



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
- D. Structure/culvert upgrades

Town/Organization: Town of Bridport

Project Name: Crown Point RD Bridge

Road Name: Crown Point RD TH #: 1 Structure # (if applicable): 35

Road Type: Paved or Unpaved (circle one) Curbed or Uncurbed (circle one)

Class 1 Class 2 Class 3 Class 4 (circle one)

Watershed: Dead Creek

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

Bridge Deck is heavily saturated and steel beams need repair. Edge spawling is also happening. Bridge was constructed in 1940s and equipment load is too heavy for existing bridge

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):

Replace bridge except abutments. more information in attachment

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



Distance from end of project to nearest water (stream, lake, or stormwater system that outlets directly to water). Please circle one: 0-50' 50-250' 250'+

Progress to Date:

none

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

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: Bridge management Inspection Unit No

Q 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.):

Vermont Agency of Transportation
Bridge management and Inspection Unit
JOSH Donabedian, RPC

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

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

will be put out for Bid



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

See Attached

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

out of pocket

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

Estimated Total Project Cost (including 20% local match): 315,000

Estimated Completion Date: Fall 2016

REQUIRED ATTACHMENTS:

- Itemized Cost Estimate (labor, equipment, materials)
(For assistance, call Better Backroads at 802-828-4585)
- Project Location Map
(Please show location of affected water; 1:12,000 USGS map, if possible)
- Sketch of proposed erosion control measures, including:
 - Distances (ft.)
 - Estimate of waste & borrow quantities
 - Approx. location of town/other right-of-way and/or property lines
- Photo(s) of the project area.
- Agreement for Entry and/or Deed of Easement (if project is outside Town ROW).
- 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: Foreman



January 26, 2016

BUDGET PROPOSAL
 Crown Point Road Bridge (BR5)
 Bridport, VT

Scope of Work: Replace existing deck with new concrete box beam deck

OPTION #1: 24' Wide Deck

Inclusions

*Mobilization	*On-Site Traffic Control/Signing
*Erosion Control	*Remove Existing Concrete Deck
*Remove Existing Beams	*Cap Existing Bridge Seat
*Cut Back Wing walls to accommodate 24' deck	*Set and Grout Box Beams
*Waterproof Membrane	*Pave Deck and Approaches
*New Bridge and Approach Rails	*Line Striping

Exclusions

*Permits	*Testing
*Precast Beams/Bearings delivered to project	*Off site/ Detour Signing

Option #1 Lump Sum \$ 163,000.00

OPTION #2: 27' Wide Deck

Inclusions

- *All Above Inclusions
- *Widen Approaches
- *Extend Wingwalls

Excludes

- *All Above Exclusions

Option #2 Lump Sum **\$ 188,200.00**

Alternates:

Base bid for *Option #1* and *Option #2* include rail systems meeting current VTRANS standards. If the town obtains a waiver to install rails meeting previous VTRANS standards, the following deduct will result:

DEDUCT \$ 20,000.00

P.O. Box 489 Hinesburg, Vermont 05461

Tel: (802) 888-8888 E: info@parentconstructionvt.com

PROPOSAL

JOSEPH P. CARRARA & SONS, INC.
 CONCRETE CONTRACTORS
 ARCHITECTURAL / STRUCTURAL PRECAST CONCRETE PRODUCERS
 2464 CASE STREET MIDDLEBURY, VERMONT 05753
 TEL (802) 388-6363 FAX (802) 388-9010

PROPOSAL SUBMITTED TO : Town of Bridport <i>Attention : Lenard Barrett</i>		PHONE : Cell. 349-4179 Fax .	DATE : January 22, 2015
STREET :		PROJECT : Crown Point Road Bridge #B5	
CITY, STATE, ZIP CODE :		PROJECT LOCATION : Bridport, VT	
ARCHITECT / ENGINEER: JPC	DATE OF PLANS: Measured EX. Adjustments		

We hereby submit specifications and drawings for:

Precast Concrete Members
 We include the following,

1. Option #1 - Six 27" deep x 4' wide x 57.16' long precast prestressed concrete box beams. Approximate weight = 48,000 lbs.
 Option #2 - Nine 27" deep x 3' wide x 57.16' long precast prestressed concrete box beams. Approximate weight = 39,000 lbs
2. Design and shop drawings with a VT PE seal.
3. Freight to the jobsite. Purchaser shall provide firm and level access for JPC tractors with 48' trailers to access the site under their own power. Purchaser shall provide ten working days notice prior to shipping with an erection sequence and detailed directions to the jobsite. Shipping schedules are subject to all local, state and federal DOT restrictions.
 JPC trucks are allowed one hour on site for unloading, any time over the allotted one hour will be billed out at \$95 per hour.
4. Foam seals at P/T ducts, supplied loose and installed by others.
5. # 8 epoxy rebar anchor dowels and 3/4" thick x 6" wide elastomeric bearing pads, supplied loose and installed by others.
6. Embedded H.D. galvanized guard rail clusters on fascia beams with studs, plate washers and nuts. Guardrail posts and rails by others.
7. Equipment materials and technician to P/T beams. (2 trips). Purchaser shall provide a level platform to stand on at each P/T blockout and one man to assist. Purchaser shall provide power

Exclusions: rigging materials, off loading, erection, grout, sealants, membranes, topping, curbs, on site engineering/surveys, traffic control, taxes, liquidated/consequential damages, materials/labor to patch P/T blockouts, payment/performance bonds, anchor dowels, independent testing services, design of bearing members.

Lump Sum F.O.B. Jobsite
 Option #1 - \$87,505.00 (will result in approximate 22'-6" between guardrails)
 Option #2 - \$121,283.00 (will result in approximate 25'-6" between guardrails)

This Proposal shall become part of and be included in the Contract between J.P. Carrara & Sons, Inc. and the Purchaser.

We Propose hereby to furnish material and labor - complete in accordance with the above specifications, for the sum of: _____ dollars (_____)

Payment to be made as follows:
 Monthly progress payments shall be made, Net 30 days. J. P. Carrara & Sons, Inc. shall be paid for material stored in our yard. J.P. Carrara & Sons, Inc. shall be paid for engineering and shop drawings, net 30 days. No retainage.

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alterations or deviation from the above specifications involving extra costs will be executed only upon written orders, and will incur an extra charge over and above the estimate. An agreement contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance.

Authorized Signature: Michael A. Davis
 Michael A. Davis

Note: This proposal may be withdrawn by us if not accepted within 30 Days

Acceptance of Proposal - The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Date of Acceptance: _____ Signature: _____







VERMONT

AGENCY OF TRANSPORTATION

FY 2017 Municipal Highway Grant Application

APPLYING FOR: Structures Class 2 Roadway Emergency

MUNICIPALITY: Town of Bridport MUNICIPAL CONTACT (name): Michael Sunderland

MAILING ADDRESS: 284 Short Street Bridport, Vermont 05734

Phone: (802) 758-2113

E-Mail: bridportdpw@gmavt.net

ACCOUNTING SYSTEM: Automated Manual Combination

DUNS #: 80-469-2358

Grantee FY End Month (mm format): 12

DISTRICT CONTACT (name): Ashley Bishop

Phone: (802) 363-1182

E-Mail: ashley.bishop@vermont.gov

SCOPE OF WORK TO BE PERFORMED BY GRANTEE

Location of Work. The work described below involves the following town highway / structure:

TH# 1, (Name) Crown Point Road which is a class 2 town highway.

Bridge # 5, which crosses west branch dead creek

Culvert # , for which the original size was and the replacement size is

Causeway:

Retaining Wall:

Latitude:

Longitude:

MM (If Available):

Problem:

Bridge deck is heavily saturated and steel beams need repair. Edge spawling is also happening

Reason For Problem:

Bridge was constructed in 1940's plus load is too heavy for existing bridge

Proposed Scope of Work:

Replace bridge except abutments. More information in attachment

Detailed Cost Estimate (below or attached):

Attached see option 2 lump sum on page 1 and 2 total 309,483+5,000 for engineering that isn't included in this document

Estimated Project Amount: \$ 315,000.00

Estimated Completion Date: 09/01/2016

Bridport

Addison County Regional Planning Commission

14 Seminary Street Middlebury, VT 05753 www.acrpc.org Phone: 802.388.3141 Fax: 802.388.0038

April 12, 2016

Alan May
Agency of Transportation
Municipal Assistance Bureau

Richard Hosking
Agency of Transportation
District 5 District Project Manager

Dear Alan and Dick,

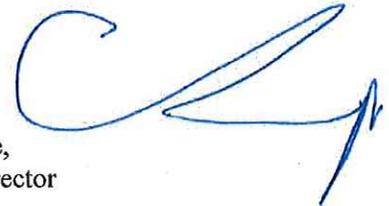
I am writing to express the Addison County Regional Planning Commission's support of the Town of Bridport's joint application to the Better Roads Category D – Town Highway Structures grant programs for the upgrade/replacement of the Crown Point Road Bridge over the West Branch of Dead Creek. Bridport has demonstrated an unmatched commitment to upgrading its transportation infrastructure so as to minimize impacts on water quality. I have no doubt that this project will result in the important water quality benefits that this program strives to achieve, while also helping Bridport build a safer, more resilient transportation system.

Our staff Transportation Planner, Josh Donabedian, has worked closely with Bridport Road Foreman Mike Sunderland in recent months on a Category A Road and Culvert/Bridge Inventory and Capital Budget Plan. The proposed project has been identified by Mike and Josh as the highest priority bridge project within the town; the associated bridge inspection report has repeatedly called for deck replacement "in the near future" dating back to 2010 and its overall condition continues to deteriorate. Furthermore, ACRPC's Transportation Advisory Committee recently ranked this project in the top 5 of its annual Town Highway Bridge Project Prioritization rankings submitted to VTrans. This project is of particular significance given the current conditions of the bridge and its location over a system of streams and tributaries with very close proximity to Lake Champlain. This project is also supported by several goals, objectives and recommended actions set forth in the Transportation and Natural Resources Sections of the Addison County Regional Plan.

It is clear that The Town of Bridport understands the connection between its transportation system and potential impacts on water quality. The Town recognizes this as an important opportunity to work with VTrans to both pursue Town goals and uphold its responsibility to mitigate its impacts on the region's water quality. It has the full support of ACRPC in these efforts. 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 802-388-3141 or alougee@acrpc.org.

Sincerely,


Adam Lougee,
Executive Director



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



Addison County
Regional Planning Commission