



Josh Arneson <jarneson@richmondvt.gov>

FW: Johnny Brook motion

1 message

Rosovsky, Judy <Judy.Rosovsky@vermont.gov>
To: "Arneson, Joshua" <jarneson@richmondvt.gov>
Cc: Robert Low <Bob.Low@uvm.edu>

Wed, Oct 14, 2020 at 9:28 AM

Hi Josh,

The Richmond Conservation Commission voted on the motion below concerning the Johnny Brook trail repairs.

Could you put this on the agenda for the Selectboard? And thanks for your help with this process.

I have attached the emails with Greg's update and his two explanations (one brief, one more detailed) of the additional expenses.

Thanks,

Judy Rosovsky

VAAF State Entomologist

802-279-2212

COVID-19 Updates and Resources Here

From: Robert Low <Bob.Low@uvm.edu>
Sent: Tuesday, October 13, 2020 8:13 PM
To: Caitlin Littlefield <clittlef@gmail.com>; chucklin@gmavt.net; Robert Low <Bob.Low@uvm.edu>; manager@cochranskiarea.com; kris.nelson3@gmail.com; JUDY ROSOVSKY <judy.rosovsky@comcast.net>; Wright, Elizabeth <ecwright1414@gmail.com>; Rosovsky, Judy <Judy.Rosovsky@vermont.gov>; Krieger, Max <max.krieger@gmail.com>
Subject: Johnny Brook motion**EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.****Johnny Brook Trails Request for additional CRF funding 10/13/20**

RCC Recommends amending the Johnny Brook Trail request dated 4/28/2020 (approved 5/12/2020) to expend an additional \$936, as per the true cost of trail repairs, as described in the expenditures described in its fiscal report provided to the RCC for its 10/13/2020 meeting.

Justification:

Description of work to date and its cost

The high profile / high use nature of the trail

The significant volunteer work that took place free of cost to the Town.

2 attachments

 **2020_Update on JB Trail Repairs_Greg Western.docx**
18K

 **FW Cross Vt Trail - Additional Expenses.txt**
7K

From: Greg Western <greg@crossvermont.org>
Sent: Thursday, September 24, 2020 4:10 PM
To: 'JUDY ROSOVSKY'
Cc: Rosovsky, Judy
Subject: FW: Cross Vt Trail - receipts
Attachments: CVTA-JohnnieBrookTrail-2020-receipts.pdf

EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.

Hello Judy,

Really appreciate hearing you say Conservation Fund may be able to cover the direct costs of the Johnnie Brook project that CVTA paid for beyond the \$8,400 grant. The amount over is \$935.90 (see the breakdown attached.)

Reason for going over budget - basically needed to buy more lumber than anticipated because found old was not salvagable and lumber costs have gone up this year because of Covid-19 and also needed to buy more stone because after observing the stream in flood I realized we would need to anchor the boardwalk with stone.

Greg

From: Greg Western [mailto:greg@crossvermont.org]
Sent: Sunday, September 13, 2020 10:52 PM
To: 'Josh Arneson'
Cc: 'JUDY ROSOVSKY'
Subject: RE: Cross Vt Trail - receipts

Hello Josh,

My receipts are attached. Materials and equipment costs paid directly to vendors are greater than \$8,400. Is that what you need for your file in order to go ahead and pay the invoice?

[If you are interested - Materials costs were greater than anticipated in the grant application budget because: 1.) PT lumber prices are up this summer, and amount of material needed was greater due to a significant amount of old boardwalk being beyond salvage and so had to build new and 2.) Erosion control stone costs more in Chittenden County than elsewhere (now I know); but more significant, amount needed was greater than I thought last spring (amount was increased based on observing the little creek in rain storms; the reason I want to meet with you on site is to pass on these observations in a clear way.) The additional costs were covered by CVTA - both a portion of the direct costs in the receipts, plus all labor costs, and the other costs of equipment aside from rental fees. Happy to do it, and to be joining forces with the town to make this a great trail and public resource. We have more to give, and will keep working on the trail annually - but hopefully not remaking the bridge or boardwalks any time soon! Meanwhile, if you really want to hear more about labor tallies/other equipment costs (because of some kind of

intellectual interest?), then I do have some good stories, including about local volunteers etc, and I'd be happy to talk more with you about all the details - but later, right now focused on staying flat out on outdoor projects as long as the weather holds.]

Your receipt is my invoice to you. Sending it first thing this week would be a big help - fronting the money for the town this many months is a stretch for CVTA.

Send payment to:

* CVTA, PO BOX 116, Montpelier, VT 05601

* \$8,400.

Greg

mobile: 802-655-6051

Greg Western - Executive Director - CVTA

PO Box 116 (29 Main St. #4) Montpelier, VT 05601

802-498-0079 www.crossvermont.org

"The purpose of the Cross Vermont Trail Association, Inc. is to assist municipalities, recreation groups, and landowners in the creation and management of a four-season, multi-use trail across the state of Vermont for public recreation, alternative transportation, and awareness of our natural and cultural heritage."

From: Josh Arneson [mailto:jarneson@richmondvt.gov]

Sent: Tuesday, September 01, 2020 3:32 PM

To: Greg Western

Cc: JUDY ROSOVSKY; Jean Bressor; Peter Gosselin

Subject: Re: Cross Vt Trail - Conservation Fund invoice and completed project report

Greg,

Do you have receipts for the materials, equipment, and labor for this project to go with the total?

Josh Arneson

Town Manager

Town of Richmond

P.O. Box 285

Richmond, VT 05477

(802) 434-5170

On Mon, Aug 31, 2020 at 10:55 AM Greg Western <greg@crossvermont.org> wrote:

For the invoice, doublechecking if it looks in order, and if so checking on what is the timeline for sending payment?

Site visit - thanks Judy. Later this week sometime would be good by me - or later in September sometime. I am also flexible, except not available next week (week of 9/8).

Greg

-----Original Message-----

From: JUDY ROSOVSKY [mailto:judy.rosovsky@comcast.net]
Sent: Friday, August 28, 2020 8:41 AM
To: Greg Western; Josh Arneson
Cc: Jean Bressor; Peter Gosselin
Subject: Re: Cross Vt Trail - Conservation Fund invoice and completed project report

Greg, thanks again for all of the work you did on this project.

I am happy to meet with you and anyone else to review the situation. And I can invite the CC, too. My schedule is somewhat flexible so if you can suggest a couple of dates and times I'm sure I can fit into one of them.

Thanks!!

Judy Rosovsky
802-324-3473
judy.rosovsky@comcast.net

> On 08/24/2020 8:48 PM Greg Western <greg@crossvermont.org> wrote:
>
>
> Hello Josh and Judy,
>
> Writing with the final report and invoice for the Johnnie Brook Trail work.
> The total due is \$8,400. The work went well, see report and photos attached.
>
> Looking forward - Observing that little stream, the one that goes
> through the culvert, more closely, this summer, has been an eye opener
> for me. I'd like to close out all the discussion and thought we had
> last winter and spring with a site visit with - Josh? Peter?
> Conservation Commission and/or trails committee folks? Folks from the
> town govt at any rate - just to put a period on the current
> conversation and pass the baton back to the town in regards to the in

- > stream and large culvert responsibility, with lessons
- > learned/observations made/anticipations for the future. Who would want to go look at things together and when is good?
- >
- > Greg
- > mobile: 802-655-6051
- >
- > Greg Western - Executive Director - CVTA PO Box 116 (29 Main St. #4)
- > Montpelier, VT 05601
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- >
- > "The purpose of the Cross Vermont Trail Association, Inc. is to assist
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- > awareness of our natural and cultural heritage."

Conservation Reserve Fund Application

2020-04-14 *updated* 2020-05-11

Applicant:

Cross Vermont Trail Association

Applicant Contact:

Greg Western

802-498-0079

greg@crossvermont.org

Project: Johnnie Brook Road Trail, and Farr Farm, 10-31-2019 storm impact repair and improvements to be sustainable and accommodate future storms.

Updates and comments response to 4/14/20 conservation fund application.

Thank you to the Conservation Commission for discussing CVTA's 4/14/20 project proposal during two different meetings in April – I'm sorry I was not able to speak with you either of those times, but appreciate the chance to talk with you for the first time on 5/12/20. Based on feedback and questions sent to me, though, I wanted to provide some additional information ahead of the meeting to clarify and focus the project proposal, in hopes of making our 5/12/20 meeting as efficient as possible.

The bottom line is that the purpose of this project is to complete the "reboot" of Johnnie Brook Trail. The reboot was started in 2016 and can be finished this coming June with your help. Completing the reboot will set up the trail to be open and stable, with routine care and maintenance of course, for the next 10 – 15 years.

The ongoing reboot has two aspects.

- First, build the next generation of trail structures, as the original structures from the 2000s have simply reached end of useful life (lumber has a 10 – 20 functional life in structures like these, gravel placed on the trail in mid-oughts has over the years dissipated, etc.)
- Second, incorporate in the rebuilt structures lessons learned, from the observed impacts of current level of use, and of large storms most recently 10/31/2019 storm.

Recapping the work done 2016 – 2019:

The reboot has been underway since 2016, lead by CVTA. The Commission requested a more detailed breakdown of work done and costs contributed.

(Here are the records I have quick access to, more detailed information especially on in-kind contributions would be more time to unearth records of – I assume this gives you the general sense you are looking for.)

- **Spring 2016, Johnnie Brook Bridge, all new decking, rails, bench, and north/west approach ramp.** Cash cost of materials: \$1,808. Labor hours: CVTA staff 112, volunteer 437.
- **Summer 2016, reconstruct treadway bench, ditching, french drains, gravel surface, about 1000 feet long, in the area between the "dogleg culvert" and the main Johnnie Brook Bridge.** Cash cost of materials: \$475. Gravel from Richmond Highway: 3 loads. Labor hours: CVTA staff 136, Americorps 40, volunteer (folks helped, I didn't log hours). Machine operating hours (small loader) (estimated, not logged): 40.
- **Spring 2017, reconstruct entrance to trail from portion of road used as driveway, which has been disrupted by driveway reconstruction, and reestablish ditching and gravel surface on about 250 feet of trail.** Gravel from Richmond Highway: 1 load. Labor hours: CVTA staff 32, Americorps 128. Machine operating hours (small loader) (estimated, not logged): 20.
- **Fall 2018, build new 44' ramp approach board walk to south/east side of Johnnie Brook Bridge (which we now know was too short).** Cash cost of materials: \$3,271 (of which \$1000 from Conservation Fund and \$400 from Trail Committee.) Gravel from Richmond Highway: 1 load (to build up to the level of the boardwalk, which we now know is the wrong method, need to just make boardwalk longer.) Labor hours: CVTA staff 120, volunteer 31. Machine operating hours (small loader) (estimated, not logged): 20.
- **Fall 2018, complete rebuild of "turnpiking" north/west of Johnnie Brook bridge, at a location where water drains across the trail from uphill, new ditching, new culverts, gravel surface, about 100 feet long.** Cash cost of materials: \$125. Gravel from Richmond Highway: 1 load. Labor hours: CVTA staff 80. Machine operating hours (small loader) (estimated, not logged): 40.
- **Spring 2019, extend the Johnnie Brook bridge south/east approach ramp an additional 8 feet (still too short).** Cash cost of materials: \$365. Labor hours: CVTA staff 24, Americorps 16.
- **Summer 2019, all new decking and toe rails for the "dog leg boardwalk" (175 feet long) and all new geotextile and gravel surface for trail between boardwalk and the climb up to Huntington Rd (about 300' – we actually ran out of gravel right before the end, there is still more to do.)** Cash cost of materials: \$1,400. Gravel from Richmond Highway: 2 loads. Labor hours: CVTA staff 40, Americorps 16, volunteer 20. Machine operating hours (small loader) (estimated, not logged): 8.

In addition, CVTA is committed to contributing to annual maintenance of the trail, as described in the 4/14/20 submittal. Routine annual maintenance consists of at a minimum two site visits per year, early in the summer and later in the summer, involving a minimum annual total of 2-4 person days of labor. In addition, it is plain that some trail users and neighbors do periodic maintenance on the trail, such as mowing, but those hours are not logged by CVTA.

Looking Forward to finishing the reboot June 2020:

The remaining jobs are:

- Complete the approach ramp boardwalk at Johnnie Brook bridge. It simply isn't long enough. Because it is too short, an earthen ramp is required to match the grade at the end

of the boardwalk, and this earthen ramp washes away during regular highwater. Making boardwalk longer so that there is no "earthen ramp" required is the solution.

- Salvage and reassemble the "dogleg boardwalk". Rebuild with much more robust sills and anchors so that if future flooding (such as in 2011) water can inundate over the low boardwalk and then recede, without lifting and floating away the boardwalk.
- The culvert at the west/north end of the "dogleg" – in the long term the need is to perform annual routine cleaning of debris that may start to build up (this was done in the past, but not in the last few years, obviously a mistake we all regret). CVTA now commits to doing this annual cleaning. The immediate need is to rent machinery to clear the accumulated debris blocking the culvert, and to dig out the sand and gravel that built up in the stream bed behind the blockage, so that the brook may resume flow through the culvert.
- Plant trees along side the trail, in the area of the two boardwalks, on the "upstream" side of the boardwalks facing the oncoming water, with the intention that as they mature, trees will stabilize soil during routine annual highwater, will calm flood waters, and will filter out large debris that may be floating in floodwaters.
- Finish the last of the treadway rebuild – placing gravel in muddy places to promote the use of the trail by users regardless of ability and for longer season.

HOW TO finish the reboot June 2020:

Ultimately, I am looking to have a conversation with all potential project partners to look at ways we can "put together the jig saw puzzle pieces" and get this work done.

More specifically, here is a version of the budget and scope of work that I think addressed the Commission's comments on the 4/14/20 proposal. If this budget and scope is funded, we can do the work in June 2020.

Upshot: request to Conservation Fund = \$8,400

| Item | Conservation Fund request | CVTA cost share | TOTAL |
|---|--|--|-----------------|
| Direct costs, listed below. | \$5,900 | \$500 (black locust boardwalk sills) | \$6,400 |
| Labor (total need estimated at 430 hours) | \$2,500 (to offset a portion of direct cost for labor) | Remainder of cost of labor, which will be composed of mixture CVTA staff, Americorps crew, volunteers; assume a round number value of \$3,000, at 275 hours, valued at minimum wage. | \$5,500 |
| TOTAL | \$8,400 | \$3,500 | \$11,900 |

(Per one of the questions from the committee, happy to do report actual hours logged and direct costs receipts at the conclusion of the work.)

Scope of work and line item expenses:

Extending Johnnie Brook Bridge approach ramp another 32 feet, ending flush with ground level.

* lumber, hardware = \$1,400

- * half load of stone to stabilize around the piers/posts = \$200
- * labor = 180 hours
- * machine to haul in materials, 10 hrs at \$25/hr = \$250

Reinstalling the "dogleg" boardwalk.

- * lumber for sills and anchors, incidental hardware = \$650
- * labor = 80 hours

Unblocking the "dogleg" culvert, re-grade and reestablish farm access to hay fields.

- * excavator rental, one week, flat rate = \$1,350
- * labor = 80 hours
- * half load of stone = \$200

Planting trees:

- * 40 stems = \$200
- * labor = 10 hours

Completing the surfacing of the remainder of the trail with gravel, to address muddy condition, to increase accessibility for all users.

- * four loads of 3/4"- gravel = \$1,400
- * labor = 80 hours
- * machine to haul gravel, 30 hrs at \$25/hr = \$750

The elephant in the room:

Looking over the comments from April, it seems to me the elephant in the room can be summarized as "shouldn't there be more study and engineering before we spend any money on the trail" combined with feelings along the lines of "does it really cost anything to build a trail, can't it just be done quickly, without hassle, and for no money?"

Breaking that down:

1.) Could we just do a quick fix for "no hassle" that doesn't require any funding?

We could do a quick fix, but the proposal to the Commission is to take this opportunity to complete the longer term upgrade of the trail.

In any case, even the quick fix is still hassle. Everything has a cost, even if you are not the one paying for it – you all know that. I would rather take my limited resources and pool them with yours and do a longer term fix now, rather than do a band aid fix.

2.) You say that you want to do the longer term fix, but shouldn't we do studies and engineering to be sure that this is really the long term fix?

Let me change my "long term" phrasing to "medium term". Basically, if you really want to do bigger picture studies and engineering, this is a cheap way to buy time to do that while still having a great trail to enjoy in the meanwhile.

The logic of my proposal is that this work is functional based on the judgment of practical experience and observation of the site. It creates a great value, but at a relatively low cost, and relatively quickly. It is a "bird in the hand". It makes things open and relatively stable, with routine maintenance, for a reasonable time horizon, 10 – 15 years.

But it does not result in any permanent alteration to the land, and it does not result in very long term sunk costs, and so it leaves open and available for the future any future actions people may wish to investigate and pursue. Meaning to say, this buys you the time you would need for larger scale studies if you wish to pursue them. So, for the next 10 – 15 years we have a good trail, made to a good quality specification, and at the end of that time you can be ready to do whatever future action you may desire.

Other questions from April feedback (questions are paraphrased):

Q: Why the Conservation Fund? Why not Trail Committee or Highways paying for this?

A: It seems Richmond citizens have voted to tax themselves to set up the Conservation Fund to be the way to pay for various priorities, including the sorts of things accomplished by this project. The Trail Committee has only a minimal annual appropriation, presumably enough for annual maintenance and operation but not for larger projects. The highway budget does not typically include work on Class IV roads to any significant degree.

Q: Can't CVTA just ask someone else for the money?

A: We are a charity and operate only with charitable contributions. (We levy no tax, we charge no fees, we sell nothing.) We ask for donations from anyone who is interested in and supportive of the work we do, and may have the ability to contribute. So, yes, we are raising money from other sources, and in addition to that, we are asking for your help too.

Q: Any hard numbers of the use of the trail?

A: There can be. CVTA has developed, with the Central Vermont Regional Planning Commission, a statistically accurate method to count sample of trail use, and then extrapolate from that reliable estimates of total annual use. This method is compliant with national standards, and with VTrans bike/ped counting protocols (meaning our counts can be compared apples to apples with counts from other locations.) We lead a workshop on this counting method at the last state wide Walking and Biking Summit sponsored by VTrans. The initial count takes about a week of work. We could do this on Johnnie Brook Trail if the Commission would like.

Q: \$200 doesn't buy very many trees.

A: Per Vt Dept Fish and Wildlife riparian buffer planting guide, required stem density is 400/acre. Acreage to be planted along side boardwalks = 0.1 acre = 40 stems. Spring 2020 Intervale Conservation Nursery catalogue shows average cost of \$5/stem; $40 * 5 = \$200$.

Greg Western<greg@crossvermont.org>

9/24/2020 4:03 PM

Hello Josh, Peter and Judy,

It was good to look at the Johnnie Brook Road class IV section with you today. I am writing to capture my notes on what we talked about.

We primarily looked at the unnamed stream that runs along side the road towards the Huntington Rd end. The purpose of the meeting was to confirm that we all think flooding will happen again in the future, and that preparing for and cleaning up after flooding is an ongoing need here. The second purpose was to confirm that, even though CVTA helped out with the in-stream work this past summer, in the future this sort of work is, for the most part, beyond the scope of CVTA's responsibility and ability. We also looked at the bridge over the main Johnnie Brook which seems OK for now, and we identified the sections of the road where it seems flooding is not an issue.

1.) CVTA did some sediment clearing in the stream channel, but more is needed and it's an ongoing need.

It looks like if people want to keep the stream in its current channel by digging out the sediment that is building up in the channel, then the sediment digging will need to happen more and on some sort of regular basis. We know that last spring the town had gotten a quote from a contractor to do significant removal of sediment, but that work didn't get/hasn't yet been funded. Meanwhile, as a part of the trail project this summer, CVTA did some removal of sediment, but it's already starting to fill back in with new deposits. Working in the stream like this in the future is beyond the scope of CVTA's reasonable responsibility or ability. So I am confirming that today we noted that 1.) more sediment clearing will be needed on some sort of regular basis if people really want to keep the stream in the current channel and 2.) this work would need to be done by the Town and the Farris in cooperation with each other. Obviously my hope is that if/when equipment accesses the stream, it can do so without disturbing the trail boardwalk. We noted today that there is a section of gravel trail between the two sections of boardwalk, which was made that way on purpose to allow equipment to pass through from the field to the stream without having to disturb the boardwalk.

2.) The channel block built by CVTA is intended to prevent a new channel to cut across the road and into the field, but is not intended to prevent flood water from covering the road and field.

We looked today also at the stone channel block built by CVTA this summer. In the 2019 Halloween storm a new channel had cut through the bank along the stream, through the road and through the field. The stream was running in this channel as of this past summer. After CVTA cleaned out the culvert and the sediment in the old channel, we place the stone channel block across this new channel. It seems to be working so far, the stream resumed its old course after we did this work. There was one heavy rain and flood I observed shortly after we did all this work, and the channel block worked as intended in that storm - it allowed the flood water to spread out over the block, over the road and into the field, but it kept the stream from actually cutting a new channel (or resuming in the Halloween storm channel) during the flood, and so once the water receded, the flow was still in the old channel. If in the future the Town and/or the Farris want to prevent the flood water from crossing the road and entering the field at all, that would be, again, beyond the scope of trail work. CVTA has no opinion about whether or not to do more work here, and any future work would be up to the Town and Farris to figure out permitting, funding and so on. In the meantime, the intention of the boardwalk design is that if flood waters flow over the road, the boardwalk will be essentially unaffected, and once the flood water recedes then the boardwalk would be ready for public use again with only minimal clean up (as opposed to the major rebuilds we had to do after Irene and after Halloween '19). I assume though that the gravel sections intermingled with the boardwalk will wash to some degree during flooding, and will need to be graded out after floods, but I am

thinking this job will be relatively small and practical to do without undue effort - and it's trail work, CVTA can take the lead on it.

Attached is a photo of the channel block in a flood earlier this summer - after the block was (mostly) finished and before the boardwalk was built.

3.) The culvert is cleared out and has stone protection now, but it is not able to carry the bank full flow of the stream.

This past summer CVTA cleaned out the culvert where the old channel of the stream crosses the road. We also placed large stone to armor the side of the road around the culvert. (In the past, this was simply dirt, and water was eating away at the road on either side of the culvert.) Observing the culvert during a flood event, it appears that the culvert cannot carry the bank full flow of the stream. Some notes: the culvert is not operating at full capacity because partially filled with sediment; the culvert is at a skew to the actual channel of the stream so water cannot flow straight through; the culvert is set up somewhat high relative to the elevation of the fields. Observed during a high water event: the water reaches bank full, then overtops the bank on both sides of the culvert flooding into the fields both east and west of the culvert, and then finally the water flows over the top of the road.

Thinking out loud about what to do in the future:

- * CVTA can periodically clear debris, like logs, that accumulates at the culvert inlet (while we are doing other annual maintenance along the trails);

- * Peter observed that the sediment clearing discussed above would increase the functional capacity of the culvert, and also noted that clearing sediment below the culvert, including digging a sump to catch sediment and then annually clearing out the sump, would allow more sediment to pass through the old channel and through the culvert without depositing and blocking the channel;

- * Peter observed that replacing the culvert with a bridge would better allow the stream to pass through at its own level, without the need to dig out sediment to keep it at a lower level. We all noted that any bridge here would need to maintain all the function of the culvert in regard to farm access and current general public use of the road. And we all noted that the possible funding for a bridge is unknown, given that this is a class IV road for which there is generally no funding in the highway budget. CVTA currently has no ability to contribute to a bridge building project at this spot (but maybe in the future we could participate depending on how things develop.) And repeating - any crossing here has to work for farm use first, and trail use second, everyone understands and agrees with this.

Attached is a photo of the culvert in a flood earlier this summer, showing the water overtopping the road.

4.) Meanwhile, the bridge over the Johnnie Brook itself looks good for now.

Last, we walked over and looked at the bridge over the Johnnie Brook itself, including the gabions and steel beams placed by the Trails Committee in 2005, and all the decking and approach ramps built by CVTA in the last few years and which were completed this past summer. It all seems to be working as intended - is allowing flood waters to spread out naturally and flow under and around the boardwalk/approach ramp without damaging them. Then after the flood waters recede the trail is still basically OK, needing only minimal clean up. We noted that placing more large stone around the base of the gabions would be useful, to allow flood water to flow under the ramp while protecting the gabions being undercut by the flow; CVTA can take the lead on doing this work, in the coming year. We noted that the brook is meandering, and over the long term it is anyone's guess as to where the main channel will be - won't necessarily stay under the current bridge always, but so it goes, we'll see what happens over time. Meanwhile, CVTA is committed to ongoing, routine maintenance of the current bridge as needed.

5.) Also, we noted that the remainder of the class IV section appears to be outside of flood areas. This includes the eastern most section between Huntington Rd and the boardwalk, the middle section along the base of the bluff from about 100 feet west of the culvert to about 200 feet east of the Johnnie Brook

bridge, and the western most section that climbs up from the Johnnie Brook bridge to the class III section of the road.

Greg Western - Executive Director - CVTA
PO Box 116 (29 Main St. #4) Montpelier, VT 05601
802-498-0079 www.crossvermont.org

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