APPENDIX 1

TRAFFIC DATA & DHV CALCULATIONS

Run Date: 2012/04/05

Vermont Agency of Transportation
Technical Services Division
Traffic Research Unit
Special Count - Volume
2009

Site ID: S6D453 **Town:** Colchester **Final AADT:** 10300
Functional Class: URBAN:MINOR ARTERIAL **Count Type:** CLASS **Route No:** FAU5600
Location: Colchester: VT127 Blakely 0.1Eof E Lkshr **Counter Type:** Tube

Date	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Total	Daily Factor	MADTACF	Adj. Vol.
2009/07/21 Tue												696	808	731	788	856	1066	1117	732	511	438	281	201	97	8322	1.04	0.89	7674
2009/07/22 Wed	43	25	26	15	35	108	303	636	767	753	645	710	795	756	775	876	1036	1082	794	637	506	363	213	118	12017	1.00	0.89	10690
2009/07/23 Thu	51	33	18	15	43	108	324	662	802	717	740	732	774	731	804	934	1113	1003	692	549	561	409	239	124	12178	0.97	0.89	10514
2009/07/24 Fri	54	29	36	13	28	109	303	584	726	745	681	743	871	818	936	889	1037	1015	817	651	573	360	249	183	12450	0.88	0.89	9772
2009/07/25 Sat	86	67	46	24	24	53	150	254	363	570	774	906	940	835	676	756	751	815	704	516	468	412	290	175	10655	1.01	0.89	9540
2009/07/26 Sun	101	65	74	26	21	43	101	264	466	470	566	852	874	750	741	818	760	667	511	500	376	251	158	83	9538	1.15	0.89	9746
2009/07/27 Mon	62	27	40	12	36	118	316	644	743	772	692	715	841	777	784	884	1053	1002	788	558	492	347	178	100	11981	1.03	0.89	10920
2009/07/28 Tue	54	29	20	14	40	127	301	647	762	670	679														3343	1.01	0.89	3013
Average:	64	39	37	17	32	95	257	527	661	671	682	765	843	771	786	859	974	957	720	560	488	346	218	126				

	Sun *	Mon *	Tue *	Wed *	Thu *	Fri *	Sat *	Weekday	Weekend	All Days**
Hours Averaged:	24	24	24	24	24	24	24	120	48	168
Average Volume:	9538	11981	11665	12017	12178	12450	10655	12058	10097	11498

Average Peak Volume:
AM Peak*:** 772
PM Peak*:** 1071

Preliminary AADT: 10300
Poll Site:
Poll Group: Rural Primary and Secondary

* Averaging by hour(0-23), then by day of week (Sun-Sat)
** Adjusted Average Day equals 5/7 * Avg Weekday + 2/ 7 * Avg Weekend Day
*** AM PM Peak Average Volumes are only from the weekday days

Lamoureux & Dickinson

14 Morse Drive
Essex, VT 05452

Location: Blakely Road / Laker Lane
Town/City: Colchester
Weather: Clear, 35 degrees
By. Jill Horton

File Name : Laker Lane AM
Site Code : 00012022
Start Date : 4/4/2012
Page No : 1

Groups Printed- Cars & Lt. Trucks - School Buses - Trucks & Other Buses

	Driveway Southbound					Blakely Road Westbound					Laker Lane Northbound					Blakely Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	18	36	0	0	54	4	0	7	0	11	0	89	31	0	120	185
07:15 AM	0	0	0	1	1	46	57	0	0	103	16	0	32	0	48	0	125	55	0	180	332
07:30 AM	1	0	1	0	2	56	89	0	0	145	22	0	41	0	63	0	146	79	1	226	436
07:45 AM	0	0	0	1	1	16	106	0	0	122	8	0	21	0	29	0	161	41	0	202	354
Total	1	0	1	2	4	136	288	0	0	424	50	0	101	0	151	0	521	206	1	728	1307
08:00 AM	0	0	0	1	1	6	71	0	0	77	3	0	0	0	3	0	124	4	0	128	209
08:15 AM	1	0	0	0	1	2	74	0	0	76	0	0	4	0	4	0	152	6	0	158	239
08:30 AM	0	0	0	0	0	3	81	1	0	85	1	0	3	0	4	0	123	6	0	129	218
08:45 AM	0	0	0	1	1	4	61	1	0	66	1	0	4	0	5	0	109	9	0	118	190
Total	1	0	0	2	3	15	287	2	0	304	5	0	11	0	16	0	508	25	0	533	856
Grand Total	2	0	1	4	7	151	575	2	0	728	55	0	112	0	167	0	1029	231	1	1261	2163
Apprch %	28.6	0	14.3	57.1		20.7	79	0.3	0		32.9	0	67.1	0		0	81.6	18.3	0.1		
Total %	0.1	0	0	0.2	0.3	7	26.6	0.1	0	33.7	2.5	0	5.2	0	7.7	0	47.6	10.7	0	58.3	
Cars & Lt. Trucks	2	0	1	4	7	141	561	2	0	704	47	0	105	0	152	0	1010	225	1	1236	2099
% Cars & Lt. Trucks	100	0	100	100	100	93.4	97.6	100	0	96.7	85.5	0	93.8	0	91	0	98.2	97.4	100	98	97
School Buses	0	0	0	0	0	10	14	0	0	24	8	0	7	0	15	0	19	6	0	25	64
% School Buses	0	0	0	0	0	6.6	2.4	0	0	3.3	14.5	0	6.2	0	9	0	1.8	2.6	0	2	3
Trucks & Other Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks & Other Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lamoureux & Dickinson

14 Morse Drive
Essex, VT 05452

Location: Blakely Road / Laker Lane
Town/City: Colchester
Weather: Cloudy, 40 degrees
By: . Horton / J. Carriere

File Name : Laker Lane PM
Site Code : 00012022
Start Date : 4/4/2012
Page No : 1

Groups Printed- Cars & Lt. Trucks - School Buses - Trucks and Other Buses

	Driveway Southbound					Blakely Road Westbound					Laker Lane Northbound					Blakely Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	13	102	0	0	115	7	0	5	0	12	0	87	16	0	103	230
02:15 PM	0	0	0	0	0	27	82	1	0	110	51	0	38	0	89	0	83	18	0	101	300
02:30 PM	0	0	0	0	0	6	78	0	0	84	39	0	39	0	78	0	80	25	0	105	267
02:45 PM	0	0	0	0	0	11	72	0	0	83	13	0	20	0	33	0	101	9	0	110	226
Total	0	0	0	0	0	57	334	1	0	392	110	0	102	0	212	0	351	68	0	419	1023
03:00 PM	0	0	0	1	1	4	125	0	0	129	11	0	10	0	21	0	110	6	0	116	267
03:15 PM	0	0	0	0	0	7	106	0	0	113	5	0	7	0	12	1	98	4	0	103	228
03:30 PM	1	0	0	0	1	6	94	0	0	100	9	0	12	0	21	0	104	6	2	112	234
03:45 PM	0	0	0	1	1	4	126	0	0	130	8	0	6	0	14	0	107	6	0	113	258
Total	1	0	0	2	3	21	451	0	0	472	33	0	35	0	68	1	419	22	2	444	987
04:00 PM	0	0	0	0	0	16	130	0	0	146	9	0	9	0	18	0	112	14	2	128	292
04:15 PM	0	0	0	0	0	7	126	0	0	133	13	0	12	0	25	1	116	26	0	143	301
04:30 PM	0	0	0	0	0	13	145	0	0	158	13	0	17	0	30	1	111	16	0	128	316
04:45 PM	0	0	0	0	0	9	173	0	0	182	10	0	26	0	36	0	95	15	0	110	328
Total	0	0	0	0	0	45	574	0	0	619	45	0	64	0	109	2	434	71	2	509	1237
05:00 PM	0	0	0	0	0	6	142	0	0	148	6	0	13	0	19	0	114	8	0	122	289
05:15 PM	1	0	0	0	1	7	163	0	0	170	1	0	6	0	7	0	107	1	0	108	286
05:30 PM	0	0	0	0	0	3	171	0	0	174	4	0	5	0	9	0	113	7	0	120	303
05:45 PM	0	0	0	0	0	10	128	0	0	138	27	0	25	0	52	0	85	7	0	92	282
Total	1	0	0	0	1	26	604	0	0	630	38	0	49	0	87	0	419	23	0	442	1160
Total	2	0	0	2	4	149	1963	1	0	2113	226	0	250	0	476	3	1623	184	4	1814	4407
Approach %	50	0	0	50		7.1	92.9	0	0		47.5	0	52.5	0		0.2	89.5	10.1	0.2		
Total %	0	0	0	0	0.1	3.4	44.5	0	0	47.9	5.1	0	5.7	0	10.8	0.1	36.8	4.2	0.1	41.2	
Cars & Lt. Trucks	2	0	0	2	4	131	1939	1	0	2071	219	0	239	0	458	3	1596	183	4	1786	4319
% Cars & Lt. Trucks	100	0	0	100	100	87.9	98.8	100	0	98	96.9	0	95.6	0	96.2	100	98.3	99.5	100	98.5	98
School Buses	0	0	0	0	0	18	9	0	0	27	7	0	11	0	18	0	10	1	0	11	56
% School Buses	0	0	0	0	0	12.1	0.5	0	0	1.3	3.1	0	4.4	0	3.8	0	0.6	0.5	0	0.6	1.3
Trucks and Other Buses	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	17	0	0	17	32
% Trucks and Other Buses	0	0	0	0	0	0	0.8	0	0	0.7	0	0	0	0	0	0	1	0	0	0.9	0.7

Vermont Agency of Transportation
Technical Services Division
Monthly Summary of Continuous Traffic Count Data

Station P6D040
Location Colchester: US7 0.6 mi S of Blakely Rd

Date		*Hours of Day* 0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Daily total
04/01/11	Fri	58	36	44	47	84	195	526	1177	1092	747	798	918	1047	997	1084	1300	1389	1498	969	665	492	314	280	165	15922
04/02/11	Sat	102	64	65	40	41	78	150	307	498	731	986	1073	1094	1118	1094	1021	1031	970	728	527	450	334	251	214	12967
04/03/11	Sun	99	69	43	25	25	30	64	112	189	383	548	856	939	1084	1045	956	997	973	866	584	486	311	218	143	11045
04/04/11	Mon	62	45	24	30	41	79	182	591	1280	1060	695	740	810	957	878	972	1225	1379	1469	793	569	397	229	165	14672
04/05/11	Tue	92	40	27	43	45	86	207	578	1253	1085	721	773	830	896	874	1065	1154	1495	1599	944	540	447	300	168	15262
04/06/11	Wed	102	49	30	26	43	88	212	585	1324	1065	702	782	852	976	934	1083	1265	1469	1557	938	618	438	333	209	15680
04/07/11	Thu	94	54	31	42	44	80	207	596	1299	1076	788	880	973	956	1117	1288	1463	1639	977	701	540	355	190	126	15516
04/08/11	Fri	45	42	39	45	80	192	588	1260	1149	830	872	1029	1081	1122	1162	1422	1528	1645	1166	730	594	447	319	162	17549
04/09/11	Sat	82	53	62	40	39	76	156	377	559	787	1065	1054	1119	1073	1072	1037	1056	938	727	602	403	312	251	189	13129
04/10/11	Sun	88	64	46	50	31	60	119	222	404	611	895	950	1068	1067	992	936	917	781	541	404	258	155	146	86	10891
04/11/11	Mon	35	24	28	44	86	181	606	1252	1114	687	806	807	920	880	1030	1250	1349	1576	882	580	404	282	160	98	15081
04/12/11	Tue	42	20	46	44	85	217	644	1334	1117	775	739	888	996	927	1109	1205	1557	1566	1006	726	549	336	192	111	16231
04/13/11	Wed	30	22	43	34	70	189	603	1295	1090	707	761	855	951	960	1026	1253	1434	1625	949	603	477	303	192	95	15567
04/14/11	Thu	62	27	44	44	90	197	618	1313	1101	788	807	954	1092	1044	1148	1328	1566	1630	1023	713	552	346	225	114	16826
04/15/11	Fri	66	25	52	51	89	217	620	1200	1096	836	920	1068	1075	1117	1158	1535	1654	1640	1075	793	527	397	274	188	17673
04/16/11	Sat	110	53	81	48	36	59	180	348	551	785	993	1110	1055	1072	986	1048	1046	940	635	510	356	294	240	147	12683
04/17/11	Sun	85	51	53	50	28	61	120	219	345	527	752	902	957	959	954	899	826	818	593	434	359	231	169	99	10491
04/18/11	Mon	52	32	40	36	88	202	577	1163	948	738	823	934	1036	988	1076	1155	1474	1488	882	602	433	272	167	116	15322
04/19/11	Tue	48	29	35	47	98	193	587	1176	968	769	832	964	1061	990	1061	1273	1489	1549	994	635	513	339	184	103	15937
04/20/11	Wed	46	40	43	39	83	181	559	1088	1027	728	761	908	1044	1000	1043	1189	1441	1580	892	557	456	332	210	114	15361
04/21/11	Thu	54	35	51	41	87	201	554	1097	999	771	900	1019	1175	1106	1107	1290	1563	1580	1055	718	540	358	209	114	16624
04/22/11	Fri	82	33	67	43	81	205	516	981	977	802	976	1175	1176	1141	1224	1343	1509	1542	1059	735	592	374	286	133	17052
04/23/11	Sat	92	65	73	45	44	69	147	291	496	749	975	1083	1070	1134	1122	1065	948	953	723	552	424	322	251	158	12851
04/24/11	Sun	91	60	75	34	33	58	110	185	330	426	592	656	827	636	641	624	635	623	559	464	379	231	141	83	8493
04/25/11	Mon	37	21	34	36	97	205	611	1327	1099	775	764	868	1013	929	1011	1289	1508	1655	828	578	418	258	138	114	15613
04/26/11	Tue	40	31	40	45	95	207	613	1300	1067	735	765	843	889	932	1043	1229	1529	1602	909	556	417	275	190	93	15445
04/27/11	Wed	44	30	39	43	95	215	650	1290	1184	783	782	979	1061	1006	1085	1312	1575	1731	1003	733	549	334	210	141	16874
04/28/11	Thu	57	36	39	33	101	207	610	1289	1109	763	760	864	1067	999	1031	1299	1483	1674	1066	722	595	335	179	116	16434
04/29/11	Fri	65	34	46	50	84	200	618	1241	1146	815	951	985	1139	1103	1254	1407	1594	1608	1046	763	622	415	299	197	17682
04/30/11	Sat	104	56	55	49	36	84	221	342	614	799	1104	1085	1193	1172	1112	1130	1082	1024	816	660	500	419	295	190	14142
Adj Avg M-F		58	33	40	41	79	177	519	1098	1117	829	806	916	1012	1001	1069	1259	1468	1584	1072	706	525	352	224	134	16120
Avg Sat		98	58	67	44	39	73	171	333	544	770	1025	1081	1106	1114	1077	1060	1033	965	726	570	427	336	258	180	13154
Avg Sun		91	61	54	40	29	52	103	185	317	487	697	841	948	937	908	854	844	799	640	472	371	232	169	103	10230
Adj Avg Day		68	41	46	41	66	144	410	858	921	772	822	929	1016	1008	1047	1173	1317	1383	961	653	489	333	221	136	14855

PM PEAK 4/6/11 = 1,557

2011 DHV CTC D040 = 1,783

COUNT TO DHV FACTOR = $\frac{1,783}{1,557}$ = 1.145

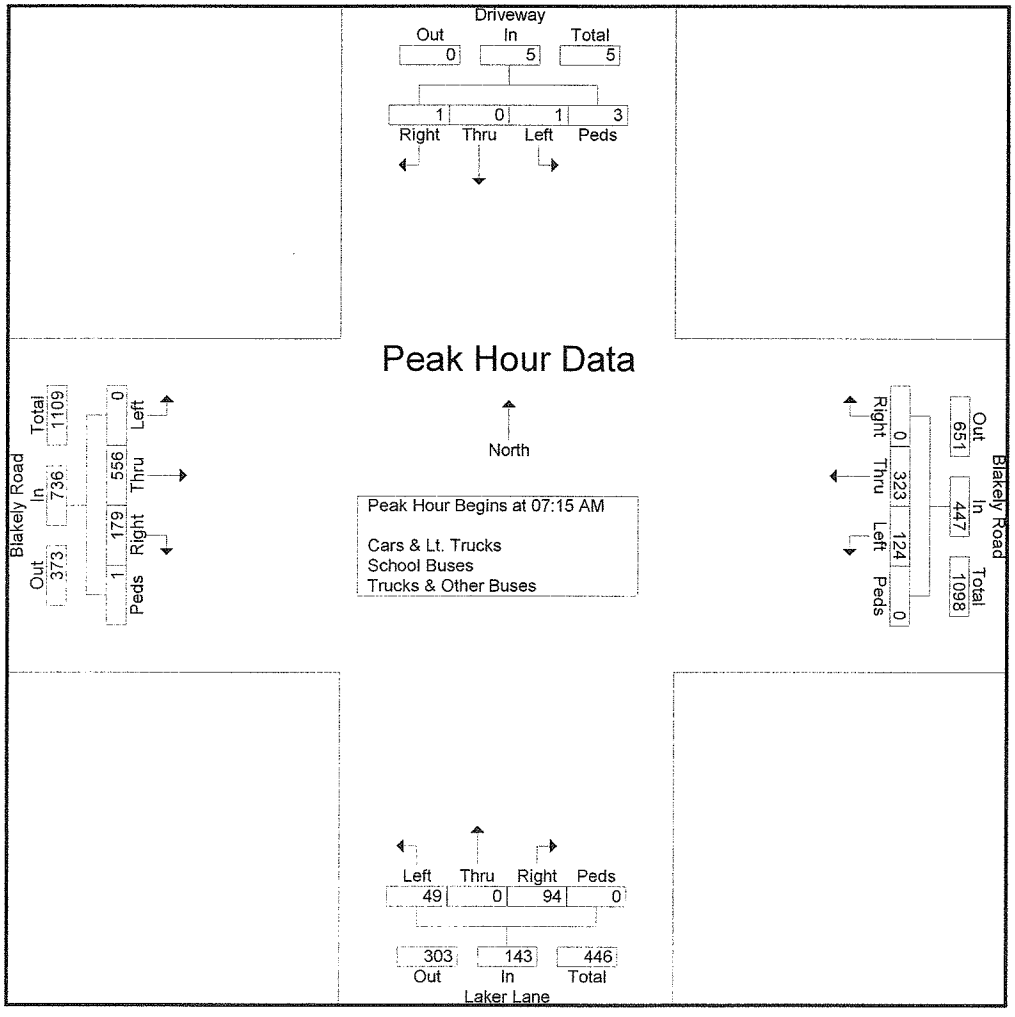
Lamoureux & Dickinson

14 Morse Drive
Essex, VT 05452

Location: Blakely Road / Laker Lane
Town/City: Colchester
Weather: Clear, 35 degrees
By: Bill Horton

File Name : Laker Lane AM
Site Code : 00012022
Start Date : 4/4/2012
Page No : 2

	Driveway Southbound					Blakely Road Westbound					Laker Lane Northbound					Blakely Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	**1**	1	46	57	0	0	103	16	0	32	0	48	0	125	55	0	180	332
07:30 AM	**1**	0	**1**	0	**2**	**56**	89	0	0	**145**	**22**	0	**41**	0	**63**	0	146	**79**	**1**	**226**	**436**
07:45 AM	0	0	0	1	1	16	**106**	0	0	122	8	0	21	0	29	0	**161**	41	0	202	354
08:00 AM	0	0	0	1	1	6	71	0	0	77	3	0	0	0	3	0	124	4	0	128	209
Total Volume	1	0	1	3	5	124	323	0	0	447	49	0	94	0	143	0	556	179	1	736	1331
% App. Total	20	0	20	60		27.7	72.3	0	0		34.3	0	65.7	0		0	75.5	24.3	0.1		
PHF	.250	.000	.250	.750	.625	.554	.762	.000	.000	.771	.557	.000	.573	.000	.567	.000	.863	.566	.250	.814	.763



LAMOUREUX & DICKINSON CONSULTING ENGINEERS, INC.
INTERSECTION TURNING MOVEMENT VOLUMES

PROJECT / TOWN: Colchester VT 127 Scoping
PROJECT #:
INTERSECTION: Blakely Road / Laker Lane

BY: J. Carriere
CHECKED:

COUNT DAY/DATE: 4/4/2012 7:15-8:15 AM
AM/PM?: AM

ENTER DHV FACTOR = 1.145

ENTER GROWTH RATES:
BASE YEAR 2012 = 1.000
FUT. YEAR 2022 = 1.050

(0) (0) (0)		( )
[0] [0] [0]		[ ]
{ 0 } { 0 } { 0 }		{ }

KEY
( ) OBSERVED PEAK HOUR VOLUME
[ ] 2012 DHV
{ } 2022 DHV

(0) [0] { 0 }	↗	↖ (0) [0] { 0 }
(556) [637] { 668 }	→	← (323) [370] { 388 }
(179) [205] { 215 }	↘	↙ (124) [142] { 149 }

↑	↖	↑	↗
↑	(49)	(0)	(94)
↑	[56]	[0]	[108]
↑	{ 59 }	{ 0 }	{ 113 }
NORTH			

TOTAL APPROACH VOLUMES:

YEAR	WEST	EAST	NORTH	SOUTH
COUNT	(49)	(1097)	(0)	(446)
2012	[1268]	[1257]	[0]	[511]
2022	{ 1330 }	{ 1318 }	{ 0 }	{ 536 }

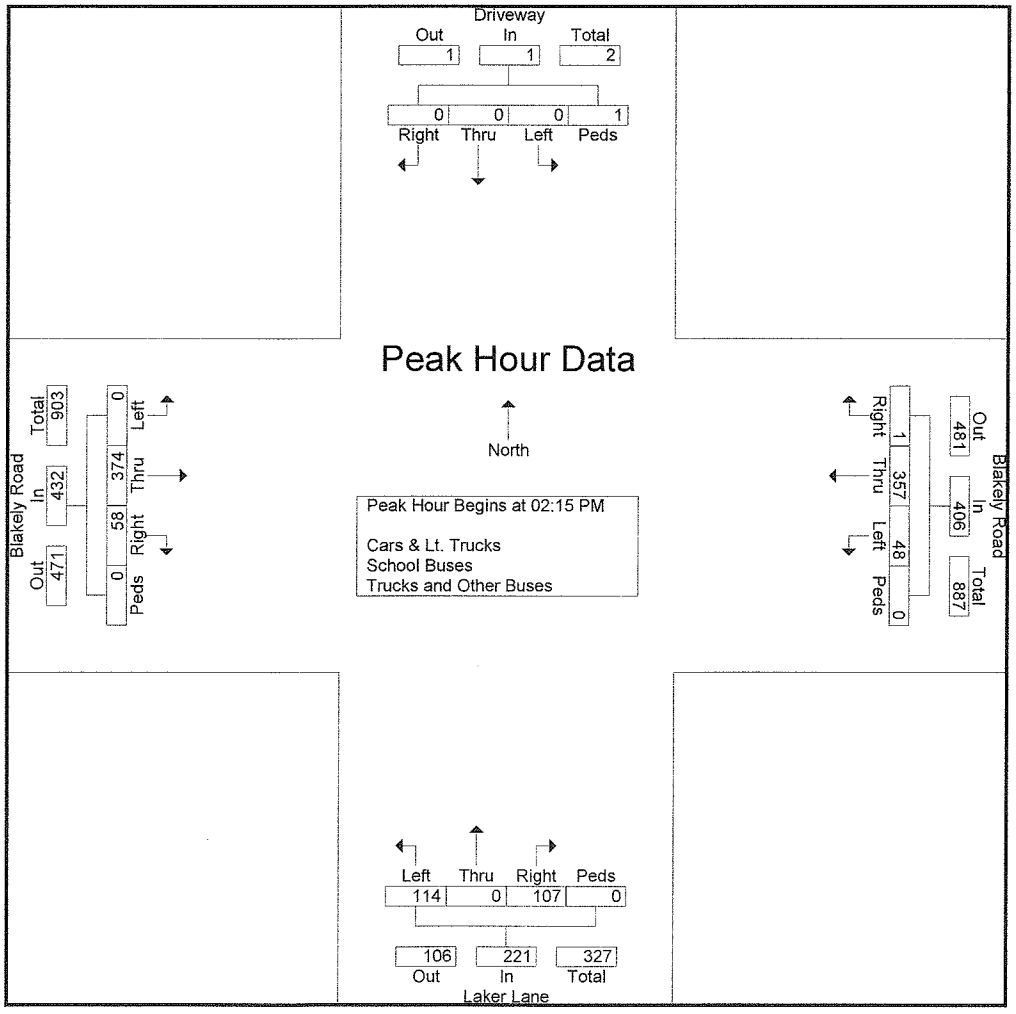
Lamoureux & Dickinson

14 Morse Drive
Essex, VT 05452

Location: Blakely Road / Laker Lane
Town/City: Colchester
Weather: Cloudy, 40 degrees
By: B. Horton / J. Carriere

File Name : Laker Lane PM
Site Code : 00012022
Start Date : 4/4/2012
Page No : 2

	Driveway Southbound					Blakely Road Westbound					Laker Lane Northbound					Blakely Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 04:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:15 PM																					
02:15 PM	0	0	0	0	0	**27**	82	**1**	0	110	**51**	0	38	0	**89**	0	83	18	0	101	**300**
02:30 PM	0	0	0	0	0	6	78	0	0	84	39	0	**39**	0	78	0	80	**25**	0	105	267
02:45 PM	0	0	0	0	0	11	72	0	0	83	13	0	20	0	33	0	101	9	0	110	226
03:00 PM	0	0	0	**1**	**1**	4	**125**	0	0	**129**	11	0	10	0	21	0	**110**	6	0	**116**	267
Total Volume	0	0	0	1	1	48	357	1	0	406	114	0	107	0	221	0	374	58	0	432	1060
% App. Total	0	0	0	100		11.8	87.9	0.2	0		51.6	0	48.4	0		0	86.6	13.4	0		
PHF	.000	.000	.000	.250	.250	.444	.714	.250	.000	.787	.559	.000	.686	.000	.621	.000	.850	.580	.000	.931	.883



LAMOUREUX & DICKINSON CONSULTING ENGINEERS, INC.
INTERSECTION TURNING MOVEMENT VOLUMES

PROJECT / TOWN: Colchester VT 127 Scoping
PROJECT #:
INTERSECTION: Blakely Road / Laker Lane

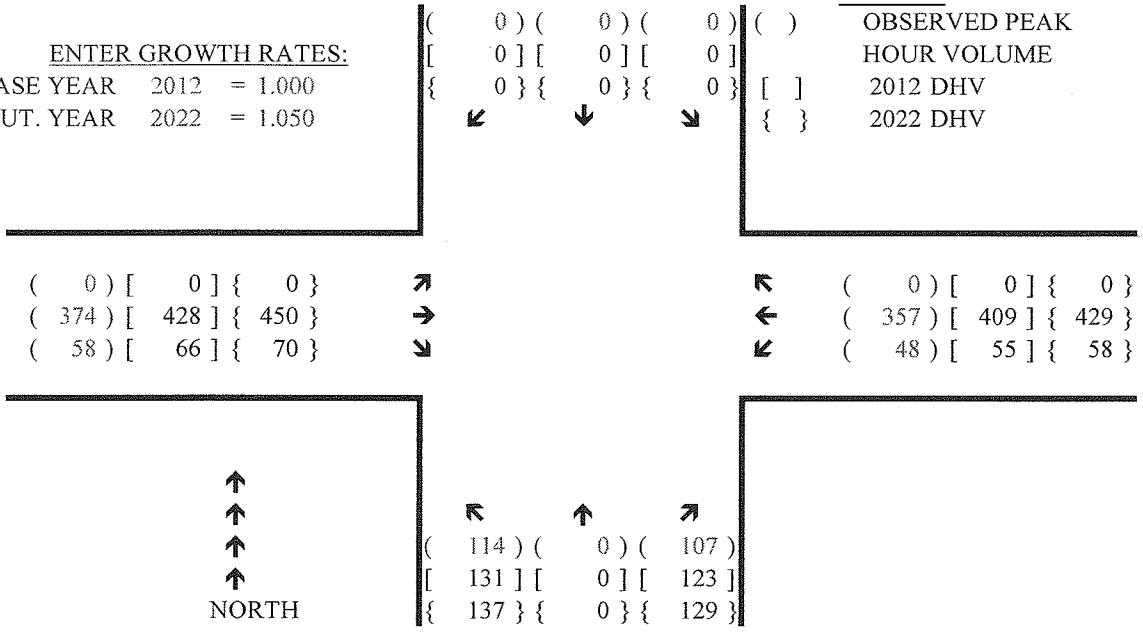
BY: J. Carriere
CHECKED:

COUNT DAY/DATE: 4/4/2012 2:15-3:15 PM
AM/PM?: PM

ENTER DHV FACTOR = 1.145

ENTER GROWTH RATES:
BASE YEAR 2012 = 1.000
FUT. YEAR 2022 = 1.050

KEY
( ) OBSERVED PEAK HOUR VOLUME
[ ] 2012 DHV
{ } 2022 DHV



TOTAL APPROACH VOLUMES:

YEAR	WEST	EAST	NORTH	SOUTH
COUNT	(49)	(886)	(0)	(327)
2012	[1034]	[1015]	[0]	[375]
2022	{ 1086 }	{ 1066 }	{ 0 }	{ 394 }

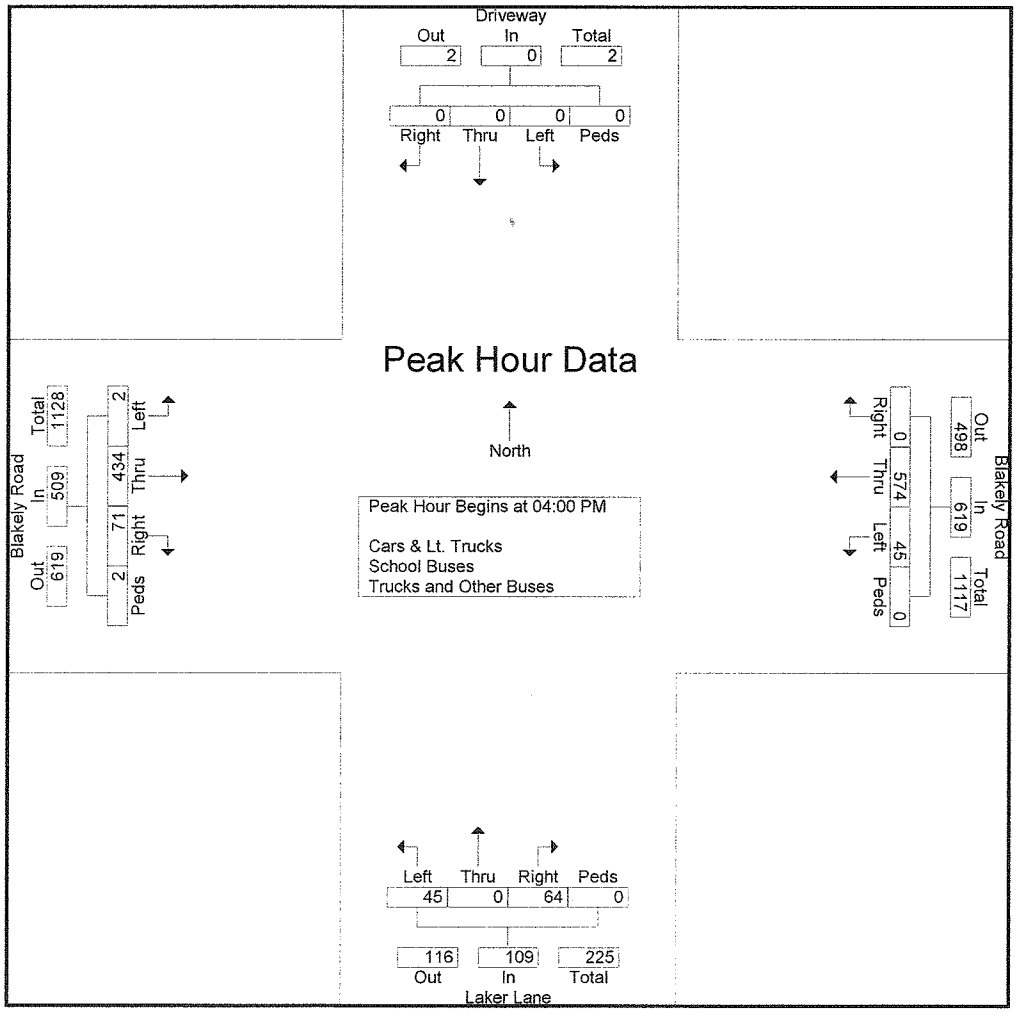
Lamoureux & Dickinson

14 Morse Drive
Essex, VT 05452

Location: Blakely Road / Laker Lane
Town/City: Colchester
Weather: Cloudy, 40 degrees
By . Horton / J. Carriere

File Name : Laker Lane PM
Site Code : 00012022
Start Date : 4/4/2012
Page No : 2

	Driveway Southbound					Blakely Road Westbound					Laker Lane Northbound					Blakely Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	**16**	130	0	0	146	9	0	9	0	18	0	112	14	**2**	128	292
04:15 PM	0	0	0	0	0	7	126	0	0	133	**13**	0	12	0	25	**1**	**116**	**26**	0	**143**	301
04:30 PM	0	0	0	0	0	13	145	0	0	158	13	0	17	0	30	1	111	16	0	128	316
04:45 PM	0	0	0	0	0	9	**173**	0	0	**182**	10	0	**26**	0	**36**	0	95	15	0	110	**328**
Total Volume	0	0	0	0	0	45	574	0	0	619	45	0	64	0	109	2	434	71	2	509	1237
% App. Total	0	0	0	0		7.3	92.7	0	0		41.3	0	58.7	0		0.4	85.3	13.9	0.4		
PHF	.000	.000	.000	.000	.000	.703	.829	.000	.000	.850	.865	.000	.615	.000	.757	.500	.935	.683	.250	.890	.943



LAMOUREUX & DICKINSON CONSULTING ENGINEERS, INC.
INTERSECTION TURNING MOVEMENT VOLUMES

PROJECT / TOWN: Colchester VT 127 Scoping
PROJECT #:
INTERSECTION: Blakely Road / Laker Lane

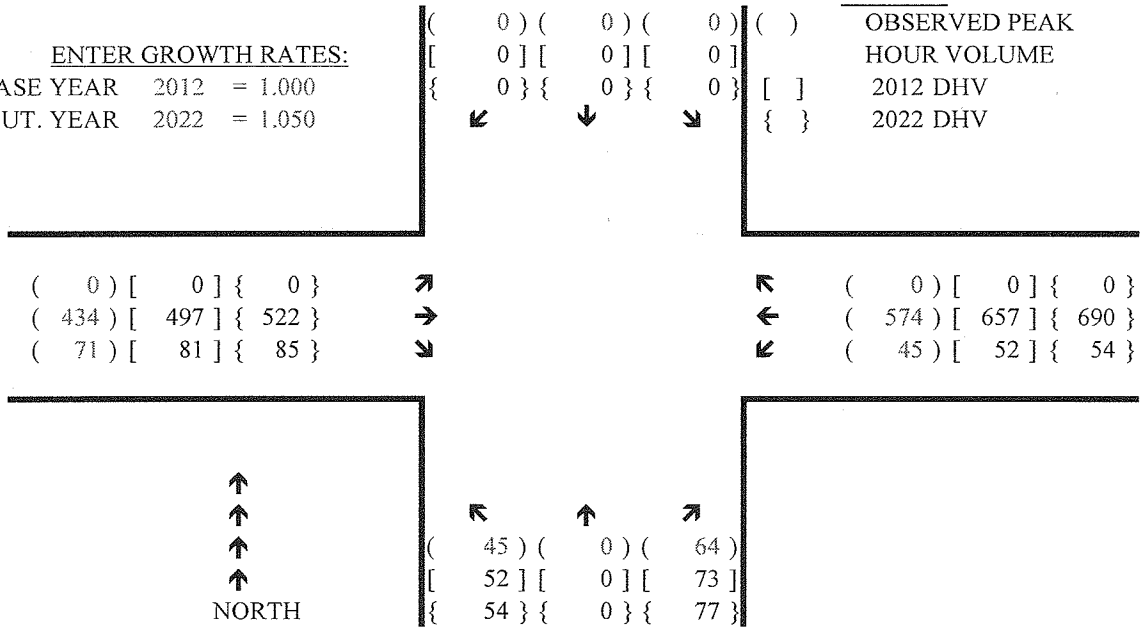
BY: J. Carriere
CHECKED:

COUNT DAY/DATE: 4/4/2012 4:00-5:00 PM
AM/PM?: PM

ENTER DHV FACTOR = 1.145

ENTER GROWTH RATES:
BASE YEAR 2012 = 1.000
FUT. YEAR 2022 = 1.050

KEY
( ) OBSERVED PEAK HOUR VOLUME
[ ] 2012 DHV
{ } 2022 DHV



TOTAL APPROACH VOLUMES:

YEAR	WEST	EAST	NORTH	SOUTH
COUNT	(49)	(1117)	(0)	(225)
2012	[1287]	[1279]	[0]	[258]
2022	{ 1351 }	{ 1343 }	{ 0 }	{ 270 }

APPENDIX 2

INTERSECTION CAPACITY ANALYSES

Blakely Road / Laker Lane
Existing Geometry (No-Build)

Blakely Road / Laker Lane Intersection - Existing Conditions
Blended SimTraffic Results Based on Existing Yielding Behavior (25% est.)

AM Peak Hour Delays (sec/veh)					
	EB/WB Free	EB/WB Yield	Free x 0.75	Yield x 0.25	Total
Blakely Rd EB	22.3	31.5	16.7	7.9	24.6
Blakely Rd WB	33.3	19.0	25.0	4.8	29.7
Laker Lane NB	458.7	120.0	344.0	30.0	374.0

AM Peak Hour Queues (ft)					
	EB/WB Free	EB/WB Yield	Free x 0.75	Yield x 0.25	Total
Blakely Rd EB	22	552	17	138	155
Blakely Rd WB	480	174	360	44	404
Laker Lane NB	1,052	136	789	34	823

School Peak Hour Delays (sec/veh)					
	EB/WB Free	EB/WB Yield	Free x 0.75	Yield x 0.25	Total
Blakely Rd EB	14.2	18.9	10.7	4.7	15.4
Blakely Rd WB	14.3	16.9	10.7	4.2	15.0
Laker Lane NB	29.9	13.2	22.4	3.3	25.7

School Peak Hour Queues (ft)					
	EB/WB Free	EB/WB Yield	Free x 0.75	Yield x 0.25	Total
Blakely Rd EB	4	201	3	50	53
Blakely Rd WB	200	150	150	38	188
Laker Lane NB	251	141	188	35	224

PM Peak Hour Delays (sec/veh)					
	EB/WB Free	EB/WB Yield	Free x 0.75	Yield x 0.25	Total
Blakely Rd EB	16.6	20.2	12.5	5.1	17.5
Blakely Rd WB	19.5	22.0	14.6	5.5	20.1
Laker Lane NB	27.7	8.6	20.8	2.2	22.9

PM Peak Hour Queues (ft)					
	EB/WB Free	EB/WB Yield	Free x 0.75	Yield x 0.25	Total
Blakely Rd EB	4	175	3	44	47
Blakely Rd WB	324	132	243	33	276
Laker Lane NB	156	102	117	26	143

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.967				0.911	
Flt Protected				0.986	0.983	
Satd. Flow (prot)	1588	0	0	1620	1493	0
Flt Permitted				0.986	0.983	
Satd. Flow (perm)	1588	0	0	1620	1493	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	4404			4188	3001	
Travel Time (s)	100.1			95.2	68.2	
Volume (vph)	668	215	149	388	59	113
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	4%	2%	2%	4%	2%	2%
Adj. Flow (vph)	668	215	149	388	59	113
Lane Group Flow (vph)	883	0	0	537	172	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 107.4% ICU Level of Service G
Analysis Period (min) 15

3: Int Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	4.3	1.2	1.5	3.4	8.4	12.5	31.2
Delay / Veh (s)	22.8	20.8	38.0	31.4	540.1	412.7	71.5
Avg Speed (mph)	24	24	21	22	3	4	17

Total Network Performance

Total Delay (hr)	37.9
Delay / Veh (s)	86.6
Avg Speed (mph)	20

3: Int Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	5.5	4.9	20.9	31.2
Delay / Veh (s)	22.3	33.3	458.7	71.5
Avg Speed (mph)	24	22	4	17

Total Network Performance

Total Delay (hr)	37.9
Delay / Veh (s)	86.6
Avg Speed (mph)	20

Intersection: 3: Int

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	22	480	1052
Average Queue (ft)	2	210	546
95th Queue (ft)	12	424	1422
Link Distance (ft)	4370	4166	2973
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Nework Summary

Network wide Queuing Penalty: 0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.967				0.911	
Flt Protected				0.986	0.983	
Satd. Flow (prot)	1588	0	0	1620	1493	0
Flt Permitted				0.986	0.983	
Satd. Flow (perm)	1588	0	0	1620	1493	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	4404			4188	3001	
Travel Time (s)	100.1			95.2	68.2	
Volume (vph)	668	215	149	388	59	113
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	4%	2%	2%	4%	2%	2%
Adj. Flow (vph)	668	215	149	388	59	113
Lane Group Flow (vph)	883	0	0	537	172	0
Sign Control	Yield			Yield	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 107.4% ICU Level of Service G
Analysis Period (min) 60

3: Int Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	6.0	1.7	0.8	2.0	0.2	0.4	11.1
Delay / Veh (s)	32.2	29.3	19.1	18.9	12.9	11.7	25.2
Avg Speed (mph)	22	22	24	24	24	24	23

Total Network Performance

Total Delay (hr)	17.8
Delay / Veh (s)	40.3
Avg Speed (mph)	24

3: Int Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	7.7	2.8	0.6	11.1
Delay / Veh (s)	31.5	19.0	12.0	25.2
Avg Speed (mph)	22	24	24	23

Total Network Performance

Total Delay (hr)	17.8
Delay / Veh (s)	40.3
Avg Speed (mph)	24

Intersection: 3: Int

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	552	174	136
Average Queue (ft)	190	79	61
95th Queue (ft)	394	137	104
Link Distance (ft)	4370	4166	2973
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Nework Summary

Network wide Queuing Penalty: 0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.935	
Flt Protected				0.994	0.975	
Satd. Flow (prot)	1609	0	0	1629	1519	0
Flt Permitted				0.994	0.975	
Satd. Flow (perm)	1609	0	0	1629	1519	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	4404			4188	3001	
Travel Time (s)	100.1			95.2	68.2	
Volume (vph)	450	70	58	429	137	129
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	4%	2%	2%	4%	2%	2%
Adj. Flow (vph)	450	70	58	429	137	129
Lane Group Flow (vph)	520	0	0	487	266	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 87.4% ICU Level of Service E
Analysis Period (min) 15

3: Int Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	1.8	0.2	0.3	1.7	1.3	0.9	6.2
Delay / Veh (s)	14.5	12.8	17.6	13.9	33.0	26.7	17.5
Avg Speed (mph)	26	25	25	26	19	20	24

Total Network Performance

Total Delay (hr)	12.0
Delay / Veh (s)	33.9
Avg Speed (mph)	25

3: Int Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	2.0	1.9	2.2	6.2
Delay / Veh (s)	14.2	14.3	29.9	17.5
Avg Speed (mph)	26	26	20	24

Total Network Performance

Total Delay (hr)	12.0
Delay / Veh (s)	33.9
Avg Speed (mph)	25

Intersection: 3: Int

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	200	251
Average Queue (ft)	0	44	117
95th Queue (ft)	3	138	216
Link Distance (ft)	4370	4166	2973
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Nework Summary

Network wide Queuing Penalty: 0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982				0.935	
Flt Protected				0.994	0.975	
Satd. Flow (prot)	1609	0	0	1629	1519	0
Flt Permitted				0.994	0.975	
Satd. Flow (perm)	1609	0	0	1629	1519	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	4404			4188	3001	
Travel Time (s)	100.1			95.2	68.2	
Volume (vph)	450	70	58	429	137	129
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	4%	2%	2%	4%	2%	2%
Adj. Flow (vph)	450	70	58	429	137	129
Lane Group Flow (vph)	520	0	0	487	266	0
Sign Control	Yield			Yield	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 87.4% ICU Level of Service E
Analysis Period (min) 15

3: Int Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	2.4	0.3	0.3	2.0	0.5	0.4	6.0
Delay / Veh (s)	19.4	16.3	16.4	17.0	13.8	12.4	16.9
Avg Speed (mph)	25	25	25	25	24	24	25

Total Network Performance

Total Delay (hr)	11.7
Delay / Veh (s)	33.1
Avg Speed (mph)	25

3: Int Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	2.7	2.3	1.0	6.0
Delay / Veh (s)	18.9	16.9	13.2	16.9
Avg Speed (mph)	25	25	24	25

Total Network Performance

Total Delay (hr)	11.7
Delay / Veh (s)	33.1
Avg Speed (mph)	25

Intersection: 3: Int

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	201	150	141
Average Queue (ft)	73	56	73
95th Queue (ft)	146	116	117
Link Distance (ft)	4370	4166	2973
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Nework Summary

Network wide Queuing Penalty: 0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700
Storage Length (ft)		125	125		0	0
Storage Lanes		0	0		1	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.981				0.921	
Flt Protected				0.996	0.980	
Satd. Flow (prot)	1608	0	0	1630	1504	0
Flt Permitted				0.996	0.980	
Satd. Flow (perm)	1608	0	0	1630	1504	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	4404			4188	3001	
Travel Time (s)	100.1			95.2	68.2	
Volume (vph)	522	85	54	690	54	77
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	4%	2%	2%	4%	2%	2%
Adj. Flow (vph)	522	85	54	690	54	77
Lane Group Flow (vph)	607	0	0	744	131	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 99.0% ICU Level of Service F
Analysis Period (min) 15

3: Int Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	2.4	0.4	0.3	3.7	0.5	0.5	7.8
Delay / Veh (s)	16.4	15.0	22.2	19.3	34.3	23.0	18.8
Avg Speed (mph)	25	25	23	25	20	21	24

Total Network Performance

Total Delay (hr)	15.8
Delay / Veh (s)	38.1
Avg Speed (mph)	24

3: Int Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	2.8	4.0	1.0	7.8
Delay / Veh (s)	16.2	19.5	27.7	18.8
Avg Speed (mph)	25	24	21	24

Total Network Performance

Total Delay (hr)	15.8
Delay / Veh (s)	38.1
Avg Speed (mph)	24

Intersection: 3: Int

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	324	156
Average Queue (ft)	0	65	71
95th Queue (ft)	3	200	136
Link Distance (ft)	4370	4166	2973
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Nework Summary

Network wide Queuing Penalty: 0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.981				0.921	
Flt Protected				0.996	0.980	
Satd. Flow (prot)	1608	0	0	1630	1504	0
Flt Permitted				0.996	0.980	
Satd. Flow (perm)	1608	0	0	1630	1504	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	4404			4188	3001	
Travel Time (s)	100.1			95.2	68.2	
Volume (vph)	522	85	54	690	54	77
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	4%	2%	2%	4%	2%	2%
Adj. Flow (vph)	522	85	54	690	54	77
Lane Group Flow (vph)	607	0	0	744	131	0
Sign Control	Yield			Yield	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 99.0% ICU Level of Service F
Analysis Period (min) 15

3: Int Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	3.0	0.4	0.3	4.3	0.1	0.2	8.3
Delay / Veh (s)	20.5	18.1	20.3	22.1	9.3	8.1	20.1
Avg Speed (mph)	24	24	24	24	26	25	24

Total Network Performance

Total Delay (hr)	15.9
Delay / Veh (s)	38.6
Avg Speed (mph)	24

3: Int Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	3.4	4.5	0.3	8.3
Delay / Veh (s)	20.2	22.0	8.6	20.1
Avg Speed (mph)	24	24	25	24

Total Network Performance

Total Delay (hr)	15.9
Delay / Veh (s)	38.6
Avg Speed (mph)	24

Intersection: 3: Int

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	175	132	102
Average Queue (ft)	61	50	48
95th Queue (ft)	128	109	82
Link Distance (ft)	4370	4166	2973
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Nework Summary

Network wide Queuing Penalty: 0

Blakely Road / Laker Lane
Alternative #1 - New Turn Lanes & Stop Sign Control

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700
Storage Length (ft)		125	125		0	0
Storage Lanes		1	1		1	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.911	
Flt Protected			0.950		0.983	
Satd. Flow (prot)	1635	1417	1583	1635	1493	0
Flt Permitted			0.950		0.983	
Satd. Flow (perm)	1635	1417	1583	1635	1493	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	4404			4188	3001	
Travel Time (s)	100.1			95.2	68.2	
Volume (vph)	668	215	149	388	59	113
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	4%	2%	2%	4%	2%	2%
Adj. Flow (vph)	668	215	149	388	59	113
Lane Group Flow (vph)	668	215	149	388	172	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 69.9% ICU Level of Service C
Analysis Period (min) 15

3: Int Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	3.8	1.1	0.9	1.4	0.6	0.8	8.7
Delay / Veh (s)	20.3	19.8	22.6	13.3	36.0	24.8	19.7
Avg Speed (mph)	25	24	24	26	19	21	24

Total Network Performance

Total Delay (hr)	16.0
Delay / Veh (s)	36.2
Avg Speed (mph)	24

3: Int Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	5.0	2.3	1.4	8.7
Delay / Veh (s)	20.2	15.8	28.7	19.7
Avg Speed (mph)	24	25	20	24

Total Network Performance

Total Delay (hr)	16.0
Delay / Veh (s)	36.2
Avg Speed (mph)	24

Intersection: 3: Int

Movement	EB	EB	WB	NB
Directions Served	T	R	L	LR
Maximum Queue (ft)	13	34	119	221
Average Queue (ft)	0	5	52	78
95th Queue (ft)	5	24	98	160
Link Distance (ft)	4370			2953
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		125	125	
Storage Blk Time (%)			0	
Queuing Penalty (veh)			1	

Nework Summary

Network wide Queuing Penalty: 1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.935	
Flt Protected			0.950		0.975	
Satd. Flow (prot)	1635	1417	1583	1635	1519	0
Flt Permitted			0.950		0.975	
Satd. Flow (perm)	1635	1417	1583	1635	1519	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	4404			4188	3001	
Travel Time (s)	100.1			95.2	68.2	
Volume (vph)	450	70	58	429	137	129
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	4%	2%	2%	4%	2%	2%
Adj. Flow (vph)	450	70	58	429	137	129
Lane Group Flow (vph)	450	70	58	429	266	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 57.4% ICU Level of Service B
Analysis Period (min) 15

3: Int Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	1.0	0.1	0.1	0.6	1.0	0.8	3.6
Delay / Veh (s)	7.9	5.1	7.1	5.4	26.5	22.2	10.3
Avg Speed (mph)	27	27	27	28	21	21	26

Total Network Performance

Total Delay (hr)	9.1
Delay / Veh (s)	25.8
Avg Speed (mph)	26

3: Int Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	1.1	0.8	1.8	3.6
Delay / Veh (s)	7.5	5.6	24.4	10.3
Avg Speed (mph)	27	28	21	26

Total Network Performance

Total Delay (hr)	9.1
Delay / Veh (s)	25.8
Avg Speed (mph)	26

Intersection: 3: Int

Movement	EB	WB	NB
Directions Served	R	L	LR
Maximum Queue (ft)	9	58	218
Average Queue (ft)	0	17	95
95th Queue (ft)	5	47	175
Link Distance (ft)	4370	4166	2953
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Nework Summary

Network wide Queuing Penalty: 0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700
Storage Length (ft)		125	125		0	0
Storage Lanes		1	1		1	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.921	
Flt Protected			0.950		0.980	
Satd. Flow (prot)	1635	1417	1583	1635	1504	0
Flt Permitted			0.950		0.980	
Satd. Flow (perm)	1635	1417	1583	1635	1504	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	4404			4188	3001	
Travel Time (s)	100.1			95.2	68.2	
Volume (vph)	522	85	54	690	54	77
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	4%	2%	2%	4%	2%	2%
Adj. Flow (vph)	522	85	54	690	54	77
Lane Group Flow (vph)	522	85	54	690	131	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 55.9% ICU Level of Service B
Analysis Period (min) 15

3: Int Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	2.2	0.4	0.3	3.3	0.3	0.3	6.8
Delay / Veh (s)	15.3	14.7	20.3	17.2	22.7	14.7	16.5
Avg Speed (mph)	25	25	24	25	22	23	25

Total Network Performance

Total Delay (hr)	15.1
Delay / Veh (s)	36.5
Avg Speed (mph)	25

3: Int Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	2.6	3.6	0.6	6.8
Delay / Veh (s)	15.2	17.4	18.0	16.5
Avg Speed (mph)	25	25	23	25

Total Network Performance

Total Delay (hr)	15.1
Delay / Veh (s)	36.5
Avg Speed (mph)	25

Intersection: 3: Int

Movement	EB	WB	NB
Directions Served	R	L	LR
Maximum Queue (ft)	8	67	127
Average Queue (ft)	0	19	51
95th Queue (ft)	5	52	100
Link Distance (ft)			2953
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	125	125	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Nework Summary

Network wide Queuing Penalty: 0

Blakely Road / Laker Lane
Alternative #2 - New Turn Lanes & Signalization

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.91	
Flt Protected	1.00	1.00	0.95	1.00	0.98	
Satd. Flow (prot)	1683	1458	1630	1683	1537	
Flt Permitted	1.00	1.00	0.30	1.00	0.98	
Satd. Flow (perm)	1683	1458	515	1683	1537	
Volume (vph)	668	215	149	388	59	113
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	668	215	149	388	59	113
RTOR Reduction (vph)	0	100	0	0	90	0
Lane Group Flow (vph)	668	115	149	388	82	0
Heavy Vehicles (%)	4%	2%	2%	4%	2%	2%
Turn Type		Perm	Perm			
Protected Phases	4			8	2	
Permitted Phases		4	8			
Actuated Green, G (s)	19.4	19.4	19.4	19.4	6.8	
Effective Green, g (s)	20.4	20.4	20.4	20.4	7.8	
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.20	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	899	779	275	899	314	
v/s Ratio Prot	c0.40			0.23	c0.05	
v/s Ratio Perm		0.08	0.29			
v/c Ratio	0.74	0.15	0.54	0.43	0.26	
Uniform Delay, d1	6.9	4.5	5.8	5.4	12.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.0	0.0	1.2	0.1	0.2	
Delay (s)	9.9	4.5	7.0	5.5	12.9	
Level of Service	A	A	A	A	B	
Approach Delay (s)	8.6			5.9	12.9	
Approach LOS	A			A	B	

Intersection Summary

HCM Average Control Delay	8.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	38.2	Sum of lost time (s)	10.0
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	60		

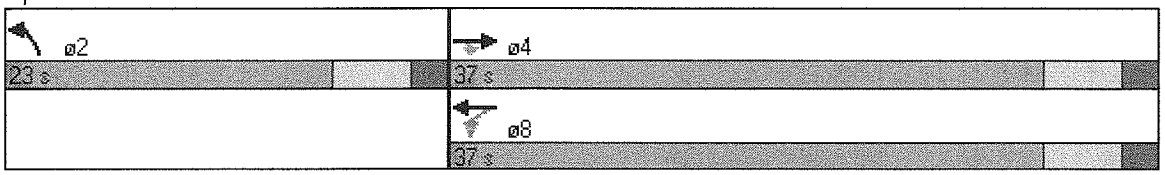
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Volume (vph)	668	215	149	388	59
Lane Group Flow (vph)	668	215	149	388	172
Turn Type		Perm	Perm		
Protected Phases	4			8	2
Permitted Phases		4	8		
Detector Phases	4	4	8	8	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0
Total Split (s)	37.0	37.0	37.0	37.0	23.0
Total Split (%)	61.7%	61.7%	61.7%	61.7%	38.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	Min
v/c Ratio	0.76	0.25	0.63	0.44	0.43
Control Delay	14.0	1.7	21.9	7.4	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	1.7	21.9	7.4	11.0
Queue Length 50th (ft)	84	0	17	38	10
Queue Length 95th (ft)	#319	26	#127	124	70
Internal Link Dist (ft)	4324			4108	2921
Turn Bay Length (ft)		125	125		
Base Capacity (vph)	1081	1013	290	1081	648
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.21	0.51	0.36	0.27

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 39
Natural Cycle: 60
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Int



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.93	
Flt Protected	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (prot)	1683	1458	1630	1683	1563	
Flt Permitted	1.00	1.00	0.45	1.00	0.97	
Satd. Flow (perm)	1683	1458	765	1683	1563	
Volume (vph)	450	70	58	429	137	129
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	450	70	58	429	137	129
RTOR Reduction (vph)	0	40	0	0	61	0
Lane Group Flow (vph)	450	30	58	429	205	0
Heavy Vehicles (%)	4%	2%	2%	4%	2%	2%
Turn Type		Perm	Perm			
Protected Phases	4			8	2	
Permitted Phases		4	8			
Actuated Green, G (s)	14.0	14.0	14.0	14.0	9.1	
Effective Green, g (s)	15.0	15.0	15.0	15.0	10.1	
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.29	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	719	623	327	719	450	
v/s Ratio Prot	c0.27			0.25	c0.13	
v/s Ratio Perm		0.02	0.08			
v/c Ratio	0.63	0.05	0.18	0.60	0.46	
Uniform Delay, d1	7.9	5.9	6.2	7.7	10.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.2	0.0	0.1	0.9	0.3	
Delay (s)	9.1	5.9	6.3	8.6	10.5	
Level of Service	A	A	A	A	B	
Approach Delay (s)	8.7			8.3	10.5	
Approach LOS	A			A	B	

Intersection Summary

HCM Average Control Delay	8.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	35.1	Sum of lost time (s)	10.0
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	60		

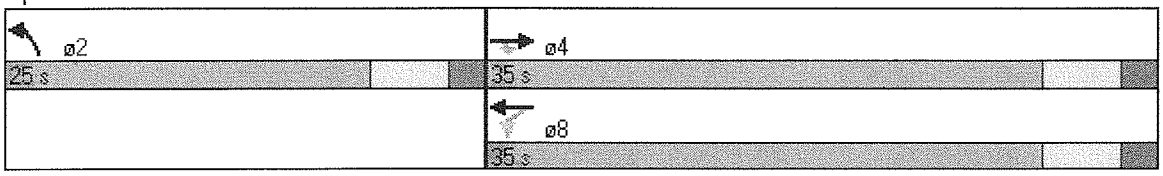
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Volume (vph)	450	70	58	429	137
Lane Group Flow (vph)	450	70	58	429	266
Turn Type		Perm	Perm		
Protected Phases	4			8	2
Permitted Phases		4	8		
Detector Phases	4	4	8	8	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0
Total Split (s)	35.0	35.0	35.0	35.0	25.0
Total Split (%)	58.3%	58.3%	58.3%	58.3%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	Min
v/c Ratio	0.64	0.11	0.19	0.61	0.53
Control Delay	13.6	2.8	9.0	12.9	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.6	2.8	9.0	12.9	12.9
Queue Length 50th (ft)	57	0	6	54	26
Queue Length 95th (ft)	200	19	32	187	120
Internal Link Dist (ft)	4324			4108	2921
Turn Bay Length (ft)		125	125		
Base Capacity (vph)	1006	900	430	1006	746
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.45	0.08	0.13	0.43	0.36

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 36.3
Natural Cycle: 45
Control Type: Semi Act-Uncoord

Splits and Phases: 3: Int



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.92	
Flt Protected	1.00	1.00	0.95	1.00	0.98	
Satd. Flow (prot)	1683	1458	1630	1683	1548	
Flt Permitted	1.00	1.00	0.42	1.00	0.98	
Satd. Flow (perm)	1683	1458	723	1683	1548	
Volume (vph)	522	85	54	690	54	77
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	522	85	54	690	54	77
RTOR Reduction (vph)	0	39	0	0	62	0
Lane Group Flow (vph)	522	46	54	690	69	0
Heavy Vehicles (%)	4%	2%	2%	4%	2%	2%
Turn Type		Perm	Perm			
Protected Phases	4			8	2	
Permitted Phases		4	8			
Actuated Green, G (s)	19.7	19.7	19.7	19.7	6.5	
Effective Green, g (s)	20.7	20.7	20.7	20.7	7.5	
Actuated g/C Ratio	0.54	0.54	0.54	0.54	0.20	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	912	790	392	912	304	
v/s Ratio Prot	0.31			c0.41	c0.04	
v/s Ratio Perm		0.03	0.07			
v/c Ratio	0.57	0.06	0.14	0.76	0.23	
Uniform Delay, d1	5.8	4.1	4.3	6.8	12.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	0.0	0.1	3.3	0.1	
Delay (s)	6.4	4.2	4.4	10.1	13.1	
Level of Service	A	A	A	B	B	
Approach Delay (s)	6.0			9.7	13.1	
Approach LOS	A			A	B	

Intersection Summary

HCM Average Control Delay	8.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	38.2	Sum of lost time (s)	10.0
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	60		

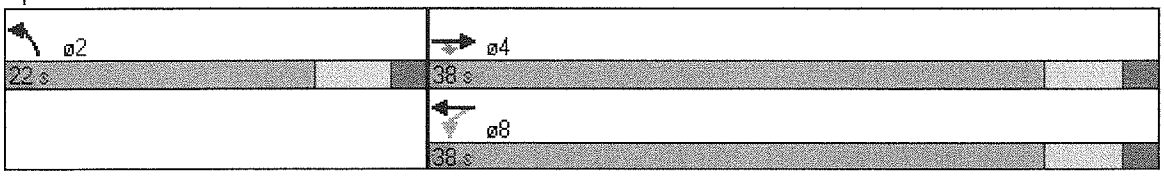
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Volume (vph)	522	85	54	690	54
Lane Group Flow (vph)	522	85	54	690	131
Turn Type		Perm	Perm		
Protected Phases	4			8	2
Permitted Phases		4	8		
Detector Phases	4	4	8	8	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0
Total Split (s)	38.0	38.0	38.0	38.0	22.0
Total Split (%)	63.3%	63.3%	63.3%	63.3%	36.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	Min
v/c Ratio	0.58	0.10	0.15	0.77	0.36
Control Delay	9.0	1.7	5.6	14.1	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.0	1.7	5.6	14.1	11.9
Queue Length 50th (ft)	56	0	4	87	9
Queue Length 95th (ft)	177	15	21	#315	62
Internal Link Dist (ft)	4324			4108	2921
Turn Bay Length (ft)		125	125		
Base Capacity (vph)	1100	982	432	1100	608
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.47	0.09	0.13	0.63	0.22

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 39
Natural Cycle: 60
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Int



APPENDIX 3

VTRANS 10-24-2012 MEETING NOTES

MEMORANDUM

By: Roger Dickinson, PE, PTOE
RE: Colchester Intersection Scoping Alternatives Presentation Meeting with VTrans

An Alternatives Presentation Meeting was held on October 24, 2012 at VTrans for the Colchester Intersection Scoping Studies at the Route 127 Intersections. Attending were Bryan Osborne, Town of Colchester; Roger Dickinson, Lamoureux & Dickinson; Jason Charest, CCRPC; Shaun Corbett, VTrans; Bruce Nyquist, VTrans; and Amy Bell, VTrans.

1. Below are notes received from Amy Bell via email on December 19, 2012:

   Route 127 Intersection Scoping Study Presentation to VTrans

   Attendees: B Osborne, Roger Dickinson, Shaun Corbett, Spencer ___ HSD, Jason Charest, Bruce Nyquist & Amy Bell.

   W. Lakeshore/Prim Rd - General preference for Alt 3 - Intersection reconfiguration w/ signalization. Roundabout alternative #4 creates access issues for Rossi'z Tavern and Lilac Ln.

   Laker Ln./Blakely Rd - Only 2-alternatives, add'l turning lanes with or w/o signal. Roundabout ruled out given level of need and extent of impacts particularly ROW and potential threatened & endangered species.

2. The following summarizes this author's notes:

   West Lakeshore Drive / Prim Road
   - Check right-of-way costs in the alternative cost estimates.
   - Add crosswalk and sidewalk on north side of West Lakeshore Drive.
   - Revise Alternative 3 in front of Rozzi's to stay within existing right-of-way.
   - The consensus was to designate Alternative 3 as the preferred alternative.

   Blakely Road / Laker Lane
   - Preference is to shift Blakely Road widening to the south in order to avoid existing utilities and provide space for future signal poles.
   - The consensus was to designate Alternative 1 as the preferred alternative.

   Both Intersections
   - Revise the complete streets wording in the scoping studies.

APPENDIX 4

ALTERNATIVES PRESENTATION MEETING

MEMORANDUM

By: Roger Dickinson, PE, PTOE
RE: Colchester Intersection Scoping Alternatives Presentation Meeting with Town Selectboard

An Alternatives Presentation Meeting was held on November 13, 2012 for the Colchester Intersection Scoping Studies at the Route 127 Intersections. This public meeting was held as part of the Colchester Selectboard meeting.

Below are comments and questions from the public together with our responses:

West Lakeshore Drive / Prim Road

Q: Will the sidewalk extend towards Marble Island Road?
A: Yes, that is being scoped and designed as a separate project.

Q: What will become of the Prim Road right-of-way in front of the Harbor View Plaza?
A: That will be determined at a later design phase.

Blakely Road / Laker Lane

Q: Why not install a crosswalk across Blakely Rd at Laker Lane?
A: The existing bicycle path provides safer crossings nearby. This could be reexamined at a later design phase, though.

Q: Will Blakely Rd widening impact neighbors to the north?
A: Widening will be designed to shift Blakely Rd to the south; thus minimizing potential utility conflicts and impacts on adjacent properties.

Attached are copies of the letter that was sent out to adjacent property owners, a list of the adjacent property owners, the meeting agenda and minutes, and a subsequent article in the Colchester Sun.

October 30, 2012

Dear Property Owner,

As part of the Circ Highway Alternatives process being undertaken by the Chittenden County Regional Planning Commision and the Vermont Agency of Transportation, the Town of Colchester is updating the scoping studies previously performed in 2001 at the West Lakeshore Drive/Prim Road and Blakely Road/Laker Lane intersections. The purpose of this project is to identify and evaluate potential improvements to these intersections to provide additional capacity and improve future traffic congestion and safety conditions.

The Town's consultant, Lamoureux & Dickinson, has prepared draft reports for both intersections, and will be presenting the results of their work at the Selectboard's November 13th meeting. The Selectboard meets at 7:30 PM at the Colchester Meeting House, 830 Main Street. This presentation will be followed by an opportunity for residents and adjacent property owners such as yourself to provide public input and comments. The Selectboard will not select a "Preferred Alternative" at each intersection at this meeting. It is anticipated that the Selectboard will do so at a future meeting after all public comments are received. Each intersection will then advance to further design phases.

Copies of the draft scoping reports may be examined on the Colchester Public Works Department web page (http://www.colchestervt.gov/PublicWorks/Home.shtml) and the CCRPC's web page (http://www.ccrpcvt.org/corridors/circ-alternatives-task-force/circ-selected-projects/).

Should you have any questions concerning this project, please contact Jason Charest, P.E., Transportation Planning Engineer at the Chittenden County Regional Planning Commission. Jason may be reached by phone at 846.4490 x32 or by email at jcharest@ccrpcvt.org.

David Coates & Marilyn Cadwell
474 Coates Island
Colchester, VT 05446

Randall & Shelley Goodrich
23 Lilac Street
Colchester, VT 05446

Randall & Shelley Goodrich
94 Lilac Street
Colchester, VT 05446

Loren Tindall
P.O. Box 807
Colchester, VT 05446

David Coates & Marilyn Cadwell
474 Coates Island
Colchester, VT 05446

Pier 10, Inc.
P.O. Box 156
Colchester, VT 05446

Rozzi Hldings LLC
54 Brewer Parkway
So. Burlington, VT 05403

Champlain Club Ltd.
P.O. Box 168
Colchester, VT 05446

Richard & Dorothy Mazza
777 West Lakeshore Drive, Suite 1
Colchester, VT 05446

Champlain Oil Co.
P.O. Box 2126
So. Burlington, VT 05407

Annabel Bates Life Estate
955 West Lakeshore Drive
Colchester, VT 05446

Sisters & Brothers
75 So. Winooski Avenue
Burlington, VT 05401

Dorothy Mazza Revocable Trust
777 West Lakeshore Drive, Suite 1
Colchester, VT 05446

4 Helena Drive Associates
2 Church Street
Burlington, VT 05401

Bradley Gardner
P.O. Box 21
Colchester, VT 05446

Bruce & Mary Francis
97 Prim Road
Colchester, VT 05446

Nicholas Adams & Moira Welch
111 Prim Road
Colchester, VT 05446

Steven & Janice Saunders
133 Prim Road
Colchester, VT 05446

David & Nancy Lane
157 Prim Road
Colchester, VT 05446

Diversity Hill Associates
695 Malletts Bay Club Road
Colchester, VT 05446

Colchester School District
P.O. Box 27
Colchester, VT 05446

Leon Roberts III
78 Blakely Road
Colchester, VT 05446

Terese Ayer
P.O. Box 9213
So. Burlington, VT 05407

Cairns Irrevocable Trust
45 San Remo Drive
So. Burlington, VT 05403

Neale & Beverly Brown
157 Blakely Road
Colchester, VT 05446

Jeffrey & Theresa Conley
86 Lori Lane
Burlington, VT 05408

Allen Dacres
P.O. Box 761
Colchester, VT 05446

Carrano Life Estate
P.O. Box 445
Colchester, VT 05446

Arlene Farrell
243 Blakely Road, Unit 3
Colchester, VT 05446

Lorene Butler & Allen Dacres
P.O. Box 9327
So. Burlington, VT 05407

Lorene Butler & Allen Dacres
P.O. Box 761
Colchester, VT 05446

Sandra & Paul Blacketor
104 Chimney Hill Drive
Colchester, VT 05446

Paradox Properties
47 Hillcrest Road
Burlington, VT 05401

P:\2012\12022\property owner invite labels.wpd

AGENDA
COLCHESTER SELECTBOARD
NOVEMBER 13, 2012 @ 7:30 P.M.
MEETING HOUSE, 830 MAIN STREET, COLCHESTER, VT

7:15 P.M. Executive Session – Interview for Development Review Board

1. **Call Meeting to Order**
   a. Pledge of Allegiance

2. **Roll Call**

3. **Citizens to be Heard**

4. **Consent Agenda**
   a. Minutes of October 23, 2012
   b. Minutes of November 6, 2012
   c. Action: First Reading: Chapter 12 Ordinance Amendment – No Parking Zones – Warn Public Hearing

5. **Monthly Report from Town Manager**
   a. Police Overtime
   b. Heritage Project

6. **Special Business Items**
   a. Yearly Report from Conservation Commission
   b. Presentation and Action: Circ. Alternatives Projects Presentation Prim Road/West Lakeshore Dr. and Laker Lane and Blakely.

7. **Approval of Petitions & Licenses**
   a. None at this time

8. **Approval of Liquor Licenses – Recess to Liquor Control Commission**
   None at this time.

9. **Old Business**

10. **New Business**

11. **Additional Business – Manager's Recommendations**

12. **Informational Items**
    a. Week Ending November 9, 2012

MINUTES
COLCHESTER SELECTBOARD MEETING

NOVEMBER 13, 2012 @ 7:30 p.m.
MEETING HOUSE, MAIN STREET, COLCHESTER, VT

---

1. CALL TO ORDER

Chairman Paquette called the meeting to order at 7:30 p.m. The Pledge of Allegiance was recited.

2. ROLL CALL

SELECTBOARD: L. Richard Paquette, Marc Landry, Nadine Scibek and Herbert Downing.
ABSENT: Kathrine Niquette.

ADMINISTRATION: Al Voegele (Town Manager) and Bryan Osborne (Public Works Director).

3. CITIZENS TO BE HEARD

Patrolman David Dewey introduced the Police Dog named Taser to the Selectboard and citizens. The Canine Program was started in 1987. He explained the history of the program, Taser's training, and how he helps the Police Department in enforcement.

Shirley Meier reported she was in her 5th year of trying to establish a drop-off center for Colchester. She asked for an update on the Heineberg Road proposed site. Ms. Scibek reported that the Park and Ride would need to go in first, and Bryan Osborne has put in an application for a grant. No funds will be available until April so it's not known if Colchester will get the grant. Discussion included what Town owned land in Colchester was suitable for a drop-off center.

4. CONSENT AGENDA

a. Minutes of October 23, 2012
b. Minutes of November 6, 2012

MOTION was made by Nadine Scibek and SECONDED by Herbert Downing to approve the minutes of October 23 and November 6, 2012 as written.
The MOTION carried 3-0.

c. Action: First Reading: Chapter 12 Ordinance Amendment – No Parking Zones – Warn Public Hearing

MOTION was made by Nadine Scibek and SECONDED by Herbert Downing to Warn a Public Hearing on December 11, 2012 @ 7:30 p.m. at the Town Meeting House, 830 Main Street to discuss an amendment to the Colchester Code of Ordinances Chapter 12.
The MOTION carried 3-0.

Mr. Paquette explained the No Parking Zones would be established to support the efforts of CCTA to establish bus stops in Fort Ethan Allen to be equipped with new bus shelters and bike racks.

5. MONTHLY REPORT FROM TOWN MANAGER

a. Police Overtime

Lt. Jeff Barton reported that overtime was 34% below last year at this time.

b. Heritage Project Update

Mr. Voegele said he would report on this under Manager's Recommendations.

6. SPECIAL BUSINESS ITEMS

a. Yearly Update from Conservation Commission

Pam Loranger gave an update of the Conservation Commission's activities this past year which included a rain barrel workshop, Green-Up Day and assisting Paul Simon in the design and installation for the rain garden placed on Holy Cross Road. Colchester Blooms walked the parks in Colchester and assisted in cleanup of Law Island.

They also plant and maintain the flower beds throughout Colchester and raise money to maintain the beds. The leaf drop-off was a huge success this year with 98 tons of leaves being removed by CSWD. They will soon be assisting in a tree survey for the Town of Colchester. The Board thanked the Conservation Commission for their hard work. Bryan Osborne commended the Conservation Commission for getting the community involved in water quality management and saving the Town Money by doing this work.

b. Presentation: Circ. Alternatives Projects Presentation Prim Road/West Lakeshore Drive and Laker Lane and Blakely Road

Bryan Osborne explained they were here to take in public comment on the Circumferential Alternative Projects so they can be advanced to the next level. The Selectboard would endorse their alternatives at a later meeting. He introduced Roger Dickinson of Lamoureux and Dickinson who worked on the alternatives.

Mr. Dickinson explained that the Prim Road and West Lakeshore Drive intersection was a Level F intersection during peak hours which was a failing intersection. He presented the 4 alternatives for the intersection including a signal, turn lanes, a round-a-bout and realignment. Of these, VTrans preferred Alternative 3, realignment of the intersection. Discussion included how to get people across the road, how much land would need to be taken, traffic signal delays and timing of the project.

Mr. Dickinson then presented information on the Laker Lane/Blakely Road intersection. This was a Level F during a.m. peak hours and rear end crashes occur because people stop to let cars out of the High School from Laker Lane. He reviewed the 2 possible alternatives to the intersection which included turn lanes alone or turn lanes with a traffic signal. The preferred alternative was Alternative #1 using just turn lanes at this point with the option to include a traffic signal at a later date if needed. Discussion included how the signals would relate to the one at Bayside Park, if the 14 acres of Town owned land across the road was considered in the alignment and considering extending the crosswalks. The study of these two intersections can be viewed on the Town's Website www.colchestervt.gov under the Public Works Department and on the CCRPC's website www.ccrpcvt.org. Comments can be sent to Bryan Osborne, the Public Works Director or to Jason Charest at jcharest@CCPRCVT.org.

7. APPROVAL OF PETITIONS & LICENSES

There were none.

8. APPROVAL OF LIQUOR LICENSES

There were none.

9. OLD BUSINESS

There was no old business.

10. NEW BUSINESS

There was no new business.

11. ADDITIONAL BUSINESS – MANAGER'S RECOMMENDATIONS

Mr. Voegele reported that a portion of the Heritage Project identified Malletts Bay as a part of Economic Development. There have been groups of citizens having ideas for Malletts Bay without talking with staff or one another. Mr. Voegele identified the need for them to work as a group and he asked the Selectboard to mandate that the group come together calling themselves the Bayside Redevelopment Study Committee to look at Bayside in its entirety and bring findings back to the Selectboard. This group would include Paul Simon, Bryan Osborne, Tom Mulcahy, John Abry, Sarah Hadd, Herb Downing Esq., Pam Loranger, David Usher, Glen Cuttitta, Brian Costello and the Town Manager.

Discussion included the need to reroute E. Lakeshore Drive through the Hazelett Property which would create a nicer space from Bayside Park to the Bay. Mr. Voegele reported this would not be a closed group and others who have interest would be considered.

MOTION was made by Herbert Downing and SECONDED by Marc Landry approve the efforts to

THE COLCHESTER SUN

WWW.COLCHESTERSUN.COM NOVEMBER 15, 2012 VOL. 11 No. 44

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Schools initiate drug dog searches

Canine to roam CHS halls and parking lot

SON STARR
ilchester Sun

lchester Police Chief Chuck Kirker has
ır handle on how the department will
ıduct drug searches at Colchester High
l using its trained drug-sniffing dog,
than how it will, as details of a new
rship between the school district and
olice aimed at tackling drug possession
le on campus are ironed out.

"We're not going down there to line students up and have Taser walk by and pick out the ones who may have drugs on them," Kirker said. "We don't want to tread on anyone's civil rights and we won't. So we're being very careful about how we do this."

In renewing its policy on drug, tobacco and alcohol use on campus, the Colchester School District in October announced two new collaborations to tackle drug-related issues within the Colchester High School and Colchester Middle School buildings.

"Each year, high school and middle school administrators report to central office students who use and/or possess drugs in their personal belongings and in vehicles on campus," Superintendent Larry Waters wrote in an Oct. 30 draft letter to students and parents. "More alarming is the distribution and exchange (dealing) of drugs ... With no means of detecting drugs, it appears as though access to drugs is relatively easy despite our policy that we are a drug- and tobacco-free campus."

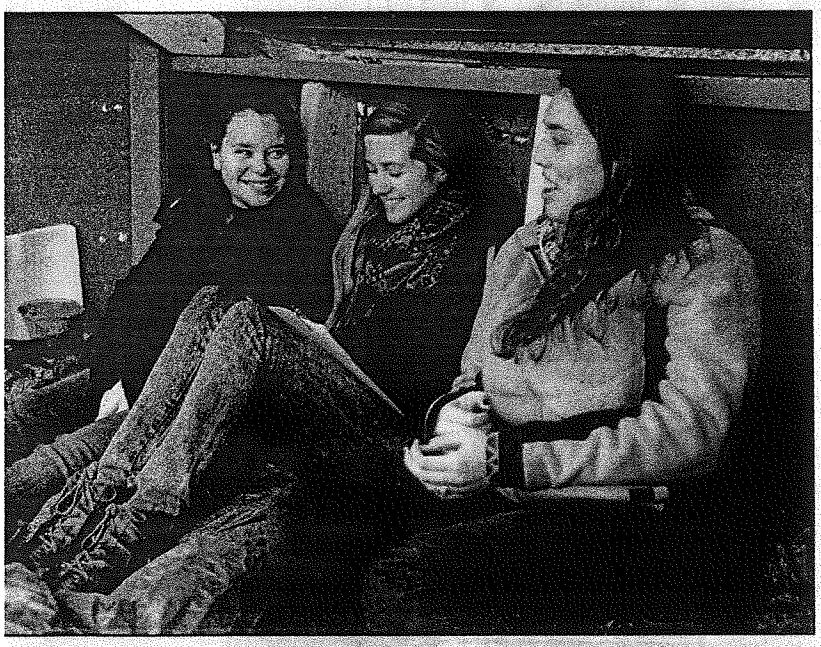
Drug searches using Taser are designed to establish a new deterrent to drug use and possession. Taser, a 75-pound Belgian Malinois, is trained through the Vermont Police Canine Association specifically in drug detection.

"We've not had the dog at the school to take advantage of the dog's abilities to detect illicit drugs," Kirker said. "It's not to do anything other than enforce the law."

While the itinerary for Taser's visits are not yet set, Kirker envisions the dog and his handler walking the halls of the high school and through the high school parking lot. Lockers and backpacks will not be targeted, Kirker said. Some of the searches will take place after school hours as Taser can detect where drugs have recently been, he said.

The school district's search policy notes that lockers are subject to searches for any reason and without student consent. The school parking lot, including vehicle exteriors, are also subject to random

–See **DOG** on page 2



Board considers Prim Road realignment

By JASON STARR
The Colchester Sun

Traffic engineers have developed a plan for the Prim Road intersection at Lakeshore Drive that adds a traffic light and makes it so cars traveling from Lakeshore Drive to Prim Road can travel straight through the intersection.

"This intersection operates at a level of service (grade) F during the peak hours of the day. It is also a high crash location."

Roger Dickinson
Lamoureux & Dickinson
Consulting Engineers

The plan creates traffic flow that aligns with the Route 127 corridor, which circulates north out of Burlington, then to the east through Colchester using Blakely Road. The intersection design makes it so that cars staying on Lakeshore Drive will need to turn left or right at the new traffic light.

Working for the Chittenden County Regional Planning Commission, Roger Dickinson of Essex Junction's Lamoureux & Dickinson Consulting Engineers presented the plan to the Colchester Selectboard on Tuesday. He said it was the best of three options he studied for the intersection, one of which created a roundabout.

"This intersection operates at a level of service (grade) F during the peak hours of the day," Dickenson said of current conditions. "It is also a high crash location."

There were 28 crashes at the location from 2006 to 2010, according to Public Works Director Bryan Osborne. Dickinson said the Vermont Agency of Transportation has endorsed the realignment and said that it would improve the level of service grade from F to C.

The realignment would also make for a safer crossing for pedestrians and bicyclists, selectboard member Marc Landry noted; the town is planning a recreation path connection from the existing path further east on Lakeshore that would end at the Prim intersection.

The study updated a previous study done in 2001 and was funded through the Circ Alternatives process set up for communities affected by the 2011 decision by Gov. Shumlin to abandon the Circumferential Highway idea — a beltway

–See **PRIM** on page 2

Back in the 'shack'

t. Michael's students stage Hunger and Homelessness Awareness Week, Nov. 11-16

ELSIE LYNN
e Colchester Sun

What does it mean to be homeless and hungry? Surely
ıt students at St. Michael's College cannot presume to
ly know what it means to be homeless; nonetheless,
have set out again this year to better understand these
ictions by spending time in a "shack" on campus.
"For at least the past decade, St. Michael's students have
ted a crude wooden structure in the middle of the campus
n, and have taken shifts to inhabit the 'shack' day-and-night for a week," said a recent press release put out by the college. This year students began camping out in the 'shack' last Sunday, Nov. 11, and will remain there through Friday, Nov. 16.

"The purpose," participating SMC students said in a written statement, "is not to simulate homelessness, quite the opposite... the intention of the Shack is to raise awareness and to be a presence — reminding the campus community that homeless does exist here in Vermont. An hour in the Shack will not show you what it's like to be homeless, but may give you some insight into the strength and perseverance needed when one does not have a place to call home."

The project is part of Hunger and Homelessness Awareness Week with daily events designed to educate students to the fact that people in Vermont are hungry and homeless. Students in the Edmundite Campus Ministry program, MOVE (Mobilization of Volunteer Efforts) coordinated

–See **SHACK** on page 16

ıns for IBM industrial park up for review

ASON STARR

Mazza checks in post-election

Senator provides

his non-public life owns

ew up moving to accommodate r's — a St. ative — career unicipal bonds. nt his boyhood le near Detroit, veland Heights in Ohio and in Still Worcester County on area.
ent most summers holidays here in at my family's d camp in St. e explained.
graduated from School in lass., in 1978, and to the University chusetts, Amherst ster State College graduated with a U.S. History in ly briefly attended ol in California ng there to pursue in acting and ng.
, Ready moved to to join the staff it Public Radio as

Grand Isle, Westford and Fairfax to its coverage area. Ready has been a cameraman with LCATV for five years. He has produced some programs of his own, including a three part series about Colchester Police Officer Dave Dewey's Iron Dog Competition — available to watch on LCATV's archives. "That has been my single favorite production work so far," said Ready.

Ready has appeared in many local stage productions over the years, including "Moon Over Buffalo," "The Philadelphia Story," "Arsenic and Old Lace" and "Annie." He will appear in "The Butler Did It" at Shelburne Town Center at 7:30 p.m. on Nov. 16, 17, 23 and 24 and at 2:30 p.m. on Nov. 18.

"Don't miss it!" were Ready's final words in a recent reflection of his acting career.

Q: How did you get involved in theater?

A: As a very young child I started out in Christmas pageants as a shepherd, a talking donkey, an Archangel and, eventually, as Joseph at the ripe old age of eight. I also joined my dad at political events and portrayed Uncle Sam (with my sister as the Statue of Liberty) on the Democratic Party's float. I like to think that both the spiritual and propagandistic roots of theater still infuse my work.

Q: What are your favorite plays, characters or performers?

A: Shakespeare's Julius Caesar remains my favorite play — James Mason's portrayal of Brutus in the 1953 film version is my single favorite performance. In live theater, Liv Ullman's interpretation of O'Neill's "Anna Christie" would be the strongest characterization I've enjoyed.

Among the roles I've personally played, Dexter in "The Philadelphia Story," Jonathan Brewster in "Arsenic and Old Lace" and FDR in "Annie" spark the happiest memories (and the kindest reviews).

Q: How would you describe "The Butler Did It"?

A: The play defies conventional categories — it's both a hilarious thriller and a riveting backstage comedy. For mystery fans, I doubt you'll ever find a murder weapon as uncannily innovative as the one featured in this show!

Q: How would you describe your character, Mr. Butler?

A: Mr. Butler is the aristocratic 1950s tycoon who heads the homicidal Butler household in the play-within-the-play. His wife's murder (which he may have committed — he won't know until the last scene is written) is the fulcrum point on which both the period sequence and the "modern" action pivots. I play a scatterbrained television actor aiming for a Broadway comeback in the offstage scenes.

Q: Why is acting rewarding for you?

A: Make believe — it's fun for an introverted type like me to come to life with an audience, a fine script, insightful direction and fellow players from one of Vermont's consistently outstanding theater companies. Furthermore, it's far cheaper than psychoanalysis!

— *Elsie Lynn*

Editor's Note: More information at www.shelburneplayers.com.

Know someone who would make a great Q&A feature? Let Elsie know today! Email elsie@colchestersun.com or call 878-5282.

INFO

T:
he Butler Did It"

N:
:30 p.m.
v. 16, 17, and 24
ov. 18 at :30 p.m.

RE:
elburne vn Center

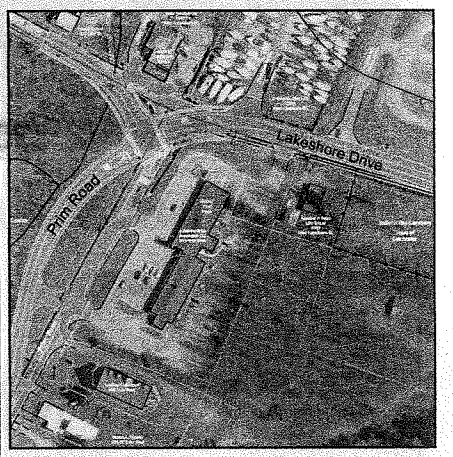
Robert Ready

"The play... (is) both a hilarious thriller and a riveting backstage comedy. For mystery fans, I doubt you'll ever find a murder weapon as uncannily innovative as the one featured in this show!"

— Robert Ready

The Colchester Police dog, Taser, will soon be sniffing for drugs in and around Colchester High School under a new partnership with the Colchester School District. File photo

PRIM
from page 1



A rendering of the proposed realignment of the Prim Road/ Lakeshore Drive intersection. Courtesy of CCRPC

through Chittenden County that was expected to alleviate traffic congestion countywide.

Board member Nadine Scibek inquired about the timing of construction of the Prim Road realignment, and Osborne said it would be a matter of town priorities. He said Severance Corners intersection improvements were a more pressing concern.

Landry, who represents the town on the regional task force looking at circ alternatives, pointed out that the circ alternatives process presents a limited window of state funding opportunities to communities affected by Shumlin's decision. Larger projects that benefit the entire county, like Colchester's Exit 16 interchange that was awarded circ alternative funding last year, will be better received by the task force, he said.

"We need to package our requests wisely," said Landry. "We don't want a project we can handle in town to get in the way of something we can have somebody else pay for."

Dickinson also studied the Laker Lane/Blakely Road intersection, which is also part of the Route 127 corridor, and recommended adding turn lanes for drivers turning into the Colchester High School parking lot.

Currently, he said, cars often stop on Blakely Road to defer to high school traffic, creating rear-end collisions.

MEMORANDUM

By: Roger Dickinson, PE, PTOE
RE: Colchester Intersection Scoping Alternatives Presentation Meeting with Town Selectboard

A second Alternatives Presentation Meeting was held on May 14, 2013 for the Colchester Intersection Scoping Studies at the Route 127 Intersections. This public meeting was held as part of the Colchester Selectboard meeting.

Below are comments and questions from the public together with our responses:

West Lakeshore Drive / Prim Road

Q: What signal timings will be provided for pedestrians?
A: Those will be determined at a later design phase.

Q: Will Rozzi's approach need to be signalized also?
A: No, their driveway and Lilac St are sufficiently distant from the main intersection and would not be signalized.

Blakely Road / Laker Lane

Q: Why not install widen Laker Lane to provide a separate right-turn lane?
A: Have chosen not to widen Laker Lane at this point due to driver visibility issues between vehicles trying to exit at the same time from adjacent lanes without a signal. This would not be difficult to add, however, and could be reexamined at a later design phase.

Q: Will Blakely Rd widening impact neighbors to the north?
A: Widening will be designed to shift Blakely Rd to the south; thus minimizing potential utility conflicts and impacts on adjacent properties.

Attached are copies of the letter that was sent out to adjacent property owners, and the meeting agenda and minutes. As noted in the minutes, the Selectboard selected Alternative 1 at the Blakely Rd / Laker Lane and Alternative 3 at the West Lakeshore Dr / Prim Rd intersections.

Lamoureux & Dickinson
Civil Engineers Planners Septic Designers Landscape Architects Land Surveyors

April 26, 2013

Dear Property Owner,

As part of the CIRC Highway Alternatives process being undertaken by the Chittenden County Regional Planning Commission, the CIRC Alternatives Task Force and the Vermont Agency of Transportation, the Town of Colchester is updating the scoping studies previously performed in 2001 at the West Lakeshore Drive/Prim Road and Blakely Road/Laker Lane intersections. The purpose of this project is to identify and evaluate potential improvements to these intersections to provide additional capacity and improve future traffic congestion and safety conditions.

The Town's consultant, Lamoureux & Dickinson, has prepared draft reports for both intersections, and will be presenting the results of their work at the Selectboard's Tuesday, May 14th meeting. The Selectboard meets at 6:30 PM at the Colchester Meeting House, 830 Main Street. This presentation follows a previous alternatives presentation on Tuesday, November 13, 2012. This will be an opportunity for residents and adjacent property owners such as yourself to provide additional public input and comments. The Selectboard will ultimately select a "Preferred Alternative" at each intersection to advance to subsequent design and construction phases.

Copies of the draft scoping reports may be examined on the Town's website (http://www.colchestervt.gov/PublicWorks/Home.shtml) and the CCRPC's website (http://www.ccrpcvt.org/vt-127-intersections).

Should you have any questions concerning this project, please contact Jason Charest, P.E., Transportation Planning Engineer at the Chittenden County Regional Planning Commission. Jason may be reached by phone at 846.4490 x32 or by email at jcharest@ccrpcvt.org.

Thank you.

DEPARTMENT OF PUBLIC WORKS
Town of Colchester, VT

Memo

To: Colchester Select Board

Cc: Dawn Francis, Town Manager

From: Bryan K. Osborne, Director

Date: May 8, 2013

Re: Rt. 127 Intersections Preferred Alternatives Meeting

As part of the CIRC Highway Alternatives process being undertaken by the Chittenden County Regional Planning Commission, the CIRC Alternatives Task Force, and the Vermont Agency of Transportation, the Town of Colchester is updating the scoping studies previously performed in 2001 for the West Lakeshore Drive/Prim Road and Blakely Road/Laker Lane intersections. The purpose of these projects is to identify and evaluate potential improvements to these intersections to provide additional capacity and improve traffic operations and public safety.

The Town's consultant, Lamoureux & Dickenson, has prepared draft reports for both intersections. These reports were initially presented to the Board at their regularly scheduled meeting on November 13, 2012 to allow the opportunity for public input. All affected property owner's received written notice well in advance of the meeting. At this point, we are requesting that the Select Board select a preferred alternative. The attached reports detail our recommendations which will be further discussed at your meeting on May 14, 2013.

Thanks

AGENDA
COLCHESTER SELECTBOARD
MAY 14, 2013 @ 6:30 P.M.
MEETING HOUSE, 830 MAIN STREET, COLCHESTER, VT

Public Hearing – 6:30 p.m. Amendments to Chapter's 1, 4, 7 & 8 of the Colchester Code of Ordinances

1. **Call Meeting to Order**
   a. Pledge of Allegiance

2. **Roll Call**

3. **Citizens to be Heard**

4. **Consent Agenda**
   a. Minutes of April 18, 2013
   b. Minutes of April 23, 2013

5. **Special Business Items**
   a. Yearly Report from Town Clerk
   b. Action Item: Presentation on Intersections of Blakely Road/Laker Lane and West Lakeshore Dr./Prim Rd.

6. **Monthly Report from Town Manager**

7. **Approval of Petitions & Licenses**
   a. Amusement License for Sandra Gauthier d.b.a. Jasper Mine Hall
   b. Amusement License for MCSAT LLC d.b.a. Tilley's Pub
   c. Peddlers License for Gary Hathaway d.b.a. Mr. Ding-A-Ling
   d. Carters License for Clean Green Sanitation, Inc.

8. **Approval of Liquor Licenses – Recess to Liquor Control Commission** (See Separate Agenda)

9. **Old Business**
   a. Discussion and Action: Approval of Amendments to Chapter's 1, 4, 7 and 8 of Code of Ordinances.
   b. Discussion: East Lakeshore Drive Guardrail

10. **New Business**
    a. Request for Use of Anticipated Budget Surplus
    b. Resolutions for Al Voegele and Chief Chuck Kirker

MINUTES
COLCHESTER SELECTBOARD MEETING

MAY 14, 2013 @ 6:30 p.m.
MEETING HOUSE, MAIN STREET, COLCHESTER, VT

Public hearing

1. CALL TO ORDER

Chairwoman Scibek called the meeting to order at 6:40 p.m. The Pledge of Allegiance was recited. Ms. Scibek welcomed Dawn Francis, the new Town Manager.

2. ROLL CALL

SELECTBOARD:	Nadine Scibek (Chair), Marc Landry, Herbert Downing, and Thomas Mulcahy.
ABSENT:	Kathrine Niquette.
ADMINISTRATION:	Dawn Francis (Town Manager), Bryan Osborne (Public Works Director), Sarah Hadd (Planning and Zoning Director), Karen Richard (Town Clerk), Amy Akerlind (Rescue Chief) and Mike Chmielewski (Fire Chief).

3. CITIZENS TO BE HEARD

Shirley Meier reported statistics on the Colchester Food Shelf. They served 92 clients in February, 95 in March and 93 in April, feeding a total of 780 people. They had 160 volunteers log in 400 hours. Their hours are Tuesday and Thursday 11-1:30 p.m. and Wednesday 3:30-6:00 p.m.

In response to Ms. Meier's question on the status of the drop-off center, Ms. Scibek reported that in her recent conversation with Lee Tuure at CSWD she found out they are not pursuing a mobile drop off at this time. His best solution was a fast trash service where the Town would contract with a local hauler to locate their truck at a location in Town each week, possibly Saturday. Recyclables would be free and a 33 gallon bag would be $3.25. A location in the Bay area was suggested. Ms. Francis will contact Myers Container to see what they can offer.

4. CONSENT AGENDA

a. Minutes of April 18, 2013
b. Minutes of April 23, 2013

MOTION was made by Herbert Downing and SECONDED by Thomas Mulcahy to approve the minutes of April 18 and 23, 2013 as written.
The MOTION carried 4-0.

5. SPECIAL BUSINESS ITEMS

a. Yearly Report from Town Clerk

Karen Richard reported last year they signed a contract to scan the older documents and that has been completed. All documents are now scanned and the older books have been recreated. The expense is covered by document recording charges. She is meeting with individuals in Montpelier to discuss recording electronically so they can be viewed off-site but there are issues that need to be worked out. With ClerkBase, the Town has become a lot more transparent with all Selectboard informational items being placed on the site. Last year it had 44,445 hits. The Development Review Board and Planning Commission Agendas, all minutes and the code of ordinances are also on the site. The Clerk's Office now can accept credit cards but there is charge of 2.6% to the customer. Passport revenue has decreased but it still seems worth offering that service. She reported on delinquent taxes which was better than last year. Catering Licenses seem to be a problem because they come in last minute. In the past, she approved the Catering Permits but the Selectboard asked to review catering permits that were new to Town. She asked if the Clerk's Office can still sign off on permits if they are a repeat or have a liquor license. The applications are reviewed by the Police Department and Planning and Zoning. The Board felt if there was a last minute permit needed before the Board would meet, she should first try to contact Selectboard members for approval. If she is unable to reach a majority she could then approve it.

Discussion included the value of ClerkBase, an electronic system for records, and the convenience of doing research in Colchester.

b. Action Item: Presentation on Intersections of Blakely Road/Laker Lane and West Lakeshore Dr./Prim Road
Bryan Osborne introduced Roger Dickinson of Lamoureux and Dickinson and Jason Charest from the Chittenden County Regional Planning Commission. Mr. Osborne explained these two intersections were scoped by Lamoureaux and Dickinson as part of the Circ. Alternatives Task Force and they presented to the Board in November 2012. There was a lengthy comment period and Mr. Dickinson was there to explain the report and alternatives. Upon the Selectboard approval, Mr. Osborne will work with the Circ. Alternatives Task Force, CCRPC and the Agency of Transportation to advance the projects where they will hopefully be funded and approved for construction in the future.

Mr. Dickinson began reporting on Blakely Road/Laker Lane intersection presenting the maps of the two recommended alternatives. Over 10,000 cars a day travel the site and peak hours are in the morning. It's a high crash intersection. Alternative #1 includes widening Blakely Road to provide a westbound left-turn lane and an eastbound right-turn lane. Alternative #2 includes the installation of a traffic signal at the intersection. Alternative #1 was the preferred alternative.

Mr. Dickinson then reported on the West Lakeshore Drive/Prim Road intersection. More than 15,000 cars per day travel that area. There is a level of service 'F' at certain times of day and it is a high crash location. He presented four alternatives. Alternative #1 widens the road to create a single left turn lane; Alternative #2 widens the road to create a double left turn lane; Alternative #3 realigns and signalizes the intersection; and Alternative #4 constructs a single lane roundabout. Alternative #3 was the preferred alternative.

Discussion included the effects on adjacent landowners, pedestrian crossing signals, the Route 7 and Bay Road intersection, the Route 2 corridor and the timeframe for construction of projects.

MOTION was made by Marc Landry and SECONDED by Herbert Downing to approve Alternative #1 for the Blakely Road/Laker Land intersection and Alternative #3 for the West Lakeshore Drive/Prim Road intersection.
The MOTION carried 4-0.

AGENDA ITEM 9b was brought forward at this time.
9b. Discussion: East Lakeshore Drive Guardrail
Mr. Downing explained that at the last meeting, a citizen came forward explaining an accident she had on East Lakeshore Drive across from Rea Jeanette camps where she was forced off the road and dropped 30 feet down to the lakeshore. She had asked that a guardrail be placed at the site. Bryan Osborne found that in 1991 a previous Selectboard had made a formal decision not to install a guardrail there because of citizens requesting not to block their view to the lake.

Herbert Downing requested that Bryan Osborne investigate the feasibility of installing a guardrail on that section East Lakeshore Drive and report his findings to the Selectboard. Mr. Osborne suggested because the previous Board made a formal decision not to place a guardrail there, they might consider having another hearing. The Board directed Mr. Osborne supply them with an abutters list in case they decide to have a hearing.

6. MONTHLY REPORT FROM TOWN MANAGER

This item was discussed later in the meeting.

7. APPROVAL OF PETITIONS & LICENSES

a. Amusement License for Sandra Gauthier d.b.a. Jasper Mine Hall
b. Amusement License for MCSAT LLC d.b.a. Tilley's Pub
c. Peddlers License for Gary Hathaway d.b.a. Mr. Ding-A-Ling
d. Carters License for Clean Green Sanitation, Inc.

MOTION was made by Herbert Downing and SECONDED by Marc Landry to approve an Amusement License for Sandra Gauthier, d.b.a. Jasper Mine Hall and for MCSAT LLC d.b.a. Tilley's Pub; A Peddlers License for Gary Hathaway d.b.a. Mr. Ding-A-Ling; and a Carters License for Clean