

Agenda Notes 20200716

Updates

Dow Pond/Route 116 Water Main Project

Contractor has been delayed due to health reasons.

Fire Department Truck Committee

The truck committee will present the status of their project.

DWSRF Intended Use Plan

The Washington Street water main project made the funding list, the Court Street water main did not. I have attached last week's memo about these programs.

CWSRF Intended Use Plan

Our Flood Resiliency Project qualified for a \$200,000 award through the Green Projects initiatives.

Sidewalk Bid Consideration

I solicited bids from area contractors for a sidewalk project on the east side of Court Street between Thomas Street and Monroe Street. This project has two components. One is raising the sidewalk for 160 feet in the area of the crosswalk across Court Street to Charles Avenue, raising the crosswalk approach and at the push button slab. The goal is to minimize storm water run-off from ponding at the crosswalk and also running down the driveway at #83 Court Street. The other section is at Monroe Street- raising the sidewalk on the south side of the intersection to keep the water from ponding at the crosswalk. Bids were due on August 5, 2020.

Only one bid was received; From Avery Excavation of Williamstown, VT.

Their bid for Item 1.0 (the 160 foot section is \$24,000.

Bid for Item 2.0 (at Monroe Street) is \$5,000. These bids are considerably higher than other bids (on a linear foot basis) than bids in past years.

Additional Information – The Selectboard has committed to a solution for Mr. Foshay who lives at #83 Court Street. The Highway Dept. will be installing a couple drains along the sidewalk in this area to capture some of the runoff. This needs to be done before any sidewalk work.

Therefore, I suggest that the bid from Avery Excavation be rejected. The Highway Dept. should still install the drains (scheduled in the next few weeks). We can re-bid this sidewalk work in the late winter as we have other curb work to do on Court Street prior to the Class 1 Paving project next summer.

VTrans' Class 1 Paving – Discussion on Court Street crosswalk at Mary Hogan North

I have attached an orthophoto of the Court Street corridor between Court Square and Cross Street. Currently there is a crosswalk across Court Street at Mary Hogan North intersection.

Some historical information- This crosswalk at Court Street and Mary Hogan North (MHN) was installed in 1998 after a fatality there; a 12 year-old ran across the street (July 1998). At the time, the Court Street and Cross Street intersection was not improved. Cross Street was just a stop sign at Court Street. There were no signals with pedestrian phases like we have now. The corridor improvements along Court Street from Center Plaza (Hannafords) to Court Square were installed in 2007. The Cross Street Bridge project also improved the intersection at Court Street. At Court Square, a center pedestrian island with push buttons was installed to break up the long crossing into two segments. At MHN, twin mast arms with yellow flashing beacon lights (facing north and south) were installed. The reality with these flashing beacons is that drivers do not see them anymore. These are no longer recommended as they are deemed not to be effective. Just a few years ago we initiated a crossing flag program and we installed a flag system at MHN.

The MHN intersection is a tricky location for both pedestrians and vehicles. There is a left turn from southbound Court Street onto MHN. There is a gas-station/convenience store on either side of the intersection. The northbound approach has a center island (at grade) at the Champlain Farms exit. This was installed as part of the corridor improvements to give some spacing for vehicles entering and exiting Champlain Farms. The Mobil-Dunkin' Donut (MDD) store was not built at the time of the corridor improvements. Turning traffic into and out of MDD has increased near the intersection.

The short distance between Cross Street and MHN makes the MHN crossing behave like a mid-block crosswalk, it's unexpected. Southbound drivers are looking for vehicles turning out of MDD, checking for pedestrians, checking for traffic coming out of MHN, checking for traffic coming out of Champlain Farms and starting to look at the Cross Street signal lights while anticipating traffic flow stopping and starting.

The northbound drivers are accelerating away from the signal at Cross Street, and some may have just made the left turn from Cross Street. They are checking for vehicles entering or exiting Champlain Farms, for vehicles exiting or entering MHN, for pedestrians at the crosswalk, and for stopped traffic due to traffic at MDD.

I bring this to the Committee to discuss whether the crosswalk at MHN should be retained. There are much more than just pedestrian issues here. There are much safer pedestrian crossings at fully signalized intersections: at Court Square and at Cross Street. I did ask Chief Hanley for his Department's perspective. He reports "regular use from single and multiple pedestrian, parents with strollers, residents under clinician care from 15 Court Street and the Charter House Shelter."

However, there are safer options using the signalized intersections as mentioned above. The State can provide a rapid flashing beacon system here. Granted they are very effective but I think we should consider the bigger picture.

PD Re-Use Project

Control Building Roof

The low-density concrete layer that is part of the roof system has deteriorated into mostly powder. This concrete is used to make a sloped roof on a flat deck. A bitumen gravel membrane is used to waterproof the roof. So this concrete has to be removed; it can be disposed of on-site.

A new roof will be insulating foam formed to taper for proper drainage. A waterproof membrane will be installed on top. A Change Order will be coming for this change.

Cruiser Parking Garage

The concrete slab for the floor will need to be constructed as a structural slab. We discovered some undermining of the backfill due to an old buried trough. This means additional steel rebar will be added to the slab. There will be a change order for this addition.

Public Works Building Repairs

In the summer of 2018 we hired a contractor, D. H. Cameron Construction Co. of North Ferrisburg to replace an entry door, the fascia, an entry door overhang, and miscellaneous trim on the building. It took numerous attempts contacting the contractor to get just a door replaced by the arrival of this past winter. He hasn't even submitted an invoice for the door work. Last summer after pestering Cameron again, I met with him and his sub who was to do everything but the doors. The sub said he would have the material delivered "next week"; it never showed. Attempts for a response from this sub have been fruitless. I have again tried to get a commitment from the contractor for the last month; I haven't, except empty statements.

Therefore I would like to "fire" this contractor and hire another. I contacted Multy Builders, LLC of Weybridge to do the work. Their proposal is \$16,300 and I have included it in this packet. There are funds available in Capital accounts for this work.