

**Town of Huntington**  
**Selectboard Special Public Information Meeting on Bridge 8**

Monday, September 15, 2014—6:30 pm

Annex – Community Church of Huntington

RECEIVED 

DATE September 23, 2014

APPROVED MINUTES

<b>Agenda</b>	<ul style="list-style-type: none"> <li>• Bridge 8 (Main Road, just south of Moody Road) Public Information Meeting on Conceptual Plans for bridge construction</li> <li>• Other Business <ul style="list-style-type: none"> <li>○ Public Comment</li> <li>○ General Administrative &amp; Highway Updates</li> <li>○ Other/New Business</li> </ul> </li> </ul>
<b>Members present:</b>	Jim Christiansen (Chair), Dori Barton (Vice-Chair), Roman Livak, Nancy Stoddard
<b>Members absent:</b>	Doug Graver
<b>Staff/Officials present</b>	Clinton 'Yogi' Alger (Road Foreman), Barbara Elliott (Town Administrator), Christine Forde (CCRPC), Gary Sweeney (VTRANS), Chris Williams (VTRANS)
<b>Others present</b>	Dave Clark, Ryan Elliott, Steve Eustis, Ed Guilfooy, Meg Guilfooy, Lucinda Hill, Linda Pendriss, Mike Pendriss, David Ruscitto, Linda Ruscitto, Nat Weaver
<b>Call to order</b>	Christiansen called the special Selectboard meeting to order at 6:38 pm.
<b>Special Meeting on Bridge 8 Conceptual Plans</b>	<p><b>Overview – Chris Williams, VTrans Project Manager</b></p> <ul style="list-style-type: none"> <li>• Williams presented an overview of the conceptual plans including the project background, alternatives study, traffic data, existing bridge deficiencies, proposed project details, scope and cost schedule, local spending profile, and next steps.</li> <li>• Copies of Williams' PowerPoint presentation are available at <a href="https://outside.vermont.gov/agency/vtrans/external/Projects/Structures/13J080/Presentation-PublicInformational-2014-09-15.pdf">https://outside.vermont.gov/agency/vtrans/external/Projects/Structures/13J080/Presentation-PublicInformational-2014-09-15.pdf</a> (This website also has copies of the scoping report, conceptual plans, etc.)</li> <li>• Items of note from Williams' presentation include: <ul style="list-style-type: none"> <li>▪ Anticipated duration of road closure for construction is 8 weeks between June 1 and September 1. Contracts will include contractor incentives for on time and early completion and penalties for late completion. 24-hour construction will be allowed during bridge closure.</li> <li>▪ Average Daily Traffic count is 1,100 – with 9.8% being truck traffic.</li> <li>▪ The Town is responsible for selecting, signing and maintaining the detour route. The anticipated vehicle detour route would be via Moody &amp; Carse Roads, which is 0.3 miles longer than the non-detour route (total end to end detour would be 2.3 miles longer). Anticipated truck detour route would be via Hinesburg Hollow Road—RT 116—RT 17, which is 14 miles longer than the non-detour route (total end-to-end detour distance would be 30 miles longer).</li> <li>▪ Total anticipated project cost has been reduced based on a reduction of \$108,000 in Preliminary Engineering expenses.</li> <li>▪ Next steps: Town would give approval of conceptual plans; VTrans would then take comments from the public into consideration; VTrans would then initiate the Design Phase which includes Right-of-Way work, environmental permitting, etc.</li> <li>▪ A schedule and proposed timeline is available on the website at the address listed above.</li> </ul> </li> </ul>

**The following comments, concerns and questions from the Public were expressed**

- **General/Overall Concerns**
  - Residents expressed concern about the overall safety of children, animals, bikers, walkers, hikers, horseback riders, dog walkers and others as a result of increased traffic on the detour route, which is comprised of rural back roads (Moody Road and Carse Road).
  - Rescue and fire vehicles will need to be placed south of the bridge during the bridge closure, and mutual aid agreements will need to be worked out with nearby towns.
  - Who will provide law enforcement / policing along the detour?
  - How will this impact school busses if Bridge 8 is closed during the school year? (The Town will work with CESU to develop the safest alternative that we can, within budgetary constraints. Worst case, parents south of Bridge 8 would have to drive their kids along the detour route to a bus stop on the north side of Bridge 8 where the bus could safely pick up and drop off kids.)
  - Why can't a temporary bridge be used? (The cost is prohibitive. The Town pays 5% of the total project cost if we use the detour and 10% of the total cost if we were to use a temporary bridge. Using a temporary bridge would be around \$190,000 more expensive, and would need to be raised through property taxes.)
- **Moody Road / Carse Road Concerns**
  - Need for law enforcement and other mechanisms (speed bumps, signage, etc.) along the detour route for speed control. There are blind hills and driveways. Portions of the road are one lane (near the one-lane Moody Bridge).
  - Serious speed bumps will need to be installed all along the detour route in order to ensure safety and control traffic speed.
  - Will need to make sure to keep up with surface treatments on the detour roads for pot holes and dust control.
  - How will we deal with farm traffic – especially given that tractors have to back into the roadway in some areas?
  - Concern was expressed for the safety and welfare of people and animals along the detour route.
  - Concern was expressed that there will be horrific accidents because of the blind hills.
  - How will we deal with the 4-way intersection by the Moody Bridge where Carse Road & Moody Road intersect, and the fact that the intersection configuration is 'jiggity-jaggy'?
  - What will be the cost to maintain the road fabric due to the increased/heavy traffic?
  - What will happen if Moody Road, Carse Road, or one of the bridges is damaged during the time Bridge 8 is closed, especially given the kinds of flash floods we have experienced in the past couple of years? (People would have to take the long detour route that is planned for the larger truck traffic.)
- **Moody/Carse Bridge Concerns**
  - Both detour route bridges are basically one-way bridges. It is not safe for 2 cars to pass on Carse Bridge, and Moody Bridge is definitely one lane.
  - Will there be a traffic light at Moody Bridge? How will we deal with the narrowness of the road and the bridge itself?
  - Concern was expressed about the wear on Moody & Carse Bridges from the increased traffic. (Vehicle traffic does not pose significant wear – the problems of bridge wear occur primarily as a result of heavy trucks traffic.)
  - Concern was expressed about the weight limit for Moody Bridge. (It was noted

	<p>that overweight trucks would be routed via Hinesburg Hollow Road—RT 116—RT 17)</p> <ul style="list-style-type: none"> <li>○ Need to ensure overweight vehicles don't illegally use the detour.</li> <li>• Speed on Main Road <ul style="list-style-type: none"> <li>○ Concern was expressed that vehicle speed may increase on Main Road if the bridge is straightened or widened – and speed is already a problem. (Counter concern was raised that one should not deal with speed control by having narrow bridge width or unsafe bridge alignment.)</li> <li>○ Opinion was voiced that it is nice to have a narrow road that winds its way through town.</li> </ul> </li> <li>• Bridge 8 Design <ul style="list-style-type: none"> <li>○ Does the current bridge meet hydraulic standards? (No, the existing abutments do not meet bankful width standards.)</li> <li>○ What is the maintenance plan for the new bridge?</li> <li>○ Will the new design help as we face flooding in the future? (Answer from VTrans was that the new design would definitely help.)</li> </ul> </li> <li>• Christiansen closed the public meeting at 7:46pm, thanking members of the public for attending and for expressing their concerns. The Selectboard will accept written comment through Sunday 9/21.</li> </ul>
<p><b>Public Comment</b></p>	<p><b>Huntington Woods</b></p> <ul style="list-style-type: none"> <li>• Lucinda Hill and Dave Clark attended to ask why the ditching work that was supposed to happen this month was postponed. The Huntington Fire District #1 had sent out a letter to residents based on the commitment that ditching work would be completed, and residents have been moving their plants and preparing for the Town's work.</li> <li>• Road Foreman Alger explained that he had discovered 5 additional crushed culverts (including 2 on Taft Road and 2 on Moody Road) in Town that need to be replaced and he does not have funds in the current year's budget to complete the 18 culvert replacements in Huntington Woods. The Road Crew cut shoulders back and did some re-grading of the road, which Alger hopes will address the drainage issues at the user-owned water system for the 43 residences in Huntington Woods and Roberts Park.</li> <li>• Alger stated that he would make this a priority for next July, and will request the necessary money for the culvert replacements in the budget that is currently being developed. If he is able to squeeze in the work, he will address the 3 worst Huntington Woods culverts this year.</li> </ul>
<p><b>Highway &amp; Administration</b></p> <p><b>MOTION – SELECTBOARD RESIGNATION</b></p>	<p><b>Highway Kudos</b></p> <ul style="list-style-type: none"> <li>• Christiansen commended Alger on the positive recognition received from Better Back Roads on the work that was done on Taft Road.</li> </ul> <p><b>Warrants</b></p> <ul style="list-style-type: none"> <li>• 1 warrant was signed as presented.</li> </ul> <p><b>Selectboard Resignation</b></p> <ul style="list-style-type: none"> <li>• The Selectboard received a letter of resignation—effective September 30th—from Doug Graver, who is moving out of Town.</li> <li>• <b>MOTION:</b> N. Stoddard moved and Livak seconded that the Huntington Selectboard, with gratitude for his years of service, reluctantly accept the resignation of Selectboard member Doug Graver effective September 30<sup>th</sup>, 2014 at noon. Passed unanimously with 4 members present and voting.</li> <li>• Elliott will post the opening in accordance with VT statutes. Those wishing to be considered for appointment to fill the vacancy must submit a letter of interest to Elliott by midnight Sunday October 5, 2014. The term of the appointment will be from October 6 (at the Selectboard meeting) to Town Meeting in March 2015.</li> </ul>

<b>Adjournment – MOTION</b>	<b>MOTION:</b> Livak moved and Barton seconded to adjourn the meeting at 8:18pm. Passed unanimously with 4 members present and voting.
	09/15/14 – Meeting date 09/19/14 – Draft/unapproved minutes sent to Town Clerk for website posting 09/22/14 – Final/approved minutes approved 09/23/14 – Approved minutes sent to Town Clerk for recording & website posting