



# VERMONT

## AGENCY OF TRANSPORTATION

### FY 2026 Municipal Highway Grant Application

APPLYING FOR: ☒ Structures ☐ Class 2 Roadway ☐ Emergency

MUNICIPALITY: Richmond MUNICIPAL CONTACT (name): Peter Gosselin

MAILING ADDRESS: 203 Bridge Street, Richmond VT 05477

Phone: (802) 434-2631

E-Mail: pgosselin@richmondvt.gov

ACCOUNTING SYSTEM: ☒ Automated ☐ Manual ☐ Combination

SAM #: 019336999

Grantee FY End Month (mm format): 06

DISTRICT CONTACT (name): Jim Cota

Phone: 655-1580

E-Mail: jim.cota@vermont.gov

#### SCOPE OF WORK TO BE PERFORMED BY GRANTEE

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

TH# 14, (Name) Stage Road which is a class 3 town highway.

Bridge # \_\_\_\_\_, which crosses \_\_\_\_\_

Culvert # 1410, for which the original size was 60"x40' and the replacement size is 142"x91"x60'

Causeway: \_\_\_\_\_

Retaining Wall: \_\_\_\_\_

Latitude: 44.33.27

Longitude: 72.55.58

MM (If Available): \_\_\_\_\_

#### Problem:

Culvert is deteriorated and too short for the crossing. The hydraulic study concludes the culvert is undersized. Guardrails are tipping out from the road due to lack of adequate shoulder. The center of the culvert is bowed and showing signs of collapse. Culvert overtopped from the July 16, 2023 storm and washed out 2650 feet of Stage Road and the same damage occurred again with the July 11, 2024 storm.

#### Reason For Problem:

Aged and undersized drainage crossing culvert.

#### Proposed Scope of Work:

Replace 60"x40' cmp road crossing culvert to a 142" x 91" x 60" corrugated metal arch pipe with poured in place concrete headwalls. Install new guardrails.

#### Detailed Cost Estimate (below or attached):

See attached

Estimated Project Amount: \$ 486,277.00

Estimated Completion Date: 11/15/2026

Municipality has adopted Codes & Standards that meet or exceed the State approved template?		<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Municipality has a current Network Inventory?		<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Municipality <b>MUST</b> complete the following environmental resource checklist:			
EXISTING STRUCTURES: (check all that apply)			
<input checked="" type="checkbox"/> Steel Tube Culvert	<input type="checkbox"/> Concrete Box Culvert		
<input type="checkbox"/> Stone Culvert	<input type="checkbox"/> Concrete Bridge		
<input type="checkbox"/> Ditch	<input type="checkbox"/> Rolled Beam/Plate Girder Bridge		
<input type="checkbox"/> Metal Truss Bridge	<input type="checkbox"/> Wooden Covered Bridge		
<input type="checkbox"/> There are foundation remains, mill ruins, stone walls or other	<input type="checkbox"/> Masonry Structure		
<input type="checkbox"/> Stone Abutments or Piers	<input type="checkbox"/> Buildings (over 50 yrs old) within 300 feet of work		
<input type="checkbox"/> Other:			
PROJECT DESCRIPTION: (check all that apply)			
<input type="checkbox"/> The project involves engineering / planning only	<input type="checkbox"/> The project consists of repaving existing paved surfaces only		
<input type="checkbox"/> The project consists of reestablishing existing ditches only within existing footprint	<input checked="" type="checkbox"/> All work will be done from the existing road or shoulder		
<input checked="" type="checkbox"/> The structure is being replaced on existing location / alignment	<input checked="" type="checkbox"/> There will be excavation within 300 feet of a river or stream		
<input type="checkbox"/> New structure on new alignment	<input type="checkbox"/> Repair/Rehab of existing structure		
<input type="checkbox"/> There will be excavation within a flood plain	<input type="checkbox"/> Road reclaiming, reconstruction, or widening		
<input type="checkbox"/> Tree cutting / clearing	<input checked="" type="checkbox"/> Temporary off-road access is required		
<input type="checkbox"/> New ditches will be established	<input type="checkbox"/> The roadway will be realigned		
The municipality has included photos of the project. Must show infrastructure and surrounding features as much as possible. <input type="checkbox"/> YES <input type="checkbox"/> NO			

**Below this line to be filled in by VTrans staff:**

Recommended Award Amount:

District Staff Approval: (name) \_\_\_\_\_ Date: \_\_\_\_\_

**Note:**

Projects may involve impacts to protected historic or archaeological resources. For more information, responsible parties are encouraged to contact the District staff.

**Estimated project cost summary:****Item:**

Mobilization / demobilization	lump sum	10000
Construction signage and traffic control devices	lump sum	10000
Excavation	all site work	150,000
Guardrails remove and replace (150 lf)	200' @ \$40	8000
Culvert 142" x 91" x 60' arch pipe	60' @ \$650	39000
Culvert bands	2 x @ \$1100	2200
Retention sills	11 x @ \$1150	12650
Freight for new culvert	lump sum	2500
Drainage stone	200 ton @ \$40	8000
Type III stone	50 ton @ \$30	1500
Bank run gravel	200 ton @ \$20	4000
Plant mix gravel	150 ton @ \$40	6000
Road fabric	LS	1000
Jersey barriers	lump sum	15,000
Trucking	40 hours @ \$200	8000
Job site illumination	lump sum	5000
Inlet headwall (concrete)	lump sum	40000
Outlet headwall (concrete)	lump sum	40000
Topsoil seed and mulch	lump sum	5000
Engineering, easements and plans	lump sum	55000
Subtotal		\$422,850
Project 15% contingency		<u>63427</u>
<b>Total project estimated cost</b>		<b>\$486,277</b>

<b>Maximum allowable project state grant funding</b>	<b>\$200,000</b>
<b>Town bridge and culvert reserve (20% match plus project balance)</b>	<b>\$286,277</b>

submitted by: Peter Gosselin 4-4-25



March 23, 2018

Town of Richmond  
Attn: Pete Gosselin, Road Foreman  
203 Bridge Street  
Richmond, VT 05477

RE: Hydraulic Study – Stage Road (TH14)  
GPS Coordinates: 44.39374 N / -72.93248W  
Waterbody: Unnamed tributary to the Winooski River

### Project Understanding

East Engineering has completed a preliminary hydraulic study for the above referenced site and has summarized details of the study in subsequent sections of this letter. A site visit was conducted on March 21, 2018 to visually inspect the stream, road, and culvert conditions. Due to heavy snowpack and ice conditions, approximate measurements were completed for the road, stream, and culvert. Measurements should be refined/confirmed, and this study revised (if necessary), once the site clears of snow/ice.

### Hydrology

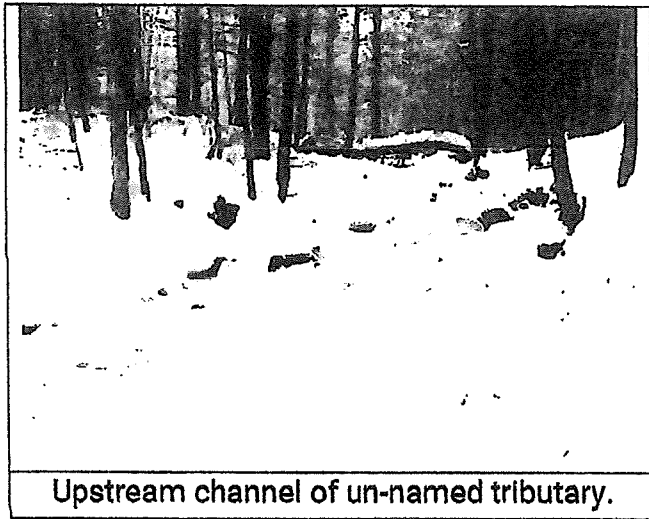
This site consists of a hilly/mountainous drainage basin, is primarily wooded with steep grades, and is located in a rural setting. Near the road crossing, the stream channel slope averages approximately 7%, however, there is a mix of areas that have plunges (steeper than 7%) and sections that meander (shallower than 7%). The area immediately upstream and downstream of the culvert (approximately 50' either direction) have a channel slope of approximately 2-4%. The total drainage area upstream of the culvert Inlet is approximately 0.95 mi<sup>2</sup>.

The following design flow rates were obtained from USGS StreamStats:

Recurrence Interval (Years)	Flow Rate in Cubic Feet Per Second (CFS)
Q2	53
Q10	114
Q25	154 (Local Road Design)
Q50	190
Q100	229 (Check Flow)

### Channel Morphology

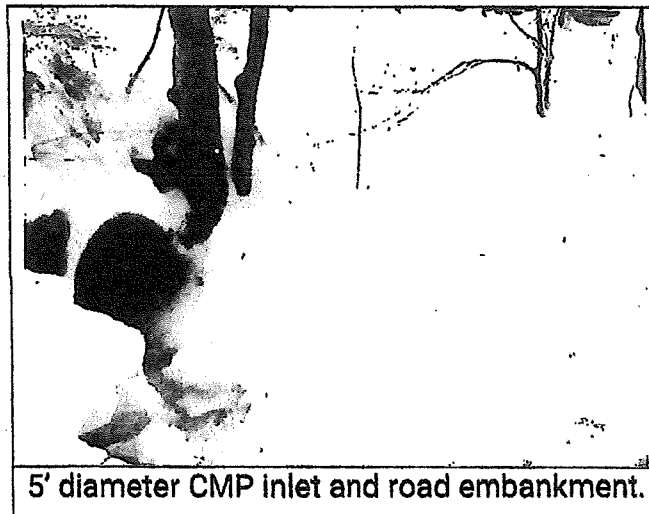
This stream channel is steep and consists of large boulders, ledge outcroppings and plunge pools. Both inlet and outlet banks are steep and wooded. The bank full width varies and ranges from 8-12 feet, with several larger pool areas (depending on boulder/ledge locations) and several narrow channel locations. The depth of the stream varies and is shallow at some of the drops and has several pools that are several feet deep. The culvert inlet sits in a topographic depression, which has collected debris during higher flow events. The outlet channel appears to be slightly scoured due to higher velocities caused by the undersized culvert. The outlet channel generally parallels Stage Road in the vicinity of the project.



Upstream channel of un-named tributary.

### Existing Conditions

The existing structure is a 5' diameter corrugated metal pipe culvert, which is both galvanized and tar coated, providing approximately 20 ft<sup>2</sup> of waterway opening. The top half of the culvert appears to be in fair condition, given the age, however, the bottom portion of the culvert has lost all galvanized and tar coatings and shows signs of corrosion and deterioration. The inlet headwall of the culvert is stacked stone, which is in poor condition and is deteriorating. Due to the grade difference between the road and the stream, both the inlet and outlet slopes above the headwalls are very steep and show signs of erosion.



5' diameter CMP inlet and road embankment.

The structure is not in compliance with the VTrans Hydraulic Manual, does not meet bankfull width requirements, and restricts aquatic organism passage (AOP). Hydraulic calculations for the existing culvert were completed using *HY-8 Culvert Hydraulic Analysis Program*, published by the US Department of Transportation, Federal Highway



Administration. Results show that headwater depths do not overtop the roadway, however, are not in accordance with the VTrans Hydraulic Manual. Headwater depths of 5.7' at Q100 and 4.2' at Q25 were calculated.

### **Replacement Recommendations**

The span, geometry, and installation method of the replacement structure should meet several criteria, including:

- Vermont Stream Alteration General Permit
- VTrans Hydraulic Manual Standards

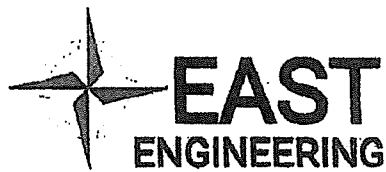
Based on the preliminary sizing information, the following structures should be considered. Minimum requirements include a 11' clear span and 44 ft<sup>2</sup> of waterway opening. The structure criteria should be further evaluated during final design to ensure compatibility with site conditions.

1. Metal Pipe Arch (Galvanized Steel or Aluminum): Exact structure dimensions vary by manufacturer, however, a structure with approximate dimensions of 11'-8"x5'-9" will provide the required waterway opening and minimum span. Pipe arches are manufactured with both closed bottoms and open bottoms. Open bottom is preferred, however, if a closed bottom is utilized, sills should be spaced at 8' increments and be "V" shaped (12" at sides, 8" in middle). Natural stream gravel or a clean (no fines) cobble/stone product should be added between sills. Concrete footers/pedestals/headwalls will be required to complete the structure installation. This structure will result in headwater depths of approximately 3.3' at Q25 and 4.8' at Q100 with no roadway overtopping.
2. Precast Concrete Box Culvert: The structure should have an 11' span and 6' high (inside opening). The box invert should be buried approximately 2' below natural stream channel elevations, which would result in an opening of 11'x4' (44 ft<sup>2</sup>). The box culvert should have sills spaced at 8' intervals and be "V" shaped (12" at sides, 8" in middle). The precast concrete box will require headwalls, wingwalls, and cutoff walls for a complete installation. This structure will result in headwater depths of approximately 2.5' at Q25 and 3.4' at Q100.
3. Any similar structure that meets the minimum requirements of this analysis and the site conditions.

### **General Comments**

Regardless of the selected replacement structure, several common items should be implemented.

1. If a closed structure (4-sided concrete box, or pipe arch) are used, the inverts should be buried to a level of 2' below natural channel elevation.



2. The wingwalls and cutoff walls should extend 4' below the invert of the streambed, or to ledge, to prevent undermining of the structure.
3. Wingwalls should be used to transition from the road grade to the stream banks. Properly sized wingwalls will mitigate road bank erosion issues and also provide additional protection from stream undermining/scouring.
4. Type III stone should be used to armor/anchor the transition from the wingwalls to the surrounding ground and for the culvert inlet/outlet.
5. Both US Army Corps of Engineers and Vermont Agency of Natural Resources – Stream Alteration should be contacted during the design phase to ensure the proposed project complies with applicable permitting standards.
6. Metal pipe arches have specific requirements regarding backfill and cover between top of structure and roadway elevation. The site should be able to provide adequate cover; however, this should be evaluated during final design.
7. As previously noted, due to snowpack/ice, approximate dimensions were obtained for the hydraulic calculations. Prior to final design, field dimensions should be confirmed, and design flows calibrated.

Please let me know if there are any questions or you need any additional information.

Sincerely,

Tyler Billingsley, P.E.  
Engineer / Owner