

Agenda Notes – February 9, 2023

Project Updates

Chipman Hill Water Storage —

DeBisschop has revised the tree clearing limits and begun the process of flagging the area. They plan to mobilize within the next week or two (weather depending) to begin. The initial work will involve clearing the trees for the entire project and the utility relocation. The crew will then be constructing an access for the Geotech rig to obtain the necessary soil borings. The latter to be completed in the early spring.

I have been communicating with some of the residents that will be impacted by the work and have provided them with the 60% plans, the revised tree clearing plan and an engineered view of the tree screening for the new storage tank. Screening, construction traffic and drainage are the primary concerns that I have heard expressed to date. I am working directly with the engineers to address each concern. The drainage concerns will be better addressed after the soil boring data is collected, as the groundwater will be an important factor in that aspect of the design.

Bakery Lane —

We have received an easement detail from Otter Creek Engineering (see attached) that shows the proposed implications of the additional wet well and pump station upgrades. I have been working directly with Oakley Smith and mentioned the possibility of paving and striping the private parking area in exchange for the easement. The property owner seems amenable to the possibility as the striping will likely improve the existing parking situation. Although the easement is for both temporary construction and permanent impacts, there will be parking available in the location once constructed.

South St.—

We received permission from the college to utilize space on their property as a lay-down area for pipe storage. Landmark Engineering will be drafting an agreement for the two parties to ensure that the Town is responsible for any damages to the staging area. We have had to change the anticipated bid date from January 27th to February 6th which pushes out the Engineer's recommendation to March 6th. If possible, I would like to push the IC meeting back to the original March 9th date to accommodate this change so that they contract can still be awarded by the Selectboard on March 14th.

WWTF—

Aqua Aerobic Systems visited the plant on 2/2/2023 with our design engineers to discuss options for effluent treatment. We are still working on an approved agreement with Hoyle Tanner—anticipated in March.

Halladay Rd. Pump Station—The boundary work was completed last week by Barnard and Gervais. In the process, we discovered that there is an existing easement with the Middlebury

Area Land Trust (MALT) for the site of proposed expansion on the Racusin property that was previously unknown. Our legal team will be reviewing the information to determine the best path forward.

The project is currently scheduled for construction to begin in July and last through October. The intention is to complete the pump station work in addition to ditching and culvert replacements on Halladay Road this summer. This will allow us to reclaim and shim/ overlay Halladay Rd in the 2024 season.

Halladay Road Pump Station

We have received an Engineer's Agreement from Otter Creek Engineering to provide services though the construction phase of the project. Included in the scope are construction administration, construction review, and preparation of record drawings. The assumption is that the work will require 75 days of coordination on a part-time basis.

I request the Committee recommend the Engineer's Agreement for \$35,000 to the Selectboard for approval.

As discussed at the last IC meeting. Champlain Construction was able to source a generator locally that meets the required specifications for the pump station. I had requested a recommendation to the SB for the change—but hadn't received the exact quote yet and it unfortunately was slightly higher than the Not to Exceed Limit that was recommended of \$742,000. The proposed alternative costs \$33,000 compared to \$27,836 (a \$5,164 increase) but places all related liability on the contractor if there are any related issues. An additional advantage is that the lead time is 16 weeks less than the one that was sourced by the Engineer.

I request the Committee recommend approval to the Selectboard for Change Order 2 bringing the project contract cost from \$710, 291.75 to \$743,291.75— a difference of \$33,000.

Gorham Lane Agreement

We have received an Engineer's Agreement from Otter Creek Engineering to provide engineering and administrative services necessary for project design and permitting. The work will not include permitting fees, easement acquisition assistance or bid and construction phase engineering. I intend to submit this project to the priority list for DWSRF funding this month.

I request the Committee recommend the Engineer's Agreement for \$48,000 to the Selectboard for approval.

Roger's Road Pump Station Agreement

We have received an Engineer's Agreement from Otter Creek Engineering to provide engineering and administrative services necessary for project design and permitting. The work will not include permitting fees, easement acquisition assistance or bid and construction phase engineering. I intend to submit this project to the priority list for CWSRF funding this month.

I request the Committee recommend the Engineer's Agreement for \$30,000 to the Selectboard for approval.

Foote St Agreement-

This project would complete the final portion of the 6" cast-iron water main replacement with a polyethylene- wrapped ductile iron main. We have received an Engineer's Agreement from Otter Creek Engineering to provide complete final design of the project in an effort to qualify for funding. Additionally, OCE would prepare a drinking water and Groundwater Protection Division (DWGPD) Permit to Construct application on the Town's behalf. The work will not include easement acquisition assistance, bond vote assistance or bid/ construction phase engineering. I intend to submit this project to the priority list for DWSRF funding this month.

I request the Committee recommend the Engineer's Agreement for \$10,000 to the Selectboard for approval.

Rail/ Sidewalk- Discussion

Discussions have resumed with Marble Works, VHB, and the Town regarding the alignment for a possible sidewalk to provide connectivity from the rail platform to the Downtown district. I met onsite with Oakley Smith from Marble Works and discussed his concerns with the original alignment. The next step in the conversation is to reach out to the residents that would be impacted by revised alignment of the sidewalk.

Stormwater- UVM projects Discussion

The Town is partnered with Otter Creek Engineering and two UVM professors in guiding three student groups through senior capstone stormwater design projects. The students are from the College of Engineering and the College of Agriculture & Life Sciences. They will be giving presentations in late April with their respective solutions.

Adams Acres- An Engineering group, being led by John Lens, P.E., is working on designing a stormwater treatment system to bring this permit (Boardman St., Willow Dr., and Wilson St.) into compliance. Depending on the design, the work the students create could be incorporated into the solution for the property.

Springside Road- Another Engineering group is taking the lead on a proposal to slow down the stormwater runoff coming from the impervious surfaces on Chipman Hill. The project will look at the length of the roadway to determine the best practices. There isn't an associated permit requirement for the work, so it allows the students a bit of creativity in their solution.

Mary Hogan Site- This group is working with Stephanie Hurley (professor of Ecological Landscape Design in the Dept. of Soil and Science) to design a stormwater system to be incorporated into

the Town-owned portion of the Mary Hogan site. Stephanie has done extensive research in Green Stormwater Infrastructure (GSI). <https://www.uvm.edu/cals/pss/hurley-lab>.

RFQ Awards

DPW put out a Request for Qualifications in August 2022 for several categories.

Paving Discussion- Reclaim vs Overlay

After thoroughly looking at the road scoring that we completed this fall, I suggest that we review our paving practices in town in an effort to focus our energy slightly differently. I am aware that there was a big push to reclaim roads in an effort to stabilize the sub-base and add considerable life to a project. I want to continue this practice—but would like to focus the efforts on more heavily travelled surfaces.

For example, in our current scope for this summer, we had proposed to reclaim Leno Lane (north and south) in addition to Kings Row. This is estimated to cost \$101,000 and provide 50 years. Our records show that the last time Kings Row was paved was in 1998 (25 years ago). Given the current traffic volume and use, I think it would be a better investment to perform a shim and overlay for \$40,000 (~20-year lifespan).

By making this change, the Highway Capital could be invested in reclaiming the southern end of Lower Foote St, which sees a higher traffic volume and heavier loads. In addition, the northern section of Lower Foote St could be milled and overlaid in addition to coordination with OMYA to strengthen the crossing for their vehicles at Dairy Rd. The reclaim effort would require design engineering.

[Date change for March IC Meeting to March 9, 2023 – Discussion.](#)