





# Vermont Better Roads Grant Program



## **CATEGORY B**

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: Williston

Road Name: South Brownell Road TH #: 5 Structure # (if applicable): SBRO18

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):

Just downhill from 4133 South Brownell Road in Williston, there is an undersized drainage culvert with a damaged inlet. Because the inlet is pinched, most of the water bypasses this culvert and continues to flow down the roadside ditch, which creates a risk of roadway damage by causing erosion near the road. The water continues down the ditch for over 600 feet, eroding the ditch, before flowing into the next culvert. Both culverts outlet to a tributary to Sucker Brook, which will be impacted by the sedimentation caused by this eroding ditch.

Has the town completed an MRGP compliant road erosion inventory?

- Yes
- No
- In progress

Project Length (linear feet along roadway): 700 feet

Number of structures/culverts replaced/repaired: 1

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



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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
57080.1	✓			✓		✓		
57079.1	✓		✓			✓		
57078.1	✓		✓			✓		

\*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:	
<input checked="" type="checkbox"/> Steel/Plastic Culvert	<input type="checkbox"/> Concrete Box Culvert
<input type="checkbox"/> Stone Culvert – <b>Take pictures</b>	<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 – <b>Take pictures</b>	<input type="checkbox"/> Stone abutments or piers – <b>Take pictures</b>
<input checked="" type="checkbox"/> Buildings within 300 feet of work - <b>Take pictures</b>	
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 of a river or stream – <b>Take pictures</b>
<input checked="" 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 – <b>Take pictures</b>	<input type="checkbox"/> Temporary off-road access is required
<input type="checkbox"/> Tree cutting/clearing – <b>Take pictures</b>	<input type="checkbox"/> The roadway will be realigned



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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): prevent erosion, sedimentation, etc.

The 15-inch, damaged, corrugated metal culvert will be replaced by an 18-inch corrugated plastic culvert, bringing it up to VTrans Municipal Roads standards. The inlet and outlet will have flared end sections and the areas will be stabilized with rip rap. The eroded ditch (approximately 700 LF), which has a slope of less than 5%, will be regraded and stabilized with vegetation using erosion control blankets and conservation grass mix. This project will replace the damaged infrastructure, mitigate future damage to the town highway from erosion, and reduce sediment pollution in the Sucker Brook watershed.

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.):

Chris Dubin, *Chittenden Country Regional Planning Commission*

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:

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.

N/A.

<b>Requested Grant Amount:</b>	<b>\$ 17,093.13</b>
+	
<b>Local Match:</b>	<b>\$ 4,273.28</b>
=	
<b>Total Project Cost:</b>	<b>\$ 21,366.41</b>

### 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: November 30, 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. ([Letter of Support from Chris Dubin](#))

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: *BKA*

Name: \_\_\_\_\_ Title: \_\_\_\_\_

**MUST BE TOWN ADMINISTRATOR/MANAGER OR SELECT BOARD CHAIR**

Authorized by Town Manager to sign while he is out of office 12/18/2023



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## 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)
  
- 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)



# Vermont Better Roads Grant Program



## Cost Estimate Worksheet

Town and Road Name:

Project Name:

Labor	Rate	# Hours	Total (Rate x Hours)

Labor Total

Equipment	Rate	# Hours	Total (Rate x Hours)

Equipment Total

Materials	Rate	Amount	Total (Rate x Amount)

Materials Total

Miscellaneous	Rate	Amount	Total (Rate x Hours)

Miscellaneous Total

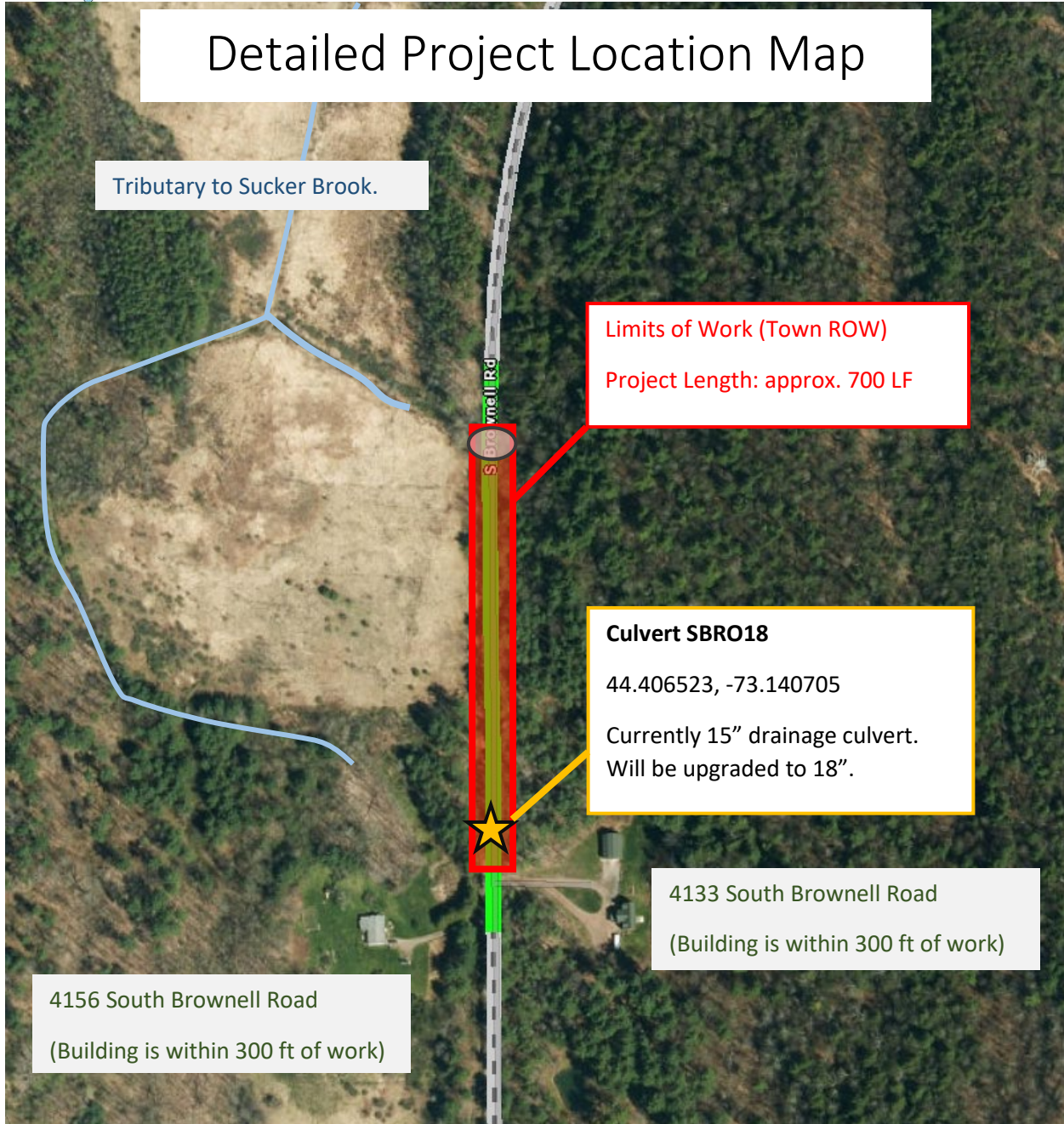
Grand Total \_\_\_\_\_

Match \_\_\_\_\_





## Detailed Project Location Map



**Legend:**

- ★ - Culvert to be replaced.
- - Limit of Work.
- ~ - Stream.
- - Other town culvert.

## Project Sketch A



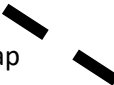

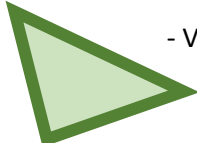


# South Elevation

● 44.406377°, -73.140625° ±26ft



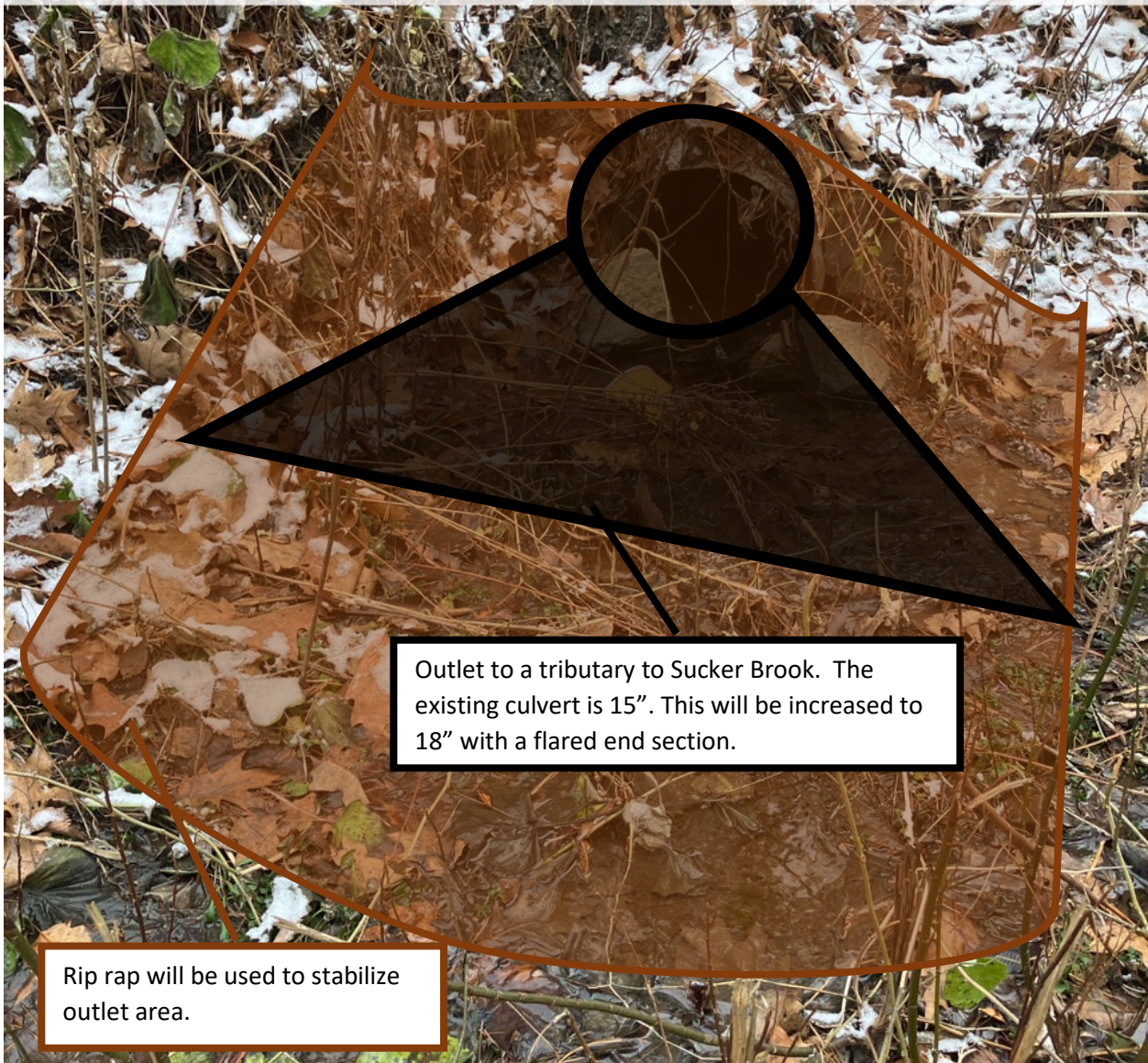
**Legend:**

-  - Town Right of Way (49.5 feet)
-  - Rip Rap
-  - Culvert Location
-  - Culvert opening
-  - Vegetated ditch/swale

Project Sketch B

# North West Elevation

● 44.406603°, -73.140787° ±13ft



Outlet to a tributary to Sucker Brook. The existing culvert is 15". This will be increased to 18" with a flared end section.

Rip rap will be used to stabilize outlet area.

Legend:

- Town Right of Way (49.5 feet)
- Rip Rap
- Culvert Location
- Culvert opening
- Vegetated ditch/swale

Photos of Project Area

South East Elevation

© 44.406546°, -73.140776° ±13ft

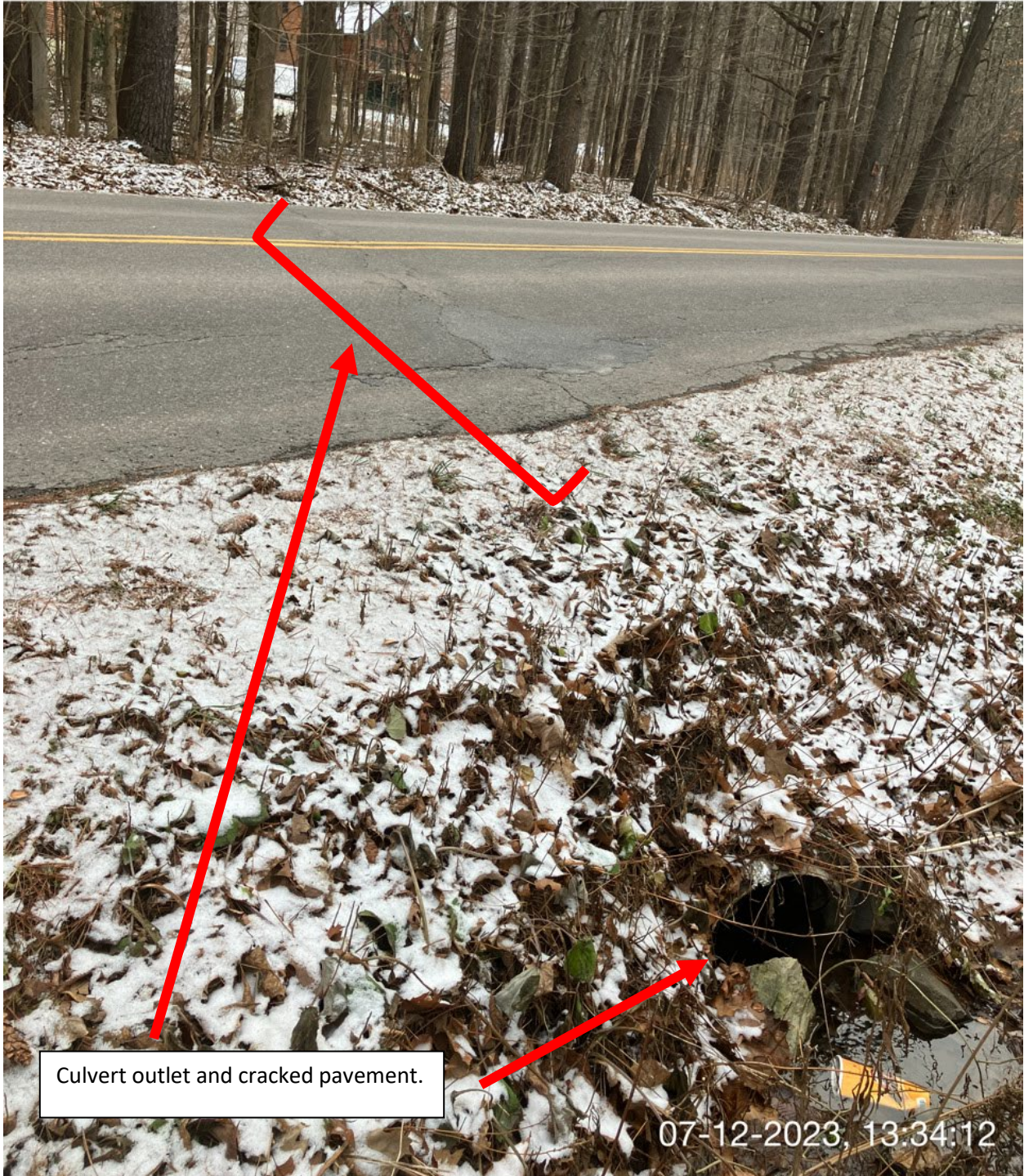


Pinched culvert inlet.

07-12-2023, 13:36:41

# North West Elevation

● 44.406620°, -73.140775° ±13ft



Culvert outlet and cracked pavement.

07-12-2023, 13:34:12

# North Elevation

◎ 44.406542°, -73.140707° ±13ft



Culvert inlet and water bypassing the inlet, flowing downhill in the roadside ditch to the next culvert.

07-12-2023, 13:35:25

# North Elevation

● 44.406632°, -73.140725° ±9ft



Water bypassing the culvert, erosion widening the ditch.

07-12-2023, 13:38:15

# North West Elevation

● 44.407330°, -73.140729° ±9ft



Downhill of the culvert.

Water bypassing the culvert, flowing through the ditch, and causing erosion (incision and bank erosion).

07-12-2023, 13:39:41





December 18, 2023

Lisa Cicchetti (she/her)  
Stormwater Coordinator, Town of Williston  
7900 Williston Road, Williston, VT 05495 [lcicchetti@willistonvt.org](mailto:lcicchetti@willistonvt.org)  
802-878-1239 x182 (Direct)  
802-556-2847 (Cell)

RE: FY25 Better Roads Category B grant request

Dear Lisa,

The Chittenden County Regional Planning Commission is pleased to support your Category B grant request to the VTrans FY24 Better Roads program. This grant is a key component as the town of Williston continues to upgrade its stormwater infrastructure to reduce erosion and soil loss in priority areas. This specific location will look to re-establish a large section of eroding ditch and replace an undersized and failing culvert. These upgrades will help Williston advance towards meeting their goals of the Municipal Roads General Permit through segment upgrades, as well as better compliance with the Vtrans road and bridge standards.

Furthermore, this project helps implement the following specific sections of the *Chittenden County ECOS Plan*, the combined Regional Plan, Metropolitan Transportation Plan and Comprehensive Economic Development Strategy for the County:

- Transportation Goal (Section 2.5.3): Provide accessible, safe, efficient, interconnected, secure, equitable, and sustainable mobility choices for our region's businesses, residents and visitors;
- Water Quality Strategy (Section 3.2.3): Improve the safety, water quality, and habitat of our rivers, streams, wetlands and lakes in each watershed; and
- Improves and maintains infrastructure to help support the Sustainable Growth Strategy (3.2.2): Strive for 80% of New Development in Areas Planned for Growth, Which Amounts to 15% of Our Land Area.

Thank you for the opportunity to support this project and we look forward to working with you in completing the project should your grant request be successful.

Sincerely,

A handwritten signature in black ink that reads "Chris Dubin".

Chris Dubin  
Senior Transportation Planner