

## Joe Colangelo

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**From:** Alex Weinhagen <hinesburgplanning@gmavt.net>  
**Sent:** Monday, December 02, 2013 11:20 AM  
**To:** 'Amy Escott'; 'Kim Parker'; 'Sue Conley'; 'Wendi Yarstein'; 'Tammy Orlow'; 'Amy Escott'  
**Cc:** Joe Colangelo  
**Subject:** Pleasant View Lane flooding

Amy, Kim, Sue et al.,

Regarding possible solutions to the Pleasant View Lane flooding... I met with Jiffy Mart's staff engineer (Matt Wamsganz) and representatives from Trudell Consulting Engineers (John Pitrowiski and Bernie Gagnon) on 11/21/13 on site to discuss the issue. Here's what I took away from the meeting:

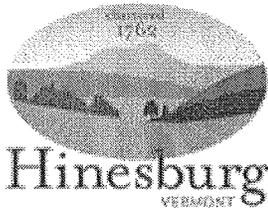
1. They agreed with the Town Road Foreman that the Shelburne Falls Road culvert is likely the largest contributor to the flooding, and should probably be upsized. They recommended that the Town ask for assistance from the VT Agency of Transportation to have one of their hydraulic engineers review the water volumes in order to properly size any new culvert in this location. This makes sense to me.
2. They noted that the Shelburne Falls Road culvert outlet is currently compromised due to stone rip-rap that has washed about 20' downstream of the outlet and created a bit of a dam. They recommended this stone rip-rap be replaced with larger stone that will better withstand big storm events with high stream velocity. This makes sense to me, but I doubt that this backs up much water during a severe storm event. Keep in mind that I'm not an engineer.
3. They noted that the stream/swale from the Pleasant View Lane culvert outlet to the Shelburne Falls Road culvert inlet might have more capacity if it were cleaned and straightened. I did not agree with this assessment.
4. They noted that the initial portion of Pleasant View Lane (near intersection with Shelburne Falls Road) is and always will be a low spot – i.e., it is likely about the same height as the top of the existing stream culvert under Pleasant View Lane. As such, they expect that during intense storms, water will have a tendency to want to overtop the road in this location. As such, they recommend installing a culvert under Pleasant View Lane at the intersection with Shelburne Falls Road. This new culvert would likely not see much water during smaller storm events, but could serve to convey "overflow" water during severe storms to help prevent the road from flooding. I believe the Town Road Foreman indicated such a culvert was probably not necessary; however, when your neighborhood does the road maintenance you have planned, you might want to consider it and discuss it further with the Town Road Foreman. This makes sense to me with the Road Foreman's blessing.
5. They noted that Trudell Consulting Engineers did conduct hydraulic modeling in 2011, and did predict that the 36" culverts under Pleasant View Lane and Shelburne Falls Road should be able to pass up to the 50-year storm. I explained that this was not the case in practice based on the flooding reported during the summer 2013 storm events. They wondered if there had been additional development upstream since the modeling, and I said I wasn't aware of any. They also noted that the 2013 storm events were very short and intense, and that apparently many storm water facilities elsewhere in Hinesburg (and in other communities) were overwhelmed temporarily. This is true (lots of temporary flooding across Chittenden County during these 2013 storms), but doesn't address why the Trudell modeling said there would be no flooding up to the 50-year storm.
6. I did point out that more of the Jiffy Mart site drains toward Shelburne Falls Road than it did prior to reconstruction. They didn't say much about this, except that this drainage pattern is per the engineering plans. I also pointed out the wetland impact/filling that was done on the Jiffy Mart property (near cattails) as

part installing underground utilities for the Fletcher Allen project. They didn't feel this impact would make much difference during a severe storm event.

At the conclusion of the meeting, I agreed to forward their observations/recommendations to you, the Town Administrator, and the Town Road Foreman. It seems the next logical step is for the Town to consider upsizing the Shelburne Falls Road culvert – 1) appropriate culvert size; 2) time horizon for replacement; 3) projected cost/budget. Once this is discussed (likely with Selectboard input), the various parties can talk about potential cost sharing. On 11/21, Matt Wamsganz of Jiffy Mart wasn't in a position to make any promises with regard to cost sharing. With that said, John Pitrowiski of Trudell Consulting Engineers did suggest that if your neighborhood was going to improve Pleasant View Lane, perhaps Jiffy Mart (or Trudell Consulting Engineers?) would consider covering the cost of a new culvert under Pleasant View Lane where it meets Shelburne Falls Road.

I encourage you to work directly with the Town Administrator (Joe Colangelo) regarding the possible upsizing of the Shelburne Falls Road culvert. The Selectboard is in the middle of crafting a budget for the 2014-2015 fiscal year (to present at Town Meeting), so this is a good time to discuss possible, new highway department projects. I'm happy to continue helping move this conversation along, but I'm not in a position to promise or implement the solutions that are needed.

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