

**Town of Ferrisburgh
Vermont Green Line Committee
ADOPTED Minutes
June 1, 2016**

The Vermont Green Line Committee (VGL Committee) met at the Town Offices, Ferrisburgh, VT on June 1, 2016 at 3:35 pm.

Committee Members present: John Bull, Vaughn Collins, Craig Heindel, Keith Wagner.

Committee Members absent: Jim Warden.

Other Attendees: Dave Marshall, P.E. (CEA, engineering consultant to town); Jim Carroll, Esq. (CB&P, town attorney).

3:35 pm: Craig called the meeting to order.

1. John Bull moved to adopt the minutes of the May 18, 2016 meeting as presented. Vaughn Collins seconded.

Vote: 3 in favor, 0 opposed, 1 abstain (Keith Wagner).

2. Road Impacts, Design:

- a. Town of Benson, TDI New England: John Bull spoke with the Road Foreman in Benson, regarding the similar TDI New England cables which will be buried under about 4.2 miles of Benson town roads (almost all are gravel roads). TDI will be replacing all of the culverts along the route in Benson. He agreed that differential movement would be concern in Ferrisburgh, due to the fine-grained underlying soils and shallowness of a well-drained road base.

- b. Cable placement, Ferrisburgh: John and Dave agree that the most favorable, least problematic and safest placement for the VGL cables and flowable-fill that will have the least impact on roads, drainage swales and trees is with the outer edge of flowable fill to be aligned beneath one edge of pavement. Their current understanding from VGL is that the flowable fill will be 2.5 feet wide and 5.0 feet deep, so it would extend inward toward the center of the road by 2.5 feet. The only places they would consider accepting the placement not in this alignment would be where VGL wants the cables to cross a road (for various reasons).

- c. Examples of installations in similar soil conditions, climate: Dave reiterated his assessment that the installation in Skowhegan, Maine (recommended by the VGL team as providing an example of the favorable use of Interra's flowable fill) was not in soil conditions similar to Ferrisburgh's (the Skowhegan installation is in 4 feet of gravel). Therefore, there was little from the Skowhegan installation that would be applicable to Ferrisburgh's roads. Committee agreed. Dave talked with Scott Lundin (TRC Project Manager) on 5/31/2016 and asked if he could provide any examples of installations in similar soil conditions and climate as our roads. Dave handed out maps of NRCS soil types along the route. He will make a summary table of general types of soils, and total miles of each along the route. Dave also handed out some technical documents regarding freeze expansion of various soil types, which indicate that roughly 2 inches of vertical displacement due to freeze expansion could potentially be expected under town roads with silt-clay bases.

- d. Design options to minimize the potential for differential movement: Discussed various options. Decided that a "taper"-type installation of the flowable fill would not prevent differential movement, since the potential freeze depth of several feet would extend far deeper than the taper depth. Discussed installing insulation boards specifically designed for road construction; concluded that it would likely be prohibitively expensive to install under 5.4 miles of roads.

- e. Overall road design goals: Dave listed the overall design goals that John and he had arrived at, for town roads impacted by the Project, as follows:
- i. Minimize likelihood of differential vertical movement in the paved surface;
 - ii. Placement to allow short-term repairs to be done quickly;
 - iii. Placement that is safest for drivers, if differential vertical movement has occurred;
 - iv. Minimize impacts to roadside trees;
 - v. Include the re-construction of road drainage features (ditches, culverts) to better-than-current conditions that meet VT Clean Water Act standards and goals, and that are designed to adequately handle the 25-year 24-hour storm event;
 - vi. Cause no damage to existing culverts that are in acceptable condition, and replace any existing culverts identified by John Bull as needing replacement.

Committee agrees. John Bull noted that his preliminary inventory of culverts along the Project route indicated that none need to be replaced at this time. He will finalize that assessment in the coming months, and he also wants to reserve the right to assess the culverts again just before construction begins, in case construction is delayed for several years and/or any culvert conditions have deteriorated.

3. Property values of abutters: The committee discussed this topic, noting that New Haven's "Rate Sheet" (preliminary agreement with VGL) includes a "Compensation Fund" to address the potential for impacts on the market value of nearby properties, funded by a \$1 million letter of credit and administered by VGL. Committee's initial conclusion, based on advice from attorney Carroll, is that the town should not be involved in the administration of such a fund. The Committee has heard the suggestion from one or two abutters that the size of the "buyer's pool" regarding sale of an abutter's property could be diminished by the presence of the buried cables. The committee is not convinced that this issue should be addressed in the Host Town Agreement, or that there is much likelihood of diminishment of property values due to the presence of the buried cables. The committee will ask that this topic be considered by George Silver & Associates, the town's consultant on tax valuation issues regarding the VGL Project.
4. Executive Session Needed: Craig made a motion for the committee to enter into executive session in order to confer with the town attorney Jim Carroll and engineer Dave Marshall regarding the draft Host Town Agreement for the reason that premature general public knowledge would clearly place the committee and Selectboard at a substantial disadvantage. Vaughn seconded.

Vote: 4 in favor, 0 opposed, 0 abstain.

5. Enter Executive Session: Craig Heindel made a motion to enter executive session for the purpose of conferring with attorney Carroll and engineer Dave Marshall regarding the draft Host Town Agreement. John seconded.

Vote: 4 in favor, 0 opposed, 0 abstain.

Executive Session: The committee entered executive session at 4:00 pm.

5:45 pm: Craig Heindel made a motion to come out of executive session. Vaughn seconded.

Vote: 4 in favor, 0 opposed, 0 abstain.

No further actions were taken.

5:46 pm: Craig made motion to adjourn the meeting, John seconded.

Vote: 4 in favor, 0 opposed, 0 abstain.