



**VTTrans Fall 2023 Transportation Alternatives (TAP)  
and  
Municipal Highway and Stormwater Mitigation Program Grant (MHSMP)  
Combined Application**

Thoroughly read the TAP and MHSMP application guidebooks before you begin your application. It includes important program information and step-by-step instructions. Pay particular attention to the application process requirements. **Applications are due by e-mail by December 8, 2023.** Please e-mail the completed application to: [Ross.gouin@vermont.gov](mailto:Ross.gouin@vermont.gov) and [Scott.robertson@vermont.gov](mailto:Scott.robertson@vermont.gov).

<u>US5 Main St Stormwater Phase 2</u> (Project Name/Title)	<u>(802) 333-4363 ext 2</u> (Phone)
<u>Ryan Lockwood, Town Administrator</u> (Municipality contact person responsible for the management of this project)	<u>townadministrator@fairleevt.gov</u> (e-mail address)
<u>Fairlee</u> (Town)	<u>\$ 270,160.00</u> Amount of <b>Federal Funds requested</b> (no more than 80% of the project cost estimate).
<u>05045</u> (Zip Code)	<u>\$ 67,540.00</u> Amount of Local Match. Example: Federal Award = \$600,000 (80% of total) Local Match = \$150,000 (20% of total) Total Project Cost = \$750,000 (100% of the total)
<u>PO Box 95</u> (Mailing Address)	

County: Orange

Town/Village/City: Fairlee

Specific location, street, or road: Main Street/US5

Regional Planning Commission: Two Rivers-Ottauquechee Regional Commission

If a linear project, what is the length in feet? 528ft approx. a tenth of a mile

Is the project on or intersecting to a State maintained highway? Yes  No

- Note: If yes, be sure to include documentation that you have notified the VTTrans District Transportation Administrator of the intent to apply for TA funding and have provided them with a brief (one paragraph) description of the proposed project.*

Project type being applied for:  **Scoping**  **Design/Construction**

The municipality understands that a typical construction project utilizing TAP or MHSMP Program funds will take roughly three years (min.) in the Design and ROW phases prior to going to construction (as pointed out in the TAP and MHSMP Application Guides)? Yes  No

Does this project have a previously completed scoping or feasibility study? Yes  No

**Note:**

Attach a map(s) of the project area and clearly show the limits of the project as well as surrounding benefits from the proposed improvement. If the project is within or adjacent to a designated downtown, village or growth center, clearly indicate the relationship of the proposed project to the boundary of the designated area. Color photos of the area are also recommended.

**Fiscal Information:**

Accounting System Automated  Manual  Combination

SAM Unique Identifier # DHDLWHTQQA9

Fiscal Year End Month 12

**Property Ownership:**

If the proposed project is on private property that will need to be acquired by the Municipality through purchase, easement, or eminent domain (includes temporary construction rights) in accordance with the "Uniform Act", then the municipality is committed to exercising its right of **eminent domain** to acquire the rights to construct the project if necessary. Yes  No

**Funding:**

Does this project already have existing funding? If so, please describe. Yes  No

**Phase 1 of Fairlee Village US 5 stormwater improvements: MM 22(1)**

Please note that existing projects will not be considered for additional funding without a current NEPA clearance and ROW clearance. Please provide date of clearances below:

[Click here to enter text.](#)

Will you accept an award less than you applied for? Yes  No

- If yes, please indicate whether local funds will be used to make up the shortfall, or if the project scope will be reduced. If the project scope is to be reduced, describe what part of the project (please be specific) you would accept partial funding for.

[Click here to enter text.](#)

**A support letter from the governing body of the applicant municipality or organization** and an acknowledgement and source of the local match and commitment to future maintenance responsibility for construction projects is required (must be dated within 1 year of the application). Is a letter of support attached?

Yes  No

**Regional Planning Commission Letter of Support:**

In order to apply, the project must have a letter of support from the regional planning commission. Is a letter of support attached?

Yes  No

***PLEASE NOTE:*** If this application is for salt or sand shed funding, the applicant must read and understand the ***Municipal Assistance Section Salt Shed Application Guide***. All of the following scoring questions below must thoroughly convey an understanding of the salt and sand guidance provided.

**Application Scoring Criteria:**

- 1. Please give a brief description of the project (be sure to indicate the primary facility type being applied for and be concise). (10 points max.)**

**The Town of Fairlee completed a Better Connections grant resulting in the US 5 Corridor Action Plan - Main Street to Morey – Fairlee Village Center Action Plan in 2019.** As part of this plan, a Conceptual Stormwater Management plan was to be completed. DuBois and King has completed this plan and is working on implementing Phase 1 now (MM 22(1)). The Town of Fairlee proposes Phase 2 of the Action Plan with additional design and implementation of green stormwater integrated pedestrian infrastructure at five sites along US Route 5 to improve the safety and accessibility of the corridor and to set the foundation for future initiatives to reinstate sidewalks and develop bike lanes, resulting in a more vibrant Village Center and to begin a sustainable environmental stormwater system.



- 2. What is the feasibility of this project? Feasibility (or Scoping) study applications will not be scored on this criterion. Also, please describe the extent of project development to date. (10 points max.)**

The proposed project is feasible as Phase 1 design and construction is currently underway. The Town looks to continue improving its stormwater efforts along US5 with Phase 2 which are

proposed bioretention ponds and swales like stormwater management areas of Phase 1. The Main Street to Morey Conceptual Stormwater Management Plan has identified areas of improvement. With a grant award, the town can pursue 100% design plans and construction.

3. Does this project address a need identified in a local or regional planning document? If so, please describe. (5 points max.)

The project is identified in the 2019 Main Street to Morey Corridor study which includes a Conceptual Stormwater Management Plan. <https://fairleevt.gov/index.asp?SEC=BE76A091-1114-4631-8240-FDA82B184462&DE=670132CF-080C-4E77-AAF5-AE005D0B89CB>

4. Does this project:

- A. Benefit a State Designated Center per the link below (i.e., downtowns, villages, or neighborhood growth centers recognized by the Vermont Department of Economic, Housing and Community Development?

***Not applicable for Environmental Mitigation Categories*** (5 points max.)

<http://maps.vermont.gov/ACCD/PlanningAtlas/index.html?viewer=PlanningAtlas>

The village of Fairlee is a Designated Village Center.

- B. Benefit mobility for disadvantaged populations to include elderly, disabled, minorities, and low-income residents. Please describe this impact (if applicable) in detail. Supporting documentation, including recent data must be included.

***Not applicable for Environmental Mitigation Categories*** (10 points max.)

[Click here to enter text.](#)

5. Provide a project cost estimate below (project costs below include both federal dollars and local dollars). Projects will be scored based on whether the cost appears realistic for the size and scope of the project. For scoping studies, use PE and Local Project Management lines only.

**Note:** If you are applying for additional funds for an existing project, show the amount being requested for this grant in the PE, ROW, Construction, Construction Engineering, and Municipal Project Management rows below. Also, be clear regarding total project cost and other funding amounts and sources in the additional funding comments box below.

(10 points max.)

Preliminary Engineering (PE) (Engineering, Surveying, Permitting)	\$ 44,000.00 _____
Right-of-way / Acquisition (ROW) (appraisals, land acquisition and legal fees)	\$ 10,000.00 _____

Construction <i>(construction costs with reasonable contingency)</i>	<u>\$ 220,000.00</u>
Construction Engineering <i>(cost to provide inspection during construction)</i>	<u>\$ 33,000.00</u>
Municipal Project Management Costs <i>(minimum of 10% of total PE, ROW and Construction Phases).</i>	<u>\$ 30,700.00</u>
<b>Total Project Cost</b>	<b><u>\$ 337,700.00</u></b>

**Addition Funding Comments: (ex. Total and additional funding for existing projects)**  
[Click here to enter text.](#)

6. **Select the eligibility category below (A, B, C or D) that best fits your project and answer the corresponding questions for that category (choose only one category). 10 bonus points will be awarded to projects that are primarily Bicycle or Pedestrian facilities.**

**C. Environmental Mitigation Activity Related to Stormwater and Highways  
(Including Salt and Sand Sheds)**

- i. Please describe how this application provides environmental mitigation relating to stormwater and highways. **(10 points max.)**

**The Town of Fairlee completed a Better Connections grant resulting in the Main Street to Morey – Fairlee Village Center Action Plan in 2019. This Action Plan is intended to support a safer, healthier, and more economically vibrant community including pedestrian access throughout. With funding from partnerships by the Vermont Agency of Commerce and Community Development (ACCD) and VTrans, a Conceptual Stormwater Management plan as part of the VT DEC’s Clean Water Initiative Program was completed. Dubois and King developed several 30% SWM designs along the Route 5 corridor as identified through coordination between the Town, DEC, VTrans and D&K. To improve access and management, the Town proposes a series of pedestrian scale bioretention facilities, bioretention basins, infiltration basins, swales, and other stormwater management practices along the Route 5 corridor at five specific sites. At the core of the Fairlee Village Center is US Route 5, a nationally designated Connecticut River Scenic Byway, and designated priority bike route. The project is located within the Lake Morey-Connecticut River watershed. The project site is based along US RT5 (Main Street), a Vermont Agency of Transportation (VTrans) owned and maintained roadway. The designed project will reduce the ponding of water along US Route 5, improving vehicular and pedestrian access, improving overall water quality and aesthetics along the roadway. This town initiative will support existing Clean Water Act goals to reduce erosion and Total Maximum Daily Load (TMDL) of sedimentation into the Connecticut River watershed that will positively impact Long Island Sound. This will also allow collaboration with the Agency of Transportation’s stormwater infrastructure and reduce the sediment load capacity on their assets. The actual known percentage of total stormwater to be treated will depend on the actual size of the retention ponds designed and constructed.**

- ii. What information or data is provided to substantiate the current stormwater problem and associated environmental impacts? **(10 points max.)**

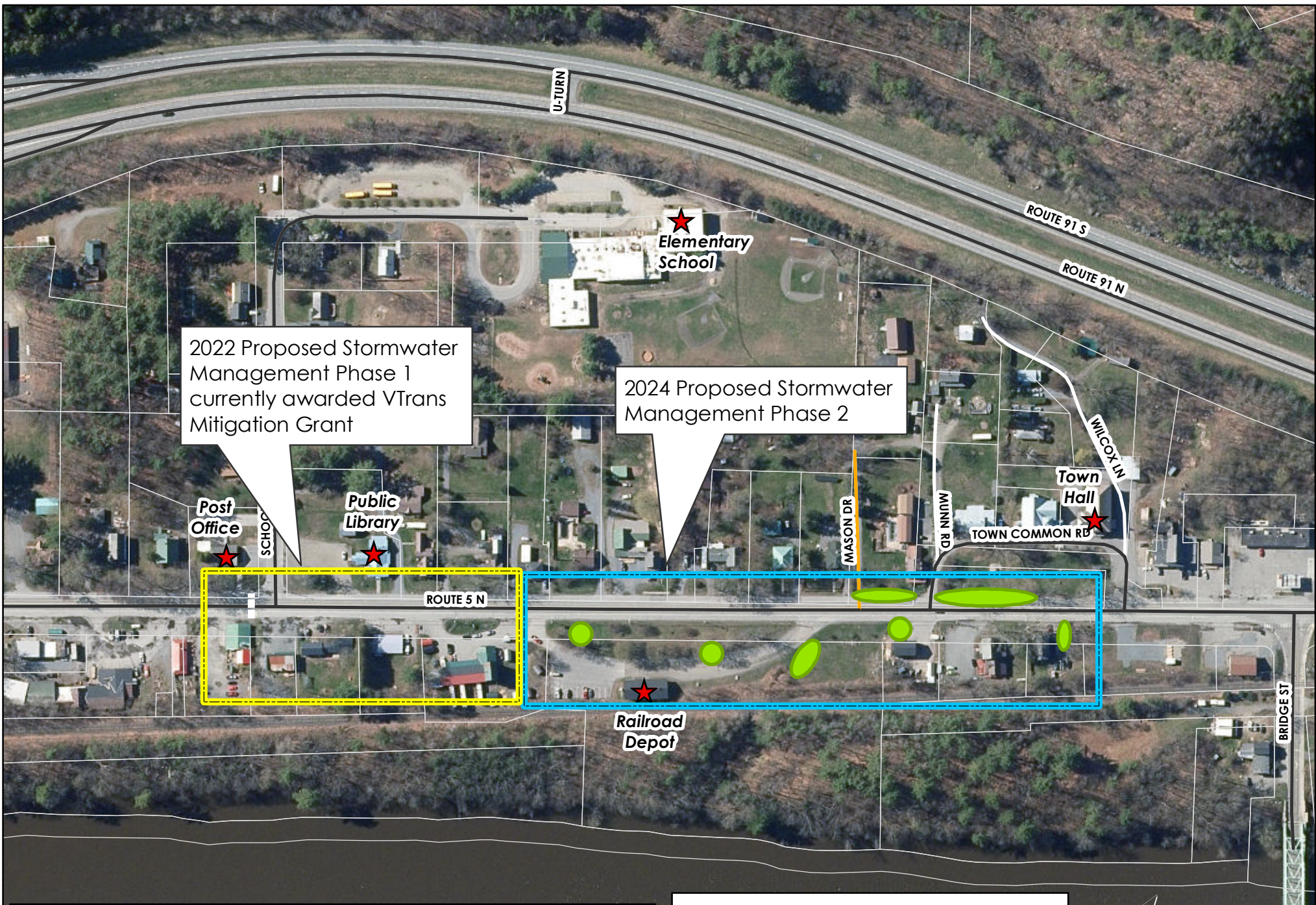
**The Conceptual Stormwater Management plan (SWM) consisting of 30% SWM designs along the Route 5 corridor clearly identified the stormwater problem and environmental impacts. The wide shoulders on Route 5 coupled with numerous wide driveways along the road can make driving and/or walking through Fairlee like navigating through endless pavement. This large expanse of pavement and relatively flat topography has created multiple areas throughout the corridor of localized ponding, were water ponds in the driveways and parking lots for long periods of time and freezes in the winter. Edge conditions of Route 5 (Main Street), adjacent Town streets and private parking lots are creating significant stormwater flow issues with surface water ponding and potholing in parking areas, driveways, and roadway shoulder.**



- iii. What substantiating data or information is provided to show that the proposed application is an effective and maintainable solution to the problem? **(10 points max.)**

Since the flat topography impedes stormwater from reaching existing VTrans culvert infrastructure, the project calls for installation of frequent, small-scale, green stormwater facilities that will address the water quality concerns. Green stormwater infrastructure is proposed to address the stormwater ponding and drainage issues ultimately improving access management along some of the largest 'sea of asphalt' segments of the Route 5 corridor and replace ruptured pavement with bioswales and infiltration basins. The design would complement future streetscape improvements and sidewalk locations. These facilities address not only the ponding and water quality issues currently present but beautify the streetscape with landscaping and can become an example to other communities of how sustainable design works in Vermont. These improvements should work in conjunction with the responsibility of commercial businesses and landowners to maintain paved access to Route 5.



Stormwater infrastructure along the Route 5 corridor is limited and as a result, safety issues for vehicles, pedestrians and cyclists are prevalent. Edge conditions of Route 5 and adjacent town streets and private parking lots are creating significant stormwater flow issues, with surface waters ponding and potholing parking areas and the roadway shoulder. In addition to aesthetic concerns, this issue creates walkability challenges for those that would otherwise be willing to walk in the road shoulder. With little sidewalk infrastructure, pedestrians and cyclists traverse the shoulder (where much ponding and potholing occurs) and at times, must negotiate into the busy travel lanes where vehicle speeds can be up to 45mph. This is especially dangerous and challenging during the winter months as the ponding ices over leading to serious pedestrian safety situations. Current stormwater infrastructure in Fairlee primarily consists of a series of swales and storm lines designed to channel runoff from Interstate 91 towards the Connecticut River. These facilities are currently maintained by VTrans. This project would create permanent and manageable small scale stormwater facilities to address current runoff issues.

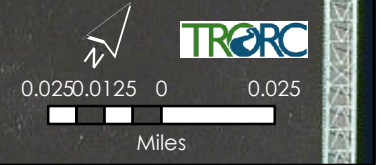


2022 Proposed Stormwater Management Phase 1 currently awarded VTrans Mitigation Grant

2024 Proposed Stormwater Management Phase 2

**Town of Fairlee**  
**2024 VTrans Municipal Highway & Stormwater Mitigation Grant**  
**US5 Stormwater Management Phase 2**

-  Bioretention/SWM Facilities
-  Town Facilities





## Town of Fairlee, VT - Main St Stormwater Management Phase 2 Budget Estimate

Preliminary Engineering (20%)	\$44,000.00	
Right of Way	\$10,000.00	
Construction (infiltration basins)	\$75,000.00	
Construction (Town Green)	\$107,000.00	
Construction (Depot)	\$18,000.00	
<b>Construction Subtotal</b>	<b>\$200,000.00</b>	
10% Contingency	\$20,000.00	
Total Construction Cost	\$220,000.00	
Construction Engineering (15%)	\$33,000.00	
Municipal Project Management (10%)	\$30,700.00	\$307,000.00
<b>Project Total</b>	<b>\$337,700.00</b>	
Grant (80%)	\$270,160.00	
Town Match (20%)	\$67,540.00	

**From:** [Rita Seto](#)  
**To:** [Rita Seto](#)  
**Subject:** FW: ANR DEC stormwater project requirements  
**Date:** Thursday, December 7, 2023 6:52:56 PM  
**Attachments:** [Fairlee 30% Design OPCC P2 for TRORC2.pdf](#)  
[Fairlee 30% Design OPCC P2 for TRORC1.pdf](#)

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**From:** Christopher Rivet <[crivet@dubois-king.com](mailto:crivet@dubois-king.com)>  
**Sent:** Thursday, December 7, 2023 5:39 PM  
**To:** Rita Seto <[rseto@trorc.org](mailto:rseto@trorc.org)>  
**Subject:** Re: ANR DEC stormwater project requirements

Hi Rita,

I was mistaken on the OPCC for Phase 2 in Fairlee, as more work was involved than I realized when I first looked at it. It appeared to me initially that all the rest of the projects were mostly creating infiltration basins, but the Town Green site actually includes an infiltration trench beneath the swale. See the attached OPCC for the Depot and Town Green sites.

Thanks,  
Chris

--

Christopher J. Rivet, P.E.  
DuBois & King  
[28 North Main Street](#)  
[Randolph VT 05060](#)  
Office: 802 728 3376  
Direct: 802 431 1471  
Cell: 401 651 0012  
[www.dubois-king.com](http://www.dubois-king.com)





- Bedford, NH 03110 (603) 883-0463
- Randolph, VT 05060 (802) 728-3376
- S. Burlingt., VT 05403 (802) 878-7661
- Springfield, VT 05156 (802) 591-4326

Engineering • Planning • Development • Management

JOB Fairlee Main St to Morey

SHEET NO. 1 OF 1

CALCULATED BY: CJR DATE: 12/7/2023

CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

SCALE: \_\_\_\_\_

**Fairlee Route 5 - Town Green**

ITEM NO.	DESCRIPTION	UNIT	QUANT.	UNIT PRICE	AMOUNT
1	COMMON EXCAVATION	CY	360	\$15.00	\$5,400.00
2	REMOVAL OF SURFACES AND PAVEMENTS	CY	15	\$35.00	\$525.00
3	DRAINAGE AGGREGATE	CY	240	\$50.00	\$12,000.00
4	BITUMINOUS CONCRETE PAVEMENT	TON	16	\$200.00	\$3,200.00
5	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES	EA	1	\$1,500.00	\$1,500.00
6	6 INCH UNDERDRAIN PIPE	LF	420	\$60.00	\$25,200.00
7	RELOCATE HYDRANT	EA	2	\$5,000.00	\$10,000.00
8	MOBILIZATION	LS	1	\$12,000.00	\$12,000.00
9	SEED	LB	15	\$10.00	\$150.00
10	FERTILIZER	LB	45	\$5.00	\$225.00
11	TOPSOIL	CY	45	\$60.00	\$2,700.00
12	AGRICULTURAL LIMESTONE	TON	0.25	\$750.00	\$187.50
13	HAY MULCH	TON	0.25	\$1,000.00	\$250.00
14	TRAFFIC CONTROL	LS	1	\$15,000.00	\$15,000.00
	Running Total				\$88,337.50
	Contingency (25%)				\$17,667.50
	<b>CONSTRUCTION COST</b>				<b>\$107,000.00</b>
	<b>OTHER COSTS</b>				
	Engineering & Permitting (25%)				\$27,000.00
	<b>OTHER COSTS TOTAL</b>				<b>\$27,000.00</b>
	<b>Grand Total</b>				<b>\$134,000.00</b>

NOTE: In providing opinions of probable construction costs, the Client understands that DuBois & King, Inc. has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's methods of pricing, and that

**From:** [Rita Seto](#)  
**To:** [Rita Seto](#)  
**Subject:** FW: ANR DEC stormwater project requirements  
**Date:** Thursday, December 7, 2023 2:25:33 PM

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**From:** Christopher Rivet <crivet@dubois-king.com>  
**Sent:** Friday, December 1, 2023 2:40 PM  
**To:** Rita Seto <rseto@trorc.org>  
**Subject:** Re: ANR DEC stormwater project requirements

Hi Rita,

I looked over the Opinion of Cost I prepared for Phase 1 of the Fairlee Route 5 Stormwater project. The area to be constructed is Phase 2 with infiltration basins is similar to the area as Site 3 in Phase 1, assuming the area associated with the Depot property, and the Town common and adjacent residences. Our OPCC indicates \$50,000 if the project is constructed as a stand alone project.

For the Phase 2 construction, given costs I've been seeing lately, I'd up it to **\$75,000** for Construction and Engineering Bid/Construction Phase Services.

Let me know if you have any questions.

Thanks  
Chris

--

Christopher J. Rivet, P.E.  
DuBois & King  
[28 North Main Street](#)  
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# Activation - Fairlee Depot

Along with the potential for future stormwater management as discussed elsewhere in this document, the ample parking, public ownership, central location, and broad lawn areas make the Fairlee Depot an ideal candidate for future activation efforts.

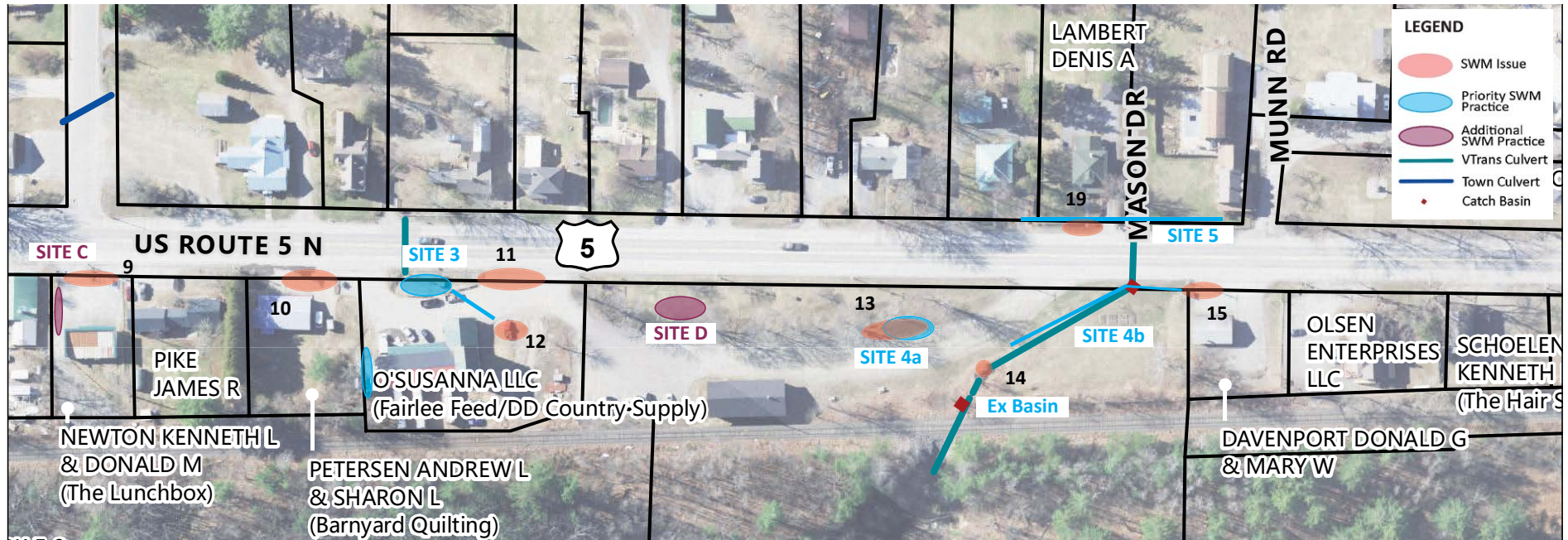
The concept diagram included on this page illustrates just one concept for potential activation projects that could be considered here.



Bioretention is a small scale, green stormwater practice that captures runoff and treats it with a combination of filtering through engineered and vegetative means. It can filter and treat water, often allowing for infiltration back into the groundwater rather than simply discharging to a different place. It is flexible in size and shape and can become part of the larger stormwater solution for a site. Vegetation not only helps with filtering, it also beautifies a site.

Water is not intended to sit in a stormwater facilities for more than 24 hours, therefore it will not be a breeding ground for mosquitoes. Bioretention facilities should remain vegetated and mulched; vegetation can include a combination of perennials, ornamental grasses, shrubs and small trees. Other above-ground facilities should remain covered with grass.

As with all stormwater management facilities, some maintenance will be required for bioretention and infiltration areas and the Town will need



**Area 9:**  
Lunchbox driveway

**Problem:** Ponding on both sides of Lunchbox driveway  
**Solution:** Create linear bioretention between Lunchbox and Samurai (SITE C).

**Area 10:**  
North end of Barnyard Quilting driveway

**Problem:** Ponding and broken pavement  
**Solution:** Grade "dip" across frontage and direct to facility in front of Country Supply (SITE 3).

**Area 11 & 12:**  
North end of Country Supply driveway and building

**Problem:** Ponding and broken pavement  
**Solution:** Evaluate access management and increase area of green island to retrofit infiltration basin (SITE 3)

**Area 13:**  
Railroad Depot green

**Problem:** Minor ponding in green  
**Solution:** Regrade parking lot to direct into new low, mowable infiltration in the Green (SITE D & 4a).

**Area 14:**  
Basin north of Depot

**Problem:** Ponding at end of swale, prior to basin; overgrown vegetation; sinkhole under culvert  
**Solution:** Regrade swale; coordinate with VTrans Rail for basin and culvert upgrade.

**Area 15:**  
South end of Gray Electric

**Problem:** Ponding and broken pavement  
**Solution:** Create swale to existing basin at Depot (SITE 4b).

**Area 19:**  
Residential Frontages

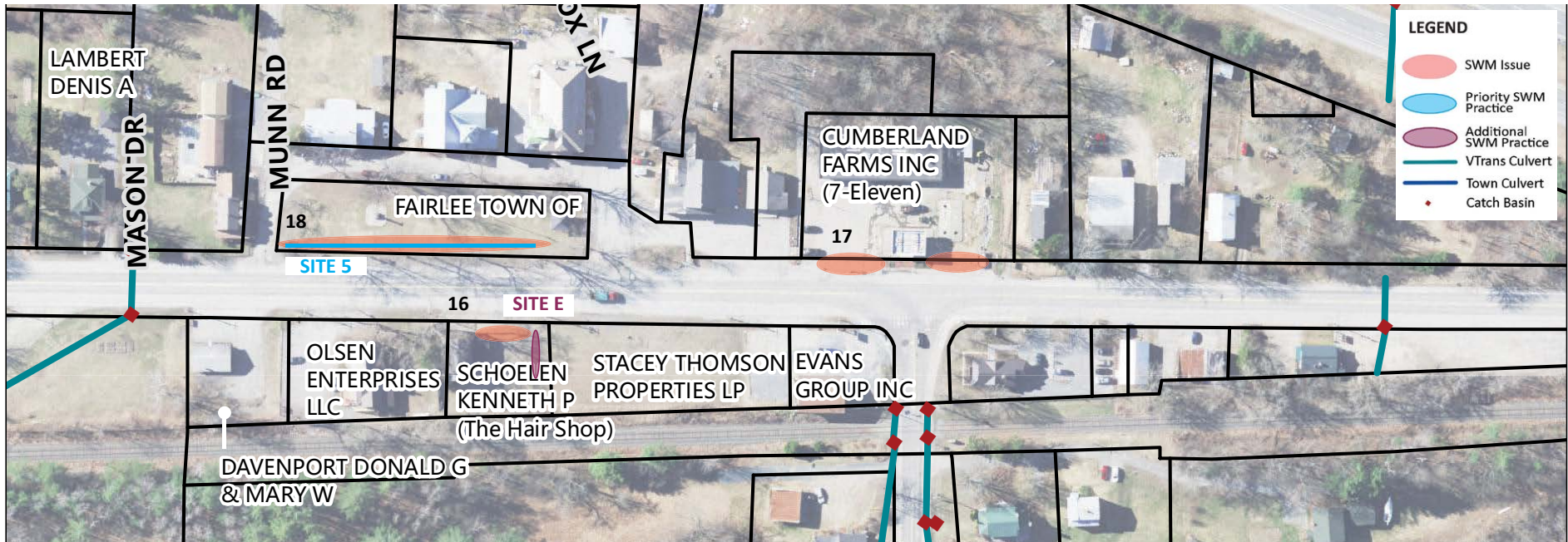
**Problem:** Ponding where cars drive up to mailboxes  
**Solution:** Relocate mailbox closer to road; create grass swale to repair ponding (SITE 5).

to coordinate with both private land owners and VTrans for appropriate maintenance agreements. Mowing of grass infiltration basins and swales can occur on the normal town mowing schedule.

Removal of trash and replacement of dead plants should occur on an as-needed basis. Removal of sediment build-up and checking inlets for clogs will also be required.

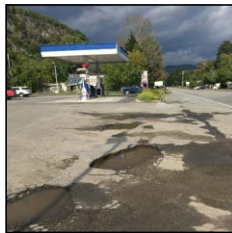
Some initial watering of plants may be required at the time of installation. Weeding, pruning and mulching should occur annually.

Delineation of facility locations is important for cars and plows so that the facility doesn't get accidentally run or plowed over. This can be achieved through curbs, stone edging, or signage.



**Area 16:**  
North end of The Hair Shop

**Problem:** Ponding  
**Solution:** Create linear bioretention on north end of property (SITE E).



**Area 17:**  
Fairlee 7-Eleven

**Problem:** Potholes, ponding along extents of driveway  
**Solution:** Add catchbasins and culvert across Route 5 towards bridge. Requires pretreatment. Not recommended at this time.



**Area 18:**  
Edge of Village Green

**Problem:** Ponding along edge of Green and roadway  
**Solution:** Redefine grass swale (SITE 5); regrade and pave along the edge of road.



*Example of Parking Lot Bioretention*



**NOT FOR  
CONSTRUCTION  
DRAFT**

NO.	DATE	DESCRIPTION	BY	DD

TOWN OF FAIRLEE  
75 TOWN COMMON  
ROAD, P.O. BOX 95  
FAIRLEE, VT 05045  
TAD NUÑEZ,  
TOWN  
ADMINISTRATOR

FAIRLEE ROUTE 5  
CORRIDOR ACTION  
PLAN &  
CONCEPTUAL  
STORMWATER  
MANAGEMENT

SHEET TITLE

TITLE SHEET

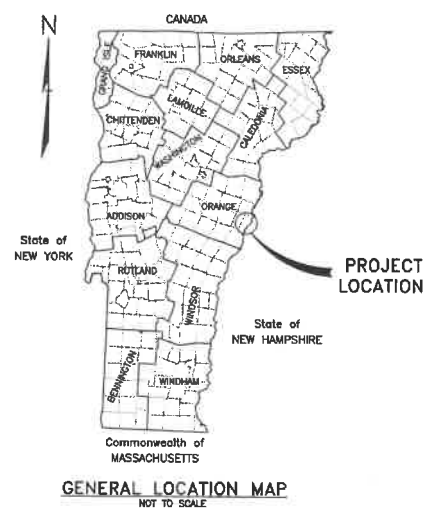
DESIGNED BY	DATE
JLU	DEC 2020
DRAWN BY	DATE
EDL	625751
PROJ. ENG.	DATE
MPPH	

SHEET NUMBER

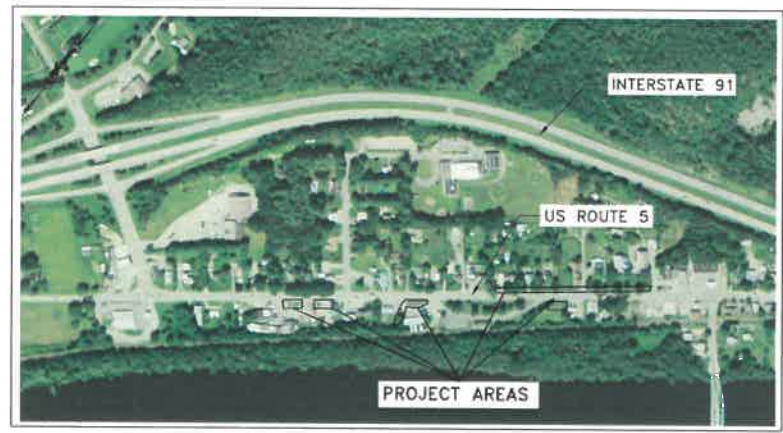
**C1**

SHEET 1 OF 12

# TOWN OF FAIRLEE, VERMONT COUNTY OF ORANGE DECEMBER 2020 30% CONCEPTUAL PLANS

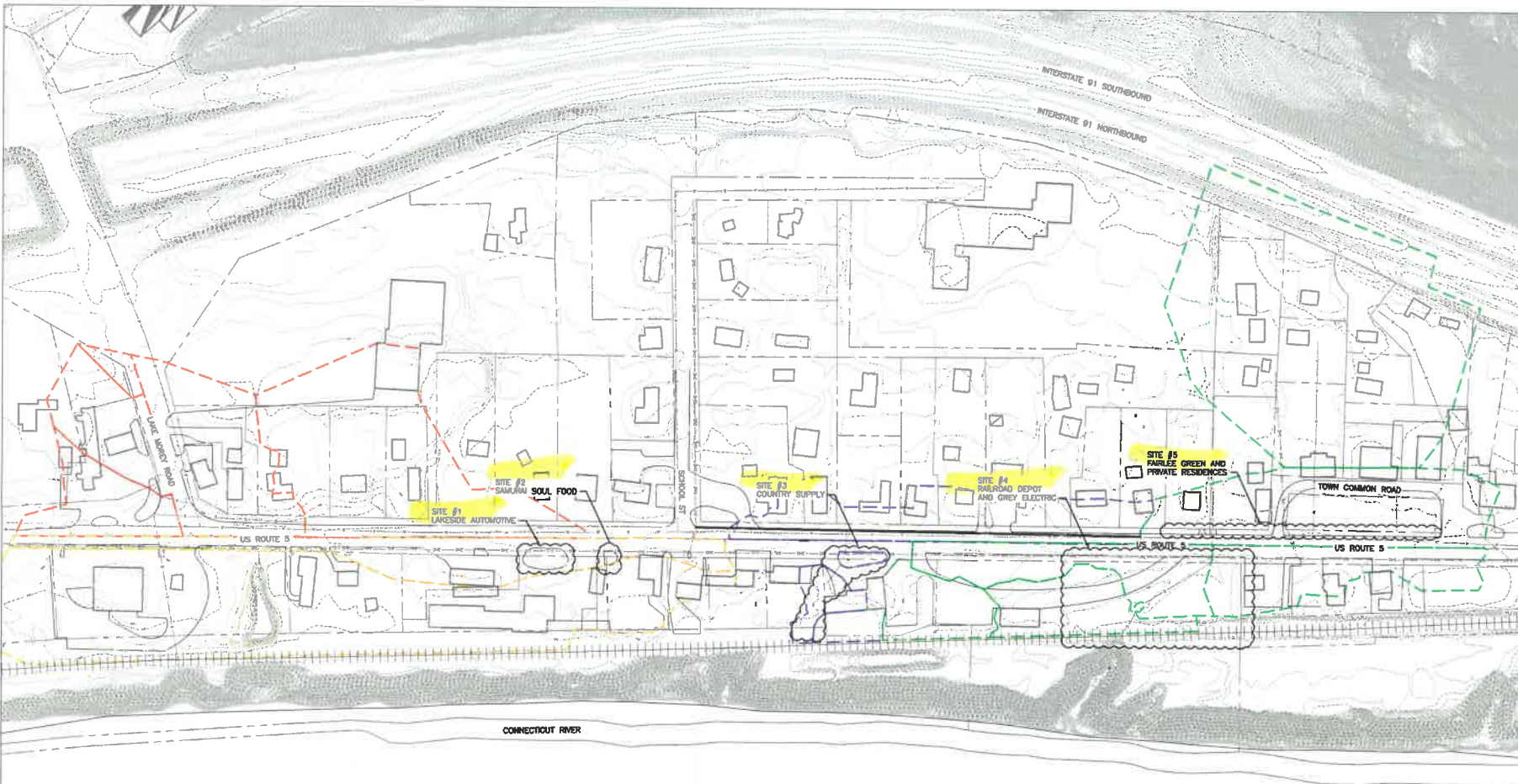


PROJECT LOCATION: FIVE SITES ALONG US ROUTE 5 (MAIN STREET) IN FAIRLEE, VERMONT  
PROJECT DESCRIPTION: WORK TO BE PERFORMED INCLUDES THE INSTALLATION OF BIORETENTION BASINS, INFILTRATION BASINS, GRASS SWALES, INFILTRATION TRENCHES, AND PRE-TREATMENT SWALES.



TITLE	SHEET NO.
TITLE SHEET	C1 1 OF 12
EXISTING CONDITIONS OVERALL PLAN	C2 2 OF 12
LAKESIDE AUTOMOTIVE DRIVEWAY PLAN (SITE #1)	C3 3 OF 12
LAKESIDE AUTOMOTIVE DRIVEWAY DETAILS (SITE #1)	C4 4 OF 12
SAMURAI SOUL FOOD DRIVEWAY PLAN (SITE #2)	C5 5 OF 12
SAMURAI SOUL FOOD DRIVEWAY DETAILS (SITE #2)	C6 6 OF 12
COUNTRY SUPPLY PLAN (SITE #3)	C7 7 OF 12
COUNTRY SUPPLY DETAILS (SITE #3)	C8 8 OF 12
FAIRLEE DEPOT AND GRAY ELECTRIC PLAN (SITE #4)	C9 9 OF 12
FAIRLEE DEPOT AND GRAY ELECTRIC DETAILS (SITE #4)	C10 10 OF 12
FAIRLEE TOWN GREEN AND RESIDENTIAL FRONTAGES PLAN (SITE #5)	C11 11 OF 12
FAIRLEE TOWN GREEN AND RESIDENTIAL FRONTAGES DETAILS (SITE #5)	C12 12 OF 12

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**DuBois & King Inc.**  
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 MANAGEMENT • DEVELOPMENT  
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 SPRINGFIELD, VT  
 BRANDON, VT  
 BEDFORD, NH LACONIA, NH  
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 PROFESSIONAL SEAL

**NOT FOR CONSTRUCTION DRAFT**

NO.	DATE	DESCRIPTION	BY	CKD

TOWN OF FAIRLEE  
 75 TOWN COMMON ROAD, P.O. BOX 95  
 FAIRLEE, VT 05045  
 TAD NUNEZ,  
 TOWN ADMINISTRATOR

FAIRLEE ROUTE 5  
 CORRIDOR ACTION PLAN &  
 CONCEPTUAL STORMWATER  
 MANAGEMENT

SHEET TITLE

OVERALL EXISTING CONDITIONS PLAN

DESIGNED BY	DATE
EDL	DEC 2020
DRAWN BY	DATE PLOTTED
MPH	625751
PROJECT NO.	DATE REVISED
MPH	

SHEET NUMBER

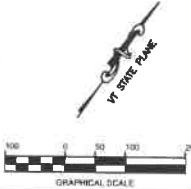
**C2**

SHEET 2 OF 12

- LEGEND**
- LIDAR 5-FOOT CONTOUR
  - LIDAR 1-FOOT CONTOUR
  - - - - - APPROXIMATE LOCATION OF PROPERTY LINE
  - ||||| APPROXIMATE LOCATION OF RAIL LINE
  - - - - - APPROXIMATE LOCATION OF ROAD CENTERLINE
  - - - - - APPROXIMATE LOCATION OF STORM DRAIN/CULVERT
  - - - - - APPROXIMATE LOCATION OF OVERHEAD ELECTRIC
  - - - - - APPROXIMATE LOCATION OF WATER LINE
  - ▭ APPROXIMATE LOCATION OF BUILDING OUTLINE

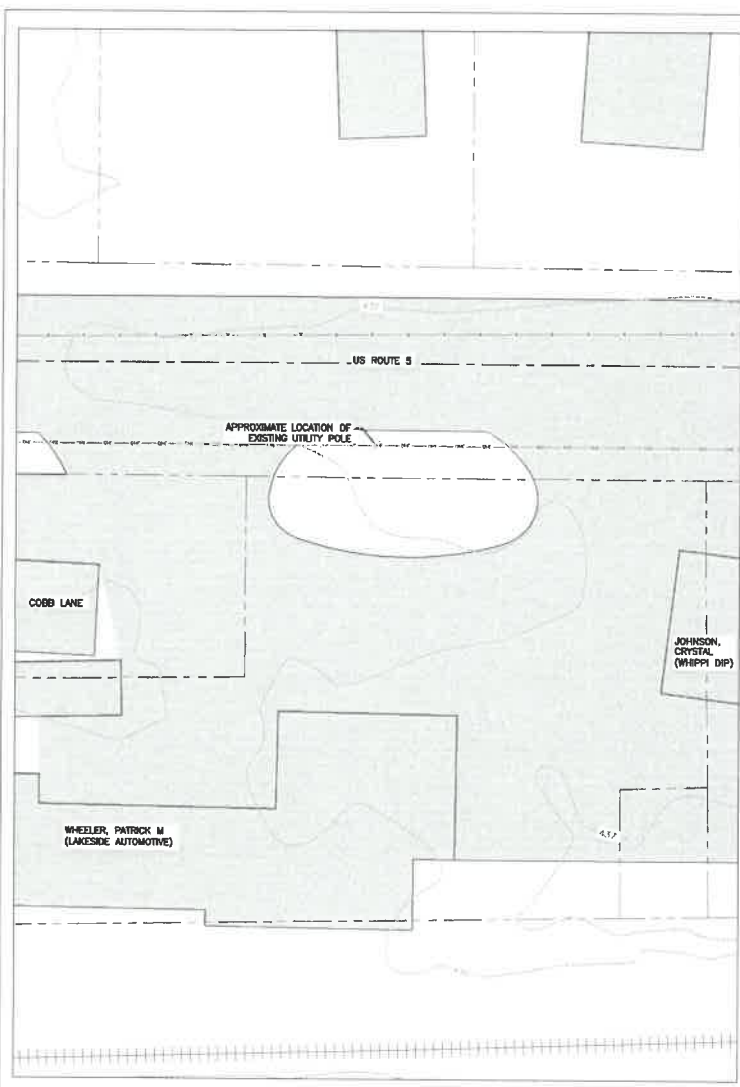
- SITE**
- - - - - CATCHMENT AREA 1
  - - - - - CATCHMENT AREA 2
  - - - - - CATCHMENT AREA 3
  - - - - - CATCHMENT AREA 4

- NOTES**
- LOCATIONS AND ELEVATIONS OF CULVERTS AND CATCH BASINS ARE BASED ON A SURVEY PERFORMED BY DUBOIS & KING ON FEBRUARY 3, 2019.
  - BUILDING FOOTPRINTS, OTHER UTILITY INFORMATION, RAIL LINES, AND PROPERTY BOUNDARIES ARE BASED ON DATA FROM VCGI, DOWNLOADED ON MARCH 11, 2020 AND SHOULD BE CONSIDERED APPROXIMATE ONLY. ADDITIONAL SURVEY IS REQUIRED TO COMPLETE FINAL PLANS AND FOR CONSTRUCTION.
  - EXISTING TOPOGRAPHY IS FROM VERMONT STATEWIDE LIDAR. THIS DATA IS FOR PLANNING PURPOSES ONLY. ADDITIONAL SURVEY IS REQUIRED TO COMPLETE FINAL PLANS AND FOR CONSTRUCTION.
  - HORIZONTAL DATUM: NAD 83 (2011); VERTICAL DATUM: NAVD 85

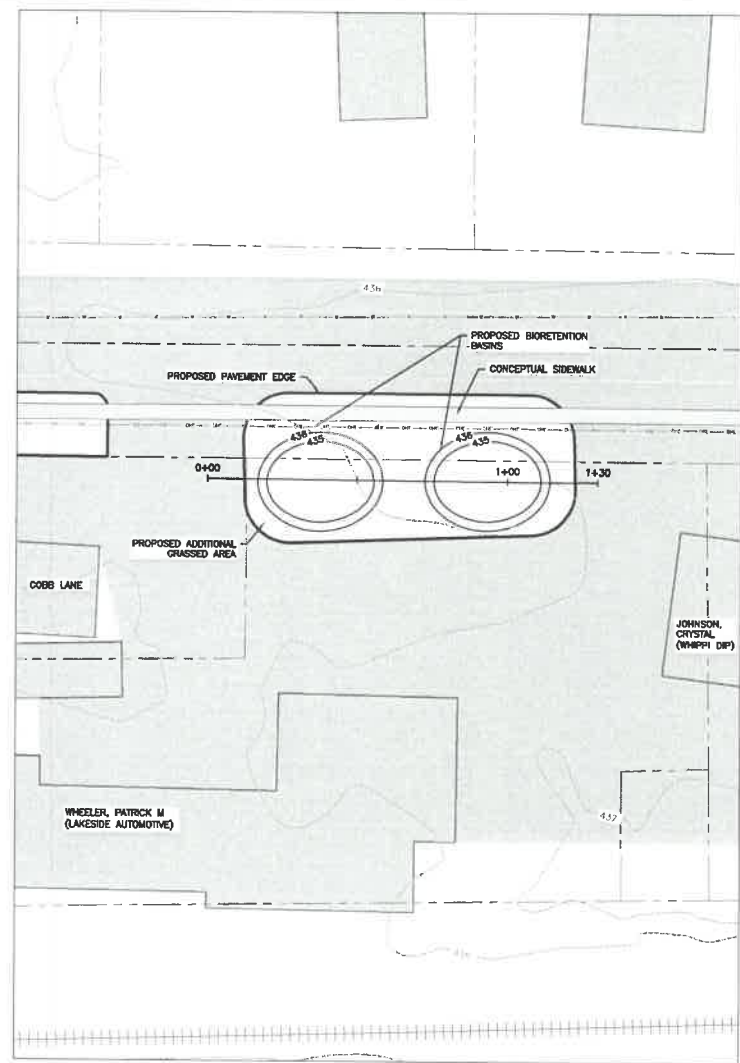


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C:\Users\jramon\OneDrive\Documents\Projects\1772020\1772020\_1-06.dwg



EXISTING CONDITIONS



PROPOSED CONDITIONS

- LEGEND**
- 4.35 — PROPOSED 1 FT CONTOUR
  - PROPOSED PAVEMENT EDGE
  - IMPERVIOUS AREA
  - CONCEPTUAL SIDEWALK

- NOTES**
1. SEE SHEET C2 FOR ADDITIONAL NOTES AND LEGEND INFORMATION.
  2. BASIN SIZING IS BASED ON THE WATER QUALITY VOLUME.

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NO.	DATE	DESCRIPTION	BY	CHKD

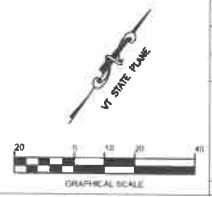
TOWN OF FAIRLEE  
 75 TOWN COMMON  
 ROAD, P.O. BOX 95  
 FAIRLEE, VT 05045  
 TAD NUNEZ,  
 TOWN  
 ADMINISTRATOR

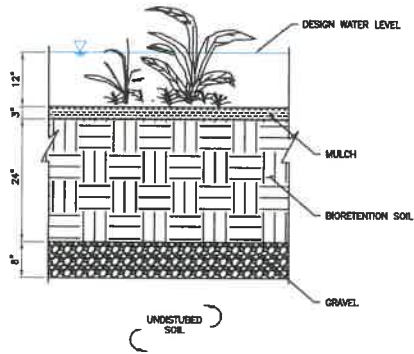
FAIRLEE ROUTE 5  
 CORRIDOR ACTION  
 PLAN 5  
 CONCEPTUAL  
 STORMWATER  
 MANAGEMENT

SHEET TITLE  
 LAKESIDE  
 AUTOMOTIVE  
 DRIVEWAY PLAN  
 (SITE #1)

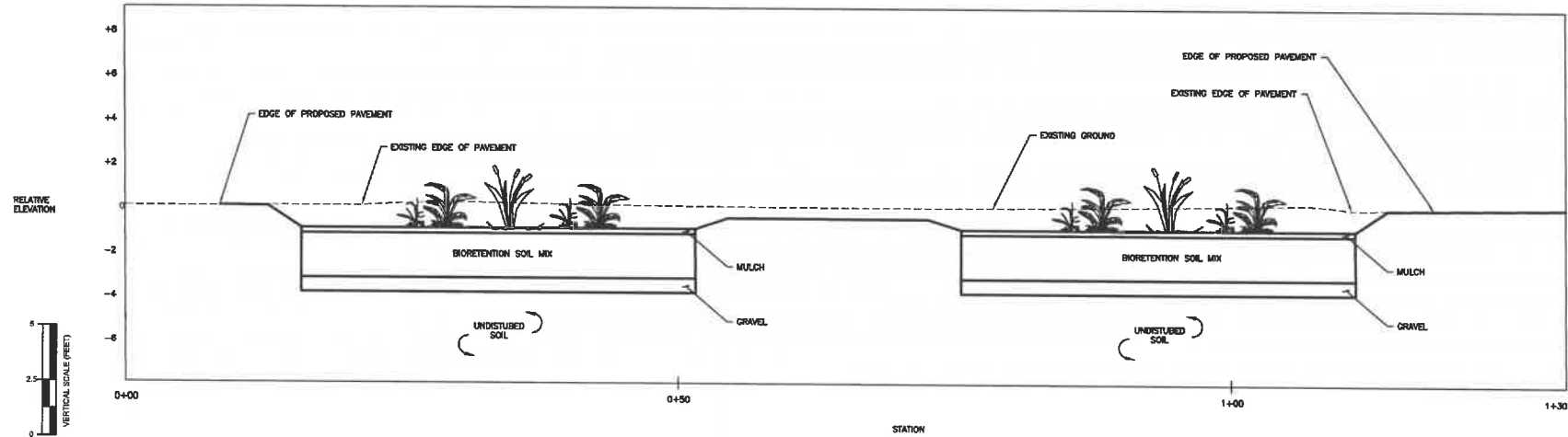
DATE	BY
JLU	DEC 2020
EDL	DEC 2020
MPH	DEC 2020

SHEET NUMBER  
**C3**  
 SHEET 3 OF 12





**BIORETENTION TYPICAL SECTION**  
NOT TO SCALE



**PROPOSED BIORETENTION PROFILE**

- NOTES
1. SEE SHEET C2 FOR ADDITIONAL NOTES AND LEGEND INFORMATION.
  2. BASIN SIZING IS DESIGNED TO RETAIN THE WATER QUALITY VOLUME.
  3. THE BIORETENTION SOIL MIX SHOULD CONSIST OF SAND OR LOAMY SAND AND MEET THE FOLLOWING GRADATION: SAND 85-88%, SILT 8-12%, CLAY 0-2%, AND ORGANIC MATTER (IN THE FORM OF COMPOST) 3-5%.
  4. MULCH SHOULD BE SHREDDED HARDWOOD BARK MULCH.

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TAD NUNEZ,  
TOWN  
ADMINISTRATOR

FAIRLEE ROUTE 5  
CORRIDOR ACTION  
PLAN &  
CONCEPTUAL  
STORMWATER  
MANAGEMENT

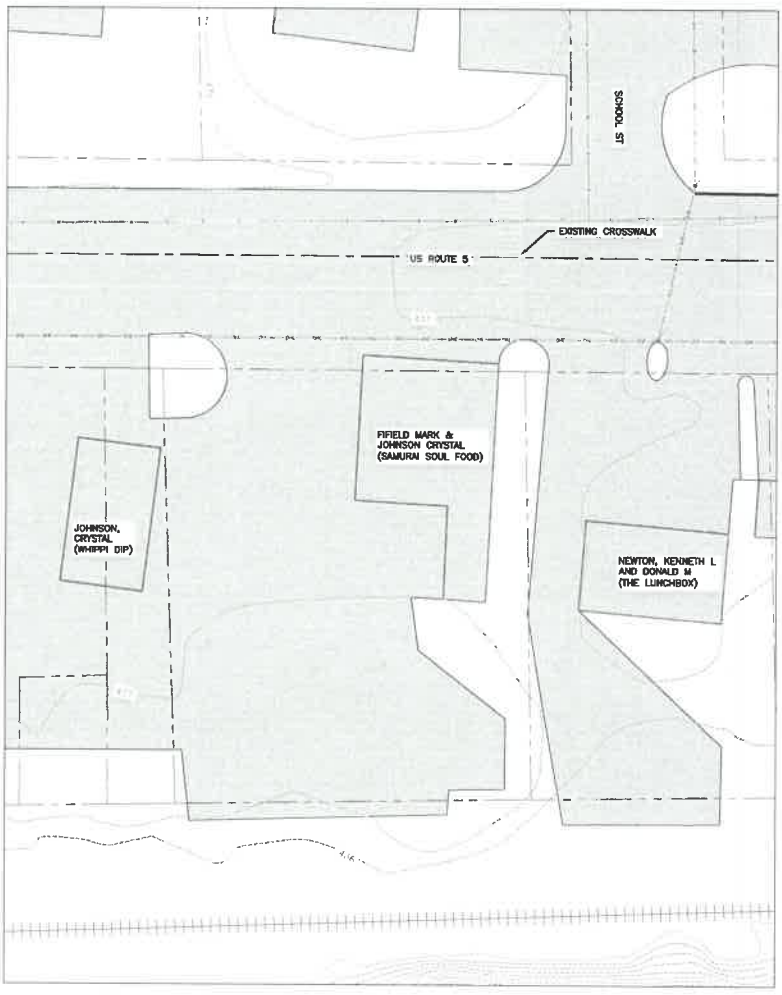
SHEET TITLE  
**LAKESIDE  
AUTOMOTIVE  
DRIVEWAY DETAILS  
(SITE #1)**

DESIGNED BY EDL	DATE DEC 2020
CHECKED BY EDL	DATE 02/27/21
SCALE AS SHOWN	DATE 02/27/21

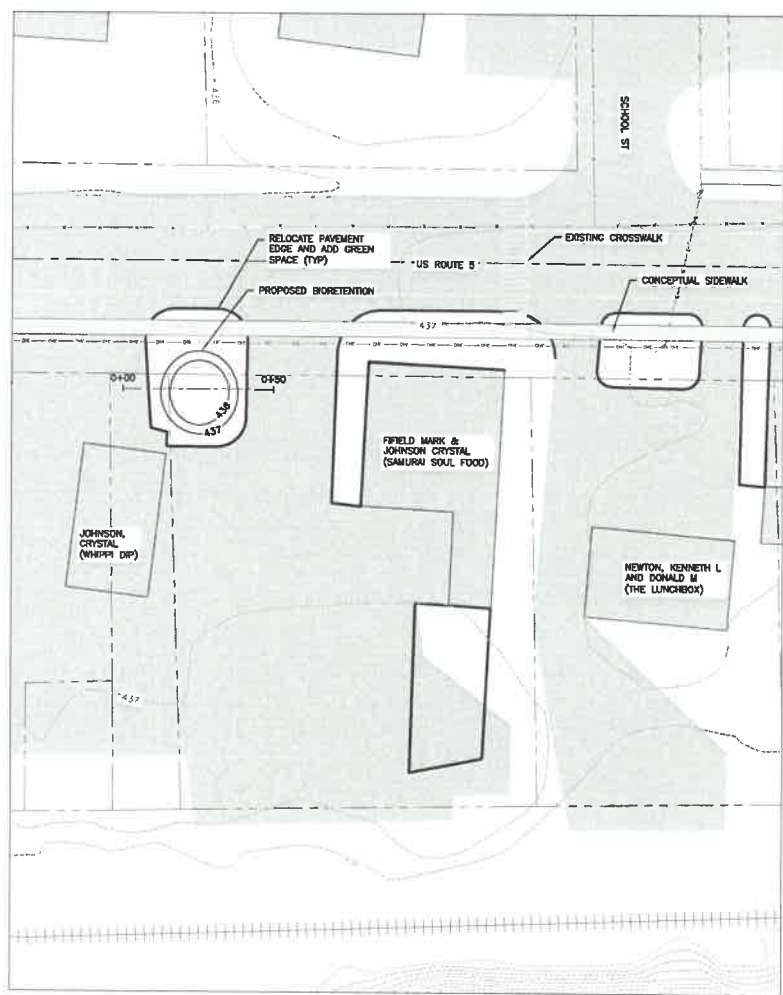
SHEET NUMBER  
**C4**

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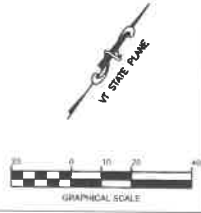
EXISTING CONDITIONS



PROPOSED BIORETENTION AND GRAVEL INFILTRATION

- LEGEND**
- 4.58— PROPOSED 1 FT CONTOUR
  - PROPOSED PAVEMENT EDGE
  - IMPERVIOUS AREA
  - CONCEPTUAL SIDEWALK

- NOTES**
1. SEE SHEET C2 FOR ADDITIONAL NOTES AND LEGEND INFORMATION.
  2. BASIN SIZING IS BASED ON THE WATER QUALITY VOLUME.



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 FAIRLEE, VT 05045  
 TAD NUNEZ,  
 TOWN  
 ADMINISTRATOR

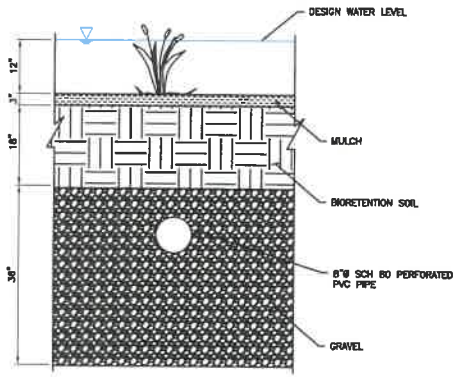
FAIRLEE ROUTE 5  
 CORRIDOR ACTION  
 PLAN &  
 CONCEPTUAL  
 STORMWATER  
 MANAGEMENT

SHEET TITLE  
 SAMURAI SOUL  
 FOOD DRIVEWAY  
 PLAN (SITE #2)

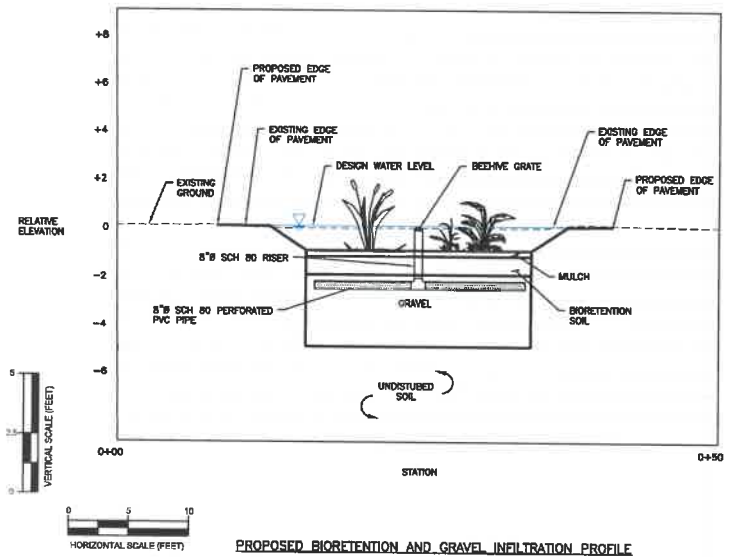
DESIGNED BY: JLU  
 DEC 2020  
 CHECKED BY: MPH  
 DEC 2020  
 PROJECT NO.: 2046-21  
 SHEET NO.: C5

SHEET NUMBER  
**C5**  
 SHEET 5 OF 12

V:\1724\64848\1724648.dwg Plot Date: 1/28/2020 4:28 PM



**LAKESIDE AUTOMOTIVE – BIORETENTION AND GRAVEL INFILTRATION TYPICAL SECTION**  
NOT TO SCALE



**PROPOSED BIORETENTION AND GRAVEL INFILTRATION PROFILE**

- NOTES**
- SEE SHEET C2 FOR ADDITIONAL NOTES AND LEGEND INFORMATION.
  - BASIN SIZING IS DESIGNED TO RETAIN THE WATER QUALITY VOLUME.
  - THE BIORETENTION SOIL MIX SHOULD CONSIST OF SAND OR LOAMY SAND AND MEET THE FOLLOWING GRADATION: SAND 85-90%, SILT 8-12%, CLAY 0-2%, AND ORGANIC MATTER (IN THE FORM OF COMPOST) 3-5%.
  - MULCH SHOULD BE SHREDDED HARDWOOD BARK MULCH.

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TOWN  
ADMINISTRATOR

FAIRLEE ROUTE 5  
CORRIDOR ACTION  
PLAN 5  
CONCEPTUAL  
STORMWATER  
MANAGEMENT

SHEET TITLE

SAMURAI SOUL  
FOOD DRIVEWAY  
DETAILS (SITE #2)

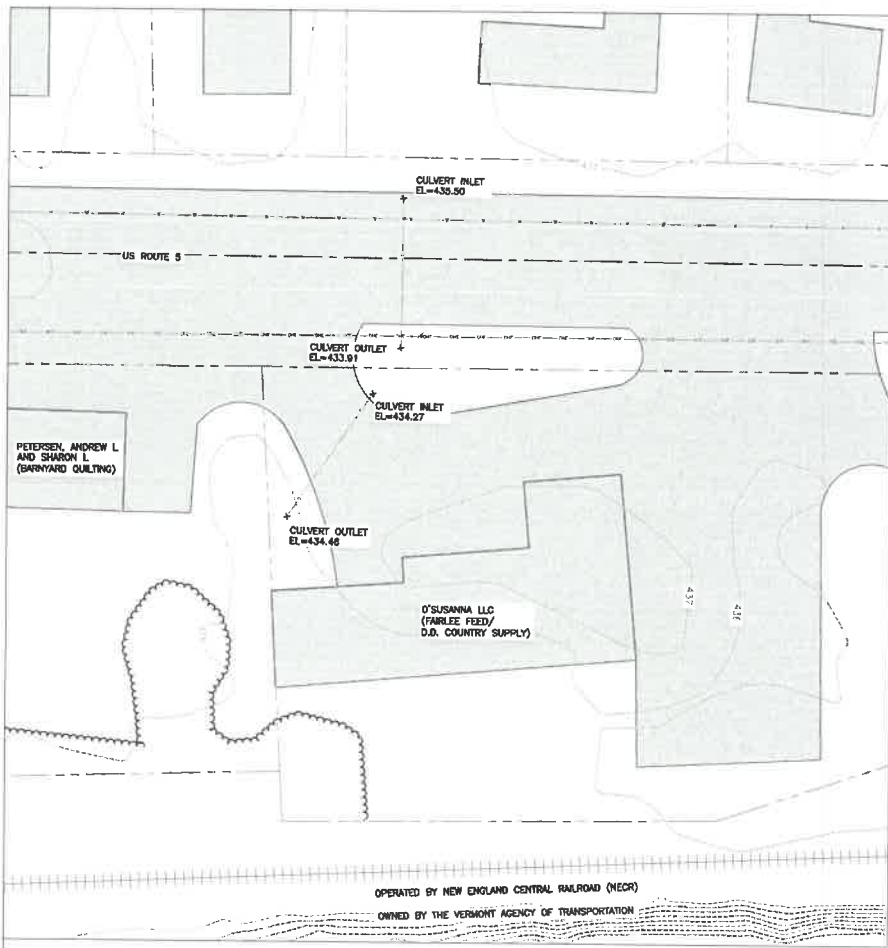
ISSUED BY	DATE
JULI	OCT 2020
EDL	825751
PROJ. NO.	MPH

SHEET NUMBER

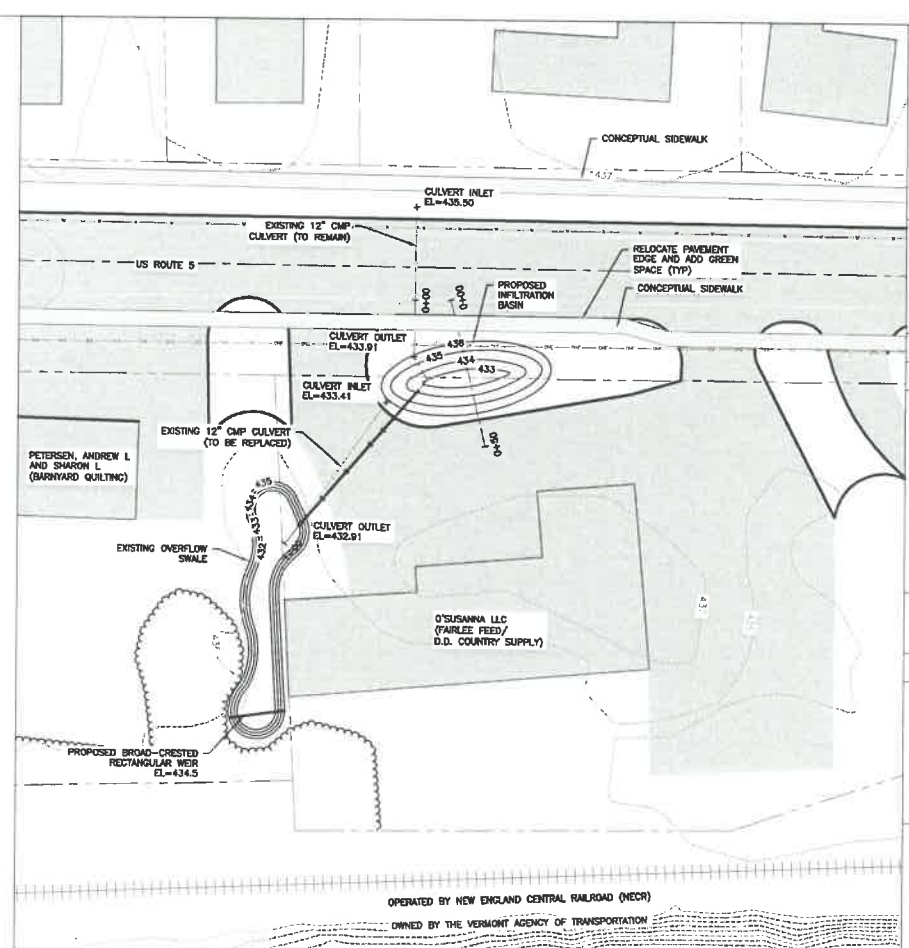
**C6**

SHEET 6 OF X

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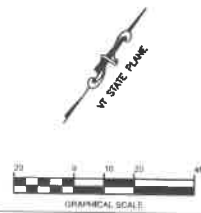
EXISTING CONDITIONS



PROPOSED INFILTRATION BASIN

- LEGEND
- 436— PROPOSED 1 FT CONTOUR
  - PROPOSED PAVEMENT EDGE
  - IMPERVIOUS AREA
  - CONCEPTUAL SIDEWALK
  - TREE LINE

- NOTES
1. SEE SHEET C2 FOR ADDITIONAL NOTES AND LEGEND INFORMATION.
  2. BASIN SIZING IS BASED ON THE WATER QUALITY VOLUME.



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 P.O. BOX 95  
 FAIRLEE, VT 05045  
 TAD NUNEZ,  
 TOWN ADMINISTRATOR

FAIRLEE ROUTE 5  
 CORRIDOR ACTION  
 PLAN &  
 CONCEPTUAL  
 STORMWATER  
 MANAGEMENT

SHEET TITLE  
 COUNTRY SUPPLY  
 PLAN  
 (SITE #3)

DATE	BY
EDL DEC 2020	
CHKD BY	
MPH 825751	
PROJ. ENG.	
MPH	

SHEET NUMBER  
**C7**  
 SHEET 7 OF 12

**NOT FOR  
CONSTRUCTION  
DRAFT**

NO.	DATE	DESCRIPTION

TOWN OF FAIRLEE  
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TAD NUNEZ,  
TOWN  
ADMINISTRATOR

FAIRLEE ROUTE 5  
CORRIDOR ACTION  
PLAN &  
CONCEPTUAL  
STORMWATER  
MANAGEMENT

SHEET TITLE

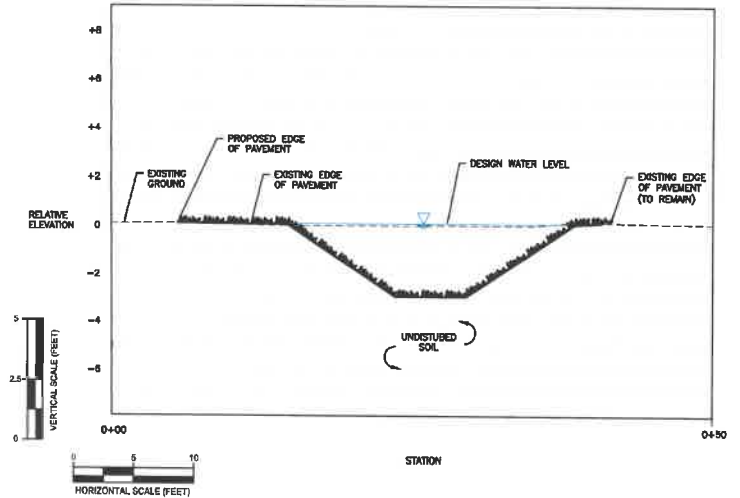
COUNTRY SUPPLY  
DETAILS (SITE #2)

DATE	DEC 2020
DESIGNED BY	EDL
CHECKED BY	EDL
SCALE	AS SHOWN
PROJ. NO.	MPH

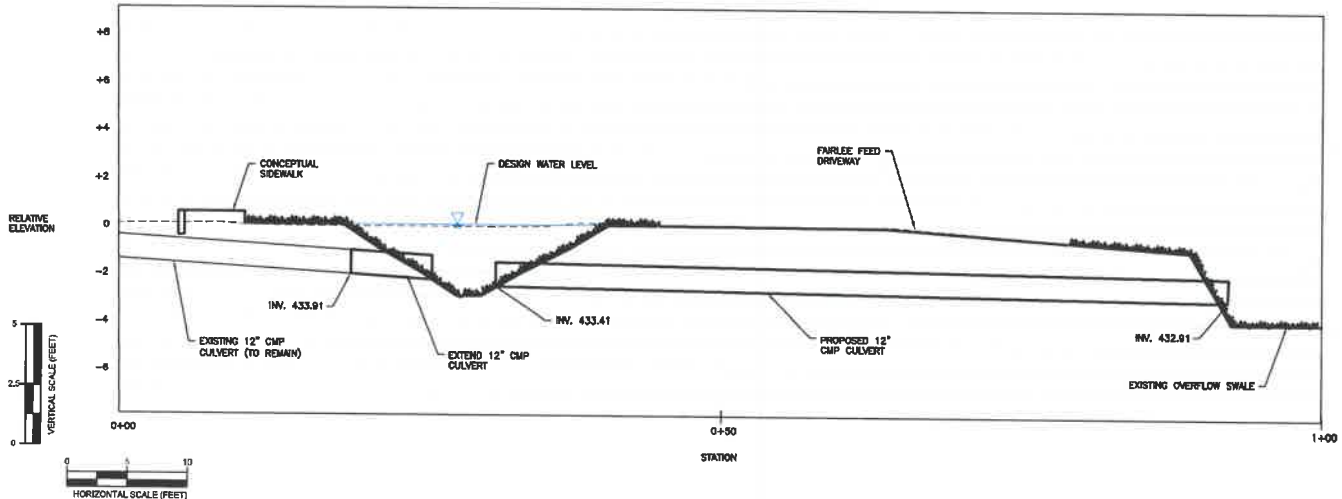
SHEET NUMBER

**C8**

- NOTES
- SEE SHEET C2 FOR ADDITIONAL NOTES AND LEGEND INFORMATION.
  - BASIN SIZING IS DESIGNED TO RETAIN THE WATER QUALITY VOLUME.

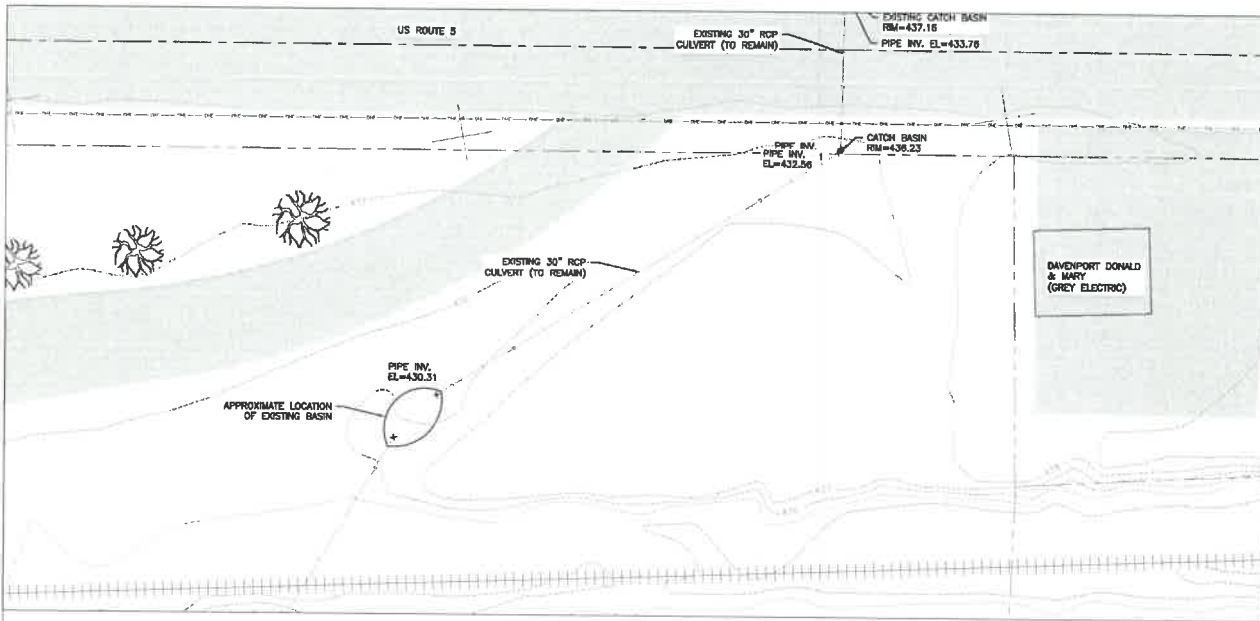


PROPOSED GRASS INFILTRATION BASIN PROFILE



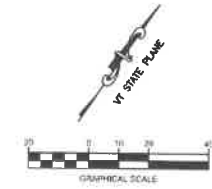
PROPOSED GRASS INFILTRATION BASIN PROFILE





- NOTES
- SEE SHEET C2 FOR ADDITIONAL NOTES AND LEGEND INFORMATION.
  - BASIN SIZING IS BASED ON THE WATER QUALITY VOLUME.

- LEGEND
- 438 --- PROPOSED 1 FT CONTOUR
  - PROPOSED PAVEMENT EDGE
  - IMPERVIOUS AREA
  - CONCEPTUAL SIDEWALK



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 90 BURLINGTON, VT  
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NO.	DATE	DESCRIPTION	BY

TOWN OF FAIRLEE  
 75 TOWN COMMON ROAD, P.O. BOX 95  
 FAIRLEE, VT 05045  
 TAD NUNEZ,  
 TOWN ADMINISTRATOR

FAIRLEE ROUTE 5  
 CORRIDOR ACTION  
 PLAN &  
 CONCEPTUAL  
 STORMWATER  
 MANAGEMENT

SHEET TITLE

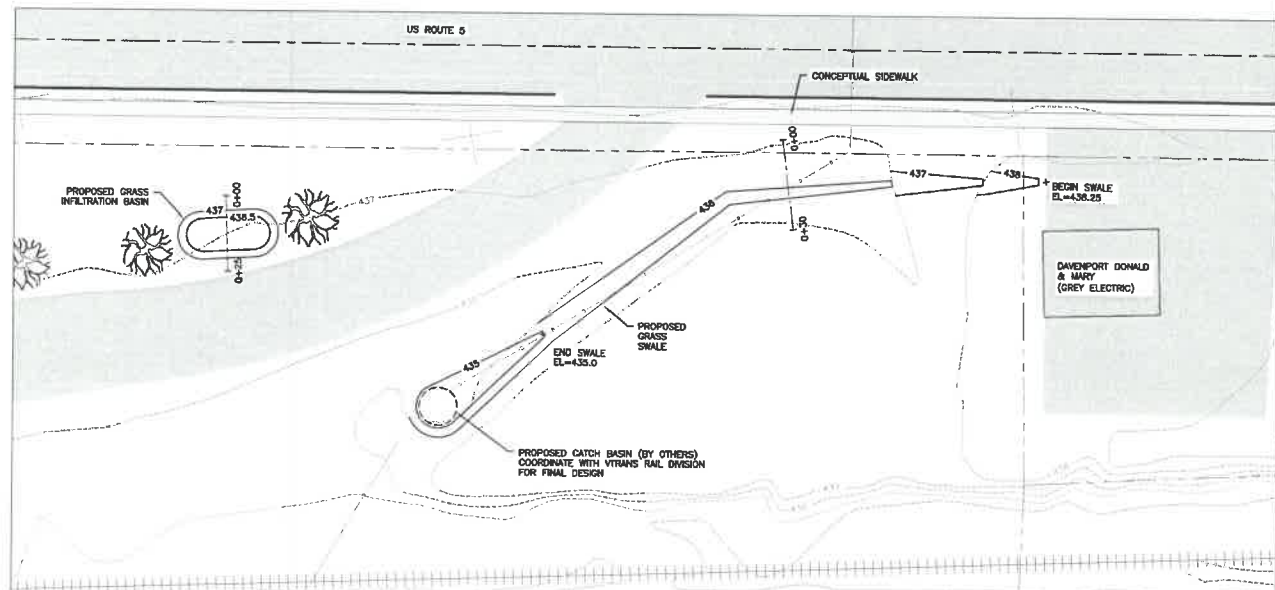
FAIRLEE DEPOT AND  
 GRAY ELECTRIC  
 PLAN  
 (SITE #4)

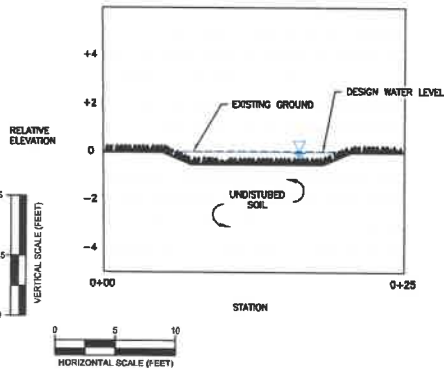
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SCALE	AS SHOWN
DESIGNED BY	MPH
CHECKED BY	MPH
PROJECT NO.	2020-001
PROJ. ENG.	MPH

SHEET NUMBER

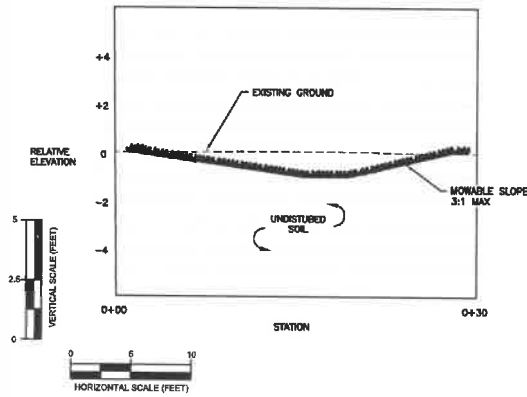
**C9**

SHEET 9 OF 12

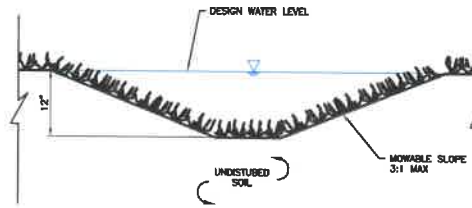




GRASS INFILTRATION PROFILE



GRASS SWALE PROFILE



GRASS SWALE TYPICAL SECTION  
NOT TO SCALE

- NOTES
1. SEE SHEET C2 FOR ADDITIONAL NOTES AND LEGEND INFORMATION.
  2. BASIN SIZING IS DESIGNED TO RETAIN THE WATER QUALITY VOLUME.
  3. INFILTRATION TESTS SHOULD BE PERFORMED TO DETERMINE THE INFILTRATION RATE OF THE EXISTING SOILS.

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TOWN OF FAIRLEE  
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TOWN  
ADMINISTRATOR

FAIRLEE ROUTE 5  
CORRIDOR ACTION  
PLAN &  
CONCEPTUAL  
STORMWATER  
MANAGEMENT

SHEET TITLE

FAIRLEE DEPOT AND  
GRAY ELECTRIC  
DETAILS (SITE #4)

DATE	BY
DEC 2020	JLU

SHEET NUMBER

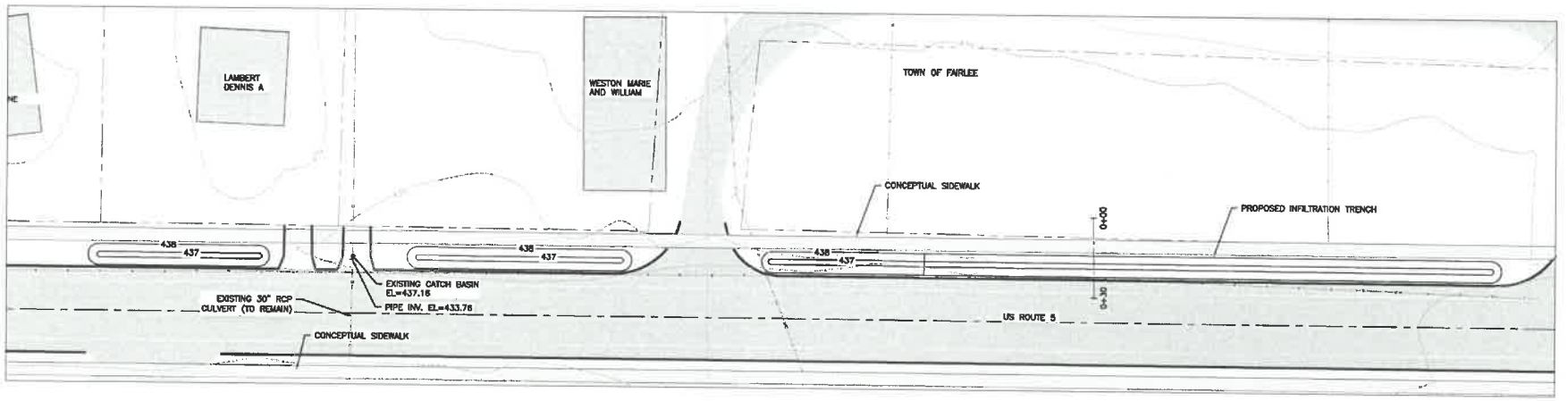
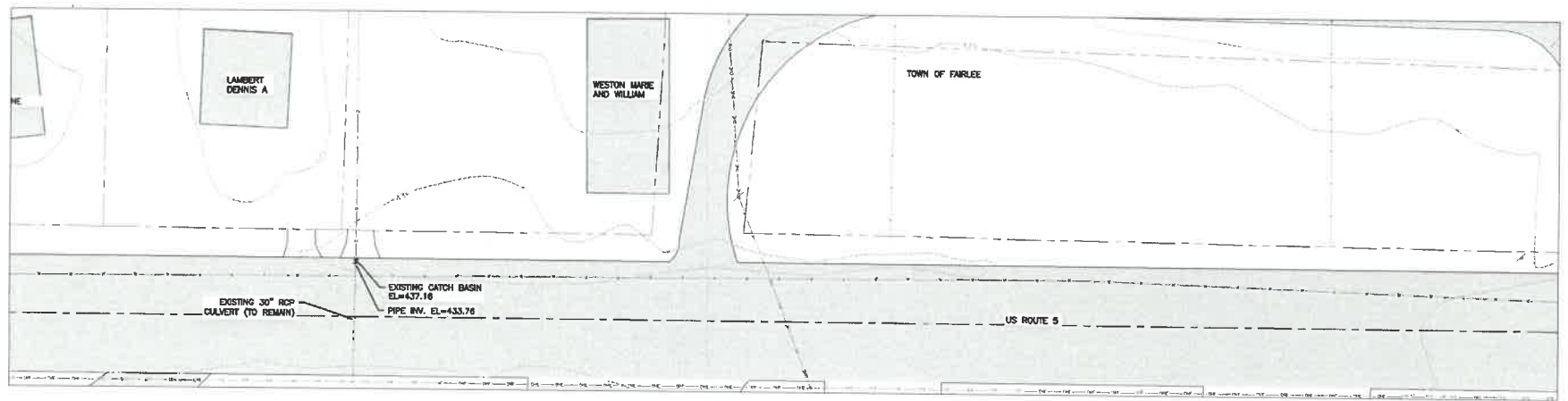
**C10**

SHEET 10 OF 12



- LEGEND**
- 436 --- PROPOSED 1 FT CONTOUR
  - PROPOSED PAVEMENT EDGE
  - IMPERVIOUS AREA
  - CONCEPTUAL SIDEWALK
  - EXISTING DRIVEWAY

- NOTES**
1. SEE SHEET C2 FOR ADDITIONAL NOTES AND LEGEND INFORMATION.
  2. BASIN SIZING IS BASED ON THE WATER QUALITY VOLUME.
  3. THERE WILL BE PERIODIC GRATES ALONG THE CONCEPTUAL SIDEWALK ON THE NORTHWEST SIDE OF THE ROAD ALLOWING WATER TO PASS UNDER THE SIDEWALK AND INTO THE SWALE.



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NO.	DATE	DESCRIPTION	BY	CHK

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 ROAD, P.O. BOX 95  
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 TOWN  
 ADMINISTRATOR

**FAIRLEE ROUTE 5  
 CORRIDOR ACTION  
 PLAN &  
 CONCEPTUAL  
 STORMWATER  
 MANAGEMENT**

**SHEET TITLE**  
 FAIRLEE TOWN  
 GREEN AND  
 RESIDENTIAL  
 FRONTAGES PLAN  
 (SITE #5)

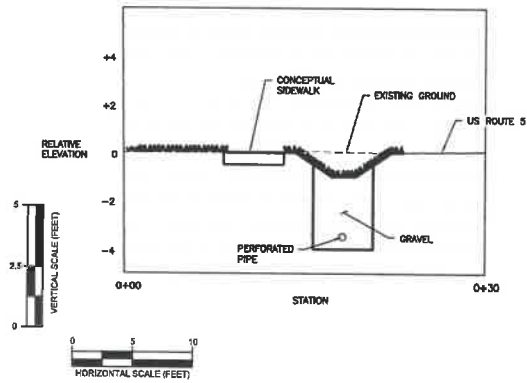
DATE	BY	APP. BY
JUL	JLU	DEC 2020
MPH	MPH	625751
MPH	MPH	

**SHEET NUMBER**  
**C11**  
 SHEET 11 OF 12

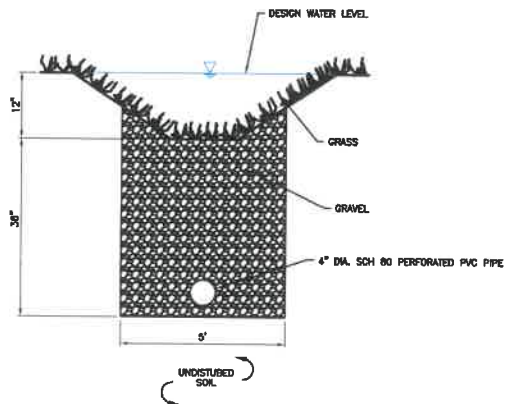
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NOTES

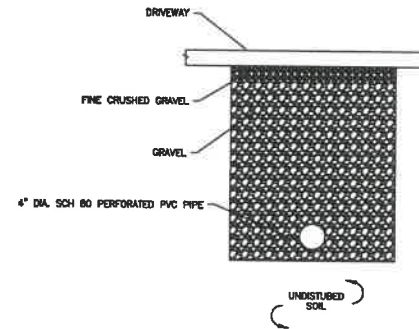
1. SEE SHEET C2 FOR ADDITIONAL NOTES AND LEGEND INFORMATION.
2. BASIN SIZING IS DESIGNED TO RETAIN THE WATER QUALITY VOLUME AND 2-YEAR STORM.



**INFILTRATION TRENCH AND PRETREATMENT SWALE PROFILE**



**INFILTRATION TRENCH AND PRETREATMENT SWALE TYPICAL SECTION**  
NOT TO SCALE



**INFILTRATION TRENCH AT DRIVE DETAIL**  
NOT TO SCALE

**NOT FOR  
CONSTRUCTION  
DRAFT**

NO.	DATE	BY	DESCRIPTION

TOWN OF FAIRLEE  
75 TOWN COMMON  
ROAD, P.O. BOX 95  
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TAD NUNEZ,  
TOWN  
ADMINISTRATOR

FAIRLEE ROUTE 5  
CORRIDOR ACTION  
PLAN &  
CONCEPTUAL  
STORMWATER  
MANAGEMENT

SHEET TITLE  
FAIRLEE TOWN  
GREEN AND  
RESIDENTIAL  
FRONTAGES DETAILS  
(SITE #5)

DATE	BY	DESCRIPTION
JULY	EDL	
DEC 2020	EDL	REVISED

SHEET NUMBER

**C12**

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Selectboard Office  
www.fairleevt.gov



Zoning Administrator  
Planning Commission  
Development Review Board  
Listers

## Town Offices

Tel: (802) 333-4363 Fax: (802) 333-9214  
P.O. Box 95 • Fairlee, VT 05045

12/07/2023

To Whom It May Concern,

The Town of Fairlee strongly supports the application for the stormwater mitigation grant to ensure that the businesses and homes along our main street can be protected from future stormwater damage. The Town of Fairlee is prepared to use part of its operating budget to provide a match to the grant monies awarded and furthermore, commit to the upkeep and maintenance responsibilities that will be required after the construction of the stormwater mitigation project is completed.

Thank You,

Lance Mills, Selectboard Chair

Mr. Ryan Lockwood  
Town of Fairlee  
PO Box 95  
Fairlee, VT 05045

December 4, 2023

Dear Ryan,

I am pleased to provide a letter of support for the Town of Fairlee's application to the SFY24 Vermont Environmental Mitigation Grant Program for construction of 30% design plans proposed for US5 in the village (includes installation of bioretention basins, infiltration basins, grass swales, infiltration trenches and pre-treatment swales). This proposal was the result of a recent Better Connections corridor study on US5 to address stormwater issues with collaboration between the Town, Dubois & King, DEC and VTrans.

We fully support the Town's efforts in mitigating stormwater runoff, improving the US5 route in town, and improving water quality.

Please contact me if you have any questions.

Sincerely,



Rita Seto, AICP  
Senior Planner

128 King Farm Rd.  
Woodstock, VT 05091  
**802-457-3188**  
[trorc.org](http://trorc.org)

William B. Emmons III, Chair  
Peter G. Gregory, AICP, Executive Director

**From:** [Perron, Logan](#)  
**To:** [Rita Seto](#)  
**Cc:** [Town Admin Fairlee](#)  
**Subject:** RE: Fairlee US5 Stormwater grant application - DTA 7 notification  
**Date:** Tuesday, December 5, 2023 11:39:06 AM

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Thank you Rita. We are still in support of the project.

Thanks,

Logan

Logan A. Perron  
AOT - District 7 Project Manager  
Cell: 802.279.0818

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**From:** Rita Seto <rseto@trorc.org>  
**Sent:** Tuesday, December 5, 2023 11:35 AM  
**To:** Perron, Logan <Logan.Perron@vermont.gov>  
**Cc:** Fairlee Town Administrator <townadministrator@fairleevt.gov>  
**Subject:** Fairlee US5 Stormwater grant application - DTA 7 notification

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Hi Logan,

I'm helping the Town of Fairlee with a grant application to the VTrans Municipal Highway & Stormwater Mitigation grant (due this Friday). You may have recalled a few years ago, the Town applied for the same grant to do stormwater management work along US5 and got awarded. I attached the correspondence with Shauna back then. The Town is applying for this round for Phase 2 of stormwater management work (see attached map). The grant application requests we notify the District.

Let us know if you have any questions, thanks for your support!  
Rita

**Rita Seto, AICP | Senior Planner**



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