

EMTI minutes 5-17

Present: Madeleine Mongan, David Webb, Greg Western, Richard Brock, Mary Stone, Chris Pratt, Sue Chickering, Rick Hopkins

Minutes from 3/13/2017 approved

Mallory Brook Bridge: Greg Western shared pictures to help us figure out what to do in order to fix the bridge. Greg said that the good news is that one of the “supporting” pieces of wood is not supporting at all (and never was-it was an extra piece of wood), but it is clear that the bridge needs repair. The downstream beam is broken in half, and it needs to be replaced. Chris said that he decided that he would do it himself, given that Josh’s price was out of our range, with people he has lined up, Paul Bishop, Paul Cate, Chris, with Charles Johnson, Josh Ryan and Greg Western as possible volunteers. Chris will spec out what needs to be done. He believes that if the supporting logs have aluminum flashing they will last much longer and it won’t be visible. The bridge was built in 2006-2007 (not sure). The upstream beam has a small bit of rot that can be fixed. The railing height could be changed and a middle railing to protect kids from falling through. We need to figure out costs and how much we can afford, and whether Chris’s carpenters are willing to work for less to make this affordable. Chris is thinking to start in the end of June or early July. He has found two logs within a hundred feet of the bridge. He believes that it will last at least 6 years. Mary expressed concern about the abutments, and Greg confirmed that now is the time to replace the sills and Chris said that was planned.

Lots of discussion about the pros and cons of a “new” bridge vs. the repairs that he has been talking about. Chris said that he would be willing to commit to the bridge for a cost of “not to exceed \$3000”. Mary would like to know if this is a viable estimate. Chris will do a rough estimate for us and he is fairly confident that they could stay under this cost. The old bridge was done by Charles and Chris (with a large YCC crew and a horse and handler for hauling logs, paid for by an RTP grant. Madeleine was concerned about young children and the current bridge’s safety once repaired. She was basically reminding us for the need for our committee to make sure that we have some standards of trail repair and guidelines so everyone is on the same page.

Further discussion: Greg raised the issue that a problem with using a log from the woods might be that the log itself is not sound to begin with. Is there a way to determine this by boring into the log in certain places? Mary is concerned about committing money to this given the possible liability. Mary wants to make sure that if Chris takes this on, she won’t have to be in charge of the project and Chris assured her that this wouldn’t be the case. If Josh does give us a second less expensive proposal, then we can compare this to Chris’s proposal. Rick H mentioned that W.E.C. has lots of old telephone poles (full of creosote which is probably leached out by now). So for now we will wait for Chris’s estimate and decide then. Sue expressed support for Chris’s idea and Mary voiced wanting to compare cost and value of repairing the old bridge vs building a new bridge designed and built by Josh.

Treasury report: Roughly \$15,000 in CD reserved for trail acquisition, \$7200 in TD bank, and \$4000 coming from the town.

Cross Vermont trail project: Greg says that we are one year away from completion and he made a pitch. On the east side of route 14 on the rail bed, there is a big washout from the 2011 flood. VAST has done a reroute around this, but it goes through a hayfield that can't be used in the summer time. VAST was ready to put in a new culvert, but back then Lylehaven wouldn't allow this. Fairmont now owns this "Drake Road" parcel. They are selling a conservation easement on this property which the rail trail goes right through. VLT is raising \$240,000 for the agricultural easement. For the trail easement Fairmont is charging a total of \$9500 (EMTI has contributed \$2000). There is currently a snag with the federal \$ because Fairmont cut some trees without permission mistakenly. Greg has been reassured that in 3 months (again) it will go through, and then XVT trail will figure out a way to do a relocation and a build a small bridge over this creekbed. VAST might be interested in rebuilding the railbed, once there is permission, but there are complications because this section is covered by both the Gully Jumpers and the Barre town VAST. We might want to check with Sandy and see what his take is on this situation.

Clark Farm trail: Greg is willing to help with the map and trail signs for this trailhead. We applied for an OGX grant to help with our signage, but David hasn't heard back yet from them. And Greg is also willing to help with the memorializing of the trail to Karen Clark if needed. Greg has \$3000 towards making trails bike worthy and he might be able to make the Clark Farm trail accessible to bicycles. He would be able to continue the bridge through the wetland so that bikes could go through this area without creating erosion and use wood that would be OK with wetland regulations. He could do some minor ditching. He would also suggest putting in boulders so that bicycles could access more easily. Sounds like we would need to get permission from Seth Gardner to make sure he was OK with bikes if we agree to pursue this idea. In the wetland you can't cut live trees and you cannot do any excavation. We might also want to make sure that an extended boardwalk would be OK with the groomer that Mark Chaplin uses in the winter, since the other bridge pieces are removable. Greg will speak more with Mark Chaplin about these specs and Madeleine will talk with Nona to speak with Seth about whether he is fine with bikes and boulders instead of a cable and where he might drive if and when he goes in with equipment.

Sparrow Farm boardwalk project is DONE!: The total project cost \$3600 when rebuilt in the fall. As mentioned before, the treads were spaced too far apart for walkers and MAMBA pulled up the treads and reset, adding new treads and it is all set to go now. Lesson learned a 2" gap is fine for Mtn bikes, but not multipurpose. THANK YOU MAMBA!

Ormsbee's boardwalk: MAMBA will be working on the boardwalks. This will be worked on Saturday, June 3rd, National Trails Day by MAMBA. We need to talk to Richard Hall to figure out how to either move the Butler family fence or MAMBA can build some kind of ramp to go up and over the fence if it isn't moved. Mary will talk with Richard Hall and let him know the MAMBA Schedule. Rick is going over to check on the parking down by the bridge.

National Trails Day: If David finds out if we are getting \$ from OGX, we could work on the trail signs, but this might not happen. Jennifer Boyer may have been working on the pictures for these. We could cut the pieces and get everything ready for installation. And these could be stored in Mary's wood shed or put up without the signs on them. Work could be done on the new Ormsbee trail for this day too. The

benches are also something that could be worked on. Four people can carry a bench to put one on Ormsbee's trail or the Dodge road trail where you come to the view about Fairmont farm.

Next meeting: July 18th at Sue's porch 7:00 PM