



**State of Vermont
Policy, Planning & Intermodal Development Division
Policy, Planning and Research Bureau
Development Review & Permitting Services Section**

One National Life Drive [phone] 802-828-2653
Montpelier, VT 05633-5001 [fax] 802-828-2456
Vtrans.vermont.gov [ttd] 800-253-0191

Agency of Transportation

**! LETTER OF INTENT !
THIS IS NOT A PERMIT**

August 23, 2018

Fairmont Dairy, LLC
Richard Hall
95 Lyle Young Road
East Montpelier, VT 05651

Subject: East Montpelier, VT14, L.S. 0022+70 RT

Dear Mr. Hall:

Your highway permit application to construct an agricultural access for subdivided lot 3A, at the above-referenced location, has been reviewed and found to meet the requirements for work within the highway right-of-way.

Title 19 VSA § 1111 requires that we ensure compliance with all local ordinances and regulations relating to highways. **Your highway permit application will be processed after you provide us with copies of your Act 250 and/or local approvals, including all conditions.** In cases where local zoning does not exist, a letter from the legislative body of the municipality will be acceptable.

When issued, the permit will contain, but will not be limited to, the attached Special Conditions.

This commitment is valid for two years from the date of this letter. Should your other permits require a longer time period, please contact us relative to an extension of time.

This Letter of Intent addresses only access to, work within, and drainage affecting the State highway. It does not address other possible transportation issues, such as access to town highways, use of private roads, and use of railroad crossings. If relevant to the proposed development, such issues must be addressed separately.

If you have any further questions about this matter, please call me at (802) 498-7055.

Sincerely,

Nathan Covey
Permit Coordinator
Permitting Services

Attachment

Reviewed by: _____ Date: _____
Theresa Gilman, Permitting Services Supervisor

cc: Town of East Montpelier
Chase & Chase

SPECIAL CONDITIONS

This permit is granted subject to the restrictions and conditions on the back of the permit, with particular attention given to the Special Conditions listed below. This permit pertains only to the authority exercised by the Vermont Agency of Transportation (Agency) under Vermont Statutes Annotated, Title 19, Section 1111, and does not relieve the Permit Holder from the requirements of otherwise applicable statutes, rules, regulations or ordinances (e.g., Act 250, zoning, etc.). The Permit Holder shall observe and comply with all Federal and State laws and local bylaws, ordinances, and regulations in any manner affecting the conduct of the work and the action or operation of those engaged in the work, including all orders or decrees as exist at present and those which may be enacted later by bodies or tribunals having jurisdiction or authority over the work, and the Permit Holder shall defend, indemnify, and save harmless the State and all its officers, agents, and employees against any claim or liability arising from or based on the violation of any such law, bylaws, ordinances, regulations, order, or decree, whether by the Permit Holder in person, by an employee of the Permit Holder, by a person or entity hired by the Permit Holder, or by a Subcontractor or supplier.

The Permit Holder shall accomplish all work under this permit in accordance with detail A and the profile and notes of standard drawing B-71, copy attached, and the attached plan dated August 2, 2018 and August 21, 2018.

A preconstruction meeting to discuss work to be completed must be held prior to the Permit Holder's employees or contractor beginning work. The Permit Holder is required to notify the District Transportation Administrator five (5) working days in advance of such meeting.

Please note that the Vermont Agency of Transportation is not a member of Dig Safe. The Permit Holder shall also contact Dan Ertel, State Signal Supervisor, at (802) 343-2188. Mr. Ertel will need to locate and mark all existing buried utility facilities owned by the Agency near the location of the proposed work.

Upon completion of the work, the Permit Holder shall be responsible to schedule and hold a final inspection. The Permit Holder is required to notify the District Transportation Administrator five (5) working days in advance of such inspection.

Prior to any future development of the lands served by this access, the Permit Holder shall submit a site plan to the Agency of Transportation to determine if a traffic impact study, drainage and/or any additional highway mitigation is required.

Any work within the highway rights of way that is not addressed by the included plans or project specifications shall be done in accordance with the Vermont Agency of Transportation's, "2011 Standard Specifications for Construction", with the latest amendments and all applicable Vermont Agency of Transportation Standard Drawings. If a discrepancy between the included plans and all Agency specifications is identified, the more stringent specification shall be used.

Roadway shoulder areas must be maintained free of unnecessary obstructions, including parked vehicles, at all times while work is being performed under this permit.

Two-way traffic shall be maintained at all times unless permission is granted from the District Transportation Administrator. Whenever two-way, one-lane controlled traffic is authorized to be maintained by the Applicant's Contractor, **the traveling public shall not be delayed more than 10 minutes.**

All grading within the State Highway right-of-way associated with the proposed construction shall be subject to inspection and approval by the District Transportation Administrator or his or her staff. The Permit Holder shall be responsible for ensuring that all grading work in or on the State Highway right-of-way complies with applicable statutes, rules, regulations or ordinances.

In areas to be grass covered, the Permit Holder shall restore turf by preparing the area and applying the necessary topsoil, limestone, fertilizer, seed, and mulch, all to the satisfaction of the District Transportation Administrator. The Permit Holder shall be responsible for ensuring that all turf restoration work in or on the State Highway right-of-way is in compliance with applicable statutes, rules, regulations or ordinances.

This permit does not become effective until the Permit Holder records, in the office of the appropriate municipal clerk, the attached "Notice of Permit Action".

The access at L.S. 22+70 RT must be constructed in such a manner as to prevent water from flowing onto the State Highway. If the access is not constructed satisfactorily, the District Transportation Administrator can order reconstruction of the access at the Permit Holder's expense.

This access will serve as the only access to this property and to any future subdivisions of this property unless approved otherwise by the Agency. The Permit Holder is required to allow a connection and to grant an associated right to pass between the access and adjoining properties (in the future) that will result in a combination of accesses to serve more than one property or lot. By issuance of this permit, the Agency revokes all previous permits for access to this property.

In the event traffic from this project increases to the point where traffic signals, additional lanes for turning or any other modifications are necessary, the Permit Holder shall bear the expense of such improvements or facilities. The Agency may require the Permit Holder to update or provide a traffic study to determine if additional modifications are necessary.

The Permit Holder is responsible for access maintenance (beyond the edge of paved shoulder). "Access maintenance" will include, but not be limited to, the surface of the access, the replacement and maintenance of the culvert, as necessary, the trimming of vegetation, and the removal of snow banks to provide corner sight distance.

In conformance with Vermont Statutes Annotated, Title 19, Section 1111(f), the Agency may eliminate this access in the future where development has burdened the highway system to such an extent that a frontage road or other access improvements (which may serve more than one property or lot) must be constructed to alleviate this burden. The Permit Holder shall bear the expense of the frontage road or other access improvements. The Agency shall determine the need of a frontage road or other improvements based upon and justified by standard Agency procedures.

In the event of the Permit Holder's failure to complete all the work, approved under this permit, by the "work completion date," the Agency, in addition to any other enforcement powers that may be provided for by law, may suspend this permit until compliance is obtained. If there is continued use or activity after suspension, the Agency may physically close the driveway or access point if, in the Agency's opinion, safety of highways users is or may be affected.

The Permit Holder shall promptly and unconditionally pay for full repair and restoration of any and all damages to existing underground utility facilities (meaning any underground pipe, conduit, wire or cable, including appurtenances) that have been brought about by the execution of the permitted work. The Permit Holder also is required to pay for any costs to repair the highway following and resulting from any repairs to existing utilities occurring as a result of the work covered by this permit. Except with the specific, written permission of the Engineer, the Permit Holder or his or her contractor shall expose all underground facilities to verify their location and depth, at each location where the authorized boring or drilling work crosses a facility; and at reasonable intervals when closely paralleling a facility. Whenever possible, existing facilities should be crossed at a perpendicular angle. The Permit Holder shall be responsible for obtaining the modification of this permit, if necessary, for any additional survey work before initiating boring or drilling operations under the permit. The Agency will treat the Permit Holder's failure to fully, promptly, and conscientiously comply with all of conditions of this paragraph, including but not limited to the obligation to pay for repairs, as grounds for the Agency to refuse to grant any further requests by the Permit Holder for any other permits for subsurface work unless the Permit Holder furnishes irrevocable financial security, in a type and an amount deemed sufficient by the Agency in its sole discretion, prior to such future subsurface work.

The Permit Holder shall verify the appropriate safety measures needed, prior to construction, so proper devices and/or personnel are available when and as needed. Traffic control devices, shall be in conformance with the MUTCD (Manual on Uniform Traffic Control Devices), Agency standards and any additional traffic control deemed necessary by the District Transportation Administrator. The Permit Holder's failure to utilize proper measures shall be considered sufficient grounds for the District Transportation Administrator to order cessation of the work immediately.

The Permit Holder will perform construction in such a way as to minimize conflicts with normal highway traffic. When two-way traffic cannot be maintained, the Permit Holder shall provide a sign package that conforms to the MUTCD (Manual on Uniform Traffic Control Devices) or Agency standards, as well as trained Flaggers. The District Transportation Administrator may require a similar sign package with trained Flaggers whenever it is deemed necessary for the protection of the traveling public. In addition, the District Transportation Administrator may require the presence of Uniform Traffic Officers (UTOs); moreover, the presence of UTOs shall not excuse the Permit Holder from its obligation to provide the sign package and Flaggers.

The Permit Holder shall ensure that all workers exposed to the risks of moving highway traffic and/or construction equipment wear high-visibility safety apparel meeting the requirements of ISEA (International Safety Equipment Association) "American National Standards for High-Visibility Safety Apparel," and labeled as ANSI (American National Standards Institute) 107-2004, or latest revisions, for Performance Class 2 or 3 requirements. A competent person - one designated by the Permit Holder's Contractor to be responsible for worker safety within the activity area of the State highway right-of-way - shall select the appropriate class of garment. The Engineer may suspend this permit until compliance is obtained.

Independence; Liability: The Permit Holder will act in an independent capacity and not as officers or employees of the State.

The Permit Holder shall defend the State and its officers and employees against all claims or suits arising in whole or in part from any act or omission of the Permit Holder or of any agent of the Permit Holder. The State shall notify the Permit Holder in the event of any such claim or suit, and the Permit Holder shall immediately retain counsel and otherwise provide a complete defense against the entire claim or suit.

After a final judgment or settlement, the Permit Holder may request recoupment of specific defense costs and

may file suit in the Washington Superior Court requesting recoupment. The Permit Holder shall be entitled to recoup costs only upon a showing that such costs were entirely unrelated to the defense of any claim arising from an act or omission of the Permit Holder.

The Permit Holder shall indemnify the State and its officers and employees in the event that the State, its officers or employees become legally obligated to pay any damages or losses arising from any act or omission of the Permit Holder.

Insurance: Before beginning any work under this Permit the Permit Holder must provide certificates of insurance to show that the following minimum coverages are in effect. It is the responsibility of the Permit Holder to maintain current certificates of insurance on file with the State for the duration of work under the Permit. No warranty is made that the coverages and limits listed herein are adequate to cover and protect the interests of the Permit Holder for the Permit Holder's operations. These are solely minimums that have been established to protect the interests of the State.

Workers' Compensation: With respect to all operations performed under the Permit, the Permit Holder shall carry workers' compensation insurance in accordance with the laws of the State of Vermont.

General Liability and Property Damage: With respect to all operations performed under the Permit, the Permit Holder shall carry general liability insurance having all major divisions of coverage including, but not limited to:

Premises - Operations
Products and Completed Operations
Personal Injury Liability
Contractual Liability

The policy shall be on an occurrence form and limits shall not be less than:

\$2,000,000 Per Occurrence
\$2,000,000 General Aggregate
\$2,000,000 Products/Completed Operations Aggregate
\$ 50,000 Fire/Legal Liability

Permit Holder shall name the State of Vermont and its officers and employees as additional insureds for liability arising out of this Permit.

Automotive Liability: The Permit Holder shall carry automotive liability insurance covering all motor vehicles, including hired and non-owned coverage, used in connection with the Permit. Limits of coverage shall not be less than: \$1,000,000 combined single limit.

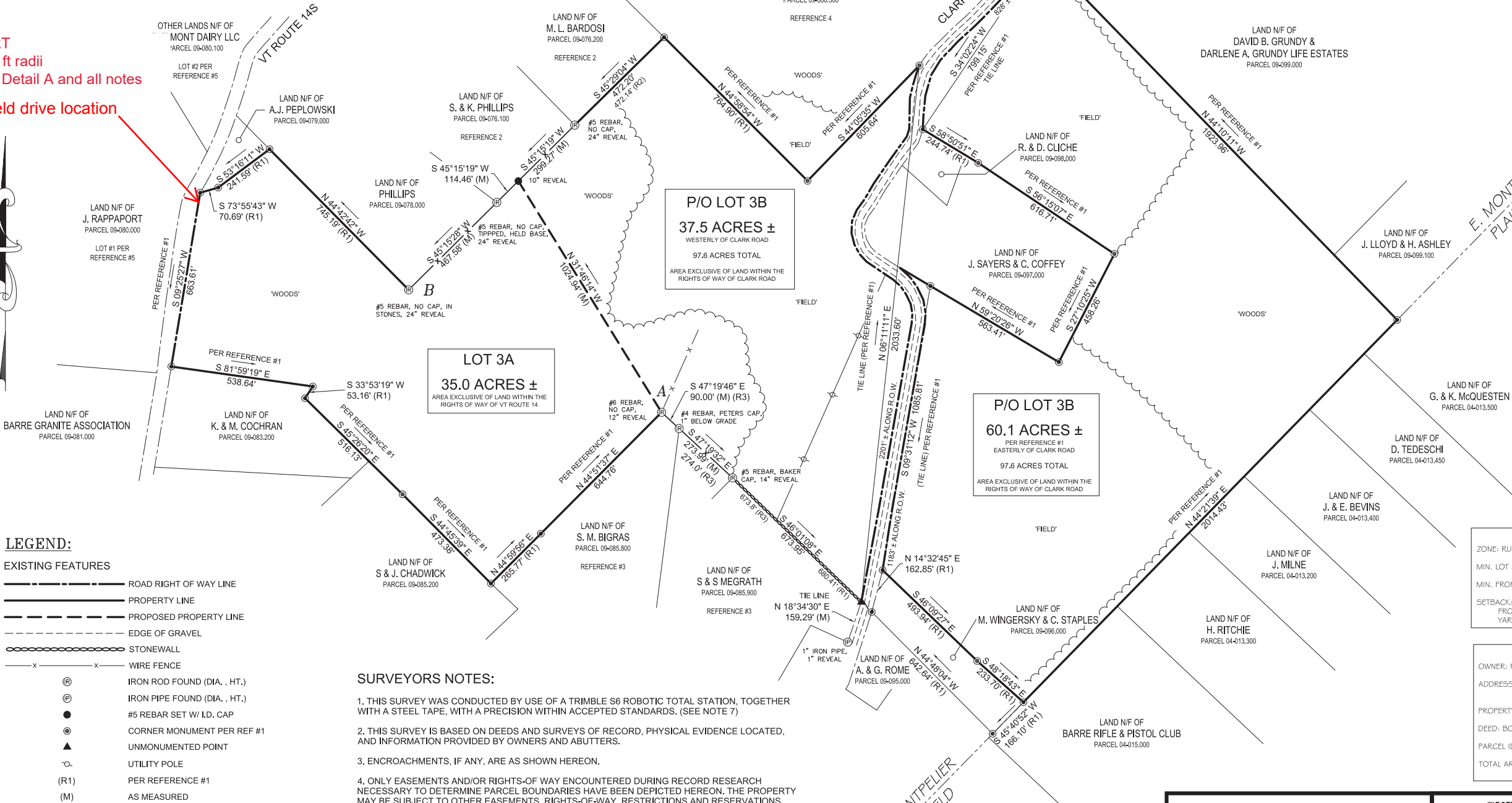
Permit Holder shall name the State of Vermont and its officers and employees as additional insureds for liability arising out of this Permit.

I HEREBY CERTIFY THIS DOCUMENT TO BE AN ORIGINAL INK ON MYLAR DOCUMENT SUITABLE FOR RECORDING. *WRC*

REFERENCES:

1. A THREE PAGE PLAN ENTITLED "LYLEHAVEN FARMS JEROME L. RAPPAPORT LAWRENCE & BARBARA LAPERLE PURCHASE EAST MONTPELIER, VERMONT" BY DWIGHT M BAKER, RLS #317, DATED SEPT. 1985 AS FOUND ON FILE IN THE TOWN OF EAST MONTPELIER LAND RECORDS IN HANGER 30, MAP 134.
2. A PLAN ENTITLED "PROPERTY OF ALBERT & LINDA PHILLIPS, LOTS 1-4, EAST MONTPELIER, VERMONT", DATED JULY 28, 1989 BY RICHARD R. FIELDER, AS FILED IN THE LAND RECORDS OF THE TOWN OF EAST MONTPELIER IN HANGING FILE #39, MAP #196.
3. A PLAN ENTITLED "E.D.M. AND THEODOLITE SURVEY - SUBDIVISION FOR GERALD AND JILL JOURDAN EAST MONTPELIER, VT.", DATED 11/29/96 BY CARROLL A. PETERS, AS FILED IN THE LAND RECORDS OF THE TOWN OF EAST MONTPELIER IN HANGING FILE #57, MAP #129.
4. A PLAN ENTITLED "SUBDIVISION SURVEY "WOODED CARVEOUT" JEROME L. RAPPAPORT VERMONT ROUTE 14S & CLARK ROAD, EAST MONTPELIER, VERMONT", DATED 08/01/14, LAST REVISED 08/21/14 BY CHASE & CHASE SURVEYORS, WILLIAM R. CHASE RLS #542 AS FILED IN THE LAND RECORDS OF THE TOWN OF EAST MONTPELIER IN HANGING FILE #84, MAP #350.
5. A PLAN ENTITLED "SUBDIVISION SURVEY "ROUTE 14 CARVEOUT" JEROME L. RAPPAPORT 355 VERMONT ROUTE 14S, EAST MONTPELIER, VERMONT", DATED 08/01/14, LAST REVISED 08/22/14 BY CHASE & CHASE SURVEYORS, WILLIAM R. CHASE, RLS #542 AS FILED IN THE LAND RECORDS OF THE TOWN OF EAST MONTPELIER IN HANGING FILE #84, MAP #349.

L.S. 22+70 RT
12 ft wide 20 ft radii
VTrans B-71 Detail A and all notes
Existing field drive location



LEGEND:

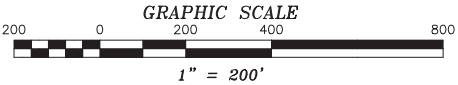
EXISTING FEATURES

- ROAD RIGHT OF WAY LINE
- PROPERTY LINE
- PROPOSED PROPERTY LINE
- EDGE OF GRAVEL
- STONEWALL
- WIRE FENCE
- IRON ROD FOUND (DIA. , HT.)
- IRON PIPE FOUND (DIA. , HT.)
- #5 REBAR SET W/ I.D. CAP
- CORNER MONUMENT PER REF #1
- UNMONUMENTED POINT
- UTILITY POLE
- PER REFERENCE #1
- AS MEASURED

SURVEYORS NOTES:

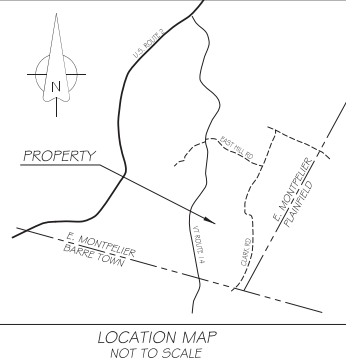
1. THIS SURVEY WAS CONDUCTED BY USE OF A TRIMBLE S6 ROBOTIC TOTAL STATION, TOGETHER WITH A STEEL TAPE, WITH A PRECISION WITHIN ACCEPTED STANDARDS. (SEE NOTE 7)
2. THIS SURVEY IS BASED ON DEEDS AND SURVEYS OF RECORD, PHYSICAL EVIDENCE LOCATED, AND INFORMATION PROVIDED BY OWNERS AND ABUTTERS.
3. ENCROACHMENTS, IF ANY, ARE AS SHOWN HEREON.
4. ONLY EASEMENTS AND/OR RIGHTS-OF-WAY ENCOUNTERED DURING RECORD RESEARCH NECESSARY TO DETERMINE PARCEL BOUNDARIES HAVE BEEN DEPICTED HEREON. THE PROPERTY MAY BE SUBJECT TO OTHER EASEMENTS, RIGHTS-OF-WAY, RESTRICTIONS AND RESERVATIONS.
5. BEARINGS SHOWN HEREON ARE BASED ON THE BEARING FROM MONUMENTS FOUND AT POINTS A & B AS SHOWN ON REFERENCE #1. BEARINGS ARE INCLUDED ONLY TO DEPICT THE ANGULAR RELATIONSHIP BETWEEN LINES. VARIATIONS WITH PRIOR SURVEYS WILL BE NOTED DUE TO DIFFERING MERIDIANS OR METHODOLOGIES, BUT ARE NOT INDICATIVE OF A CHANGE IN BOUNDARY LOCATION.
6. THE RIGHTS-OF-WAY OF VT ROUTE 14S & CLARK ROAD ARE BASED UPON REFERENCE #1 AS NOTED HEREON.
7. ONLY THE PORTIONS OF LOT 3 OF REF #5 AND REF #1 DEEMED NECESSARY FOR THE DEFINITION OF THE SUBDIVISION LINE BETWEEN LOTS 3A & 3B HAVE BEEN RE-SURVEYED FOR THIS SUBDIVISION PLAN. METES & BOUNDS & ACREAGES OF BALANCE OF PROPERTY ARE PER REFERENCE #1.

REDUCED FOR RECORDING



This mylar is identical to the final plat approved by resolution of the Development Review Board of the Town of East Montpelier, Vermont on the _____ day of _____, 2018, subject to the requirements and conditions of said resolution.

Signed this _____ day of _____, 2018,
by: _____, Zoning Administrator, East Montpelier.



| ZONING DATA | |
|---|------------------------------|
| ZONE: RURAL RESIDENTIAL & AGRICULTURAL ZONE | |
| MIN. LOT AREA: 3 ACRES | |
| MIN. FRONTAGE: 250' | |
| SETBACK: | |
| FRONT - 75 FEET | YARD (SIDE & REAR) - 50 FEET |

| PROPERTY INFORMATION | |
|--|--|
| OWNER: FAIRMONT DAIRY LLC | |
| ADDRESS: 95 LYLE YOUNG ROAD EAST MONTPELIER, VT 05651 | |
| PROPERTY ADDRESS: VT ROUTE 14 S & CLARK ROAD | |
| DEED: BOOK 129/PAGES 192-194 (11-20-2014) | |
| PARCEL ID#: p/o 09-80.300 | |
| TOTAL AREA OF PROPERTY: 132.6 AC. | |

CERTIFICATION

I HEREBY CERTIFY THAT THIS PLAT AND THE SURVEY ON WHICH IT IS BASED IS A TRUE AND CORRECT REPRESENTATION OF THE PARCEL BOUNDARIES DETERMINED AS NOTED HEREON TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND CONFORMS WITH THE REQUIREMENTS SET FORTH IN 26 V.S.A. THE SURVEY WAS CONDUCTED UNDER MY DIRECT SUPERVISION BY METHODS NOTED HEREON WITH A PRECISION WITHIN ACCEPTED STANDARDS FOR THIS CLASS OF SURVEY.

5/8/18 *William R. Chase*

DATED: WILLIAM R. CHASE RLS. #542 VERMONT
NOT VALID UNLESS SEALED WITH AN EMBOSSED SURVEYORS SEAL

SUBDIVISION SURVEY
FAIRMONT DAIRY, LLC
CLARK ROAD AND VT ROUTE 14S
EAST MONTPELIER, VERMONT

SCALE: 1" = 200' DATE: 5/8/18 PROJ.# 2018 035 DWG.# 18035A
DRAWN BY: TDM CHECKED BY: WRC FBPG: 91/ EFB SHEET PLAT

301 North Main Street, Suite 1
Barre, Vt. 05641
802-479-9636

Chase
Surveyors & Septic
Designers, Inc

VTrans Permitting Services
Permit # 42676
Received August 21, 2018

US2

ridge

14

59

Plainfield

Barre

Parcel Location

to East Montpelier

1985 Dwight Baker Survey

Vt. Route 14
Hwy. Proj. TQF 037-2(2)
 $\Delta = 39^{\circ}30' \text{ RT}$
 $D = 3^{\circ}30'$
 $T = 587.75$

PERMIT # 42676
RECEIVED
AUG 02 2018
PERMITTING SERVICES

L 29
L 28

S 53°16'11" W
241.59'

S 45°20'4
1,353

Provost
23/309

Phillips
17/174

8" w pine
S 73°55'43" W
70.69'

N 44°42'42" W
745.19'

123+98-80' RT

field road

PC 121+95.9

S 09°25'27" W
663.61'

L 25
L 26

barn

dwlg.

117+38-60 RT
117+38-80 RT

S 81°59'19" E
538.64'

S 33°53'19" W
53.16'

spring to
Provost



Surveyors & Septic Designers, Inc

301 North Main Street, Suite 1

Barre, Vt. 05641

Phone 802-479-9636

Fax 802-479-4017

email: cdchase@chasesurveyors.com

billchase@chasesurveyors.com

kjurentkuff@chasesurveyors.com

July 20, 2018

VT Agency of Transportation
Development Review and Permitting
Services Section
Attn: Nathan Covey
One National Life Drive
Montpelier, VT 05633-5001

RE: Access Permit, Fairmont Dairy, LLC, Route 14, East Montpelier

Dear Nate,

Please find enclosed an 1111 application for the existing field road we have discussed via email. This permit is being sought to provide legal access to a newly subdivided 34 acre parcel that is part of a larger lot owned by Fairmont Dairy. The large parcel, as a whole, has frontage and access on Clark Road, an East Montpelier Town Highway. The subdivision of the 34 acres – noted as Lot 3A on the attached survey – was presented to and approved by the East Montpelier Development Review Board to be merged with adjoining lands of the purchaser, Tylor Bigras.

Unfortunately, Mr. Bigras did not fully understand the legal requirement for merger that the properties be held under identical common title: the owners of both parcels must be exactly the same. At the time of application for the subdivision, it was Mr. Bigras' intent to purchase the property in partnership with his father, Steve Bigras, making the merger not legally possible. Hence this application to provide the legal access from Route 14 to satisfy the Statutory requirements as well as those of the East Montpelier Development Ordinance. Please note at this point in time, the intent is that Steve Bigras will be the sole owner of Lot 3A. No development is proposed, and Mr. Bigras' intent is to cut timber on the property and saw it out on site for his own use. It is understood that should the requested permit be issued, if the intensity of use changes in the future, the access permit must be revisited so that the impact of that change can be assessed by the Agency. It is also understood that a permit for such an increase in intensity of use may not be approved by the Agency.

The requested permit is for the existing field road located approximately 0.44 miles north of the Barre Town line, where the VAST snowmobile trail currently crosses Route 14. This access was developed and used by the LaPerle farm (the now dilapidated buildings on the west side of Route 14) to access the parcel until the farm was purchased by Jerome Rappaport in 1986, when the farm was abandoned. Site distances are in excess of 1000' to the south and approximately 600' to the north, although spacing to the residential

driveway immediately to the north, at approximately 230', is well short of that required by the B-71 standard.

This access was reconstructed and perpetuated by VTrans when Route 14 was realigned and reconstructed in the early 1980's as project TQF 037-2(2). The pertinent plan sheet and a copy of the Condemnation Order are attached hereto. Please note that the Condemnation Order specifically makes reference to the attached plan "for further information of premises and rights acquired by this order...", seeming to vest some rights in this access to the Laperle's and successor's.

Two alternative access' that would not involve the State highway have been explored: a right-of-way across the retained land of Fairmont Dairy (Lot 3B) from Clark Road, and a right-of-way from Jourdan Road through Tylor Bigras' home parcel. Access from Clark Road would require a right-of-way approximately 1800' in length to minimize impact to the agricultural use of the field between Lot 3A and the road, and to avoid an apparent Class II wetland along the southerly line of Lot 3B. This access would still require crossing the unnamed brook that crosses the property and some measure of wetlands associated with that crossing.

A right-of-way from Jourdan Road across Tylor Bigras' home lot has been determined to not be feasible due existing the existing development and easements reserved for adjoining lots for sewage disposal...there simply appears to be no way to place a 60' wide right-of-way as required by the East Montpelier Development Ordinance in a manner that doesn't conflict with other considerations. A copy of the approved plan of the Jourdan Road development is attached which depicts these limitations.

As we have discussed, the topography along the balance of the Lot 3A frontage on Route 14 is prohibitive, with vertical ledge cuts and terrain just too steep for reasonable access. And although no discussions with the residential adjoiner immediately to the north of Lot 3A have been undertaken, the topography along the east side of that property would prohibit access there. In keeping with the curb-cut consolidation guidance, a condition to require sharing of the permitted access requested here, should further development on this adjacent parcel be undertaken in the future, in anticipated.

In summary, the existing access pre-existed the 1980's Route 14 reconstruction and was provided for and improved by that construction; no change to the historic agricultural/silvicultural use is proposed; site distance are adequate, even if spacing to the drive to the north is not; and alternative access has been explored and found to be difficult if not completely prohibitive. I believe that in consideration of all the above, this access meets the requirements of the VTrans standards for the proposed use. I hope that you agree.

If there is any other information I can provide regarding this application, please don't hesitate to call or email. Thank you.

Sincerely,

Kris Jurentkuff
Project Manager



Surveyors & Septic Designers, Inc

301 North Main Street, Suite 1

Barre, Vt. 05641

Phone 802-479-9636

Fax 802-479-4017

email: cdchase@chasesurveyors.com

billchase@chasesurveyors.com

kjurentkuff@chasesurveyors.com

August 13, 2018

VT Agency of Transportation
Development Review and Permitting
Services Section
Attn: Sabine Frost
One National Life Drive
Montpelier, VT 05633-5001

RE: Access Permit, Fairmont Dairy, LLC, Route 14, East Montpelier

Dear Sabine,

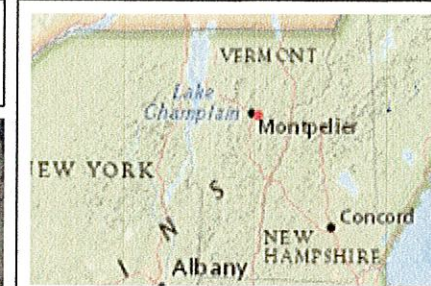
As requested, please find enclosed a check for the \$250 Access Permit application fee for Fairmont Dairy, LLC. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kris Jurentkuff', written over a horizontal line.

Kris Jurentkuff
Project Manager

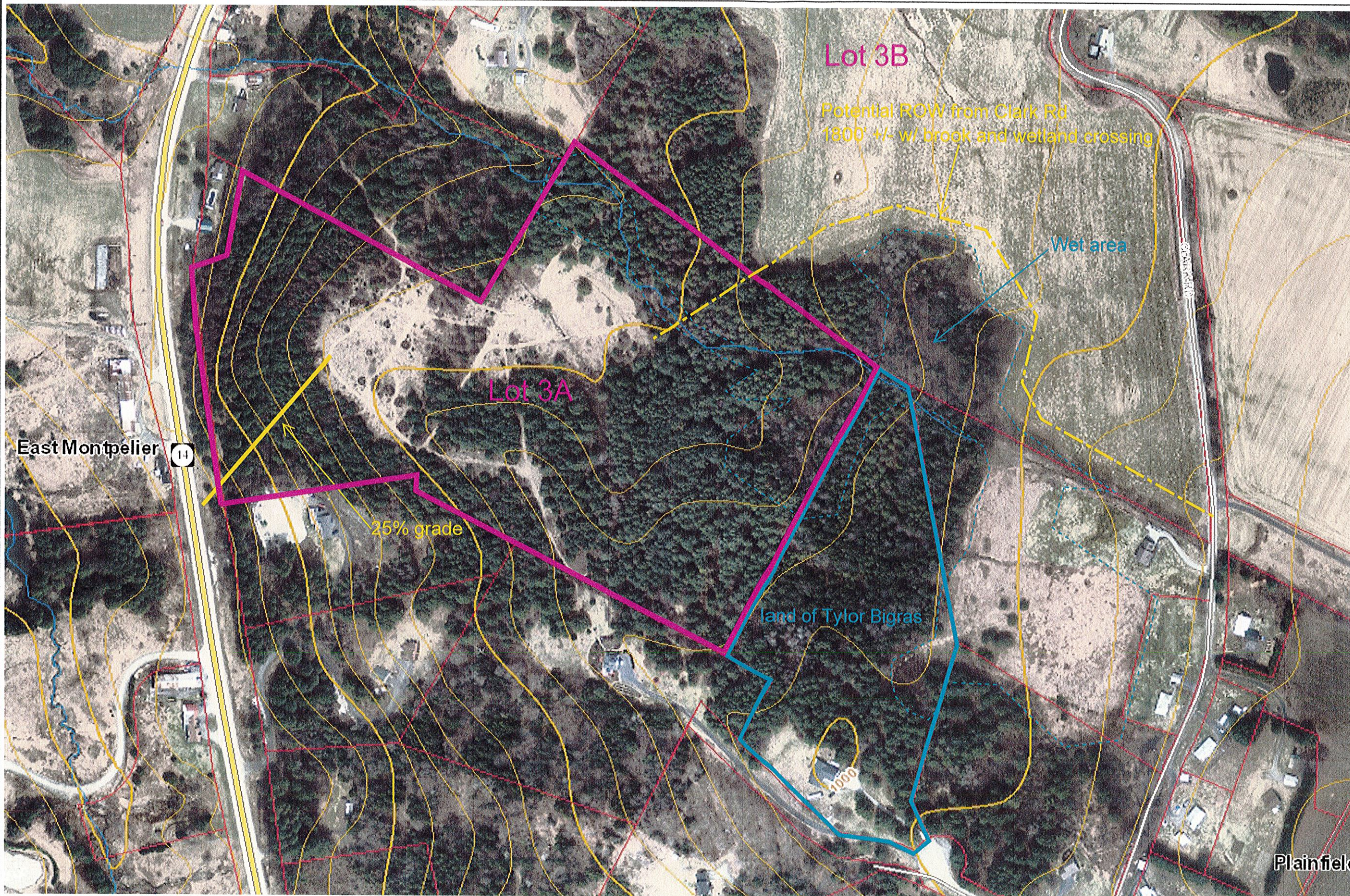




LEGEND

- Parcels (Standardized)
- Roads**
 - Interstate
 - Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Local
 - Not part of function Classification System
- Waterbody
- Stream
- Parcels (Non-Standardized)
- Town Boundary

PERMIT # 42676
RECEIVED
AUG 02 2018
PERMITTING SERVICES



570.0 0 285.00 570.0 Feet

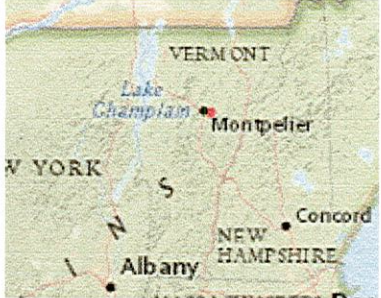
1: 3,419

1in = 285 ft.
1cm = 34 meters



NOTES

Map created using ANR's Natural Resources Atlas



LEGEND

Parcels (Standardized)

Roads

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Not part of function Classification S

Parcels (Non-Standardized)

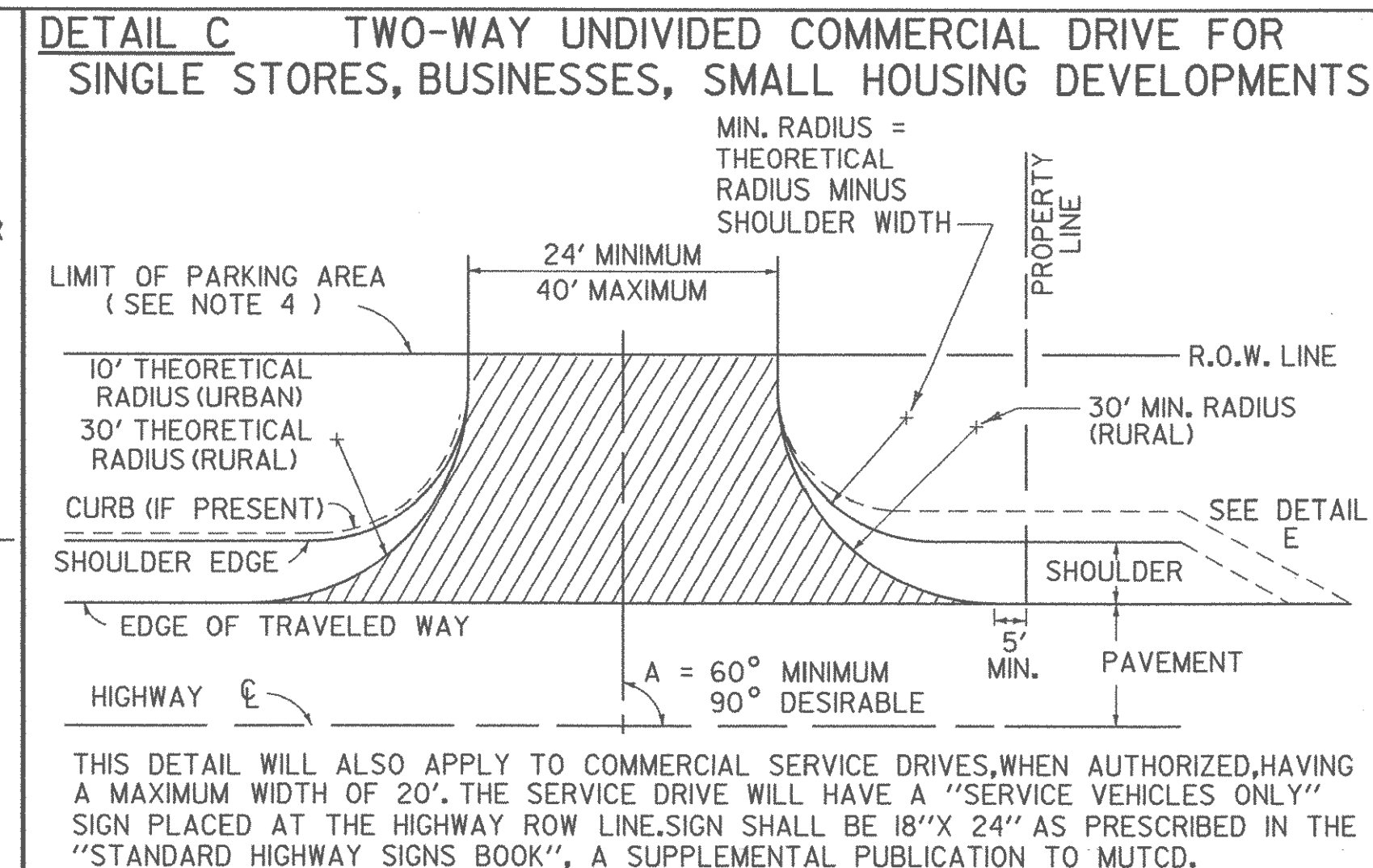
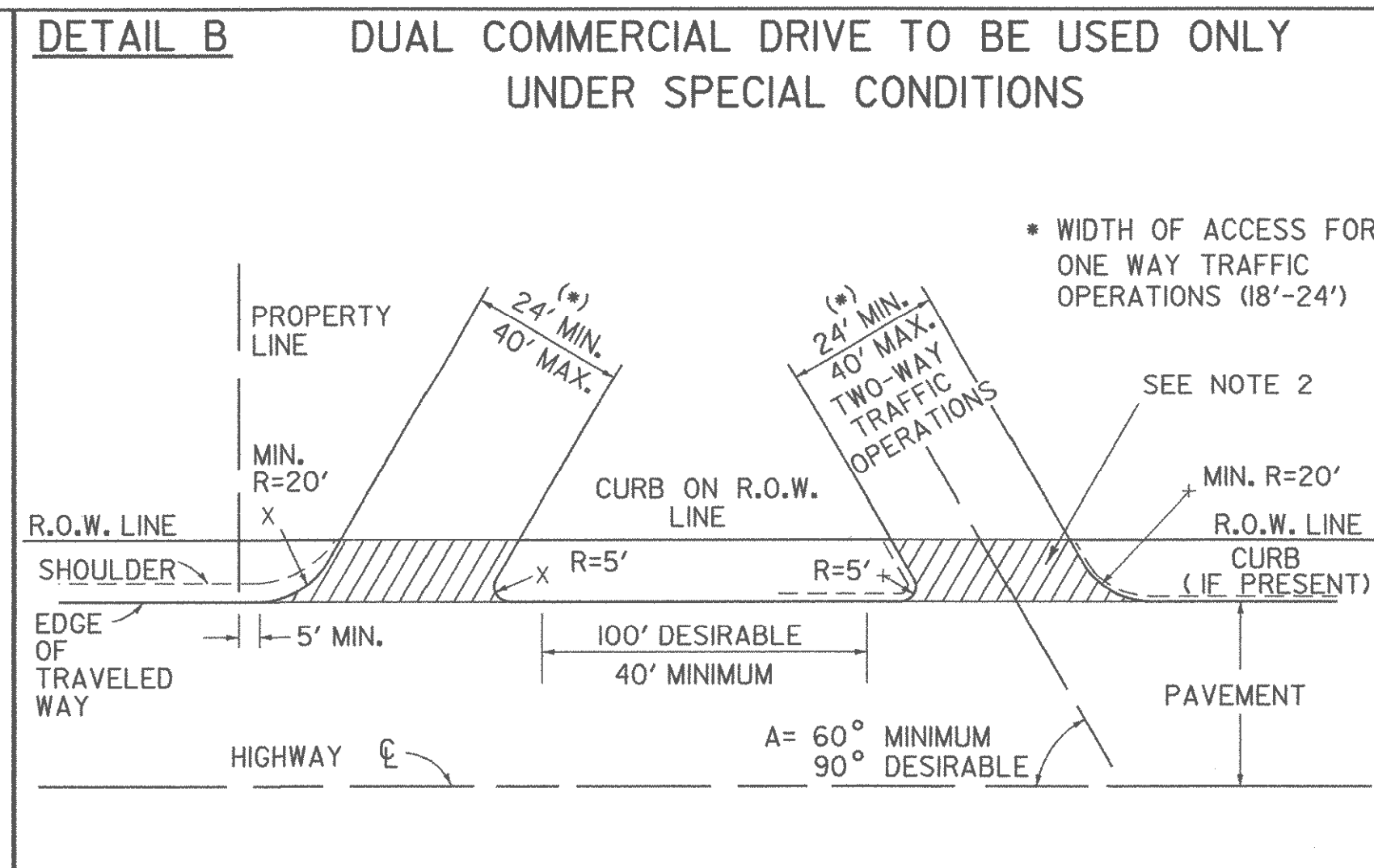
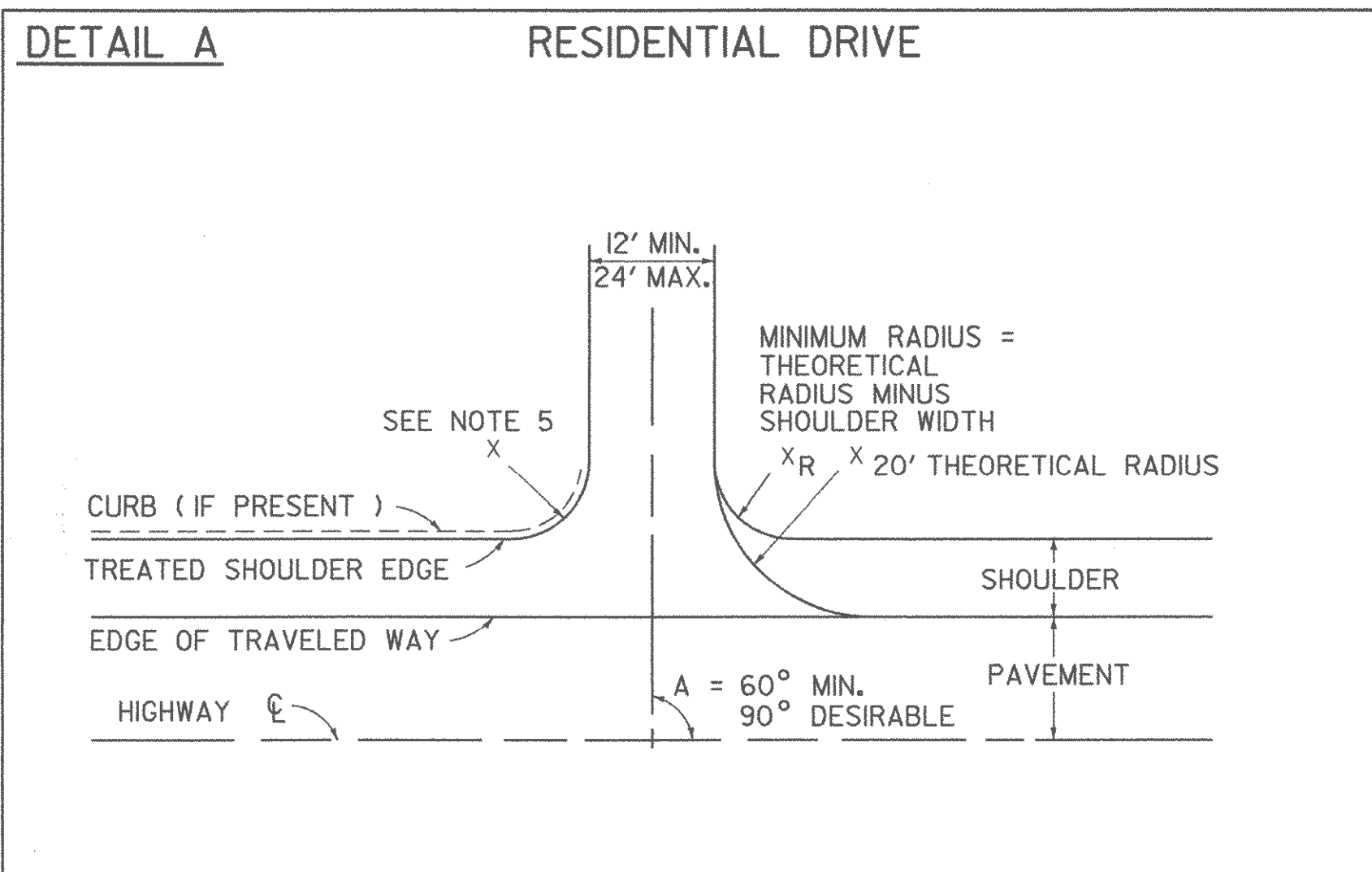
Town Boundary



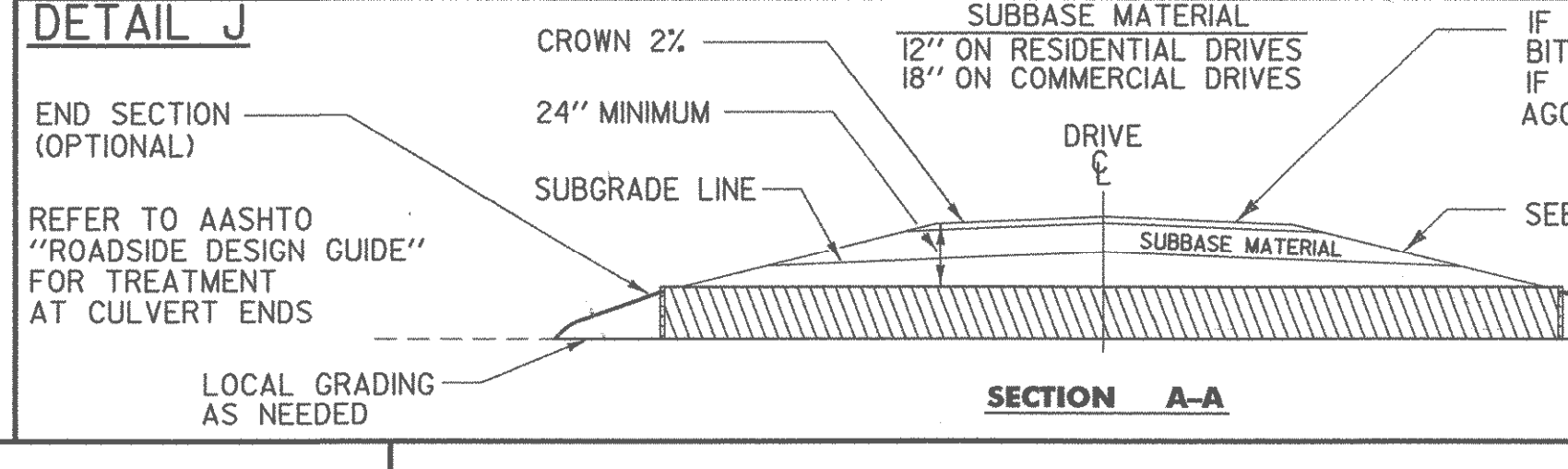
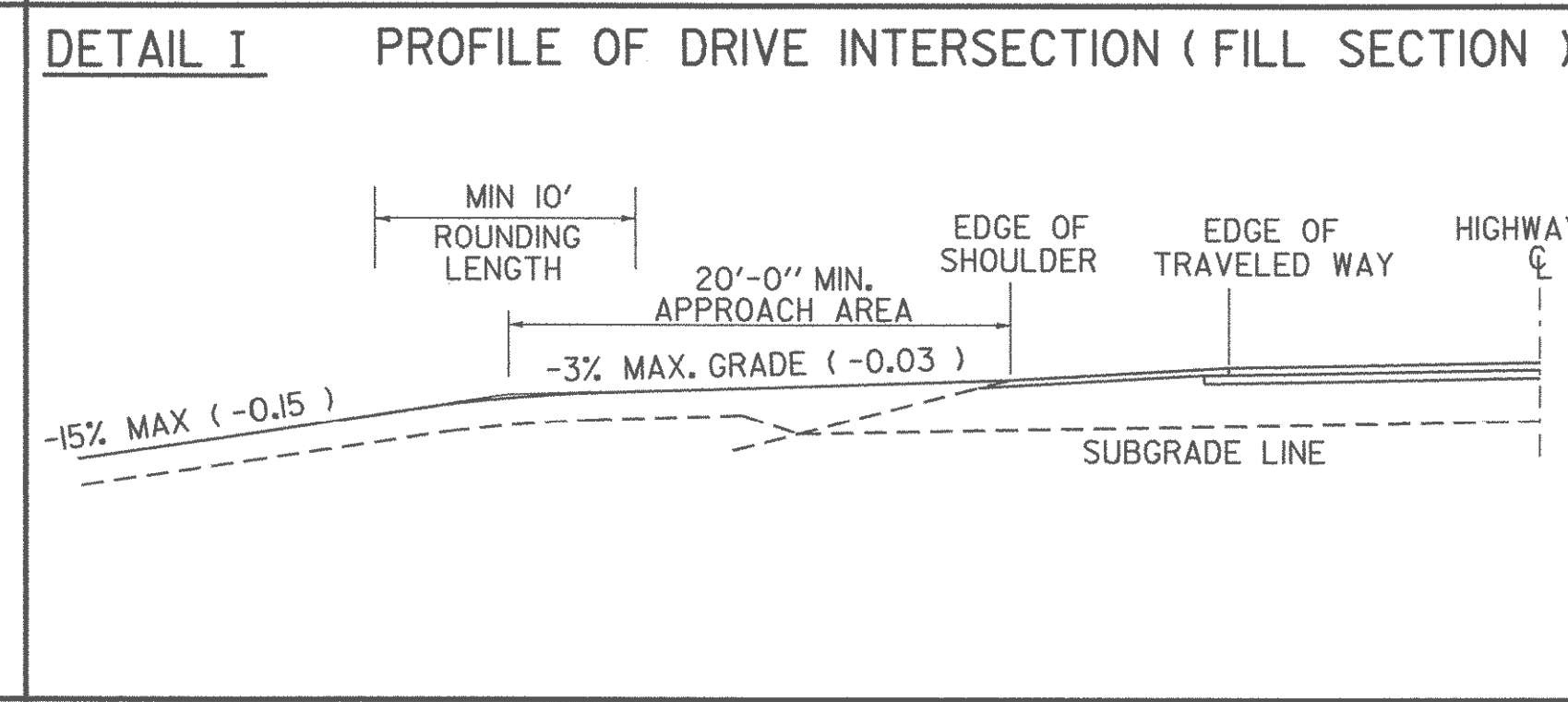
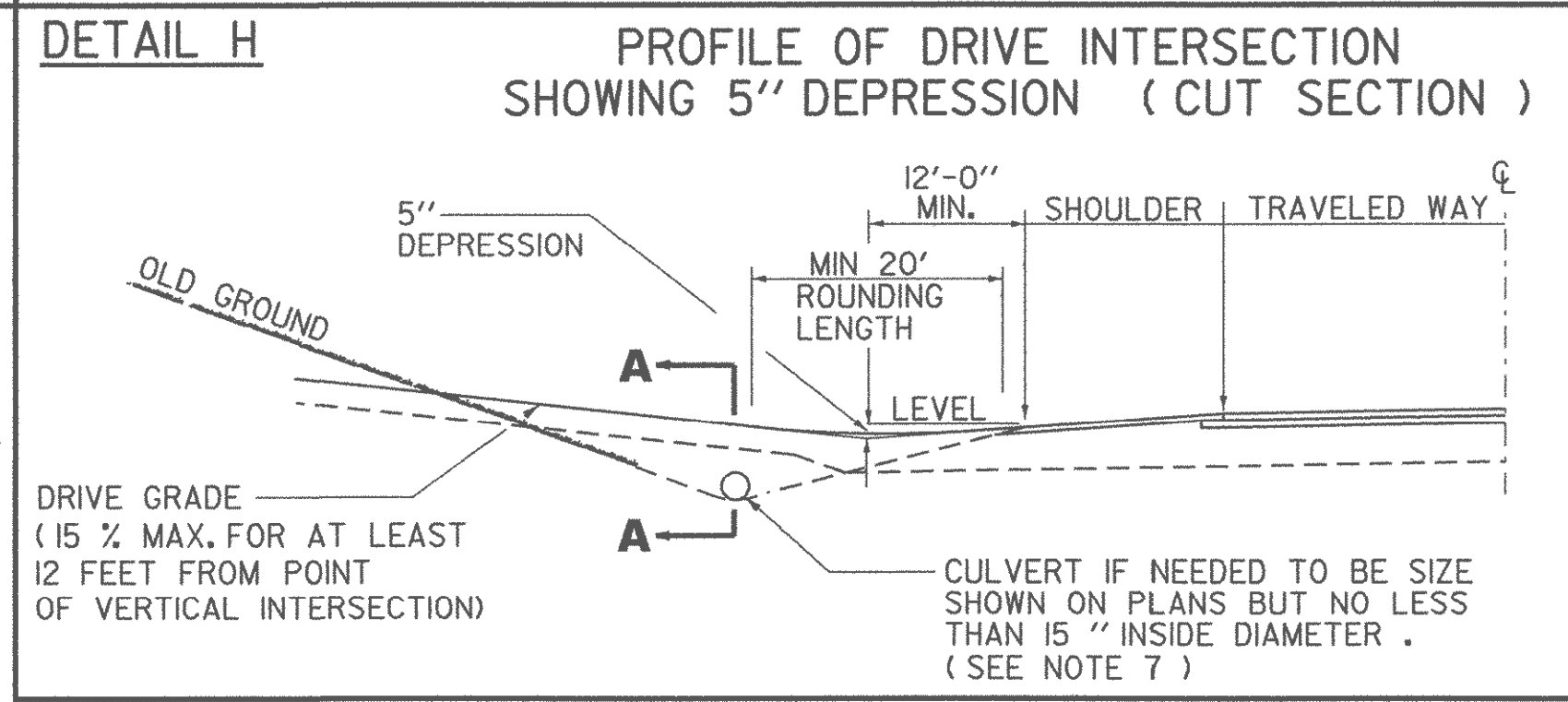
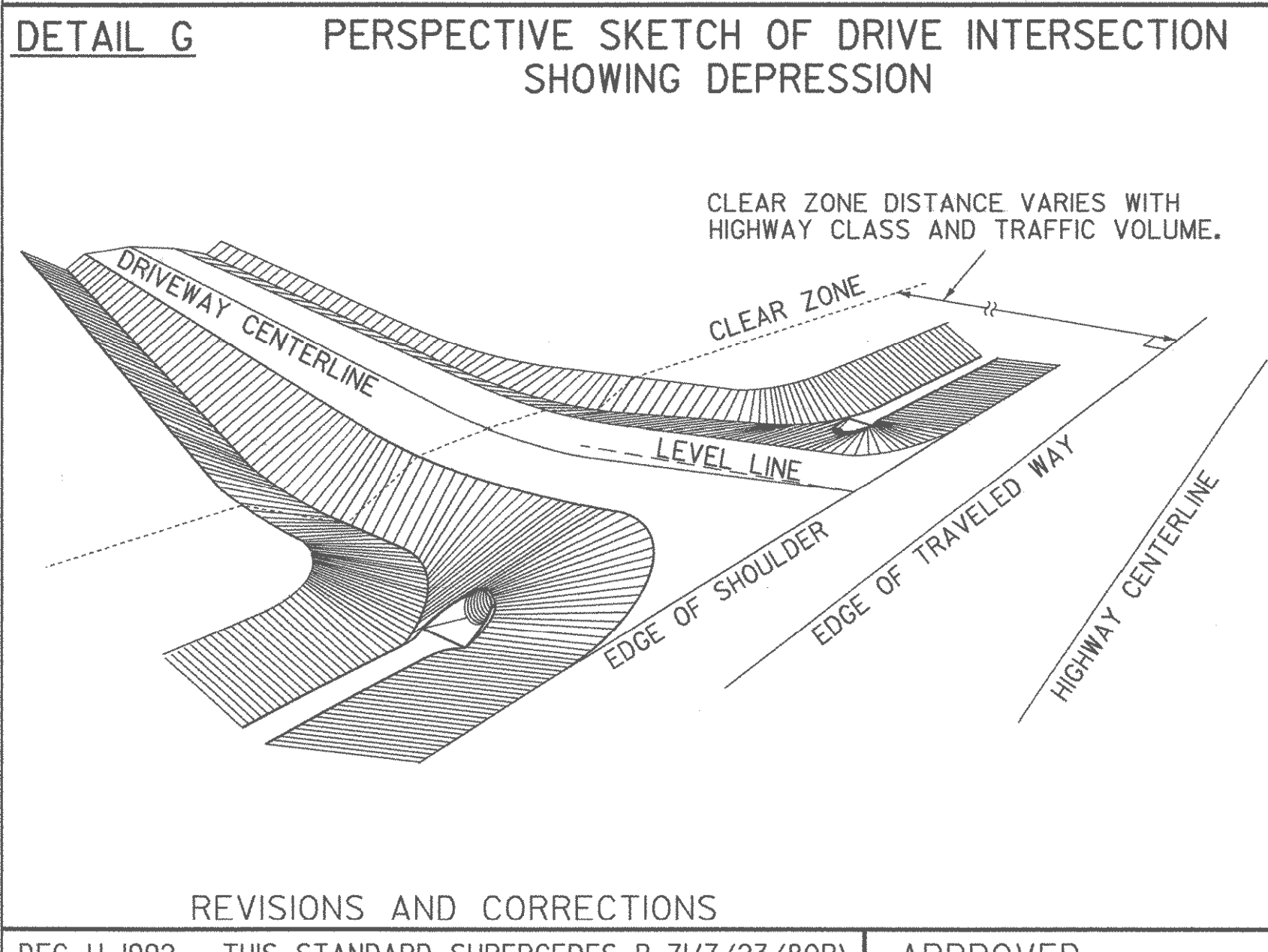
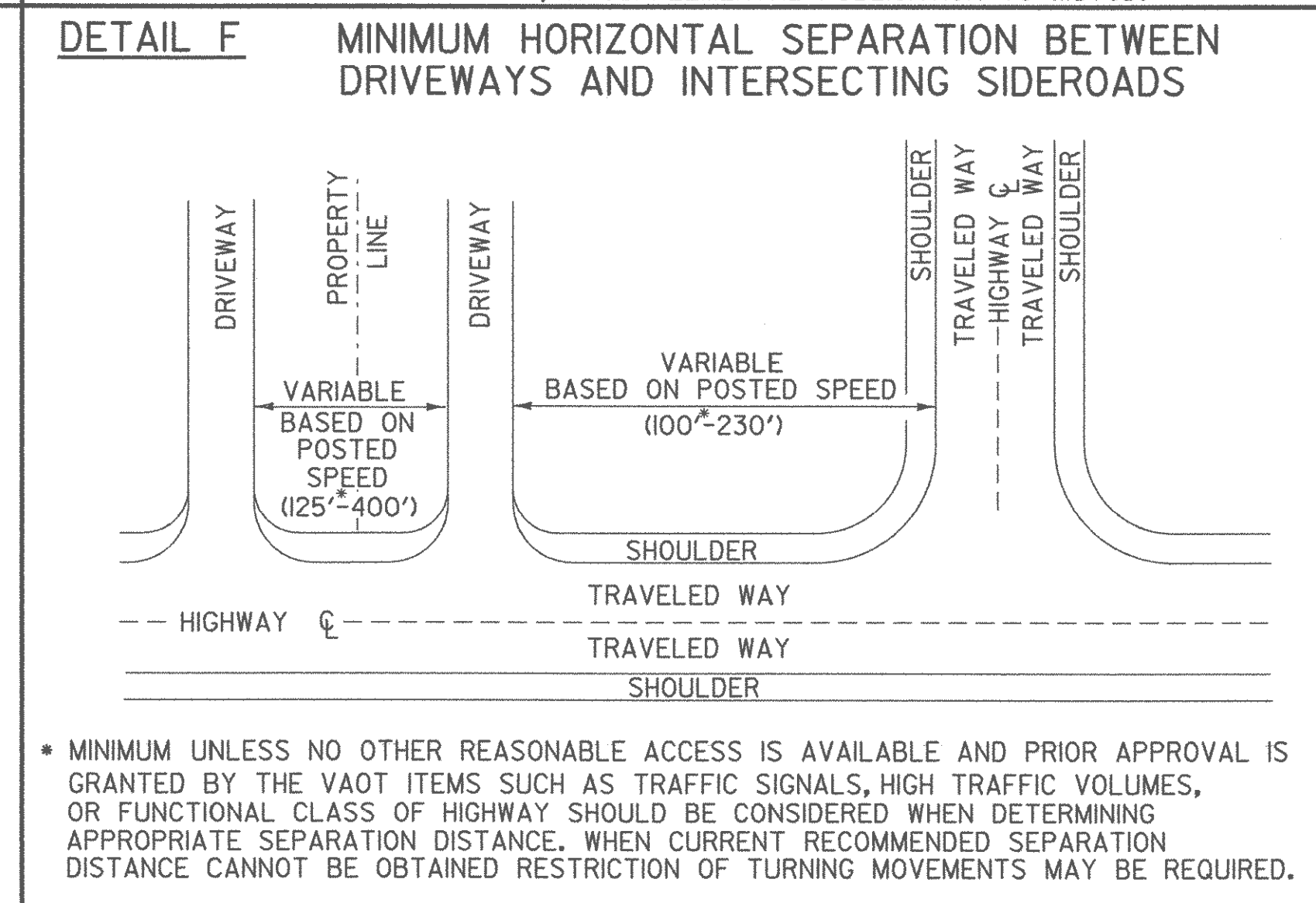
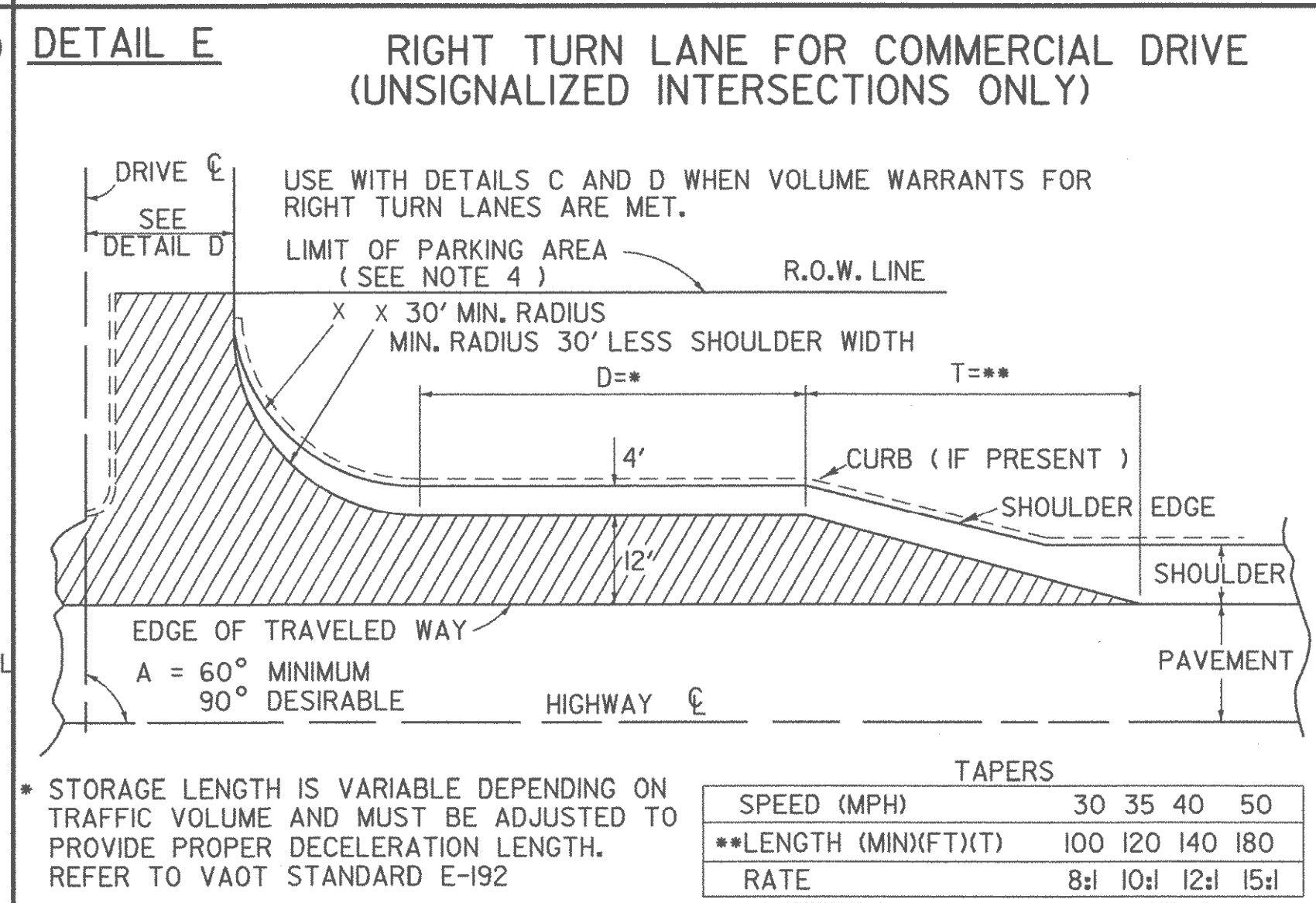
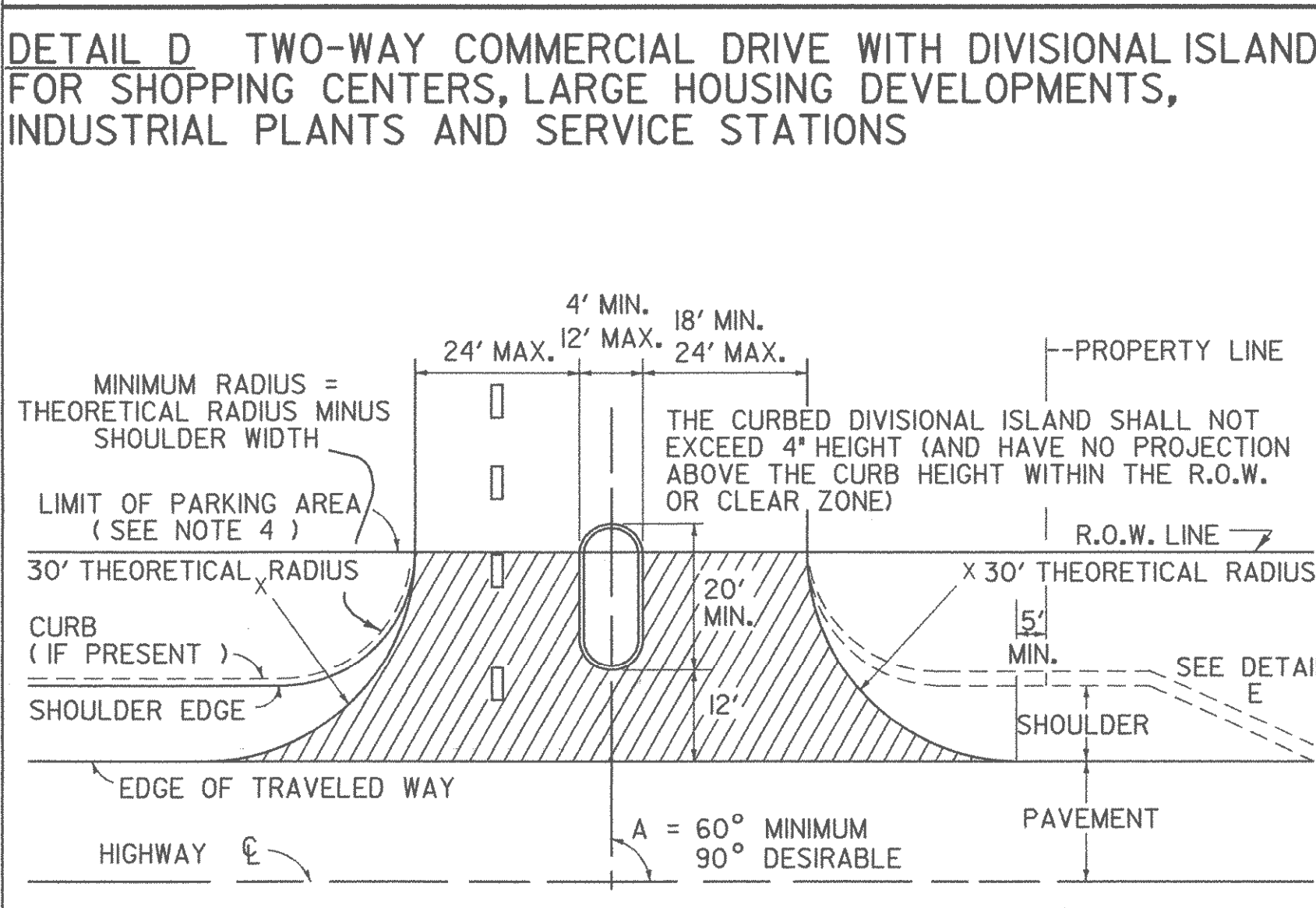
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NOTES

Map created using ANR's Natural Resources Atlas



- NOTES:**
- THIS SHEET IS INTENDED FOR USE BY DESIGNERS ON HIGHWAY PROJECTS AND IN CONJUNCTION WITH A PERMIT FOR WORK WITHIN HIGHWAY RIGHTS OF WAY (FORM TA 210). ALL CONSTRUCTION REQUIRED BY THE PERMIT AND INDICATED ON THIS SHEET SHALL BE THE RESPONSIBILITY OF THE APPLICANT AND IS SUBJECT TO THE APPROVAL OF THE VT. AGENCY OF TRANSPORTATION. WHEN USED WITH THE PLANS FOR A HIGHWAY CONSTRUCTION PROJECT, THIS SHEET IS INTENDED TO BE A GUIDE FOR THE DESIGNER CONCERNING DRIVE WIDTHS, HORIZONTAL, VERTICAL AND GEOMETRIC CHARACTERISTICS.
 - ALL COMMERCIAL DRIVES SHALL BE PAVED FROM THE EDGE OF THE TRAVELED WAY TO THE HIGHWAY RIGHT-OF-WAY, TO THE FARTHEST POINT OF CURVATURE ON THE DRIVEWAY EDGE OR AS DIRECTED BY THE DISTRICT TRANSPORTATION ADMINISTRATOR. THIS PAVING IS INDICATED IN DETAILS (B THRU E) BY HATCHING.
 - DEPTH OF SUBBASE AND PAVEMENT TO BE THE SAME AS HIGHWAY OR AS SHOWN IN DETAIL J WITHIN THE LIMITS OF THE HIGHWAY RIGHT-OF-WAY.
 - VEHICULAR ACCESS FROM PARKING AREAS TO THE RIGHT-OF-WAY AT OTHER THAN APPROVED ACCESS POINTS WILL BE PREVENTED BY THE CONSTRUCTION OF CURBING OR OTHER SUITABLE PHYSICAL BARRIER.
 - IF CURB IS PRESENT, SEE APPROPRIATE CURB DETAIL STANDARD OR MATCH TOWN/CITY STANDARD CURB TREATMENT.
 - WHERE TRAFFIC VOLUME FOR A PROJECT IS SUBSTANTIAL THE AGENCY MAY REQUIRE SPECIAL LANES FOR TURNING, SIGNALS OR OTHER MODIFICATIONS. BASED ON TRAFFIC STUDIES THE AGENCY WILL DETERMINE SPECIFIC TREATMENT TO BE USED. ON DEVELOPER PROJECTS THE AGENCY WILL WORK WITH THE APPLICANT TO IMPLEMENT CHANGES TO THE STATE HIGHWAY.
 - CIRCULAR DRAINAGE CULVERTS UNDER DRIVES SHALL HAVE A MINIMUM INSIDE DIAMETER (I.D.) OF 15". PIPE ARCHES USED UNDER DRIVES SHALL HAVE A MINIMUM INSIDE CROSS-SECTIONAL AREA EQUIVALENT TO THAT PROVIDED BY A 15" CIRCULAR PIPE.
 - THE OFFSET BETWEEN THE PROPERTY LINE AND THE EDGE OF THE DRIVEWAY MAY BE GOVERNED BY LOCAL ZONING LAWS. DRIVEWAY WIDTH RESTRICTIONS SHOWN PERTAIN ONLY TO THE AREA WITHIN THE HIGHWAY R.O.W. OR THE END OF THE TURNING RADIUS WHICHEVER IS GREATEST.
 - DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR THE VEHICLE TO PAUSE BEFORE ENTERING THE HIGHWAY. (WHERE CURB & SIDEWALKS EXIST, SEE STANDARDS C-2A & C-2B)
 - INTERSECTION SIGHT DISTANCES, EQUAL TO OR GREATER THAN THOSE SHOWN BELOW, SHOULD BE PROVIDED IN BOTH DIRECTIONS FOR ALL DRIVES ENTERING ON PUBLIC HIGHWAYS, UNLESS OTHERWISE APPROVED BY THE AGENCY OF TRANSPORTATION. INTERSECTION SIGHT DISTANCE IS MEASURED FROM A POINT ON THE DRIVE AT LEAST 15 FEET FROM THE EDGE OF TRAVELED WAY OF THE ADJACENT ROADWAY AND MEASURED FROM A HEIGHT OF EYE OF 3.5 FEET ON THE DRIVE TO A HEIGHT OF 3.50 FEET ON THE ROADWAY.



DRIVE SIDE SLOPES

| LOCATION OF SLOPE | SLOPE RATE |
|----------------------------|--------------------------------|
| V > 40 MPH | 1:6 OR FLATTER |
| URBAN AREAS, OR V ≤ 40 MPH | 1:4 DESIRABLE 1:2 ALLOWABLE |
| OUTSIDE CLEAR ZONE | 1:2 OR FLATTER |

SIGHT DISTANCE CHART

| POSTED SPEED OR DESIGN SPEED (M.P.H.) | MINIMUM STOPPING SIGHT DISTANCE (FT) | MINIMUM INTERSECTION SIGHT DISTANCE * (FT) |
|---------------------------------------|--------------------------------------|--|
| 25 | 155 | 280 |
| 30 | 200 | 335 |
| 35 | 250 | 390 |
| 40 | 305 | 445 |
| 45 | 360 | 500 |
| 50 | 425 | 555 |
| 55 | 495 | 610 |
| 60 | 570 | 665 |
| 65 | 645 | 720 |

THE ABOVE VALUES ARE TAKEN FROM THE 2004 AASHTO "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS & STREETS."

NOTE: ADVANCE WARNING SIGNS WILL BE REQUIRED IF OBTAINABLE INTERSECTION SIGHT DISTANCES ARE BELOW MINIMUM STOPPING SIGHT DISTANCES.

THE CHART IS ENTERED TO SELECT DESIGN VALUES BASED ON THE POSTED SPEED LIMIT IN MPH. VALUES FOR DESIGN ARE CALCULATED BASED ON THE DESIGN SPEED IN MPH.

* ASSUMES A GAP OF 7.5 SECONDS IN THE TRAFFIC STREAM ON THE HIGHWAY MAINLINE BASED ON THE HIGHWAY DESIGN SPEED IN MPH. THIS ALLOWS A STOPPED PASSENGER VEHICLE TO ENTER THE MAINLINE FROM THE DRIVE WITHOUT UNDULY INTERFERING WITH THE HIGHWAY OPERATIONS.

REVISIONS AND CORRECTIONS

DEC. 11, 1992 - THIS STANDARD SUPERCEDES B-71 (7/23/80R), B-71A (3/12/90), AND B-13 (12/14/71).

JUNE 1, 1994 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.

MAR. 10, 1995 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.

NOV. 16, 2000 - CHANGES MADE TO CONFORM WITH LANGUAGE AND DIMENSIONS IN ACCESS MANAGEMENT PROGRAM GUIDELINES.

FEB 1, 2004 - CHANGES MADE TO SIGHT DISTANCE CHART TO CONFORM WITH NEWEST AASHTO CRITERIA.

JULY 8, 2005 - CHANGE MADE TO OBJECT HEIGHT TO CONFORM WITH NEWEST AASHTO CRITERIA

APPROVED

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STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES