

If Total Project Cost is less than or equal to the **Total Eligible Project Cost**, then

Match=Total Project Cost x 0.2

Cover Sheet

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

Town/Organization: Town of St Johnsbury

Primary Contact Person (Responsible for Signing Grant Agreement):

Steve Beauregard Title: Director of Public Works

Address: 51 Depot Sq, Suite 101 St Johnsbury, VT 05819
Street Address Town Zip

Primary Contact Person Email: sbeauregard@stjvt.com Phone: (802) 473-0046

SAM unique ID #: EKHJL22F6F26 Fiscal Year End Month (MM): JJ

Town Clerk / Admin email: Stacy Jewell / sjewell@stjvt.com

Road Foreman Name: Steve Beauregard Road Foreman Email: sbeauregard@stjvt.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: St Johnsbury

Road Name: Mt Piscah Rd TH #: 86 Structure # (if applicable): N/A

Road Type: Paved (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):

Roadway has steep slope (10.3 and 12.5*) with no ditch and no crown. Roadway is also extremely wide.

Has the town completed an MRGP compliant road erosion inventory?

Yes

Project Length (linear feet along roadway): 984 ft.

Number of structures/culverts replaced/repared: 4 driveway culverts to be replace with 18"

Average slope of roadway: >10%

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

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

RSID 137313 is listed as not complete. It is the steepest part of the roadway and is Hydrologically connected

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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:

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:	
• <u>Steel/Plastic Culvert</u>	• 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:	
• <u>New ditches will be established</u>	• <u>All work will be completed from the existing road or shoulder</u>
• Reestablishing existing ditches only	• <u>There will be excavation within 300 feet of a river or stream – Take pictures</u>
• 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

Stream is in the woods - Cannot be seen from road.

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):

Installing ditched on both sides of the roadway along with stonelining with 5-12" stone to prevent sediment. Adding proper crown to road while reducing the road width to 22'

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.):

Is the project located in the town "Right of Way? (select one) Yes
 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:

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.

		Requested Grant
Amount Max:		
	Requested Grant Amount:	\$ 20,000.00
	+	\$20,000 Category B
	Local Match:	\$40,000 Category C
	=	\$60,000 Category D
	Total Project Cost:	\$ 55,531.00

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:
Director of Public Works

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%

- **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)
- **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)
- **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)
- **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)
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- **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)



Vermont Better Roads Grant Program



Cost Estimate Worksheet

Town and Road Name:

Project Name:

Labor	Rate	# Hours	Total (Rate x Hours)
Shawn - supervisor	48.51	25	1212-
Jamie - excavator	30.56	80	3054-
Joe - mini	48.87	40	1954-
Den - tandem	48.13	96	4620-
Ben - tandem	35.60	96	3417
Boat - loader	45.00	16	720
Labor Total			15015-

Equipment	Rate	# Hours	Total (Rate x Hours)
Excavator	82.48	80	6598
Tandem Truck	52.96	96	5084
Tandem Truck	52.96	96	5084
Mini excavator	20.46	40	818
Loader	65.12	16	1041
Equipment Total			18625

Materials	Rate	Amount	Total (Rate x Amount)
5-12" Stone	14/TW	840 tws	11760
3/4" Stamatt	14/TW	435 tws	6090
5 culverts - 150' total	26.94/ft	150	4041
Materials Total			21891

Miscellaneous	Rate	Amount	Total (Rate x Hours)
Miscellaneous Total			

Grand Total 55531
 Match 35531



Map data ©2023 Google 5000 ft

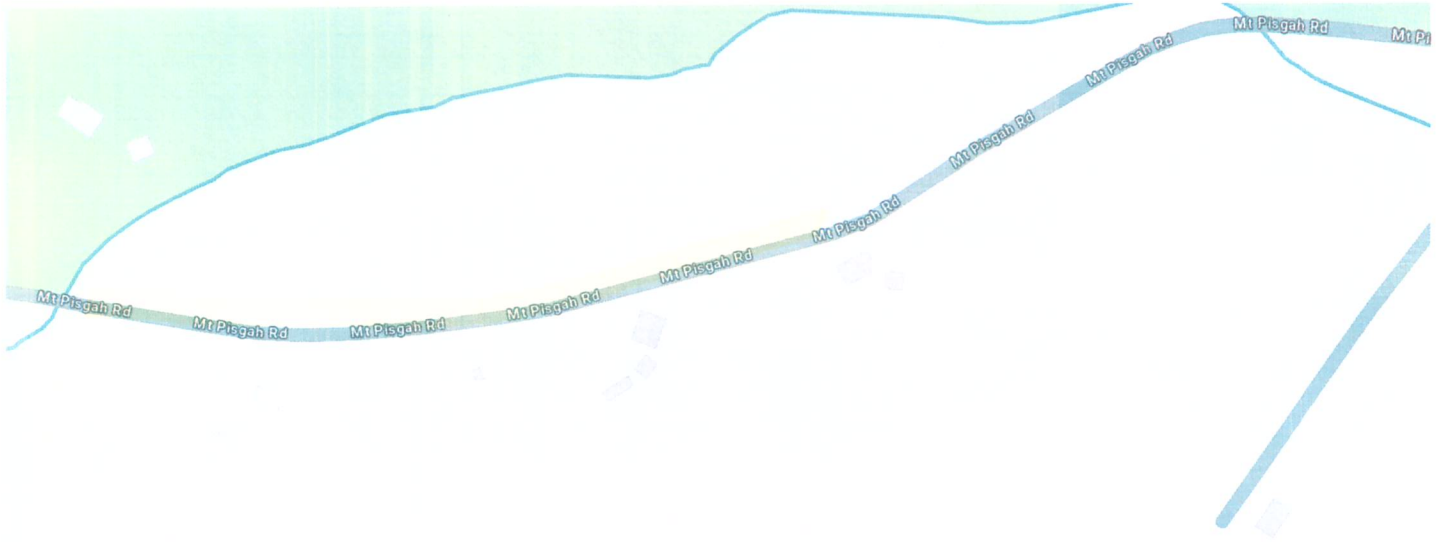
1. St. Johnsbury
2. Mt Pisach Rd




Map data ©2023 Google 200 ft

Highlighted section of Road is area to be repaired with braut.

RSID	Sections	137311
		137312
		137313


 Map data ©2023 Google 100 ft 

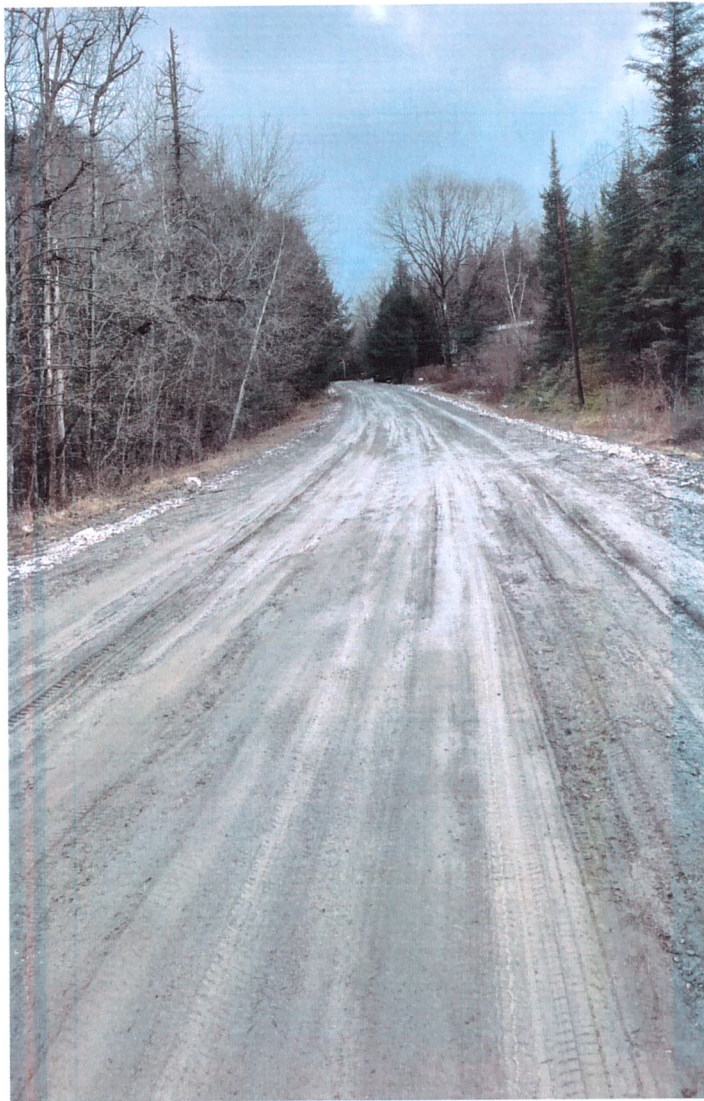
Road width exceeds 22' in this area and does not have well defined ditches.

We will narrow road width to 22' and install stone lined ditches. Stone used for lining ditches will be 5-12".

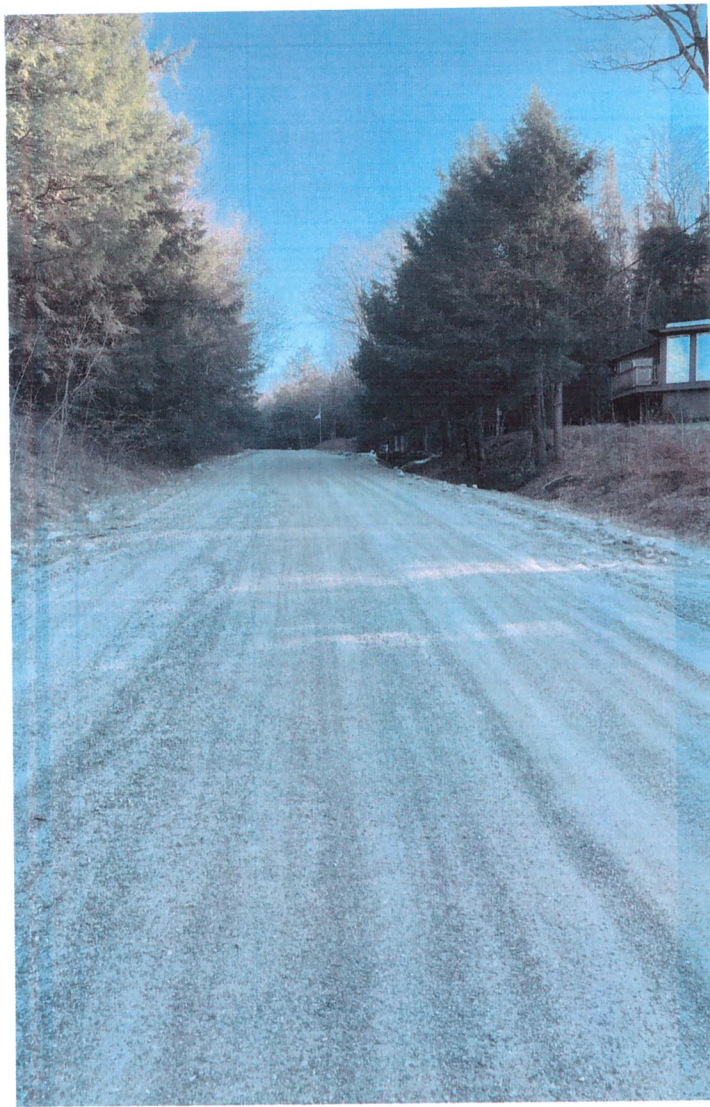
We will also build a gravel road base of 5" using 3/4" stone and changing drive culverts (18")



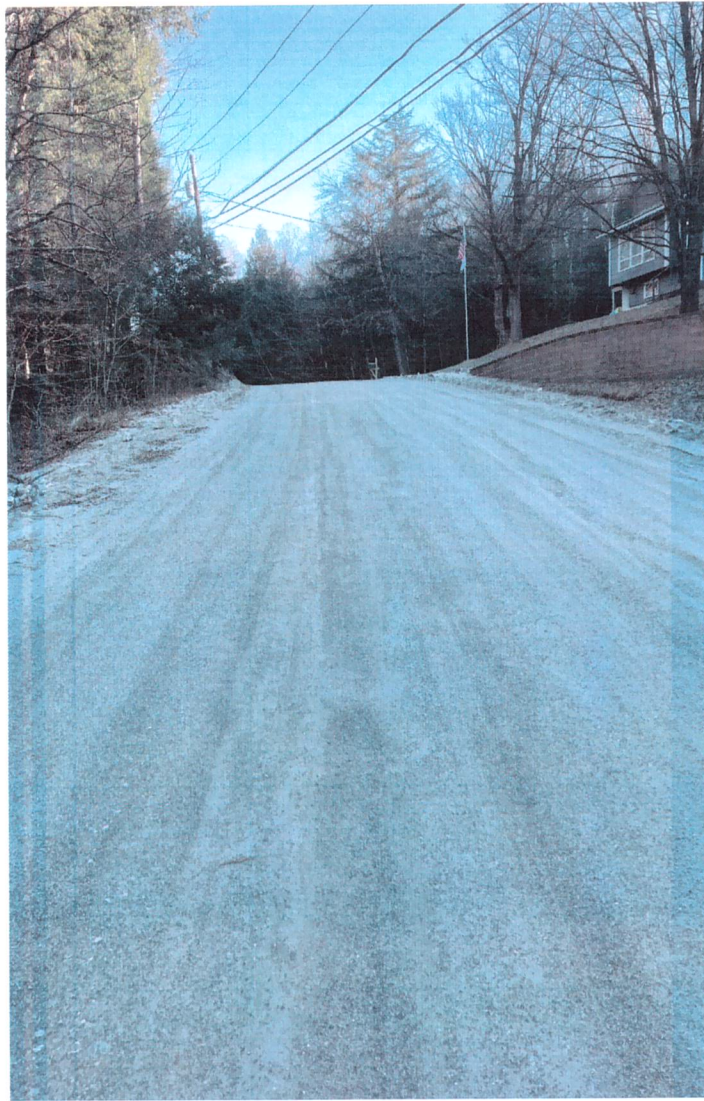
RSAD Section 137311 looking
uphill



RSIO Section 137312 looking uphill



RSEB Section 137313 looking uphill



RSID Section 137314. Not part
of the grant.