

## Kathleen Ramsay

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**From:** Kathleen Ramsay  
**Sent:** Monday, January 25, 2016 11:12 AM  
**To:** George, Dean; 'Nick Artim'; 'Donna Donahue'; 'Donna Donahue'; 'kenperine@gmail.com'  
**Subject:** FW: Cost & schedule savings for Middlebury Tunnel  
**Attachments:** 2016-01-20 18 67 Vertical Clearance Cost Comparison\_Eng\_CMGC\_ICE.pdf

Dean, Nick, Donna and Ken:

I called in to VTrans Executive Staff Meeting this morning at 9 a.m. Secretary Chris Cole, Deputy Secretary Rich Tetreault, Policy & Planning Director Michele Boomhower, Joel Perrigo (VTrans Project Manager), Sue Scribner (Municipal Assistance Bureau, VTrans), Dan Delabruere, VTrans Rail Division and Mark Colgan VHB, and others were in attendance.

The Vertical Clearance Cost Comparison was discussed (see attached). Rich Tetreault added that *“schedule savings were estimated around 11 weeks which is about the duration of the final track lowering in 2019 so basically cutting that final season.”* (see e-mail thread below).

The cost and schedule estimates include:

- 20 hour work days; and
- No weekend work - The analysis assumed no work Friday starting at 10 p.m. through Monday at 7 a.m. ( The LMPT’s interest in no work Friday at 5 p.m. to very early Monday morning was noted – Mark Colgan did not see this as a considerable deviation from the work week considered in the estimates).

According to Mark Colgan the schedule is a conservative estimate. Further opportunities for reduction in schedule not considered in this analysis include:

- Longer work windows with no rail traffic for critical work (VT Railway has indicated that the longer work windows are doable);
- Eliminating winter shut downs; and
- Eliminating the temporary bridge on Main Street.

Rich Tetreault asked Mark to provide a list of opportunities for reducing the schedule for the project. Chris Cole encouraged full exploration of the elimination of the temporary bridge. Since Irene, VTrans has reduced the duration and cost of projects with the elimination of temporary bridges.

Chris Cole asked for more information on required clearance heights for freight, passenger and auto car carriers (both for shipments to car dealers and for Amtrak) and for height constraints along the Western Corridor. Mark noted that it is important to consider both the constraints and the effort/cost to address the constraint. For example: the process for eliminating the 18’8” restriction at Bostwick Road in Shelburne is straight forward as it underpass could be undercut to provide additional clearance.

Since an August/September start to early release work is anticipated, Mark reminded that in order to stay on course with the schedule and keep the major impacts to the downtown to one full construction

season, a decision on the vertical clearance for final design is needed soon. Kathleen Ramsay said that the LPMT will meet this week and will work to prepare for a conference call with VTrans by the end of the week.

As a heads-up it was noted that a Legislator from Middlebury asked the Legislative Counsel to investigate the possibility of federal intervention to mandate a rail detour during construction, and Leg Counsel has indicated that she will be following up on this request.

Kathleen Ramsay noted VTran's upcoming grant application for federal funding for a rail platform for a passenger rail stop in Middlebury in connection with the Town's interest in the State's rail right-of-way at the intersection of Elm Street and Exchange Street. Kathleen said that she would be reaching out to the Selectboard to obtain their input on the location of the platform, with the understanding from VTrans' Dan Delabruere that the grant application is due in mid-February.

Please let me know when the LPMT would like to get together to review this information. Donna indicated that Wednesday afternoon might be a good time – that would give you a few days to absorb this information prior to the meeting. Please let me know if you have any questions you'd like me to follow-up on with Mark Colgan before the meeting. Also, please let me know if you'd like Joel Perrigo, Mark Colgan and/or John Walsh to attend your meeting.

Thanks!

Kathleen

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**From:** Scribner, Sue [mailto:Sue.Scribner@vermont.gov]  
**Sent:** Monday, January 25, 2016 9:06 AM  
**To:** Kathleen Ramsay <KRamsay@TownOfMiddlebury.org>  
**Subject:** Fwd: Cost & schedule savings for Middlebury Tunnel

Forwarding per conversation at Executive Staff meeting.

Sent from my iPhone

Begin forwarded message:

**From:** "Perrigo, Joel" <Joel.Perrigo@vermont.gov>  
**Date:** January 22, 2016 at 8:35:21 AM EST  
**To:** "Cole, Chris" <Chris.Cole@vermont.gov>, "Tetreault, Richard" <Richard.Tetreault@vermont.gov>  
**Cc:** "Scribner, Sue" <Sue.Scribner@vermont.gov>, "Marshia, Kevin" <Kevin.Marshia@vermont.gov>, "Boomhower, Michele" <Michele.Boomhower@vermont.gov>  
**Subject:** RE: Cost & schedule savings for Middlebury Tunnel

I hit the send button a little too quickly as I had meant to summarize the findings.

Cost savings were estimated around \$4.0M. Something to keep in mind is that the engineers estimate includes OH & P in their estimate whereas the CMGC and ICE costs are direct costs only. It should have

been noted on the summary but it was inadvertently missed. So 15% could easily be tagged to the CMGC and ICE costs which brings the 3 estimates very much in line with each other.

Schedule savings were estimated around 11 weeks which is about the duration of the final track lowering in 2019 so basically cutting that final season.

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**From:** Perrigo, Joel  
**Sent:** Friday, January 22, 2016 8:24 AM  
**To:** Cole, Chris <[Chris.Cole@vermont.gov](mailto:Chris.Cole@vermont.gov)>; Tetreault, Richard <[Richard.Tetreault@vermont.gov](mailto:Richard.Tetreault@vermont.gov)>  
**Cc:** Scribner, Sue <[Sue.Scribner@vermont.gov](mailto:Sue.Scribner@vermont.gov)>; Marshia, Kevin <[Kevin.Marshia@vermont.gov](mailto:Kevin.Marshia@vermont.gov)>; Boomhower, Michele <[Michele.Boomhower@vermont.gov](mailto:Michele.Boomhower@vermont.gov)>  
**Subject:** Cost & schedule savings for Middlebury Tunnel

All,

Please see attached emails from VHB in regards to both cost and schedule savings for the Middlebury tunnel project. Very much like the comparison we had done when tasked to look at the 23' vs 21' clearance the same assumptions were used to compare 21' to 18'8". Those assumptions include: 5 day work week with 20 hour work windows with the exception of the work that would be done in 2016 as "early release" that work would be 10 hour days.

Also, under a separate email, I will be sending some information that Mark Colgan from VHB has provided in regards to clearances that may be helpful in making the decision to stay at the current 21' or something different, so be on the lookout for that.

If you have any questions please let me know.

Rich, you had mentioned a conference call with the locals at the beginning of the week, I presume now that we have all the information requested you will have Jo set that up?

Thanks  
Joel

**Joel Perrigo**  
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**\*State email addresses have changed as of July 27, 2015. Please note my new address above.**