

DATE: 30 September 2010

ATTENDEES: Tom McArdle, Assistant Director of Public Works  
Alan Pidgeon, ECI , Inc.  
John Benson, Dubois & King  
Harold Garabedian, District Energy Project, Project Manager

Dubois and King requested access to the City's utilities' drawing to scan the documents. This was accepted provided the files created would be available to all. The files are available to all and have been placed on the City's web site (<http://www.montpelier-vt.org/community/99.html>).

Additionally, ECI and D & K representatives did make inquiries of the Montpelier DPW. Following is a summary of DPW's responses.

Traffic control during district heat pipe installation

- A Traffic Control Plan will need to be developed and submitted to Montpelier DPW for the control of traffic during the period of installation of the district heat pipe.
- The plan shall be develop in accordance with MUTCD 2009
- Consideration should be given to Montpelier is the Capital City and the host of many civic events. Schedules know re-occurring g events include the Corporate Cup Challenge which generally occurs the 3<sup>rd</sup> week in May, Memorial Day celebration and 4<sup>th</sup> of July celebration (which occurs on the July 3<sup>rd</sup>).
- Also consideration should be given to the school schedule as pipe installation will include connection to Union Elementary School and the High School.

Trench Safety: Contact should be made with VOSHA to understand safety requirements regarding trenching.

The schedule of pipe installation should be developed mindful of the downtown community of Montpelier and conducted in a manner to minimize disruption to this community. It is not believed that there are any old concrete roads below pavement; however it can be anticipated that in the vicinity of Langdon Street, granite cobble stones may be encountered. If cobbles are encountered, they should be replaced with dense pack material.

All material to meet Vtrans standard specifications

6" crushed gravel  
18" dense graded gravel  
24" total

Trench excavations in excess of 5' may encounter ground water. An under drain item (perforated pipe, stone & non-woven fabric) should be carried in the contract in the event the trench must be dewatered. However, at extreme trench depths, providing an outlet for gravity dewatering systems may be problematic in areas where storm system grades will not accommodate an under drain connection.

Pavement replacement thickness:

High use streets such as State, Main and Bailey streets should have 6" of pavement  
Lower use streets such as School Street or Langdon Street should have 4" of pavement  
Top coat should be Type 3  
Base coat should be Type 2

Common supplier of sand to construction projects in Central Vermont are LaPage in Barre, VT and Bickfords in Marshfield, VT

The City's Stump Dump could potential be made available for interim material storage. This location is not available for any material disposal.

Pipe testing: water required for pipe testing can be purchased from the City. Adequate quantity should be available. City personnel will be required to make the water available so as to manage the impact on the water distribution system.

State Street was re-constructed in 1979. This is the date for the plans that are available and represents the most current information on file.

In the passage way between City Hall and the Fire Station it is believed that there is an old buried foundation and other underground facilities that would make this passage way challenging as access to the back of the Fire State Station, City Hall or the Police Station.

Sewer lines throughout the City are very flat and no alteration to grade can be tolerated. Alteration to grade of water supply may be acceptable with concurrence of DPW.

A metal culvert that runs under the intersection of State and Bailey Street is past it useful life and has been identified for removal at an unspecified date.

While efforts are being made to make available the best available information, for final design test holes should be anticipated to verify the underground situation.

State of Vermont Projects --

116 State Street: Currently the retaining wall at 116 State Street (Ag Building) is being repaired. It is understood that included in this project is the installation of radiant heat in the steps and possible sidewalk.

Repaving State Street: State Street is a Class I Town Highway (Route 2) and therefore included in the State of Vermont Pavement Management Program (VTRANS). VTRANS is aware of the district energy project and the 'base bid' routing. VTRANS is continuing with their project design and will track the development of the district energy project. A decision will be made as more definitive information becomes available as to how to coordinate these efforts. It is expected that any data generated through VTRANS design and planning effort would be available.