

Cover Sheet

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

Town/Organization: ___Town of Lunenburg_____

Primary Contact Person (Responsible for Signing Grant Agreement): ___Patricia Scott_____

Title: ___Town Administrator_____

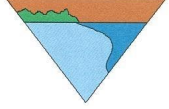
Address: _____9 West Main St _____ Lunenburg _____ 05906 _____
Street Address *Town* *Zip*

Primary Contact Person Email: ___lunenburgclerk@gmail.com_ Phone: 802-892-5959

SAM unique ID #: DKWXEHLTE593 Fiscal Year End Month (MM): June

Town Clerk / Admin email: ___Patricia Scott, townclerk@lunenburg-gilmanvt.gov_____

Road Foreman Name: ___Gregg Williams___ Road Foreman Email: ___gregg6762@gmail.com _____



CATEGORY B/C/D

Please complete one application per project you are applying for.

Please check the Category you are applying for:

- 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 Lunenburg__

Road Name: __Baptist Hill Rd__ TH #: __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): __
The crown in segments 1933.1, 1932.1, and 1931.1 does not adequately shed water off the road surface as sheet flow, causing water to run along the road surface picking up sediment. The ditches are also too narrow and not stone lined, causing erosion on the road surface and in the ditches. A field access in segment 1931.1 requires a driveway culvert to pass water without erosion within the road. Sediment picked up by water flowing along these segments enters an unnamed stream further down the hill in segment 1929.1. __

Has the town completed an MRGP compliant road erosion inventory?

Yes No In progress

Project Length (linear feet along roadway): __984__ ft.

Number of structures/culverts replaced/repaired: __0__

Average slope of roadway: 0-5% 5-10% >10%

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

Provide a sketch of project location showing distances and project details: 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



Vermont Better Roads Grant Program



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 |
| 1933.1 | X | | | X | | X | | |
| 1932.1 | X | | | | X | X | | |
| 1931.1 | X | | | | X | X | | |
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*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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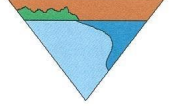
All projects require a review of potential impacts by our environmental team. To expedite the review process, please check the boxes below that describe existing structures/conditions to be replaced/maintained (if any) and the project description that applies (if any).

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

__ In segments 1933.1, 1932.1, and 1931.1, ditches will be reestablished to shed water evenly without erosion, and stone will be added to stop in-ditch erosion. 4 inches of ¾" minus gravel will also be added to allow for adequate crowning to shed water off the road surface as sheet flow. A 1.5'x20' steel culvert will be installed at the field access in segment 1931.1. These measures will reduce erosion of the road surface and sediment transportation to surface waters.__

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.):



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___ 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.)



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Budget:

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: | \$ __20,000.00__ |
| + | |
| Local Match: | \$ __11,557.70__ |
| = | |
| Total Project Cost: | \$ __31,557.70__ |

Requested Grant Amount Max:

\$20,000 Category B
 \$40,000 Category C
 \$60,000 Category D

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



Vermont Better Roads Grant Program



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: *Robert J. Hill* Title: *Town Clerk*
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]**
 - 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)



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- 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]

- 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]

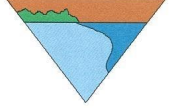
- Yes; the entire project is in connected segment(s) (20 points)
- Partially; part(s) of the project are in connected segments (5-19 points)
- No; this project is not in a connected segment (0-5 points)

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)

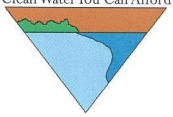
5. Is the project cost effective? [maximum 10 points]

- 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)

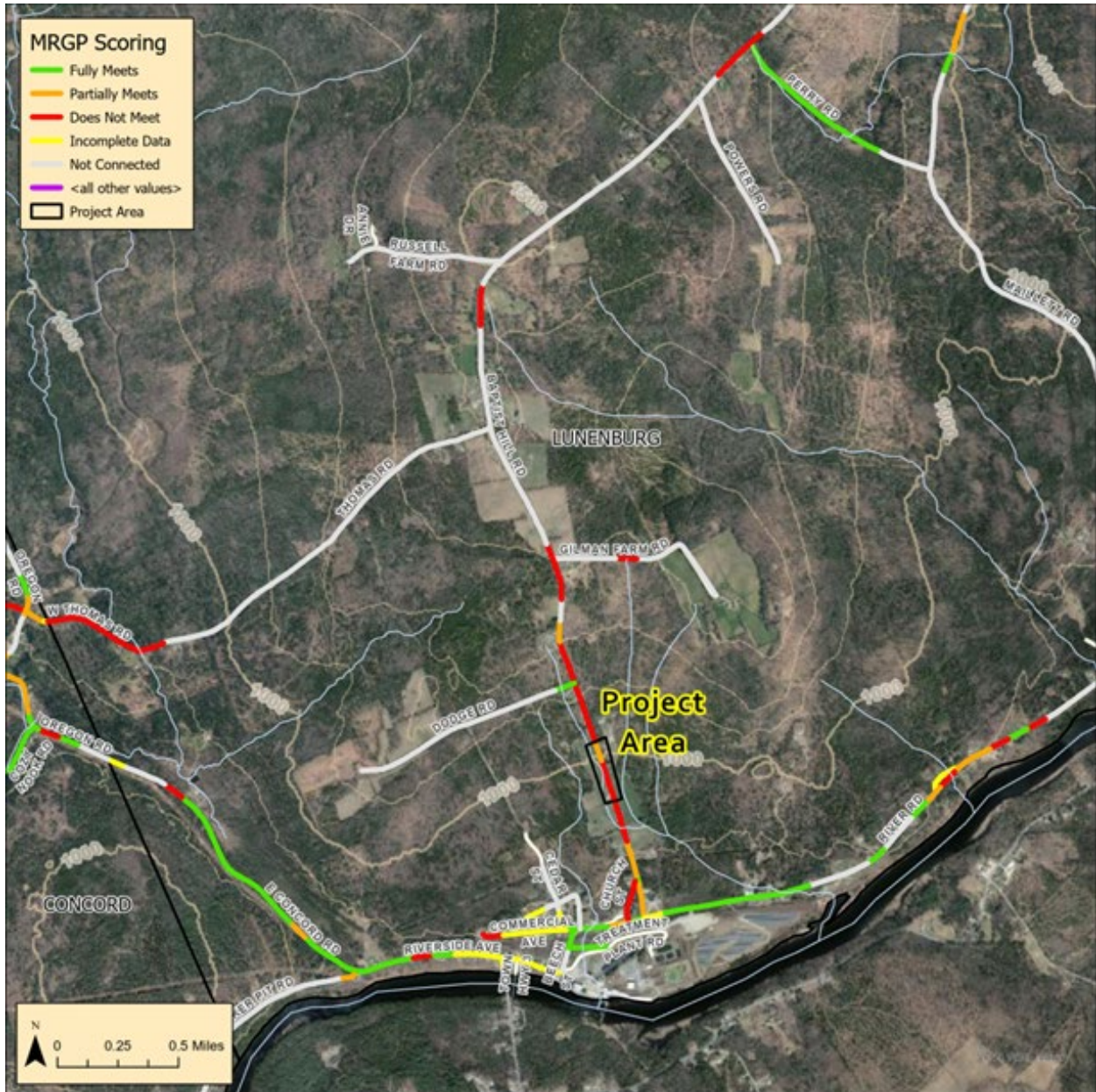


Budget:

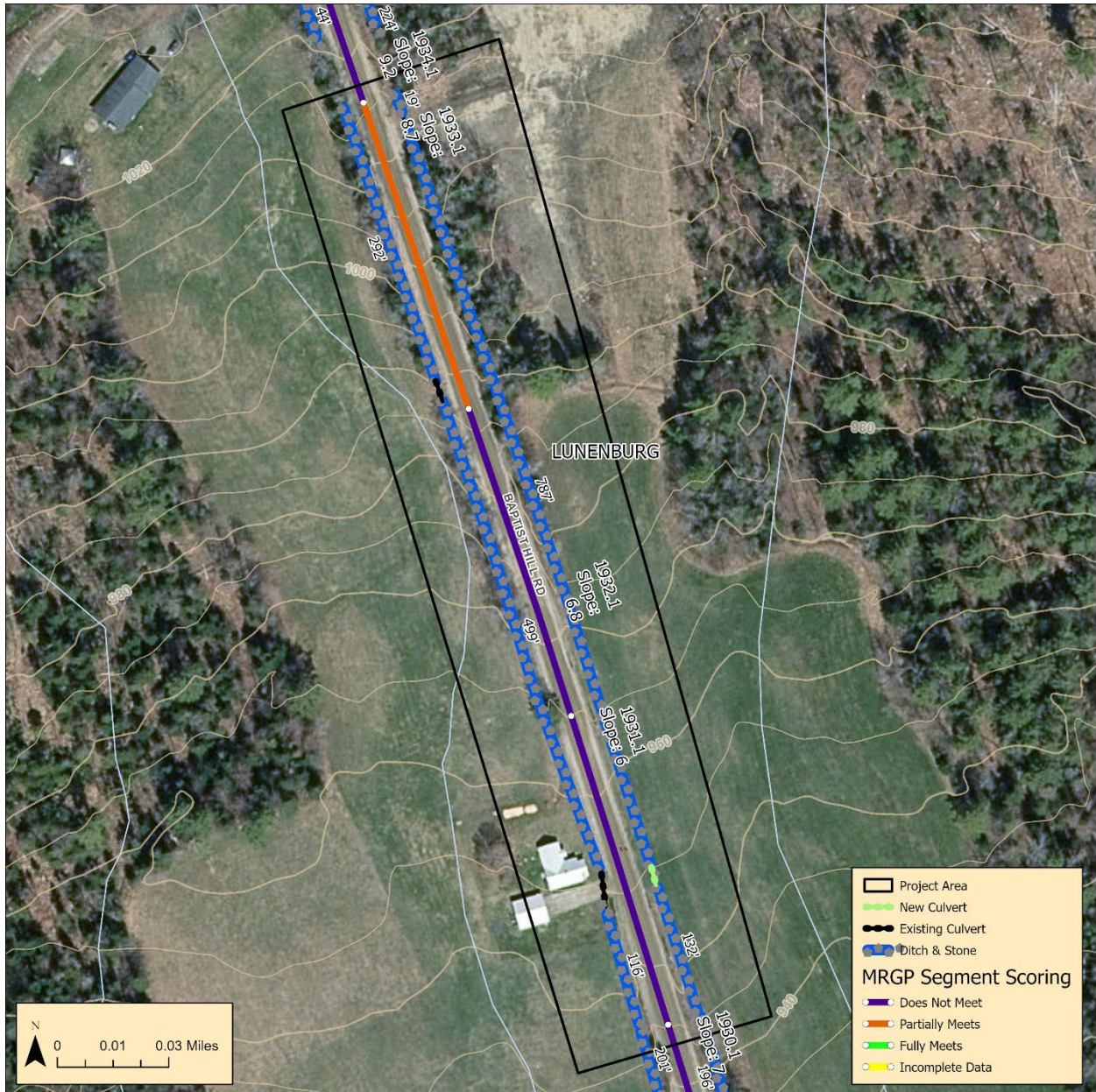
| Project Budget | | | |
|-----------------------------------------|-------------------|--------------------------------------|--------------------|
| Item | Cost | Qty | Total |
| Materials | | | |
| 3/4" crushed gravel | \$9.75/T | 447 | \$4,358.25 |
| 12" minus - ditch stone (1845') | \$17.35/T | 287 | \$4,979.45 |
| Stone hauling | \$115/hr/20T load | 37 | \$4,255.00 |
| 1.5'x20' steel culvert | \$1,450.00 total | 1 | \$1,450.00 |
| Equipment | | | |
| Excavator & operator | \$135/hr | 89 | \$12,015.00 |
| Grader & operator | \$90/hr | 7 | \$630.00 |
| Trucking removing road & ditch material | \$85/hr | 42 | \$3,570.00 |
| Hydroseeder | \$300/day | 1 | \$300.00 |
| Total | | | \$31,557.70 |
| Recommended Grant Program | | Better Roads Grant Category B | |
| Grant Amount (\$20,000 maximum) | 63% | | \$20,000.00 |
| Cost To Town (20% minimum) | 37% | | \$11,557.70 |



Project Location:



Project Area Map:



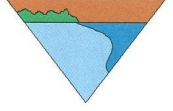
Photos:



Figure 3: The ditches in segment 1931.1, 1932.1, and 1933.1 have filled with sediment and lack stone, causing sediment transport to waterbodies. Grader berms and poorly formed shoulders cause erosion on the road.



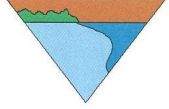
Figure 4: The ditches in segment 1931.1, 1932.1, and 1933.1 have filled with sediment and lack stone, causing sediment transport to waterbodies.



The ditches in segment 1931.1, 1932.1, and 1933.1 have filled with sediment and lack stone, causing sediment transport to waterbodies.



The ditches in segment 1931.1, 1932.1, and 1933.1 have filled with sediment and lack stone, causing sediment transport to waterbodies.



Vermont Better Roads Grant Program



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: