

GUILFORD SELECTBOARD SPECIAL MEETING

TUESDAY, JUNE 3, 2014, 11:00 AM, GUILFORD TOWN OFFICE

TIMELINE FOR NEW DEVELOPMENTS:

- Sean James, Hoyle, Tanner & Associates = Town's Engineer
- Scott Gurley = VTrans Project Supervisor, Transportation Alternatives Program Funding
- Monday, May 19th – phone conversation – Katie & Scott Gurley – Town is informed of a load rating calculation done by VTrans John Weaver – the bridge can only handle 4 tons and the deck should be replaced now – Katie receives load rating report via email
- Friday, May 23rd – Scott Gurley email to Town – “VTrans Engineer John Weaver completed another load rating this week for the Green River Covered Bridge..... He said the bridge has basically no live-load capacity.” Pam Thurber, Trans Structures division, is reviewing his analysis.
- Tuesday, May 27th – Scott Gurley email to Sean James – Load Rating is 0, Town is reviewing their options for the bridge requests Sean's input and asks him for a cost estimate for a new deck.
- Tuesday, May 27th, 11:30 AM – Katie, Dick, Dan and Matt meet at Guilford Country Store to discuss latest developments
- Thursday, May 29th 11:00 AM – Katie, Matt and Sean James have a lengthy conference call about most recent developments
- Thursday, May 29th 11:08 AM – Scott Gurley email to Town – “John Weaver ran the numbers again and found a mistake that increases his previous load-rating. The updated load rating is now 3 tons instead of 0. That's the good news. The bad news is that the current plans will actually **decrease** the load rating because the project will add more dead weight to the bridge. Attached is the new analysis. You can disregard the last one I sent you.”
- Thursday, May 29th, 1:00 PM – Katie, Matt, Sean James and Scott Gurley have a lengthy conference call to discuss urgency and next steps.
- Thursday, May 29th – Katie emails Dan & SB asking to order new load posting signs of 4 tons ASAP.

OPTIONS FOR PROCEEDING:

- Defer GRCB Rehab Project for a year (construction in summer, 2015), apply for additional TA funding for the deck replacement and removal of distribution timbers (and anything else that has cropped up from VTrans review).
- Continue with GRCB Rehab Project as presented and treat deck as a separate project after the fact.
- North West Wing Wall project – continue as planned with construction taking place this summer (2014) or defer to have project run concurrently with GRCB Rehab Project
- Short term fixes while waiting for additional funding?
- Live Load Rating Report – still on same timeline for this – after construction?

Present:

Selectboard (3): Dick Clark (Chair), Anne Rider and Troy Revis, Jr. (via conference call), Matt Mann (Transportation Planner, WRC), Dan Zumbruski (Road Foreman/Commissioner), Katie Buckley (Town Administrator, Herb Meyer (Emergency Management Director), Mike Faher (Reformer)

Dick called the meeting to order at 11:10 AM. Matt asked if the Town had had any communication from Pam Thurber, VTrans Structures; there has been none yet. Dan has ordered new signs (4 tons) after the Thursday, May 29th email exchanges. There was a discussion about the new posting and what type of vehicles this will represent.

Dan asked about the idea of adding steel beams under the Covered Bridge to accommodate more load than the original 8 tons. There was a discussion about what could be done to try to add more load capacity to the bridge. Katie reminded that the most the bridge could ever be posted for would be 8 tons by State standards.

Katie suggested holding a conference call with Sean James, Pam Thurber and SB to think about next steps and also future plans.

Anne moved to defer the GRCB Rehab Project for one year and apply for additional Transportation Alternatives funds for the replacement of the deck and removal of the distribution timbers. Troy seconded. All were in favor. Motion carried.

Anne moved to go ahead with the reconstruction of the NW Wing Wall project as planned. Troy seconded. All were in favor. Motion carried.

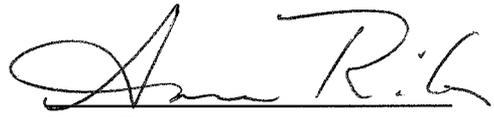
A brief discussion took place about a preferred detour route – it was agreed that through Leyden is the easiest or Deer Park in Halifax.

Notifications will be made in writing to all property owners on the west side of the bridge and businesses that have larger size equipment and delivery vehicles.

Anne moved to adjourn at 11:47 AM. Troy seconded. All were in favor. Motion carried.


Richard Clark, Chair


Troy Revis, Jr.


Anne Rider