



**Town of Hinesburg  
Planning & Zoning Department  
10632 Route 116, Hinesburg, VT 05461  
802-482-2281 (ph) 802-482-5404 (fax)  
www.hinesburg.org**

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July 26, 2013

Peter Keibel  
District #4 Coordinator  
Natural Resources Board  
111 West Street  
Essex Junction, VT 05452

Mr. Keibel:

Attached to this letter, please find expert testimony in support of the comments already submitted on May 8, 2013 by the Town of Hinesburg Selectboard in the matter of the Hannaford supermarket Act 250 application (project #4C0654-14) – technically the application of Bernard A. Giroux Trust; June T. Giroux Trust; Victor T. Giroux Trust; Ramona Giroux Trust, and Martin's Foods of South Burlington. On traffic related issues (criterion #5), we are submitting expert testimony from David Saladino and Ben Swanson of RSG Inc. On stream and culvert issues (criteria #1D, 1E, 4, 7, 10), we are submitting expert testimony from Roy Schiff and Jessica Louisos of Milone and MacBroom, Inc.

Please note that I will be out of the office from July 29 – August 9. If you have any questions, please feel free to send me an email or leave me a phone message. Just know that I won't be able to return your message until I'm back in the office on August 12.

Sincerely,

Alex Weinhagen  
Director of Planning & Zoning  
hinesburgplanning@gmavt.net

Attachments: A – Milone & MacBroom Memo dated July 22, 2013  
B – RSG Memo dated July 2, 2013  
C – Certificate of Service dated July 26, 2013

**MEMORANDUM**

TO: Peter Keibel, Coordinator  
District Environmental Commission #4

FROM: Roy Schiff, PhD, PE and Jessica Louisos, MS, PE of Milone & MacBroom, Inc. on  
behalf of the Town of Hinesburg

DATE: July 22, 2013

RE: **Patrick Brook / Route 116 Culvert Review – Hinesburg, VT**  
**MMI# 4726-02**

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The subject culvert is an existing concrete box culvert that is 7 feet wide, 4 feet tall, and 30 feet long that passes Patrick Brook flow under Vermont Route 116. A proposal has been made to extend the existing culvert approximately 5 feet upstream (east) as part of a road widening project for a portion of the Vermont Route 116 near the intersection of Commerce Street to accommodate a southbound left turn lane as part of the proposed Hannaford project. The extension will have width of 8 feet and height of 6 feet, according to the Route 116/Commerce Street Intersection Improvement Plan (Sheet C6) dated March 18, 2013.

The Town of Hinesburg is requesting that the structure be replaced based on the results of past studies indicating that the culvert is blocking fish passage, undersized for the channel size that can lead to increased flood and erosion risks, and showing signs of structural deterioration.

Study of the subject culvert was conducted in 2011 and 2012 as part of a project evaluating all of the culverts under Vermont Route 116. The study recommends that when changes take place to the structure the size should be increased to improve conveyance, geomorphic compatibility, and aquatic organism passage. The following recommendations were made:

- Width = 14 feet and height = 8 feet;
- Embed structure 20% of the height;
- Lower inlet by 1.5' and lower outlet by 1.0'; and
- Decrease slope by 0.9%. (Proposed slope = 2%)

The bottom of the structure shows some signs of deterioration with scouring and some cracking at the joints between the walls and floor. The downstream end of the culvert has significant spalling and exposed rebar. The downstream end of the culvert is deteriorated, while the upstream end appears to have been repaired in the past.

The culvert is backwatered under normal flows, and passes the 50-year design flow when just over full. If the deteriorating upstream diversion structure that directs flow out of Patrick Brook and into the Canal fails, the culvert would be undersized and unable to pass the design flow. The structure is in poor condition now and is reportedly not supposed to be improved based on past Act 250 findings. Water does back up upstream of the culvert during flooding, yet ample

floodplain exists to store the water and prevent road overtopping. There is 3 feet of fill between the top of the structure and the road surface.

Limited capacity exists for sediment, debris, and ice in addition to design flow due to the narrow width of the structure relative to the channel bankfull width. Clogging is the main flood hazard at the project site. The proposed culvert extension will not change existing flood capacity. A longer structure with a 1-foot width contraction inside the structure at the extension may be more prone to debris and ice jamming during floods.

Past evaluation of how well the structure fits the stream channel indicates that the culvert is “partially compatible” with the Patrick Brook channel. This means that the “Structure [is] compatible with either current [channel] form or process, but not both. Compatibility likely [is] short term. There is a moderate risk of structure failure and replacement may be needed. Re-design suggested to improve geomorphic compatibility” (Schiff et al., 2008a).

The structure width is 70% of bankfull channel width, and the proposed state standard for culvert sizing is 120% bankfull channel width, or 100% bankfull channel width in low risk settings. The current measured bankfull width of 10 feet may be unnaturally narrow in the event all flow travels down Patrick Brook because water has been diverted to the Canal for many years. Sediment discontinuity exists at the structure due to it being undersized and may be leading to increase in downstream erosion potential.

Past studies indicate that the subject culvert has “reduced aquatic organism passage” meaning, “Structures that likely limit AOP for some species or life stages due to limited depth or high velocities” (Schiff et al., 2008b). Good habitat potential exists upstream in the wooded area and the downstream channel has a narrow buffer and is exposed. The subject culvert is an important link for fish moving upstream from the LaPlatte River to reach habitat between the culvert and Canal, and possibly upstream should the diversion structure breach or the old channel to the north reconnect.

The proposed culvert extension will decrease aquatic organism passage due to the length increase. This outcome is not desired, and in conflict with state design guidelines (Bates and Kirn, 2009).

In summary, past assessments funded by the Town of Hinesburg and its partners illustrate that the subject culvert should be improved if any changes are taking place at the site. Although not in immediate danger of failure, the structure is nearing the end of its engineering life and needs to be upgraded as part of the planned road widening.

## References

- Bates, K. and R. Kirn, 2009. Guidelines for the Design of Stream/Road Crossings for Passage of Aquatic Organisms in Vermont. Prepared by Kozmo, Inc. with Vermont Department of Fish and Wildlife, Agency of Natural Resources, Waterbury, VT.
- Schiff, R., J. S. Clark, and S. Jaquith, 2008a. The Vermont Culvert Geomorphic Compatibility Screening Tool. Prepared by Milone & MacBroom, Inc. with the VT DEC River Management Program, Waterbury, VT.
- Schiff, R., J. S. Clark, and R. Kirn, 2008b. The Vermont Culvert Aquatic Organism Passage Screening Tool. Prepared by Milone & MacBroom, Inc. with the VT Department of Fish and Wildlife, Roxbury, VT.

## MEMORANDUM

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To: Alex Weinhagen, Director of Planning & Zoning  
From: David Saladino, P.E.; Ben Swanson  
Subject: Hannaford Supermarket – Traffic Engineering Peer Review  
Date: 2 July 2013

On behalf of the Hinesburg Selectboard, RSG has undertaken a review of the traffic analysis completed for the proposed Hannaford supermarket in Hinesburg, Vermont. We have also evaluated Town policy and planning documents to ensure that the proposed Hannaford does not materially conflict with the recommendations identified in these documents.

On 18 June 2013, RSG issued a memorandum outlining specific questions related to the Hannaford Traffic Impact Assessment (TIA) conducted by Lamoureux and Dickinson Consulting Engineers, Inc. (L&D) and dated 4 February 2013. Since issuing this initial memorandum, we met with the Hinesburg Selectboard on 24 June 2013 and have received supplemental information from L&D on 20 June 2013 and 27 June 2013.

This memorandum presents our final conclusions, recommendations and suggested permit conditions.

### **1.0 VT 116/COMMERCE STREET SOUTHBOUND TURN LANE DESIGN**

- In our initial review of the Hannaford TIA, we questioned the traffic distribution methodology and suggested that the volume of traffic entering the Hannaford from the north may be higher. Since then, L&D has provided RSG with additional information on their methodology which was based on population density in the area and we are comfortable that these assumptions are reasonable.
- However, we have examined an additional scenario in which we have redistributed the projected site trip generation based on the 2009 VTrans count at the existing Lantman's supermarket, which indicated a higher percentage of traffic entering from the north.<sup>1</sup> While this assumption of trip distribution translates into approximately 50 additional vehicles making the southbound left-turn from VT 116 onto Commerce Street, the resulting increase in peak hour queues for this movement was relatively minor. We project an average maximum queue<sup>2</sup> of approximately 93 feet with this conservative distribution.

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<sup>1</sup> The VTrans count shows 3 vehicles entering the Lantman's site from Charlotte Road during the PM peak hour. However, it is unclear if the traffic counter was actually counting the full number of vehicles entering Lantman's from Charlotte Road (which is a right turn onto VT 116 and then an immediate left turn into Lantman's), people entering Lantman's travelling the wrong way through the one-way exit, or if these three vehicles are errant keystrokes during the count. For our assessment, we have conservatively assumed these three vehicles were indeed everyone who was travelling from Charlotte Road to Lantman's during the count hour and that all other traffic entering the Lantman's from the north was actually coming from the north, and that no portion of these southbound left-turns in the count would have originated on Charlotte Road.

<sup>2</sup> The average of the maximum queue observed every two minutes over the course of the peak design hour.

- Following a conservative interpretation of AASHTO guidelines for calculating turn lane dimensions,<sup>1</sup> we suggest a conservative storage capacity of 185 feet.
- Following VTrans and AASHTO methodologies for calculating turn lane dimensions at 30 mph, we believe an appropriate taper distance for this turn-lane to be 100 feet and that the centerline offset in advance of the taper distance should be 85 feet.
- Based on these calculations, we suggest the total recommended turn-lane dimension from stop bar to beginning of centerline offset should be 370 feet.
- Based on the previously submitted intersection striping plan for this turn-lane extension, we believe the above suggested turn-lane dimension would terminate south of Patrick Brook but within the area of existing guardrail.
- We are in agreement with the Hinesburg DRB permit condition<sup>2</sup> to monitor and correct any post-construction turn lane overflows – and recommend that the relevant details of this condition be carried through into the Act 250 permit conditions.

## **2.0 VT 116/COMMERCE STREET INTERSECTION TRUCK TURNING PATHS**

- We have examined truck turning paths entering and exiting Commerce Street at the VT 116/Commerce Street intersection using AutoTurn software to determine potential locations of stop bar conflicts (see Appendix A).
- Based on our analysis, we recommend the following:
  - Relocate the stop bar for the westbound left/through lane from Commerce Street back approximately 25 feet to accommodate southbound left-turn entering trucks.
  - Given the tight curb radius on the southeast corner of the intersection and our analysis showing the need for a northbound right-turning truck to have to encroach significantly into adjacent lanes, we suggest that any large site-generated truck trips arriving from the south be directed to the site via Mechanicsville Road to Commerce Street.

## **3.0 VT 116/CHARLOTTE ROAD INTERSECTION**

- We believe the recommend signal phasing change at the VT 116/Charlotte Road intersection will reduce overall delays and queues from this intersection.
- We recommend the applicant post appropriate signage and notifications at the VT 116/Charlotte Road intersection prior to and immediately after the signal phasing change is implemented to ensure drivers are aware that both east- and westbound traffic will receive concurrent green phases.
- Our initial assessment noted that the proposed crosswalk and sidewalk realignment on the west side of the VT 116/Commerce Street intersection should be investigated further to ensure this can be constructed. L&D has indicated they have investigated this area closely and that the sidewalk alignment can be accommodated without removing the large tree or utility pole in the northeast corner of the intersection.

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<sup>1</sup> AASHTO guidelines indicate turn-lane storage capacity should be based on one and one-half to two times the average number of vehicles that would store per cycle. For our calculations we have assumed two times the average maximum queue.

<sup>2</sup> Hinesburg DRB – Notice of Decision, Hannaford Site Plan Approval ORDER 1) a) i), November 6<sup>th</sup> 2012.



#### **4.0 VT 116/SILVER STREET INTERSECTION**

- The Build scenario level-of-service at the VT 116/Silver Street intersection is LOS E, which does not comply with the VTrans policy for unsignalized intersections. Further, VT 116 through this intersection is identified as a High Crash Location.
- L&D has responded that this intersection is metered somewhat by the upstream signal at the VT 116/Charlotte Road intersection and that transitions between signal phases create gaps in VT 116 traffic not accounted for in the HCM delay analysis. They have also submitted delay calculations for this intersection from the microsimulation program SimTraffic, which indicates LOS D conditions when taking this upstream signal into account. We believe this rationale is reasonable. Additionally, L&D has also provided information on crash data at this intersection indicating a downward trend in crash frequency since 2009 when the intersection was reconfigured.

#### **5.0 WEEKEND ANALYSIS**

- While we agree the weekday PM peak hour represents the period of highest traffic volumes within the study area, we note that high site specific traffic levels on weekends may alter background traffic distributions at the VT 116/Commerce Street intersection enough to warrant specific timing plans be developed for the weekend condition.
- We suggest post-construction traffic conditions be monitored at the VT 116/Commerce Street intersection and that a weekend-specific timing plan be developed to allow for the most efficient operation with the Hannaford in place.

#### **6.0 VT 116/MECHANICSVILLE ROAD INTERSECTION**

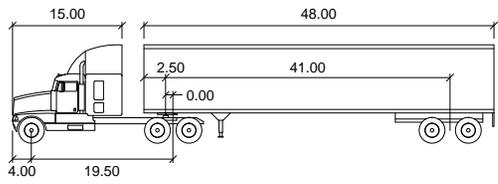
- To mitigate potential traffic impacts at the VT 116/Mechanicsville Road intersection, Hannaford has proposed to provide \$25,000 in escrow to contribute towards potential signalization of this intersection in the future.
- While the study projects long delays for traffic exiting Mechanicsville Road with or without the addition of project traffic, it also notes that actual current operations allow for left-turning traffic to exit Mechanicsville Road due to courteous drivers yielding on VT 116. Improved flows at the downstream VT 116/Charlotte Road intersection (achieved through the signal phasing adjustments and eventual closure of Lantman's) will likely improve flows on VT 116 in front of Mechanicsville Road and lead to less occurrences of "friendly yielding" of southbound VT 116 traffic. With increased delays, some portion of this Mechanicsville Road traffic may also reroute through the Commerce Street signal, reducing queues at this location.
- We suggest post-construction monitoring of this intersection to determine if improvements, signalization or otherwise, may be necessary. Improvements, or a portion thereof, could be paid for with the pledged \$25,000 escrow funds if deemed necessary.

Please feel free to contact us with any questions on this review.



# **APPENDIX A**

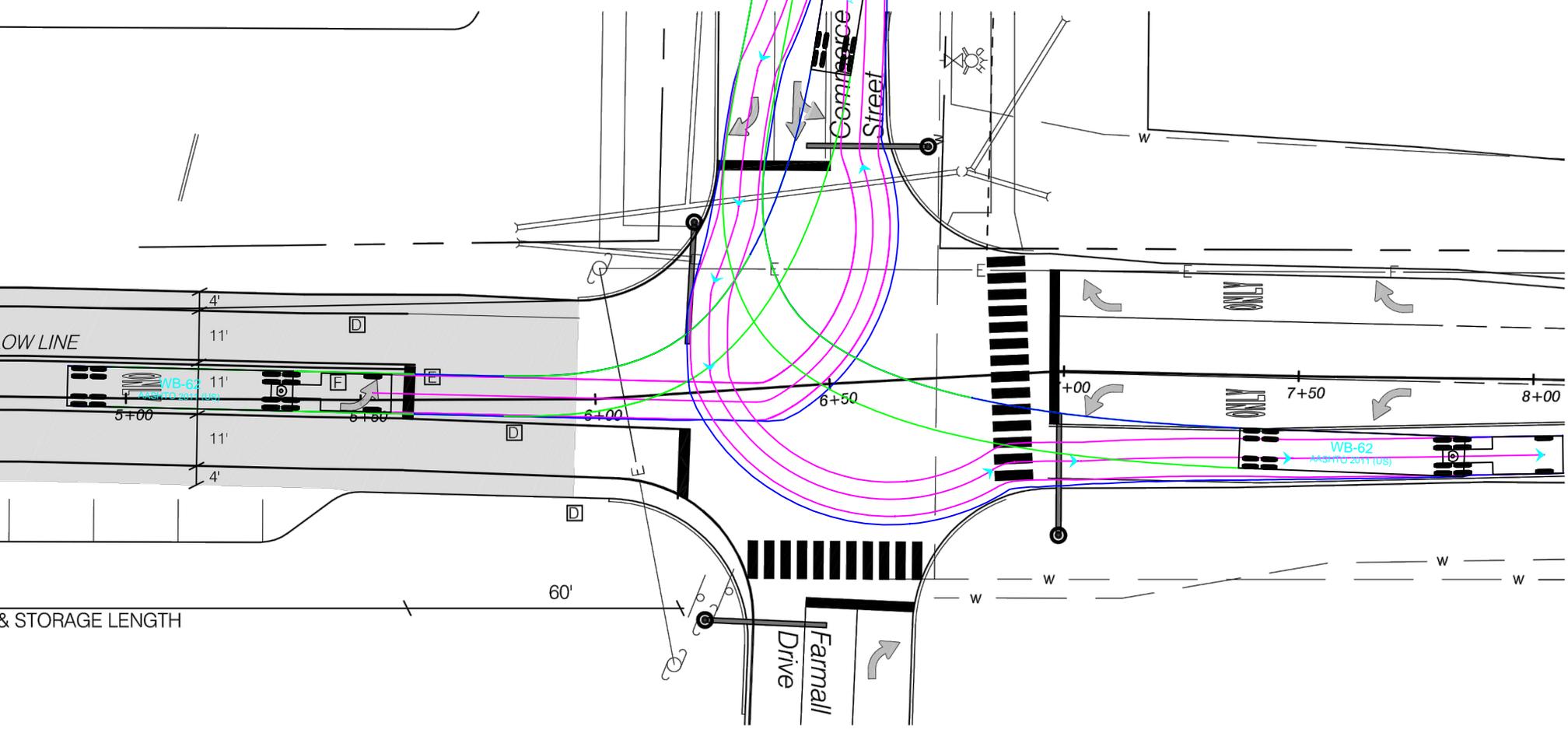
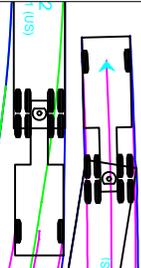
## **VT 116/Commerce Street Intersection Truck Turning Templates**



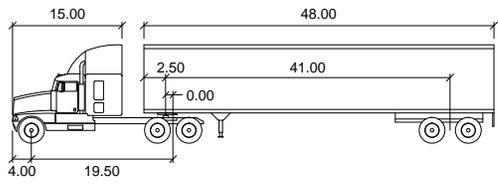
WB-62

feet

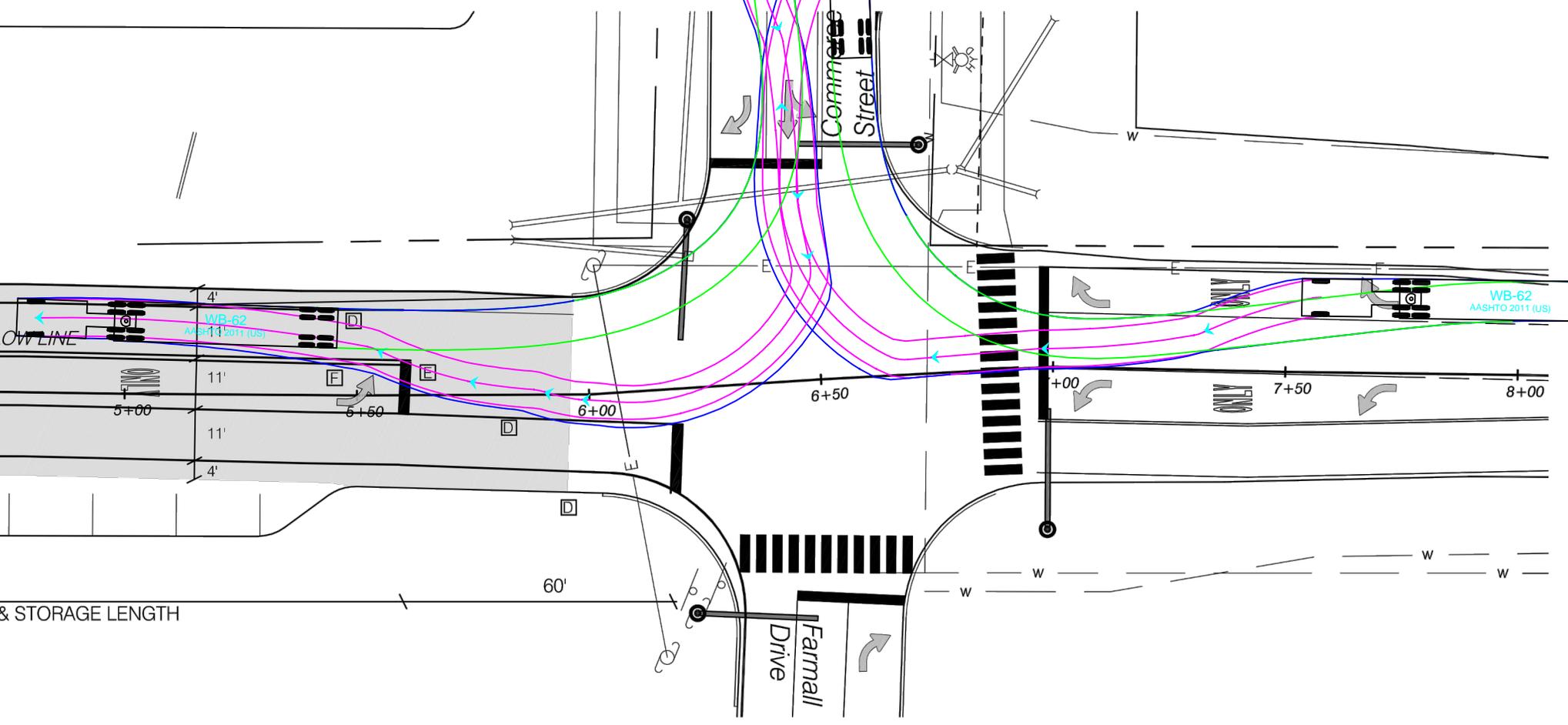
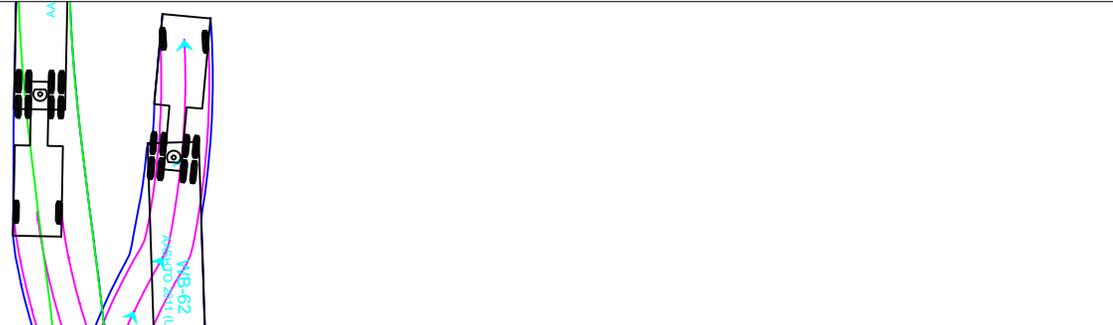
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		



& STORAGE LENGTH



<b>WB-62</b>	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		



# **APPENDIX B**

18 June 2013 RSG Peer Review Memo



## MEMORANDUM

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To: Alex Weinhagen, Director of Planning & Zoning  
From: David Saladino, P.E.; Ben Swanson  
Subject: Hannaford Supermarket – Traffic Engineering Peer Review  
Date: 18 June 2013

On behalf of the Hinesburg Select Board, RSG is pleased to submit this peer review of the 04 February 2013 Traffic Impact Assessment (TIA) for the proposed Hannaford Supermarket on Lot 15 of the Commerce Park subdivision in Hinesburg, Vermont.

Outstanding Issues?

YES  NO

### 1.0 PROPOSED DEVELOPMENT PROGRAM

The proposed Hannaford Supermarket project would be located on Lot 15 of the Commerce Park subdivision and would access Commerce Street by way of an existing 50' right-of-way at the location of the existing National Bank of Middlebury entrance. The proposed supermarket would be 36,000 square feet. Additionally, as part of an agreement between the developer and the owner of the existing Lantman's Supermarket east of Charlotte Road in Hinesburg, the Lantman's will close upon opening of the Hannaford Supermarket, and cannot be re-opened as another supermarket.

Outstanding Issues?

YES  NO

### 2.0 GEOGRAPHIC SCOPE OF TRAFFIC ASSESSMENT

VTrans guidelines for Traffic Impact Studies indicate detailed traffic analysis should be conducted at intersections which are expected to receive 75 or more peak hour vehicle trips as a result of a proposed project. The Hannaford TIA followed this guidance and evaluated the following intersections in Hinesburg:

- VT 116/Shelburne Road/CVU Road
- VT 116/Farmall Drive/Commerce Street
- VT 116/Mechanicsville Road
- VT 116/Charlotte Road
- VT 116/Silver Street
- Commerce Street/National Bank of Middlebury & Site Access
- Commerce Street/Mechanicsville Road

Based on our review, we believe the project study area is appropriate.

Outstanding Issues?

YES  NO

### 3.0 BACKGROUND TRAFFIC VOLUMES AND ADJUSTMENTS

Background traffic volumes used in the Hannaford TIA include turning movement count data from 2009 adjusted to represent design hour conditions in 2019. The study assumes a 3%

increase in traffic volumes to the 2019 future year. We agree that this projection is conservative and reasonable given low to no statewide traffic growth projected by VTrans in recent years, as well as the declining trend in Annual Average Daily Traffic (AADT) volumes recorded in Hinesburg over the past decade.

Standard practice for traffic impact studies in Vermont, as noted in the *VTrans Traffic Impact Study Guidelines*<sup>1</sup>, is to examine traffic conditions in the year construction is expected to be complete as well as in a future planning year (i.e. 5 years after project opening). Both the Construction Year and Planning Year analyses should assess conditions with and without the addition of project generated traffic. The Hannaford study examines conditions only in the future year (2019) and does not present results for conditions in (2014). While it is atypical to examine only the future year, the analysis does still examine the more conservative future year condition.

The study also focuses analysis on the weekday PM peak hour as the design hour. This hour has the highest volume of background traffic as well as relatively high site traffic generation. The study notes that while Saturday site traffic generation is higher than PM peak hour site traffic generation, the background traffic volumes during the Saturday peak hour are significantly lower than during the weekday PM peak hour and that cumulative traffic volumes post-construction will remain higher during the weekday PM peak hour. We agree that evaluation of the weekday PM peak hour results in the most conservative overall Build scenario traffic volumes. However, the relative increase in traffic volumes at the VT 116/Commerce Street intersection on Saturdays will be significant and we suggest this intersection be retimed following construction to allow for the most efficient operations possible given what will be very different demands for the various signal phases during weekend middays.

Outstanding Issues?

YES  NO

#### 4.0 TRIP GENERATION

The Hannaford TIA projects future traffic volumes for the grocery store using trip generation rates presented by the Institute of Transportation Engineers (ITE) publication *Trip Generation 8<sup>th</sup> Edition*. Since this study was initially conducted, and as noted in the Hannaford TIA, ITE has published an updated *Trip Generation 9<sup>th</sup> Edition*. A comparison of trip generation for the Supermarket land use (LU 850) between these two publications indicates the earlier 8<sup>th</sup> Edition is more conservative. Additionally, a VTrans study conducted in 2009 calculated local Vermont trip generation rates for many land uses, including supermarkets. This VTrans local trip generation is also lower than the 8<sup>th</sup> Edition ITE trip generation. Therefore, we believe the projections used in the Hannaford study are conservative and reasonable.

Outstanding Issues?

YES  NO

#### 5.0 TRIP DISTRIBUTION

The Hannaford TIA notes that primary trip distribution is based on “the geographic distribution of surrounding population” and that passby trip distribution is based on “existing traffic patterns”. Examination of the TIA appendix does not clearly indicate how the surrounding area population was determined for this distribution.

Additionally, when comparing the TIA distribution to the existing Lantman’s distribution observed in the VTrans turning movement counts at the VT 116/Charlotte Road/Lantman’s intersection, we see that, during the PM peak hour, approximately 77% of the Lantman’s traffic arrives from the north while the Hannaford study has assumed approximately 48% of traffic arrives from the north.

Because the distribution of traffic from the north and south could have implications on the necessary southbound left-turn lane storage length from VT 116 onto Commerce Street, we

<sup>1</sup> [http://vtransplanning.vermont.gov/sites/aot\\_policy/files/documents/trafficresearch/VTransTISguidelinesOct2008.pdf](http://vtransplanning.vermont.gov/sites/aot_policy/files/documents/trafficresearch/VTransTISguidelinesOct2008.pdf)



would like to see more information regarding the underlying assumptions used to determine the trip distribution in the TIA, and/or a revised analysis assuming an overall distribution matching the existing Lantman's traffic distribution.

Outstanding Issues?

YES  NO

## 6.0 TRAFFIC CONGESTION ANALYSIS

The Hannaford TIA relies on methodologies outlined in the 2000 Highway Capacity Manual (HCM) to quantify delay and congestion at the study area intersections and utilizes the Synchro and HCS software programs to implement calculations. Both the underlying resource and software tools used here are consistent with industry standards. However, we note that the version of Synchro used in this analysis is version 6.0 and that two additional versions have since been released. While the edition of Synchro used is not in itself important, we note that an error in how Synchro 6 calculates a factor called Total Lost Time at signalized intersections was corrected in later versions, and if not corrected manually by a user of Synchro 6, two extra seconds of green time, on average, are often applied to each vehicle phase every cycle throughout the peak hour in calculating HCM delays. After reviewing the appendix documents, we note that this error has not been corrected. We suspect adjusting this factor (changing total lost time from 4 to 6 seconds) will increase calculated HCM delays by a few seconds. However, this adjustment would be seen in both the No Build and Build conditions and is not deemed to result in significant changes to the results.

While we agree with the methodology used for the congestion analysis, we note that the projected delay for eastbound Silver Street traffic at the VT 116/Silver Street intersection is 40 seconds per vehicle on average during the afternoon peak hour. This corresponds with an LOS E for this approach in the Build scenario. The *VTrans Traffic Impact Study Guidelines* state:

*"VTrans LOS Policy for two-way stop controlled intersections is to maintain a LOS "D," or better, for side roads with volumes exceeding 100 vehicles/hour for a single lane approach, or 150 vehicles/hour for a two lane approach. No LOS criteria are in effect for volumes less than these."<sup>1</sup>*

At this intersection the design hour volumes show 207 eastbound left-turns and 7 eastbound right turns, for a total approach volume of 214 vehicles per hour. Thus, the build condition on Silver Street does not comply with VTrans policy. While we understand these guidelines do not represent an absolute standard and that reduced levels of service may be acceptable in certain circumstances, we believe additional investigation into potential improvements at this intersection should be considered given the presence of a designated High Crash Location through this intersection (discussed in Section 7.0). In regards to LOS policy at unsignalized intersections, the VTrans guidelines go on to state:

*"VTrans' main objective at unsignalized two-way stop controlled intersections is to minimize potential consequences when vehicle operators exit stop-controlled side streets by accepting unsafe gaps in the major street through traffic."*

We recommend the detailed crash reports at this intersection be reviewed to determine the degree to which vehicles entering VT 116 traffic with unacceptable gaps has led to crashes at this intersection in the past few years (i.e. post intersection reconfiguration). If this proves to be a major cause of crashes here, additional intersection improvements may be warranted.

If trip distribution assumptions are updated in the TIA to follow more closely with the existing Lantman's distribution (per Section 5.0 recommendation), this intersection will see fewer new project trips and the increase in delay will be correspondingly less.

<sup>1</sup> [http://vtransplanning.vermont.gov/sites/aot\\_policy/files/documents/trafficresearch/VTransTISguidelinesOct2008.pdf](http://vtransplanning.vermont.gov/sites/aot_policy/files/documents/trafficresearch/VTransTISguidelinesOct2008.pdf)



## 7.0 SAFETY ANALYSIS

Outstanding Issues?  
 YES  NO

Following standard procedure, the TIA examined crash data for the most recent 5 years of available data and investigated VTrans designated High Crash Locations in the project study area. As noted in the TIA, there are two designated HCLs in the project study area and two additional HCLs nearby on Mechanicsville Road northeast of the project study area. Identified HCL locations include:

- VT 116/Shelburne Falls Road/CVU Road intersection,
- 0.3 mile segment along VT 116 from Silver Street to the north,
- 0.3 mile segment along Mechanicsville Road through the CVU Road/Mechanicsville Road intersection,
- 0.3 mile segment along Mechanicsville Road northeast of the CVU Road/Mechanicsville Road intersection.

The two HCLs within the study area have both been targeted by VTrans in recent years for safety improvements. At the VT 116/Shelburne Falls Road/CVU Road intersection, VTrans is currently designing a new intersection configuration that will upgrade the signal and add new left-turn lanes. Additionally, at the VT 116/Silver Street intersection, VTrans has recently conducted an intersection improvement project, which realigned the intersection and added a new southbound right-turn lane.

At the VT 116/Shelburne Falls Road/CVU Road intersection, we believe the planned roadway improvements will greatly improve overall intersection safety, and project this intersection will function effectively and safely with these improvements in place.

At the VT 116/Silver Street intersection, we believe the recent VTrans improvements should be beneficial to overall safety. However, we note the TIA projects relatively long Build scenario delays for the stop-controlled Silver Street approach to this intersection, along with LOS E conditions during the PM peak hour. Additionally, without a detailed investigation of the actual crash reports for the 16 crashes within this HCL, it is impossible to know if the recent VTrans improvements led to a decrease in crashes and could prevent similar crashes in the future.

We suspect at least some portion of the crashes at this intersection were attributed to eastbound left-turning vehicles from Silver Street onto VT 116 northbound failing to yield right-of-way to through traffic on VT 116. This type of crash is often associated with long delays leading to vehicles accepting less-than adequate gaps in through traffic. We suggest detailed crash reports be reviewed at this location. Additionally, if a VTrans Road Safety Audit was performed at the intersection, it should be reviewed to see if additional improvements were identified that could be pursued to further help reduce future crashes at this location.

Additionally, the TIA notes that the effect of VTrans improvements at the VT 116/Silver Street intersection could not yet be observed in crash data reports, because this improvement was conducted so recently. We understand these improvements were installed in 2009. In 2011, when the initial TIA was conducted, data would not have been available for post-improvement years. However, at this point in time, VTrans crash data is available through 2012, and we suggest this data be examined.

Outstanding Issues?  
 YES  NO

## 8.0 MITIGATION

To mitigate traffic related impacts, Hannaford is proposing the following mitigation measures by intersection:

### VT 116/Commerce Street



- Increase southbound left-turn lane storage from 75 feet to 175 feet;
- Increase westbound right-turn lane storage from 85 feet to 270 feet;
- Relocate the Firehouse Plaza’s western access 130+/- feet to the east; and
- Stripe and sign “Do Not Block Intersection” area on Commerce Street through the Jolley Mobil’s western access.

We believe extending the southbound left and westbound right-turn lanes will benefit operations at this intersection. However, we suggest the overall storage lengths be revisited to address several issues:

1. We have reviewed the turn-lane dimensions calculations and believe there is an error in how the total storage length is calculated relating to a misinterpretation of the “Additional Storage” component of the turn lane calculation.<sup>1</sup> Considering the VTrans prescribed methodology for calculating turn lane dimensions, we believe the overall dimension of 540’ is appropriate for future traffic projections assumed in the study, but suggest the calculations be revisited to calculate correctly when considering the two other issues below. We have not seen calculations for the westbound right-turn lane dimensions but believe 270 feet of storage is reasonable;
2. The posted speed limit on VT 116 is currently 40 mph north of Commerce Street and transitions to 30 mph immediately north of Commerce Street. While a private developer cannot petition VTrans to alter speed limits on state roads, we suggest the Town consider petitioning to move the existing 30 mph speed limit sign farther north to allow for transition to slower prevailing speeds through the intersection and into the village area. If the Town is interested in pursuing this change, we suggest that turn lane dimensions be recalculated for a 30 mph speed limit to see if potential impacts to Patrick Brook could be avoided with a shorter required taper and centerline offset at 30 mph.
3. As noted previously in this memorandum, we believe actual trip distribution from the proposed Hannaford may ultimately follow more closely with the observed distribution accessing the current Lantman’s store and suggest the storage length calculations be revisited assuming a future distribution following the existing Lantman’s distribution.

We agree that potential conflicts could arise between the existing Commerce Street/Firehouse Plaza/Mobil and VT 116/Commerce Street intersections, due to the close proximity of these access points to VT 116 (<100 feet). Moving the Firehouse Plaza access to the east will improve access to the plaza and will help minimize conflicts between the two intersections. While signing and striping a “Do Not Block the Intersection” area in front of the Mobil access will help conditions for vehicles exiting this Mobil access, limiting this access to right-turn in and right-turn out access would further improve conditions here.

Hannaford also proposes to relocate the southbound left-turn lane from VT 116 onto Commerce Street to better accommodate delivery trucks accessing the site. To ensure that this configuration adequately accommodates the design vehicle, we recommend truck turning paths be evaluated for the design vehicle making a southbound left-turn from VT 116 onto Commerce Street, making a northbound right-turn from VT 116 onto Commerce Street, and making a westbound left or right turn from Commerce Street onto VT 116. Additionally, signal timings at this intersection should be checked with the proposed stop-bar configuration to ensure adequate clearance intervals (yellow and all-red time) are provided with the new geometry. These should be calculated following ITE guidelines.

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<sup>1</sup> Additionally, the summation of turn lane components shown on Sheet C6 from O’Leary – Burke Civil Associates PLC. calculates a Total Length of 540’ while the summation of components on the right of the equation equals 545’.



Additionally, we recommend signal timings at this intersection be optimized post-construction for the weekday PM and Saturday/Sunday midday peak periods, to best accommodate future traffic volumes.

### **VT 116/Mechanicsville Road**

- Provide \$25,000 in escrow to contribute towards potential signalization of this intersection in the future.

While the study projects long delays for traffic exiting Mechanicsville Road with or without the addition of project traffic, it also notes that actual current operations allow for left-turning traffic to exit Mechanicsville Road due to courteous drivers yielding on VT 116. Improved flows at the downstream VT 116/Charlotte Road intersection may also improve flows on VT 116 in front of Mechanicsville Road and may lead to less opportunity for VT 116 traffic to yield. However, this phenomenon cannot be easily modeled. We suggest post-construction monitoring of this intersection to determine if improvements may be necessary. Improvements, or a portion thereof, could be paid for with the pledged \$25,000 escrow funds if deemed necessary.

### **VT 116/Charlotte Road**

- Replace eastbound and westbound split phasing with concurrent permitted left-turn phasing;
- Move the north/south crosswalk on the westbound (Lantman's) approach closer to the intersection to allow for the westbound stop bar to also move closer to the intersection;

We agree that replacing the existing eastbound and westbound split phasing at this intersection with concurrent permitted left-turn phasing will improve overall operations, particularly for VT 116 traffic. Appropriate signage and notifications should be posted prior to and immediately after this phasing change to ensure drivers are aware that both east- and westbound traffic will receive the green ball at the same time.

Moving the westbound stop bar closer to the intersection will also likely improve operational efficiency through the intersection and will allow for eastbound and westbound traffic to enter the intersection at the same time, and should help prevent eastbound left turning traffic<sup>1</sup> from assuming priority over westbound through and right-turning traffic<sup>2</sup>, which could occur if eastbound traffic were to stop farther back from the intersection.

However, moving the stop bar closer to the intersection will also require moving the crosswalk (and approaching sidewalks) closer to the intersection as well, and we believe there may be physical constraints associated with realigning the sidewalk through the westbound approach, including a large tree and utility pole on the northeast corner of the intersection. The sidewalk alignment north and south of the intersection should be investigated further to determine the feasibility of this realignment.

### **VT 116/Silver Street**

The TIA proposes no mitigation at the VT 116/Silver Street intersection. However, we note that Build scenario delays and level of service on Silver Street do not comply with the VTrans policy

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<sup>1</sup> The eastbound left-turn volume is 117 vehicles per hour in the 2019 PM Peak Hour Build scenario.

<sup>2</sup> The westbound through and right-turn volumes are 14 vehicles per hour and 62 vehicles per hour, respectively, in the 2019 PM Peak Hour Build scenario.



for level-of-service at stop-controlled intersections and that VT 116 through this intersection is identified as a High Crash Location.

## **9.0 SUMMARY OF OUTSTANDING ISSUES:**

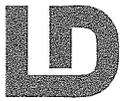
- At the VT 116/Commerce Street intersection, weekend peak conditions should be examined post-construction and weekend peak period signal timings should be developed and implemented.
- Additional information should be provided on the underlying assumptions used to determine trip distribution patterns and/or a revised analysis should be conducted assuming an overall distribution matching the existing Lantman's traffic distribution.
- Storage length calculations at the VT 116/Commerce Street intersection should be recalculated following VTrans guidelines and account for potential speed limit changes as well as potential changes in the primary trip distribution pattern.
- The southbound VT 116 30 mph speed limit sign north of the VT 116/Commerce Street intersection should be moved farther north to encourage reduced speed through the intersection and village.
- Truck turning paths should be analyzed for all turning movements through the VT 116/Commerce Street intersection to ensure no conflicts exist with existing curb lines or stop bar placement.
- Appropriate signage and notifications should be posted prior to and immediately after the signal phasing change at the VT 116/Charlotte Road intersection is implemented to ensure drivers are aware that both east- and westbound traffic will receive the green ball at the same time.
- The proposed crosswalk and sidewalk configuration on the westbound approach of the VT 116/Commerce Street intersection should be investigated further to ensure this can be constructed.
- The Build scenario level-of-service at the VT 116/Silver Street intersection is LOS E, which does not comply with VTrans Policy for unsignalized intersections. Additionally, VT 116 through this intersection is identified as a High Crash Location. Crash data should be examined more closely at this intersection and justification should be provided confirming that projected LOS E conditions are acceptable and that additional site-generated traffic will not exacerbate existing safety issues at this intersection.

Please feel free to contact us with any questions on this review.



# **APPENDIX C**

Lamoureux & Dickenson Peer  
Review Supplement



June 20, 2013

David Saladino, P.E.  
Resource Systems Group, Inc.  
55 Railroad Row  
White River Junction, VT 05001

RE: Hannaford Supermarket - Town of Hinesburg Traffic Engineering Peer Review

David,

Thank you for sharing your letter of June 18<sup>th</sup> to Alex Weinhausen at the Town of Hinesburg. We would like to take this opportunity to clarify and perhaps resolve the outstanding issues identified in your letter.

- At the VT 116/Commerce Street intersection, weekend peak conditions should be examined post-construction and weekend peak period signal timings should be developed and implemented.

We agree. This can be easily done either by adjusting the time-of-day pattern schedule so that the weekday pm peak hour signal timings also operate during weekend peak periods, or by developing a new signal timing pattern specifically for weekend peak periods. Either way, this is a relatively simple task.

- Additional information should be provided on the underlying assumptions used to determine trip distribution patterns and/or a revised analysis should be conducted assuming an overall distribution matching the existing Lantman's traffic distribution.

In response to a similar comment from the DRB's traffic consultant, Rick Bryant, P.E., we examined historical traffic counts at the VT 116/Charlotte Road intersection to compare traffic patterns entering and exiting Lantman's. Those counts include a 2010 turning movement count performed by the CCMPO, and 2003, 2008 and 2009 turning movement counts performed by VTrans. While only the 2009 VTrans count included traffic entering Lantman's, all four included traffic exiting Lantman's. In examining traffic count data, one must keep in mind that they do not differentiate between primary and pass-by trips. PM peak hour traffic patterns exiting Lantman's are compared in the following table:

Lantman's Exit	2003	2008	2009	2010
Left-Turn (to the south)	63%	51%	51%	48%
Through (to the west)	0%	9%	10%	10%
Right-Turn (to the north)	37%	40%	39%	41%

Aggregate (including both primary and pass-by trips) directional patterns from TIA Figure 6 for the proposed Hannaford Supermarket are:

To/From the south on VT 116 (incl. west on Charlotte Rd)	59%
To/From the north on VT 116	27%
To/From the northeast on Mechanicsville Rd	14%

In comparing the two sets of directional patterns, one must take into account the different locations of Hannaford vs. Lantman’s, particularly with respect to trips to/from the northeast via Mechanicsville Rd and to/from the west via Charlotte Rd. With those differences accounted for, the proposed Hannaford directional patterns compare favorably to Lantman’s existing directional patterns.

Lantman’s Exit	2003	2008	2009	2010	Hannaford
To the south and west	63%	60%	61%	58%	59%
To the north and northeast	37%	40%	39%	41%	41%

- Storage length calculations at the VT 116/Commerce Street intersection should be recalculated following VTrans guidelines and account for potential speed limit changes as well as potential changes in the primary trip distribution pattern.

In reviewing the left-turn lane length calculations shown on Sheet C6, we agree that there has been a misinterpretation of the “additional storage” component of the turn lane calculation. As you and I discussed earlier today, based on VTrans guidelines, the 213 ft of storage length (including additional storage) calculated on that sheet should more accurately be 208 ft. That would result in a 535 ft total length instead of the 540 ft total length shown on Sheet C6.

Lowering the speed limit, as suggested, would help reduce the additional pavement widening needed on Route 116. Using a speed limit of 30 mph instead of 40 mph could potentially shorten the overall left-turn lane length by 177 ft as shown below:

	<u>40 mph</u>	<u>30 mph</u>
Centerline Shift	147’	83’
Entry Taper	180’	100’
Additional Deceleration Distance	33’	0’
Storage Length	<u>175’</u>	<u>175’</u>
Total Length	535’	358’

- The southbound VT 116 30 mph speed limit sign north of the VT 116/Commerce Street intersection should be moved farther north to encourage reduced speed through the intersection and village.

We agree that this would be an appropriate change given the increased development that has occurred in this immediate area in recent years. Ultimately, however, it is something that VTrans requires that towns initiate.

- Truck turning paths should be analyzed for all turning movements through the VT 116/Commerce Street intersection to ensure no conflicts exist with existing curb lines or stop bar placement.

We will examine the requested truck turning paths and provide additional information on those in the near future.

Earlier this year VTrans proposed to relocate the stop bar in the southbound left-turn lane on Route 116 as part of the paving project that is currently underway. Contrary to what you may have understood, relocating this stop bar was not part of the Hannaford proposed traffic mitigation. When completed later this construction season, this new stop bar location will improve the ability of semi-trailer trucks to make right-turns exiting Commerce Drive and left-turns exiting Farmall Drive.

The information that we have from Hannaford is that they anticipate that their truck movements will primarily be to and from the north, will be relatively infrequent (one truck per day) and will occur most often during off-peak hours (early morning and/or early evening). We note that Hannaford semi-trailer delivery trucks and those of some of the local food and beverage distributors are similar in size and turning paths to the existing semi-trailer delivery trucks used by Aubuchon, Jolley, Kinney Drug and other Commerce Street businesses.

- Appropriate signage and notifications should be posted prior to and immediately after the signal phasing change at the VT 116/Charlotte Road intersection is implemented to ensure drivers are aware that both east- and westbound traffic will receive the green ball at the same time.

We agree, and already anticipate doing this. We will be working out the details of implementing this change with VTrans as the permitting process progresses.

- The proposed crosswalk and sidewalk configuration on the westbound approach of the VT 116/Commerce Street intersection should be investigated further to ensure this can be constructed.

Existing conditions have been examined and we are confident that a suitable sidewalk relocation can be designed and constructed that will not require removing the existing large tree or relocating the existing utility pole.

- The Build scenario level-of-service at the VT 116/Silver Street intersection is LOS E, which does not comply with VTrans Policy for unsignalized intersections. Additionally, VT 116 through this intersection is identified as a High Crash Location. Crash data should be examined more closely at this intersection and justification should be provided confirming that projected LOS E conditions are acceptable and that additional site-generated traffic will not exacerbate existing safety issues at this intersection.

With regard to future levels of service at the Route 116/Silver St intersection, in observing traffic flow at this intersection in late 2011, we noted distinct platoons in the southbound traffic flow on Route 116 resulting from the upstream signal at Charlotte Rd. When the traffic signal at the Charlotte Road intersection turns red for Route 116 traffic it creates gaps in the southbound traffic that allow vehicles exiting Silver St to turn onto Route 116.

With those observations, we determined that the *HCS* software does not adequately model the benefits of these platoons and the gaps between them, especially for the Silver St left-turn movement. This is similar to the inadequacy we found with the HCM analytical intersection capacity analysis methods when modeling the rest of the Route 116 corridor in Hinesburg that ultimately led us to use *SimTraffic* traffic flow simulation software as a more accurate tool for modeling this corridor.

To better analyze this, we extended our *SimTraffic* model to include the Silver Street intersection and found that it reasonably replicated the observed southbound platoons and their affect on the gaps available to the Silver St left-turn movement. *SimTraffic's* calculated delay for the future Build condition (including Lantman's retaining its existing pm peak hour trip generation) is 51% less than calculated using *HCS* and 28% less than calculated using Synchro. Applying the lower 28% reduction would improve the previously reported future level of service for the Silver St left-turn movement from E to D. It is our opinion that this more accurately reflects future levels of service at the Silver Street intersection during the PM peak hour.

In response to your comments concerning safety at the Silver Street intersection, we also checked the most recent 2008-2012 VTrans crash history at this intersection. Silver Street (mile marker 4.41) is located at the extreme southern end of the 0.3 mile long segment (located between mile markers 4.406-4.706) of Route 116 that was identified in the VTrans 2006-2010 High Crash Location Report. In examining the 2008-2012 crash listing, most of the crashes occurring in this segment are not related to the Silver Street intersection, but occur to the north outside of the intersection's operational area, and are predominantly rear-end collisions. Most importantly, the number of crashes in this segment has been declining since 2009, with a peak of 6 during that year down to 3 in 2012.

In closing, we welcome your comments and this opportunity to work together to make the proposed Hannaford a successful project. We hope that the above supplemental information is helpful in addressing concerns related to Hannaford's potential traffic impacts. Should you have any questions concerning the above, please feel free to contact me.

Sincerely,



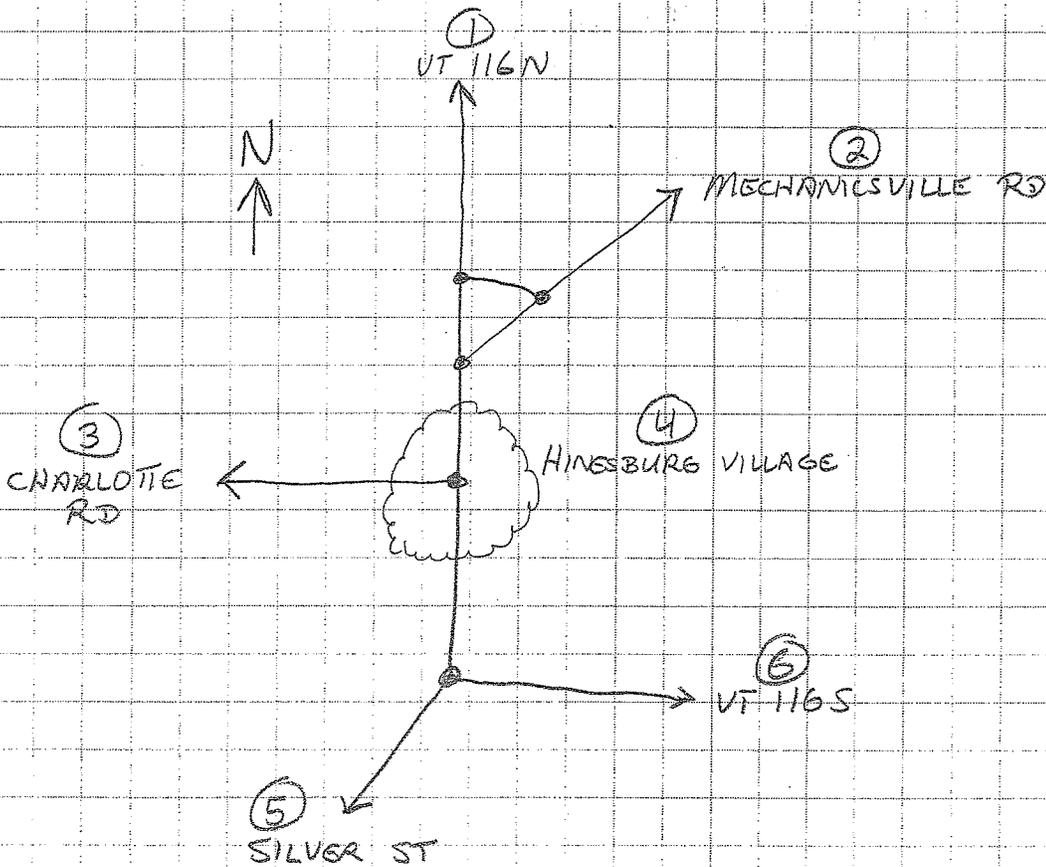
Roger Dickinson, P.E., PTOE

cc. David White

## ESTIMATED MARKET AREA

<u>TOWN</u>	<u>2008 EST. POPULATION</u>	<u>PERCENTAGE</u>
CHARLOTTE	3,761	20%
HINESBURG	4,629*	25%*
HUNTINGTON	1,951	10%
MONKTON	1,977	10%
RICHMOND (SOUTH HALF)	$4,160/2 = 2,080$	11%
ST. GEORGE	692	4%
SHELBURNE (SE QUAD)	$7,146/4 = 1,787$	10%
STARKSBORO	1,909	10%
	$\Sigma = 18,786$	100%

\* BREAK APART HINESBURG POPULATION PER ATTACHED MAP



DIRECTION & ROUTE ASSIGNMENT

#1 VT 116 NORTH  
SHELBURNE, ST. GEORGE & 600/4600 OF HINESBURG  
= 13% ±

#2 MECHANICVILLE RD  
RICHMOND & 1200/4600 OF HINESBURG  
= 26% ±

#3 CHARLOTTE RD  
CHARLOTTE & 400/4600 OF HINESBURG  
= 9% ±

#4 HINESBURG VILLAGE  
1200/4600 OF HINESBURG  
= 26% ±

#5 SILVER ST.  
MONKTON & 400/4600 OF HINESBURG  
= 9% ±

#6 VT 116 SOUTH  
HUNTINGTON, STARKSBORO & 800/4600 OF HINESBURG  
= 17% ±

Table 2

Economic - Demographic Comparison of Addison County Towns						
	Population 2008 1/	% Share County	Annual Average Employment 2008 2/	Annual Average Wage 2008 2/	Median Adjusted Income 2008 4/	Effective Homestead Education Tax Rate 2009 3/
Vermont	621,270	NA	302,648	\$38,326	\$32,519	NA
Addison County	36,617	100.0%	14,473	\$36,357	NA	NA
Addison	1,413	3.9%	212	\$24,883	\$30,975	\$1.39
Bridport	1,232	3.4%	192	\$27,506	\$31,670	\$1.45
Bristol	3,741	10.2%	1,372	\$31,237	\$30,344	\$1.22
Cornwall	1,210	3.3%	133	\$38,978	\$49,480	\$1.38
Ferrisburgh	2,670	7.3%	505	\$29,587	\$38,730	\$1.21
Goshen	215	0.6%	10	\$21,404	\$36,621	\$1.05
Granville	284	0.8%	46	\$29,735	\$28,468	\$1.23
Hancock	359	1.0%	66	\$19,230	\$26,414	\$1.42
Leicester	1,003	2.7%	79	\$32,540	\$31,914	\$1.27
Lincoln	1,267	3.5%	116	\$25,803	\$35,235	\$1.23
Middlebury	8,271	22.6%	7,528	\$37,615	\$31,668	\$1.34
Monkton	1,977	5.4%	111	\$31,281	\$50,619	\$1.19
New Haven	1,829	5.0%	545	\$32,699	\$37,317	\$1.25
Orwell	1,219	3.3%	200	\$29,150	\$29,760	\$1.06
Panton	683	1.9%	37	\$23,716	\$39,884	\$1.25
Ripton	586	1.6%	51	\$26,904	\$39,826	\$1.43
Salisbury	1,091	3.0%	253	\$25,725	\$35,443	\$1.36
Shoreham	1,294	3.5%	229	\$27,431	\$34,486	\$1.40
Starksboro	1,909	5.2%	164	\$28,575	\$34,367	\$1.21
Vergennes City	2,666	7.3%	2,444	\$44,493	\$30,112	\$1.23
Waltham	478	1.3%	25	\$27,481	\$37,888	\$1.27
Weybridge	818	2.2%	108	\$30,893	\$50,325	\$1.31
Whiting	402	1.1%	48	\$31,105	\$27,260	\$1.04

Sources: 1/ Vermont Department of Health  
2/ Vermont Department of Labor; Quarterly Census of Employment & Wages.  
3/ Vermont Division of Property Valuation and Review.  
4/ Vermont Department of Taxes, Vermont Tax Statistics, Median Adjusted Gross Income by School District.

\* See Glossary for further details

D denotes data which cannot be disclosed.  
NA denotes data is not applicable.  
-- No Employment and Wages

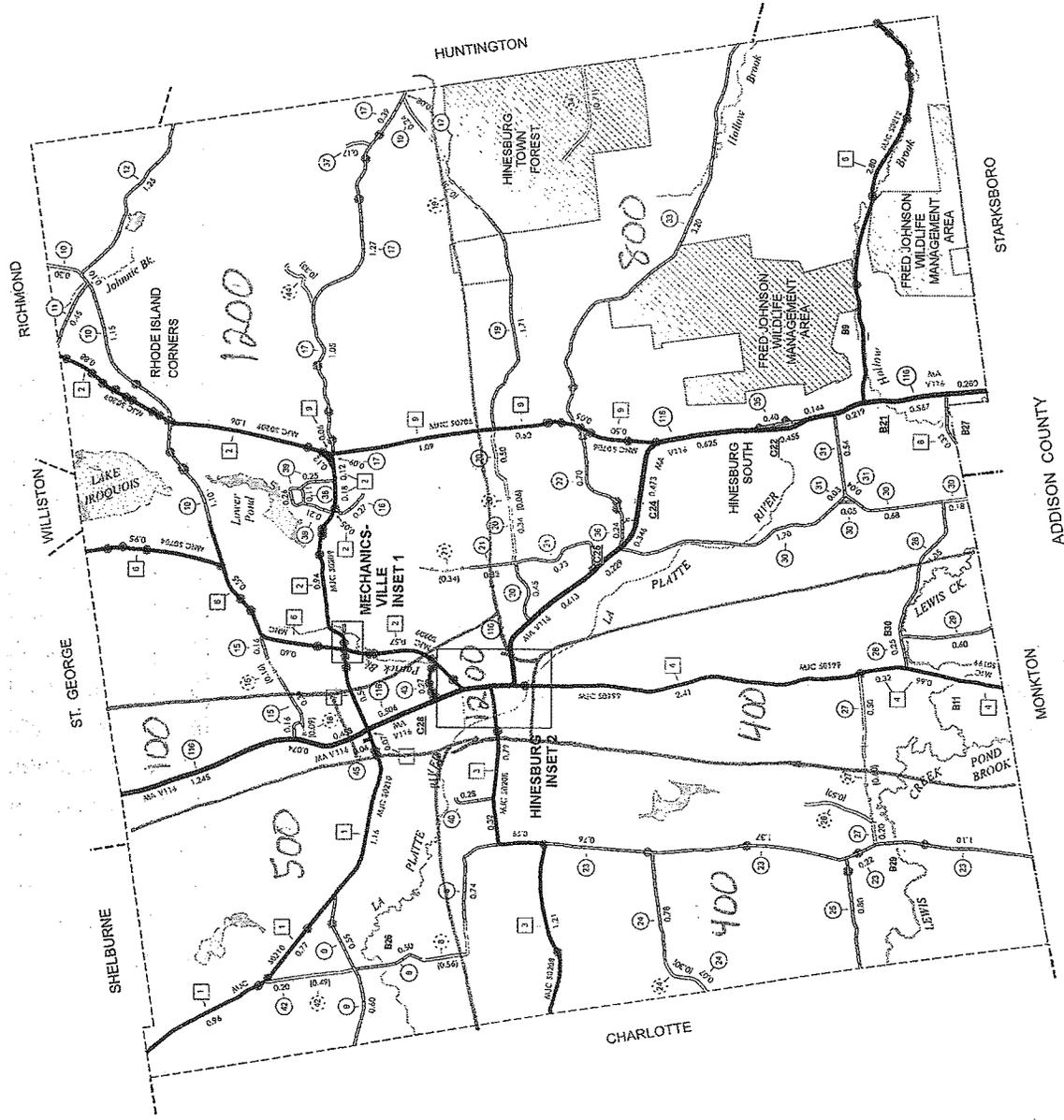
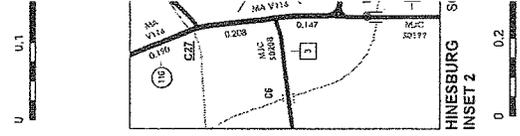
Table 5

Economic - Demographic Comparison of Chittenden County Towns						
	Population 2008 1/	% Share County	Annual Average Employment 2008 2/	Annual Average Wage 2008 2/	Median Adjusted Income 2008 4/	Effective Homestead Education Tax Rate 2009 3/
Vermont	621,270	NA	302,648	\$38,326	\$32,519	NA
Chittenden County	152,782	100.0%	94,750	\$45,034	NA	NA
Bolton	1,000	0.7%	107	\$27,332	\$42,865	\$1.23
Buels Gore	12	0.0%	--	--	NA	\$0.79
Burlington City	38,897	25.5%	32,998	\$48,522	\$28,268	\$1.09
Charlotte	3,761	2.5%	450	\$45,711	\$53,936	\$1.32
Colchester	17,237	11.3%	8,756	\$42,773	\$39,614	\$1.12
Essex	19,649	12.9%	11,531	\$57,142	\$57,161	\$1.33
Hinesburg	4,629	3.0%	1,267	\$39,165	\$43,605	\$1.29
Huntington	1,951	1.3%	151	\$31,752	\$45,099	\$1.22
Jericho	5,190	3.4%	715	\$33,440	\$50,785	\$1.24
Milton	10,714	7.0%	2,398	\$38,315	\$38,516	\$1.13
Richmond	4,160	2.7%	1,186	\$35,879	\$43,444	\$1.16
St. George	692	0.5%	42	\$29,801	\$37,480	\$1.38
Shelburne	7,146	4.7%	3,260	\$33,274	\$51,483	\$1.21
So. Burlington City	17,574	11.5%	18,388	\$40,603	\$40,981	\$1.35
Underhill	3,082	2.0%	300	\$35,292	\$55,928	\$1.21
Westford	2,229	1.5%	185	\$35,404	\$47,973	\$1.14
Williston	8,430	5.5%	10,546	\$40,013	\$48,099	\$1.21
Winooski City	6,429	4.2%	2,471	\$40,785	\$26,104	\$1.10

Sources: 1/ Vermont Department of Health  
2/ Vermont Department of Labor; Quarterly Census of Employment & Wages.  
3/ Vermont Division of Property Valuation and Review.  
4/ Vermont Department of Taxes, Vermont Tax Statistics, Median Adjusted Gross Income by School District.

\* See Glossary for further details

D denotes data which cannot be disclosed.  
NA denotes data is not applicable.  
-- No Employment and Wages



STATE HIGHWAY 7,228  
VT-116 7,238  
TOTAL STATE HIGHWAY 7,238  
TOTAL STATE 7,236

TOTAL TRAVELED HIGHWAYS, FEB. 10, 2009: 60.878  
(Excludes Class 4 and Legal Trail Mileage)

4,629

- ☐ PUBLIC LAND
- ▭ POLITICAL SUBDIVISIONS
- ▭ STATE BOUNDARY
- ▭ COUNTY BOUNDARY
- ▭ TOWN BOUNDARY
- ▭ VILLAGE BOUNDARY
- ▭ URBAN COMPACT BOUNDARY
- ▭ WATER BODIES
- ▭ STREAM OR BROOK
- ▭ BRIDGE OR CULVERT
- ▭ BRIDGE OR CULVERT GREATER THAN 20'
- ▭ BRIDGE OR CULVERT 6' - 20'
- ▭ TOWN SHORT STRUCTURE
- ▭ B34 / C34 STATE BRIDGE OR CULVERT IDENTIFIER
- ▭ B34 / C34 TOWN BRIDGE OR CULVERT IDENTIFIER

- ▭ FEDERAL CLASSIFICATION IDENTIFIER
- ▭ MA MAJOR ARTERIAL
- ▭ MA MINOR ARTERIAL
- ▭ MA MAJOR COLLECTOR
- ▭ MA MINOR COLLECTOR
- ▭ MA PRINCIPAL ARTERIAL

WAY  
WED  
WED  
WED  
ID EARTH



**Town of Hinesburg**  
**Planning & Zoning Department**  
10632 Route 116, Hinesburg, VT 05461  
802-482-2281 (ph) 802-482-5404 (fax)  
[www.hinesburg.org](http://www.hinesburg.org)

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### **CERTIFICATE OF SERVICE**

I hereby certify that on July 26, 2013, a copy of the Hinesburg Selectboard's expert testimony submission concerning Act 250 project #4C0654-14 (Hannaford supermarket; Applicant listed as Martin's Foods of South Burlington, Inc.), was sent by US Mail to the following individuals without email addresses, and by email to the individuals with email addresses listed. This same material was also sent to Peter Keibel, District #4 Coordinator, via email and via US Mail (four hard copies).

Martin's Foods of South Burlington, Inc.  
Attn Tyler Sterling/Bill McKenney, Esq.  
PO Box 1000  
Portland, ME 04104  
[tyler.sterling@delhaize.com](mailto:tyler.sterling@delhaize.com)  
[bill.mckenney@delhaize.com](mailto:bill.mckenney@delhaize.com)

Bernard A. Giroux Trust/June T. Giroux Trust  
Victor T. Giroux Trust/Ramona Giroux Trust  
9318 Route 116  
Hinesburg, VT 05461

David White/Gail Henderson-King/Paul Simon  
White + Burke Real Estate Investment Advisors,  
Inc.  
168 Battery Street, PO Box 1007  
Burlington, VT 05402-1007  
[ghendersonking@whiteandburke.com](mailto:ghendersonking@whiteandburke.com)  
[dwhite@whiteandburke.com](mailto:dwhite@whiteandburke.com)  
[psimon@whiteandburke.com](mailto:psimon@whiteandburke.com)

Christopher Roy, Esq./Scott Jaunich, Esq.  
Downs Rachlin & Martin, PLLC  
PO Box 190  
Burlington, VT 05402  
[croy@drm.com](mailto:croy@drm.com)  
[sjaunich@drm.com](mailto:sjaunich@drm.com)

Alex Weinhagen, Dir. of Planning & Zoning  
Joe Colangelo, Town Administrator  
Timothy Clancy, Planning Commission  
Town of Hinesburg  
10632 Route 116  
Hinesburg, VT 05461  
[hinesburgplanning@gmavt.net](mailto:hinesburgplanning@gmavt.net)  
[jcolangelo@hinesburg.org](mailto:jcolangelo@hinesburg.org)  
[timothyeise@aol.com](mailto:timothyeise@aol.com)

Regina Mahony, Senior Planner  
Chittenden County Regional Planning  
Commission  
110 West Canal Street, Suite 202  
Winooski, VT 05404  
[rmahony@ccrpcvt.org](mailto:rmahony@ccrpcvt.org)

Elizabeth Lord/Jennifer Mojo, Reg. Review  
Analyst  
Agency of Natural Resources  
103 South Main St. - Center Bldg., 3rd Floor  
Waterbury, VT 05671-0301  
[anr.act250@state.vt.us](mailto:anr.act250@state.vt.us)  
[jennifer.mojo@state.vt.us](mailto:jennifer.mojo@state.vt.us)

Mike Kundrath/Vt. Dept. of Public Service  
112 State Street, Drawer 20  
Montpelier, VT 05620-2601  
[michael.kundrath@state.vt.us](mailto:michael.kundrath@state.vt.us)

Beth McTear/Craig Keller/Rajnish Gupta/Bill Rice  
Utilities & Permits/VTrans  
One National Life Drive, Drawer 33  
Montpelier, VT 05633  
[craig.keller@state.vt.us](mailto:craig.keller@state.vt.us)  
[beth.mctear@state.vt.us](mailto:beth.mctear@state.vt.us)  
[rajnish.gupta@state.vt.us](mailto:rajnish.gupta@state.vt.us)  
[bill.rice@state.vt.us](mailto:bill.rice@state.vt.us)

Louise Waterman/Kyle Davis  
Vt. Agency of Agriculture, Food & Markets  
116 State Street, Drawer 20  
Montpelier, VT 05620-2901  
[louise.waterman@state.vt.us](mailto:louise.waterman@state.vt.us)  
[kyle.davis@state.vt.us](mailto:kyle.davis@state.vt.us)

Division for Historic Preservation  
National Life Building, Drawer 20  
Montpelier, VT 05620  
[scott.dillon@state.vt.us](mailto:scott.dillon@state.vt.us)  
[devin.colman@state.vt.us](mailto:devin.colman@state.vt.us)  
[james.duggan@state.vt.us](mailto:james.duggan@state.vt.us)

James Dumont, Esq.  
15 Main Street, PO Box 229  
Bristol, VT 05443  
[jim@dumontlawvt.com](mailto:jim@dumontlawvt.com)

Lindsay Hay  
44 Mulberry Street  
Hinesburg, VT 05461  
[heyhay@26@hotmail.com](mailto:heyhay@26@hotmail.com)

Dark Star Properties, LLC  
c/o Michael Sorce  
102 Commerce Street  
Hinesburg, VT 05461  
[michael@darkstarlighting.com](mailto:michael@darkstarlighting.com)

Catherine & James Goldsmith  
10732 & 10736 Route 116  
Hinesburg, VT 05461  
[cl6585@yahoo.com](mailto:cl6585@yahoo.com)

John Kiedaisch/Jean Kiedaisch  
887 Lewis Creek Road  
Hinesburg, VT 05461  
[jkiedais@uvm.edu](mailto:jkiedais@uvm.edu)

Wendelin Patterson  
35 Elderberry Lane  
Hinesburg, VT 05461  
[wendypatter@gmail.com](mailto:wendypatter@gmail.com)

Chuck & Sally Reiss  
756 Buck Hill Road  
Hinesburg, VT 05461  
[smreiss@madriver.com](mailto:smreiss@madriver.com)

Rachel Kring  
1177 Pond Road  
Hinesburg, VT 05461  
[rlkring@yahoo.com](mailto:rlkring@yahoo.com)

Rolf Kielman & Stephanie Spencer  
166 Fox Meadow  
Hinesburg, VT 05461  
[rolfstevie@gmail.com](mailto:rolfstevie@gmail.com)

Ken Brown  
87Coyote Ridge Road  
Hinesburg, VT 05461  
[brownjen@gmavt.net](mailto:brownjen@gmavt.net)

Marian & Dennis Willmott  
1617 Hayden Hill Road West  
Hinesburg, VT 05461  
[marianw@gmavt.net](mailto:marianw@gmavt.net)

Julie & Stewart Pierson  
232 High Rock Road  
Hinesburg, VT 05461  
[stewjulie@gmavt.net](mailto:stewjulie@gmavt.net)

Daniel Silverman  
140 Aube Ridge Road  
Hinesburg, VT 05461  
[silverslide@comcast.net](mailto:silverslide@comcast.net)

Mary Beth Bowman  
140 Aube Ridge Road  
Hinesburg, VT 05461  
[marybeth51@comcast.net](mailto:marybeth51@comcast.net)

Bethany Ladimer  
2602 Silver Street  
Hinesburg, VT 05461  
[ladimer@middlebury.edu](mailto:ladimer@middlebury.edu)

Heather Rice, DC  
171 Hemlock Hill Road  
Hinesburg, VT 05461  
[hricedc@vtlink.net](mailto:hricedc@vtlink.net)

Heidi Simkins  
1519 Hayden Hill Road West  
Hinesburg, VT 05461  
[simkins@mindspring.com](mailto:simkins@mindspring.com)

Gail Webb  
26 Barberry Lane  
Hinesburg, VT 05461  
[giwebb@aol.com](mailto:giwebb@aol.com)

Jedidiah & Heather Depres Burack  
1664 Texas Hill Road  
Hinesburg, VT 05461  
[jburack@mac.com](mailto:jburack@mac.com)

Jerrilyn Miller & Allan Nyhan  
176 Thistle Hill Drive  
Hinesburg, VT 05461  
[nyhan@mri-vt.com](mailto:nyhan@mri-vt.com)  
[nyhan@gmavt.net](mailto:nyhan@gmavt.net)

Aimee & Andrew Frost  
129 Richmond Road  
Hinesburg, VT 05461  
[frostfarmvt@yahoo.com](mailto:frostfarmvt@yahoo.com)

Brian Bock  
10710 Route 116  
Hinesburg, VT 05461  
[brian@bock.com](mailto:brian@bock.com)

Natacha Liuzzi  
189 Lyman Meadows  
Hinesburg, VT 05461  
[nml1961@gmail.com](mailto:nml1961@gmail.com)

Gordon & Suzanne Glover  
106 Blackberry Hill Road  
Hinesburg, VT 05461  
[blowthewhistle@mac.com](mailto:blowthewhistle@mac.com)  
[Suzanne@twofoldesign.com](mailto:Suzanne@twofoldesign.com)

Richard Watts  
Leavenworth Road  
Hinesburg, VT 05461

National Bank of Middlebury  
c/o Caroline Carpenter  
PO Box 189  
Middlebury, VT 05753  
[ccarpenter@nbmvt.com](mailto:ccarpenter@nbmvt.com)

John Roos  
147 Haymeadow Lane  
Hinesburg, VT 05461  
[jabban147@gmavt.net](mailto:jabban147@gmavt.net)

Laurie Barnett  
79 Mechanicsville Road  
Hinesburg, VT 05461  
[laurie@wcvr.com](mailto:laurie@wcvr.com)

Jim Collins  
373 Hayden Hill Road  
Hinesburg, VT 05461  
[bpmjec@gmavt.net](mailto:bpmjec@gmavt.net)

Barbara & David Lyman  
357 Shelburne Falls Road  
Hinesburg, VT 05461  
[vtmtnbarb@yahoo.com](mailto:vtmtnbarb@yahoo.com)

Chittenden County Transportation Agency  
c/o Meredith Birkett  
Friend of the Commission  
15 Industrial Parkway  
Burlington, VT 05401  
[mbirkett@cctaride.org](mailto:mbirkett@cctaride.org)

c/o Marty Illick  
Friend of the Commission  
442 Lewis Creek Road  
Charlotte, VT 05445  
[marty.illick@gmail.com](mailto:marty.illick@gmail.com)

Matt Kiedaisch  
[mlkdash@mac.com](mailto:mlkdash@mac.com)

Bill Moller  
21 Fredric Way  
Hinesburg, VT 05461  
[bill.moller@gmail.com](mailto:bill.moller@gmail.com)

Mailing and certificate prepared by:  
Alex Weinhagen  
Town of Hinesburg  
Director of Planning & Zoning  
[hinesburgplanning@gmavt.net](mailto:hinesburgplanning@gmavt.net)  
482-2281 x225