

**CITY OF ESSEX JUNCTION
CAPITAL PROGRAM REVIEW COMMITTEE
NOTICE AND AGENDA**

Online & 2 Lincoln St.
Essex Junction, VT 05452
Tuesday, July 2, 2024
6:00 PM

E-mail: admin@essexjunction.org

www.essexjunction.org

Phone: (802) 878-6944

This meeting will be in-person at 2 Lincoln Street and available remotely. Options to watch or join the meeting remotely:

- **JOIN ONLINE:** [Join Zoom Meeting](#)
- **JOIN CALLING (toll free audio only):** (888) 788-0099 | Meeting ID: 832 5366 1622; Passcode: 189879
- **PROVIDE FULL NAME:** For minutes, please provide your full name whenever prompted.
- **MUTE YOUR MIC:** When not speaking, please mute your microphone on your computer/phone.

1. **CALL TO ORDER** [6:00 PM]
2. **AGENDA ADDITIONS/CHANGES**
3. **PUBLIC COMMENTS**
4. **DISCUSSION ITEMS**
 - a. Appointments: Chair and Vice Chair
 - b. Re-rank project VVV due to updates in project scopes
 - c. Meeting location during 2 Lincoln renovation
5. **REVIEW AND APPROVE MINUTES**
 - a. Approve minutes: April 2, 2024
6. **READING FILE**
 - a. Route 15 Bridge Report 2021
7. **ADJOURN**

Members of the public are encouraged to speak during the Public Comments agenda item, or when recognized by the Chair during consideration of a specific agenda item. Public comments are limited to a three minute rule unless waived by the Chair. This agenda is available in alternative formats upon request. Meetings of the Capital Program Review Committee, like all programs and activities of the City of Essex Junction, are accessible to people with disabilities. For information on accessibility or this agenda, call the Finance office at 802-878-6944 TTY: 7-1-1 or (800) 253-0191.

Rating System for Prioritizing City Capital Project Requests

Rating Criteria	Maximum Points	Rank	Notes	Definition/Explanation
Safety & Health	28			Extent to which project eliminates, prevents, or reduces immediate or future threats to the safety and health of the community.
Mandates	26			Time line of mandate, funding for mandate, safety risk of non-compliance of mandate, etc. No Mandate = 0; Mandate with several years to comply = 13; Mandate to solve safety risk with full funding = 26.
Remaining Life	24			Assessment of the project's condition based upon input from City staff and consultants. Urgent = 24; 1 - 5 years = 18; 5 - 10 years = 12; 10 - 15 years = 6.
Community Support	24			With the difficulty of knowing what the community support is on every project, a score of 12 will always be entered. This allows the score to be adjusted up or down if the community makes their support known.
Financing Source	20			Extent to which financing is provided by non-general or enterprise funds (or non-Pay-As-You-Go) sources such as by grants, proprietary funds, donations, special revenue funds, joint ventures, development impact fees, general obligation bond financing, or other types of debt (e.g., TIF bonds, low-interest loans, leasing); local matching funds are required; capital funds become available (i.e., timing of the receipt of funds, or the schedule associated with the disbursement of such funds); intergenerational equity is considered relative to the projected life of the asset and funding source.
Timing/Linkages	16			Timing and linkages refers to how the proposed project fits with other projects that are also being proposed or are on the capital plan horizon. A recent example of this was the reduction in lanes on Pearl Street along with the creation of bicycle lanes. The roadway was scheduled to be ground and repaved so the striping project was able to be done on new pavement, instead of having to grind the old stripes and repaint them. The striping project was moved ahead because of the paving opportunity. Time and linkages also occur when subsurface utilities are repaired or replaced. This work disturbs pavement and often curb and sidewalk. If Waterline is to be replaced for example due to health issues, the surface work related to the replacement may be considered for timing points.
Positive Economic Impact	12			Any project that will have a good or positive impact on the City and/or surrounding areas/towns in terms of job growth, economic growth, financial benefit of residents. A project that directly or indirectly increases the tax base.
Cost of Deferral	10			Refers to the break point between doing repair work instead of replacement work. Maximum points are gained by projects that cost the least to repair as compared to replacement costs, which usually occurs early in the item's life cycle. As repair costs approach replacement costs, the point value would be less. An example of this would be roadway paving. Overlay work may involve a thin layer of pavement over old pavement that still has a suitable crown. If now repaved early enough, potholes may form and the road crown may become deformed. At this point stripping the pavement and rebuilding the road may be required. 10 Points might be earned for the early overlay work, no points earned for the overlay just before the road needs reconstruction.
Efficiencies	8			Extent to which project provides savings to the capital budget or general funds; or increases organizational output eliminating waste or duplication of services.
Service Improvements	8			Extent to which project improves the quality of current services experience by City residents.
Alignment with City Priorities	6			Any project that follows the goals of the City Residents in terms not limited to but outlined in the "Essex Junction Comprehensive Plan" chapter III, "Community Vision and Strategies for Essex Junction". Some of these priorities include: Regional Community, and/or Neighborhood Objectives; Land Use; Downtown; City Identity; Economy; Growth
Other	4			The extent to which other considerations not otherwise captured by existing rubric criteria should be considered. Such considerations, on a project by project basis should be noted and recorded as part of the CIP evaluation process. The number of residents serviced and number of years the project has been considered a priority will be two of the criteria often considered.

**City of Essex Junction
Capital Projects
Construction Cost Estimate**

Main Street

Cost Reference Date: 8/17/2023
Estimate Preparation Date: 12/29/2023
Original Capital Plan Date: 2/24/2003

Indian Brook Bridge Replacement

Primary Project Reason:

Replace existing bridge over Indian Brook

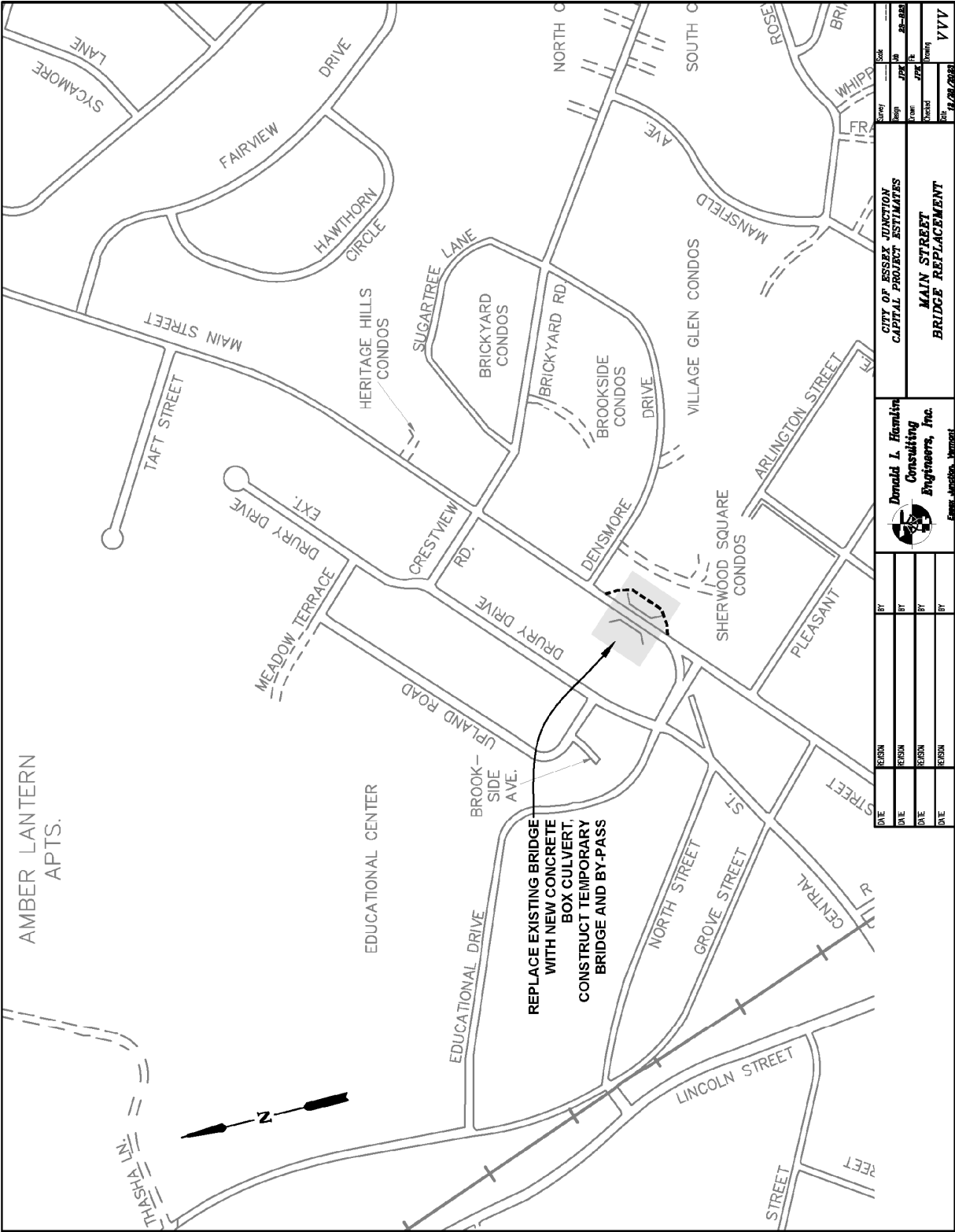
Secondary Project Reason:

Assumptions:

Remove existing vehicle and pedestrian bridges
Construct temporary bridge and bypass road east of Main Street impacting
the Town of Essex municipal office and parking area properties
Existing utility poles to be relocated by others.
New bridge will provide vehicle and pedestrian accommodations

O	Pavement Overlay	\$	26,272.45
R	Roadway Reconstruction	\$	1,334,144.39
W	Waterline Improvements	\$	83,399.70
S	Sanitary Sewer Improvements		
D	Storm Drainage Improvements	\$	63,618.06
P	Sidewalk Improvements	\$	33,274.24
	Combined Account Costs	\$	1,540,708.85
	Project Management, Design and Resident Engineering	\$	277,327.59
	Total Project Cost	\$	1,818,036.44

City of Essex Junction Capital Projects Construction Cost Estimate



DATE		BY	REVISION	DATE		BY	REVISION

Donald L. Hamlin Consulting Engineers, Inc. Essex Junction, Vermont		CITY OF ESSEX JUNCTION CAPITAL PROJECT ESTIMATES MAIN STREET BRIDGE REPLACEMENT		Survey Design Estimate Detail Construction VVV
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**City of Essex Junction
Capital Projects
Construction Cost Estimate**

Main Street

Cost Reference Date: 8/17/2023
Estimate Preparation Date: 12/29/2023

Indian Brook Bridge Replacement

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
1) Saw Cut Existing Pavement 4" Thick	75	lf	\$ 4.17	\$ 312.75
2) Excavation of Pavement 4" to 6" Thick	315	sy	\$ 12.69	\$ 3,997.35
3) Remove Existing Concrete Curb	185	lf	\$ 6.95	\$ 1,285.75
4) Remove Existing Pipe - To 8' Deep	75	lf	\$ 20.20	\$ 1,515.00
5) Remove Existing Structure - To 8' Deep	1	each	\$ 902.14	\$ 902.14
6) Remove Existing Concrete Sidewalk	75	sy	\$ 16.49	\$ 1,236.75
7) Silt Fence	120	lf	\$ 3.80	\$ 456.00
8) Test Excavation	5	each	\$ 1,000.00	\$ 5,000.00
9) Catch Basin - 4' Dia., To 8' Deep	3	each	\$ 5,260.84	\$ 15,782.52
10) 24" HDPE Drainage Pipe - 8' to 12' Deep	105	lf	\$ 137.53	\$ 14,440.65
11) Type I Rip Rap for Outfall Pads	50	cy	\$ 136.18	\$ 6,809.00
12) Connect Existing Pipe to New Structure	2	each	\$ 1,144.44	\$ 2,288.88
13) Excavation for New Roadway Subbase	155	cy	\$ 26.16	\$ 4,054.80
14) Structure Excavation	725	cy	\$ 30.00	\$ 21,750.00
15) Earth Borrow	150	cy	\$ 19.93	\$ 2,989.50
16) Sand Borrow	100	cy	\$ 32.97	\$ 3,297.00
17) Dense Graded Crushed Stone	210	cy	\$ 44.80	\$ 9,408.00
18) Plant Mixed Gravel	55	cy	\$ 44.08	\$ 2,424.40
19) New Cement Concrete Curb	285	lf	\$ 35.12	\$ 10,009.20
20) New Cement Concrete Sidewalk - 4" Thick	170	sy	\$ 84.58	\$ 14,378.60
21) New Cement Concrete Sidewalk - 6" Thick	20	sy	\$ 115.78	\$ 2,315.60
22) New Bituminous Concrete Pavement - 3", Type II	315	sy	\$ 21.50	\$ 6,772.50
23) New Bituminous Concrete Pavement - 1-1/2", Type IV	865	sy	\$ 10.39	\$ 8,987.35
24) Cold Plane Pavement	550	sy	\$ 7.86	\$ 4,323.00
25) 4" White Line - Painted	465	lf	\$ 1.33	\$ 618.45
26) 4" Yellow Line - Painted	500	lf	\$ 1.33	\$ 665.00
27) 24" Wide Stop Bar - Painted	12	lf	\$ 9.72	\$ 116.64
28) 24" Wide Crosswalk Bar - Painted	64	lf	\$ 9.72	\$ 622.08

**City of Essex Junction
Capital Projects
Construction Cost Estimate**

Main Street

Cost Reference Date: 8/17/2023
Estimate Preparation Date: 12/29/2023

Indian Brook Bridge Replacement

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
29) Supply and Spread Topsoil	50	cy	\$ 49.68	\$ 2,484.00
30) Seed, Fertilize, Lime and Matting	410	sy	\$ 3.58	\$ 1,467.80
31) Remove and Reset Existing Sign	3	each	\$ 150.52	\$ 451.56
32) 6" Ductile Iron Pipe, CI 52	100	lf	\$ 101.79	\$ 10,179.00
33) 12" Ductile Iron Pipe, CI 52	100	lf	\$ 134.58	\$ 13,458.00
34) Wet Tap (12x12)	2	each	\$ 10,262.75	\$ 20,525.50
35) Wet Tap (6x6)	2	each	\$ 5,943.68	\$ 11,887.36
36) Temporary Sheeting	1,050	sf	\$ 30.00	\$ 31,500.00
37) Temporary Bypass Road, install, remove, and restore area	1	ls	\$ 100,000.00	\$ 100,000.00
38) Temporary Bridge, install and remove	1	ls	\$ 100,000.00	\$ 100,000.00
39) Temporary Stream Bypass	1	ls	\$ 75,000.00	\$ 75,000.00
40) Clearing and Grubbing	1	ls	\$ 5,000.00	\$ 5,000.00
41) New Bridge, includes backfill, e-stone, and waterproofing	1	ls	\$ 450,000.00	\$ 450,000.00
42) Relocate existing dry utilities	1	ls	\$ 25,000.00	\$ 25,000.00
43) Changeable Message Boards, 2 total	120	day	\$ 129.02	\$ 15,482.40
44) Traffic Control - Type IV	120	day	\$ 1,720.19	\$ 206,422.80
45) Dust Control - Type III	1	ls	\$ 7,167.47	\$ 7,167.47
46) Mobilization	---	---	5%	\$ 61,139.24
47) Contingency	---	---	20%	\$ 256,784.81

Subtotal \$ 1,540,708.85
Design Engineering Services \$ 123,256.71
Bidding and Construction Services \$ 154,070.88
Grand Total \$ 1,818,036.44

5/20/2024 9:04		Y - Railroad Ave	OOO & PPP - Iroquois		FFF - West of Pearl Street	UUU - Main Street Pedestrian Bridge and Sidewalk		UU - Pearl Street	III - Rosewood Lane	C - Algonquin Ave	V - Pearl Street	QQQ - North Street
Rating Criteria	Max points	Waterline Lincoln Pl to Central	Road and waterline rebuild - waterline loop Cherokee (conventional construction)	Road and waterline rebuild - waterline loop Cherokee (innovative construction)	Multi-use path through ANR from West St to Pearl St	Phase I - New pedestrian bridge at Indian Brook, new sidewalk from bridge to Crestview	Phase II - New sidewalk Crestview to top of hill, new curb and sidewalk top of hill to Athens Dr	Sidewalk and road West Street to Susie Wilson	Road and Sidewalk Replacement	New waterline Cherokee Ave to Iroquois Ave	Waterline 235 Pearl to Susie Wilson	Replace waterline, road, and storm drainage
Safety & Health	28	24	24	24	19	22	22	18	18	28	18	24
Mandates	26	0	0	0	0	0	0	0	0	0	0	0
Remaining Service Life	24	18	18	18	n/a	n/a	n/a	12	18		12	18
Community Support	24	12	12	12	17	12	12	17	13	12	12	12
Financing Source	20	4	0	0	18	0	0	0	0	0	0	0
Timing/Linkages	16	0	3	3	0	0	0	0	0	12	0	0
Positive Economic Impact	12	8	0	0	1	0	0	4	0	0	8	0
Cost of Deferral	10	0	2	2	0	0	0	0	0	0	0	0
Efficiencies	8	0	4	4	0	0	0	0	4	2	0	0
Service Improvements	8	7	4	4	3	4	6	4	4	8	6	4
Alignment with City Priorities	6	4	2	2	6	6	6	6	3	0	3	0
Other	4	0	3	3	2	1	2	2	2	0	2	2
Total		77	72	72	66	45	48	63	62	62	61	60
Engineering		\$ 40,779	\$ 306,867	\$ 314,792	\$ 132,254	\$ 97,295	\$ 128,817	\$ 174,752	\$ 268,826	\$ 46,929	\$ 74,249	\$ 303,431
Pavement		\$ -	\$ -	\$ -	\$ -	\$ 3,609	\$ 75,434	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway		\$ 97,440	\$ 1,303,139	\$ 1,344,990	\$ -	\$ 33,077	\$ 257,240	\$ 276,202	\$ 1,257,186	\$ 168,588	\$ -	\$ 1,028,309
Waterline		\$ 106,454	\$ 352,559	\$ 354,376	\$ -	\$ -	\$ -	\$ 10,614	\$ -	\$ 66,058	\$ 371,243	\$ 362,662
Sanitary Sewer		\$ -	\$ 10,968	\$ 11,059	\$ -	\$ 4,703	\$ 4,391	\$ -	\$ 60,056	\$ -	\$ -	\$ 10,872
Storm Drainage		\$ -	\$ 27,460	\$ 27,641	\$ -	\$ -	\$ 96,083	\$ 58,760	\$ 15,969	\$ -	\$ -	\$ 179,573
Sidewalk		\$ -	\$ 10,689	\$ 10,780	\$ 696,072	\$ 470,690	\$ 244,838	\$ 574,174	\$ 160,268	\$ -	\$ -	\$ 104,310
Project Total		\$ 244,672	\$ 2,011,681	\$ 2,063,639	\$ 828,325	\$ 609,372	\$ 806,803	\$ 1,094,502	\$ 1,762,306	\$ 281,576	\$ 445,492	\$ 1,989,157
Water Fund		\$ 127,745	\$ 416,020	\$ 418,164	\$ -	\$ -	\$ -	\$ 12,631	\$ -	\$ 79,270	\$ 445,492	\$ 427,942
Sanitation Fund		\$ -	\$ 12,943	\$ 13,050	\$ -	\$ 5,596	\$ 5,226	\$ -	\$ 70,866	\$ -	\$ -	\$ 12,829
General Fund		\$ 116,927	\$ 1,582,719	\$ 1,632,425	\$ 828,325	\$ 603,776	\$ 801,577	\$ 1,081,872	\$ 1,691,439	\$ 202,306	\$ -	\$ 1,548,387
Priority		1	2	2	3	4	4	5	6	7	8	9
Projected Fiscal Year of Project		FY25	FY25	FY25	FY26	FY26	FY27	FY28	FY28 & FY29	FY29	FY30	FY30

5/20/2024 9:04	NNN - Pleasant Street	VV - West Street	TT - Pearl Street	BBB - West Street (12/2 minutes for ranking)	VVV - Main Street Indian Brook Bridge Replacement	T - Old Colchester Road	H - Central Street	YYA - Main Street	HH - West Street	HHH - Lincoln Hall	KK - Main Street	Z - River Street
Rating Criteria	Rebuild roadway	Sidewalk South Street to Clems Drive	Sidewalk and lighting Wileys Ct to West Street Ext	West St and West St Extension intersection	replace existing vehicle and pedestrian bridges with one bridge	New sanitary sewer	Waterline	New sidewalk and lighting from bridge to crestview on west side	Waterline replacement South Summit to Hayden Dr	Senior bus parking	Drainage, Curb & Sidewalk Pleasant to Bridge, elevate Educational Dr intersection	Section A new curb and sidewalk Park St to Stanton Dr
Safety & Health	12	18	18	24	24	16	24	20	22	15	18	14
Mandates	0	0	0	0	0	0	0	0	0	0	0	0
Remaining Service Life	18	12	12	12	n/a	n/a		0		0	0	n/a
Community Support	16	12	14	20	12	12	12	15	12	14	12	12
Financing Source	0	0	0	0	0	0	0	0	0	0	0	0
Timing/Linkages	0	0	0	0	0	0	0	0	0	0	0	2
Positive Economic Impact	0	1	3	0	0	8	0	0	0	1	0	2
Cost of Deferral	0	0	0	0	5	0	0	0	4	5	0	0
Efficiencies	3	0	0	0	0	0	0	0	0	0	0	0
Service Improvements	3	4	4	4	4	8	8	5	6	5	5	4
Alignment with City Priorities	2	6	3	4	6	6	3	4	0	3	3	6
Other	3	2	1	2	2	0	0	2	2	2	3	0
Total	57	55	55	54	53	50	47	46	46	45	41	40
Engineering	\$ 195,748	\$ 129,669	\$ 283,483	\$ 17,906	\$ 277,328	\$ 177,866	\$ 241,666	\$ 52,446	\$ 188,018	\$ 7,783	\$ 110,713	\$ 41,104
Pavement	\$ -	\$ -	\$ -	\$ 10,048	\$ 26,272	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,533	\$ -
Roadway	\$ 1,045,761	\$ -	\$ 220,902	\$ 54,789	\$ 1,334,144	\$ 639,125	\$ 796,242	\$ -	\$ 417,017	\$ -	\$ 276,122	\$ 39,054
Waterline	\$ 5,642	\$ 20,948	\$ 8,410	\$ -	\$ 83,400	\$ -	\$ 450,365	\$ -	\$ 627,527	\$ -	\$ -	\$ -
Sanitary Sewer	\$ 12,068	\$ -	\$ -	\$ -	\$ -	\$ 297,010	\$ 7,255	\$ -	\$ -	\$ -	\$ 9,610	\$ -
Storm Drainage	\$ 24,016	\$ -	\$ 22,002	\$ 19,777	\$ 63,618	\$ -	\$ 14,981	\$ -	\$ -	\$ -	\$ 104,744	\$ 36,338
Sidewalk	\$ -	\$ 661,523	\$ 1,323,593	\$ 4,916	\$ 33,274	\$ -	\$ 73,746	\$ 262,231	\$ -	\$ 38,913	\$ 130,688	\$ 130,129
Project Total	\$ 1,283,234	\$ 812,140	\$ 1,858,391	\$ 107,436	\$ 1,818,036	\$ 1,114,000	\$ 1,584,255	\$ 314,677	\$ 1,232,562	\$ 46,695	\$ 693,410	\$ 246,625
Water Fund	\$ 6,657	\$ 24,928	\$ 9,924	\$ -	\$ 98,412	\$ -	\$ 531,431	\$ -	\$ 740,482	\$ -	\$ -	\$ -
Sanitation Fund	\$ 14,240	\$ -	\$ -	\$ -	\$ -	\$ 353,441	\$ 8,561	\$ -	\$ -	\$ -	\$ 11,436	\$ -
General Fund	\$ 1,262,337	\$ 787,212	\$ 1,848,467	\$ 107,436	\$ 1,719,625	\$ 760,559	\$ 1,044,263	\$ 314,677	\$ 492,080	\$ 46,695	\$ 681,975	\$ 246,625
Priority	10	11	12	13	14	15	16	17	18	19	20	21
Projected Fiscal Year of Project	FY31	FY32	FY32	FY32	FY33	FY33	FY34	FY34	FY34	FY34	FY35	FY35

5/20/2024 9:04	AA - River Street	A - Abnaki Avenue	U - Orchard Terrace	CC - South Street	I - Church Street	L - Grant Street	Totals
Rating Criteria	Section B new curb and sidewalk Stanton Dr to Riverside in the Village	Road Reconstruction	Sidewalk long stretch & cul-de-sac	Waterline replacement Park St to Doon Way	Waterline replacement Main St to East St	Waterline replacement Jackson St to Maple St	
Safety & Health	14	12	8	13	14		
Mandates	0	0	0	0	0		
Remaining Service Life	n/a	6	6				
Community Support	12	14	12	12	12		
Financing Source	0	0	0	0	0		
Timing/Linkages	2	0	0	0	0		
Positive Economic Impact	2	0	0	0	0		
Cost of Deferral	0	0	0	0	0		
Efficiencies	0	0	4	0	0		
Service Improvements	4	2	4	6	2		
Alignment with City Priorities	6	2	1	2	0		
Other	0	3	2	0	0		
Total	40	39	37	33	28	0	
Engineering	\$ 59,756	\$ 67,644	\$ 36,316	\$ 177,589	\$ 56,933	\$ 72,846	\$ 4,083,803
Pavement	\$ -	\$ -	\$ -	\$ -	\$ 25,763	\$ 29,494	\$ 232,153
Roadway	\$ 52,886	\$ 338,219	\$ -	\$ 163,836	\$ -	\$ 78,735	\$ 11,223,000
Waterline	\$ -	\$ -	\$ -	\$ 576,982	\$ 258,901	\$ 256,001	\$ 3,912,142
Sanitary Sewer	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 427,992
Storm Drainage	\$ 197,688	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 888,651
Sidewalk	\$ 48,206	\$ -	\$ 181,578	\$ 193,862	\$ -	\$ -	\$ 5,354,479
Project Total	\$ 358,536	\$ 405,862	\$ 217,894	\$ 1,112,268	\$ 341,597	\$ 437,075	\$ 26,122,220
Water Fund	\$ -	\$ -	\$ -	\$ 686,608	\$ 310,682	\$ 307,201	\$ 4,643,586
Sanitation Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 508,188
General Fund	\$ 358,536	\$ 405,862	\$ 217,894	\$ 425,660	\$ 30,916	\$ 129,874	\$ 20,970,446
Priority	22	23	24	25	26	27	
Projected Fiscal Year of Project	FY35	FY35	FY35	FY36	FY36	FY36	

**VILLAGE OF ESSEX JUNCTION
CAPITAL PROGRAM REVIEW COMMITTEE MEETING
MINUTES OF MEETING
APRIL 2, 2024**

COMMITTEE: Amber Thibeault, Chair; Kevin Collins; Scott McCormick; Mike Plageman; Justin Rabidoux

ADMINISTRATION: Rick Hamlin, City Engineer; Ricky Jones, Public Works Superintendent; Jess Morris, Finance Director

OTHERS PRESENT: None

1. CALL TO ORDER

Ms. Thibeault called the meeting to order at 6 PM.

2. AGENDA ADDITIONS/ CHANGES

None.

3. PUBLIC COMMENTS

There were no comments from the public.

4. DISCUSSION ITEMS

a. Review of updates to Capital Project Ranking File

Ms. Morris noted the following changes:

- The cost estimates for project VVV have been updated based on the engineers estimates.
- The highlighting on the Project Total, Water Fund, Sanitation Fund, and General Fund lines at the bottom have been changed to lighter colors for ease of reading.
- A line, Projected Fiscal Year of Project, has been added at the very bottom to show the fiscal year(s) each project is projected to happen in.
- Comments have been made in project name cells as needed to retain a history of changes and important project notes for future reference.

Ms. Morris said that the Railroad Ave waterline and Iroquois Ave. road and waterline rebuild are scheduled for next year. Sufficient funds are available for both.

b. Re-rank projects UU and VVV due to updates in project scopes

Ms. Morris said that this project needs to be reranked because smaller projects have been consolidated into two larger projects. Some of the work from these projects have already been completed.

UUU: Main Street Pedestrian Bridge and Sidewalk: There were no changes to the following ranking criteria: safety & health, remaining service life, community support, financing source, timing & linkages, positive economic development, efficiencies, service improvements or other. The mandates and cost of deferral criteria were reduced. The alignment with City priorities criteria was increased. These changes have reduced the overall ranking of this project.

VVV: Main Street Indian Brook Bridge Replacement: Not discussed. Mr. Jones will research bridge inspection information for the next meeting.

5. REVIEW AND APPROVE MINUTES:

a. Approve Minutes: February 6, 2024

SCOTT MCCORMICK made a motion, seconded **MIKE PLAGEMAN** by to approve the minutes of February 6, 2024. Motion passed 5-0.

6. READING FILE

None.

7. ADJOURN

KEVIN COLLINS made a motion, seconded by **MIKE PLAGEMAN**, to adjourn the meeting. Motion passed 5-0; the meeting adjourned at 6:53 PM.

Respectfully Submitted,
Darby Mayville
Recording Secretary



Town: ESSEX

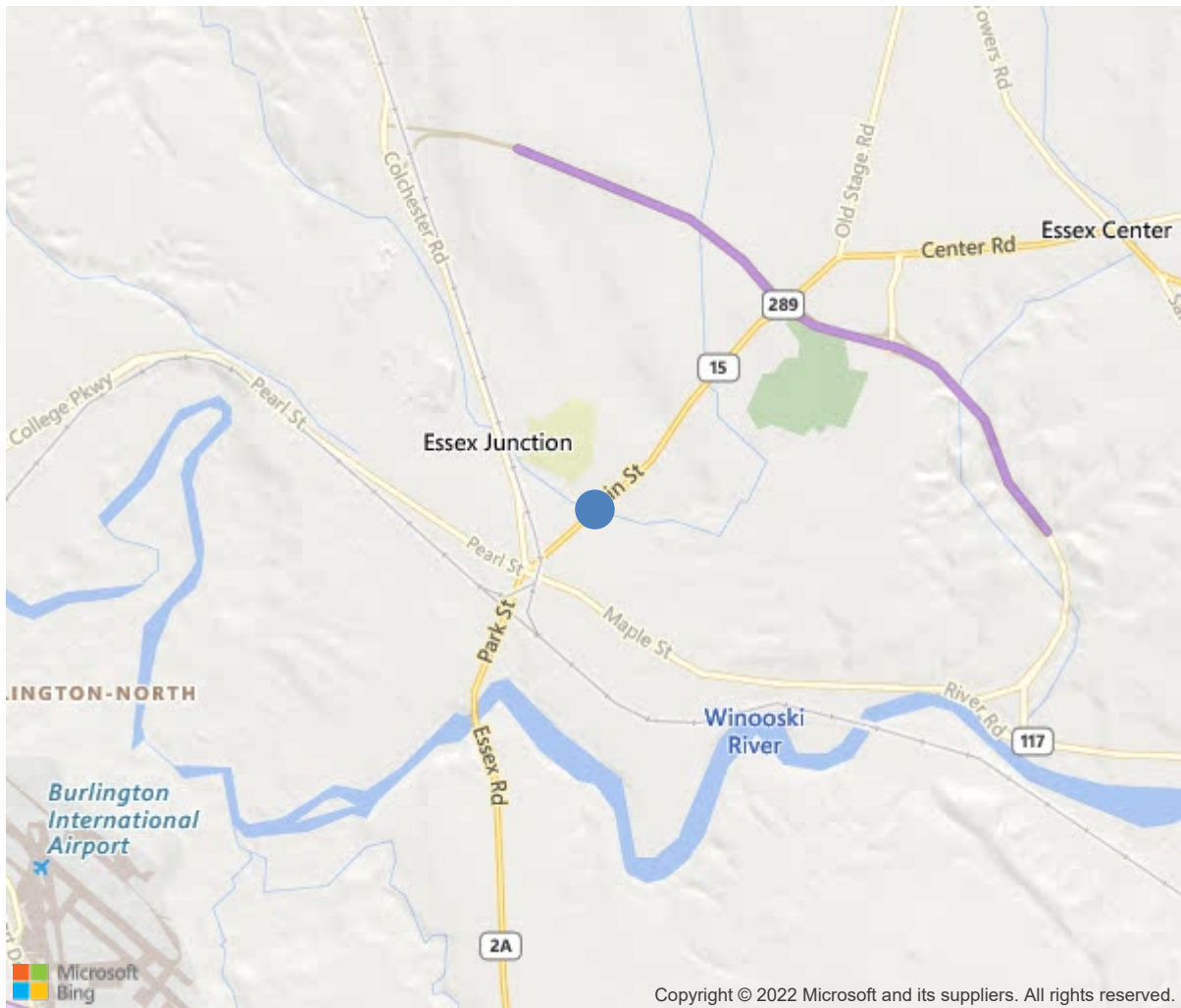
District 5, CHITTENDEN County

Owner: -

Maintenance Responsibility: 3-Town or Township Highway Agency

Team Lead: Aaron Campbell, **Inspection Date:** November 17, 2021

0.3 MI E VT 2A



44.49430, -73.10487

Team Lead: Aaron Campbell, **Inspection Date:** November 17, 2021

IDENTIFICATION	
(1) State Names	Vermont
(8) Structure Number	300030001A04061
(5) Inventory Route	
(2) Highway Agency District	5
(3) County Code	7-007 - CHITTENDEN
(4) Place Code	24400
(6) Features Intersected	INDIAN BROOK
(7) Facility Carried	VT15
(9) Location	0.3 MI E VT 2A
(11) Mile Point	mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	
(16) Latitude	44.4943027777778
(17) Longitude	-73.1048666666667
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	11
Material	1-Concrete
Type	1-Slab
(44) Approach Structure Type	
Material	
Type	
(45) No. of Spans in Main Unit	1
(46) No. of Approach Spans	
(107) Deck Structure Type	1-Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	6-Bituminous
Type of Membrane	8-Unknown
Type of Deck Protection	8-Unknown
AGE AND SERVICE	
(27) Year Built	1929
(106) Year Reconstructed	
(42) Type of Service	15
On	1-Highway
Under	5-Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	11200
(30) Year of ADT	1996
(109) Truck ADT	%
(19) Bypass, Detour Length	2 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	18 ft
(49) Structure Length	20 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	33.7 ft
(52) Deck Width Out to Out	40.6 ft
(32) Approach Roadway Width (W/Shoulders)	34 ft
(33) Bridge Median	0-No median
(34) Skew	0 Deg
(35) Structure Flared	
(10) Inventory Route Min Vert Clear	ft
(47) Inventory Route Total Horiz Clear	33.7 ft
(53) Min Vert Clear Over Bridge Rdwy	ft
(54) Min Vert Underclear	1000 ft
Ref:	
(55) Min Lat Underclear RT	ft
Ref:	
(56) Min Lat Underclear LT	ft
NAVIGATION DATA	
(38) Navigation Control	-
(111) Pier Protection	-
(39) Navigation Vertical Clearance	ft
(116) Vert-Lift Bridge Nav Min Vert Clear	ft
(40) Navigation Horizontal Clearance	ft

CLASSIFICATION	
(112) NBIS Bridge Length	
(104) Highway System	
(26) Functional Class	14-Urban Other Principal Arterial
(100) Defense Highway	-
(101) Parallel Structure	-
(102) Direction of Traffic	
(103) Temporary Structure	
(105) Federal Lands Highways	-
(110) Designated National Network	-
(20) Toll	-
(21) Maintain	3-Town or Township Highway Agency
(22) Owner	-
(37) Historical Significance	-
CONDITION	
(58) Deck	7
(59) Superstructure	7
(60) Substructure	7
(61) Channel & Channel Protection	5
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	-
(63) Operating Rating Method	
(64) Operating Rating	
Type	-
Rating	
(65) Inventory Rating Method	-
(66) Inventory Rating	
Type	1
Rating	
(70) Bridge Posting	
(41) Structure Open/Posted/Closed	-
APPRAISAL	
(67) Structural Evaluation	
(68) Deck Geometry	
(69) Clearances, Vertical/Horizontal	
(71) Waterway Adequacy	
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	-
(36B) Transitions	-
(36C) Approach Guardrail	-
(36D) Approach Guardrail Ends	-
(113) Scour Critical Bridges	-
PROPOSED IMPROVEMENTS	
(75) Type of Work	
(76) Length of Structure Improvement	ft
(94) Bridge Improvement Cost	\$
(95) Roadway Improvement Cost	\$
(96) Total Project Cost	\$
(97) Year of Improvement Cost Estimate	
(114) Future ADT	
(115) Year of Future ADT	
INSPECTIONS*	
(90) Inspection Date	11/2021
(91) Frequency	60 Months
(92) Critical Feature Inspection	Req. Freq. (Mon) Date
A: Fracture Critical Detail	Yes
B: Underwater Inspection	Yes
C: Other Special Inspection	Yes

* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.

Team Lead: Aaron Campbell, Inspection Date: November 17, 2021

Deck

ELEM #	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	812	740	36	36	0
1120	Efflorescence/Rust Staining	SF	72	0	36	36	0
331	Reinforced Concrete Bridge Railing	LF	40	1	34	5	0
1120	Efflorescence/Rust Staining	LF	5	0	0	5	0
1130	Cracking (RC and Other)	LF	34	0	34	0	0

58-Deck Condition (7)

Comment: Minor leakage with rust staining along downstream construction joint. Upstream soffit has small delam and areas of saturation. New slab unit was installed to replace old failing rolled beam sidewalk after 2016 town letter.

Sidewalks (Very Good)

Rail (Good)

Comment: Scattered cracking and rust staining.

APPROACH

72-Approach Roadway Alignment (8)

Approach Rail(-)

Team Lead: Aaron Campbell, Inspection Date: November 17, 2021

Superstructure

ELEM #	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
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59-Superstructure Condition (7)

Team Lead: Aaron Campbell, Inspection Date: November 17, 2021

Substructure

ELEM #	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
215	Reinforced Concrete Abutment	LF	80	64	12	4	0
1120	Efflorescence/Rust Staining	LF	10	0	6	4	0
1130	Cracking (RC and Other)	LF	6	0	6	0	0

60-Substructure Condition (7)

Comment: Minor map cracking and abrasion on both abutments.

CHANNEL

61-Channel Condition (5)

Comment: Brook runs into southeast wing before going under structure. Moderate scour along both abutments.

GENERAL OBSERVATION



Eastern Approach



Downstream Bridge Rail



Lack of Approach Rail Downstream



Upstream channel.



Abutment 1



Abutment #1



Abutment 2



Abutment #2



Leakage with efflorescence and rust staining at construction joint.



Small delam, small area of saturation and cracking with efflorescence.



Upstream Deck Soffit



Abutment #1 Stem



Downstream Deck Soffit



Downstream Elevation



Downstream Channel