Better Roads
Clean Water You Can Afford

Received
APR 13 2016
VTrans
PDD-LTF

VTrans
VERMONT
AGENCY OF NATURAL RESOURCES

FY17 Vermont Better Roads Grant Application

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

Town/Organization: Town of Barnard Contact Person(s): Preston Bristow, Selectboard Assistant

Address: 115 North Road, Barnard, VT 05031
Street Address *Town* *Zip*

Email: selectboard@barnardvt.us Phone: (802) 234 - 9211

DUNS #: 781155353 Fiscal Year End Month (MM): 6

Accounting System: ☒ Automated ☐ Manual ☐ Combination

Please use the suggested documentation checklist below to ensure that all of the relevant items regarding your application have been included.

- ☑ Grant application cover sheet (Only submit one)
- ☑ Grant application form (One per category/project)
- ☑ 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)
- ☑ Project Location Map (please show location of affected water)
- ☑ Sketch of proposed 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
- ☑ Photo(s) of the project area
- ☑ Letters of Support (RPC, VTrans District Technical Staff, ANR Rivers and Streams Engineers, etc.)
- ☐ If Category C River/Road Conflict or Category D River/Stream Structure or Culvert, you must attach ANR/ACOE consultation

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P #1

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Vermont Better Roads Grant Program Application

Please complete one application per category and/or project you are applying for. You may make copies of the application for multiple applications per category and/or multiple categories.

Please check the Category you are applying for:

- [ ] B. Correction of a Road Related Erosion Problem and/or Stormwater Mitigation Retrofit for both gravel and paved roads
- [ ] C. Correction of a Stream Bank or Slope Related Problem
- [x] D. Structure/culvert upgrades

Town/Organization: Town of Barnard

Project Name: Chateauguay Road Bridge Abutment Replacement

Road Name: Chateauguay Road TH #: 47 Structure # (if applicable): _____

Road Type: Unpaved Uncurbed

Class 3

Watershed: White basin 9

Please provide a thorough description of the problem (ex. Roadway has steep slope with no ditch which is causing roadway erosion):

Chateauguay Road is a gravel class 3 road. This bridge is close to the very beginning reaches of Locust Creek and near where the road turns into a class 4. This road sustained damage during Tropical Storm Irene. The southern abutment was damaged during T.S. Irene but was not identified during FEMA visits as the structure was not of immediate priority. The abutment has continued to erode and the Town's growing concern that the bridge will fail in immediate future if not fixed

Description of Project and how you plan to complete the work (ex. Stone line 500' of ditch by reshaping ditch and stone lining, working from the top of the project down to the bottom):

The proposed project is to replace the southern bridge abutment.

Expected Effects (+ & -) on water quality (ex. Erosion will be eliminated by placing the stone ditch):

By repairing the abutment with new concrete blocks, this will eliminate the erosion that the stream is having behind the abutments near the bottom as well as stormwater drainage from the top.

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Distance from end of project to nearest water (stream, lake, or stormwater system that outlets directly to water). 0-50'

Progress to Date:

Town road crew continues to monitor the abutment failure.

Is there an emergency reason this project must be completed quickly? If yes, please explain:

Yes, the Town is concerned about the bridge sustaining one more large storm event, which may cause the bridge to fail completely due to the unstable abutment.

Has this project been identified through a municipal road inventory, capital budget plan, tactical basin plan, culvert inventory, or other management plan? If yes, please list which.

(●) Yes: Voted top priority by Selectboard on 7/8/15 following Locust Creek geomorphic study of 3/26/15 by White River Partnership and Bear Creek Envi

( ) No

Please list any professionals you may have contacted for assistance with this project (ANR River Management Engineer, Army Corps of Engineers, VTrans District Technical staff, Basin Planner etc.):

Todd Menees, ANR River Management Engineer

Is the project located in the town "Right of Way?" Yes, No, Both (if "Both" please explain further).

Yes

Will the town road crew complete this work? Yes, No, Some (if "some" please explain further).

Yes

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Describe how the grant funds will be spent and/or attach a project budget:

Please see attached project budget.

How do you plan to meet the required 20% match on this grant?:

The 20% match will come out of the highway budget.

Requested Grant Amount ($20,000 max Category B, $40,000 max Categories C & D): $ 15,479.17

Estimated Total Project Cost (including 20% local match): $ 19,348.97

Estimated Completion Date: 12/31/2017

REQUIRED ATTACHMENTS:

- [x] Itemized Cost Estimate (labor, equipment, materials)
  (For assistance, call Better Backroads at 802-828-4585)
- [x] Project Location Map
  (Please show location of affected water; 1:12,000 USGS map, if possible)
- [x] Sketch of proposed erosion control measures, including:
  - [x] Distances (ft.)
  - [x] Estimate of waste & borrow quantities
  - [x] Approx. location of town/other right-of-way and/or property lines
- [x] Photo(s) of the project area.
- [ ] Agreement for Entry and/or Deed of Easement (if project is outside Town ROW).
- [x] If project involves stream or river/road conflict, include documentation of consultation with a River Management Engineer.
- [ ] 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: (Must be Town Administrator/Manager or Select Board Chair)

Name: [signature] Title: CHAIR, SELECTBOARD

Cost Estimate Worksheet

Town and Road Name: Chateauguay Road, Town of Barnard **Project Name:** Chateauguay Bridge Abutment

Labor	Rate	# Hours	Total (Rate x Hours)
		Labor Total	

Equipment	Rate	# Hours	Total (Rate x Hours)
reset bridge deck and steel	$2,450.00	LS	$2,450.00
reset bridge railing	$47.00/Lf	32 Lf	$1,504.00
		Equipment Total	$3,954.00

Materials	Rate	Amount	Total (Rate x Amount)
Common excavation	$10.71/cy	126 cy	$1,349.46
concrete footings	$400.00/cy	5 cy	$2,000.00
rebar	$1.32/lb	300 lbs	$396.00
concrete blocks	$125.00/ block	18 blocks	$2,250.00
geotextiles	$2.32/sy	100 sy	$232.00
Type I stone	$43.80/yd	64 yds	$2,803.20
Type II stone	$32.42/yd	32 yds	$1,352.32
Granular borrow	$31.42/yd	54 yds	$1,696.68
seed	$8.46/lb	5 lbs	$42.30
mulch	$7.14/bale	10 bales	$71.40
		Materials Total	$12,193.36

Miscellaneous	Rate	Amount	Total (Rate x Hours)
medium tree removal	$456.43	3	$1,369.29
removal of bridge railing	$7.26/lf	32	$232.32
removal of bridge deck and steel	$1,600.00	LS	$1,600.00
		Miscellaneous Total	$3201.61
		Grand Total	$19,348.97
		Match	$3,870.00

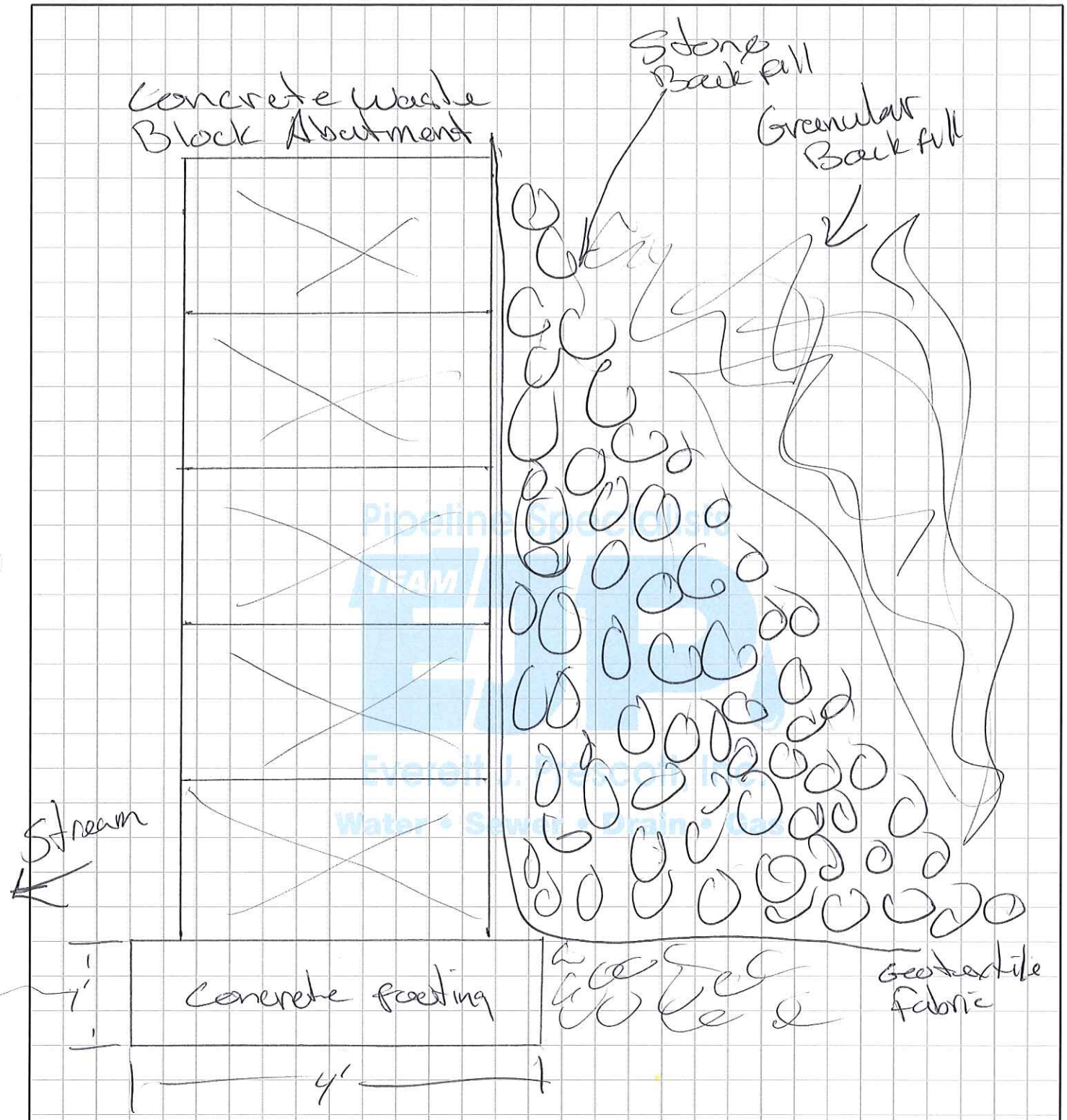
Pipeline Specialists
TEAM EJP
Everett J. Prescott, Inc.

JOB

SHEET NO.: OF

CALCULATED BY: DATE

SCALE



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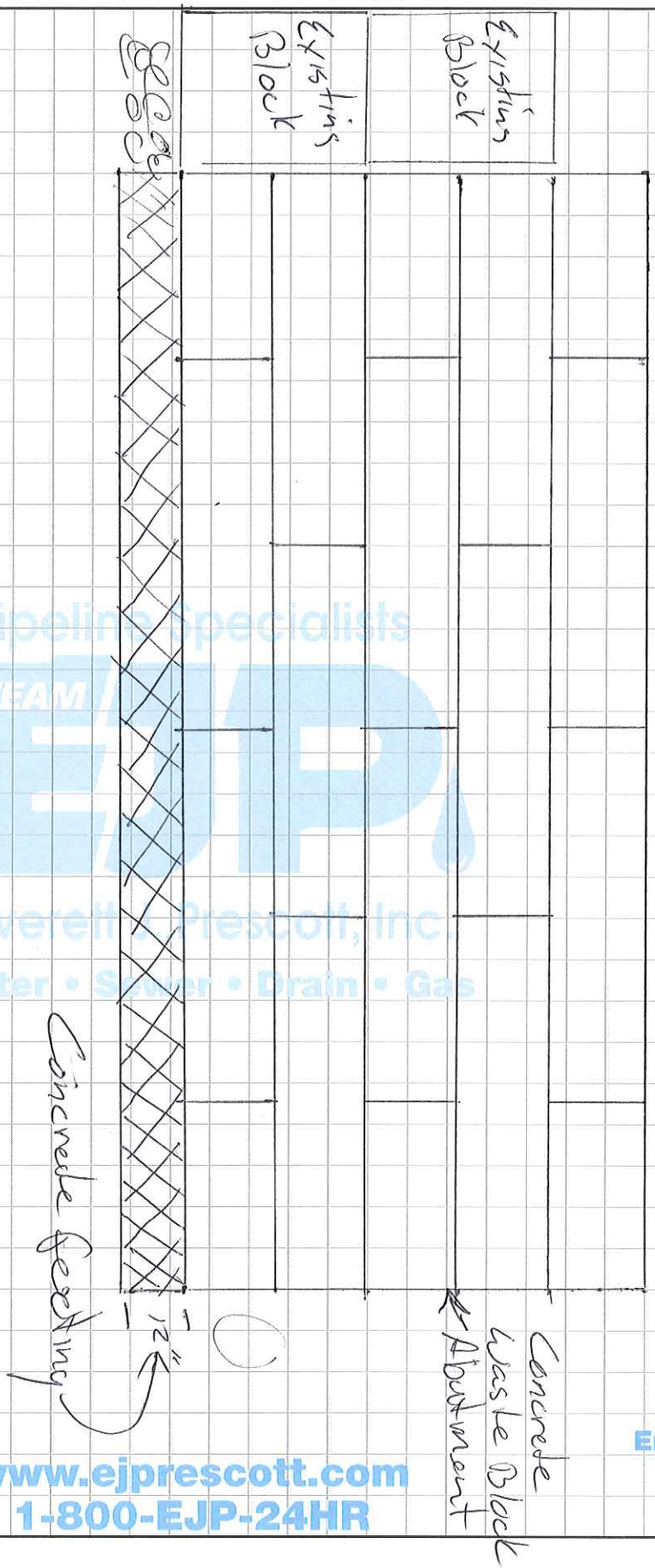

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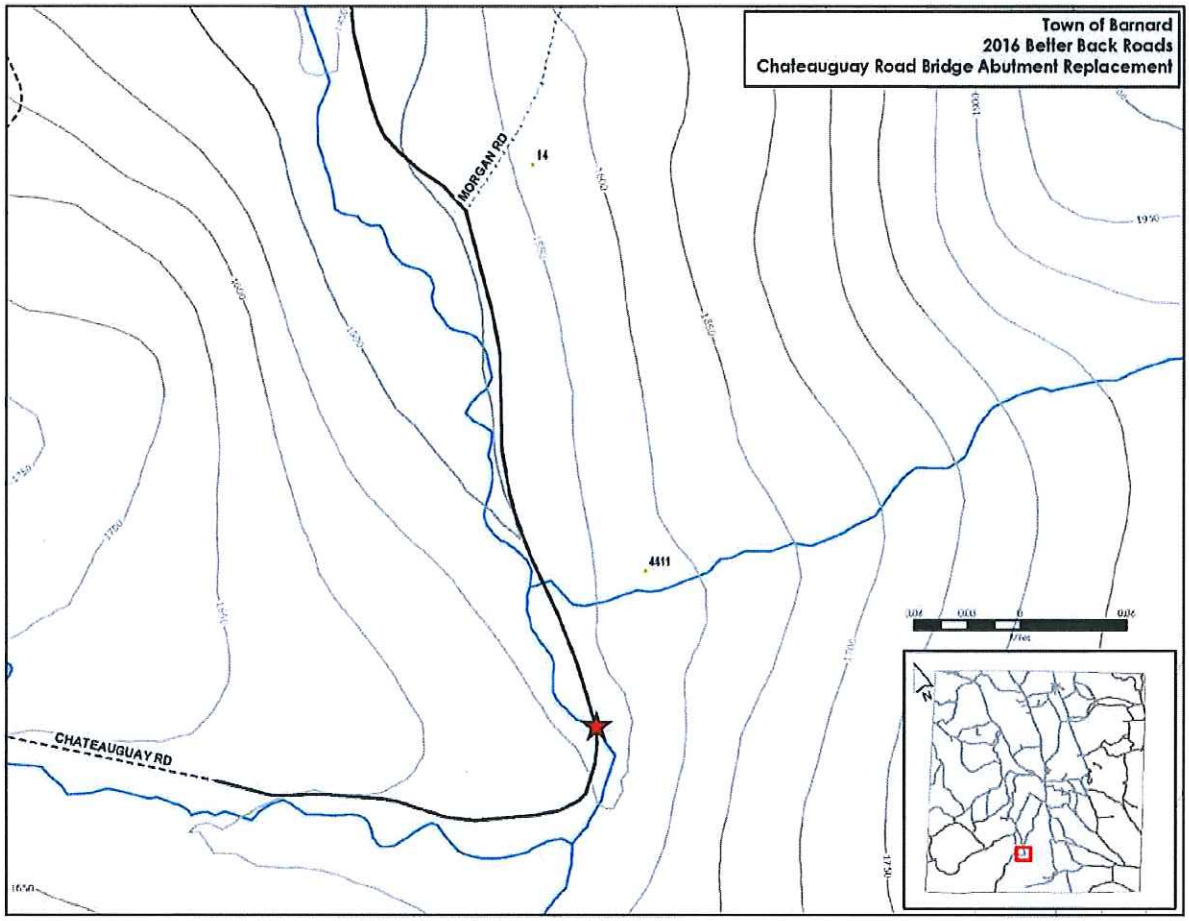
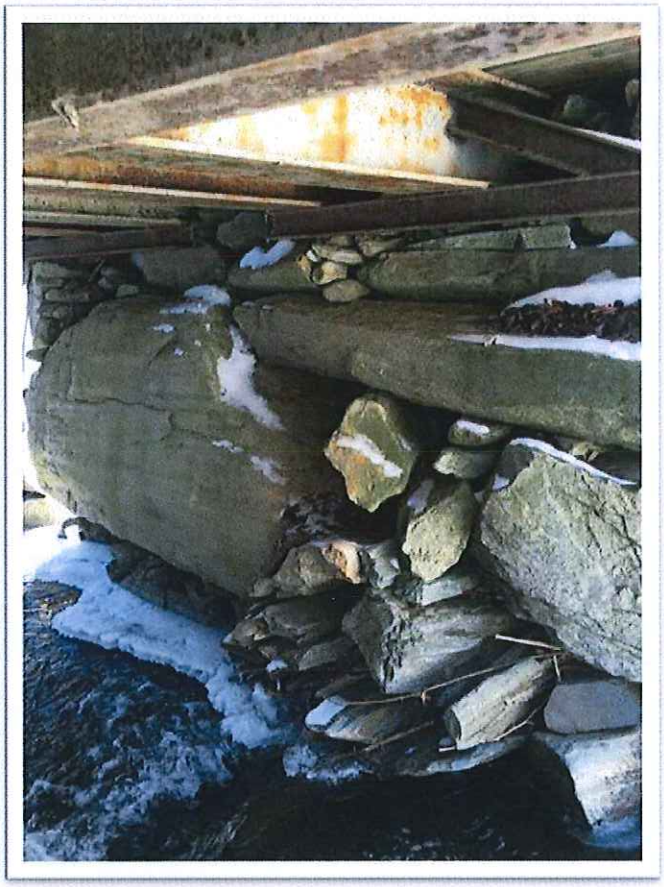
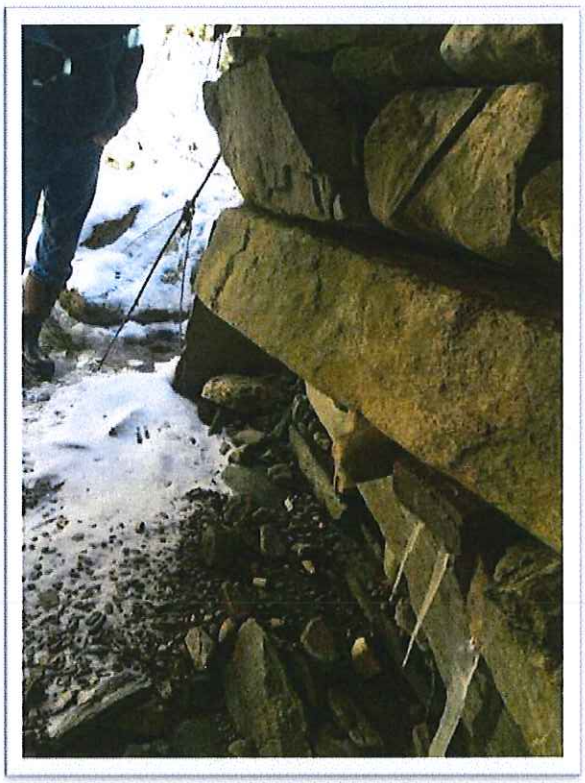

Town of Barnard
2016 Better Back Roads
Chateauguay Road Bridge Abutment Replacement
MORGAN RD
CHATEAUGUAY RD
14
4411





The photos above show the Chateauguay bridge southern abutment erosion between the concrete blocks and the roadway. The Town is concerned that one more major storm event and the bridge will fail as the southern abutment gives way.

Site Description

Chateauguay Road is a gravel class 3 road. This bridge is close to the very beginning reaches of Locust Creek and near where the road turns into a class 4. This road sustained damage during Tropical Storm Irene. The southern abutment was damaged during T.S. Irene but was not identified during FEMA visits as the structure was not of immediate priority. The abutment has continued to erode and the Town's growing concern that the bridge will fail in immediate future if not fixed.

Structure ID: 400000000414031 (based on Geomorphic Assessment)
N43.70058 W-72.64717 16ft x 13ft steel bridge with timber deck

Recommended Treatment

Replace the southern face of the bridge abutment.

Permit Requirements - A VT DEC Stream Alteration Permit will be required for this project. Todd Menees visited the site on April 5, 2016 and concurred with the recommended treatment.

Construction Notes:

- Construction Specifications - See specifications in Vermont Better Backroads Manual, 2009
- Buried Cable/Utilities - Buried cable/utilities may be on site. Call Dig Safe 1-888-DIG-SAFE to locate buried utilities prior to construction
- Crown roads ½ to ¾ inch per linear foot after project installation and maintain there after (p. 5)
- Stabilize all disturbed soils with seed and mulch (p.33)

Chateauguay Bridge Abutment Repair

Cost Estimates for Treatment

		Quantity	Cost per Unit	Totals
1	Medium tree removal	3	$456.43	$1,369.29
2	Removal of bridge railing	32 Lf	$7.26	$232.32
3	Removal of bridge deck and steel	LS	$1,600.00	$1,600.00
4	Common excavation	126 cy	$10.71	$1,349.46
5	Concrete footings	5 cy	$400.00	$2,000.00
6	Rebar	300 lb	$1.32	$396.00
7	Concrete blocks	18	$125.00	$2,250.00
8	Geotextiles	100 sy	$2.32	$232.00
9	Type I stone	64 yds	$43.80	$2,803.20
10	Type II stone	32 yds	$42.26	$1,352.32
11	Granular borrow	54 yds	$31.42	$1,696.68
12	Resetting bridge steel and deck	LS	$2,450.00	$2,450.00
13	Resetting bridge railing	32 Lf	$47.00	$1504.00
14	Seed	5 lb	$8.46	$42.30
15	Mulch	10 bales	$7.14	$71.40
	Project Total Cost			**$19,348.97**

Two Rivers-Ottauquechee
REGIONAL COMMISSION

April 6, 2016

Mr. Jeff Tracy
Town of Barnard
115 North Road
Barnard, VT 05031

Dear Jeff:

I am pleased to provide a letter of support for the Town of Barnard's application submission for a Category D Better Back Roads grant to repair the failing abutment on this bridge on Chateauguay Road. This will improve the road erosion issues on Chateauguay Road and within Locust Creek.

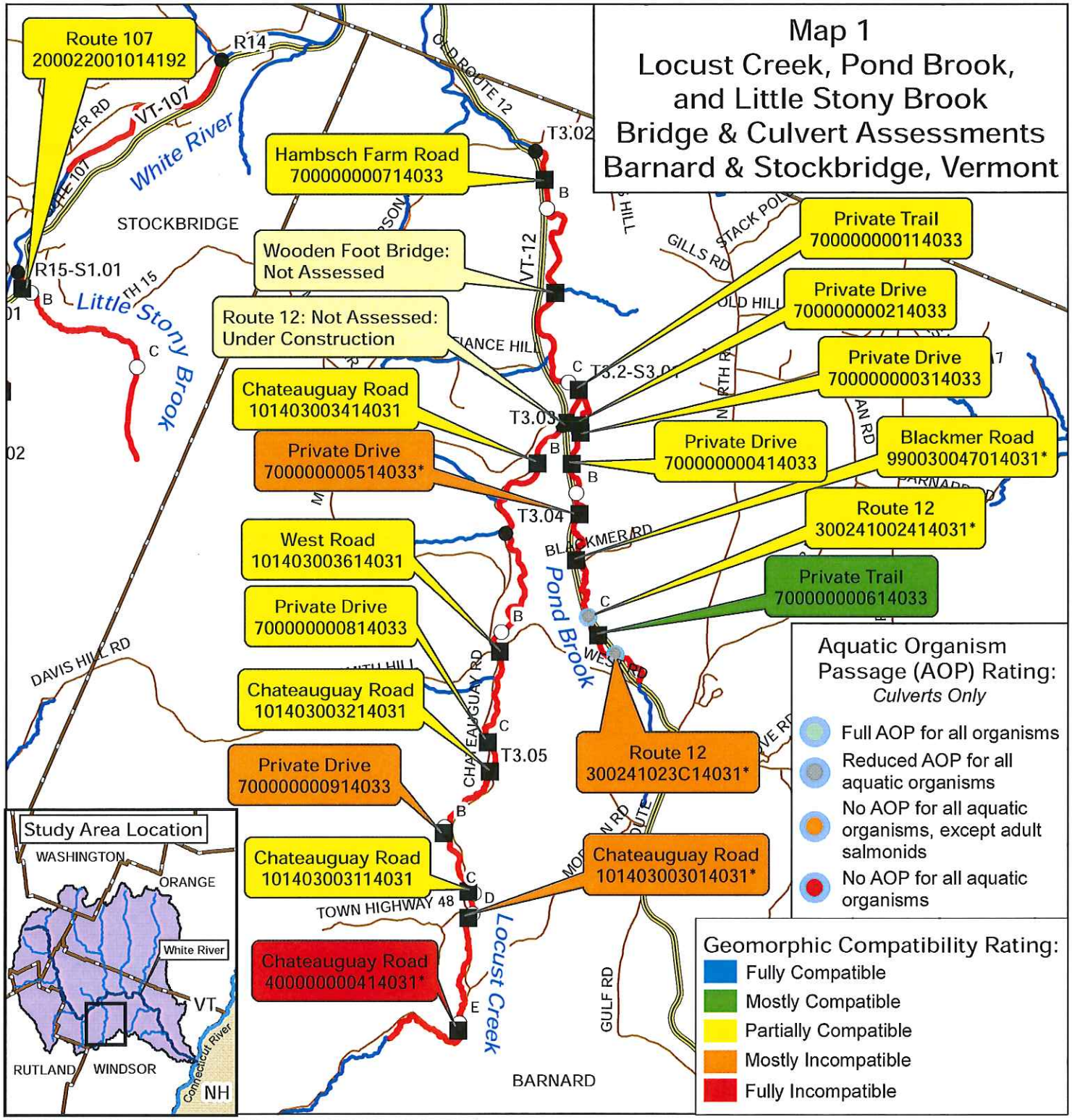
Please contact me if you have any questions.

Sincerely,

Rita Seto, AICP
Senior Planner

128 King Farm Rd.
Woodstock, VT 05091
802-457-3188
trorc.org

William B. Emmons, III, Chair
Peter G. Gregory, AICP, Executive Director



The ID numbers are provided by the 2010 "TransStructures_TRANSTRUC"shapefile from the Vermont Center for Geographic Information, unless no number was available. The SgalD (State of Vermont Data Management System) was used if no "TransStructures_TRANSTRUC" information was available.

Geomorphic Compatibility Rating for bridges is adapted from the Vermont Culvert Geomorphic Compatibility Screening Tool (Miloneand MacBroom, Inc. 2008).

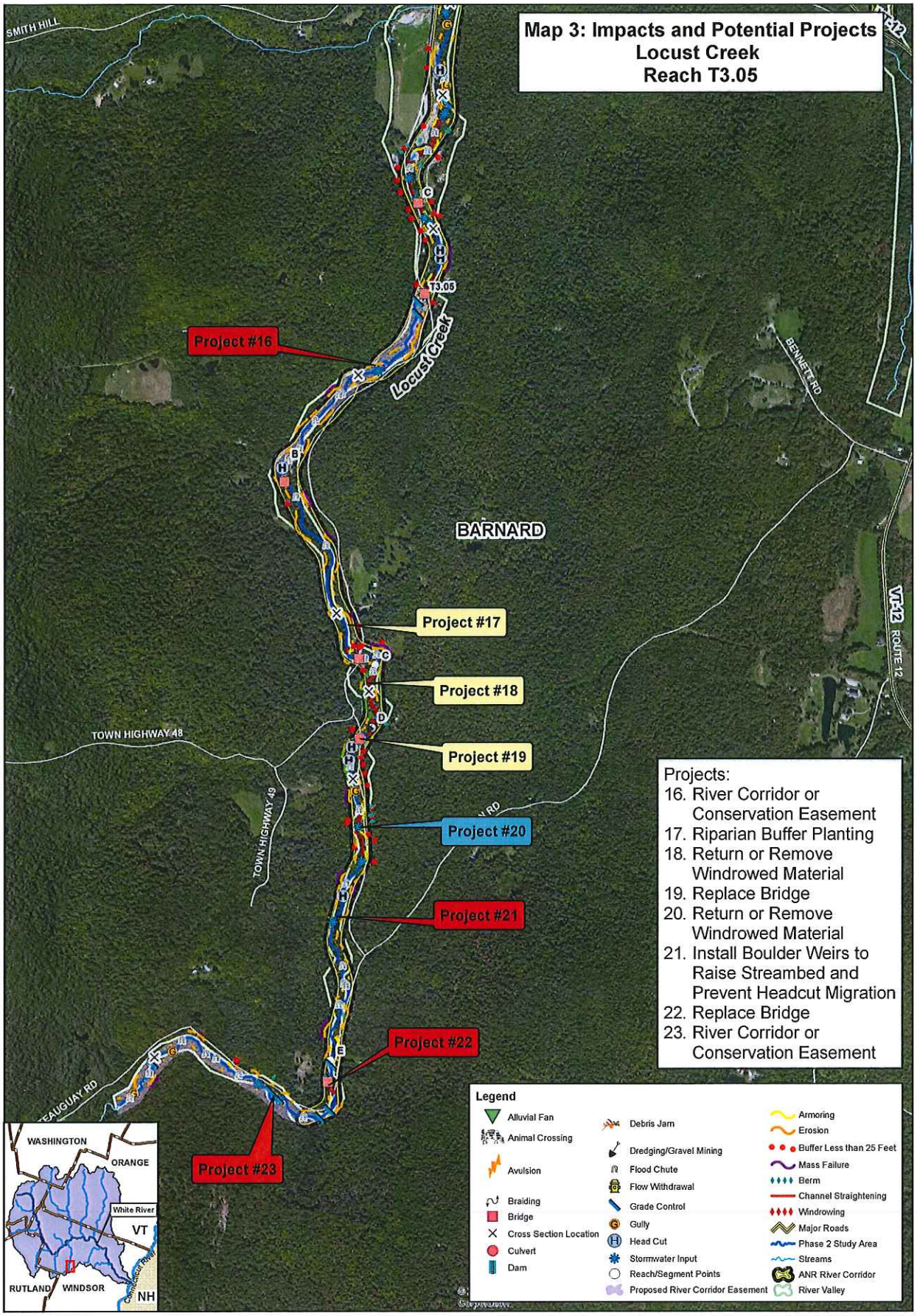
Aquatic Organism Passage Rating for culverts is from the Vermont Culvert Aquatic Organism Passage Screening Tool (Milone and MacBroom, 2009).

*Structure is recommended for replacement.

Bear Creek Environmental

Table 6. Upper-Mid White River Watershed Bridge Assessment (2014)
Geomorphic Compatibility

Reach/ Segment Number & Map #	Town	Road Name	Structure ID[1]	Percent Bankfull Channel Constriction Width[2]	Phase 2 Notes	Scoring						Priority for Replacement
						% Bankfull Width	Sediment Continuity	Approach Angle	Erosion & Armoring	Total Score	Geomorphic Compatibility	
T3.04-C (Map 1)	Barnard	Chateauguay Road	101403003214031	19.5/34.4 = 57	Boulder weir just downstream of structure. Bridge in good condition but out of alignment with stream channel. Riprap failing but abutments intact. Deposition above and below. Scour below. Large side bar upstream.	2	3	5 Naturally Straight	0	**10**	Partially Compatible	Moderate (Undersized but in good condition, poor alignment)
T3.05-B (Map 1)	Barnard	Private Drive	700000000914033	26/29.4 = 88	Stormwater from overland flow is entering at downstream abutment. Large mass failure just upstream of structure. Stream fords both upstream and downstream. Scour on downstream eastern abutment. Bridge damaged during TSI. Deposition above and below.	3	2	3 Mild Bend	0	**8**	Mostly Incompatible	Moderate (Slightly undersized, mass failure present, abutment scour, abundant erosion)
T3.05-B (Map 1)	Barnard	Chateauguay Road	101403003114031	17/29.4 = 58	Good condition. Large avulsion from TSI enters above bridge. Floodplain was bermed to put channel back to its original place. Deposition above and below. Scour below.	2	4	2 Channelized Straight	4	**12**	Partially Compatible	Moderate (Undersized but in good condition, geomorphically unstable upstream)
T3.05-D (Map 1)	Barnard	Chateauguay Road	101403003014031	20/29.4 = 68	Good condition overall but scour under western downstream abutment and wing wall. Riprap in bed within the structure. Headcut in structure. Poor alignment.	2	4	0 Sharp Bend	0	**6**	Mostly Incompatible	**High** (Good condition but undersized, poor alignment, head cut present)
T3.05-E (Map 1)	Barnard	Chateauguay Road	400000000414031	13/29.4 = 44	Significantly undersized. Bridge built on bedrock grade control. Scour on western abutment. Log landing adjacent to eastern side. I-beams rusting and in fair condition. Poor alignment and major aggradation above.	1	3	0 Sharp Bend	0	**4**	Fully Incompatible	**High** (Fair condition, significantly undersized, major aggradation)
T8.01-A (Map 3)	Hancock	Route 100	200013014501082	51/51.3 = 99	Very low clearance. Bermed and windrowed heavily upstream and downstream. If channel avulses around structure homes are vulnerable in residential area. Rusty I-beams but intact. Scour around the decking.	3	4	2 Channelized Straight	2	**11**	Partially Compatible	Moderate (Low clearance, homes in area are vulnerable)
T8.01-B (Map 3)	Hancock	Private Trail	700000000001083	70/51.3 = 136	Footbridge for Camp Killooleet. Remnants of old Killoleet Dam is 125 feet upstream of structure. Fairly new structure with extensive windrowing and riprap. Channel filled in with large side bar between center pier and northern abutment.	5	4	2 Channelized Straight	4	**15**	Mostly Compatible	Moderate (Good condition, adequate size, but major aggradation between pier and abutment)
T8.02-B (Map 3)	Hancock	Private Trail	700000000101083	56/50 = 112	Old rusty I-beams. Abutments unstable. New riprap. Stream ford below bridge. No major geomorphic problems noted.	4	5	2 Channelized Straight	0	**11**	Partially Compatible	Low (Rusty I-beams and unstable abutments but adequately sized)
T8.02-C (Map 3)	Hancock	Route 125	200174002301082	43.5/50 = 87	Scour below and poor alignment. Span is 69 feet but riprap causing a constriction width of 43.5 feet. Mid-channel bar upstream of structure. Bermed and windrowed downstream of bridge.	3	4	3 Mild Bend	3	**13**	Mostly Compatible	Low (Slightly undersized but mostly compatible)
T8.03-B (Map 3)	Hancock	Private Trail	700000000201083	72/34.6 = 208	Foot bridge located on top of valley walls over bedrock gorge. Not bankfull or floodprone constriction. Brand new and no problems. Pool downstream not due to bridge.	5	5	5 Naturally Straight	5	**20**	Fully Compatible	Not recommended for replacement



Background is Bing Imagery

Project Priority:
- Low
- Moderate
- High

N W E S

0 1,000 2,000 Feet

1 inch = 1,000 feet

Bear Creek Environmental

Upper & Middle White River Watershed Restoration & Protection Projects
Barnard, Hancock, Pittsfield, Rochester, and Stockbridge, Vermont
White River Partnership
March 26, 2015

Legend: ● Effective ◒ Limited ○ Ineffective

Project Number Segment	Project Category	Project Type	Stream Name	Town	Project Location	Priority	OBJECTIVES: Improves or Protects Habitat[1]	Improves Water Quality[2]	Improves Long-term Channel Stability[3]	Protects Infrastructure, and Property[4]	Comments
Project #18 T3.05-C (Refer to Map 3)	Stream Channel Improvement and Restoration	Return or Remove Windrowed Material	Locust Creek	Barnard	Between two Chateauguay Road bridges in vicinity of Town Highway 48	Low	◒	○	●	◒	This section was heavily windrowed and dredged post-Irene. It has lost its natural planform and habitat has been majorly degraded. Removing windrowing could cause the channel to avulse as it did during Irene, which could cause damage to Chateauguay Road.
Project #19 T3.05-D (Refer to Map 3)	Structure Replacement/ Removal	Replace Bridge	Locust Creek	Barnard	On Chateauguay Road approximately 300' south of TH 48 and Chateauguay Road intersection	Low	◒	○	●	●	This bridge is in good condition, but is undersized and has poor alignment and a headcut on the streambed within it. Replace with adequately sized structure and arrest headcut with boulder weirs.
Project #20 T3.05-D (Refer to Map 3)	Stream Channel Improvement and Restoration	Return or Remove Windrowed Material	Locust Creek	Barnard	Along Chateauguay Road between TH 48 & Morgan Road	Moderate	◒	○	●	◒	The creek was windrowed in the vicinity of Chateauguay Road in multiple locations. Gravel berms are restricting floodplain access and channel excavation is contributing to geomorphic instability/headcuts. Proximity to road may make this project difficult to implement.
Project #21 T3.05-D (Refer to Map 3)	Stream Channel Improvement and Restoration	Install Boulder Weirs to Raise Streambed and Prevent Headcut Migration	Locust Creek	Barnard	Locust Creek Near Morgan Road	High	◒	○	●	◒	Four active headcuts are present in this segment and traveling upstream. Consider installing boulder weirs above headcuts to stabilize streambed and prevent headcut migration upstream.
Project #22 T3.05-E (Refer to Map 3)	Structure Replacement/ Removal	Replace Bridge	Locust Creek	Barnard	On Chateauguay Road near 4411 Chateauguay Road	High	◒	○	●	●	This bridge is significantly undersized, old, and being scoured around its abutments. It is poorly aligned to Locust Creek, and the stream is majorly aggrading above it.
Project #23 T3.05-E (Refer to Map 3)	Floodplain Improvement and Conservation	River Corridor or Conservation Easement	Locust Creek	Barnard	Locust Creek upstream of 4411 Chateauguay Road	High	◒	◒	●	◒	This section of the creek has few human impacts and good aquatic habitat. Two large tracts of land. Good candidate for conservation easement.
Project #24 T3.2-S3.01-A (Refer to Map 1)	Floodplain Improvement and Conservation	Riparian Buffer Planting and Restore Adjacent Wetlands	Pond Brook	Barnard	From confluence with Locust Creek upstream ~4,000 feet on both banks	High	●	●	◒	○	Buffers are lacking on both banks for almost all of segment A due to agricultural activities. Adjacent wetlands were historically ditched & drained. Project may be eligible for CREP.
Project #25 T3.2-S3.01-A (Refer to Map 1)	Structure Replacement/ Removal	Remove Constructed Log Dam	Pond Brook	Barnard	At 8262 VT Route 12	High	●	○	●	○	A constructed log dam exists in this location, creating a 7-foot total drop (3.5 feet to water surface) in the streambed. It is a barrier to aquatic organism passage.
Project #26 T3.2-S3.01-B (Refer to Map 2)	Structure Replacement/ Removal	Replace Bridge	Pond Brook	Barnard	Private Drive to 7854 & 7856 VT Route 12	High	◒	○	●	●	The bridge is a major channel constriction and is in poor condition. Aggradation was windrowed in vicinity of bridge post-Irene.
Project #27 T3.2-S3.01-B (Refer to Map 2)	Structure Replacement/ Removal	Replace Bridge	Pond Brook	Barnard	On Blackmer Road near intersection with Route 12	Low	◒	○	●	●	Bridge is very undersized and has poor channel alignment. Bridge is in good condition.

[1] Enhances or protects aquatic or riparian habitat
[2] Reduces sedimentation and phosphorus levels
[3] Moves the channel toward equilibrium where the water and sediment are in balance
[4] Reduces risk of flooding and erosion hazard

PROOF LOCAL SHARE

MUNICIPAL BUDGET	Actual FY14	Actual FY15	Budget FY16	Actual FY16 to 12/31/2015	Budget FY17
TOTAL REVENUES	1,341,929.07	1,564,495.11	1,445,367.00	1,394,123.17	1,558,276.00
SPENDING					
HIGHWAY					
EQUIPMENT OPERATIOINS					
Fuels	61,169.83	49,534.63	55,000.00	9,702.34	50,000.00
Insurance	9,375.62	9,868.16	10,300.00	5,152.80	6,000.00
Maintenance: Excavator	0.00	152.74	0.00	63.70	1,500.00
Maintenance: One-Ton	5,278.00	2,555.93	2,500.00	1,243.22	2,500.00
Maintenance: Grader	4,260.28	7,102.85	5,000.00	800.00	5,000.00
Maintenance: Loader	15.98	8,755.39	5,000.00	3,872.60	5,000.00
Maintenance: Misc. Equip.	210.65	866.36	2,500.00	60.83	2,500.00
Maintenance: Trucks	30,744.92	28,587.79	15,000.00	13,472.19	15,000.00
TOTAL, EQUIPMENT OPERATIONS	111,055.28	107,423.85	95,300.00	34,367.68	87,500.00
GARAGE OPERATIONS					
Insurance	2,352.30	1,954.99	2,100.00	5,967.25	6,000.00
Maintenance & Repairs	5,892.56	20,695.26	15,000.00	2,411.31	10,000.00
Supplies & Tools	8,318.90	7,383.34	5,000.00	2,209.39	5,000.00
Utilities	3,102.21	3,297.86	3,500.00	1,558.99	3,500.00
TOTAL, GARAGE OPERATIONS	19,665.97	33,331.45	25,600.00	12,146.94	24,500.00
MATERIALS					
Chloride	3,560.00	4,897.99	4,000.00	2,670.00	5,000.00
Culverts	7,914.12	8,091.87	5,000.00	3,566.62	5,000.00
Gravel & Hardpack	84,459.17	135,043.99	65,000.00	70,138.38	75,000.00
Guardrails & Signs	106.85	1,330.03	4,000.00	2,657.65	4,000.00
Misc. supplies	28.00	178.06	500.00	703.40	1,000.00
Paving	0.00	567.64	0.00	5,547.88	2,000.00
Salt	33,933.09	39,366.68	35,000.00	0.00	35,000.00
Sand	26,250.00	40,000.00	60,000.00	37,500.00	60,000.00
TOTAL, MATERIALS	156,251.23	229,476.26	173,500.00	122,783.93	187,000.00
PROJECTS AND GRANTS*					
Better Back Roads	9,598.96	0.00	0.00	0.00	0.00
Highway Projects	0.00	0.00	0.00	23.96	10,000.00
Green Gate Culvert	55,338.00	12,992.79	0.00	0.00	0.00
CDBG :LOC CRK	0.00	0.00	0.00	8,463.19	74,000.00
Paving/Resurfacing	50,000.00	370.96	75,000.00	220,793.61	100,000.00
TOTAL, PROJECTS & GRANTS	114,936.96	13,363.75	75,000.00	229,280.76	184,000.00
ROAD CREW					
Health Benefits	47,078.31	43,204.77	45,096.00	17,545.76	48,070.00
Insurance - Unemploy & Work.Comp.	11,536.24	13,644.62	17,600.00	13,421.91	18,000.00
Retirement Funding	7,641.78	8,456.58	8,845.00	3,651.56	7,465.00
Social Security Taxes	12,340.83	13,161.31	13,260.00	5,094.30	10,385.00
Uniforms	6,499.43	7,308.73	6,000.00	3,485.16	6,000.00
Wages: Crew Overtime	10,470.19	11,349.75	12,000.00	1,643.63	11,000.00
Wages: Crew	83,801.33	82,240.00	89,440.00	40,680.00	85,800.00
Wages: Foreman Overtime	5,431.22	6,114.01	8,000.00	1,188.00	6,000.00
Wages: Foreman	47,418.03	58,030.50	55,120.00	22,880.00	49,920.00
Wages: Extra Help	9,570.00	8,567.50	10,000.00	200.00	10,000.00
TOTAL ROAD CREW	241,787.36	252,077.77	265,361.00	109,790.32	252,640.00

Plus FA labor, equip, materials