10	Upon Application
Major Subdivision/ PUD-Residential (7+ units)	$1000 + $50 per unit or lot	$2 per abutter	$75	$10	Upon Application
Planned Unit Developments (PUD)	$1000 + $50 per unit or lot	$2 per abutter	$75	$10	Upon Application
Subdivision/PUD Amendments	$100	$2 per abutter	$75	$10	Upon Application
Administrative PUD Amendments	$50	$2 per abutter	N/A	$10	Upon Application
Site Plan	$300	$2 per abutter	N/A	$10	Upon Application
Administrative Site Plan Amendment	$50	$2 per abutter	N/A	$10	Upon Application
Site Plan Amendment	$100	$2 per abutter	N/A	$10	Upon Application
Boundary Line Adjustment	$75 per lot involved	$2 per abutter	$75	$10	Upon Application
Conditional Use	$150	$2 per abutter	$75	$10	Upon Application
Interim Zoning Conditional Use	$150	$2 per abutter	$75	$10	Upon Application
Variance	$150	$2 per abutter	$75	$10	Upon Application
Appeal of Zoning Administrator's Decision	$150	$2 per abutter	$75	$10	Upon Application
Expiration of a Subdivision Approval	$150	$2 per abutter	$75	$10	Upon Application

MISCELLANEOUS FEES:

Copies of Official Documents	$0.05 per page or $0.09 per double-sided page.
Recording Fee for Official Documents/Approvals	$10 per page
Subdivision Plat/Survey	$15 per page
Escrow Account: Legal Review Fees	$500

***Penalties**: If a formal zoning violation notice has been issued, a violation penalty fee of 2 times the normal fee will be charged (this includes Zoning, Certificate of Compliance and DRB Application fees.*

TOWN of MILTON
Planning & Economic Development
43 Bombardier Road
Milton, VT 05468-3205

www.miltonvt.org
(802) 893-1186

Legislative and Fiscal Analysis of Requested Selectboard Actions

TO: **Paul Bohne, Interim Town Manager**
FROM: **Jacob Hemmerick, Town Planner**
DATE: **March 25, 2015**
RE: **PLANNING FEE SCHEDULE AMENDMENT FOR INTERIM ZONING**

Legislative Analysis

- The Selectboard is authorized by the Planning Act to prescribe fees to administer bylaws.
- If the Selectboard adopts the Interim Zoning Bylaw, the Board may prescribe a fee for the applications subject to it.
- By adopting Interim Bylaws, the Board identifies specific uses (within specific areas) to halt -- except by a special Selectboard review and approval. This restriction is a measure to protect the general welfare of Milton and meet the purposes stated in the Bylaw.
- Prescribing a fee is a way to discourage superfluous applications and account for a portion the Town resources required to process the application.
- Staff finds that the standing Bylaw's most similar application to the application and review outlined in the Interim Bylaw is a Conditional Use application. Staff therefore recommends Interim Zoning application fees equal to (or greater than) the amounts applicable to a Conditional Use application under the standing Zoning Regulations.

Fiscal Analysis

- The established fees for a Conditional Use under the standing Zoning Regulations is: a $150 application fee, a $75 warning fee, a $10 decision recording fee, and $2 per abutter notification fee. Everything but the recording fee is directed to the General Fund.
  - The <u>application fee</u> helps offset the Staff time to review the proposal and prepare a Staff Report, but would typically not cover the actual labor cost.
  - The <u>warning fee</u> pays for publication of the notice in the *Milton Independent*.
  - The <u>recording fee</u> pays for the recording of the Memorandum of Municipal Action in the Town's Land Records.
  - The <u>abutters fee</u> pays for the post card notification of adjoining property owners.
- Given the high standards that applicants and applications are expected to meet under this emergency measure, Staff estimates that there will be very few applications, and therefore little financial impact. If, however, applications subject to Interim Zoning are submitted and approved by the Board, Staff estimates that the Board would be more likely to receive additional, similar applications.

Recommended Motion

Approve the Resolution authorizing an amendment to the Planning & Economic Development Fee Schedule to prescribe a $150 application fee, a $75 warning, a $10 recording fee, and an abutter fee of $2 per abutter to applications subject to Interim Zoning for the period during which the Bylaw remains in effect.

Attachments

- Resolution titled "Planning Fee Schedule Amendment For Interim Zoning"
- Proposed Fee Schedule

RESOLUTION

Town of Milton Selectboard

Planning Fee Schedule Amendment For Interim Zoning

WHEREAS, Title 24 Chapter 117, Subchapter 9 § 4440 (b) states: "The legislative body may prescribe reasonable fees to be charged with respect to the administration of bylaws and for the administration of development review. These fees may include the cost of posting and publishing notices and holding public hearings and the cost of conducting periodic inspections during the installation of public improvements. These fees may be required to be payable by the applicant upon submission of the application or prior to issuance of permits or certificates of occupancy."

WHEREAS, the Selectboard has voted to enact Interim Zoning Bylaws in accordance with Title 24 Chapter 117, Subchapter 7 § 4415 (b).

WHEREAS, the Planning and Economic Development Department maintains a fee schedule of all Planning & Zoning fees, as approved by the legislative body.

WHEREAS, the Planning Fee Schedule does not currently list a fee for Interim Zoning applications.

THEREFORE, BE IT RESOLVED, The Milton Selectboard, by authority granted by the Planning Act, hereby amends the Planning Fee Schedule to include Interim Zoning Fees as follows: a $150 application fee, a $75 warning, a $10 recording fee, and an abutter fee of $2 per abutter to applications subject to Interim Zoning for the period during which the Bylaw remains in effect.

Dated at Milton, Vermont this _____ day of _____, 2015

MILTON SELECTBOARD

_____	_____
Darren Adams, Chairperson	**Stuart King , Vice-Chairperson**
_____	_____
John Bartlett, Clerk	**Kenneth Nolan**
_____	
John Cushing	

Filed with the Milton Town Clerk's Office this _____ day of _____, 2013

Attest: _____

Town Clerk

PO#	Vendor #	Vendor	Ordered	Date	Account #	Amount	Paid	Balance

VENDOR COSTS TO THAW FROZEN MAINS AND WATER SERVICE LINES

1570	13562	Arrowhead Senior Center	Reimbursement for Repair of Frozen Water Line	3/11/2015	50-10-410-450.00	3,669.38	0.00	3,669.38
1576	33218	All Seasons Excavating, Inc.	Assistance w/frozen water lines at	3/16/2015	50-10-410-450.00	3,742.88	3,742.88	0.00
			Barnum St & Chrisemily					
1574	48467	Milton Ace Hardware, LLC	Fittings, hoses, etc to repair frozen water lines	3/12/2015	50-10-410-612.00	134.99	134.99	0.00
1577	33218	All Seasons Excavating, Inc.	Repairs to water line at Arrowhead Avenue	3/16/2015	50-10-410-450.00	6,663.48	6,663.48	0.00
1578	64450	Ferguson Waterworks, Inc.	Parts for the water line thawing machine	3/17/2015	50-10-410-612.00	345.44	0.00	345.44
1579	39685	Marlin Environmental, Inc. dba: Hartigan Co.	Rental of a port-o-let for Emile's Auto-Frozen water line	3/17/2015	50-10-410-450.00	160.00	80.00	80.00
1581	67225	Bevins Excavating	Assistance w/frozen water lines at	3/20/2015	50-10-410-450.00	5,045.00	5,045.00	0.00
			Jonzetta Ct, RR St, Dollar General					
1582	43549	Laplante's Plumbing & Heating, LLC	Emergency repair of frozen water line at 88 Strawberry Lane	3/23/2015	50-10-410-450.00	1,920.00	1,920.00	0.00
1583	33218	All Seasons Excavating, Inc.	Repair water line break on Pinewood Lane	3/23/2015	50-10-410-450.00	9,145.62	9,145.62	0.00
1584	32906	Courtland Construction Corporation	Repaired frozen water lines(5) at	3/23/2015	50-10-410-450.00	5,595.75	5,595.75	0.00
			30 Cherry St, 79 Stacy St, 17 Doris Dr, 5 Doris Dr, 25 Birch Lane					
1586	74234	T. Palmer, LLC	Thawed frozen water service at 56 Barnum Street	3/26/2015	50-10-410-450.00	677.50	0.00	677.50
1590	74234	Laplante's Plumbing and Heating	Thawed frozen water service at	3/27/2015	50-10-410-450.00	1,274.00	0.00	1,274.00
			Milton Chiropractic Center					
		Minor's Funeral Home	Thawed frozen water line at	3/27/2015	50-10-410-450.00	1,950.00	0.00	1,950.00
			289 Route 7 South					
					Totals	**40,324.04**	**32,327.72**	**7,996.32**

Town of Milton
Selectboard Meeting Minutes
March 16, 2015 6:00 PM Board Meeting
Municipal Community Room

Selectboard Members Present: Darren Adams, Chair; John Bartlett, Clerk; Kenneth Nolan, and John Cushing

Selectboard Members Not Present: Stuart King, Vice Chair

Staff Members Present: Paul Bohne, Interim Town Manager, Erik Wells, Executive Assistant/HR Coordinator; Amanda Pitts, Zoning Administrator; Jake Hemmerick, Town Planner; Roger Hunt, Public Works Director; Sheryl Prince, Town Clerk; Paulette LaFond, Assistant Treasurer; Nathan Lavallee, Water/Wastewater Superintendent

Others Present: Ed DeVarney, Bill Labelle, Elise Labelle, Courtney Lamdin, Betty Thompson, A.U. Hatch, John Lindsey, Janet Mackenzie, Allan Mackenzie, Henry Bonges, Chris Dawson, Karen White, Val Sicard, Russell Warner, Nancy Turner, Timothy Dunn, Ronald Prince, John Barone, Chris Mitiguy, Evan Barquirt, Robert Brisson, Alan Fletcher, Esther Lotz, Richard Saganich, John Pernotte, Elizabeth Pernotte, Alan Rogers, Betty Rogers, Miranda Lescaze, Richard Prisco, Robert Stewart & additional people who either did not sign in or whose names were not legible on the sign in sheet.

I. Call to Order – Adams called the meeting to order at 6:03 PM

II. Flag Salute – Adams led the attendees in a Salute to the Flag.

III. Agenda Review- Bohne asked the Board to remove Item B of New Business, Appointment of Planning Director. It will be up for consideration at a future meeting.

IV. Public Forum- None

V. Potential and/or Future Agenda Items- None

VI. New Business

A) Town Service Officer Appointment for 2016 – Amanda Pitts

Bohne stated this is an appointment requested by the State to have a service officer on call if there are any problems. Pitts said since she has been here, there hasn't been call for the service officer and the position goes hand in hand with the health officer.

Bartlett motioned to authorize the appointment of Amanda Pitts as Town Service Officer in Milton for the period April 15, 2015, through April 14, 2016. Second by Cushing. **Approved unanimously.**

B) Appointment of Planning Director – Jacob Hemmerick

Moved to future meeting.

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C) Public Hearing on Interim Zoning

Town Planner Jake Hemmerick and Planning Commission Chair Lori Donna provided a brief presentation on the purpose of Interim Zoning. The proposal would pause new multifamily dwellings from being built in the M1, M2, M5 and M6 districts. In the M4 (Checkerberry) District it would pause new single family, duplexes, multifamily, planned unit development-residential and planned unit development-mixed use development. It would also pause the construction of public warehousing in all zoning districts. This interim zoning step would allow the Town time to review recently completed studies, and put in place a mechanism to allow for time to target specific fixes. Interim Zoning can stay into effect up to 2 years, although the Planning Commission wants permanent zoning changes in 12 to 18 months. The Planning Commission is unanimously on board. Former Planning Director Katherine Sonnick passed on that she is very supportive of the measure. The Commission met with the Chittenden County Regional Planning Commission (CCRPC) prior to making this proposal.

Commercial real estate broker Ester Lotz stated the Town is at a critical juncture where it needs to be aware of the importance of commercial and commercial-industrial development. From her experience in commercial and industrial real estate, commercial likes to be around commercial. She is very impressed by planning and zoning offices and the work that has been done.

School Superintendent John Barone stated he and his leadership team support the growth of the Town. It's a win/win for the Town and School District. They support the interim zoning proposal because it allows the district to be the part of the planning process and study impact of developments, for example the impact on walking patterns. There are things to think about like access to school buses for new developments and where bus stops are within new developments. Moving forward, have to decide and plan if universal pre-k services can be offered entirely by our district, or in conjunction with provider sites around the Town of Milton (currently not enough of them). Need to be aware of the impact of additional students from new development. The district is seeing an increase in enrollment and is at full capacity right now.

Public hearing opened by Adams

Several community members engaged in a dialogue and asked questions of Town Staff and the Planning Commission regarding the Interim Zoning Proposal. Support was voiced for the measure to assist with the identity issue the community faces and as a means to make the Town stronger. Donna stressed if enacted, community members will be strongly relied upon to gather information and shape the collective vision for the zoning changes. Ed DeVarney asked about how other Towns used Interim Zoning. Donna stated most had more clearly defined zoning to start with, and stricter and clearer guidelines resulted. Developers know what to expect and what investment is required as a result. Bill LaBell asked about plans for a lateral road. Donna said that was incorporated with the Rte. 7 Corridor study that is ongoing. A resident asked how this would affect people who are living in the affected districts now. Donna stated that it would be grandfathered, according to the permanent Bylaws. Nolan stated that the Planning Commission would come up with the new zoning, and to make sure to participate in that process. Once the new zoning is set the Development Review Board (DRB) acts to enforce the regulations. Cushing asked how many of the districts where

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Interim Zoning is proposed are in the TIF district. Hemmerick said that he thinks all but the M6 [in fact the M6 is included]. Bob Brisson asked if this would allow Milton to pursue commercial without the future of mixed use. Hemmerick stated it depends on the outcome of the process.

Cushing said he is concerned with the fact that the Town created the TIF district and borrowed money from it. If Act 60 were to go away tomorrow, what would the Town do to repay that debt. We cannot continue to grow our grand list on residential units. Adams said it is a huge concern we need to address for affordability.

Nolan asked to be clear on the scope the Planning Commission is talking about for Interim Zoning. Town Attorney, Amanda Lafferty of Stitzel, Page & Fletcher provided an overview. She stated the general purpose is to hold the status quo for a brief time period while the Town figures out in the certain areas where it prohibits land development. She doesn't think it is accurate to describe interim zoning bylaws as a moratorium. There is a process to take a development application to the Selectboard if it is in the areas that are covered by the interim zoning. Nolan asked for clarification on the additional work the Selectboard would be tasked with. Lafferty said the interim bylaws are a separate independent ordinance. Applications for uses subject to Interim Zoning would still be required to get regular DRB and permitting approvals to which the use is normally subject, but would also have to get an additional Selectboard approval by demonstrating that the proposal meets the criteria defined in the Interim Bylaw. In other words, applications subject to Interim Zoning would have to go through a parallel review process. Development not subject to interim bylaws would not go to the Selectboard for approval. Adams asked how many applications the Selectboard could see. Hemmerick stated he had no idea. Bartlett followed up by asking historically how many applications would be subject to review for criteria outlined in the interim zoning bylaws. Hemmerick said maybe 4 or 5. Applications submitted prior to February 26th, the date the Warning was issued for the bylaw, would not be subject to interim zoning Lafferty stated.

Nolan asked Lafferty if there have been legal challenges to other Towns that have adopted interim zoning. Lafferty stated South Burlington has a district that has adopted many interim bylaws since 1990. There was an appeal of a South Burlington denial of an application. Other than that no overall challenge to interim bylaws she is aware of. Nolan said we open up the possibility for challenge if we give the Planning Commission breathing room for redesigning the zoning while allowing some development to occur.

Adams said the M5 & M6 Districts (Railroad St.) have always been residential. Why restrict multi-family there? Donna said it would be appropriate given the conversations and school administration presentations. Adams asked if the districts could be split for interim zoning. Lafferty said that could be done if a clear description detailing which portions of the district the interim bylaws remained in effect.

Adams asked about storage units, sees concern for downtown areas. Donna said if the Selectboard decides to still allow in certain areas that is fine. Hemmerick said storage unit applications appear multiple times in prime core district and industrial where water and sewer are.

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Julie Rutz stated the Planning Commission has not agreed on anything regarding how the zoning in the effected districts should be changed. It wants to gather the info and decide. It doesn't want to make decisions without public input, and it needs more public input.

Adams said the Board will move on this at the April 6 meeting. He reminded the Board and those in attendance the Board cannot receive any additional information after the public hearing closes.

Adams motioned to close the public hearing at 7:50 PM. Second by Cushing. **Approved unanimously.**

D) Solar Lease/Park Recommendations and Presentation

Bohne stated he arrived while the process was well underway to choose a vendor for the solar projects. He has been impressed that the Town is looking to make this move. People need to be involved, understand and ask questions about this project. For it to be successful the community needs to be involved.

Erik Wells from the Town Manager's Office gave a brief presentation on the process to select Sun Edison as the preferred vendor. A review Committee of Town Staff and Community Members reviewed six proposals submitted in response to the RFP that was issued last fall. After a multi-step process Sun Edison emerged as the preferred vending firm to enter into contract negotiations. Wells stated the Solar Projects are exciting for the community and hold multiple benefits. Henry Bonges of the Planning Commission followed with an overview of the Town's energy use. About 7% of Milton's 2014 use could be produced through solar at the two project sites. Bonges added there is growing momentum and volume for solar projects, and this is the time to put them in place as current incentives are set to expire at the close of 2016. Community solar offers the opportunity for people to take part in solar energy use who may not be able to locate panels at their residence.

Barrett LaChance of Sun Edison then provided an overview of the company and the two projects proposed. The Milton Community Solar Park (MCSP) would be built on both the capped and uncapped portions of the former Town Landfill. It would be sized with 3.8 Megawatts (MW) of capacity, capable of producing upwards of 4.5 million kilowatt hours (kWh) of electricity annually. The proposed solar array at the water/wastewater plant could produce over 500,000 kWh of electricity annually. This would enable a reduction in cost for the Town through Solar Net Metering Credits.

The Town would enter into an agreement with Sun Edison to lease the land for 20 years. Sun Edison would provide lease payments and pay taxes on the land and the Town would see a reduction in its electric bill through the net metering credits. It's projected to yield the Town around $2 million over the course of the lease. Sun Edison would own and manage the infrastructure and be responsible for maintenance.

Adams asked if there were questions from those in attendance

Rick Prisco asked about the end of life for the system, could it be sold before the lease period ended. LaChance stated Sun Edison is the long term owner, operator, there is no

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incentive to sell after operational. Lease from Town to Sun Edison, not able to transfer without the town's approval. At end of 20 years Sun Edison will provide 3 options- extend the lease, sell or decommission. All expenses are borne by Sun Edison. If decommission it will restore the site to the structure it was beforehand.

Al Fletcher asked about the Vermont 4 cent solar adder. LaChance said the contract is locked in at the current rate. If commission a system and 4 cent adder is in place its set for the first 10 years. Nolan stated he is on the committee for redesigning the State net metering program. Any contracts entered into prior to 2017 get the benefits of what is currently set.

Ed DeVarney asked about the cost to install the systems. LaChance said it costs between $1.75 and $2.50 per watt to install. The cost has dropped drastically the last few years. DeVarney asked about the extension for Section 45 tax credits. Will Sun Edison enjoy those credits? No, LaChance said. Sun Edison doesn't have much in warehoused modules. Don't have enough warehoused equipment from pre-2011 to take advantage.

DeVarney asked about renewable energy credits (RECs) that are transferrable. LaChance said there are two credits at play here, the Federal credit and the RECs which are local level energy credits for renewable projects. DeVarney asked about the sizing, what makes it the largest of one of the largest projects. LaChance said what has the potential to make this project unique is the size of it that would be a community solar array. To date community solar has been a model that has been hard to make work and monetize. It's more complicated then working with one customer like the Town because there are many customers at play. They have to be identified, sign contracts, review their credit, and address ongoing issue of customers moving and transferring their accounts. To date, to his knowledge, no one is pursuing a community solar model of this size (3.8 MW).

Rick Savage asked if the savings this would achieve are really just coming out of another rate payer's pocket. LaChance stated it is and is not paid for by ratepayers. To the extent that these solar arrays are coming online all over Vermont it's improving the capacity of the grid. In the short term small increases in everyone's bill to help fund renewable energy, in the long term supporting a lower rate for customers across the board providing more renewable across the grid. Solar model helps assist at peak demand, supporting the generation when the unities need it most.

A resident asked how many acres would be used at the landfill and what would happen if the water/wastewater plant needed to be expanded. LaChance stated 17 acres at the landfill. Hunt said the solar panels at the plant won't be in the way for plant expansion.

Karen White asked about the methane gas from the capped landfill and high voltage. LaChance stated the methane gas is pretty much exhausted. Structures on landfill are ballasted concrete blocks that won't disrupt the cap. For the high voltage Sun Edison would work with the utility to approve the interconnection and ensure any upgrades that are needed are implemented. White asked about security, safety and vandalism. LaChance said all systems are fenced in with monitoring equipment. There is a 15 foot buffer. All the insurance, maintenance is taken care of by Sun Edison. Fix within a day or two.

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DeVarney asked what the cost savings are based on. LaChance stated selling the net metering credits to the town, currently the incentive program in place established that the first year credit value is equal to 19 cents per kWh. The adder to the bill, currently 4.3 cents is permanent for the next 10 years. The savings will consistently be the difference between the 19 cents and the net metering purchase price established. DeVarney asked about the billing and sorting out the credits to customers, service fees, cost explanation for the savings. LaChance stated currently customers receive one Green Mountain Power Bill. In the future if they are part of community solar they will have that bill except it will have the subtracted out amount for how many net metering credits are being purchased. A separate bill will come from Sun Edison to reconcile the credits purchased. There will be an overall net savings to the customer. There was a brief discussion about the location of the interconnection with the meter at the water/wastewater site and how that may affect the credits. It could alter the rate and demand structure.

Bartlett asked about snow, wind, and other damage. LaChance said engineering takes into account 100 years of historic data. At the landfill will want to make sure snow isn't tilting the array. All damage is taken care of by Sun Edison. Bartlett asked about the local partner that would manage the billing. LaChance said Sun Edison is currently looking at those options and considering Vermont Energy Investment Corporation (VEIC) and Sun Common.

Cushing asked about getting residential customers to sign up, who would assist in getting them those and what happens if the full number can't be found. First preference would be community members. LaChance said will want to work with the Town to be sure the Town is happy with the selection process, and the local partner will lead those efforts.

Nolan stated the vending firm selection process has been fantastic to date. The board is asking the Town staff and Paul to negotiate the contracts. Not only which local partner to choose, but any foreseen issues with liability, monetization, the RECs, etc… In his view the first cut for these projects has been passed and it is worth having a further discussion in a contract negotiation process.

Bohne asked about the commercial network being able to buy into it as well. LaChance said it is currently easier to work out with residents then small businesses. For individual residents it is easier to look at FICO credit score, a pre approval condition for being part of community solar. For small businesses that is a less tangible aspect to review, and would rely on 3-5 years of audited financials. It's not as easy, if it is required then they would look at options. Residents are the easier and more equitable path forward to ensure even savings distribution. Most likely determine block size to sign on for. The specific community solar design model will be discussed with the Town.

Bartlett motioned to authorize Interim Town Manager Paul Bohne to negotiate a contract with Sun Edison to construct two solar arrays on leased Town property. Second by Nolan. **Approved unanimously.**

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E) Cathedral Square Vermont Community Development Program (VCDP) Grant Application for Senior Housing

Bohne stated that Cathedral Square builds these facilities and provides services to these facilities. It's an organization the community can feel very comfortable about partnering with. The grant the Town will be seeking will be granted and loaned to Cathedral Square. Termed loan but it is expected after 30 years to be a sustainable operation.

Miranda Lescaze of Cathedral Square thanked the Town for its support for the current planning grant. Proposed to develop, own and manage 30 units of senior housing on the site adjacent to many services (Milton Family practice, library, Senior Center, Library). Will feature under building parking. Support services provided. Respectfully request the Town to apply on their behalf for a Community Development Implementation Grant. Called a 30 year 0% loan for tax credit purposes, but is a grant from the State to the Town. The $685,000 amount includes $6,000 for Town administrative time and legal fees.

It will be taxable property and not subject to Interim Zoning.

Cushing motioned to authorize the Vermont Community Development Program Grant Application April 2015 for a deferred loan of $685,000, which is to be sub granted to Cathedral Square Corporation for the development of Milton Senior Housing as presented. Second by Bartlett. **Approved unanimously.**

F) Set Town Clerk and Treasurer Salaries

Bohne stated a duty of the Selectboard is to set the salary of the Clerk and Treasurer. Information was sent to the Board for some guidance. There is more than enough money in contingency fund, about $60,000, that could be used to cover a department shortfall this budget year.

Adams asked about the stipend for Treasurer. Bohne stated the Manager's Office looked at other communities and Town salary scale. Depends on the perceived work load of the treasurer. Would recommend a bi-weekly salary.

Cushing stated he would prefer to act on the Clerk's salary and not the Treasurer since the Treasurer was not present at the meeting. Nolan said he needs to understand the workload of the Treasurer to understand the salary.

Bartlett said he felt Sheryl Prince and John Gifford went into the election somewhat uncertain of the salary for the positions. Two people are now elected and have to determine what is fair. It's challenging because compensation will be what wasn't budgeted for those positions due to the split roles.

Cushing motioned to approve $46,400 salary for the Town Clerk for FY '16. Second by Nolan. **Approved unanimously.**

Cushing motioned to give Interim Town Manager Paul Bohne authorization to meet with Town Clerk Sheryl Prince to determine the compensation amount for March 3 through June 30 that is a prorated amount less than the $46,400 for FY '16. Second by Nolan. **Approved unanimously.**

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Adams asked about the shortfall in the Clerk's Office budget. Bohne said the contingency fund for FY '15 was higher than it normally would be due to uncertainty in the office. There is sufficient money in FY '15 to cover the changes. Also enough projected to cover FY '16. Cushing said Former Town Manager Brian Palaia told him money put aside for that issue.

G) Class II Road Resurfacing Grant Application

Public Works Director Hunt stated this is the annual class 2 grant application. The Town was fortunate to receive this grant the last 2 years. This year's grant is to resurface Everest Rd. and the estimated cost is $179,000, with a match of $17,900 locally. That match would be funded by the sidewalk and paving reserve fund. There is enough in the reserve fund to do the resurfacing without the grant.

Cushing asked where the $17,900 is coming from. Hunt said the reserve fund. Cushing said the Town needs to review where we stand on those reserves. Hunt said there is a $390,000 budget for paving, and the match would come from there if there wasn't fund available in the reserve fund. Currently there is $381,000 in reserve fund. The grants reimbursements are going into the reserve fund per the auditor. Cushing voiced concern. Adams asked for clarification regarding how money is going in and out of the reserve funds.

Nolan stated we need a board workshop to understand these funds and items. If board does not see it as necessary he will be meeting with the Finance Director. He is concerned with the budget. Adams said a workshop is a good idea, and it can be worked into an additional meeting or at the end of a regular meeting.

Nolan said he took a ride out to the end of Everest Rd. and asked Hunt where the work would take place. Hunt said all of Everest Rd, with exception of the Mears Rd. /Everest Rd intersection. 3.2 miles would be paved.

Nolan asked about the Town Road and Bridge standards. How can this board approve this resolution without seeing what a previous board approved? There was a discussion on the process. There were some issues in viewing the grant applications via PDF on some Board member's iPads.

Cushing motioned to sign the necessary documents to submit the grant application for funding, accept the grant, make necessary budget amendments and expend grant funds awarded by VTrans with the understanding that Bohne is satisfied with the grant application document and the local match will come out of the paving budget and not the reserve fund. Second by Bartlett. **Approved unanimously.**

H) Town Highway Structures Grant – Lake Road Culvert Replacement

Hunt stated this is replace culvert #3150 on Lake Rd. It is rusted out and undersized. Total price is estimated at $36,000 based on similar sized projects on Westford Rd.

Cushing asked about the $3,600 impact fee in the budget for the grant. Hunt said it is in the capital improvement plan. Hunt said Westford Rd. culverts followed that funding structure. Adams had the same question about impact fees for this use.

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Bartlett motioned to approve the submission of the FY 2016 VTrans Structures Grant Application and authorize the Interim Town Manager to sign the necessary documents to submit the grant application for funding, accept the grant, make necessary budget amendments and expend grant funds awarded by VTrans. With the addition of the Town match to come out of culvert repair funds. Second by Nolan. **Approved unanimously.**

I) Cherry Street – Agreement for Engineering and Construction Service with New England Central Railroad

Hunt said this is in line with sidewalk project awarded by the State. Reimbursement would come for the expense. There is a 20% local match. Sole source with the railroad. Possibility of needing to seek additional funds to cover the project cost. Hunt thinks if additional funds were needed it wouldn't exceed 10-15K and those funds can be found in the budget somewhere.

Nolan asked about the cover memo—the $37,231.83 mentioned. Hunt said it is included in the resolution. Nolan asked since these are estimates could they change much? Hunt doesn't anticipate them to.

Bartlett motioned that Staff has successfully satisfied the requirements of the Town of Milton Administrative Code and hereby approve the New England Central Railroad - Railroad Crossing Sidewalk Extension Engineering Services Agreement and Construction Services Estimate as proposed by New England Central Railroad in the amount not to exceed $37,231.83. Second by Cushing. **Approved unanimously.**

J) Donation Acceptance for Fireworks at Winter Festival

Bohne stated this is the third year these fireworks have been donated.

Cushing motioned to acknowledge and accept the fireworks display, in the amount of $2000.00, for the Town of Milton Recreation event, "Milton Community Winter Festival – Party in the Park" that was held February 13, 2015. Second by Bartlett.

Nolan asked about policy 98-06. The Board is being asked to approve a donation 2 months after the fact. Bohne will supply a copy.

Approved unanimously.

VII. Old Business

K) Emergency Water Issues- Update

Bohne stated there have only been a couple new freeze ups in the past few days. Can't say enough good about the crew and Superintendent Nate Lavallee.
Customers are happy. 33 were frozen. A few decided that they will not try to thaw lines out, hope Mother Nature takes care of. All in town ROW have been taken care of. Won't be inexpensive, and he won't hazard estimate until more info. The cost will be in the tens of thousands of dollars. Other piece is revenue- whose bills will be adjusted. Hunt added the 2 water main breaks recently added expenses.

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Bartlett asked about the residents issues raised at the Selectboard reorganization meeting. Is the shutoff turning via a wrench still acting as the gold standard moving forward? Is the contact list being updated? Bohne said the turning of the wretch is not the gold standard. There are other factors to consider. The Police Department and Colchester Dispatch are aware of the call list and it has been updated. Messages on all the phones and website have been updated. Nate's personnel cell phone number is on the Town website.

VIII. Minutes – To Approve With or Without Corrections

Bartlett moved to approve the March 2, 2015 minutes as presented. Second by Adams. **Approved unanimously.**

Bartlett moved to have the March 5, 2015 meeting minutes approved with a change to the officers election vote being 5-0 rather than the 4-0 that is currently noted. Second by Nolan. **Approved unanimously.**

IX. Warrant/Report #18 and Supplemental Warrants

Bartlett reviewed the FY15 Warrant/Invoice Report #18 for Board orders in the amount of $276,654.47.

He noted a few items in random order:

- Adamson Industries, $8,000 - strip 2009 Tahoe MPD cruiser, outfit 2015 Tahoe cruiser
- Arrowhead Senior Center, $3,669.38 - reimburse for frozen water line repair
- GMP, $17,801.29 - electricity bill dated 2/24
- Champlain Water District, $37,317.30 - February usage 19,069 gallons
- Rowley Fuels, $13,536.41 - February diesel purchases
- Shearer Chevrolet, $29,492 - 2015 Chevy Tahoe 4WD police cruiser (includes $2,000 trade-in credit)
- VT Gas, $6,397.64 - February natural gas
- VLCT, $132,583 - property & casualty, workers comp & VFD workers comp (1/2 of $265,165 total invoice, this 1st installment was due 1/1/15)
- WEX Bank, $3,418.47 - Town vehicle fuel (regular gas) through 2/28

Bartlett moved to approve Warrant #18 for a total of $276,654.47. Second by Cushing.

Nolan asked about the 0 for some PO numbers on the warrant. Bohne will confirm as a procedural item. Request for a breakdown on the warrant by item category.

Approved unanimously.

X. Executive Session per V.S.A. Title 1 Section 313

There was no executive session.

XI. Adjournment

Bartlett moved to adjourn the meeting at 10:15 p.m., second by Cushing. **Approved unanimously.**

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These proceedings were live-streamed and filmed by LCATV and audio-recorded by the Town.

Respectfully Submitted,

_____ Date: _____
John Bartlett, Selectboard Clerk

Filed with Milton Town Clerk's Office on this _____ day of _____, _____

ATTEST: _____ Milton Town Clerk

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Reviewed 4/2/15

By due date and vendor name for check acct 1(GENERAL FUND) and due dates 04/07/15 thru 04/07/15

Vendor PO Number	Invoice Number	Invoice Description	Account Number	Account Description	PO Amount	Invoice Amount	Check
17536 ADVANCE AUTO PARTS							
00003467	76195072/2	Vehicle Maintenance	10-30-430-430.10	VEHICLE MAINTENANCE	49.82	49.82	
00002907	761950853805	Vehicle Maintenance	10-20-420-430.10	VEHICLE MAINTENANCE	33.99	33.99	
00003467	INV-7619/4	Vehicle Maintenance	10-30-430-430.10	VEHICLE MAINTENANCE	179.37	179.37	
					263.18	263.18	
84319 ALDRICH & EILLOTT, PC							
00004496	75445	Cherry Street Sidewalk	38-30-430-450.24	Cherry Street Sidewalk	212.00	212.00	
33218 ALL SEASONS EXCAVATING INC							
00001577	28523	Construction Services	50-10-410-450.00	CONSTRUCTION SERVICES	6,663.48	6,663.48	
00001576	28531	Construction Services	50-10-410-450.00	CONSTRUCTION SERVICES	3,742.88	3,742.88	
00001583	28540	Construction Services	50-10-410-450.00	CONSTRUCTION SERVICES	9,145.62	9,145.62	
					19,551.98	19,551.98	
12658 AMERICA'S GARDENING RESOURCE, INC.							
00005610	032615	Revenue Programs	10-50-452-831.00	REVENUE PROGRAMS	100.00	100.00	
21526 AMERIGAS - SOUTH BURLINGTON							
	3038612939/2	Natural Gas/Propane	50-10-410-621.00	NATURAL GAS	0.00	58.74	
	3038612939/2	Natural Gas/Propane	50-10-410-621.00	NATURAL GAS	0.00	282.60	
	3039085477	Natural Gas	50-10-410-621.00	NATURAL GAS	0.00	1,097.52	
					0.00	1,438.86	
13563 AQUAPLATES INC							
00001505	I7982	General Supplies	55-20-420-612.00	GENERAL SUPPLIES	105.48	105.48	
17950 BCBSVT							
	04012015	Group Health Insurance	10-10-410-210.10	GROUP HEALTH INSURANCE	0.00	-695.08	
	04012015	Group Health Insurance	10-10-412-210.10	GROUP HEALTH INSURANCE	0.00	3,383.22	
	04012015	Group Health Insurance	10-10-413-210.10	GROUP HEALTH INSURANCE	0.00	1,152.06	
	04012015	Group Health Insurance	10-20-420-210.10	GROUP HEALTH INSURANCE	0.00	11,850.88	
	04012015	Group Health Insurance	10-20-421-210.10	GROUP HEALTH INSURANCE	0.00	335.72	
	04012015	Group Health Insurance	10-20-422-210.10	GROUP HEALTH INSURANCE	0.00	743.38	
	04012015	Group Health Insurance	10-30-429-210.10	GROUP HEALTH INSURANCE	0.00	1,536.08	
	04012015	Group Health Insurance	10-30-430-210.10	GROUP HEALTH INSURANCE	0.00	3,932.37	
	04012015	Group Health Insurance	10-30-432-210.10	GROUP HEALTH INSURANCE	0.00	192.01	
	04012015	Group Health Insurance	10-40-441-210.00	Group Health Ins	0.00	52.80	
	04012015	Group Health Insurance	10-50-451-210.10	GROUP HEALTH INSURANCE	0.00	1,536.08	
	04012015	Group Health Insurance	10-50-452-210.10	Group Health Insurance	0.00	1,079.10	
	04012015	Group Health Insurance	10-60-461-210.10	GROUP HEALTH INSURANCE	0.00	404.18	
	04012015	Group Health Insurance	50-10-410-210.10	GROUP HEALTH INSURANCE	0.00	576.03	
	04012015	Group Health Insurance	55-20-420-210.10	GROUP HEALTH INSURANCE	0.00	576.03	
					0.00	26,654.86	
16749 BEAUREGARD EQUIPMENT INC							
00003479	IV26319	Vehicle Maintenance	10-30-430-430.10	VEHICLE MAINTENANCE	176.31	176.31	

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Vendor PO Number	Invoice Number	Invoice Description	Account Number	Account Description	PO Amount	Invoice Amount	Check
26234 BERGERON PROTECTIVE CLOTHING LLC							
00010938	179740	Machinery/Equipment	10-20-421-740.00	MACHINERY/EQUIPMENT	3,500.00	3,450.48	
67225 BEVINS, RON - EXCAVATING & TRUCKIN							
00001581	15057-59	Construction Services	50-10-410-450.00	CONSTRUCTION SERVICES	5,045.00	5,045.00	
80270 BGS POSTAL SERVICES							
00002916	73004642	Furniture and Fixtures	10-20-420-743.00	FURNITURE AND FIXTURES	120.00	120.00	
18000 BLU-BIN, INC							
00051523	00002	Professional Programs	10-50-451-330.10	PROFESSIONAL PROGRAMS	100.00	100.00	
19000 BOND AUTO PARTS, INC.							
00001476	17IV000096	General Supplies	50-10-410-612.00	GENERAL SUPPLIES	8.99	8.99	
00001476	17IV000096	General Supplies	55-20-420-612.00	GENERAL SUPPLIES	8.99	8.99	
00003468	17IV000436/3	Vehicle Maintenance	10-30-430-430.10	VEHICLE MAINTENANCE	189.03	189.03	
00001571	17IV001281/2	Vehicle Repair & Maint.	50-10-410-430.10	VEHICLE REPAIR AND MAINTE	128.51	128.51	
00001571	17IV001281/2	Vehicle Repair & Maint.	55-20-420-430.10	VEHICLE REPAIR & MAINTENA	128.51	128.51	
00003468	17IV001888	Vehicle Maintenance	10-30-430-430.10	VEHICLE MAINTENANCE	120.83	120.83	
					584.86	584.86	
19670 BRODART CO.							
00051512	3092659	Office Supplies	10-50-451-611.00	OFFICE SUPPLIES	355.75	355.75	
00051517	391157	Office Supplies	10-50-451-611.00	OFFICE SUPPLIES	247.37	247.37	
00051520	392118	Office Supplies	10-50-451-611.00	OFFICE SUPPLIES	84.00	84.00	
					687.12	687.12	
20668 BURKE, STEVE							
	03590	Reimbursement/Equipment	10-20-422-430.10	VEHICLE/EQUIP.MAINTENANCE	0.00	35.90	
20900 BURLINGTON COMMUNICATIONS SERV. IN							
00002947	20150513	Communication	10-20-420-530.20	COMMUNICATIONS-OTHER	95.00	95.00	
27806 BUSINESS CREDIT CARD SERVICES							
00008484	031115	Other Professional	10-10-416-330.00	OTHER PROFESSIONAL	60.00	60.00	
00008498	7040837544	Advertising	10-10-416-540.00	ADVERTISING	99.95	99.95	
	OVERPAY	refund of overpay	10-30-429-743.00	FURNITURE AND FIXTURES	0.00	-9.01	
					159.95	150.94	
22764 CALKINS NETWORKS LLC							
00051518	1360	Official/Administrative	10-50-451-310.00	OFFICIAL/ADMINISTRATIVE	290.00	290.00	
22750 CARGILL, INC							
00003478	2902174948	Winter Salt	10-30-430-601.10	WINTER SALT	1,603.12	1,603.12	
00003478	290219/2	Winter Salt	10-30-430-601.10	WINTER SALT	11,260.79	11,260.79	

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Vendor PO Number	Invoice Number	Invoice Description	Account Number	Account Description	PO Amount	Invoice Amount	Check
					12,863.91	12,863.91	
54050 CASELLA WASTE SYSTEMS INC							
	2383506	Rubbish/Recycling	10-30-432-421.00	DISPOSAL & REFUSE	0.00	494.55	
	2383506	Rubbish/Recycling	50-10-410-421.00	DISPOSAL & REFUSE	0.00	32.00	
	2383506	Rubbish/Recycling	55-20-420-421.00	DISPOSAL & REFUSE	0.00	501.83	
					0.00	1,028.38	
28191 CATHEDRAL SQUARE CORPORATION							
00004498	30000	Cathedral Square Housing	10-10-405-330.95	Cathedral Square Housing	30,000.00	30,000.00	
26450 CHUCK'S HEATING & A/C INC							
00009223	W14900	Repair & Maintenance	10-30-432-430.00	REPAIR & MAINT-FACILITIES	270.00	270.00	
00009226	W15052	Repair & Maintenance	10-30-432-430.00	REPAIR & MAINT-FACILITIES	648.68	648.68	
					918.68	918.68	
27380 COMCAST							
	031815	Communication	10-30-430-530.20	COMMUNICATIONS-OTHER	0.00	80.35	
	040815	High Speed Internet-PD	10-20-420-340.00	TECHNICAL	0.00	143.63	
	32715	Internet Provider	10-50-451-530.20	COMMUNICATIONS-OTHER	0.00	20.00	
					0.00	243.98	
27725 COSTCO WHOLESALE INC							
00008502	35676	Dues/Fees	10-10-416-810.00	DUES AND FEES	110.00	110.00	
32906 COURTLAND CONSTRUCTION CORP							
00001584	1-502703/2	Construction Services	50-10-410-450.00	CONSTRUCTION SERVICES	5,595.75	5,595.75	
28592 DALLAMURA, ERIC							
	032515	Recreation Reimbursement	10-50-000-347.00	RECREATION FEES	0.00	15.00	
29900 DULAC, KATHLEEN							
	0113	Professional Development	10-50-451-820.00	PROFESSIONAL DEVELOPMENT	0.00	25.00	
30760 EMERGENCY MEDICAL PRODUCTS							
00011861	24027	General Supplies	10-20-422-612.00	GENERAL SUPPLIES	324.72	317.76	
31009 ENDYNE, INC							
00001568	167131-263	Technical Services	55-20-420-340.00	TECHNICAL SERVICES	100.00	100.00	
28120 EXIT 18 EQUIPMENT							
00009157	29329	Repair/Maintenance	10-30-432-430.10	REPAIR & MAINT-EQUIPMENT	202.10	187.90	
00009189	29377	Repair & Maintenance	10-30-432-430.10	REPAIR & MAINT-EQUIPMENT	260.12	260.12	
					462.22	448.02	
40332 FASTENAL COMPANY							
00001563	VTWIN39151	General Supplies	55-20-420-612.00	GENERAL SUPPLIES	13.05	13.05	

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Vendor PO Number	Invoice Number	Invoice Description	Account Number	Account Description	PO Amount	Invoice Amount	Check
64450 FERGUSON WATERWORKS INC #590							
00001575	0375060	General Supplies	50-10-410-612.00	GENERAL SUPPLIES	173.82	173.82	
32910 FINISH SOLUTIONS LLC							
00003371	357	Vehicle Maintenance	10-30-430-430.10	VEHICLE MAINTENANCE	585.00	585.00	
32860 FIRE PROTEC							
00010959	4129	Vehicle/Equipment	10-20-421-430.10	VEHICLE/EQUIP MAINTENANCE	112.45	112.45	
34350 GALE/CENGAGE LEARNING							
00051521	54804080/2	Books-Large Print	10-50-451-640.35	BOOKS-LARGE PRINT	96.21	96.21	
00051528	54860226	Books- Large Print	10-50-451-640.35	BOOKS-LARGE PRINT	116.95	116.95	
					213.16	213.16	
34300 GALL'S INC							
00002919	003178980	Uniforms	10-20-420-650.00	UNIFORMS	255.97	255.97	
00002924	003214066	Uniforms	10-20-420-650.00	UNIFORMS	100.00	69.95	
00002936	003223893	Uniforms	10-20-420-650.00	UNIFORMS	118.96	118.96	
00002919	003262263	Uniforms	10-20-420-650.00	UNIFORMS	11.16	123.39	
00002910	00327509	Ballistic Vest Grant	10-20-420-870.00	BALLISTIC VESTS GRANT	1,100.00	970.99	
					1,586.09	1,539.26	
36878 GRAY ROCK QUARRY LLC							
00003448	4365	Plant Mix/ Gravel	10-30-430-602.20	PLANT MIX / GRAVEL	80.84	80.84	
37626 GREEN MOUNTAIN YOUTH ENRICHMENT IN							
00005619	525	Revenue Programs	10-50-452-831.00	REVENUE PROGRAMS	297.00	297.00	
48349 HAMILTON JANE & RICHARD							
	48349	Construction Services	50-10-410-450.00	CONSTRUCTION SERVICES	0.00	1,726.41	
38546 HAMPSHIRE PURIFIED WATER							
00001572	0316	General Supplies	55-20-420-612.00	GENERAL SUPPLIES	195.00	182.50	
31791 HANSEN, ANNETTE							
00051527	141	Professional Programs	10-50-451-330.10	PROFESSIONAL PROGRAMS	30.00	30.00	
60407 HAUN WELDING SUPPLY INC							
00011868	3712098/4	General Supplies	10-20-422-612.00	GENERAL SUPPLIES	401.80	401.80	
38830 HORNER THOMAS & MAXINE							
	032515	Recreation Fees	10-50-000-347.00	RECREATION FEES	0.00	12.00	
31736 HP FAIRFIELD							
00003487	SERINV000859	Vehicle Maintenance	10-30-430-430.10	VEHICLE MAINTENANCE	50.00	50.00	
40700 INGRAM LIBRARY SERVICES							
00051511	60569223/2	Audios	10-50-451-640.15	AUDIOS	137.44	137.44	

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00051498	60824223		10-50-451-640.10	BOOKS-ADULTS	78.55	14.74	
00051503	60824224/2	Books - Juvenile	10-50-451-640.30	BOOKS-JUVENILE	766.47	766.47	
00051503	60828569/5	Books - Juvenille/Kids	10-50-451-640.25	BOOKS-CHILDRENS	904.26	834.95	
00051503	60828569/5	Books - Juvenille/Kids	10-50-451-640.30	BOOKS-JUVENILE	204.55	200.42	
00051509	60828570	Audios	10-50-451-640.15	AUDIOS	281.54	281.54	
00051516	60829021	Books -Adult	10-50-451-640.10	BOOKS-ADULTS	23.15	23.15	
00051493	66569224	Books - Childrens	10-50-451-640.25	BOOKS-CHILDRENS	60.72	60.72	
00051511	66572467/2	Audios	10-50-451-640.15	AUDIOS	104.88	104.88	
00051503	66572468/2	Books	10-50-451-640.25	BOOKS-CHILDRENS	95.74	95.74	
00051503	66572468/2	Books	10-50-451-640.30	BOOKS-JUVENILE	28.98	28.98	
00051516	66572469/3	Books/Adult	10-50-451-640.10	BOOKS-ADULTS	629.51	629.51	
00051525	66573986	Audios	10-50-451-640.15	AUDIOS	172.73	172.73	
					3,488.52	3,351.27	
41074 INTERSTATE AUTO SERVICE, INC							
00003356	71355	Vehicle Maintenance	10-30-430-430.10	VEHICLE MAINTENANCE	40.00	40.00	
00003356	71636/71606	Vehicle Maintenance	10-30-430-430.10	VEHICLE MAINTENANCE	80.00	80.00	
					120.00	120.00	
41638 IROQUOIS MANUFACTURING COMPANY							
00003485	137308	Vehicle Maintenance	10-30-430-430.10	VEHICLE MAINTENANCE	1,146.09	1,146.09	
42550 J & B INTERNATIONAL TRUCKS INC							
00003488	RO#C105620	Vehicle Maintenance	10-30-430-430.10	VEHICLE MAINTENANCE	216.56	216.56	
42601 JEWETT, GERALD A. JR							
00005633	031215	Rec Donations	10-50-452-831.05	From Rec Donations	325.00	325.00	
41016 LAKE CHAMPLAIN ACCESS TV							
00005618	033115	Revenue Programs	10-50-452-831.00	REVENUE PROGRAMS	352.00	176.00	
43549 LAPLANTE'S PLUMBING AND HEATING LL							
00001582	1215	Construction Services	50-10-410-450.00	CONSTRUCTION SERVICES	1,920.00	1,920.00	
46680 LHS ASSOCIATES INC							
00007171	46929	Technical	10-10-402-340.00	TECHNICAL	631.00	631.00	
41451 LINCOLN NATIONAL LIFE INS CO							
	04012015	Disability Expense	10-10-404-520.60	LONG TERM DISABILITY	0.00	460.08	
	04012015	Disability Expense	10-10-404-520.70	SHORT TERM DISABILITY	0.00	384.27	
	04012015	Disability Expense	50-10-410-210.20	GROUP LTD/STD/VISION INS	0.00	35.25	
	04012015	Disability Expense	55-20-420-210.20	GROUP LTS/STD/VISION INS	0.00	35.25	
					0.00	914.85	
46973 LOCKE, PAUL							
	032015	Travel	10-20-420-580.00	TRAVEL	0.00	29.90	

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Vendor PO Number	Invoice Number	Invoice Description	Account Number	Account Description	PO Amount	Invoice Amount	Check
	35031		10-20-420-820.00	PROFESSIONAL DEVELOPMENT	0.00	50.31	
					0.00	80.21	
47144 LOVELETTE, ADAM							
00051526	32915	Official/Administrative	10-50-451-310.00	OFFICIAL/ADMINISTRATIVE	346.10	346.10	
39685 MARLIN ENVIRONMENTAL INC							
00001579	88528	Construction Services	50-10-410-450.00	CONSTRUCTION SERVICES	80.00	80.00	
49500 MCRAE AUTO SERVICE							
00002945	12553/12555	Technical	10-20-420-340.00	TECHNICAL	170.00	170.00	
52060 MESTER, NICOLE							
00005630	032715	Revenue Program	10-50-452-831.00	REVENUE PROGRAMS	600.00	320.00	
32590 MIKE ALBERT LEASING INC							
	00577820	Vehicle/Maintenance	10-10-416-430.10	VEHICLE/EQUIP MAINTENANCE	0.00	165.00	
48467 MILTON ACE HARDWARE LLC							
00010943	043015	Vehicle/Equipment	10-20-421-430.10	VEHICLE/EQUIP MAINTENANCE	160.46	160.46	
00001574	11573/4-4	General Supplies	50-10-410-612.00	GENERAL SUPPLIES	134.99	134.99	
00003447	11579/4	General Supplies	10-30-430-612.00	GENERAL SUPPLIES	27.98	27.98	
00001558	11623/4	General Supplies	50-10-410-612.00	GENERAL SUPPLIES	29.98	29.98	
00001558	11623/4	General Supplies	55-20-420-612.00	GENERAL SUPPLIES	23.99	23.99	
00001558	11700/4	General Supplies	55-20-420-612.00	GENERAL SUPPLIES	52.35	52.35	
00009192	INV11624/4-4	General Supplies	10-30-432-612.00	GENERAL SUPPLIES	95.90	87.25	
					525.65	517.00	
53950 MILTON RENTAL & SALES CENTER INC							
00001477	1-502271	General Supplies	50-10-410-612.00	GENERAL SUPPLIES	23.98	23.98	
00003438	1-502827/92	General Supplies	10-30-430-612.00	GENERAL SUPPLIES	92.60	92.60	
00003486	1-502840	General Supplies	10-30-430-612.00	GENERAL SUPPLIES	155.98	155.98	
00003429	1-502890	Repairs Maintenance	10-30-430-430.00	REPAIRS MAINTENANCE	7.20	7.20	
00003438	1-5032/3	General Supplies	10-30-430-612.00	GENERAL SUPPLIES	159.87	159.87	
00003339	I-503266	Rental Equipment/Vehicle	10-30-430-442.00	RENTAL OF EQUIPMENT/VEHIC	198.00	198.00	
					637.63	637.63	
54180 MINNESOTA LIFE INSURANCE CO							
	04012015	Life Insurance	10-10-410-210.30	GROUP LIFE INS & AD&D	0.00	19.13	
	04012015	Life Insurance	10-10-412-210.30	GROUP LIFE INS & AD&D	0.00	40.38	
	04012015	Life Insurance	10-10-413-210.30	GROUP LIFE INS & AD&D	0.00	33.25	
	04012015	Life Insurance	10-20-420-210.30	GROUP LIFE INS & AD&D	0.00	244.28	
	04012015	Life Insurance	10-20-421-210.30	GROUP LIFE INS & AD&D	0.00	6.09	
	04012015	Life Insurance	10-20-422-210.30	GROUP LIFE INS & AD&D	0.00	13.54	
	04012015	Life Insurance	10-30-429-210.30	GROUP LIFE INS & AD&D	0.00	36.01	
	04012015	Life Insurance	10-30-430-210.30	GROUP LIFE INS & AD&D	0.00	67.11	

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	04012015	Life Insurance	10-30-432-210.30	GROUP LIFE INS & AD&D	0.00	28.04	
	04012015	Life Insurance	10-40-441-210.30	Group Life & AD&D	0.00	1.41	
	04012015	Life Insurance	10-50-451-210.30	GROUP LIFE INS & AD&D	0.00	28.38	
	04012015	Life Insurance	10-60-461-210.30	GROUP LIFE INS & AD&D	0.00	36.72	
	04012015	Life Insurance	50-10-410-210.30	GROUP LIFE INS & AD&D	0.00	31.57	
	04012015	Life Insurance	55-20-420-210.30	GROUP LIFE INS & AD&D	0.00	31.57	
	04012015	Life Insurance	10-50-452-210.30	Group Life & AD&D	0.00	11.50	
					0.00	628.98	
58359 MOORE, JAMES							
00005646	031715	Revenue Programs	10-50-452-831.00	REVENUE PROGRAMS	215.00	215.00	
00005646	031715	Revenue Programs	10-50-452-831.10	SCHOLARSHIP FR REV.PROG	30.00	30.00	
					245.00	245.00	
66367 MOORE, ROD							
	31415	General Supplies	10-20-422-612.00	GENERAL SUPPLIES	0.00	99.98	
53668 MUNICIPAL EMERGENCY SERV INC							
00010954	12990	Machinery/Equipment	10-20-421-740.00	MACHINERY/EQUIPMENT	440.00	437.20	
17065 NEW ENGLAND CENTRAL RAILROAD							
00004497	NECR347800	Cherry Street Sidewalk	38-30-430-450.24	Cherry Street Sidewalk	3,478.00	3,478.00	
57435 NEW ENGLAND MUNICIPAL EQUIP.CO.INC							
00003491	15541	Vehicle Maintenance	10-30-430-430.10	VEHICLE MAINTENANCE	139.00	138.16	
57413 NEW HORIZON COMMUNICATIONS CORP							
	04012015	Communications	10-10-410-530.10	COMMUNICATIONS-TELEPHONE	0.00	119.88	
	04012015	Communications	10-10-410-530.10	COMMUNICATIONS-TELEPHONE	0.00	31.89	
	04012015	Communications	10-10-412-530.10	COMMUNICATIONS-TELEPHONE	0.00	119.88	
	04012015	Communications	10-10-413-530.10	COMMUNICATIONS-TELEPHONE	0.00	99.90	
	04012015	Communications	10-10-414-530.10	COMMUNICATIONS-TELEPHONE	0.00	99.90	
	04012015	Communications	10-10-417-530.20	COMMUNICATIONS-OTHER	0.00	318.84	
	04012015	Communications	10-20-420-530.10	COMMUNICATIONS-TELEPHONE	0.00	519.49	
	04012015	Communications	10-20-420-530.10	COMMUNICATIONS-TELEPHONE	0.00	86.24	
	04012015	Communications	10-20-420-530.10	COMMUNICATIONS-TELEPHONE	0.00	127.02	
	04012015	Communications	10-20-421-530.10	COMMUNICATIONS TELEPHONE	0.00	31.59	
	04012015	Communications	10-20-421-530.10	COMMUNICATIONS TELEPHONE	0.00	79.92	
	04012015	Communications	10-20-422-530.10	COMMUNICATIONS-TELEPHONE	0.00	31.59	
	04012015	Communications	10-20-422-530.10	COMMUNICATIONS-TELEPHONE	0.00	59.94	
	04012015	Communications	10-30-429-530.10	COMMUNICATIONS-TELEPHONE	0.00	31.89	
	04012015	Communications	10-30-429-530.10	COMMUNICATIONS-TELEPHONE	0.00	39.96	
	04012015	Communications	10-30-429-530.10	COMMUNICATIONS-TELEPHONE	0.00	19.98	
	04012015	Communications	10-30-430-530.10	COMMUNICATIONS-TELEPHONE	0.00	19.98	
	04012015	Communications	10-30-430-530.10	COMMUNICATIONS-TELEPHONE	0.00	34.63	
	04012015	Communications	10-50-451-530.10	COMMUNICATIONS-TELEPHONE	0.00	19.98	
	04012015	Communications	10-50-452-530.10	COMMUNICATIONS-TELEPHONE	0.00	19.98	

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	04012015	Communications	10-60-461-530.10	COMMUNICATIONS-TELEPHONE	0.00	119.88	
	04012015	Communications	50-10-410-530.10	COMMUNICATIONS-TELEPHONE	0.00	9.99	
	04012015	Communications	50-10-410-530.10	COMMUNICATIONS-TELEPHONE	0.00	31.59	
	04012015	Communications	55-20-420-530.10	COMMUNICATIONS-TELEPHONE	0.00	31.74	
	04012015	Communications	55-20-420-530.10	COMMUNICATIONS-TELEPHONE	0.00	69.80	
	04012015	Communications	55-20-420-530.10	COMMUNICATIONS-TELEPHONE	0.00	9.99	
	04012015	Communications	55-20-420-530.10	COMMUNICATIONS-TELEPHONE	0.00	40.57	
	04012015	Communications	55-20-420-530.10	COMMUNICATIONS-TELEPHONE	0.00	31.77	
	04012015	Communications	55-20-420-530.10	COMMUNICATIONS-TELEPHONE	0.00	31.59	
					0.00	2,289.40	
58200 NORTHEAST DELTA DENTAL							
	04012015	Dental Insurance	10-10-410-210.15	GROUP DENTAL INSURANCE	0.00	34.93	
	04012015	Dental Insurance	10-10-412-210.15	GROUP DENTAL INSURANCE	0.00	258.77	
	04012015	Dental Insurance	10-10-413-210.15	GROUP DENTAL INSURANCE	0.00	101.48	
	04012015	Dental Insurance	10-20-420-210.15	GROUP DENTAL INSURANCE	0.00	1,072.51	
	04012015	Dental Insurance	10-20-421-210.15	GROUP DENTAL INSURANCE	0.00	38.96	
	04012015	Dental Insurance	10-20-422-210.15	GROUP DENTAL INSURANCE	0.00	86.71	
	04012015	Dental Insurance	10-30-429-210.15	GROUP DENTAL INSURANCE	0.00	101.48	
	04012015	Dental Insurance	10-30-430-210.15	GROUP DENTAL INSURANCE	0.00	564.37	
	04012015	Dental Insurance	10-30-432-210.15	GROUP DENTAL INSURANCE	0.00	215.25	
	04012015	Dental Insurance	10-40-441-210.15	Group Dental Ins	0.00	9.15	
	04012015	Dental Insurance	10-50-451-210.15	GROUP DENTAL INSURANCE	0.00	133.10	
	04012015	Dental Insurance	10-60-461-210.15	GROUP DENTAL INSURANCE	0.00	158.88	
	04012015	Dental Insurance	50-10-410-210.15	GROUP DENTAL INSURANCE	0.00	148.51	
	04012015	Dental Insurance	55-20-420-210.15	GROUP DENTAL INSURANCE	0.00	148.50	
					0.00	3,072.60	
58208 NORTHWESTERN OCCUPATION HEALTH							
00011870	70760	Other Professional	10-20-422-330.00	OTHER PROFESSIONAL	35.00	35.00	
36600 NORTRAX INC.							
00003489	1238838	Vehicle Maintenance	10-30-430-430.10	VEHICLE MAINTENANCE	47.00	47.00	
58632 OCCUPATIONAL HEALTH CENTERS							
00011869	00026	Other Professional	10-20-422-330.00	OTHER PROFESSIONAL	170.50	170.50	
48148 OFFICE DEPOT, INC							
00002912	342901/77178	Office Supplies	10-20-420-611.00	OFFICE SUPPLIES	97.68	88.86	
18790 OFFICEMAX INC.							
00010956	3684	Office Supplies	10-20-421-611.00	OFFICE SUPPLIES	18.68	18.68	
58743 OLIVER, LD SEED COMPANY INC							
00010961	112466	General Supplies	10-20-421-612.00	GENERAL SUPPLIES	84.30	84.30	
60199 PEAK ELEC MORTOR & PUMP SERV							
00001585	20719	General Supplies	55-20-420-612.00	GENERAL SUPPLIES	550.00	550.00	

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Vendor PO Number	Invoice Number	Invoice Description	Account Number	Account Description	PO Amount	Invoice Amount	Check
61900 PIKE INDUSTRIES, INC.							
00003400	794407	Asphalt	10-30-430-450.20	ASPHALT	1,103.75	1,103.75	
61988 PIONEER TELEPHONE SALES & SERV. IN							
00002943	9320	Communications-Telephone	10-20-420-530.10	COMMUNICATIONS-TELEPHONE	245.00	245.00	
62050 PITNEY BOWES INC							
00008490	728382	Postage	10-10-416-610.00	POSTAGE	192.00	192.00	
62670 PRIMMER PIPER EGGLESTON & CRAMER P							
	B04922/04/12	TIF Other Professional	25-00-000-330.00	OTHER PROFESSIONAL SERVIC	0.00	250.00	
24501 R.R. CHARLEBOIS INC							
00003422	IC89257/2	Vehicle Maintenance	10-30-430-430.10	VEHICLE MAINTENANCE	181.25	181.25	
63713 RADIO NORTH GROUP INC							
00004429	24134382	Vehicles-Police	38-20-420-742.00	VEHICLES - POLICE	760.00	760.00	
00002949	24134434	Communications-Other	10-20-420-530.20	COMMUNICATIONS-OTHER	797.00	797.00	
					1,557.00	1,557.00	
65050 REPROGRAPHICS OF NEW ENGLAND INC							
00008489	84834	Printing & Binding	10-10-401-550.00	PRINTING AND BINDING	1,435.93	1,435.93	
67300 ROWLEY FUELS INC							
	033115	Diesel Fuel/Heating Oil	10-20-421-625.00	DIESEL FUEL	0.00	231.87	
	033115	Diesel Fuel/Heating Oil	10-20-422-625.00	DIESEL FUEL	0.00	501.80	
	033115	Diesel Fuel/Heating Oil	10-30-430-625.00	DIESEL FUEL	0.00	4,340.92	
	033115	Diesel Fuel/Heating Oil	10-30-432-625.00	HEATING OIL	0.00	1,168.80	
					0.00	6,243.39	
60369 SEVEN DAYS NEWSPAPER							
00008488	149495	Advertising	10-10-416-540.00	ADVERTISING	18.00	18.00	
70286 SHEARER CHEVROLET CO. INC							
00003475	407515/606	Vehicle Maintenance	10-30-430-430.10	VEHICLE MAINTENANCE	1,387.86	1,387.86	
72504 SOUTHWORTH-MILTON, INC							
00001567	SCINV040962	Equipment Repair	50-10-410-430.15	EQUIPMENT REPAIR & MAINT.	473.40	473.40	
73630 STATE DEPARTMENT OF HEALTH							
00008472	032515	Professional Development	10-10-410-820.00	PROFESSIONAL DEVELOPMENT	78.00	78.00	
61943 SWISH KENCO LTD							
00009218	B085413	General Supplies	10-30-432-612.00	GENERAL SUPPLIES	16.64	13.64	
48700 SYMQUEST GROUP INC							
	893925	Monthly Copier Bill	10-10-412-430.20	PHOTOCOPIER MAINTENANCE	0.00	58.50	

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Vendor PO Number	Invoice Number	Invoice Description	Account Number	Account Description	PO Amount	Invoice Amount	Check
	898763	Photocopier Expense	10-20-421-430.20	PHOTOCOPIER MAINTENANCE	0.00	7.15	
					0.00	65.65	
21288 SYNCB/AMAZON							
00014356	03042015	Furniture and Fixtures	10-10-414-743.00	FURNITURE AND FIXTURES	236.20	236.20	
00051522	102012485184	Videos	10-50-451-640.50	VIDEOS	197.89	197.89	
00051508	103-795-0440	Books-Adult	10-50-451-640.10	BOOKS-ADULTS	41.86	41.86	
00051519	1041311123/5	Videos	10-50-451-640.50	VIDEOS	120.00	102.60	
00051515	114965067851	Videos	10-50-451-640.50	VIDEOS	168.21	168.21	
00051507	1152085/2	Audios	10-50-451-640.15	AUDIOS	66.63	66.63	
00051508	1985036/3	Books-Adult	10-50-451-640.10	BOOKS-ADULTS	91.97	91.97	
	OVERPAY	refund due to price chang	10-50-451-640.10	BOOKS-ADULTS	0.00	-0.03	
	OVERPAY	refund due to price chang	10-50-451-640.50	VIDEOS	0.00	-0.03	
					922.76	905.30	
76029 TENCO INDUSTRIES INC							
00003482	4831894.RI	Vehicle Maintenance	10-30-430-430.10	VEHICLE MAINTENANCE	138.21	138.21	
72962 THE EDGE IN ESSEX							
00005626	3.15	Revenue Programs	10-50-452-831.00	REVENUE PROGRAMS	100.00	20.00	
79858 THE VELLANO CORPORATION							
00001545	S2020058.001	General Supplies	55-20-420-612.00	GENERAL SUPPLIES	820.00	820.00	
76450 TOWN OF MILTON							
	UT-032915	Water/Sewer	10-30-432-411.00	WATER/SEWER	0.00	596.75	
	UT-032915	Water/Sewer	50-10-410-411.00	WATER/SEWER	0.00	41.03	
	UT-032915	Water/Sewer	55-20-420-411.00	WATER/SEWER	0.00	89.58	
					0.00	727.36	
53344 TRIGGS, ELIZABETH D.							
00005622	031615	Revenue Programs	10-50-452-831.00	REVENUE PROGRAMS	64.00	64.00	
67105 TRUMBULL SOFTWARE ASSOCIATES, INC.							
00010958	13651	Technology	10-20-421-613.00	TECHONOLOGY	300.00	300.00	
76960 U.S. BANK EQUIPMENT FINANCE							
	273634725	Police Copier Rental	10-20-420-430.20	PHOTOCOPIER MAINTENANCE	0.00	145.10	
78210 UNIFIRST CORP							
	036166/5	Rags/Mats/Uniforms	10-30-430-612.00	GENERAL SUPPLIES	0.00	35.82	
	036166/5	Rags/Mats/Uniforms	10-30-430-650.00	EMPLOYEE UNIFORMS	0.00	81.46	
	036166/5	Rags/Mats/Uniforms	10-30-432-442.20	BUILDING MAT RENTALS	0.00	41.36	
	036166/5	Rags/Mats/Uniforms	10-30-432-650.00	EMPLOYEE UNIFORMS	0.00	34.05	
	036166/5	Rags/Mats/Uniforms	50-10-410-650.00	EMPLOYEE UNIFORMS	0.00	18.15	
	036166/5	Rags/Mats/Uniforms	55-20-420-650.00	EMPLOYEE UNIFORMS	0.00	18.15	

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Vendor PO Number	Invoice Number	Invoice Description	Account Number	Account Description	PO Amount	Invoice Amount	Check
	1666971/3	Rags/Mats/Uniforms	10-30-430-612.00	GENERAL SUPPLIES	0.00	35.16	
	1666971/3	Rags/Mats/Uniforms	10-30-430-650.00	EMPLOYEE UNIFORMS	0.00	40.73	
	1666971/3	Rags/Mats/Uniforms	10-30-432-650.00	EMPLOYEE UNIFORMS	0.00	17.05	
	1666971/3	Rags/Mats/Uniforms	50-10-410-650.00	EMPLOYEE UNIFORMS	0.00	36.30	
	1666971/3	Rags/Mats/Uniforms	55-20-420-650.00	EMPLOYEE UNIFORMS	0.00	36.30	
					0.00	394.53	
79340 UNIVERSITY OF VERMONT EXTENSION SY							
00006555	1687887-7978	Professional Development	10-60-461-820.00	PROFESSIONAL DEVELOPMENT	65.00	65.00	
79800 VAN NOORDT, BRETT							
	031715	Travel	10-20-420-580.00	TRAVEL	0.00	83.95	
82984 VCJTC							
00002837	150310905	Professional Development	10-20-420-820.00	PROFESSIONAL DEVELOPMENT	10.50	10.50	
49013 VERIZON WIRELESS							
	9742438459	Phone Bill	10-20-420-530.20	COMMUNICATIONS-OTHER	0.00	31.79	
	9742438459	Phone Bill	10-20-421-530.20	COMMUNICATIONS-OTHER	0.00	33.72	
	9742438459	Phone Bill	10-20-422-530.20	COMMUNICATIONS-OTHER	0.00	84.54	
	9742438459	Phone Bill	10-30-429-530.20	COMMUNICATIONS-OTHER	0.00	16.84	
	9742438459	Phone Bill	10-30-429-530.20	COMMUNICATIONS-OTHER	0.00	60.63	
	9742438459	Phone Bill	10-30-429-530.20	COMMUNICATIONS-OTHER	0.00	60.63	
	9742438459	Phone Bill	50-10-410-530.20	COMMUNICATIONS-OTHER	0.00	80.25	
	9742438459	Phone Bill	55-20-420-530.20	COMMUNICATIONS-OTHER	0.00	40.24	
					0.00	408.64	
80430 VERMONT DEPARTMENT OF PUBLIC SAFET							
00008493	66913	Other Professional	10-10-416-330.00	OTHER PROFESSIONAL	15.00	15.00	
00008492	66915	Other Professional	10-10-416-330.00	OTHER PROFESSIONAL	15.00	15.00	
					30.00	30.00	
80720 VERMONT GAS SYSTEMS INC							
	13453	Natural Gas	10-30-432-621.00	NATURAL GAS	0.00	2,433.62	
	13453	Natural Gas	55-20-420-621.00	NATURAL GAS	0.00	2,005.49	
					0.00	4,439.11	
81055 VERMONT LEAGUE OF CITIES & TOWNS							
00008494	2015/15961	Advertising	10-10-401-540.00	ADVERTISING	216.00	216.00	
00008495	2015/15963	Other Professional Servic	10-10-401-330.00	OTHER PROFESSIONAL SERVIC	286.00	286.00	
					502.00	502.00	
81317 VERMONT STATE TREASURER							
00004499	033115	Due/Marriage Licenses	10-00-000-252.01	DUE TO STATE/MARRIAGE LIC	315.00	315.00	

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81900 VERMONT TROPHY & ENGRAVING CORP							
00007167	64269	Office Supplies	10-10-412-611.00	OFFICE SUPPLIES	25.50	25.50	
00008487	64311	Office Supplies	10-10-401-611.00	OFFICE SUPPLIES	57.15	57.15	
00007172	64350	Office Supplies	10-10-412-611.00	OFFICE SUPPLIES	35.00	35.00	
					117.65	117.65	
82994 VISION SERVICE PLAN-CONNECTICUT							
	412015	Vision Service Plan	10-10-404-520.80	VISION SERVICE PLAN	0.00	616.26	
	412015	Vision Service Plan	50-10-410-210.20	GROUP LTD/STD/VISION INS	0.00	28.14	
	412015	Vision Service Plan	55-20-420-210.20	GROUP LTS/STD/VISION INS	0.00	28.13	
					0.00	672.53	
84400 VLCT PACIF, INC.							
00008491	19752	Vehicle Insurance	10-10-404-520.20	VEHICLE INSURANCE	495.00	495.00	
81138 VMCTA							
00007170	03182015	Professional Development	10-10-412-820.00	PROFESSIONAL DEVELOPMENT	25.00	25.00	
57039 VT RURAL WATER ASSOCIATION							
00001547	DTD3515	Professional Development	50-10-410-820.00	PROFESSIONAL DEVELOPMENT	70.50	70.50	
00001547	DTD3515	Professional Development	55-20-420-820.00	PROFESSIONAL DEVELOPMENT	265.50	265.50	
					336.00	336.00	
83844 W.B. MASON CO INC							
00014355	124241466	Office Supplies	10-10-414-611.00	OFFICE SUPPLIES	66.77	66.77	
00008496	21200	Office Supplies	10-10-416-611.00	OFFICE SUPPLIES	199.14	199.14	
					265.91	265.91	
87159 XEROX BUSINESS SERVICE LLC							
	1139404	Technical	23-10-412-345.00	Technicial-Document Recor	0.00	1,395.35	
87365 YIPES AUTO ACCESSORIES							
00004426	7160001-01	Vehicles - Police	38-20-420-742.00	VEHICLES - POLICE	1,370.00	2,155.21	
88091 YOUNG TRADITION VERMONT							
00005616	031915	Rec Donations	10-50-452-831.05	From Rec Donations	50.00	50.00	
43130 YVETTE J MASON							
00005614	031715	Revenue Programs	10-50-452-831.00	REVENUE PROGRAMS	60.00	60.00	
00005614	032915	Revenue Programs	10-50-452-831.00	REVENUE PROGRAMS	240.00	70.00	
					300.00	130.00	

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Vendor PO Number	Invoice Number	Invoice Description	Account Number	Account Description	PO Amount	Invoice Amount	Check
			Report Total			166,902.33	

THESE INVOICES HAVE BEEN APPROVED BY THE TOWN MANAGER ON THE FOLLOWING DATE:

_____ APPROVED ON ____/____/____

Paul Bohne, Interim Town Manager

To the Treasurer of the TOWN OF MILTON:

We Hereby certify that there are sufficient vouchers
supporting the amounts owed to the above mentioned vendors.

Let this be your order for the payments of the amounts totaling $ ***166,902.33

SELECTBOARD:

_____ _____ _____ _____ _____

Darren Adams, Chair | Stuart King, Vice Chair | John W. Bartlett, Secretary | Ken Nolan | John Cushing