



**VTrans Fall 2022 Transportation Alternatives (TA) Grant Application**

Thoroughly read the ***Vermont Transportation Alternatives Fall 2022 Application Guide*** 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 in hand or by e-mail by December 14, 2022.** Please e-mail the completed application to: [Scott.robertson@vermont.gov](mailto:Scott.robertson@vermont.gov)

Sanborn Covered Bridge Revitalization  
(Project Name/Title)

(802)626-3910  
(Phone)

Nicole Gratton  
(Municipality contact person responsible for the management of this project)

planning@lyndonvt.org  
(e-mail address)

Lyndon  
(Town)

\$ \$300,000  
Amount of **Federal Funds requested** (no more than 80% of the project cost estimate).

05851  
(Zip Code)

\$75,000  
Amount of Local Match. Example:  
Federal Award = \$300,000 (80% of total)  
Local Match = \$75,000 (20% of total)  
Total Project Cost = \$375,000 (100% of the total)

119 Park Ave., PO Box 167, Lyndonville  
(Mailing Address)

County: Caledonia

Town/Village/City: Lyndon

Specific location, street, or road: approximately 703 Main Street

Regional Planning Commission: Northeastern Vermont Development Association (NVDA)

If a linear project, what is the length in feet? 118'

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 VTrans 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 Transportation Alternatives Program funds will take roughly three years (min.) in the Design and ROW phases prior to going to construction (as pointed out in the TA Program Application Guide)? 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 # 073960510

Fiscal Year End Month December

**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. N/A Yes  No

**Funding:**

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

Funding includes: \$100,000 from USDA RBDG for engineering, \$100,000 Bruhn Revitalization Grant, \$100,000 VHCB, \$350,000 NBRC, \$100,000 The Freeman Foundation, \$100,000 Lyndon ARPA allocation, \$100,000 Capital Campaign. Additional anticipated funding: \$40,000 VDHP. Identified funding: Tillotson Fund, USDA Community Facilities, VOREC, ERSA, or RTP.

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.

The shortfall could be made up by seeking additional grant sources. But considering the amount of project management an award from the TAP program requires, an award less than applied for is not possible.

**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

**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.)**

This project seeks to reconstruct the Sanborn Covered Bridge, located at the intersections of routes 122/5/114 in Lyndonville, VT. Included in the rebuilding of the truss system, is the rebuilding of the bridge abutments, to provide a sound footing for the bridge and protect the structure from high flood waters. The 118' lineal project will maintain trail connections for Paths Around Lyndon, VAST, Passumpsic River Paddlers' Trail, and future connections to Kingdom Trails.

- 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 completed to date. (10 points max.)**

This project has a feasibility report from Jan Lewandowski (2021) noting the importance of this bridge, why it should be revitalized, and the work required. The report identifies the need to rebuild the abutments, stating "the stone and, more so, the concrete abutments are in poor condition and need to be reconfigured to get the bridge higher above the river" (p.6). Mr. Lewandowski gives recommendations for the rebuilding of the abutments. A more thorough engineering investigation into the abutment redesign is happening in 2023.

No property acquisition is necessary as the project site is in ownership of the Town of Lyndon. Design challenges will be addressed in the engineering work occurring in 2023. The long-term maintenance of the bridge has been planned for. The Town has created a restricted funds account for covered bridges which is added to on an annual basis.

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

Envision Lyndon Municipal Plan (2020)-

*Objective 7.1 Encourage the continued use and development of existing trail networks, including Kingdom Trails, VAST, and Passumpsic River Paddlers' Trail...*

*Objective 8.1 Preserve, restore, and continue the use of historic structures and sites, including Lyndon's covered bridges*

Regional Plan for the Northeast Kingdom (2018)-

*Significant historic, cultural, and scenic resources in the region should be identified and preserved (p. 129)*

Northern Vermont Economic Development District CEDS 2021-2025-

*\*Encourage the establishment of diversified attractions that expand the tourism and recreation opportunities*

*\*Support the development of the outdoor recreation and tourism economy*

- 4. Does this project 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? (10 Points Max.)**

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

This project is located .5 miles outside of the designated Village Center in Lyndon. The project does significantly benefit the designated Village Center. Given the projects location at a major intersection off of Interstate I-91, the bridge serves as the gateway into the village, being an element that drives people into Lyndonville rather than bypassing the village completely.

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) <i>(Engineering, Surveying, Permitting)</i>	<b>\$ 10,000</b> _____
Right-of-way / Acquisition (ROW) <i>(appraisals, land acquisition and legal fees)</i>	<b>\$ 0</b> _____
Construction <i>(construction costs with reasonable contingency)</i>	<b>\$ 290,000</b> _____
Construction Engineering <i>(cost to provide inspection during construction)</i>	<b>\$ 45,000</b> _____
<i>Municipal Project Management Costs (minimum of 10% of total PE, ROW and Construction Phases).</i>	<b>\$ 30,000</b> _____
<b>Total Project Cost</b>	<b>\$ 375,000</b> _____

**Addition Funding Comments: (ex. Total and additional funding for existing projects)**

Please see Project Budget Sheet that is attached to this application. Additional funding sources include: USDA Rural Business Development Grant, Bruhn Revitalization Grant, Vermont Housing & Conservation Board, The Freeman Foundation, Northern Borders Regional Commission, Vermont Department of Historic Preservation, allocations from local ARPA funding, and a \$125,000+ capital campaign.

The total project cost is estimated to be approximately \$2M as of 12/5/22.

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.**
- A. Bicycle and Pedestrian Facilities (includes Safe Routes for Non-Drivers and Conversion of abandoned railroad corridors.**
- (i) Will the project contribute to a system of pedestrian and/or bicycle facilities?  
**(10 points max.)**

[Click here to enter text.](#)

- (ii) Will the project provide access to likely generators of pedestrian and/or bicyclist activity? **(10 points max.)**

[Click here to enter text.](#)

- (iii) Will the project address a known, documented safety concern? **(10 points max.)**

[Click here to enter text.](#)

☒ **B. Community Improvement Activities:**

- i. Explain how the project improves the economic wellbeing of the community and/or provide a benefit to state tourism? **(10 points max.)**

The project is an economic driver as a key tourism attraction in the region. Lyndon has five covered bridges, making it easy for visitors to see many in a short distance. The Sanborn CB is even more influential on tourism given its location at a key intersection that many tourists pass through on their way to Kingdom Trails. By creating an attractive, well maintained historical covered bridge and park space, the site can welcome tourists to the region, provide them with information about the Northeast Kingdom, connect them to trail networks, and help steer visitors toward downtown amenities.

- ii. Describe the anticipated impact to the public; degree of visibility, public exposure and/or public use. **(10 points max.)**

The project is in a highly visible location at the junctures of Routes 122/5/114. The project has a lot of community support evidenced by the number of people who have donated to the capital campaign, businesses that have written letters of support for the project for different grant applications, and the general positive buzz in town when the Sanborn CB project is mentioned. Current public use at the site varies with the seasons. In the warmer months, the Paths Around Lyndon trail brings pedestrians through the bridge as part of their network. River tubers and kayakers access the Passumpsic River from the Sanborn CB site. Even on a weekday, several groups of tourists will stop to explore the site and grab a selfie with the bridge. In the winter, VAST uses the bridge as a trail connector, bringing riders into the village where they can grab a bite to eat and fuel up. The future holds additional trail connection possibilities with Kingdom Trails, the creation of a riverfront park space for residents and visitors to use, and a community facility for events such as outdoor concerts, farmers markets, holiday markets, etc.

- iii. Answer only one of the following based on the type of project:

- a) Construction of turnouts, overlooks, and viewing areas as related to scenic or historic sites. *To what extent will the project provide a view of a highly unique and scenic area?* **(10 points max.)**

[Click here to enter text.](#)

- b) Preservation or rehabilitation of historic transportation facilities. *Describe the historic significance of the historic transportation facility and the importance of the facility to the state.* **(10 points max.)**

The Sanborn Covered Bridge is one of only two remaining Paddleford Truss type bridges in Vermont. The other is a much smaller and privately owned Paddleford in Irasburg, VT. The Sanborn is also the longest single-span Paddleford in Vermont, New Hampshire, and Maine. Many covered bridges function as tourism drivers in Vermont. The Sanborn CB holds this function as well, as an exceptional example of Paddleford engineering despite its deterioration. The bridge is on the National Register for Historic Places (aka Center CB). There is a threat to this site should restoration/rehabilitation not occur. The bridge is in a flood prone area. The Lyndon Local Hazard Mitigation Plan (2022) states that “*The Town*

*considers this a high hazard area and has noted how the support structures for the bridge can impede the flow of water” during extreme flooding events. The Lyndon LHMP has a goal to “seek funding for hydraulic analysis for raising bridges or retrofitting them”. The Hydraulic analysis has been funded with a USDA RDBG ‘22 award, and the analysis is planned for 2023.*

- c) Archeological planning and research related to impacts from a transportation project.

*Describe the associated transportation project and benefit of the proposed activities.*

**(10 points max.)**

[Click here to enter text.](#)

- d) Vegetation management in transportation rights of way to improve roadway safety, prevent invasive species, and provide erosion control. *Describe the extent of the current problem and the impact on the site and surrounding area. (10 points max.)*

[Click here to enter text.](#)

**C. Environmental Mitigation Activity Related to Stormwater and Highways**

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

[Click here to enter text.](#)

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

[Click here to enter text.](#)

- 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.)**

[Click here to enter text.](#)

**D. Environmental Mitigation Activity Related to Wildlife**

- i. Please describe how this application will reduce vehicle-caused wildlife mortality or will restore and maintain connectivity among terrestrial or aquatic habitats. **(10 points max.)**

[Click here to enter text.](#)

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

[Click here to enter text.](#)

- iii. What substantiating data or information is provided to show that the proposed application is an effective and manageable solution to the problem? **(10 points max.)**  
[Click here to enter text.](#)



# Town of Lyndon

## Sanborn Covered Bridge Revitalization Project

### Map Appendices:

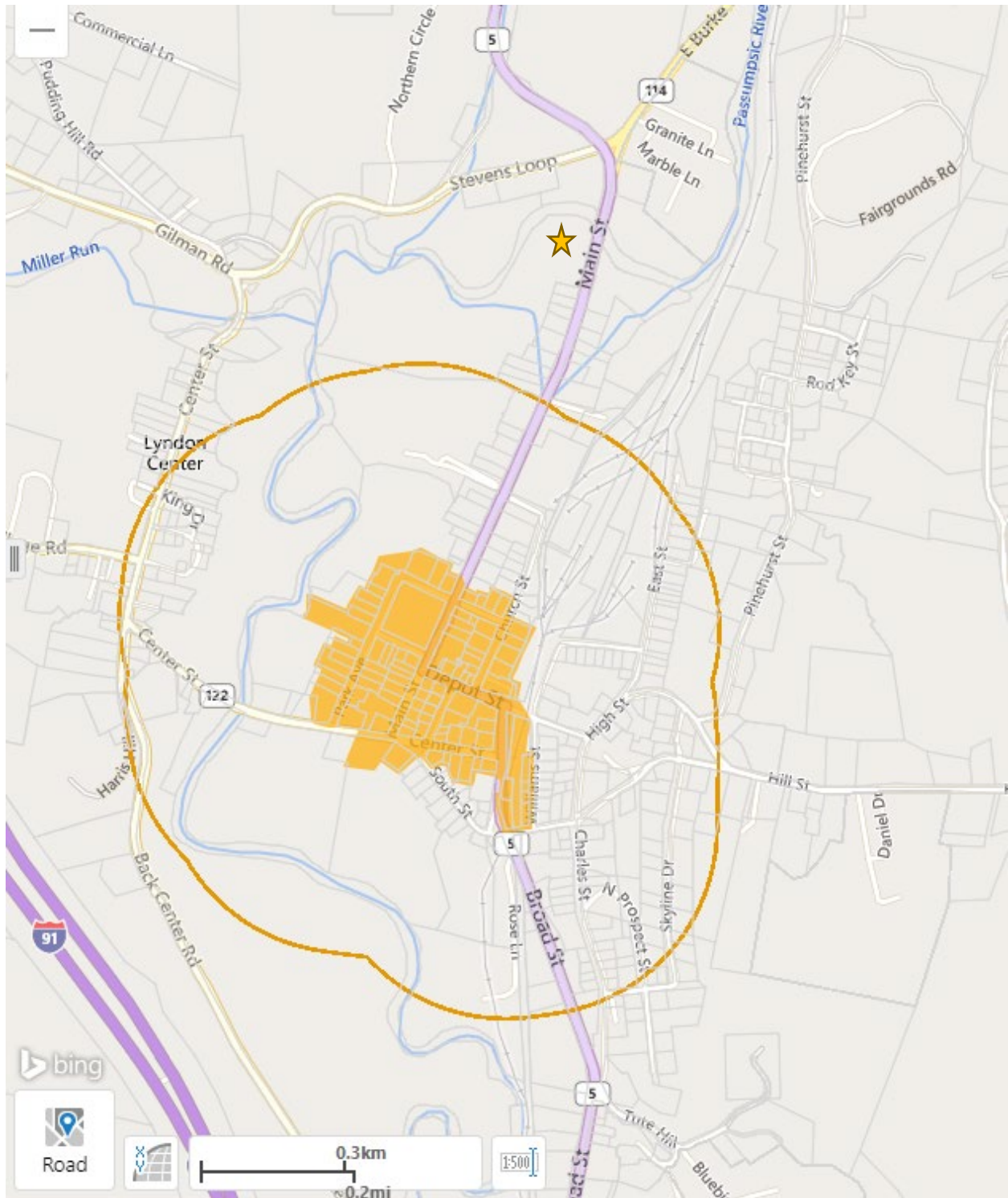
1. Concept Map for Sanborn Covered Bridge & Riverfront Park
2. Village Center Map with .25-mile planning buffer
3. Orthographic/Road Map of project area
4. Trail Connection Maps including Paths Around Lyndon, BCBSVT walking maps, VAST



SANBORN COVERED BRIDGE PARK, LYNDON, VT - CONCEPT PLAN  
SLR



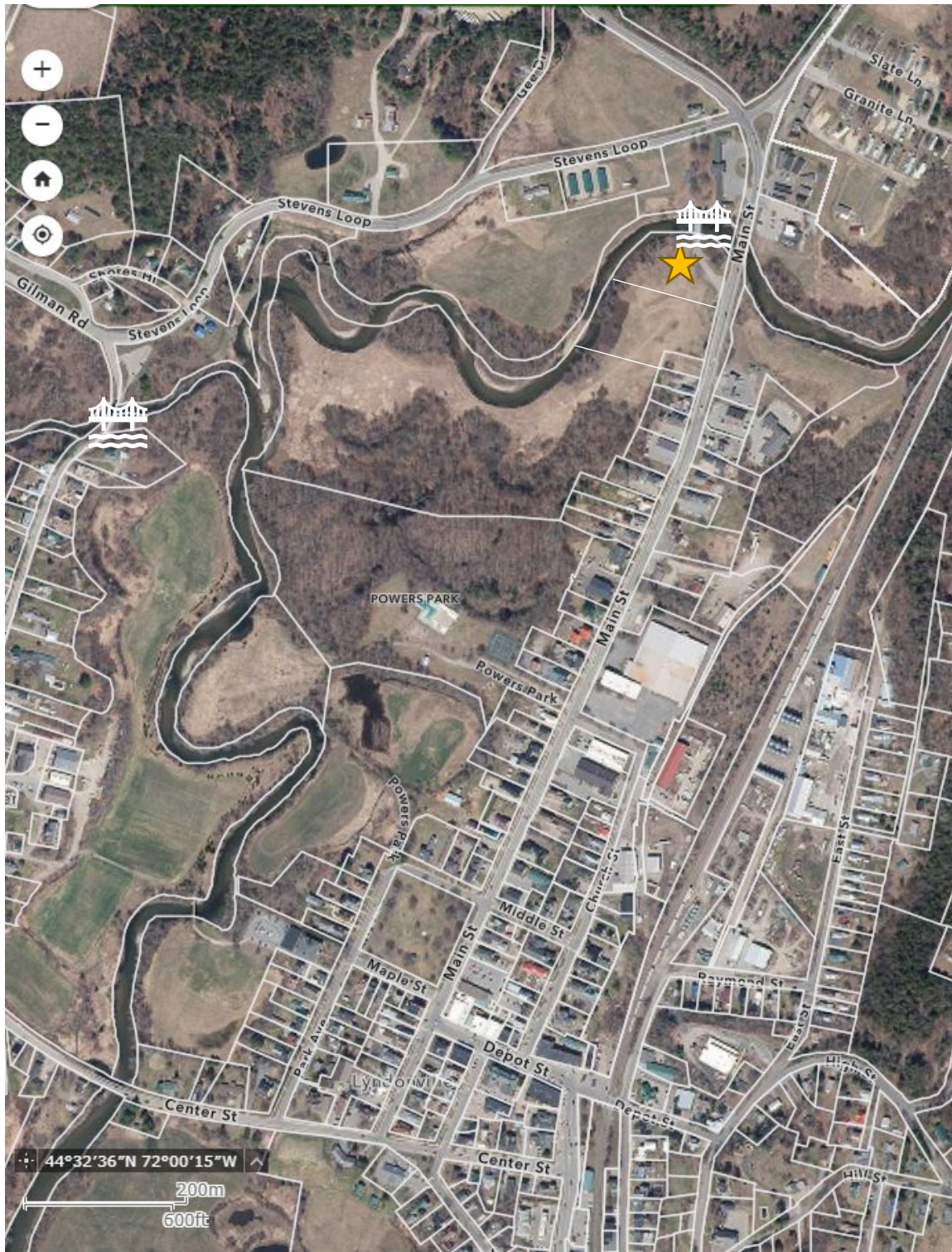
Map 1: Concept Map for Sanborn Covered Bridge & Riverfront Park



Map 2: Village Center Designation & .25-mile planning buffer

\*Please note that a large portion of the .25-mile planning buffer is within the Passumpsic River river corridor and Special Flood Hazards Area which does not allow for development. While a .25-mile buffer seems like plenty of space to encourage compact development close to the Village Center, in the case of Lyndon, it is a bit distorted. Development must occur in a more linear fashion, following Route 5/Main Street.

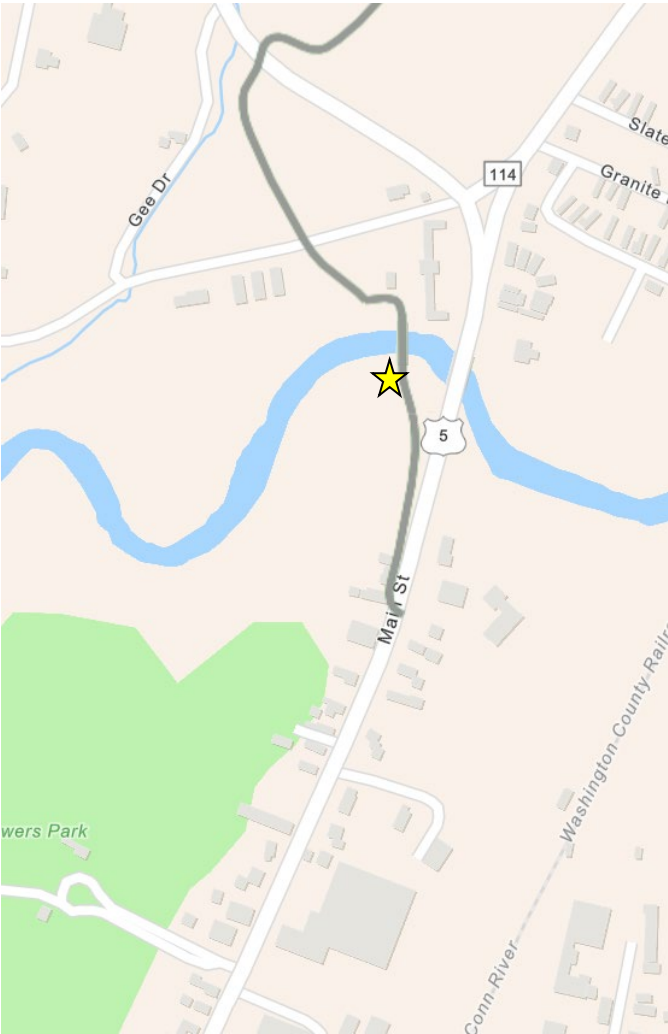




Map 3: Orthographic & Road Map with site identified

\*Sanborn Covered Bridge and Millers Run Covered Bridge are identified with symbols

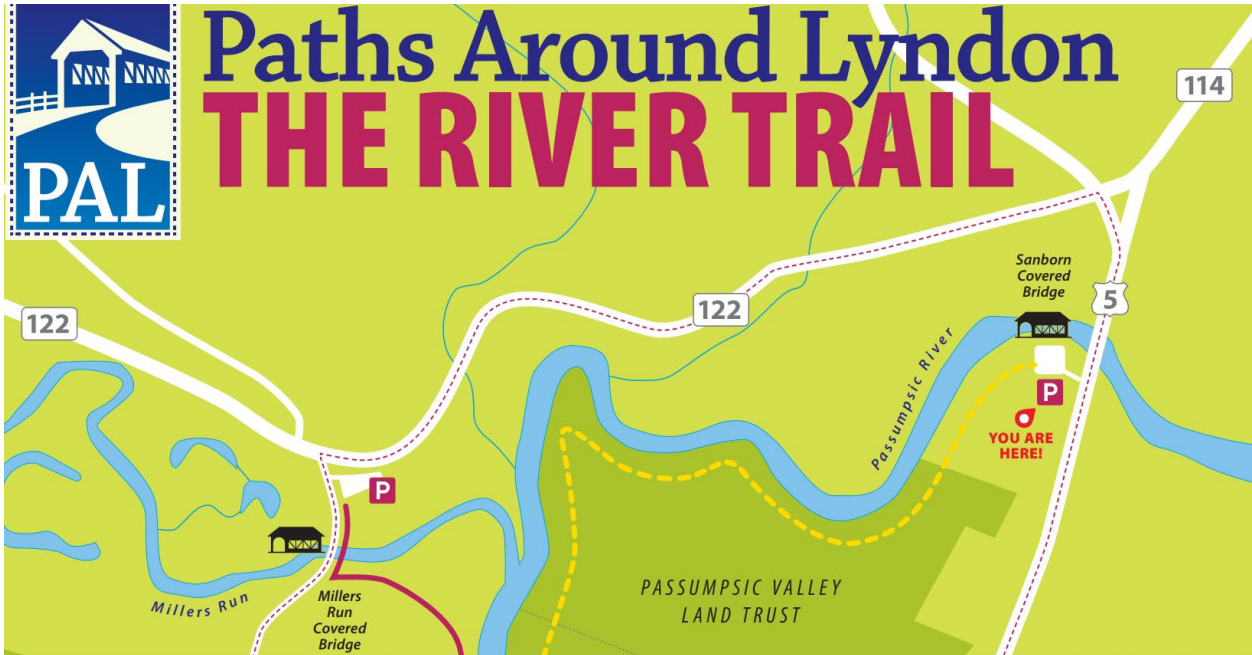
Trail Connection Maps:



Map 4a: Vermont Association of Snow Travelers map

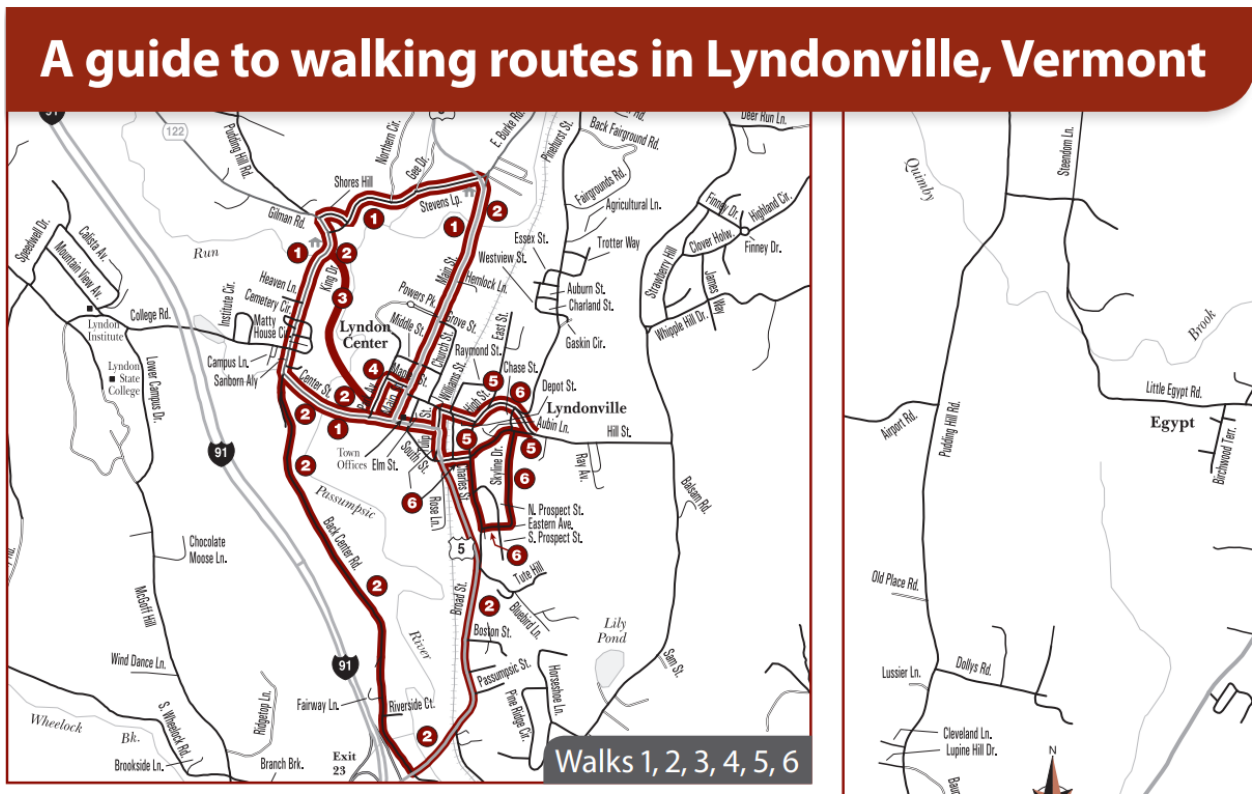
\*Yellow Star notes where the Sanborn Covered Bridge is located, with the trail network using the bridge to connect to Lyndonville





Map 4b: Paths Around Lyndon: The River Trail map

\*Walkers can travel along routes 122 and then onto 5, but frequently cut across the corner lot and walk through the Sanborn Covered Bridge rather than through a very busy intersection.



Map 5c: Blue Cross Blue Shield walking map, Lyndon Vermont

\*note the small bridge symbol next to #1 in the upper righthand corner noting the trail passage through the Sanborn CB

Sanborn Covered Bridge, Lyndon, VT  
Development Budget  
May 26, 2022

Sources and Uses

Budget Phase I	Vermont Housing and Conservation Board	Town of Lyndon	Preservation Trust of Vermont Bruhn Grant	Freeman Foundation	NBRC	USDA RBDG	ARPA	TAP	Capital Campaign	USDA Community Facilities	VOREC, ERS, RTP	VDHP/ BGS	Congressionally Directed Spending Scenario	VHCB REDI	Notes
<b>ACQUISITION</b>															
Land	10,000	10,000													Notes completed
Legal - Title and Recording	1,175	1,175													Notes completed
Subtotal Acquisition	11,175	0	11,175	0	0	0	0	0	0	0	0	0	0	0	
Acquisition Contingency	0														
<b>Total Acquisition</b>	<b>11,175</b>	<b>0</b>	<b>11,175</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>CONSTRUCTION HARD COSTS</b>															
Construction - Renovation															
Truss reframing	950,000	80,000	45,000	80,000	65,000	312,640		0		96,000	160,000	60,000	18,000	34,000	J. Lewandowski Report 12-4-22
Replace abutments and bed timbers	375,000							75,000	290,000	10,000					J. Lewandowski Report 12-4-22
Replace floor system	110,000											110,000			J. Lewandowski Report 12-4-22
Replace/rehab roof system	40,000												17,000	23,000	J. Lewandowski Report 12-4-22
Replace/rehab sidewall boarding	15,000													15,000	J. Lewandowski Report 12-4-22
Sidewalk, landscaping, signage															WDP guesstimate
Subtotal Hard Costs	1,490,000	80,000	45,000	80,000	65,000	312,640		75,000	290,000	106,000	160,000	170,000	35,000	72,000	0
Owner Contingency 20%	298,000	20,000	5,000	20,000	20,000	30,360		25,000		5,000	40,000	30,000	10,000	93,000	high range for contingency due to prelimina
<b>Total Hard Costs</b>	<b>1,788,000</b>	<b>100,000</b>	<b>50,000</b>	<b>100,000</b>	<b>85,000</b>	<b>343,000</b>		<b>100,000</b>	<b>290,000</b>	<b>111,000</b>	<b>200,000</b>	<b>200,000</b>	<b>45,000</b>	<b>165,000</b>	<b>0</b>
<b>SOFT COSTS</b>															
Engineering - Survey and base plan	4,000									4,000					Dubois & King proposal 2-10-22
Engineering - Design	75,000									75,000					Dubois & King proposal 2-10-22
Engineering - Permitting	5,000									5,000					Dubois & King proposal 2-10-22
Engineering - Bidding	10,000									10,000					Assumption from Dubois & King proposal 2-
Engineering - Construction Oversight	45,000		30,000		15,000										Dubois & King proposal 2-10-22
Grantwriting Support	15,000													15,000	WDP assumption, likely low end of range
Project Management	30,000		30,000												From NBRC Applicaton
NBRC Grant Admin	7,000					7,000									Required NBRC to LDD
Other Grant Admin	7,000		7,000												
Cost Estimating	4,000								4,000						Based on WDP experience, need a more gra
NEPA Environmental Review Preparation- with floodp	6,000								6,000						Dubois & King proposal 2-10-22
Phase I ESA	3,500		3,500												WDP experience
Section 106 Historic Review	4,000								4,000						WDP experience
Archeological Resource Assessment	3,000								3,000						WDP experience
Archeological Phase I Survey	6,000		2,000						4,000						Dubois & King proposal 2-10-22
Geotech and Soil Borings	9,000								9,000						Dubois & King proposal 2-10-22
Legal/Accounting	5,000		5,000												
Hazardous material testing	1,500		1,500												
Permit Fees	2,000		2,000												
Construction period Insurance	3,000		3,000												
Other															
Other															
Other															
Subtotal Soft Cost	245,000	0	84,000	0	15,000	7,000	114,000	0	10,000	0	0	0	0	0	15,000
Soft Costs Contingency 20%	49,000									0				50,000	
<b>Total Soft Costs</b>	<b>294,000</b>	<b>0</b>	<b>84,000</b>	<b>0</b>	<b>15,000</b>	<b>7,000</b>	<b>114,000</b>	<b>0</b>	<b>10,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	<b>15,000</b>
<b>TOTAL DEVELOPMENT COSTS</b>	<b>2,093,175</b>	<b>100,000</b>	<b>145,175</b>	<b>100,000</b>	<b>100,000</b>	<b>350,000</b>	<b>114,000</b>	<b>100,000</b>	<b>300,000</b>	<b>111,000</b>	<b>200,000</b>	<b>200,000</b>	<b>45,000</b>	<b>215,000</b>	<b>15,000</b>



December 02, 2022

Scott Robertson, P.E.  
Vermont Agency of Transportation  
Barre City Place, 219 North Main St. - 4<sup>th</sup> floor  
Barre, VT 05641

Dear Mr. Robertson:

Please accept this letter of support for the Town of Lyndon's Transportation Alternatives Program grant application under the "Community Improvement Activities" category. The town is seeking funding to cover the development costs for the historic Sanborn Covered Bridge revitalization project. This project will help revitalize not only a great historic asset in the community but also help revitalize a designated Village Center in the heart of our region.

This highly visible project will directly benefit the Lyndon community and provide a benefit to tourism in our region. Importantly, the historic significance of this bridge is that it is one of only two remaining Paddleford Truss type bridges in Vermont, the other being a much smaller and privately owned bridge in Irasburg, and the Sanborn is the longest single-span Paddleford (118') in Vermont, New Hampshire, and Maine.

As a part of our work at the Northeastern Vermont Development Association (NVDA) we support communities interested in revitalizing historic assets and maintaining public infrastructure. This important project furthers the following goal from the 2018 *Regional Plan for the Northeast Kingdom*:

*"Significant historic, cultural, and scenic resources in the region should be identified and preserved."*

The Sanborn Covered Bridge Revitalization Project is also consistent with the Northern Vermont Economic Development District [CEDS 2021-2025](#) because it will: build economic resilience in the community; improve infrastructure; and promote the quality of life in a rural community.

The Sanborn Covered Bridge project will provide a great public space for locals and tourists, thereby supporting existing and emerging small businesses in Lyndon and beyond and ensure the longevity of a valuable historic and cultural resource. The project will culminate with a public resource that can generate tourist traffic that will ripple into Lyndon's downtown and into surrounding communities such as Burke, St. Johnsbury, Kirby, Sutton, and Wheelock. NVDA strongly encourages your support.

Sincerely,

David Snedeker  
Executive Director

November 30, 2022

Scott Roberston, P.E.  
Municipal Assistance Section, Project Manager  
Vermont Agency of Transportation  
Barre City Place, 219 North Main Street, 4<sup>th</sup> floor  
Barre, VT 05641

Dear Scott,

The Town of Lyndon is the “Covered Bridge Capital of the NEK” with five historic covered bridges. The covered bridges have been and continue to be a part of our local identity and a major attraction for visitors to the region. It is our goal to improve, maintain, and enhance the covered bridges for our community. Our current emphasis is on the Sanborn Covered Bridge, one of only two remaining Paddleford Truss type bridges in Vermont.

Our Envision Lyndon Municipal Plan (2020) specifically notes the goal to “preserve, restore, and continue the use of historic structures and sites, such as the Shores Museum and Lyndon’s covered bridges” (Objective 8.1, p.68). We have small projects occurring at all the bridge sites. Investing in the restoration and revitalization of the Sanborn Covered Bridge has taken priority, in part due to its urgent need for repairs, and because of its historical significance, highly visible location, and ability to connect to outdoor recreation trails and downtown Lyndonville.

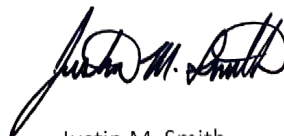
The Sanborn Covered Bridge Revitalization Project is a sizeable project for the small town like Lyndon to undertake. Building off an initial bridge assessment conducted by covered bridge specialist, Jan Lewandoski, the project requires over \$1.5M in investment. The Town has been hard at work securing grant funding, building a local capital campaign, and seeking support from foundations to make this project possible.

We acknowledge that the 20% match required for the Transportation Alternative Program. This match will be provided by a the Town of Lyndon’s restricted savings account for grant match purposes, a budgeted reserve for grant matches in the FY 2023 general fund, and the remainder of the match being provided by funds secured from the Freeman Foundation. The funding award letter from The Freeman Foundation is attached to this letter for your reference.

The Town is committed to the future maintenance of the covered bridges. We repair bridges post collision, have a restricted fund to support maintenance and upkeep projects, and work closely with supporting organizations.

Thank you for reviewing the Sanborn Covered Bridge Revitalization project application to the Transportation Alternatives Program. We hope VTrans will be among the supporters of this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Justin M. Smith". The signature is fluid and cursive, with a long, sweeping underline that extends to the left.

Justin M. Smith  
Municipal Administrator  
Town of Lyndon



# Preservation Trust of Vermont

104 Church Street, Suite 21  
Burlington, VT 05401-4449  
802.658.6647 | [www.ptvermont.org](http://www.ptvermont.org)  
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Lisa Ryan, *Grants & Field Services*

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Elise Seraus, *Office Manager*

[elise@ptvermont.org](mailto:elise@ptvermont.org)

Alex Tolstoi, *Field Services*

[alex@ptvermont.org](mailto:alex@ptvermont.org)

\* Deceased

Town of Lyndon  
Attn: Nicole Gratton, Planning Director  
PO Box 167  
Lyndonville, VT 05851

Dear Nicole:

On behalf of the Preservation Trust of Vermont and the Freeman Foundation, I am pleased to inform you that the town of Lyndon has been awarded a \$100,000 for the Sanborn Covered Bridge project. Its purpose is to assist with the rehabilitation of the bridge. Before work is underway, please be in touch with us to review plans and to discuss grant payments.

Enclosed is a Grant Agreement that describes the grant payment process and the Grantees' responsibilities. Please read the Agreement, and if you are in agreement with the terms, please sign where indicated and return the original to me in the enclosed envelope. A copy of the Grant Agreement is also enclosed for your records. We have also enclosed a W-9 form, which will need to be signed and returned with the grant agreement. The Secretary of the Interior's Standards for Rehabilitation and Preservation are enclosed. For more detailed information you can access the entire document at:

<https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf>

Please remember that any publicity about your project should include recognition of the Freeman Foundation and Preservation Trust of Vermont. We suggest using the credit line: *This project was assisted by a Preservation Grant, made possible by a partnership between the Freeman Foundation and the Preservation Trust of Vermont.*

I am very pleased that we are able to assist your project. We are grateful to the Freeman Foundation for making this program possible.

If you have any questions, please do not hesitate to contact us.

Sincerely,

Ben Doyle  
President

Enclosures: Grant agreement, Sec'y. of Interior Standards, 10 Tips for a Historic Preservation Project, W-9 Form

Hi Nicole,

I am writing to acknowledge receipt of your email informing me of the project. I have cc'd Shauna Clifford and Logan Perron for their awareness as well. If you need assistance for any work within our ROW or with the project itself, please reach out to Shauna and Logan. They would be glad to help you.

Thanks,  
-Mike

**Michael Booth** | District Transportation Administrator  
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**From:** Planning <[planning@lyndonvt.org](mailto:planning@lyndonvt.org)>  
**Sent:** Monday, December 12, 2022 2:33 PM  
**To:** Booth, Michael <[Michael.Booth@vermont.gov](mailto:Michael.Booth@vermont.gov)>  
**Subject:** RE: Town of Lyndon, project

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Hi Michael,

The Town of Lyndon is seeking a Transportation Alternative Program grant for the rehabilitation of the Sanborn Covered Bridge in Lyndonville. The TAP application requires proof of notification to the VTrans District Transportation Administrator. The project is primarily on a municipally managed portion of Route 5; however, I was advised that if temporary construction signage might be needed in the state right-of-way during the project, that I should contact you.

I have attached a map to show where the project is located, which you will see is right at the point of change between municipal and state managed roadway.



Project Description: The Sanborn Covered Bridge sits parallel to Route 5 in Lyndonville VT and is not a part of the transportation network for vehicles. The project is seeking to restore the historic covered bridge, create a riverfront park space on the municipally owned lot on the south end of the bridge, and preserve the function of the bridge as a trail connector for bicyclists, pedestrians, and winter snowmobilers. The project will include the reframing and retrussing of the bridge, the building of new bridge abutments, a restored floor and roofing system, and new

sidewalls. Involvement with the State Right-of-Way should be limited to temporary construction signage, as the major point of access to the site is off of Main Street on municipally managed

If you could write back that you acknowledge this potential project, it is a required part of the application. Applications are due Wednesday 12/14/22. I apologize for the short notice. If you have any questions, please reach out. Thank you!

Nicole Gratton  
Planning Director  
Town of Lyndon  
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[planning@lyndonvt.org](mailto:planning@lyndonvt.org)