



Vermont Better Roads Grant Program



Cover Sheet

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

Town/Organization: Shoreham

Primary Contact Person (Responsible for Signing Grant Agreement): Jason Paquette Road Foreman

Address: 297 Main Street

Street Address

Shoreham

Town

05770

Zip

Primary Contact Person Email: shorehamroads@shoreham.net Phone: 802-989-1514

SAM unique ID #: FYE4HKULTFH5 Fiscal Year End Month (MM): 12

Town Clerk / Admin email: shorehamtown@shorehamvt.us

Road Foreman Name: Jason Paquette Road Foreman Email: shorehamroads@shoreham.net



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:

- 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: Shoreham

Road Name: Richville Road TH #: 1 Structure # (if applicable): 11

Road Type: Paved Road Class: 2

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):

This structure is a concrete sectional box culvert that is 36" wide by 48" high and 32' in length. At the current 32' length the structure is not long enough to properly armor the banks to prevent the erosion happening at this site.

Has the town completed an MRGP compliant road erosion inventory?

- Yes
-
-

Project Length (linear feet along roadway): ft.

Number of structures/culverts replaced/repared: 1

Average slope of roadway: 0-5%

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

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

RSID # 53711.1 Road segment Does NOT meet



Vermont Better Roads Grant Program



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 type="checkbox"/> Steel/Plastic Culvert	<input checked="" type="checkbox"/> X Concrete Box Culvert
<input type="checkbox"/> Stone Culvert – Take pictures	<input type="checkbox"/> Concrete Bridge
<input 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 type="checkbox"/> Buildings within 300 feet of work - Take pictures	
Project Description:	
<input type="checkbox"/> New ditches will be established	<input type="checkbox"/> All work will be completed from the existing road or shoulder
<input type="checkbox"/> Reestablishing existing ditches only	<input type="checkbox"/> There will be excavation within 300 feet of 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 : This project is to extend the top slab on each end of this culvert, to the end of current wing walls for width to allow for erosion stone to be placed on the roadside banks. The stone will prevent the erosion currently taking place at this site from the roadway surface. This will have a positive and beneficial affect on water quality directly draining int the Lemon Fair River.

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.):

Met with Better Roads Staff and Parent Construction

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:

See attached quote from Parent Construction



Vermont Better Roads Grant Program



X 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:	\$ _60,000.00
+	
Local Match:	\$ 25,200
=	
Total Project Cost:	\$85,200

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: 9/30/2025


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
 - o 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.**
 - o **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: *Select Board Chair*

MUST BE TOWN ADMINISTRATOR/MANAGER OR SELECT BOARD CHAIR

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

Addison County Regional Planning Commission

14 Seminary Street Middlebury, VT 05753 • www.acrpc.org • Phone: 802.388.3141

December 12, 2023

Ross Gouin
VTrans - Municipal Assistance Section
ross.gouin@vermont.gov

Dear Ross,

I am writing in support of the Town of Shoreham's application for a Better Roads grant through VTrans. The project is located on Richville Road and involves a culvert carrying an unnamed tributary to the Lemon Fair River. The Town has received a cost estimate from Parent Construction for the project.

The road segment (53711.1) containing the culvert is listed in the current Road Erosion Inventory as not meeting standards due to gully erosion at the conveyances. The existing structure is too short to address the problem. With funding from Better Roads, the town would lengthen the culvert and add wing walls which would allow the road side banks to be armored with erosion stone, thus addressing the issue with the conveyances.

Richville Road is important to Shoreham. The road segment has an AADT 886 vehicles per day and is a Town Highway major collector connecting Shoreham and VT22A with Whiting and VT30. VTrans Transportation Resilience Planning Tool identifies the road segment as a high priority with a vulnerability score of 4/10 and a criticality score of 7/10.

ACRPC fully supports Shoreham's efforts to maintain critical infrastructure. Please do not hesitate to contact me if you have any questions regarding this letter or if I may offer you any further assistance. I can be reached at mwinslow@acrpc.org.

Sincerely,



Mike Winslow
Transportation Planner

Addison	Bridport	Bristol	Cornwall	Ferrisburgh	Goshen	Leicester
Lincoln	Middlebury	Monkton	New Haven	Orwell	Panton	Ripton
Salisbury	Shoreham	Starksboro	Vergennes	Waltham	Weybridge	Whiting





Vermont Better Roads Grant Program



River Management Engineer Support Letter

I am providing this letter of support to the Town of Shoreham for their Better Roads grant application for a culvert extension on Richville Rd. at (44.87698, -73.28392) conveying an unnamed tributary to the Lemon Fair River.

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,

Jaron Borg, River Management Engineer

Signature

Comments: The proposed work included extension of the existing concrete box culvert. Provided the work does not create a further departure from the existing stream profile, i.e. outlet drop, work will qualify for coverage under the Stream Alteration General Permit.



December 6, 2023

PROPOSAL
Jewel Culvert- Richville Road
Shoreham, VT

Scope of Work: Extend box culvert top slab to end of wings, install stone fill and a new rail.

Inclusions:

*Mobilize/demobilize	*Traffic control
*Clear/grub	*Modify wings/extend slab
*Backfill/stone fill	*Rails

Exclusions:

*Temporary ROW	*Pavement repairs
*Permits/testing	*Fill to build out shoulders for rails

We propose to complete this work for the lump sum price of

Eighty-Five Thousand Two Hundred Dollars and No Cents

\$85,200.00



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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 poiPnts]

- 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]

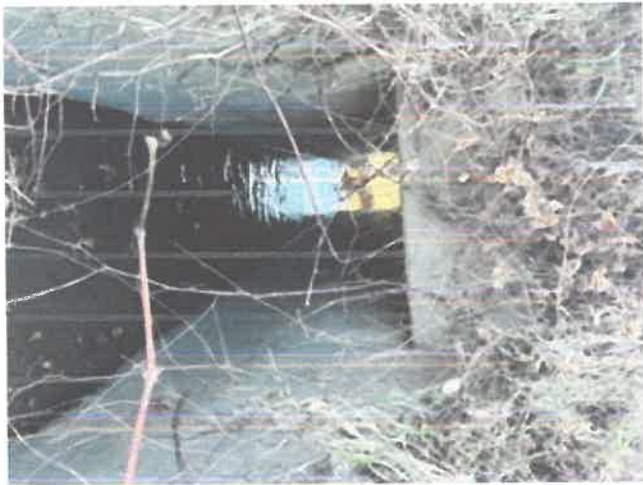
- The cost of the project is low and the expected benefits are high (8-10 points)
- The cost of the project is average and the expected benefits are average (5-7 points)
- The cost of the project is high and the expected benefits are low (0-4 points)

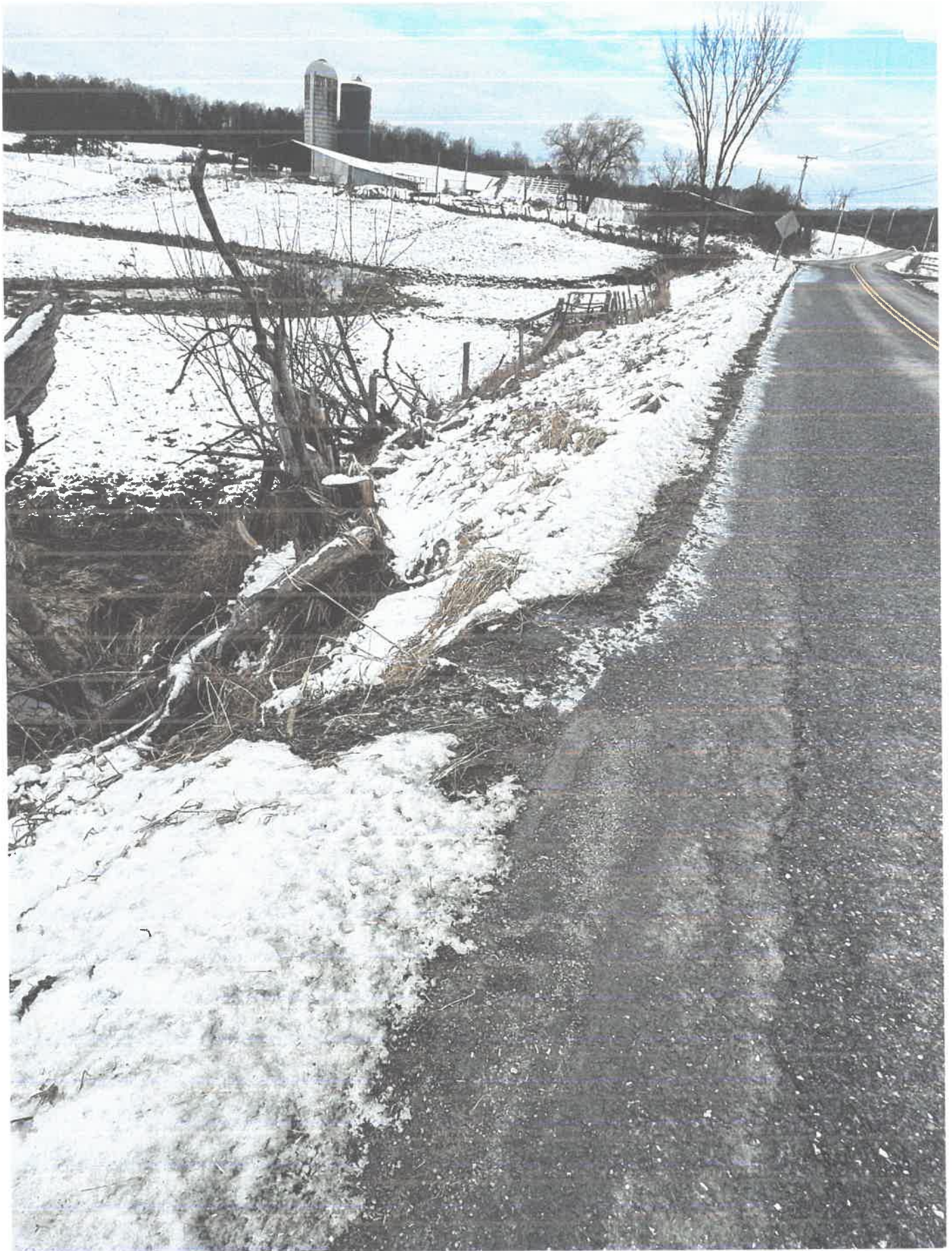


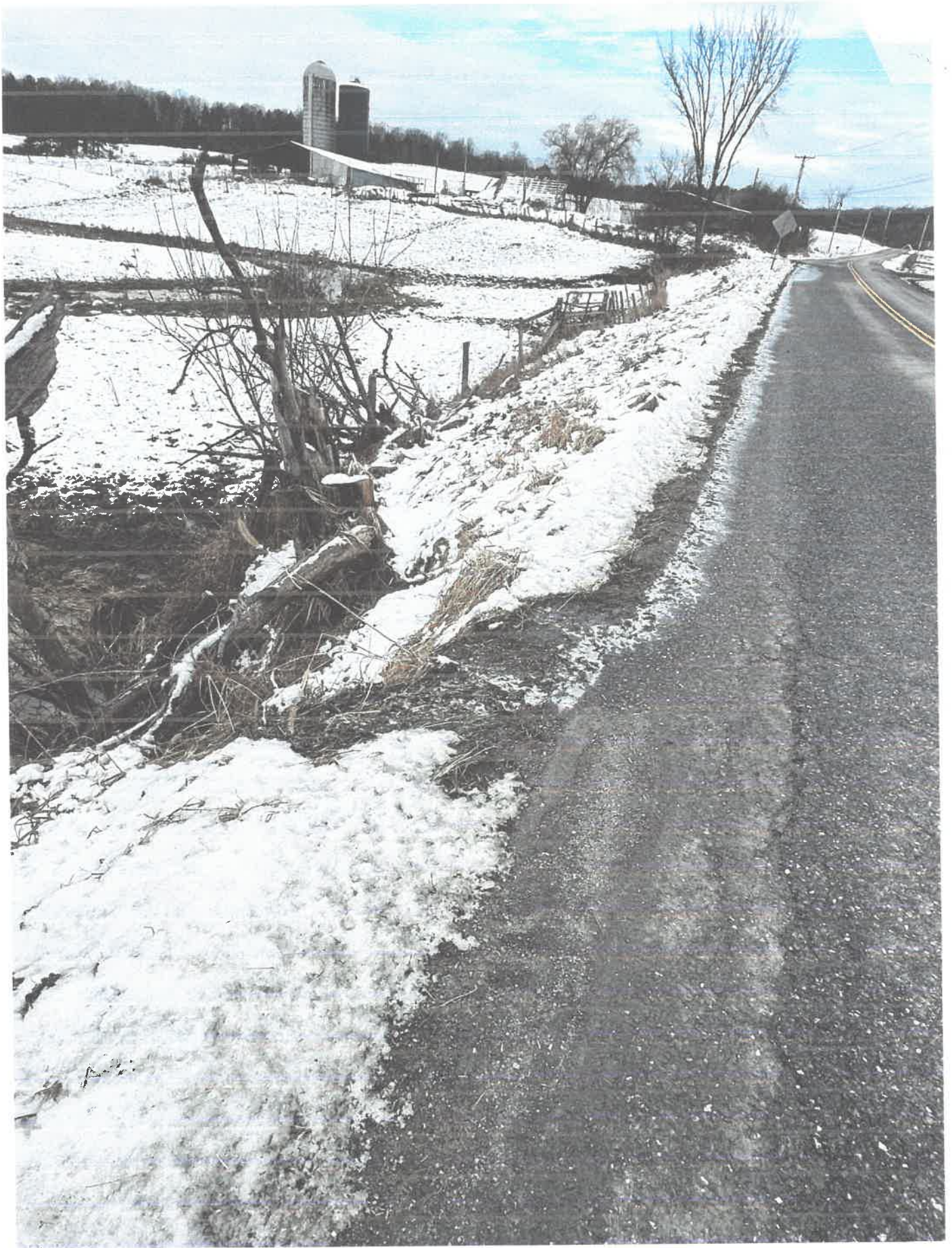
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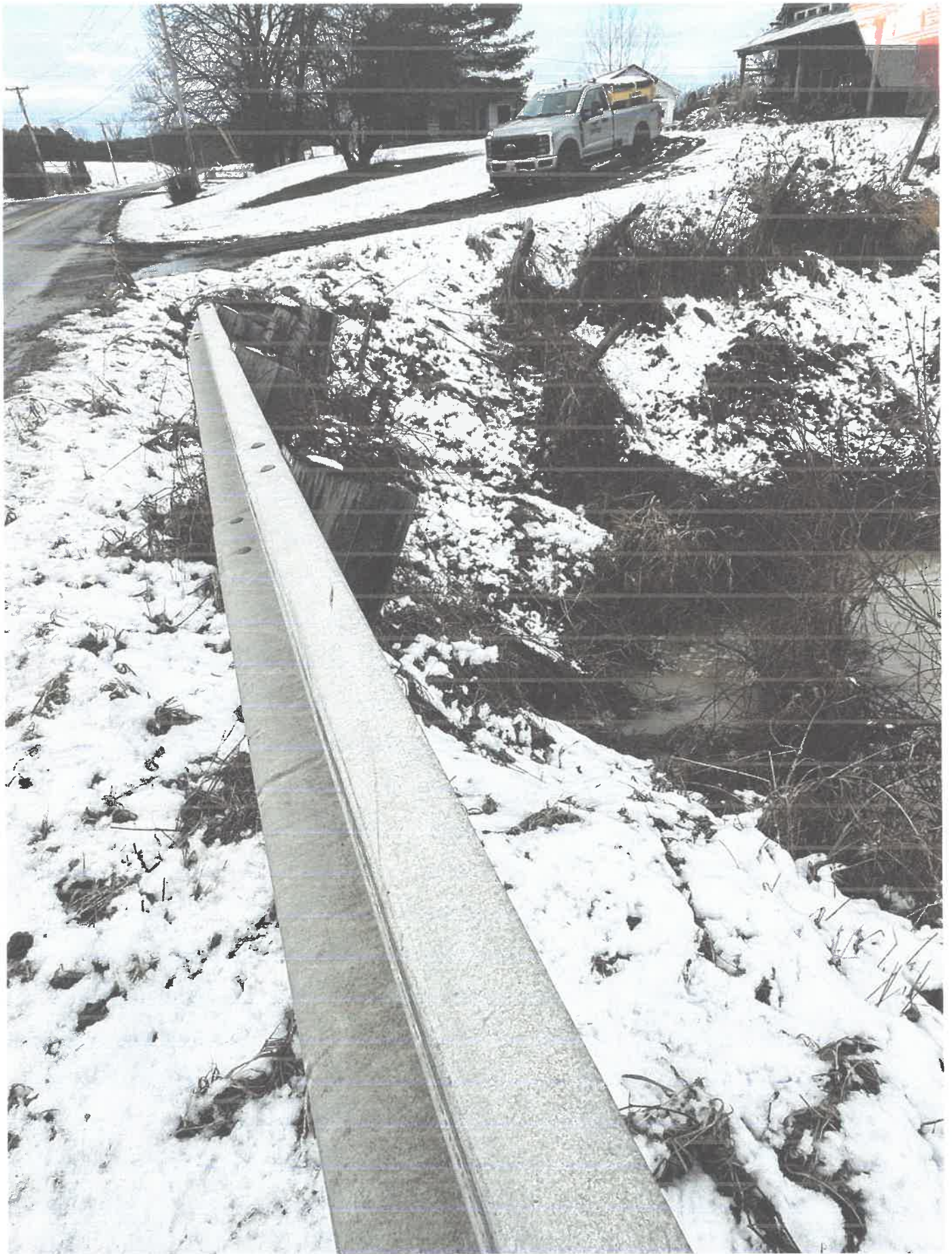
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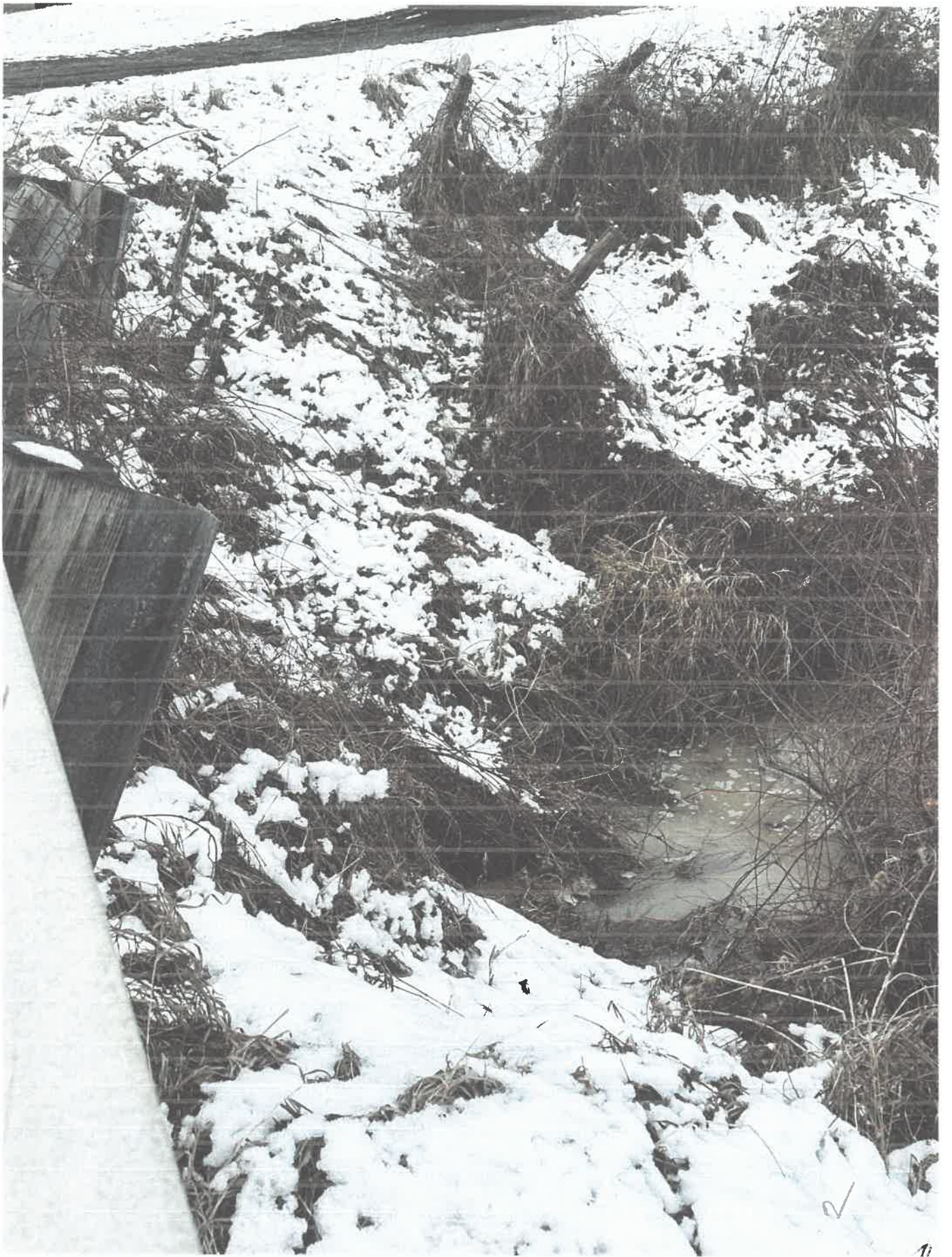


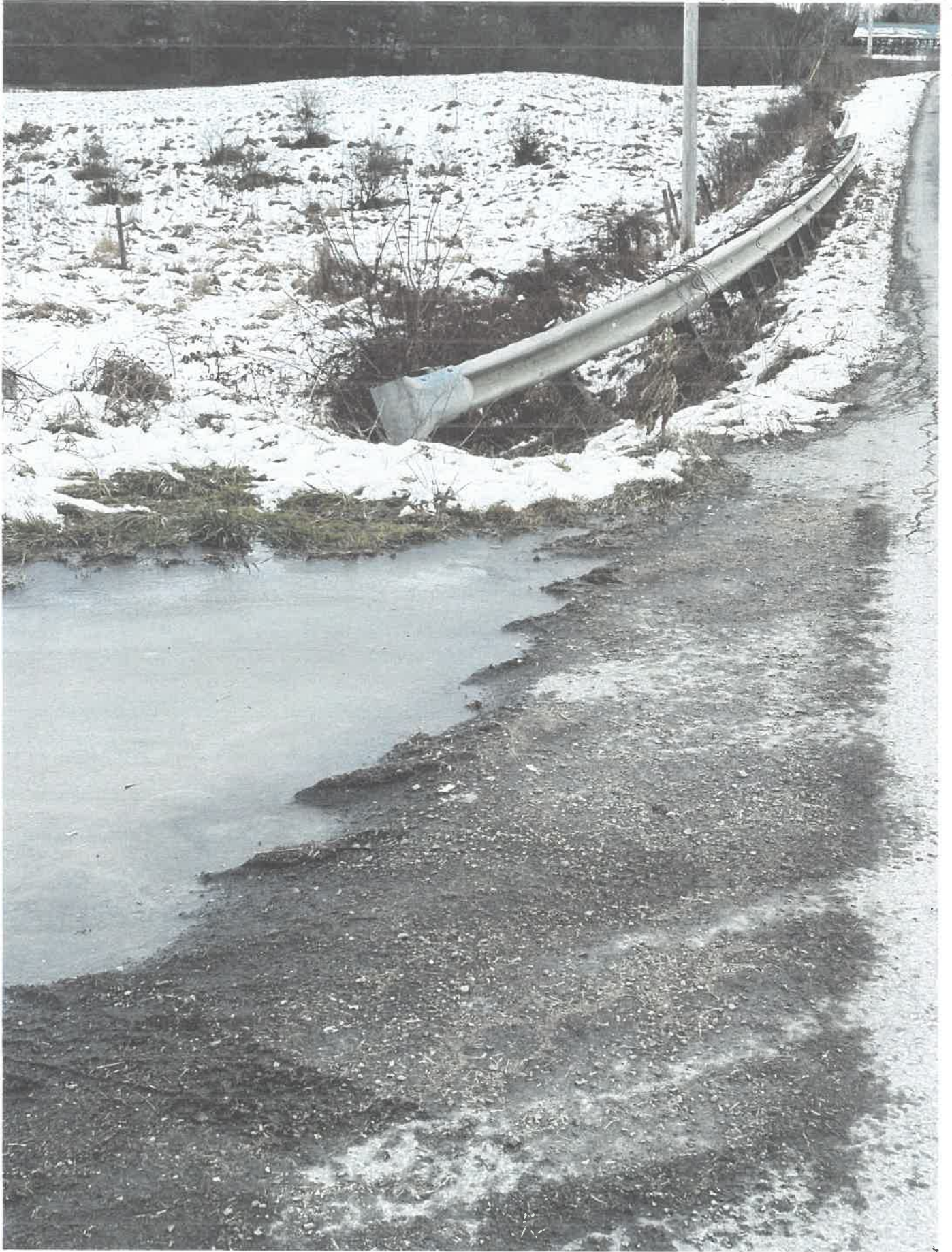








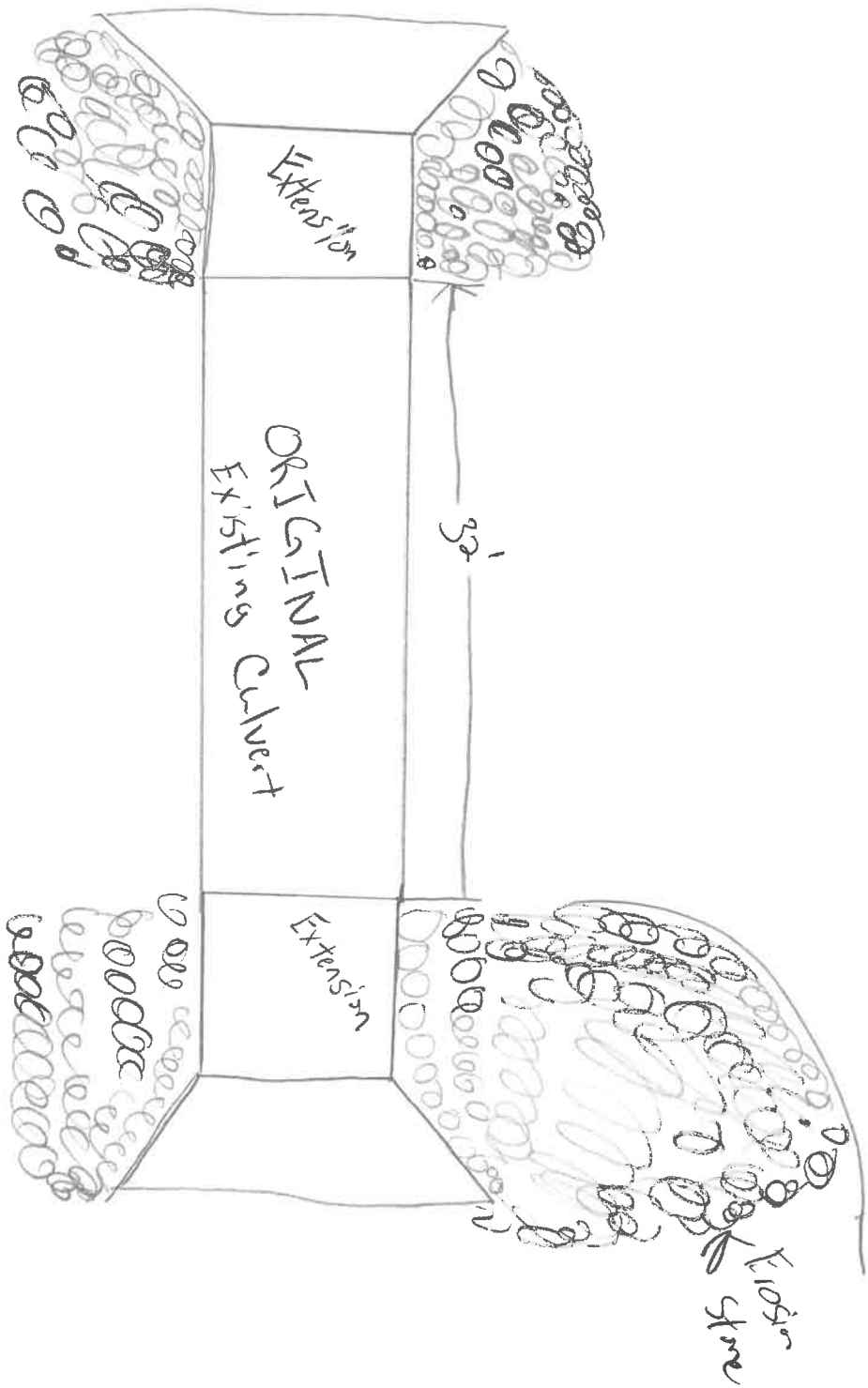












Frost
Stone