

AGENDA NOTES 20201008

Project Updates

Route 116/Dow Pond Water Main Project

The water main (pipe) installation is complete and restoration work is almost complete too. Pressure testing and chlorination are complete and acceptable.

PD Building Re-Use Project / Wastewater's water main project.

Both of these projects have a pavement restoration component; a pay item called trench or patch paving. This paving requires a lot of manual effort. The cost of paving (on a square yard basis) is more expensive than machine-laid pavement. So between the two projects we're looking at combining the bid pricing to use towards machine paving. Since machine paving is cheaper, the area that can be paved is much larger.

I have attached a colored plan sheet of the Re-Use & Water Main Project. The area outlined in green is part of the Re-Use patch paving; the blue line is the water main trench paving. The pink area represents the asphalt area that is in need of repaving regardless of these two projects. The contractor for the water main & decommissioning project is R. Parker Enterprises. They are also the site subcontractor for the Re-Use project. They are proposing to remove the pavement in the pink area and re-pave it with four (4) inches of new asphalt.

If we choose this route, there will be a change order (CO) 'deduct' from the contract with VMS in the Re-Use project for \$18,180, a CO in the water main & decommissioning project to eliminate the trench paving (\$43,487.70) but an addition of machine paving for \$\$\$\$ to the contract with R. Parker Enterprises. Trench paving is \$85.27/sq.yd. or \$374/ton. However, we will be able to take advantage of better pricing to re-pave a larger area (the pink). Pricing will be \$TBD/ sq/yd or \$TBD /ton. In the end, the pavement cost will be split between the projects. **I expect to have the pricing for this at the meeting.**

VTrans' Class II Paving Grant / Structures and Culvert Grant

Due to the COVID-19 pandemic economics, VTrans did not award grants in these two programs for 2020. However, grant applications will be awarded for 2021 in the same order as ranked for 2020. These programs are run through different sections of VTrans. The Structures Grant has numerous applications in relation to the funds available in the grant, so our application probably won't be funded for approximately seven (7) years. The Class II Paving Grant list has us ranked 13 and VTrans typically funds 11-13 projects per year. So we may get funded in 2021 but definitely in 2022.

This means that we're on our own to replace the larger culvert (Culvert #1) under Cady Road. Since this project is already designed and permitted, I would like to bid it this fall for construction after July 1 of 2021 (earliest date permitted by Stream Alteration permit).

If we get a Class II Paving Grant awarded in 2022 we would bid this work for summer of 2023.

Possible New Public Works Site

We are looking a piece of property adjacent (north) of our property on east side of Route 7. It is east of the new Rouse Tire property and currently owned by Foster Farms. We have walked the piece with the Fosters and they are amenable to a possible sale. We have not discussed a sale price.

The piece has high ground just east of Rouse Tire and a low area with some wetlands (separated by a tree line). We just had the wetlands on the lower piece delineated and mapped by Otter Creek Engineering. Our next step is to spend some time figuring how our needs can fit on this site. Judy Harris is helping with this process. We will then bring a recommendation to the Committee.