APPENDIX A

Meeting Notes & Public Comment

Sept 7, 2011 Local Concerns
E-mail comment from J Robertson
E-mail comment from M Hain
February 27, 2012 Selectboard Meeting
April 2, 2012 Selectboard Meeting

RSG INC.
RESOURCE SYSTEMS GROUP, INC.

N WILLISTON RD / MOUNTAINVIEW RD INTERSECTION STUDY WILLISTON, VT

Existing Conditions / Local Concerns Meeting Notes

Date: Sept 7, 2011

Location: Town Offices, 2nd Floor, 7 pm

In attendance: list attached

NOTES / DISCUSSION

Christine Forde, CCRPC, made introductory remarks and Mark Smith, RSG, presented an overview of the project area, traffic and safety conditions. The first step in this study is to get the public's input. No alternatives have yet been identified. The existing conditions analysis includes looking at traffic data, crash data and physical characteristics of the intersection.

Traffic Data – IBM is an origin/destination for traffic traveling through this intersection. The North Williston Road Bridge provides access to Essex, Jericho and points to the northeast, which generates traffic through this intersection. Events at the Catamount Family Outdoor Center also influence traffic through this intersection. There are numerous sources of existing traffic counts. Traffic volumes show two peak periods; an AM peak around 7:45 and a PM peak around 5:00. Turning movement counts show that the heavy traffic movements in the morning are southbound right and through traffic. In the evening a large amount of traffic travels on Mountain View to North Williston Road northbound, which results in left turning conflicts.

Crash Data -- Vehicle crash data originates from the town police and is sent to the Vermont Agency of Transportation (VTrans) for analysis. VTrans creates statewide comparisons. There are numerous broadside crashes at this intersection. RSG concludes that there are a higher number of crashes than would be expected at an intersection of this type.

Physical Characteristics – There is a new recreational path on the west side of this intersection. The roads have narrow shoulders and there is a lot of bike traffic. There are residences on all four corners of the intersection, with the closest on the northeast corner. There is a guardrail on the northwest corner.

Alternatives that would typically be considered when making improvements to an intersection of this type include:

- adding turn lanes – increases capacity, and may reduce crashes

- converting the intersection to a four-way stop condition – shares capacity more evenly, could reduce or increase crashes, but also adds to overall delay
- adding flashing beacons – appropriate for known hazards but does not directly address the hazard
- constructing a roundabout – reduces peak and overall delay, crashes and crash severity
- installing a traffic signal – orderly shares capacity but adds to overall delay.

Questions and comments included:

- Near misses are not recorded. It would be expected that when congestion increases near misses also increase.
- It would be difficult to construct a roundabout in the existing space without impacting adjacent residences.
- Alternatives will be evaluated on numerous criteria including property impacts, costs, maintenance costs and safety.
- Accidents - does time of year play a part? Possibly high snow banks in winter creating sight restrictions?
- Turn US 2/North Williston Road intersection back to a 2-way stop. It seems traffic increased at this intersection when that was turned to a 4-way stop.
- Is the fence on the southwest corner that was installed as part of the bike path causing an obstruction and contributing to accidents?
- How about a toll road?
- Would traffic calming measures help – striping, plantings, other___?
- Why do crashes vary by year?
- Does weather play a part? A. the percentage of weather related accidents does not appear to be unusual.
- Address IBM traffic by building a connector from Redmond Road to US2.
- Note that the house on northeast corner was originally built in 1804 (reported by owner).
- I want a solution that reduces accidents, keeps traffic going, and doesn't impact adjacent properties.
- Someone asked the previous commenter – do you favor a 4-way stop? A. I'm waiting to see results of a detailed analysis. Not if it would create crashes.
- Rick McGuire. We are here to decide whether to do nothing or "something". Whether we should move forward. No bias for any particular alternative has been developed yet.
- Speed seems like a problem, especially on North Williston Road, and to the north.
- Observation: The intersection looks and feels like a 4-way stop to some.
- How about switching the stop signs to North Williston Road, keeping it a 2-way stop?
- Consider and accommodate pedestrians going to and from the east side.
- Would a 2 lane approach on Mountain View create a problem with competing sight lines?

- What growth projections are you using? Consider significant amount of new housing proposed nearby.
- Is the circ dead?
- Is circ money really going to alternate solutions or being redirected to the hurricane relief?
- Solution must be pedestrian friendly.
- Consider Leroy & Marshall Intersection – that also had a problem in appearance as a 4-way stop. Looked like another driveway. How do we change this perception?

Next Steps:

RSG will develop a list of alternatives for the Town's consideration, and then perform an analysis and present results to the public sometime this winter.

END OF NOTES

*Also see attached correspondences from Martin Hain and Jake Robertson

From: Jake E. Robertson [jerobertson@sugarbush.com]
Sent: Wednesday, September 07, 2011 9:48 PM
To: Mark Smith
Subject: N. Williston & MTN View

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi Mark,

I appreciate the time you took this evening outlying the options you and your team defined as most fit for possible improvements to the intersection.

As one of the 4 homeowners at risk of losing property and/or property value, obviously it's a high concern for me, my family, and our neighbors. The other high concern I have is for my family's safety with the busy intersection and the speeding traffic duffing off-peak hours. Based on the traffic and accident data it looks like most of the collisions and safety concerns lie on the opposite side of North Williston Rd--plus we have the concrete pillars for added support. Just curious-- statistically what volume of accidents should an intersection like this expect to see annually?

While some of the options you outlined tonight certainly we're not as popular as others, I do believe in providing for the greater good, so I'm looking forward to seeing what your findings conclude...

By the way--sounds like a high fence around my property probably wouldn't fly with the neighbors huh.

Finally I'd appreciate seeing the the data and presentation that you provided tonight again so I'm not ignorant as to the what and whys behind this initiative. If you could email it to me I'd appreciate it. This is a cool/free online presentation ap too: http://www.slideshare.net/.

Thanks again for listening and feel free to reach out with questions any time.

Jake Robertson

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617-921-5991

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Interactive Manager
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OPEN DAILY THIS SUMMER:
Golf, Tennis, Lift-Served Mountain Biking, Zipline, Disc Golf, Dining, and Summer Camps.

From: Christine Forde [cforde@ccmpo.org]
Sent: Friday, September 09, 2011 3:40 PM
To: Mark Smith; Bruce Hoar; Rick McGuire
Subject: FW: Public Meeting re Intersection of Mountain View Rd and N Williston Rd in Williston

Follow Up Flag: Flag for follow up
Flag Status: Flagged

From: Martin Hain [mailto:mwhain@kcevt.com]
Sent: Wednesday, September 07, 2011 7:58 AM
To: Christine Forde
Subject: Public Meeting re Intersection of Mountain View Rd and N Williston Rd in Williston

I will not be able to attend the meeting tonight regarding the intersection between N Williston Rd and Mountain View Rd. I have lived just north of the intersection at 1079 N Williston Rd since 1988 and have long felt there should be a four way stop at the intersection. Cars traveling south through the intersection rarely slow down and are often exceeding the speed limit due to the long stretch of straight open road preceding the intersection as you approach it from the north. In addition the guard rail and the tree on the northwest corner of the intersection make it difficult for drivers approaching the intersection from the west to see vehicles approaching the intersection from the north.

As I mentioned before, I believe the best solution is a four way stop. At the very least, the guard rail and the tree on the northwest corner should be modified or removed in order to improve visibility for drivers approaching from the west.

Thank you for considering my thoughts and opinions,

Martin Hain
1079 N Williston Rd
Williston, VT 05495

MINUTES SUBJECT TO CORRECTION BY THE WILLISTON SELECTBOARD. CHANGES, IF ANY, WILL BE RECORDED IN THE MINUTES OF THE NEXT MEETING OF THE BOARD.

TOWN OF WILLISTON
SELECTBOARD
MINUTES OF MEETING
February 27, 2012

DRAFT

MEMBERS PRESENT: Terry Macaig (Chairman); Jeff Fehrs, Chris Roy, Jay Michaud, Debbie Ingram.

ADMINISTRATION: Rick McGuire, Town Manager; Bruce Hoar, Public Works Director.

OTHERS PRESENT: Mark Smith, Christine Ford, Jonathan Ainon, Rick Milligan, Andi Higbee, Kerstin Hanson, Bill Rensch, Seth Maciejowski, Bob Metz, Penny Russell, Mark Russell, Amy Huntington, Pat Brown, Al Turgeon, Jake Robertson, Diane Owen, Mary and Joe Myers, Jeff Nick, Steve LaTullipe, Luke Baynes (Williston Observer).

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1. Call to Order

Chairman Terry Macaig called the meeting to order at 7 PM.

2. Minutes

January 17, 2012

MOTION by Debbie Ingram, SECOND by Chris Roy, to approve the January 17, 2012 minutes with correction of the spelling of "totaling" on Page 2. VOTING: unanimous (5-0); motion carried.

January 23, 2012

MOTION by Debbie Ingram, SECOND by Chris Roy, to approve the January 23, 2012 minutes with the following corrections:

Page 1, Item #4, 5th bullet – delete "(there was brief discussion of the after school program coordinator position)";

Page 3, Item #10 – add a statement to the motion to read: "the issue will be covered on town meeting night (March 5, 2012) as a warned item" and include the following as part of the discussion of the motion: "It was noted there is another petition being circulated for potential inclusion on the town meeting warning. The deadline for petitions is January 26, 2012. There was discussion of the threshold of signatures needed in order to include a ballot item on the town meeting warning and Selectboard discretion to allow (or not) political questions or issues on the warning."

VOTING: unanimous (5-0); motion carried.

January 30, 2012

MOTION by Debbie Ingram, SECOND by Chris Roy, to approve the January 30, 2012 minutes as written. VOTING: unanimous (5-0); motion carried.

February 6, 2012

MOTION by Debbie Ingram, SECOND by Chris Roy, to approve the February 6, 2012 minutes with the following corrections:

Page 1, second motion – correct the spelling of "adjourn" and change "Appendices" to "Exhibits".

VOTING: unanimous (5-0); motion carried.

3. Public Comment – General Issues

There were no comments from the public at this time.

4. Personnel Policy Revisions

Review of the draft whistleblower policy was postponed until an employee appeal of a grievance involving disciplinary action, is settled.

5. Justice Board Report

Steve LaTullipe, Chairman of the Justice Board, reported the following:

- The board has seen an 124% increase in cases due to the high referral rate by police and court dockets being filled with more serious cases.
- There is pending legislation (S.203 dealing with noncompliance of child support and H.251 dealing with keeping 16-20 year olds out of adult court) that will likely increase the caseload handled by the board.
- The grant for the board will be increased to $40,000 beginning July 1, 2012.
- The number of board members needs to be increased from 16 members to 20 members to handle the anticipated increase in cases.
- The Selectboard may be requested to consider charging a fee for direct referral cases ($15 paid upfront) and applying the money to an education program in the schools and community.
- Exit interviews are done with completed cases. There is a 91% success rate with participants in the program.

6. Liquor License Application

Jonathan Ainon and Rick Milligan with L&C Williston Beverage Holdings, Inc. for Courtyard by Marriott confirmed all servers working at the hotel complete alcohol training through the state as well as through the company.

MOTION by Debbie Ingram, SECOND by Jay Michaud, to approve a First Class liquor license for L&C Williston Beverage Holdings, Inc. doing business as Courtyard by Marriott. VOTING: unanimous (5-0); motion carried.

7. Public Works Facility Task Force

MOTION by Debbie Ingram, SECOND by Jay Michaud, to appoint Ken Stone, Don Phillips, and Chris Roy to the Public Works Facility Task Force. VOTING: unanimous (5-0); motion carried.

8. North Williston Road/Mountainview Road Intersection

Mark Smith with RSG and Christine Ford with CCRPC reviewed findings and recommendations from the study of the North Williston Road/Mountainview Road

Intersection to address safety and traffic congestion. Cost and limitations of each potential solution were also reviewed.

Findings include:

- Congestion is limited to a short PM peak hour.
- Crash history at the intersection is significant and unusually high comparatively - 18 crashes (no pedestrian accidents) at the intersection or within the stopping sight distance of the intersection in the last five years.
- There is elevated vehicle speed on North Williston Road.

Potential solutions include:

- No build (no change to existing conditions)
- Rearranging the Stop signs to be on North Williston Road rather than Mountainview Road and Governor Chittenden Road (not recommended)
- Making the intersection an all-way stop with Stop signs on North Williston Road, Mountainview Road, and Governor Chittenden Road (does not meet warrants for Stop signs)
- Adding a turn lane on Mountainview Road (no evidence of impact on safety, but helps congestion)
- Add traffic calming measures such as:
    - Rumble strips on North Williston Road (has some effect)
    - Speed feedback signs (modest impact on speed initially)
    - Speed tables and/or elevated intersection (not appropriate for a busy collector road with buses, emergency vehicles, and high traffic volume)
    - Raised median islands on North Williston Road (has some effect)
    - Signs, markings, lighting (in aggregate has some effect)
    - Intersection beacon (is warranted because there is a safety issue at the intersection)
    - Roundabout (effective, but very expensive)

PUBLIC COMMENTS

Comments were made by residents of North Williston Road, Mountainview Road, and Governor Chittenden Road stressing:

- Pedestrian and bicyclist safety must be addressed first before traffic congestion or loss of service at the intersection.
- There is excessive speed of cars on the roads and concern for pedestrians safely crossing the road.
- Where there is no bike path the shoulders of the road are not wide enough to accommodate bikes.
- A four-way stop at the intersection and/or some of the other traffic calming measures noted in the study (i.e. flashing beacon, signs, markings) should be done along with increased police enforcement of the posted speed limit.
- Several residents spoke against a roundabout at the intersection.
- There is concern about North Williston Road becoming the defunct circumferential highway.

9. Grid Street Alignment

Rick McGuire noted multiple property owners and multiple grid streets are involved and a public hearing and possible site visit are suggested.

MOTION by Debbie Ingram, SECOND by Jay Michaud, to schedule a public hearing to review the proposed alignment of the proposed new roads (grid streets) and to accept comment from any interested parties. VOTING: unanimous (5-0); motion carried.

10. Acceptance of Roads

Public Works Director, Bruce Hoar, reported Slate Barn Drive is complete, has been inspected, and is ready for acceptance as Class 3 highway.

MOTION by Debbie Ingram, SECOND by Chris Roy, to accept the .19 mile section of Slate Barn Drive as a public highway. VOTING: unanimous (5-0); motion carried.

11. Certification of Highway Mileage

MOTION by Chris Roy, SECOND by Debbie Ingram, to accept the mileage listed on the Certificate of Highway Mileage for the year ending February 10, 2012 as accurate for the mileage in Williston of Class 2, Class 3, and Class 4 roads. VOTING: unanimous (5-0); motion carried.

12. Town Meeting Preparation

There was no further discussion of town meeting preparations.

13. Town Manager's Report

Rick McGuire reported on the following:

- Fourth quarter calendar year receipts from the local options tax were $50,000 greater than the estimate (the same occurred with the 3rd quarter receipts).
- Revenue from the ambulance is $50,000 less than budgeted which is being offset by the late hire of a position. The proposed ambulance budget more accurately reflects the collection rate.
- The position profile survey for the Police Chief position will be closed soon and the results tabulated before the position is advertised.
- There will be a natural gas transmission line in the Williston in the circumferential highway right-of-way to Route 2 west and then south on the VELCO right-of-way. A public presentation will be made in April by the gas company.
- North Country Sportsmen Club received a letter from the state requiring that measures be taken with regard to elevated lead levels. Further testing will follow.

14. Other Business

Jeff Fehrs requested the CSWD representative and alternate brief the Selectboard at a future meeting on the franchise study and new state statutes pertaining to solid waste and recycling.

15. Property Negotiations

MOTION by Chris Roy, SECOND by Debbie Ingram, to adjourn the regular meeting and convene Executive Session to discuss property negotiations where premature public knowledge would place the town at a substantial disadvantage, and to invite the Town Manager to attend. VOTING: unanimous (5-0); motion carried.

16. Adjournment

Executive Session convened at 9:42 PM.. The Board came out of Executive Session and the meeting was adjourned at 9:57 PM.

RScty: M.E.Riordan

MINUTES SUBJECT TO CORRECTION BY THE WILLISTON SELECTBOARD. CHANGES, IF ANY, WILL BE RECORDED IN THE MINUTES OF THE NEXT MEETING OF THE BOARD.

TOWN OF WILLISTON
SELECTBOARD
MINUTES OF MEETING
April 2, 2012

DRAFT

MEMBERS PRESENT: Terry Macaig, Jeff Fehrs, Chris Roy, Jay Michaud, Debbie Ingram.

ADMINISTRATION: Rick McGuire, Town Manager; Ken Belliveau, Town Planner; Bruce Hoar, Public Works Director.

OTHERS PRESENT: Mark Smith (RSG, Inc.), Joe Myers, Mary Myers, Marge Butterfield, John Butterfield, Jacob Robertson, Hannah Robertson, Kerstin Hanson, Doug Messegian, Rob Landry (Jiffy Mart), Mike Evans, Kitty Hulbert, Alexis Parent (Taft Corners Associates), Al Turgeon, Diane Owen, Fred & Sue Powers, Michael Evans (Shaws), Jeff Nick (J.L. Davis Inc), Bruce Latreille, Marie St. Armand, and Albert St. Armand (Taft Corners Health Center), Pat Brown, Scott Graham, Mike Lavoie, Luke Baynes (Williston Observer).

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1. Call to Order

Chairman Terry Macaig called the meeting to order at 7 PM.

2. Minutes

March 19, 2012

MOTION by Debbie Ingram, SECOND by Chris Roy, to approve the March 19, 2012 minutes with the following correction(s)/clarification(s):

Page 2, Item #6, Appointments, Deputy Health Officer – change to read "recommend appointment".

VOTING: 4 ayes, one abstention (Jeff Fehrs); motion carried.

3. Public Comment – General Issues

There were no comments from the public at this time.

4. Liquor and/or Tobacco License Applications

Representatives from Coco Mart and Shaw's explained their individual plans of action to avoid any future liquor or tobacco violations.

MOTION by Chris Roy, SECOND by Debbie Ingram, to approve the liquor license applications for the year beginning May 1, 2012 for Oscars at the Majestic, Monty's Old Brick Tavern, Coco Mart, and Courtyard by Marriott. VOTING: unanimous (5-0); motion carried.

MOTION by Chris Roy, SECOND by Debbie Ingram, to approve the tobacco license application for Coco Mart. VOTING: unanimous (5-0); motion carried.

5. Grievance Hearing Decision

Terry Macaig read a summary of the Selectboard's findings and conclusions on the grievance involving Sgt. Bart Chamberlain and the Williston Police Department. Per the report the grievance is granted to the extent that certain findings and conclusions have been stricken from the letter, and the grievance is denied to the extent that the Selectboard concludes the letter shall remain in Sgt. Chamberlain's file as redacted.

MOTION by Debbie Ingram, SECOND by Chris Roy, to adopt the report from the Selectboard regarding the grievance hearing involving Police Sergeant Chamberlain as presented. VOTING: unanimous (5-0); motion carried.

6. Grid Street Alignment Hearing

Ken Belliveau, Town Planner, explained the alignment of two new public streets at Taft Corners presently referred to as "grid streets" with sidewalk associated with the Taft Corners Associates Lot 30 project (30,000 square feet of office and retail space to be built). Level of service at Marshall Ave./Route 2A is anticipated to improve with the grid streets in place. Terry Macaig opened the public hearing at 7:30 PM and read the warning. There were no comments from the public.

MOTION by Debbie Ingram, SECOND by Chris Roy, to close the public hearing on the grid street alignment. VOTING: unanimous (5-0); motion carried.

The public hearing was closed at 7:37 PM.

7. Grid Street Alignment

MOTION by Debbie Ingram, SECOND by Chris Roy, to approve the proposed alignment for grid streets shown on the site plan, dated April 1, 2011. VOTING: unanimous (5-0); motion carried.

8. North Williston Road/Mountainview Road Intersection

Mark Smith with RSG reviewed the preferred alternative for the intersection of North Williston Road/Mountainview Road to include a raised median, bicycle and pedestrian accommodations, removal of the guardrail and bollards, installation of curbing, pushing back the fences on private property, moving a utility pole, and installing warning signs for the intersection ahead. The cost estimate is $60,000. If traffic gets significantly worse the intersection would likely warrant being changed to a four-way stop.

Public comments included:

- Install yellow flashing lights on North Williston Road on each side of the intersection to warn drivers of the upcoming intersection and to slow down;
- Before the stockade fence was installed people did not stop at the stop sign, but once the fence was installed people did stop to check to see if a car is coming;
- Keep the bollards in place;
- Make the intersection safe for pedestrians and bicyclists to cross the street;
- Provide ongoing enforcement by police;
- Reduce the speed limit on North Williston Road;

- Assess the effects of the proposed traffic calming measures and then implement others as warranted.

MOTION by Debbie Ingram, SECOND by Chris Roy, to select a combination of traffic calming and safety measures as the preferred alternative to improve the safety of the North Williston Road/Mountainview Road intersection.

DISCUSSION: Jeff Fehrs said before he can support the motion he would want it clarified that a roundabout was considered as an alternative, but not selected, and that the improvements are just a first step and can be revisited if the effects are not as expected.

VOTING: 4 ayes, one nay (Jeff Fehrs); motion carried.

9. Growth Report

Ken Belliveau reported the following:

- Growth report was last updated in 2009. Census, grand list data, and development of housing in the town over the years were used to compile the report.
- Town population presently is 8,698. Growth rate is 13.7% which is double the pace of Chittenden County and above the rate for the state. The population in Williston is aging. Williston is attracting older people who do not have dependents in the school system. Most of the population in Williston is Caucasian though the numbers of minorities in town have doubled.
- School enrollment trend is downward though close to level.
- Employment is down slightly from 2005, but higher than in 2000. Based on the number of permits issued it is expected the number of jobs will continue to increase in the foreseeable future. A significant portion of workers in the town are commuting from other areas. Sectors that added jobs include government, leisure and hospitality, and warehousing services. There is job loss in manufacturing.
- Significant housing growth occurred in the 1990s and from 2000 through 2010, both single family and multi-family units, but growth is anticipated to slow down.
- Sewer flow volumes once again exceed the five year average. There are over 450 units not yet built that have sewer allocation.

Mr. Belliveau noted discussion is needed of growth management in Williston, growth targets, and incentives in place. There was discussion of sewer allocation as a growth management tool. Matt Crawford was publicly commended for his work on the growth report.

10. Sewer Allocation Ordinance – Attachment A

Ken Belliveau reviewed the Attachment A to the sewer allocation ordinance, noting the town has capacity of 980,000 gallons per day plus an extra 10,000 gallons that have been purchased out of 50,000 gallons available for purchase and an option to negotiate another 50,000 gallons. Barring a set of rain events as was experienced in 2011, flows are anticipated to be normal. Usage is 142,000 gallons per day and 35,000 gallons per day available for allocation. Staff recommends no change to the allocation table.

There was discussion of sewer capacity and link to the growth management system in town. A new system needs to be in place by 2015. Jeff Fehrs expressed concern about allocating all available capacity and not being able to purchase more from Essex Junction. The sewer ordinance will be defunct if there is no capacity and growth will be drastically limited or halted in the town. Ken Belliveau suggested setting aside 10,000 gallons capacity in reserve for whatever system is in place after 2015. Chris Roy pointed out there are robust limits on growth in the town which are not tied to sewer allocation and there is significant unused sewer capacity at this point in time. Also, the town continues not to allocate more than what is available. Rick McGuire noted there are other actions that could be taken such as reacquiring capacity that was allocated, but is not being used, and stepping up water conservation efforts to decrease flows.

MOTION by Chris Roy, SECOND by Jay Michaud, to schedule a public hearing to accept comments on proposed Attachment A for fiscal year 2013 which is Table 3 of the materials with the following corrections:

- **Total new allocation under 2011-12 is changed to 32,780 gpd;**
- **Under 2012-13 the allocation for new commercial/industrial should be 7,500 gpd and that results in a total new allocation for 2012-13 of 32,780 gpd which would be unchanged from the prior year.**

DISCUSSION: There was further discussion of the allocation amounts in the tables. Staff will revise the chart to reflect the changes in Table 2 and the reserve prior to the public hearing.

VOTING: unanimous (5-0); motion carried.

11. Grant Application Resolution

Rick McGuire explained the loan application is for the pump station upgrades previously approved by the town. Upgrade of the pump station on Old Stage Road is complete. Upgrade of the other two pump stations is in the design phase. Jeff Fehrs noted he will abstain from the vote because he works for the agency that issues the loans.

MOTION by Debbie Ingram, SECOND by Chris Roy, to authorize the Town Manager to act as the authorized representative for the loan fund application in connection with the River Cove Road and Industrial Avenue pump station upgrade project. VOTING: 4 ayes, one abstention (Jeff Fehrs); motion carried.

12. Town Manager's Report

Rick McGuire reported on the following:

- There are 72 applications for the Police Chief position. Review of the applications has begun.
- Request has been received from the Farmers Market group to hold the market on Wednesday early evening rather than on Saturday. Staff will draft the necessary agreements.

13. Other Business

Catering Permit – Vermont Youth Orchestra

MOTION by Debbie Ingram, SECOND by Jay Michaud, to approve the catering permit for an indoor wine tasting fund raising event at Gardner's Supply on April 21, 2012 to benefit the Vermont Youth Orchestra. VOTING: unanimous (5-0); motion carried.

Selectboard Retreat

Jeff Fehrs will draft proposed topics of discussion for a Selectboard retreat. Ideas include affordable housing, transportation issues (circ highway alternatives, park-and-ride facility), and identifying priorities for the town.

Transportation Network Study Presentation May 7, 2012

RSG will present the results of the transportation network study to the Selectboard at the May 7, 2012 meeting. Chris Roy reported the circ task force is investigating the possibility of another river crossing or an exit off the interstate onto Mountainview Road to determine which option holds more promise to alleviate traffic and growth patterns over the next 25 years.

14. Property Negotiations

MOTION by Chris Roy, SECOND by Debbie Ingram, to convene an Executive Session to discuss property negotiations where premature public knowledge would place the town at a substantial disadvantage, and to invite the Town Manager to attend. VOTING: unanimous (5-0); motion carried.

15. Adjournment

The Board came out of Executive Session at 10:20 PM. and the regular meeting was adjourned at 10:21 PM.

RScty: M.E.Riordan

APPENDIX B

Traffic warrant analysis

Signal warrant
Lane warrants
All-way stop warrant

Intersection: N. Williston Rd/Mt. View Rd
Count Date: 7/9/2009

RoadRunner -- Signal Warrant Analysis v5.3 -- MUTCD 2009 Edition

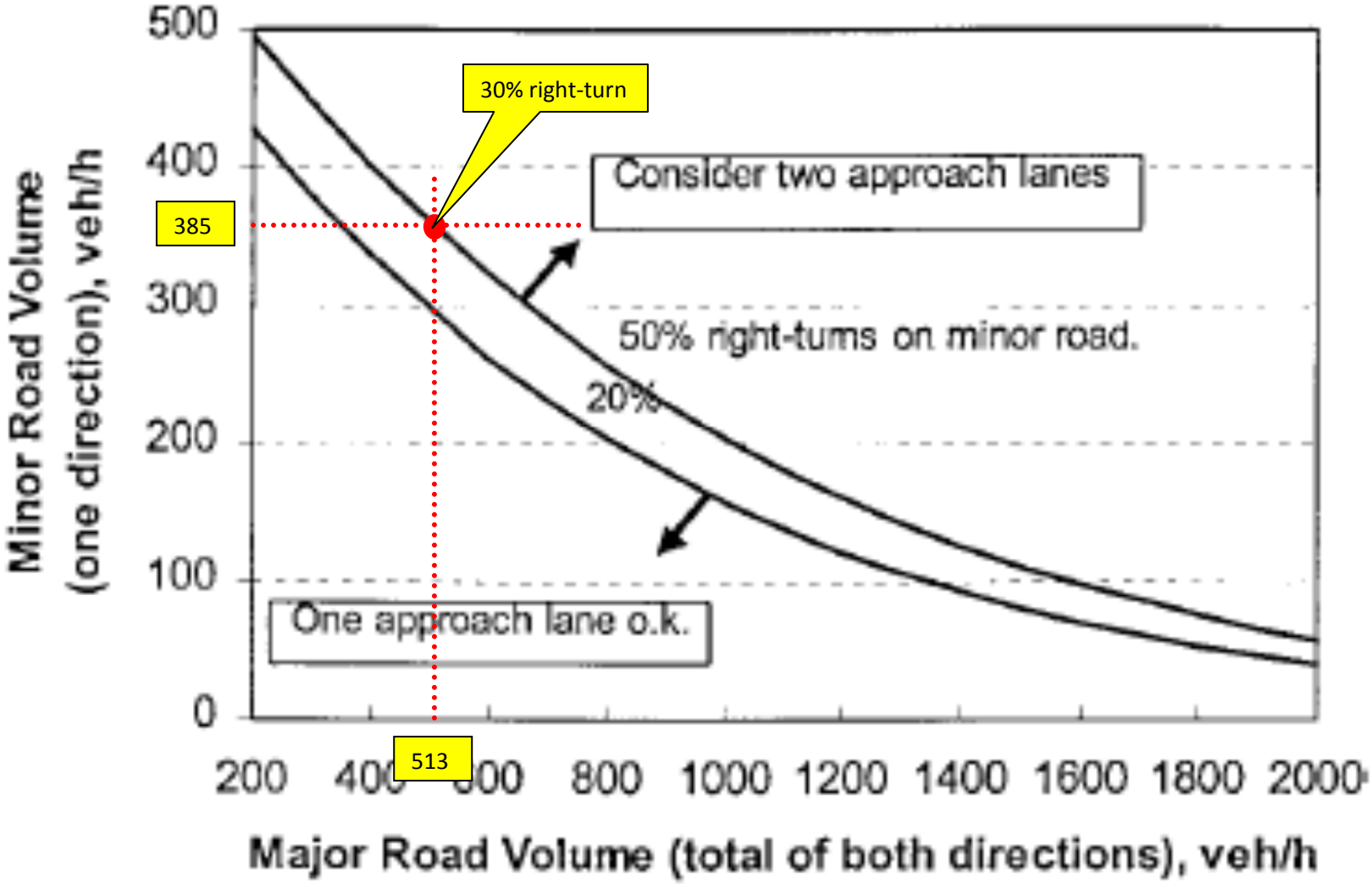
Time	EB	WB	NB	SB	Major	Minor	Max Mir	Peds	School
6:45 AM	70	10	92	342	434	80	70	3	0
7:45 AM	114	42	174	509	683	157	114	6	0
8:45 AM	95	11	123	265	388	106	95	0	0
9:45 AM	79	10	104	222	326	89	79	1	0
10:45 AM	106	29	90	179	269	135	106	2	0
11:45 AM	131	25	122	163	285	157	131	3	0
12:45 PM	137	13	114	177	291	150	137	3	0
1:45 PM	138	9	158	191	348	147	138	0	0
2:45 PM	222	10	182	174	356	232	222	4	0
3:45 PM	336	29	225	217	442	366	336	0	0
4:45 PM	384	29	297	214	511	413	384	0	0
5:45 PM	228	16	204	141	345	244	228	0	0
6:45 PM	41	6	35	29	65	47	41	0	0

W1 A		W1 B		W1 Combo		W2	W3	W4		W5	W6	W7	W8
N		N		N		N	n/a	n/a	n/a	n/a	n/a	N	n/a
N		N		N		N	n/a	n/a	n/a	n/a	n/a	N	n/a
N		N		N		N	n/a	n/a	n/a	n/a	n/a	N	n/a
N		N		N		N	n/a	n/a	n/a	n/a	n/a	N	n/a
N		N		N		N	n/a	n/a	n/a	n/a	n/a	N	n/a
N		N		N		N	n/a	n/a	n/a	n/a	n/a	N	n/a
N		N		N		N	n/a	n/a	n/a	n/a	n/a	N	n/a
N		N		N		N	n/a	n/a	n/a	n/a	n/a	N	n/a
N		N		N		N	n/a	n/a	n/a	n/a	n/a	N	n/a
N		N		N		Y	n/a	n/a	n/a	n/a	n/a	N	n/a
Y		N		N		Y	n/a	n/a	n/a	n/a	n/a	N	n/a
N		N		N		N	n/a	n/a	n/a	n/a	n/a	N	n/a
N		N		N		Y	n/a	n/a	n/a	n/a	n/a	N	n/a
1 of 8	0 of 8	n/a	n/a	0 of 8	0 of 8	2 of 4	n/a	n/a	n/a	n/a	n/a	0 of 8	n/a

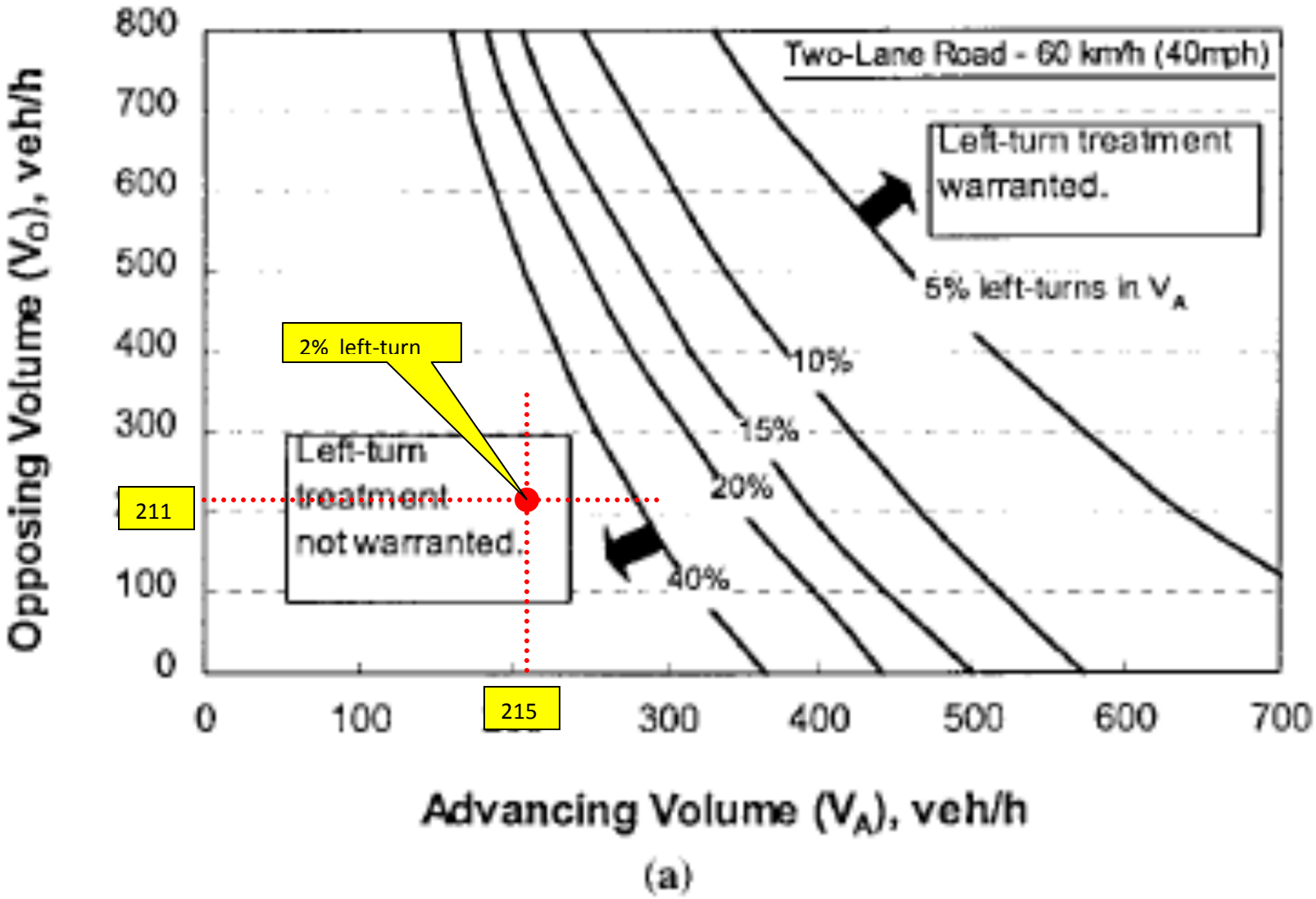
Warrant Analyses

Warrant 1a: Eight-Hour Vehicular Volume Warrant is Not Met
Warrant 1b: Eight-Hour Interruption of Continuous Traffic Warrant is Not Applicable
Warrant 1c: Eight-Hour Combination of Warrants is Not Met
Warrant 2: Four-Hour Vehicular Volume Warrant is Not Met
Warrant 3: Peak Hour Warrant is Not Applicable
Warrant 4: Pedestrian Volume Warrant is Not Applicable
Warrant 5: School Crossing Warrant is Not Applicable
Warrant 6: Coordinated Signal System Warrant is Not Applicable
Warrant 7: Crash Experience Warrant is Not Met
Warrant 8: Roadway Network Warrant is Not Applicable

2nd lane on Mt. View Rd – **Warranted**

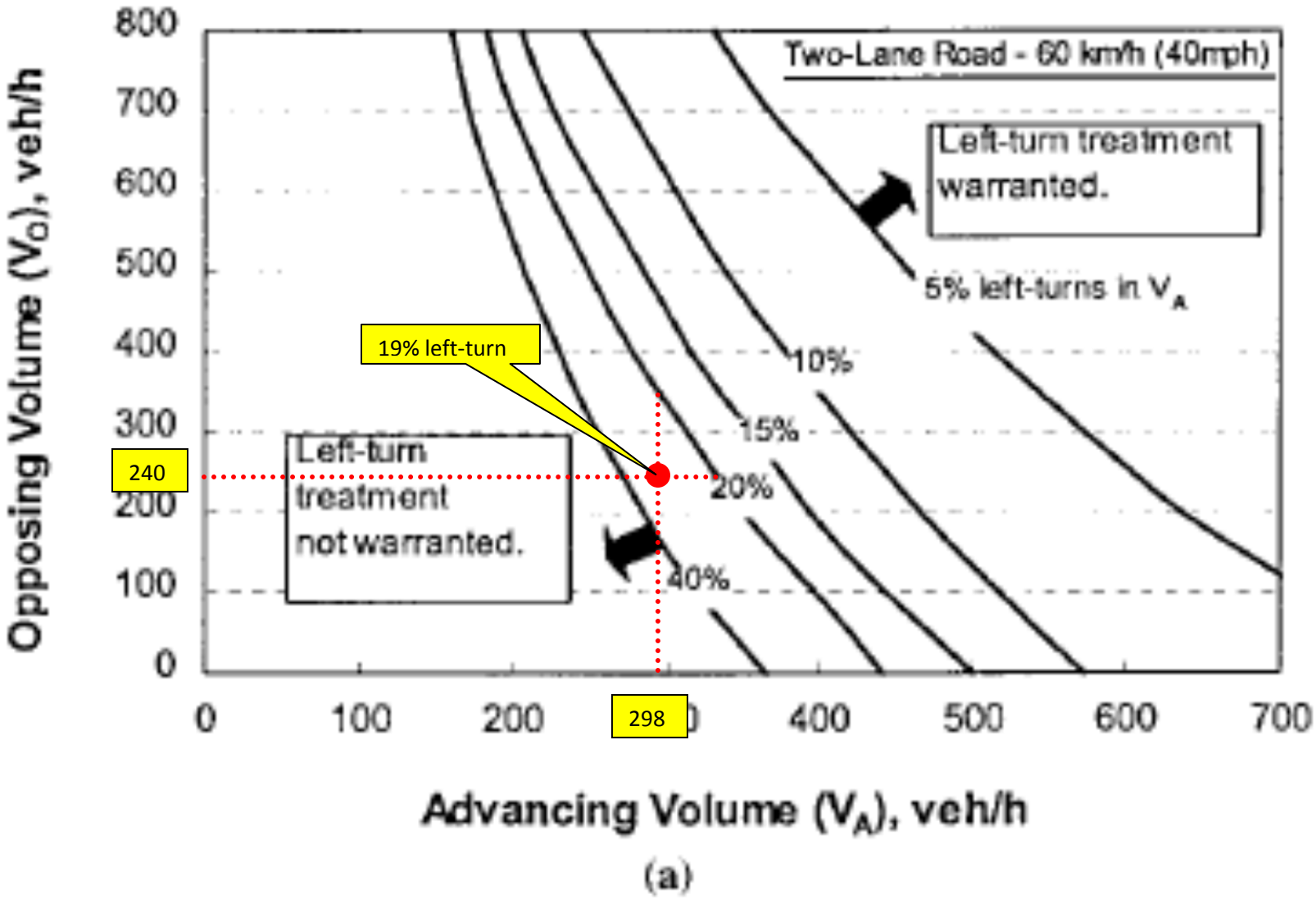


Left-turn bay on N Williston Rd – SB – **Not warranted**



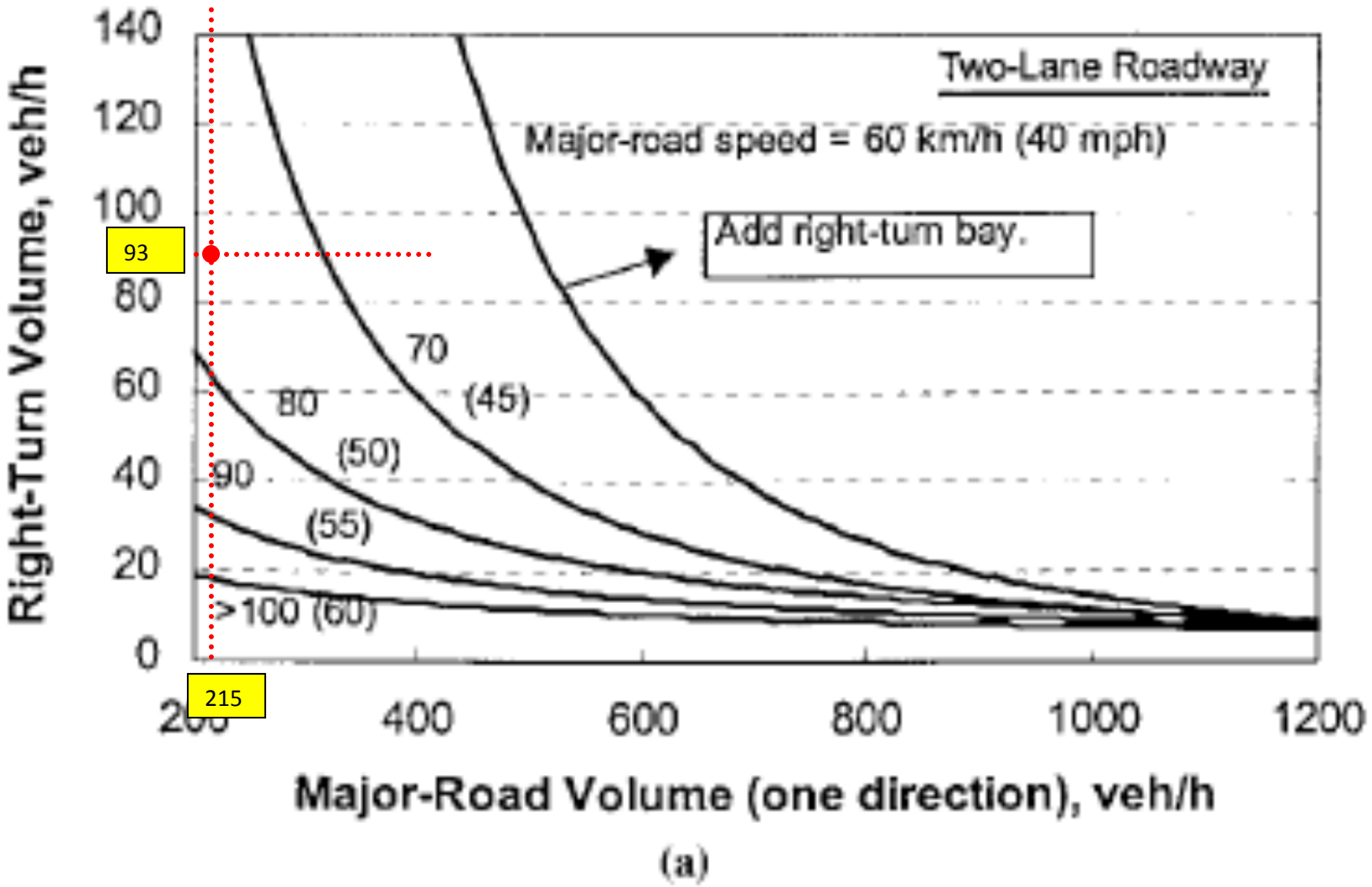
(a)

Left-turn bay on N Williston Rd – NB – **Not warranted**



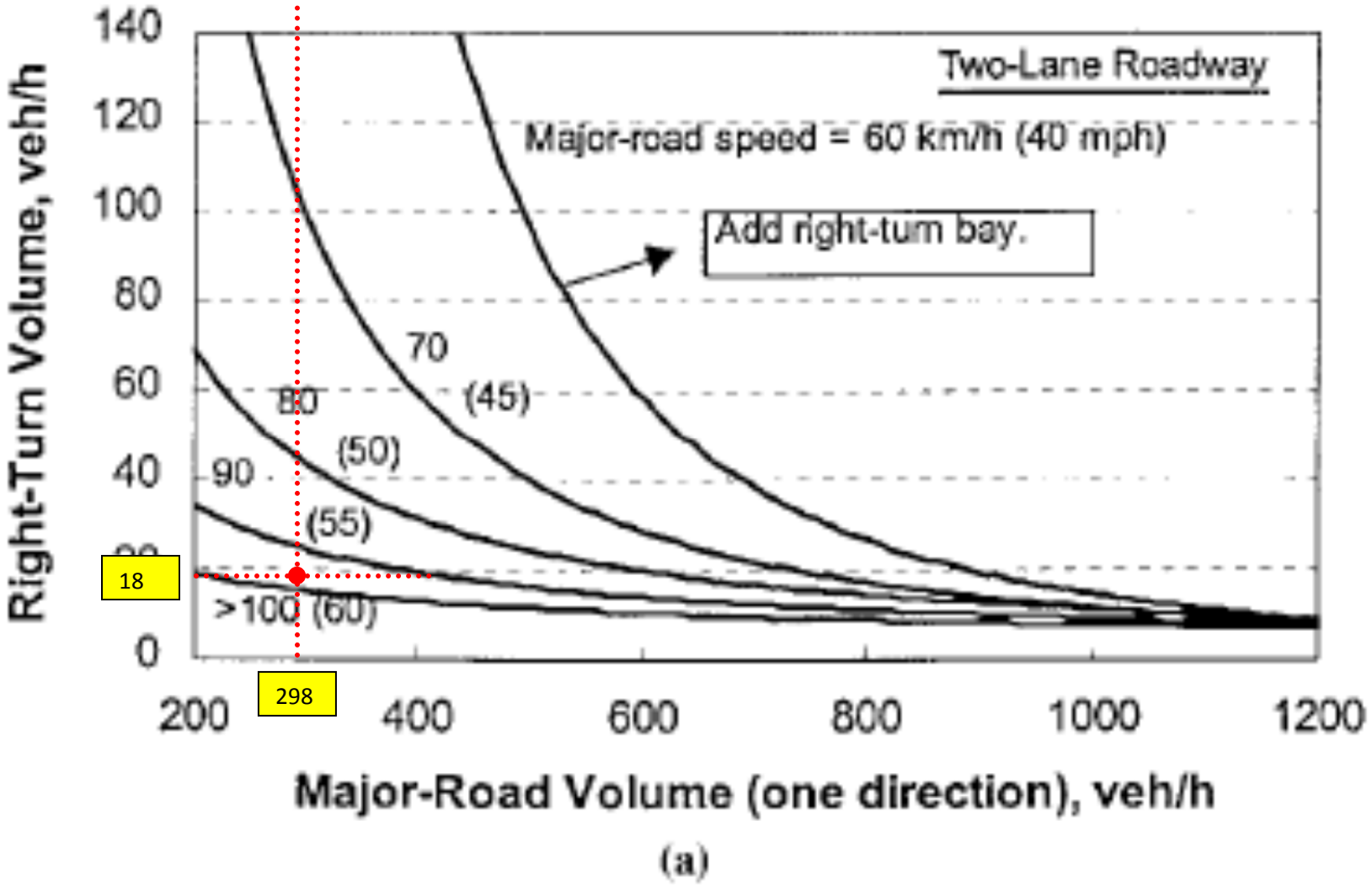
(a)

Right-turn bay on N Williston Rd – SB – **Not warranted**

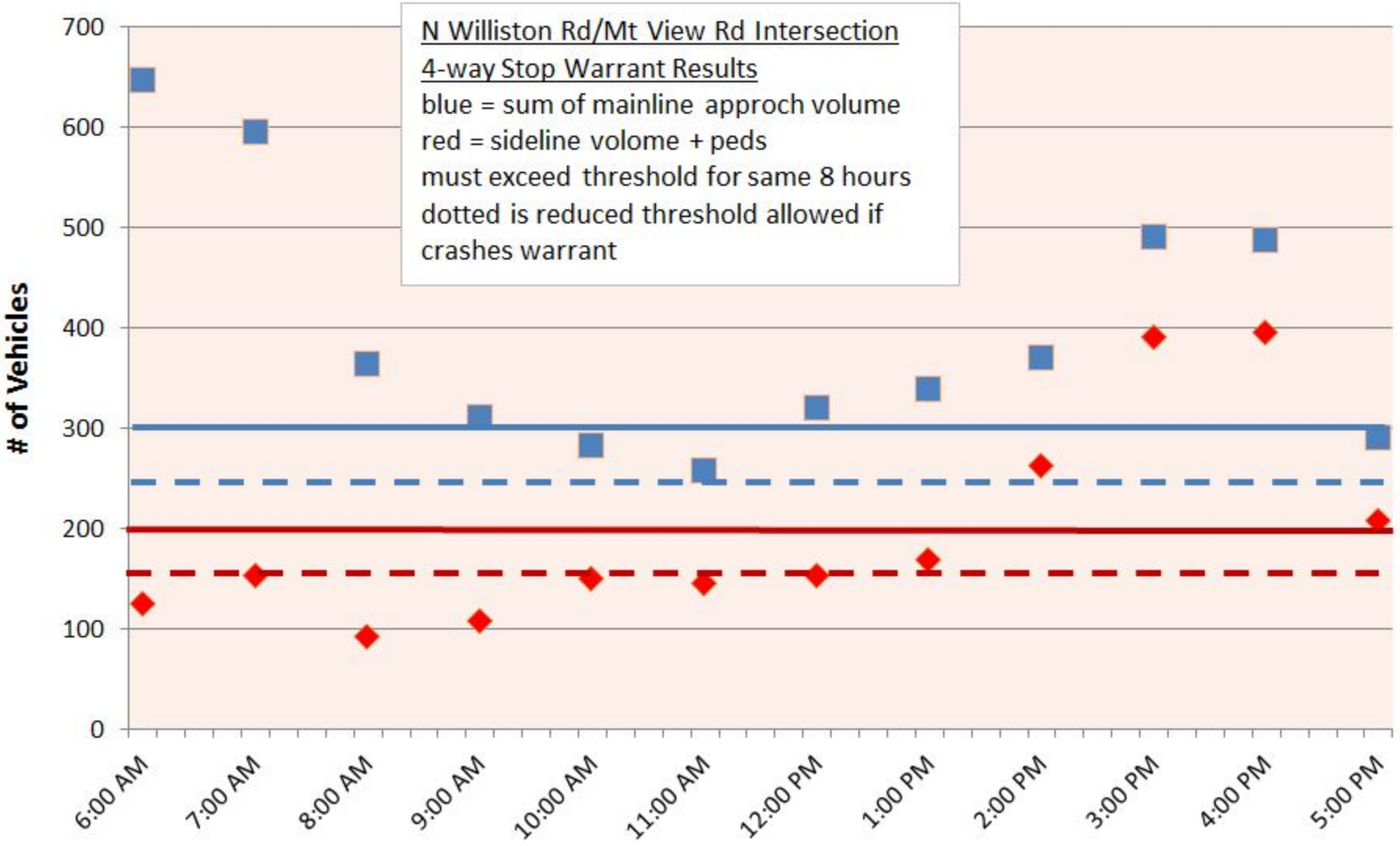


(a)

Right-turn bay on N Williston Rd – NB – **Not warranted**



(a)


N Williston Rd/Mt View Rd Intersection
4-way Stop Warrant Results
blue = sum of mainline approch volume
red = sideline volome + peds
must exceed threshold for same 8 hours
dotted is reduced threshold allowed if crashes warrant
# of Vehicles
700
600
500
400
300
200
100
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM

APPENDIX C

Traffic Volume Worksheets

05/01/12 05:22 PM

PM Raw Count Data

		EB	WB	NB	SB	
N. Williston Rd/Mt. View Rd	LT	255	8	57	4	
Williston, VT	TH	11	9	219	116	
7/9/2009	RT	114	12	18	92	915
2nd Thursday	Enter	380	29	294	212	915
CCMPO	Exit	33	158	486	238	915
	% Trucks	0.0%	0.0%	1.0%	1.9%	
	Peds	2	0	0	0	PHF
	Peak Hour	4:45 PM - 5:45 PM Peak				0.89

DHV & Annual Adjustments (1) to 2011

DHV ATR/CTC	WILL54		DHV Calculations
DHV Poll Group	Urban	ATR/CTC Year	2011
Annl Grwth ATR/CTC ID	WILL54	ATR/CTC AADT	4,600
Annl Grwth Poll Group	Urban		
DHV Adjustment	0.91	DHV (Equation)	n/a
2010-2011 Growth	1.00	DHV (K-Factor)	488
Total Adjustment	0.91	Corr. Count	538

DHV & Annual Adjustments (2) to 2011

DHV ATR/CTC	WILL03		DHV Calculations
DHV Poll Group	Urban	ATR/CTC Year	2011
Annl Grwth ATR/CTC ID	WILL03	ATR/CTC AADT	4,800
Annl Grwth Poll Group	Urban		
DHV Adjustment	0.96	DHV (Equation)	n/a
2010-2011 Growth	1.00	DHV (K-Factor)	509
Total Adjustment	0.96	Corr. Count	532

Apply Adjustments

1 = Apply Adjustment 1
2 = Apply Adjustment 2
3 = Apply Adjustment 3

	EB	WB	NB	SB
L	1	2	2	1
T	1	1	2	2
R	2	1	2	1

Adjusted PM Peak Counts 2011

	EB	WB	NB	SB	
L	231	8	55	4	
T	10	8	209	111	
R	109	11	17	83	856
Enter	350	27	281	198	856
Exit	31	146	451	228	856

Annual Adjustment 2011-2021

1.03

This is based on the 20 year growth factor in the 2010 red book for D061 on US2 in Williston

PM Peak Hour 2021

	EB	WB	NB	SB	
L	238	8	56	4	
T	10	8	216	114	
R	112	11	18	86	882
Enter	361	27	290	204	882
Exit	32	150	465	234	882

05/01/12 05:22 PM

AM Raw Count Data

		EB	WB	NB	SB	
N. Williston Rd/Mt. View Rd	LT	68	14	76	9	
Williston, VT	TH	15	17	84	224	
7/9/2009	RT	30	5	14	319	875
2nd Thursday	Enter	113	36	174	552	875
CCMPO	Exit	38	412	157	268	875
	% Trucks	8.0%	0.0%	2.9%	0.7%	
	Peds	2	1	7	2	PHF
	Peak Hour	7:30 AM - 8:30 AM Peak				0.89

DHV & Annual Adjustments to 2011

DHV ATR/CTC	WILL54		DHV Calculations
DHV Poll Group	Urban	ATR/CTC Year	2011
Annl Grwth ATR/CTC ID	WILL54	ATR/CTC AADT	4,600
Annl Grwth Poll Group	Urban		
DHV Adjustment	0.91	DHV (Equation)	n/a
2010-2011 Growth	1.00	DHV (K-Factor)	488
Total Adjustment	0.91	Corr. Count	538

DHV & Annual Adjustments (2) to 2011

DHV ATR/CTC	WILL03		DHV Calculations
DHV Poll Group	Urban	ATR/CTC Year	2011
Annl Grwth ATR/CTC ID	WILL03	ATR/CTC AADT	4,800
Annl Grwth Poll Group	Urban		
DHV Adjustment	0.96	DHV (Equation)	n/a
2010-2011 Growth	1.00	DHV (K-Factor)	509
Total Adjustment	0.96	Corr. Count	532

Apply Adjustments

blank=no adjust
1 = Apply Adjustment 1
2 = Apply Adjustment 2
3 = Apply Adjustment 3

	EB	WB	NB	SB
L	1	2	2	1
T	1	1	2	2
R	2	1	2	1

Adjusted AM Peak Counts 2011

	EB	WB	NB	SB	
L	62	13	73	8	
T	14	15	80	214	
R	29	5	13	289	815
Enter	104	33	166	512	815
Exit	35	377	146	256	815

Annual Adjustment 2011-2021

1.03

This is based on the 20 year growth factor in the 2010 red book for D061 on US2 in Williston

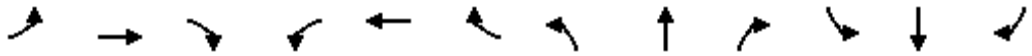
AM Peak Hour 2021

	EB	WB	NB	SB	
L	63	14	75	8	
T	14	16	83	221	
R	30	5	14	298	840
Enter	107	34	171	527	840
Exit	36	389	151	264	840

APPENDIX D

Traffic analysis documentation

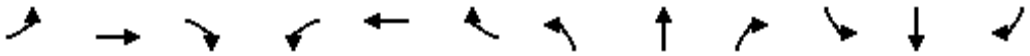
2011 AM existing
2011 PM existing
2021 AM no-build
2021 PM no-build
2011 AM ads left turn lane
2011 AM with 4-way stop
2011 PM ads left turn lane
2011 PM with 4-way stop



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	62	14	29	13	15	5	73	80	13	8	214	289
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	70	16	33	15	17	6	82	90	15	9	240	325
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	696	689	403	722	844	97	565			104		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	696	689	403	722	844	97	565			104		
tC, single (s)	7.2	6.6	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	77	95	95	95	94	99	92			99		
cM capacity (veh/h)	308	330	635	294	276	964	1002			1493		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	118	37	187	574
Volume Left	70	15	82	9
Volume Right	33	6	15	325
cSH	363	318	1002	1493
Volume to Capacity	0.33	0.12	0.08	0.01
Queue Length 95th (ft)	35	10	7	0
Control Delay (s)	19.6	17.8	4.4	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	19.6	17.8	4.4	0.2
Approach LOS	C	C		

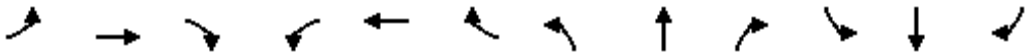
Intersection Summary				
Average Delay	4.3			
Intersection Capacity Utilization	57.7%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	231	10	109	8	8	11	55	209	17	4	111	83
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	260	11	122	9	9	12	62	235	19	4	125	93
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	565	558	171	676	595	244	218			254		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	565	558	171	676	595	244	218			254		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	36	97	86	97	98	98	95			100		
cM capacity (veh/h)	409	420	878	300	400	799	1358			1311		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	393	30	316	222
Volume Left	260	9	62	4
Volume Right	122	12	19	93
cSH	491	447	1358	1311
Volume to Capacity	0.80	0.07	0.05	0.00
Queue Length 95th (ft)	187	5	4	0
Control Delay (s)	35.8	13.6	1.9	0.2
Lane LOS	E	B	A	A
Approach Delay (s)	35.8	13.6	1.9	0.2
Approach LOS	E	B		

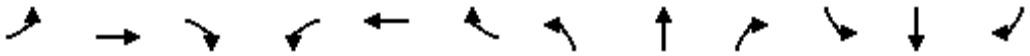
Intersection Summary				
Average Delay	15.7			
Intersection Capacity Utilization	62.9%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	63	14	30	14	16	5	75	83	14	8	221	298
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	71	16	34	16	18	6	84	93	16	9	248	335
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	718	711	416	745	871	101	583			109		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	718	711	416	745	871	101	583			109		
tC, single (s)	7.2	6.6	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	76	95	95	94	93	99	91			99		
cM capacity (veh/h)	295	319	624	282	265	960	986			1488		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	120	39	193	592
Volume Left	71	16	84	9
Volume Right	34	6	16	335
cSH	351	304	986	1488
Volume to Capacity	0.34	0.13	0.09	0.01
Queue Length 95th (ft)	37	11	7	0
Control Delay (s)	20.5	18.6	4.4	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	20.5	18.6	4.4	0.2
Approach LOS	C	C		

Intersection Summary				
Average Delay	4.4			
Intersection Capacity Utilization	59.0%	ICU Level of Service	B	
Analysis Period (min)	15			



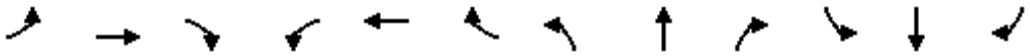
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	238	10	112	8	8	11	56	216	18	4	114	86
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	267	11	126	9	9	12	63	243	20	4	128	97
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	581	574	176	696	612	253	225			263		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	581	574	176	696	612	253	225			263		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	33	97	86	97	98	98	95			100		
cM capacity (veh/h)	398	410	872	289	390	791	1350			1301		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	404	30	326	229
Volume Left	267	9	63	4
Volume Right	126	12	20	97
cSH	480	435	1350	1301
Volume to Capacity	0.84	0.07	0.05	0.00
Queue Length 95th (ft)	212	6	4	0
Control Delay (s)	41.2	13.9	1.9	0.2
Lane LOS	E	B	A	A
Approach Delay (s)	41.2	13.9	1.9	0.2
Approach LOS	E	B		

Intersection Summary			
Average Delay	17.9		
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: N. Williston Rd & Mt. View Rd/Gov. Chittenden Rd

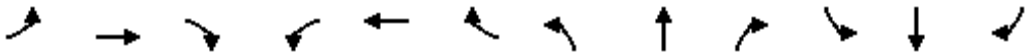
5/1/2012



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	62	14	29	13	15	5	73	80	13	8	214	289
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	70	16	33	15	17	6	82	90	15	9	240	325
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	696	689	403	722	844	97	565			104		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	696	689	403	722	844	97	565			104		
tC, single (s)	7.2	6.6	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	77	95	95	95	94	99	92			99		
cM capacity (veh/h)	308	330	635	294	276	964	1002			1493		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	70	48	37	187	574
Volume Left	70	0	15	82	9
Volume Right	0	33	6	15	325
cSH	308	488	318	1002	1493
Volume to Capacity	0.23	0.10	0.12	0.08	0.01
Queue Length 95th (ft)	21	8	10	7	0
Control Delay (s)	20.1	13.2	17.8	4.4	0.2
Lane LOS	C	B	C	A	A
Approach Delay (s)	17.2		17.8	4.4	0.2
Approach LOS	C		C		

Intersection Summary				
Average Delay	3.9			
Intersection Capacity Utilization	56.9%	ICU Level of Service	B	
Analysis Period (min)	15			



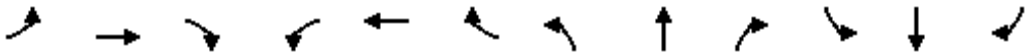
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	62	14	29	13	15	5	73	80	13	8	214	289
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	70	16	33	15	17	6	82	90	15	9	240	325

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	118	37	187	574
Volume Left (vph)	70	15	82	9
Volume Right (vph)	33	6	15	325
Hadj (s)	0.09	-0.01	0.09	-0.32
Departure Headway (s)	5.8	5.9	5.1	4.3
Degree Utilization, x	0.19	0.06	0.27	0.69
Capacity (veh/h)	550	529	665	816
Control Delay (s)	10.1	9.3	10.0	16.2
Approach Delay (s)	10.1	9.3	10.0	16.2
Approach LOS	B	A	A	C

Intersection Summary				
Delay		13.9		
HCM Level of Service		B		
Intersection Capacity Utilization		57.7%	ICU Level of Service	B
Analysis Period (min)		15		

HCM Unsignalized Intersection Capacity Analysis
3: N. Williston Rd & Mt. View Rd/Gov. Chittenden Rd

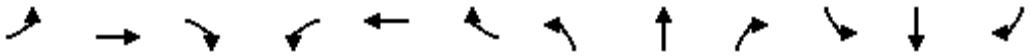
5/1/2012



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	231	10	109	8	8	11	55	209	17	4	111	83
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	260	11	122	9	9	12	62	235	19	4	125	93
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	565	558	171	676	595	244	218			254		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	565	558	171	676	595	244	218			254		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	36	97	86	97	98	98	95			100		
cM capacity (veh/h)	409	420	878	300	400	799	1358			1311		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	260	134	30	316	222
Volume Left	260	0	9	62	4
Volume Right	0	122	12	19	93
cSH	409	804	447	1358	1311
Volume to Capacity	0.64	0.17	0.07	0.05	0.00
Queue Length 95th (ft)	106	15	5	4	0
Control Delay (s)	27.9	10.4	13.6	1.9	0.2
Lane LOS	D	B	B	A	A
Approach Delay (s)	22.0		13.6	1.9	0.2
Approach LOS	C		B		

Intersection Summary				
Average Delay	10.1			
Intersection Capacity Utilization	55.7%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	231	10	109	8	8	11	55	209	17	4	111	83
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	260	11	122	9	9	12	62	235	19	4	125	93

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	393	30	316	222
Volume Left (vph)	260	9	62	4
Volume Right (vph)	122	12	19	93
Hadj (s)	-0.05	-0.19	0.02	-0.21
Departure Headway (s)	5.4	6.0	5.5	5.4
Degree Utilization, x	0.59	0.05	0.48	0.34
Capacity (veh/h)	635	493	610	608
Control Delay (s)	15.8	9.3	13.5	11.2
Approach Delay (s)	15.8	9.3	13.5	11.2
Approach LOS	C	A	B	B

Intersection Summary				
Delay	13.8			
HCM Level of Service	B			
Intersection Capacity Utilization	62.9%	ICU Level of Service	B	
Analysis Period (min)	15			

APPENDIX E

Preferred Alternative - Detailed Opinion of Costs

COST ESTIMATE

N WILLISTON RD / MT VIEW RD - **PREFERRED ALTERNATIVE**

3/27/2012 MCS/RSG

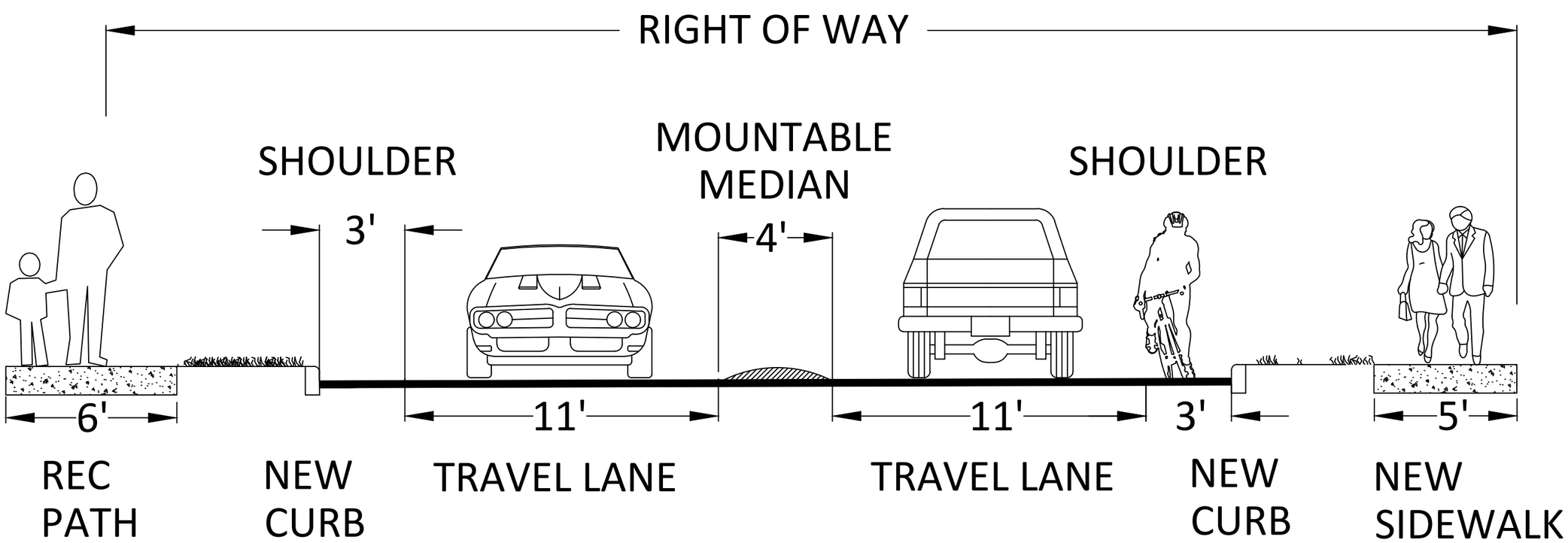
ITEM	QUANT	UNITS		UNIT COST		COST
CURB - CONC	233	LF	$	32	$	7,456
NEW RD BASE/CURB-EXCAVATE (2')	120	CY	$	7	$	840
NEW RD BASE/CURB-GRAVEL (2')	110	CY	$	20	$	2,200
PAVEMENT WIDENING (2")	1200	SF	$	1.54	$	1,852
PAVEMENT OVERLAY (1.5")	8400	SF	$	0.69	$	5,833
FENCE	150	LF	$	25	$	3,750
REMOVE BOLLARDS	5	EA	$	50	$	250
REMOVE GUARDRAIL	50	LF	$	5	$	250
REMOVE PATH	700	SF	$	2	$	1,400
STRIPING	560	LF	$	2	$	840
STOP BARS	40	LF	$	10	$	400
SW & PATH BASE-EXCAVATE (1')	30	CY	$	7	$	210
SW & PATH BASE-GRAVEL (1')	30	CY	$	20	$	600
SIDEWALK (5" CONC)	56	SY	$	50	$	2,778
PATH PAVE (2")	700	SF	$	1.54	$	1,080
CUT PAVEMENT FOR ISLAND	1	LS	$	1,000	$	1,000
SIGNS	25	SF	$	20	$	500
SIGNPOST	40	LF	$	10	$	400
TEXTURED ISLANDS	200	SF	$	10	$	2,000
			SUBTOTAL1		$	34,000
		MOBILIZE		10%	$	3,400
		CONTINGENCY		15%	$	5,100
		EROSION CONTROL		2%	$	680
		TOPSOIL SEED MULCH		2%	$	680
		TRAFFIC CONTROL		10%	$	3,400
			SUBTOTAL2		$	48,000
		DESIGN/ENGINEERING		20%	$	10,000
			TOTAL		$	60,000

APPENDIX F

Preferred Alternative

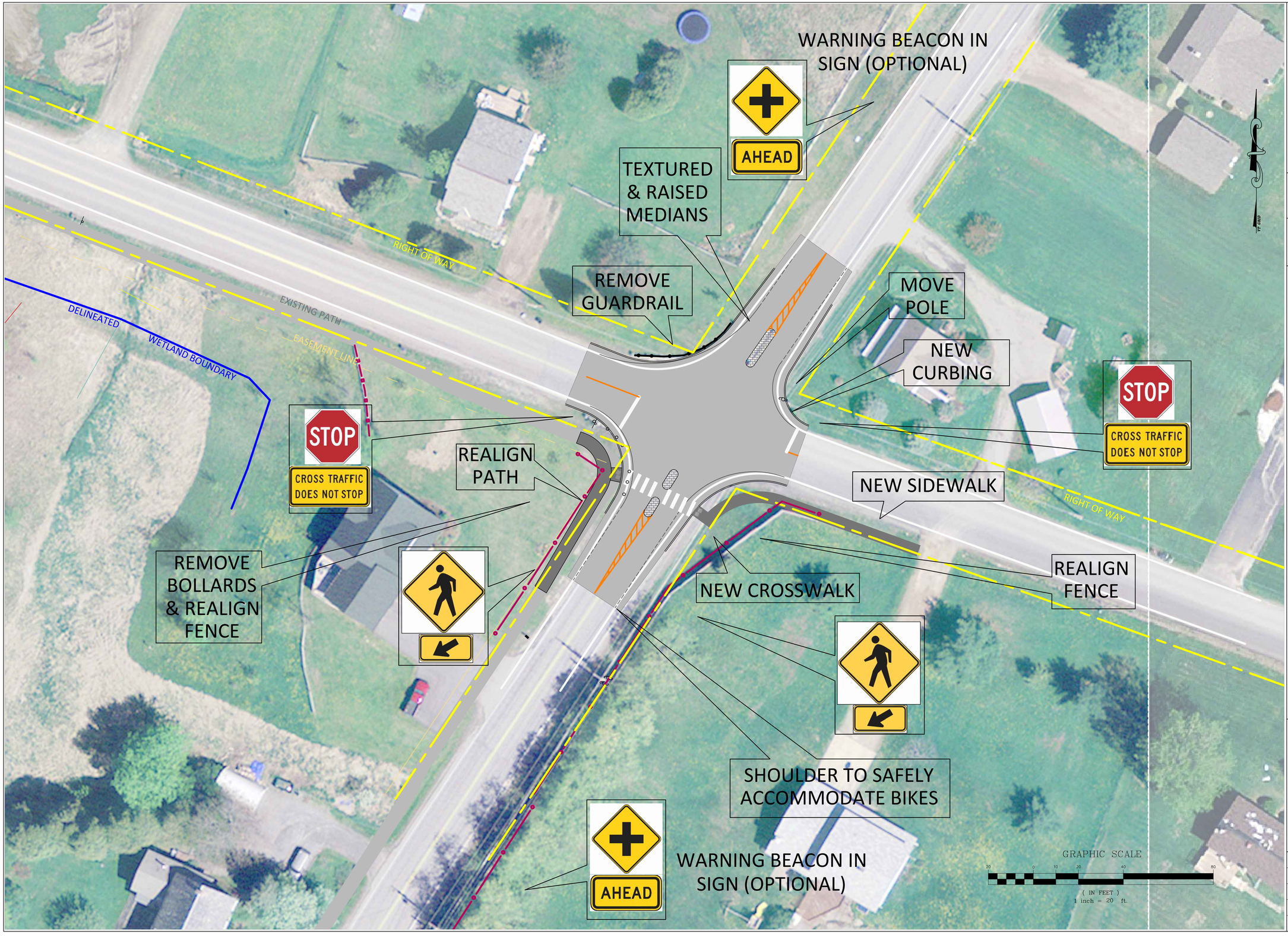
Cross section and full size plan

N. WILLISTON RD CROSS-SECTION



NORTH WILLISTON ROAD /
MOUNTAIN VIEW ROAD INTERSECTION

PREFERRED ALTERNATIVE



TOWN OF WILLISTON VERMONT 1763

RSG INC. RESOURCE SYSTEMS GROUP, INC.

Resource Systems Group, Inc
60 Lake Street Suite 1D
Burlington, VT 05401
p: (802) 388-0118 f: (802) 388-0122
www.rsginc.com

NORTH WILLISTON ROAD / MOUNTAIN VIEW ROAD INTERSECTION

PREFERRED ALTERNATIVE

SCALE: 1"=20'	SHEET 1 OF 1
DESIGNED BY: MS	
CHECKED BY: MS	
DATE: 3/14/12	
PROJ.NO: 11049	