

Vermont #116 is probably the most valuable resource for Hinesburg and our residents. We can imagine how important it is for us in many ways. It is vital to our economic and personal lives.

It is important to protect this asset that we are so dependent on. Degradation of Vermont #116 carries real risks of economic costs to both municipal government and to our residents. It matters for future economic development in our town.

In regards to item 2 on Alex's memo, it is my impression from reading the DRB's decision in regards to the proposed Hannaford that the issue of turning radius for bigger trucks such as that which service the Mobil station or even bigger trucks yet that are owned by Dark Star Lighting, and Tailhook Towing was noted but this was not accommodated in ways that concretely planned for left turn lane stop bar to be set further to the north and the resulting extension of the projected queue to what then becomes north of Patrick Brook. Let me illustrate this.

The select board needs to guarantee that the town's concerns are well represented and protected. These numbers look to be ones that either model a potential road block of stopped traffic or are so close to doing that. The risk of being confronted by this problem after the fact is too big a risk to chance. It seems important that professional advice obtained from an independent engineer be part of this. I have commented before about the importance that all conditions, including the phased ones be completed prior to construction of the proposed Hannaford. The length of time that we witnessed to complete the crossing over the LaPlatte at Silver Street should clearly illustrate how long we might have to wait. In this situation, it is too risky to endanger such a vital resource where it might fail and with the likelihood of waiting years to rectify it.

Lastly, I would like Alex to comment in terms of the DRB's decision as it relates to the second item on his memo and that other than noting the issue of vehicle turning and perhaps needing to set the stop bar further north, this wasn't put in conditions from the DRB and why it wasn't. Also was an engineer consulted to advise for distances of the stop bar moved to the north for the left turn lane of south bound VT 116 at Commerce Street and if so, what were the distances recommended? What distance that the engineer calculates for the elements of the stop bar and for what is used in expanding from one to two lanes. How close is the total of these to the 300 feet between Commerce Street and the bridge over Patrick Brook? Does it amount to more than a 300 foot total to include all of these elements?

