

## NOTICE

### TOWN OF CLARENDON BOARD OF SELECTMEN MEETING

- SPECIAL-

**Tuesday, February 25, 2025  
Clarendon Town Hall @ 1:30 PM**

## Minutes

### **Guests**

Mike Klopchin, Chairman  
George Ambrose, Chair/Parliamentarian  
Cash Ruane, Selectman  
Art Menard, Selectman  
Heidi Congdon, Treasurer  
Kimberly Young, Administrative Assistant  
Kevin Peck, Lister  
Jimmy Austin  
Eddie Baker  
Alf Strom-Olsen  
Mike Murray, Viking Sales Representative

### **Call to Order**

Chair Mike Klopchin opens the meeting at 1:30 PM

### **Additions/Deletions**

N/A

### **Old Business**

#### **Discussion of Brine Equipment with guest Viking Salesman Representative Mike Murray**

Guest Mike Murray introduces himself as a Viking Sales Representative here to discuss his thoughts on Brine. Although not an expert, he is witness to the practice in many towns. He asks the group what we are trying to achieve? Guest Ed Baker remarks that we are trying to save money. Murray asks how much of the product is intended. Road Commissioner and Selectman Cash Ruane states that we are aiming for around 400 lbs. per mile per storm and that we have 25 ½ miles of paved road. Guest Murray suggests that before we jump in to capital cost it is important that we know where we are now. He suggests that a good starting point is to have spreader controls in the trucks. Brine is good for ant-icing and pre-saturating the roads. You need large volumes of product in order to do this and currently Clarendon's trucks are not set up for this in terms of quantity.

Guest Ed Baker states with Brine and salt usage a topic currently in the local news, he feels that legislation will soon come to aid in elimination of road salt pollution. Baker would like to see cost cuts for Clarendon. Baker states that we have put on 45 ton per mile already this year and 1,044 tons has been bought thus far. Baker adds that we are faced with a lot of obstacles and should be proactive with our new truck that is on order. He would like to see a tank just for the tailgate. Selectman Cash Ruane following his visit to Belden's brine set-up this morning, feels that we cannot use treated salt like we have been. Ruane says that the additives

used to make the brine will cause a mess. Salesman Mike Murray states that you should only be using liquid on asphalt, not dirt roads. Selectman Ruane states that we have 25 ½ miles of paved road to cover. Selectman Art Menard says that most of our dirt roads are on a hill which would mean that a truck could not leave to address those dirt roads until the asphalt is done. Guest Jimmy Austin suggests that we have 1 truck for paved roads and the rest for dirt roads. Discussion ensues regarding the time it would take to care for all the roads.

Viking Representative Murray discusses the practice of center lane spread vs. center line spread. Murray states that liquid application is fine but not if the truck's controller isn't adjusted. It should be managed on a storm-by-storm event and is currently not being managed well. Guest Ed Baker states that reducing costs and pollution is an important future consideration. Safe road policy is discussed. Guest Jimmy Austin states that he has seen waste in regards to Clarendon's use of salt during rainy storms where it is washed away quickly.

Mike Murray reiterates that anti-ice has value before a storm but trucks need high-volume tanks in order to do this. Guest Ed Baker remarks that when salt is not mixed correctly problems ensue such as when it recently froze on us. Lister Kevin Peck asks the quantity needed for 25 miles of road. Selectman Ruane answers with an amount of 40-50 gallons per lane mile. He states that tanks, sprayers and pumps would vary for different events be it pre-storm or during a storm. Rep. Murray explains that additives can help but are costly. Brine is cheap but needs constant attention in response to temperatures and traffic flow. He suggests that temperature sensors in the trucks would be helpful for this reason.

Selectman Cash Ruane says that the loader to load trucks must be working and is especially hard to start when it has not been stored in the heated garage due to certain circumstances. Ruane feels that there is a lot of maintenance with brine. Viking rep. Mike Murray states that brine creates a fog which is caustic to equipment. A good wash station set up is pertinent as brine sticks to everything. Guest Ed Baker remarks that with our last storm the cost was 11 grand and should have been 5 grand. Murray follows that there are only 2 options: A large volume tank for pre-treatment and anti-ice or a tailgate style which holds less gallons and sole purpose is to wet with a spinner, pre-treat only. Selectman George Ambrose asks Murray to explain any maintenance differences between the two set ups. Murray says all systems have similar maintenance.

Selectman Ruane states that product is an issue to address before even thinking about application. Ruane is concerned about liquid brine getting mixed and stored properly. Ruane's visit to Belden brought out the idea that Belden could be hired to do our roads. It would cost 50 cents a gallon which doesn't include cost of their time to apply it. Ruane says it would take about 4 hours to complete. Chair Mike Klopchin asks if it would be an option to have Belden mix it and store it at their location. Selectman Ruane expresses that our current trailer is not fit to be on the road to go and get it.

Discussion ensues surrounding sand and salt mix. Selectman George Ambrose inquires what the right quantities are for this mix. Guest Ed Baker says the ration would be 1 yard to 7 yards. Baker says that in the past we used to load 2 tandem trucks with essentially 3 buckets of 2 yards per bucket. Selectman Ruane asks Baker what the ration of that was. Baker states a 6-1 ratio. Selectman Ruane feels that we need to look at the big picture, that there may be grants for purchasing needs down the road. Ruane states that if the Select Board warrants applying the 6-1 ration of sand/ salt mix to the roads, he will have the road crew apply it but wishes to not be the receiver of complaint calls from the public. Ruane informs all that the rough sand used for back roads is 3/8 coarse as the finer sand does not work well. All agree that the public responds better when they can visually see the dirt/sand on

the roads. Viking Rep. Mike Murray says that the State will be just as upset with sand in the roadside ditches as they are with Brine. He feels that one day we will need controllers in all the town trucks that will show important application information for reporting.

Guest Ed Baker states that with brine being corrosive, old-school salt and sand mix is better. Selectman George Ambrose directs the conversation towards an answer on what we should do. Selectman Cash Ruane proposes we anti-treat with a 2,000-gallon tank before a storm and use a salt/sand mix during a storm. He adds that the new truck body on order needs to be addressed. Rep. Mike Murray explains that it takes approximately 1 ½ years to complete a truck build. Some tanks can be added after but the sizing and placement will be limited. A longer frame is needed for some tanks. Ruane remarks that the chassis has been ordered already and slated to come the first of August. He adds if we were to get a trailer upgrade, he would hate to put it in a corrosive situation. Guest Ed Baker suggests that we start small with a tailgate tank spread and spinner. Selectman George Ambrose agrees. Rep. Murray explains the cons of a tailgate tank is that if a large amount of liquid is left and dumped it is especially hard on the equipment. Ruane would like to call Mack and have the frame extended. Rep. Murray states that an 80-gallon tank could be put on the existing frame. He stresses the importance of the group knowing where they are and where they want to go in the future. Ruane expresses his largest concern is the drivers and their personal application styles. Murray remarks that this has to be a team effort. Concern is expressed from the group that a longer truck body will be harder to turn. Ruane proposes a frame rail in the middle with an 80- gallon tank or 120- gallon tank with the truck frame made 2 inches longer. Guest Ed Baker is preferable to leaving the truck as ordered and do pre-treatments along with salt/sand mix. Baker feels that we should also consider keeping the Western Star truck that may just have an electrical problem. Selectman Ruane state that he will consider it and see how the season goes with it.

Selectman George Ambrose looks to close the conversation by asking a determination on the length wanted for the new truck on order. Selectman Ruane proposes to add an addition of length to the truck that is on order with purpose to prepare it for future decisions. Selectman Art Menards suggests the decision wait a week. Selectman Ruane finalizes that we should extend the frame that is on order for now with interest in a 120-gallon tank. Viking Representative Mike Murray will re-write a proposal for us. Future discussions will continue in the meantime.

***Public Comments***

*N/A*

***Adjournment***

*Chair Mike Klopchin adjourns the meeting at 2:50 PM.*

*SIGNED \_\_\_\_\_ Mike Klopchin, Chair*

*SIGNED \_\_\_\_\_ George Ambrose, Clerk/Parliamentarian*