

AGENDA NOTES 20210121

Flood Resiliency Project in East Middlebury

This project is progressing towards being put out for bidding. The tree cutting work was just put out to bid (Jan 15th). Bids are due February 4th. Tree removal will need to be complete by April 1.

The larger project includes tree removal, gravel and debris removal, flood wall replacement and extension, and berm reconstruction. In-stream work, below the ordinary high water line is restricted to between July 1 and October 1. Project cost is estimated at \$2.5 million. Funding sources are FEMA, voter-approved bond, and Clean Water State Revolving Fund.

Court Street Water Main

Bids were received from seven (7) bidders on Thursday, January 14. A bid summary will be distributed once the bids have been reviewed by Otter Creek Engineering. We have been notified by the State that this project now qualifies within the fundable range of the Drinking Water State Revolving Fund (DWSRF) loan program. Economic stimulus initiatives allow for 75% of the first million\$ of the project to be forgiven. The project estimate is \$750,000 (construction costs). Construction start is anticipated for April 1st.

Maple Street Storm Water and Rail Parking Lot Project

Bids for this combined project were received on December 7th; six bids were received. Otter Creek Engineering has reviewed the bids and is recommending Munson Earth-Moving as the lowest and responsible bidder at \$291,924.00. Munson has done prior projects with the Town. The storm water share of the bid is \$132,924; the rail platform part of the project \$159,034. Funding for the project comes from capital improvement budget and a \$100,000 State grant. Construction is anticipated to begin in August (after the rail platform is completed) and wrap-up in November.

I request the Committee send the bid from Munson Earth-Moving to the Selectboard for approval.

Wastewater Treatment Facilities – Greenhouse Gas (GHG) Evaluation

The Energy Committee (EC) requested a proposal from Tata & Howard (our engineering consultant) to evaluate the GHG from the current plant and the proposed plant, still under development. The proposal is for \$34,000.

Howard Widelitz will discuss the EC's position.

The final preliminary report (a draft) will be sent to the State soon. In that report, the engineer has reported that an anaerobic digester will provide 100% of the plant's electrical needs.

Also, Howard will discuss a Resolution establishing a goal for emissions of carbon dioxide for eventual submittal to the Selectboard. A draft resolution is attached.

Police Department Re-Use Project

The project is wrapping up! The cruiser garage interior has just been painted, lights have been installed in the storage building (3-bay area), fire alarm will be tested soon and there are minor odds and ends to tidy up. The contractor anticipates a Certificate of Occupancy for end of next week.

There is a list of potential change order items to review to be included in Change Order #7. I have attached a draft of CO#7. An important issue to solve has been the high humidity emanating from the basement and the deteriorated low density concrete above the basement that were once part of outside roof structures. The combination of these have been causing mold formation on the underside of the new wood-framed roof structure that was built over these deteriorated roofs (old valve operating platform). This new roof structure does have ventilation to the outside.

A new sump pump, LED lighting, and electrical feed have been installed in the basement. The existing sump pit is **not** connected to any perimeter drainage (not sure if it even exists). The sump pit was probably installed to

collect any water from a boiler(s) failure. However, there has been groundwater leaking **out** of the sump pit and running over to a storm drain cut into the floor (1960s). There is also groundwater seeping in at the wall/floor joints at the base of the old digester tanks (pipe galley) which then runs towards trench drains in the floor. This enables significant water evaporation source (the floor) to condense on the underside of the areas described above. It also migrates through to the wooden roof structure above built to keep rainwater out of the basement. The condensation on the underside of the concrete was being caused by the high vapor pressure and the cold concrete.

The solution is multi-pronged: The new sump pump has significantly reduced the water under the basement slab. We are looking to drill holes in the sump wall or in the trench drain floor to aid that drainage. The top side of the old concrete (valve operating platform) roof will be sprayed (Jan 19th) with foam insulation to eliminate the cold condensing surface in the basement. The underside of the new wooden roof structure will also be sprayed. Temperature and moisture conditions are now adequate for spraying as the contractor has put insulating blankets on the exterior side of the roof.

Other items: There is a deduction of \$2,404 due to using less expensive lighting fixtures in the storage building (still LEDS). There is an add for additional piping (due to wall thickness) for the heaters. The cost to demo a splash pad and for trench relocation will be charged to WWTF decommissioning.

I am requesting the committee send CO #7 in the amount of \$12,632 to the Selectboard for approval.

Traffic Calming

Attached is a cost estimate from Chief Hanley for Driver Feedback signs as requested at our prior meeting. Funding possibility: Reduce the set-aside in the Capital Improvement Budget for municipal building conference room technology from \$10,000 to \$3,000, leaving \$7,000 available for driver feedback signs.

There is Small-scale Bike/Ped Grant Program run by VTrans. The program summary is attached.