

- 39 1A – Road Open Court St to 3 Mile Bridge (Comprehensive Repairs)
- 40 1B – Road Open Court St to 3 Mile Bridge (Phased Repairs)
- 41 2 – Road Open Court St to Perrin’s (Phased Repairs)
- 42 3 – Road Open Court St to Bingham’s (New private drive to Perrin’s)
- 43 4 – Road Open Court St to Bingham’s, Perrin’s to 3 Mile Bridge (Phased Repairs), New public road – Star
- 44 Point Drive to Perrin’s/Creek Road
- 45 5 – Road Open Court St to Bingham’s, Discontinue Road Bingham’s to 3 Mile Bridge Rd
- 46 6 – Road Open Court St to Bingham’s, Perrin’s to 3 Mile Bridge (Phased repairs) Discontinue road
- 47 Bingham’s to Perrin’s.
- 48 7 – Relocate Road
- 49 8 – Install guard rails per plan, open road, maintain as needed and monitor
- 50 9 – Discontinue Road from end of pavement north of Bingham’s to 3 Mile Bridge Rd
- 51 9.1 – Discontinue Road from end of pavement, north of Bingham’s to 3 Mile Bridge Rd

52

53 DeGraff asked Rheume about the “con” he’d listed on Alternative #3 regarding construction of a new
54 driveway to Perrin’s and the “probable litigation”. Rheume said his constituents were opposed to tax
55 dollars being spent to build a private road and would most likely sue if this happened. Seeley thought
56 this option should come out of the mix, unless it’s reworded that the private driveway be constructed
57 using compensation funds paid to the landowner and not paid for by the Town, but as it’s written now
58 she wouldn’t make this a priority.

59

60 Rheume said at the Selectboard meeting there were several Board members who were very specific
61 that they wanted to be sure the Task Force looked at all the alternatives, so if they narrow it down to 2
62 or 3, how can it be relayed to the Board they considered all of them. Tenny said the Task Force needs to
63 relay that we not only looked at all the alternatives, but sub-sets of them as well, and these are our top
64 2 or 3 alternatives and the reason why they were selected. Seeley said she hoped to get it down to one
65 alternative. Seeley said she keeps going back to the matrix the Planning Commission did for choosing
66 the location of the rail platform, and how they listed the pros and cons of each location until it was clear
67 which was the best choice. She said there isn’t time to go into that much detail with all 9 alternatives,
68 but when the decision is made she plans on showing the Board all the work they did in reviewing the
69 alternatives.

70

71 There was further discussion on what to prepare for presentation to the Board. DeGraff said he will
72 work on a matrix for the top 3 alternatives, and the list of remaining alternatives will be prepared to
73 submit with the matrix showing what was considered in choosing the top 3. Tenny suggested outlining
74 the reasons why the Task Force collectively decided to eliminate certain alternatives.

75

76 The Task Force continued to discuss alternatives, access to properties, impact payments to property
77 owners for loss of access, and how to determine an appropriate compensation, and are we looking at
78 compensation for access or a complete buyout.

79

80 When it was determined there were no more outstanding questions at this point, the Task Force
81 members listed their preferred alternatives.

82
83 Dean George said his preferred alternative was #8, with alternatives #2 and 4 his second and third
84 choice respectively. DeGraff said he saw #8 as a temporary solution and asked George if he saw it as a
85 permanent solution, and George said he did. George said this road has been an issue for many, many
86 years and if the Town spent a little more on it annually for maintenance, we could keep the road open
87 other than during the times of year when it floods and needs to be closed.

88
89 Tenny said he agreed that the Town has a responsibility and we've taken too long to get the road open
90 and we need to take measureable means to repair the roadway to make it accessible for everyone. He
91 said this allows us time to obtain easements, land acquisitions and legal concerns, knowing that at some
92 point the river is going to win. He said he's walked and driven the road multiple times, and as a
93 professional engineer, it's his opinion that looking at the areas of sloughing it's only a matter of time
94 before there is another catastrophe. He thinks if the Town does more than the guardrails and spends
95 maybe \$250,000 to repair some of the bad sloughing areas and fix the road to a safe, travelled, open
96 roadway, which may then open negotiations with the landowners that this is a long-term problem that
97 we need to work on. He said he thinks the Town has a responsibility to open the entire road, but also
98 acknowledges that is not the end, and to help the landowners pursue alternative easements for
99 accesses to their property, maybe do some land acquisitions, and work at it so it's less of a crisis than it
100 is. He thinks eventually there will be a worse flooding event and a significant portion of the road will
101 wash away. He thinks this scenario is probably the most similar to Alternative 8.

102
103 Seeley said this is a whole new alternative, since it's different than Alternative #8, and Tenny said it is,
104 but the intent is the same. Seeley said what Tenny just described is good for her and let's just say we're
105 done and go with that. Rheume said it really hits all the points. Tenny said as he goes up and down
106 this roadway, there are real problems with the condition of the banks and the river's going to do its
107 thing. Seeley said she's on-board with what Tenny is saying, but thinks there will be pushback from staff
108 who will say it won't be enough to make the road safe to travel on and also the annual maintenance
109 cost.

110
111 Seeley said she doesn't think the southern section of the road that caused it to be closed is technically
112 wetlands, so thinks a portion of that section could be moved over and we wouldn't have to do bank
113 stabilization there. She thinks there could be a potential to save money by looking at each section and
114 seeing which ones could be moved over, keeping in mind what Tenny said about the river eventually
115 winning, this would at least buy us time. Rheume said he's felt that way for a long time.

116
117 George said before we agree the river is always going to win, there are some interesting hydraulics
118 happening up stream and he isn't sure it's all related to the river. Tenny said there is some scouring
119 occurring that's deepening the river and that is causing the sloughing. He said he agrees the flood
120 impact is controlled by upstream hydrology, but looking at the Google earth photos over the last 15
121 years, the change is pretty significant, so what's happening there is concerning.

122
123 DeGraff, referring to Tenny's suggestion as Alternate 8.1, said his concern is he's not sure how he can
124 quantify what the future costs will be, and he thinks that's the main concern about making the repairs.
125 He said if this is what the Task Force wants to recommend to the Board, then there needs to be a clear
126 set of goals to go with it. Rheaume agreed with him and thought it would be very helpful going forward
127 and to have a clear objective for Public Works to stick to. Seeley said she could envision the Task Force
128 recommending the Board spends X-amount of dollars on the road, but in the next 5 years we expect the
129 following things to happen, such as conversations with landowners, property buy-outs or whatever, and
130 continue to maintain the road until the goals are met. DeGraff asked if this is working towards an
131 alternate solution where the Town can stop making significant investments in this road, and Seeley
132 thought it could. She said she reluctantly has to agree with Tenny that at some point there may come a
133 time when we can't make any more repairs.

134
135 Tenny said you develop an emergency action plan that may change from time to time. He said these
136 alternatives will change over time and that may allow us to keep this road open for a longer period of
137 time for less dollars, but with the knowledge that things could change in a hurry. He said this allows the
138 greatest flexibility for the Town with the landowners to keep the road open for the least amount of
139 dollars, with the understanding at any one particular time we could be done and the road is closed. He
140 said any negotiations now aren't going to go well and tensions are running high, so we have to do our
141 due diligence and relieve some of that stress.

142
143 DeGraff said he doesn't disagree with this alternative, but where do you go in the future with it.
144 Rheaume said this is where you bring in the Planning Commission and Town Planner, maybe even the
145 College. Tenny said it allows less stress for an open dialogue and allows time to pursue land acquisition
146 and alternative accesses so we can make informed decisions in the future. DeGraff asked if this meant
147 making Creek Road a Class IV road in the future, and if not, then it's not a definitive alternative and
148 makes the recommendation rather wishy-washy, and doesn't address what the Selectboard asked for.
149 Tenny said it's his opinion that that river will win and at some point that road will not be able to be
150 maintained as a thru road and we need to be prepared for that, but in the meantime we buy some time.
151 Seeley said she understands DeGraff is playing devil's advocate, but she agrees with what Tenny is
152 saying that we don't know how much time we have, and if we make minimal investments such as
153 guardrail, or shifting the road over, we can buy the time to have the other discussions and have a plan in
154 place for when the road needs to be closed. George said what he likes about this alternative is it puts
155 the landowners on notice that they need to do their due diligence on finding alternative accesses to
156 your property, because this isn't a permanent solution.

157
158 DeGraff said if this alternative involves some bank stabilization and shifting sections of road, doesn't
159 Alternative #8, which involves installing guardrails in areas along the entire road, do the same thing at
160 less cost. Tenny said that might be a viable solution for a year, but he's looking for a viable solution for
161 5-years. Seeley is concerned about the guardrails in the areas where the riverbank is close to the road,
162 and wonders if the installation of the guardrails is going to hurt the river bank and expedite erosion, and

163 Tenny said it isn't going to help. He said he's looked at some areas and wondered if sheet piling would
164 work, but Seeley said she doubted the State would allow it.

165
166 Rheaume said he's had discussions with the landowners, and they're aware there are issues and there
167 will be ongoing maintenance, and he thinks they'll be willing to work with the Town. He said one
168 landowner said if the Town does pursue a buy-out, that's land that will be coming off the tax rolls, and
169 he thinks that's a valid point. Tenny asked if the Town could lease it back to the landowner so there is a
170 way to recover some of the tax dollars. DeGraff said the Town has an interest in conserving land, so
171 from an environmental viewpoint that would be a valuable spot to have conservation land. Rheaume
172 said he wouldn't support it if he couldn't get near it, and has really strong opinions on that. Tenny said
173 he has a strong opinion when it comes to the long-term access for teams that use that road for running
174 and training, and all the people that use that road.

175
176 Seeley said it would be helpful in the long-term to see what the cost will look like, because if she can
177 spend \$4 million so everyone has access or she spends \$3 million so you can only walk and bike on the
178 road, she has a problem with that. Tenny said these costs wouldn't be all one-swoop, it would be
179 spread out and budgeted for just like we do water main repairs. Rheaume said it gives us time to go
180 after every grant opportunity we can to help with costs. DeGraff said that's the value in a present-worth
181 cost analysis, so you'd know what you were looking at for costs spread out over a long time. He said you
182 can't spend \$250,000 now without knowing what it's going to cost you 5-years from now. Seeley said
183 we could say how much we think we should spend to keep it open for 5-years. Tenny said we can
184 assume that we're going to be into it \$1 million dollars before we're all through, but at the end of the
185 day we back away from the impending liability of the river that's just going to nickel and dime us over
186 the years. DeGraff said he is okay with not having present-worth costs for this alternative, as long as the
187 Task Force has clear goals going forward with a defined end goal.

188
189 Tenny felt there were a few things that needed to happen going forward: 1) pursue how receptive
190 landowners are to future easements for private access, and include the farms as well as Bingham's and
191 Perrin's; 2) establish Fair Market Value for properties as part of negotiations; 3) make notice to the
192 landowners saying we're making this investment, but we aren't going to continue to do this so we need
193 to be partners in how to go forward in the future, and they may set budgetary items because one
194 landowner may want to sell and one wants an easement, and 4) we need to get permits for repairs and
195 determine what sections can be repaired and what can't. He see's those as being the items to identify
196 going forward.

197
198 DeGraff asked for everyone's preferences, with Tenny's alternate being #8.1. Seeley said her first
199 alternative was #1.b but had a concern about cost, and then she didn't really have a clear 2nd or 3rd
200 choice. She said now she's decided that her first choice is Tenny's Alternate 8.1, with her 2nd choice
201 #1.b. Rheaume said after this conversation today, he's on board with Tenny's Alternate 8.1, and like
202 Seeley, he liked Alternate 1.b other than the cost. George said he had chosen Alternate #8 as his 1st
203 choice, and said Tenny's Alternate 8.1 made him uncomfortable because there was no real cost
204 associated with it, and was afraid it would get negative support from the public. Seeley said she could

205 see the Task Force have a field trip to Creek Road to identify areas and lengths where they think there
206 needed to be guardrails, areas to be relocated and areas of the bank to be stabilized, and have DeGraff
207 assign some numbers to those cost. Rheaume thought they were a good group to do that. DeGraff said
208 if you look at the detail cost analysis of Alternative 1.b, he thinks that will be a good start.

209

210 Seeley said it sounds like everyone can tentatively move towards supporting Alternative 8.1, and
211 DeGraff again emphasized the need for goals for 5-years from now. Seeley asked Tenny to put into
212 words the description of his Alternate 8.1 and send it to everyone, and the next steps would be listing
213 out the pros and cons on just Alternate 8.1, so they can work on just this alternative to identify
214 questions and get to a point of being closer to making a recommendation to the Board.

215

216 DeGraff said if they wanted to do a site visit, they should do it sooner rather than later considering the
217 weather. The possibility of a site visit was discussed and decided that they would work at establishing a
218 cost they'd be comfortable working towards, and not get specific about the work. Tenny said any future
219 site visit could be done with the Selectboard, so that idea was tabled for now.

220

221 The next meeting is Thursday, December 5, 2019 at 8:00 a.m. in the Town Offices.

222

223 The meeting adjourned around 9:30 upon motion by Rheaume, seconded by Tenny.

224

225 Respectfully submitted,

226 Beth Dow