

**Green River Feasibility Study
Local Concerns Meeting
August 25, 2014**

PRESENT: Dick Clark (Chair), Troy Revis, Jr., Anne Rider

TOWN STAFF and OFFICIALS: Katie Buckley (Town Administrator), Herb Meyer (Co-EMD), Candace Stoumen (Co-EMD)

PUBLIC: See attached sign-in sheet

Dick Clark called the meeting to order at 5:00 PM.

Dick introduced William Nebelski who talked about the rehab of the Green River Covered Bridge in 1965; he was a member of Lindy Squires labor team who worked on that project. He told the story of how four men worked the whole summer to complete the job.

Sean James and Chris Dunlop, both engineers with Hoyle, Tanner & Associates, presented the order of the presentation:

- Purpose & Need – Vehicular crossing options near the GRCB. Discussed the length of the detours.
- Scope of the Study - .5 mile radius of the GRCB, evaluation of GRCB for heavier loads, new crossings, new crossings with a new bridge.
- The main purpose of the meeting is to gather public input.
- GRCB –
 - Built in 1872 by Marcus Worden, National Register Listed in 1973.
 - The depth of the abutment is 7 feet at the bottom and well constructed.
 - There are concerns for all the areas. All roads converge at this spot.
 - To increase 12 tons+ requires extensive member replacement or structural support (steel beams), also requires detailed substructure evaluation. This will introduce significant historical review concerns (VT Covered Bridge Committee review).
- Alternative Concepts - General Considerations: land ownership, terrains and grade, wetlands/environmental issues, flood plain, historic/archaeological resources, schedule and cost
- 2 alignments to the north (A & B), 3 to the south (C, D & E) and GRCB
 - A – use existing concrete bridge (near Kratz's Mill) with newly created roadway to Jacksonville Stage Rd.
 - B – new bridge – really steep slope with lots of issues – good on a map but not in the field.

- C – new bridge and roadway; closest to the GRCB; wetlands present create permitting issues.
- D – new bridge, new roadway (following existing unimproved access); it is conservation land (VLT); there is flood plain
- E - new bridge, new roadway (following existing unimproved access); it is conservation land (VLT); there is flood plain
- GRCB – rehab the existing bridge to accommodate increase loads of 12, 15 and 20-ton capacities.

Summary – in the beginning stages of analysis, staying within the .5 mile radius, there will be a 2nd presentation in late September to look at the research gathered.

Concerns/Questions From the Public:

- Dick Clark asked if the bridge load rating would go back to 8-tons after the wing wall repair was completed. HTA ANSWER: No. This repair was only for the wing wall and a portion of the abutment. None of this work will add load capacity to the bridge.
- Karen Murphy – Can we look at wetland remediation for option C? HTA ANSWER: It can sometimes be done; that is something we will explore in that alternative.
- Addison Minott - Rehabbing the GRCB is just a short-term fix because loads are getting heavier with each passing year; pretty soon 20 tons wont be enough capacity. Also many trucks are oversized and hitting the top of the bridge. Even if it is brought up to 20-ton capacity there is still the architectural problem of the bridge height.
- Alex Bell - If the bridge load capacity were increased to 20 tons could the Town's grader make it through GRCB – is there a height issue? HTA ANSWER: No, it is not an issue of height for the grader, it is a weight issue. The grader weighs approximately 40,000 lbs. Dick Clark pointed out that the dump truck with a wing cannot make it through.
- Michael Baram - The GRCB is grandfathered for permitting whereas new bridges would require them. How does this effect time and cost for the regulatory requirements? HTA ANSWER: Permitting will certainly add time to any new project which will add cost. Right-of-way acquisitions could add years to the project.
- Michael Knapp – Is cost the only factor in the feasibility analysis or are there other factors involved? HTA ANSWER: Cost is just one of the considerations. HTA is looking at short-term construction costs of alternatives not long-term life of an alternative if chosen. How does the role of conservation easements play out from an eminent domain perspective on not only the local level but the national level? Sometimes it takes an act of legislature to make it happen – is this something that the Town would want to undertake? HTA ANSWER: This is a big question but one that the Selectboard and town will have to consider; HTA is merely providing them with information to help make a

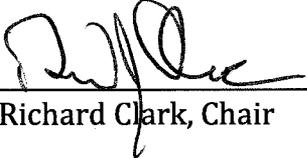
more informed decision as it relates to time and cost. HTA clarified that a full rehab of GRCB IS one of the alternatives. Michael Knapp asked about adding steel beams to the GRCB and how it would affect the elevation of it. HTA ANSWER: If steel beams are added, the bridge would most likely be raised up and they would be visible. There was a brief discussion about building a new road in a flood plain and the downfalls of doing so.

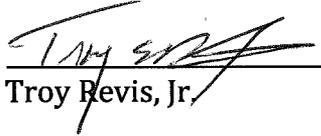
- Anne Rider – if steel beams were added how much load could GRCB handle? –HTA ANSWER: 8-tons you'd have to strengthen members. Above 8 tons, adding steel beams would get us in the 12-20 ton range. 12 ton is reasonable for the existing abutments; if you get higher than that might require them to be fortified.
- David Pollack - There was a question about option A – What is the rating on the concrete bridge by Kratz's Mill? What are the negatives to this option? HTA ANSWER: The bridge is not posted so HTA does not know the weight limit; they will find this out. The road is posted for 24,000 lbs. It is steep and the road would have to be terraced in. Specific locations would have to be determined – this meeting was just about concept only, not specific details.
- Chris Wocell – We need to weigh the advantage of quickly integrating an option. He supported Option A because it would be easier than a whole new bridge or a rehab of GRCB. HTA ANSWER: The advantages of each Option will be explored. Advantage is that there is already an existing bridge. It does involve private property and a longer length of new road. There was a question that this was once a Class 4 road.
- Addison wanted to point out to folks who live on the west side of Green River that Option A would have people going out of their way to get home. Many commented that it would be a lot shorter than what they are doing now. He also noted that concrete trucks pass by his house often; they can't fit through the GRCB.
- Sean Murphy - How are the current conditions of the GRCB? HTA ANSWER: This project started with an evaluation of the bridge. The original task was to look at it and create a plan for maintaining it. As it currently stands it is in good condition and the Town had a good plan to perform regular maintenance and repair of it. There is racking and sweep (caused by overweight vehicles going through it) – this was part of the original rehab plan that was deferred.
- Jared Bristol – He will get a list of all the GVFD vehicles – size and weight to pass along to HTA. The trucks
- Ron Lenker – If steel could be added to the cross members vs. the bottom? HTA ANSWER: Probably not. The bottom chords would have to be addressed. Hard to introduce steel into wood joinery.
- David Pollack – asked about having the bypass road for large trucks and using the GRCB for passenger vehicles.
- Dan Systo – downgrade GRCB to a pedestrian bridge and invest in the bypass road; there is no need for two bridges. Not worth investing \$1.2 million in GRCB.

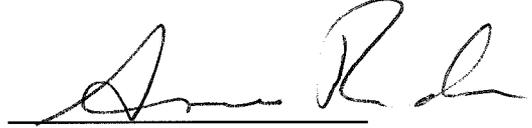
- Dick Clark – For years the Town has been looking at new bridge but putting one in will be a huge expense.
- Frank Larkin – A new bridge also includes the cost of building a new section of road and having to maintain both – bridge and roadway - over time.
- Ben Knapp (?) – why was the scope limited to .5 mile radius not longer? HTA ANSWER: The reason was mainly cost – the further out you go the more expensive the study. Additionally the farther out the alternative the less useful it is.
- Steve Lembke – Thanked the Selectboard for deciding to do this study. This study helps guide informed choices. He also thanked HTA for taking all options and exploring them equally. Question for the Town – at what point does this issue go from a Selectboard decision to a town-wide vote? The SB thought it would go to a town-wide vote.
- Laura Metsch – Would it be possible to include a “combo” as in getting the GRCB to 8-10 ton and getting a bypass road? HTA ANSWER: Yes.
- Chris Wocell – Please describe the process for determining the costs of each alternative. HTA ANSWER: They will work with existing contours to determine an alignment and work with the Town, property values, ROW acquisition cost, environmental permitting and historic components that will be factored in. Chris Wocell clarified by saying that he would like to be guaranteed that this process will be an unbiased approach not skewed in any way. HTA ANSWER: They will use similar project costs using current industry averages. How will it get constructed? HTA ANSWER: Identify where there is funding if any, design it and put it out to bid.
- Dick Clark pointed out that there is a historic mill on the bypass route.
- Eddie Charbonneau – Where is the comparison of GRCB against other towns with covered bridges? How do they work around it – do heavier vehicles go through those? HTA ANSWER: Union Covered Bridge, Thetford VT. That town went with steel beams. Montgomery went with a whole new covered bridge (reproduction) in the same spot. There are all sorts of solutions that different towns choose to go with. It is hard to know what is the right choice. You can't make everyone happy with one choice. Eddie Charbonneau – Is our bridge different than most bridges – anything that would make it prohibitive to adding load? HTA ANSWER: No it is fairly typical.
- Ed Burke - Could HTA provide some examples of other towns that have gone through this and provide materials on how they handled it. HTA ANSWER: Usually they (HTA) are brought in after the town has already had the hard discussions. Guy - All of the alternatives being presented for Guilford have permitting issues but is the GRCB the only alternative that doesn't have permitting issues? HTA ANSWER: Yes. They will use experience and history to help determine some hurdles.
- Andy Cotton – Did the Thetford project maintain its historic integrity and pass the Covered Bridge Committee review despite the work they did to it? HTA ANSWER: Yes. It is too difficult to know what they will or won't allow given the unique conditions of each community.

- David Pollack – Will the estimated time to completion for each of the alternatives be part of the analysis? HTA ANSWER: Yes.
- Dick Clark explained that a temporary bridge is being explored.
- Linda Lembke – What will HTA be involved with after the feasibility study? HTA ANSWER: There will be no involvement after the feasibility study unless the Town chooses to move ahead with their services.
- Michael Knapp – Dept. of Agriculture grant funding (Wildlife Habitat Incentive Program) on the conserved land – what is the precedent in undoing that? HTA ANSWER: They would need to consult with their environmental staff people to find answers to that.
- Kerry Doyle – VLT – Curious if part of the analysis includes contemplating flooding, meandering, moving and shifting of the river in a long-term lens; it seems there is more instability in the river dynamics below the GRCB vs. above it? HTA ANSWER: This would become a in a deeper consideration of the southern alternatives – this is final analysis type of exploration.

Sean James appreciated everyone's valuable input and said they would be back in about a month.


Richard Clark, Chair


Troy Revis, Jr.


Anne Rider

8/25/2014

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TOWN OF GUILFORD
Green River Feasibility Study/Alternatives Analysis
LOCAL CONCERNS MEETING
ATTENDANCE

PRINTED NAME	SIGNATURE
ANDY COTTON	
William Nebelski	William Nebelski
Addison Minott	Addison Minott
* DAVID POLLACK	David Pollack
Joan Seymour	Joan Seymour
Adelaide Minott	Adelaide Minott
TRIVY E REVIS JR	Trivy E Revis Jr
Dick Clark	Dick Clark
Kerry Doyle (Vermont Land Trust)	Kerry Doyle
Fou Kibile (for BC TV)	Fou Kibile
Anne Rider	Anne Rider
Michael Knapp	Michael Knapp
Ed Burke	Ed Burke
Denise Paasche	Denise Paasche
Shawn Murphy	Shawn Murphy
Karen Murphy	Karen Murphy
Eddie Charbonneau	Eddie Charbonneau
BOB GOLDENHILL	Bob Goldenhill
Peter Welch	Peter Welch
Carol Joenson	Carol Joenson
Frank Larkin	Frank Larkin
MARTY RAMSBURG	Marty Ramburg
Kinda Lemble	Kinda Lemble
Steve Lemble	Steve Lemble
PETER COLEMAN	Peter Coleman
Laura Metsch	Laura Metsch
Benjamin Knapp	Benjamin Knapp
Jacob Knapp	Jacob Knapp
Jessica Cheslawski	Jessica Cheslawski

Print NAME

Signature

Alex Bell

Alex Bell

Dina Kail

Dina Kail
Mann

MATT MANN, WRC

Christopher Wocell

Christopher Wocell

Connie Wocell

Connie Wocell

Jared Bristol

Jared Bristol

Tammi Bell

Tammi Bell

Ben Bell Jr Ben Bell Jr

Ben Bell Jr

Alice Revis

Alice Revis

Melissa Kent

Melissa Kent
N Kent

Ryan Moore

Nancy Kent

Deborah S Clark

Hild + Michael Barano

Hild + Michael Barano

Ron Leuter