

## Kathleen Ramsay

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**From:** Edward McGuire <edmcguire1964@gmail.com>  
**Sent:** Monday, January 25, 2016 3:14 PM  
**To:** Kathleen Ramsay  
**Cc:** Karen Duguay; Lindsey Wing; Sue Hoxie; Susan McGarry; Jim Moulton; Bruce Hiland; jmfitzie@gmail.com; Chris English; Nancy Malcolm; John Flowers; Beth Dow; Robin Scheu; dick.terk@engelberth.com; jimgishvt@gmail.com  
**Subject:** Re: Information of Vertical Clearance Cost Comparison

Kathleen,

Speaking for the Historic Buildings Group, prior to the 85% submittal we would like:

1. To meet with VTRANS and the engineer to agree on the Section 106 language to be placed into the contract that contains the vibration management plan.
2. to review and agree with the engineers on the baseline analysis of each structure.
3. to insure that construction is stopped if damage is detected and work not resume until repairs are made.
4. to insure access to all the historic buildings.
5. to have the agreed language in the contract before the 85% submittal is accepted by the LPMT.

ED

On Mon, Jan 25, 2016 at 2:34 PM, Kathleen Ramsay <[KRamsay@townofmiddlebury.org](mailto:KRamsay@townofmiddlebury.org)> wrote:

Per your interest in the downtown railroad bridge replacement process, I am forwarding the analysis of the reduction of the vertical clearance from 21' to 18'8".

The LPMT is currently scheduled to meet on Thursday at 4 to discuss the relocation of the ACTR bus stop. Depending on availability of the LPMT, the group may have a meeting before Thursday to discuss the results of the vertical clearance analysis and next steps. I will keep you posted!

