Vermont Better Roads Grant Program

Cover Sheet

Please complete this page ONCE and return with your Grant Category Application(s)

Town/Organization: ___Town of Granby_____

Primary Contact Person (Responsible for Signing Grant Agreement):___Sheryl Brown_____
Title:__Town Administrator____

Address: _____9005 Granby Rd_____Granby_____05840____
Street Address *Town* *Zip*

Primary Contact Person Email: ___townofgranby@myfairpoint.net_ Phone: (802) 328- 3611

SAM unique ID #: CAZXN13M6U89 Fiscal Year End Month (MM):December

Town Clerk / Admin email: ___townofgranby@myfairpoint.net_____

Road Foreman Name:__Robert Peters___ Road Foreman Email:_____robert.peters@pccivt.com_____

Vermont Better Roads Grant Program

CATEGORY B/C/D

Please complete one application per project you are applying for.

Please check the Category you are applying for:

- [x] B. Correction of a Road Related Erosion Problem and/or Stormwater Mitigation
- [ ] C. Correction of a Stream Bank, Lake Shore or Slope Related Problem
- [ ] D. Structure/culvert 36" diameter or greater

Municipality: __Town of Granby_____

Road Name: **__Granby Rd, Matthews Knoll Rd___TH #: _1,5_ Structure # (if applicable): _____**

Road Type: Paved or Unpaved (select one) **Road Class:** 1 2 3 4 (select one)

Please provide a thorough description of the erosion/water quality problem (ex. Roadway has steep slope with no ditch which is causing severe roadway erosion, which outlets into the Lamoille River):

__Water is running down the road surface in all segments (104533, 104534, 130980, 130995) on Granby Rd and Matthews Knoll Rd, eroding the road surface and transporting sediment to Schoolhouse Brook. Ditches in steep segments are not stabilized with stone, resulting in higher water speeds and in-ditch erosion. Inadequate crown, grader berms, and raised shoulders prevents water from escaping the road surface. In addition, a driveway at the top of Matthews Knoll Rd does not have a cross-culvert, resulting in additional flow onto the road and erosion across the driveway. __

Has the town completed an MRGP compliant road erosion inventory?

[x] **Yes** [ ] **No** [ ] **In progress**

Project Length (linear feet along roadway): __1084__ ft.

Number of structures/culverts replaced/repaired: _____

Average slope of roadway: [ ] 0-5% [x] 5-10% [ ] >10%

Provide a VERY detailed map of project location showing start and end point [x] Included

Provide a sketch of project location showing distances and project details: [x] Included

Please provide the Road Segment ID (RSID) for your project. If several, please list all. In addition to the RSID please indicate what the resulting rating of each segment before construction as well as

after construction in accordance with the MRGP.* (i.e., Fully Meets Standard, Partially Meets, Does Not Meet) For assistance, please contact Better Roads Staff (802)828-4585.

RSID	Hydrologically Connected?		**Pre-construction** MRGP Conformance			**Post-construction** MRGP Conformance		
	Yes	No	Fully Meets	Partially Meets	Does Not Meet	Fully Meets	Partially Meets	Does Not Meet
104533	X			X		X		
104534	X			X		X		
130980	X				X	X		
130995	X				X	X		

***In order to "Fully Meet" the standards the road segment must have proper crown, removal of shoulder berms, proper ditching, proper conveyance and no erosion present at culvert inlets and outlets.**

Environmental Concerns:

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All projects require a review of potential impacts by our environmental team. To expedite the review process, please check the boxes below that describe existing structures/conditions to be replaced/maintained (if any) and the project description that applies (if any).

Existing Structures:	
☒ Steel/Plastic Culvert	☐ Concrete Box Culvert
☐ Stone Culvert – **Take pictures**	☐ Concrete Bridge
☒ Ditch	☐ Rolled Beam/Plate Girder Bridge
☐ Foundation remains, mill ruins, stone walls, other – **Take pictures**	☐ Stone abutments or piers – **Take pictures**
☒ Buildings within 300 feet of work - **Take pictures**	
Project Description:	
☒ New ditches will be established	☒ All work will be completed from the existing road or shoulder
☐ Reestablishing existing ditches only	☒ There will be excavation within 300 feet or a river or stream – **Take pictures**
☐ The structure is being replaced on existing location/alignment	☐ Road reclaiming, reconstruction, or widening
☐ Excavation within a floodplain – **Take pictures**	☐ Temporary off-road access is required
☐ Tree cutting/clearing – **Take pictures**	☐ The roadway will be realigned

Please describe the project and how it will create a positive water quality benefit (ex. Reshape 500' of ditch and line with 12 inch minus stone, to prevent sediment from entering the Lamoille River at the bottom of the hill):

__Ditches will be reestablished in segments 104533, 104534, 130980, and 130995, and stone lined in segments steeper than 5% grade of 104533, 130980, and 130995. Shoulders will be reshaped and grader berms will be removed throughout to allow the shedding of water as sheet flow. 4 inches of ¾ inch gravel will be added to all segments to improve crowning to shed water evenly. A drop inlet and culvert will be added to move water across the road and into a vegetated area above the driveway at the top of Matthews Knoll Rd (130995), preventing driveway erosion. A turnout will be established at Schoolhouse Brook to ensure water enters the brook through vegetation. __

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Please list any professionals or partners that assisted with planning this project (ANR River Management Engineer, Army Corps of Engineers, VTrans staff, Basin Planner, RPC staff, etc.):

___Essex County NRCD_____

Is the project located in the town "Right of Way? (select one) ☒ Yes ☐ No ☐ Both
Please be aware, Municipalities are required to have an Agreement for Entry & Liability Release for any impacted properties (prior to the start of construction.)

Budget:

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Please attach a project budget and confirm below that is attached:

☒ **Project budget IS attached**

Are you applying to other grant programs to help fund this project? If so, what programs? Please note that Better Roads requires a 20% local match and Better Roads funding may not be used as match for other state or federally funded programs.

_____No_____

		Requested Grant Amount Max:
Requested Grant Amount:	**$** ___20,000.00__	$20,000 Category B
+		$40,000 Category C
Local Match:	**$** ___10,165.00__	$60,000 Category D
=		
Total Project Cost:	**$ ___30,165.25__**	

See page 6 for more information on calculating match

Estimated Completion Date: _October 2024_

REQUIRED ATTACHMENTS:

Please use the documentation checklist below to ensure that all of the relevant items regarding your application have been included. **It is preferred that your application is a single PDF file.**

- Grant application cover sheet
- Grant application form, including chart with RSID and MRGP compliance before and after project completion
- Itemized Cost estimate for labor, equipment, and materials (see enclosed Cost Estimate Worksheet). If applicable, please break down funding by source (i.e. different grant sources).
- Detailed Project Location Map
- Sketch of proposed project and erosion control measures or other management practices, including distances in feet
  - Also show approximate location of town/other right-of-way and/or property lines and limits of work
- **Photos must be color and clear to see.**
  - **Please make sure there are enough photos to get a good idea of the project area**
- Other appropriate supporting documents.

By signing this application, I certify that all the information provided is accurate to the best of my knowledge. We will comply with all the requirements of the grant including making our books available for audit if required.

SIGNATURE OF APPLICANT:

Name:_____ Title:_____

MUST BE TOWN ADMINISTRATOR/MANAGER OR SELECT BOARD CHAIR

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SIGNATURE OF APPLICANT:

Name: Robert C. Peters Title: Select Board Chair

MUST BE TOWN ADMINISTRATOR/MANAGER OR SELECT BOARD CHAIR

Vermont Better Roads Category B/C/D Grant Proposal Scoring Criteria

All applications will be scored on a sliding scale elected by the Better Roads Grant Selection Committee. Road BMP upgrades are considered the highest priority for grant funding when road segments are "hydrologically-connected," currently "not meeting" MRGP standards, and road slopes are greater than 10%

1. **Is the project using Best Management Practices (BMPs) that are proven and likely to maximize long term success, such as practices contained within the new VTrans Better Roads Manual and/or VT DEC MRGP Standards?? [maximum 20 points]**
    - The proposed project utilizes appropriate BMPs and has maximized the likelihood of long-term success (16-20 points)
    - The proposed project utilizes some appropriate BMPs but more could be done to increase the likelihood of success (11-15 points)
    - The proposed project does not utilize appropriate BMPs, or it is unclear whether the BMPs will be used appropriately and the likelihood of success is uncertain (0-10 points)

2. **What are the expected Water Quality Benefits within the watershed? [maximum 25 points]**

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   - The proposed project does not utilize appropriate BMPs, or it is unclear whether the BMPs will be used appropriately and the likelihood of success is uncertain (0-10 points)

2. **What are the expected Water Quality Benefits within the watershed? [maximum 25 points]**
   - Project will lead to significant improvements to water quality (21-25 points)
   - Project will lead to moderate improvements to water quality (16-20 points)
   - Project will lead to small improvements to water quality (1-15 points)
   - Project will lead to no obvious improvements to water quality (0 points)

3. **Is the project in or does stormwater runoff from the project area drain into a hydrologically connected segment? [maximum 20 points]**
   - Yes; the entire project is in connected segment(s) (20 points)
   - Partially; part(s) of the project are in connected segments (5-19 points)
   - No; this project is not in a connected segment (0-5 points)

4. **Will the project result in full compliance of one or more segments in accordance with the Municipal Roads General Permit (MRGP)? [maximum 25 points]**
   - All segments within the project will be in full compliance (25 points)
   - One or more segments will be in full compliance, with all other segments in partial compliance (11 – 24 points)
   - One or more segments will be a minimum of partial compliance (1- 10 points)
   - Project does not meet compliance or not applicable (does not have hydrologically connected segments) (0 points)

5. **Is the project cost effective? [maximum 10 points]**
   - The cost of the project is low and the expected benefits are high (8-10 points)
   - The cost of the project is average and the expected benefits are average (5-7 points)
   - The cost of the project is high and the expected benefits are low (0-4 points)

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Budget:

Project Budget			
Item	Cost	Qty	Total
Materials			
3/4" crushed gravel	$10/T	469	$4,690.00
12" minus - 1 turnout, culvert headers	$17.35/T	17	$294.95
12" minus - ditch stone (627')	$17.35/T	98	$1,700.30
1.5'x54' steel culvert	$3,810.00 total	1	$3,810.00
Precast concrete drop inlet	$4,000/unit	1	$4,000.00
Stone hauling	$115/hr/20T load	29	$3,335.00
Equipment			
Excavator & operator	$135/hr	75	$10,125.00
Grader & operator	$90/hr	8	$720.00
Trucking removing road & ditch material	$85/hr	14	$1,190.00
Hydroseeder	$300/day	1	$300.00
Total			$30,165.25

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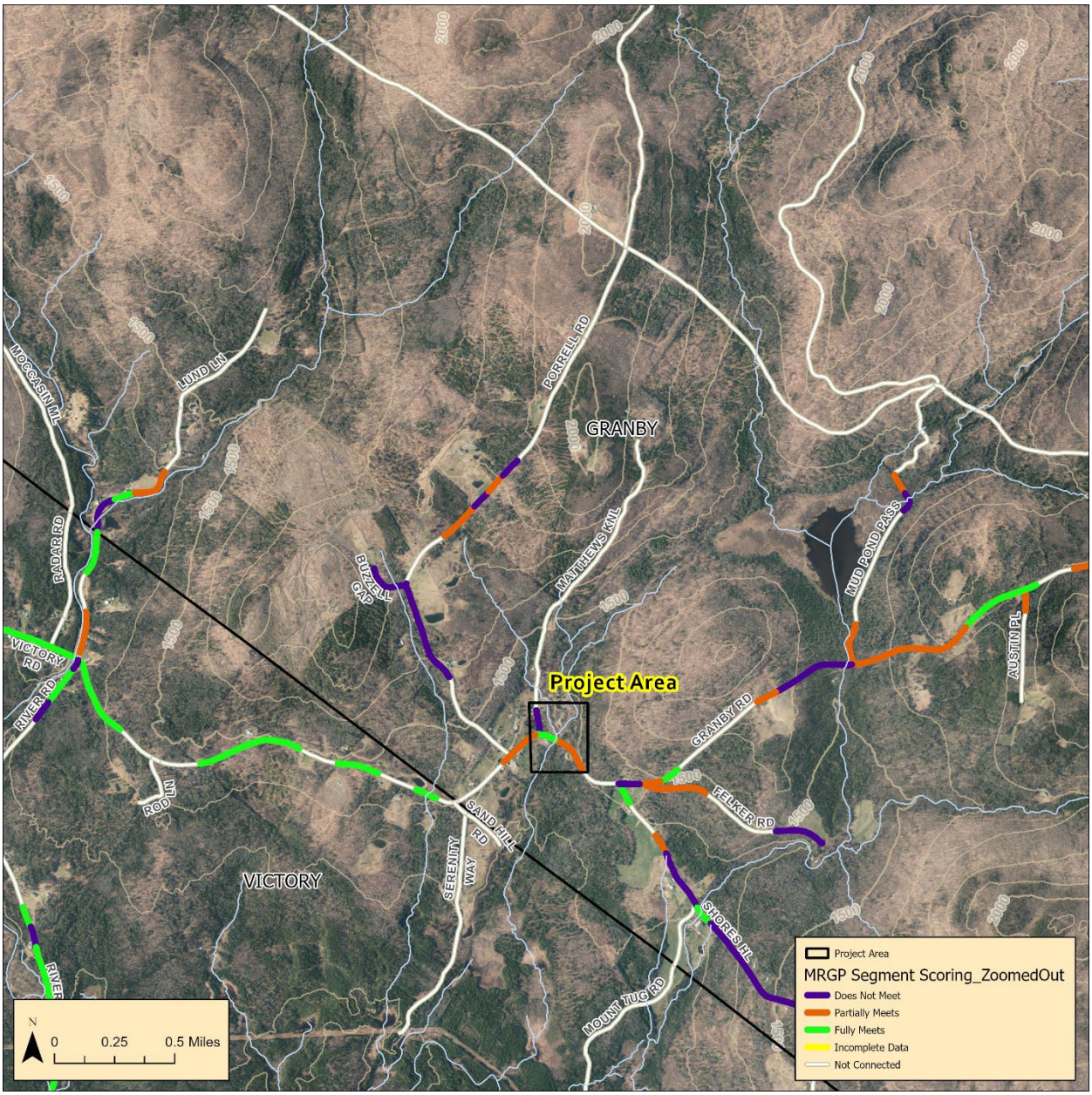
Project Location:



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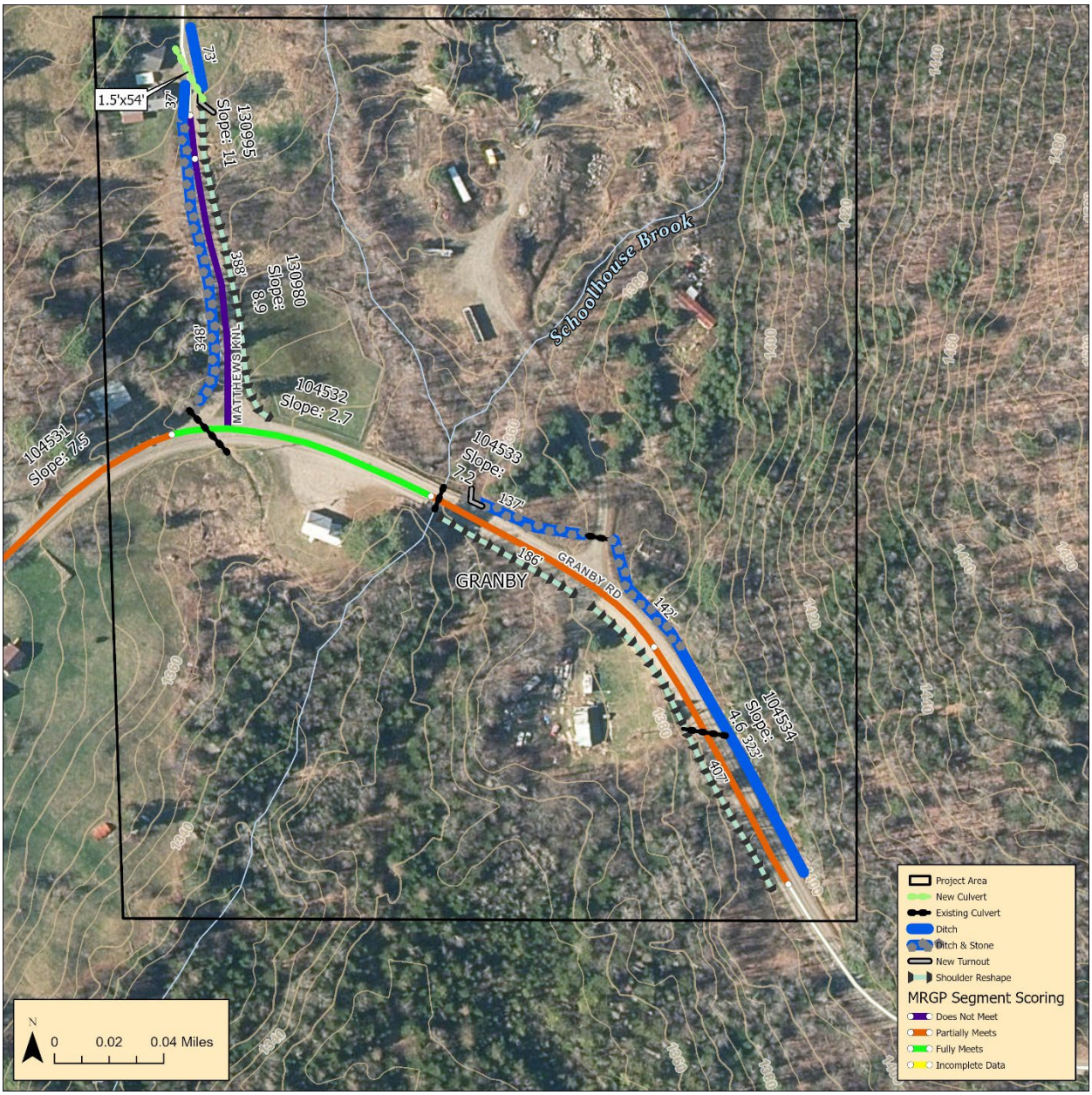
Project Area Maps:



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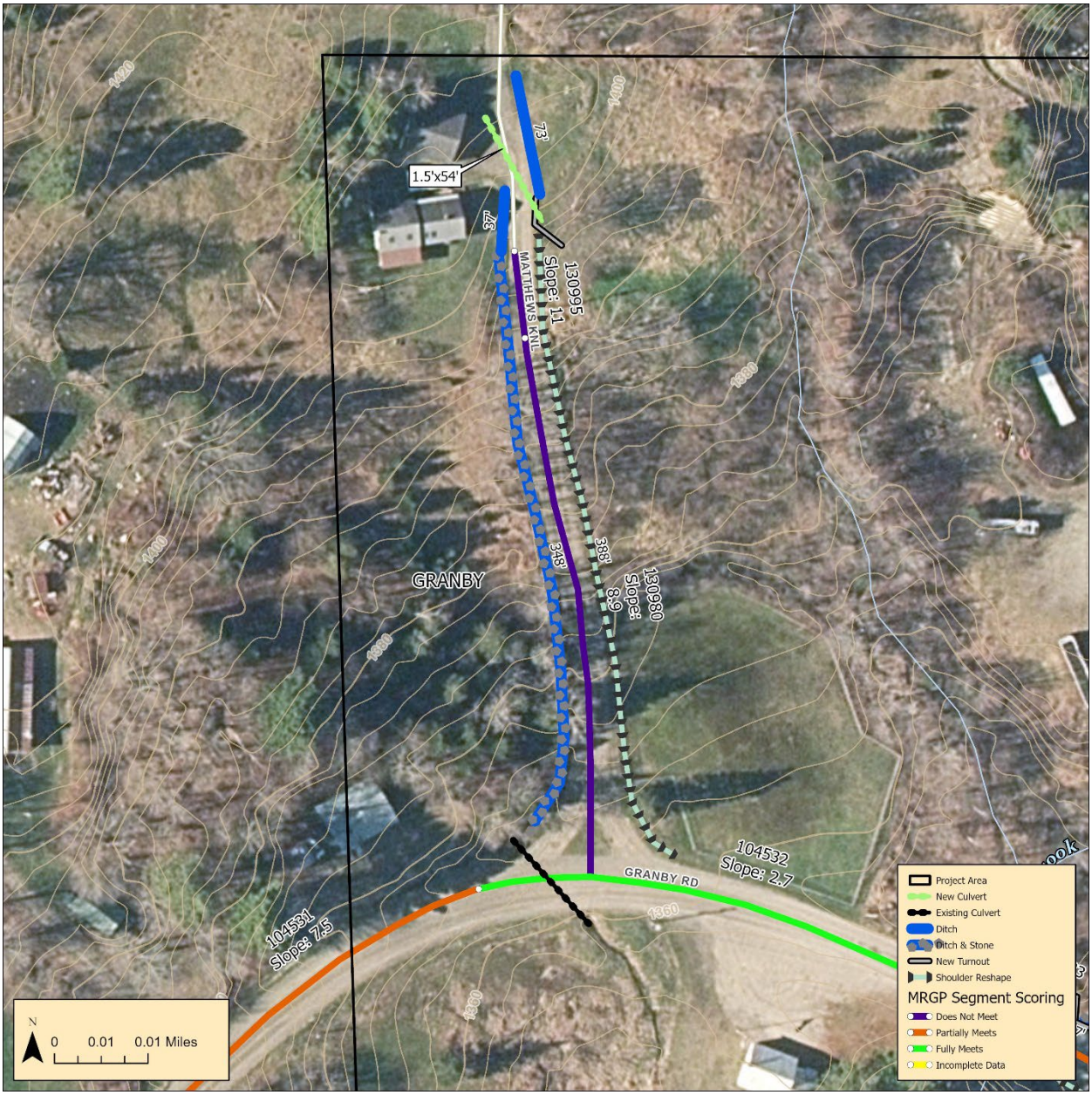

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Photos:

Grader berms, poorly shaped shoulders, and lacking crown cause water to flow along the road surface in all segments

Steep segments lack stone lining in ditches, causing erosion

A driveway lacking a cross culvert causes water to run across the road surface in segment 130995

In segment 130995 and 130980, water from the driveway runs along the road surface because it cannot reach the ditch, and the ditch is not stone lined

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River Management Engineer Support Letter

I am providing this letter of support to the Town/City/Village of _____ for their Better Roads grant application on _____, which will have an impact on
Mile Marker, Road Name/TH Number

_____ .
Name of River/Stream

Stream Alteration Permit Required for this project: ☐ Yes ☐ No

Upon review of the site, I have determined that the proposed project is eligible for a Stream Alteration Permit. Additionally, if this project is constructed according to the recommendations described below (see Comments), the following stream equilibrium and connectivity benefits will be achieved:

☐ Restores or enhances floodplain/access to floodplain

☐ Restores or enhances natural channel dimensions

☐ Establishes tree/shrub buffer

☐ Restores habitat (including aquatic organism passage)

☐ No additional benefits

☐ Further restricts or impacts the stream

Thank you for your consideration,

Signature

Comments: