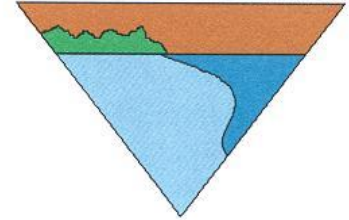


# VERMONT BETTER BACKROADS PROGRAM REPORT 1997-2005

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[www.vt.nrcs.usda.gov/rc&d](http://www.vt.nrcs.usda.gov/rc&d)

**Better Backroads**  
Clean Water You Can Afford



“RC&D - Making things happen!”

2005 marks the 9th year of the Better Backroads program and the most successful yet! With a generous increase in funding from the Governor’s Clean and Clear Action Plan, more grants were awarded in 2005 than any other year and a field technician was hired to provide targeted technical assistance to towns in the Lake Champlain Basin. Since 1997, a total of 36 Category A– Road erosion inventory & capital budget planning grants have been awarded and 177 Category B– Erosion control project grants have been awarded. Erosion control projects range in scope from installing stone-lined ditches to culvert replacement to riverbank and lakeshore stabilization. *A total of \$932,386 has been awarded to 116 towns and organizations, matched by over \$500,700 in local cash and in-kind contributions!* Thanks to all who have participated in the Better Backroads program for helping to reduce erosion and clean up Vermont’s surface waters.

## Better Backroads Partners with Vermont Youth Conservation Corps for West Shore Road project in Isle La Motte

The beautiful backdrop of Lake Champlain and the Adirondacks was the daily work site for members of the Vermont Youth Conservation Corps (VYCC) fall leadership crew during October 2005. Corps members endured a chilly week of rain and wind while clearing and burning brush, deconstructing log retaining walls and moving large boulders to prepare the Better Backroads project site for the installation of rock riprap, which would stabilize the lakeshore and the adjacent road above. The town was awarded a \$7000 Better Backroads grant to implement this project.

The partnership was coordinated by Linda Boudette, the Better Backroads technician, who facilitated the relationship between the town and the VYCC, organized project planning meetings, and provided guidance and supervision of the crew at the project site. Members of the Isle La Motte Selectboard worked alongside the crew and donated their time, materials and labor as part of the required 25% match for the grant. The town of Isle La Motte graciously donated their fire station to serve as base camp for the VYCC crew, as well as daily lunches at the Isle La Motte elementary school. Special thanks to Brian Cotterill and Heather Nielson of the VYCC, and James Senesac, Chet Bromley and Richard La Brecque of Isle La Motte for making this partnership a success!



Above: Isle La Motte Selectman Chet Bromley (right) helps VYCC members Andrew and Keegan move a boulder, while Lucy watches and Natalie and Christa move rocks in the background.



Above: Isle La Motte Selectman Richard La Brecque (right) chainsaws logs as VYCC members Lucy and Andrew clear brush.

# BETTER BACKROADS PROJECT HIGHLIGHTS



“This grant has corrected and stabilized a road bank supporting a road above before complete failure of the shoreline embankment and subsequent road collapse. The new shoreline is less steep and vegetated and will stop erosion and silt from entering the pond.” -Steve Sgorbati, Town Clerk, Sudbury



Burr Pond Road in Sudbury **before** the completion of their 2004 Better Backroads grant project. This steep bank was eroding into the pond, creating an impact to water quality and a danger to travelers on the road.

Burr Pond Road in Sudbury **after** the completion of their 2004 Better Backroads grant project. The bank has been reshaped, stabilized with riprap, covered with topsoil and revegetated.



King Hill Road in Glover **before** the completion of their 2002 Better Backroads grant. Severe erosion from the culvert outlet is starting to encroach upon the road surface and is contributing sediment to Lake Parker.



King Hill Road in Glover **after** the completion of their 2002 Better Backroads grant. Stone lined ditches and a new culvert with stone headwalls were installed.

Below: 2000 Better Backroads project in Greensboro replaced an old culvert and installed a stone lined ditch to reduce erosion.

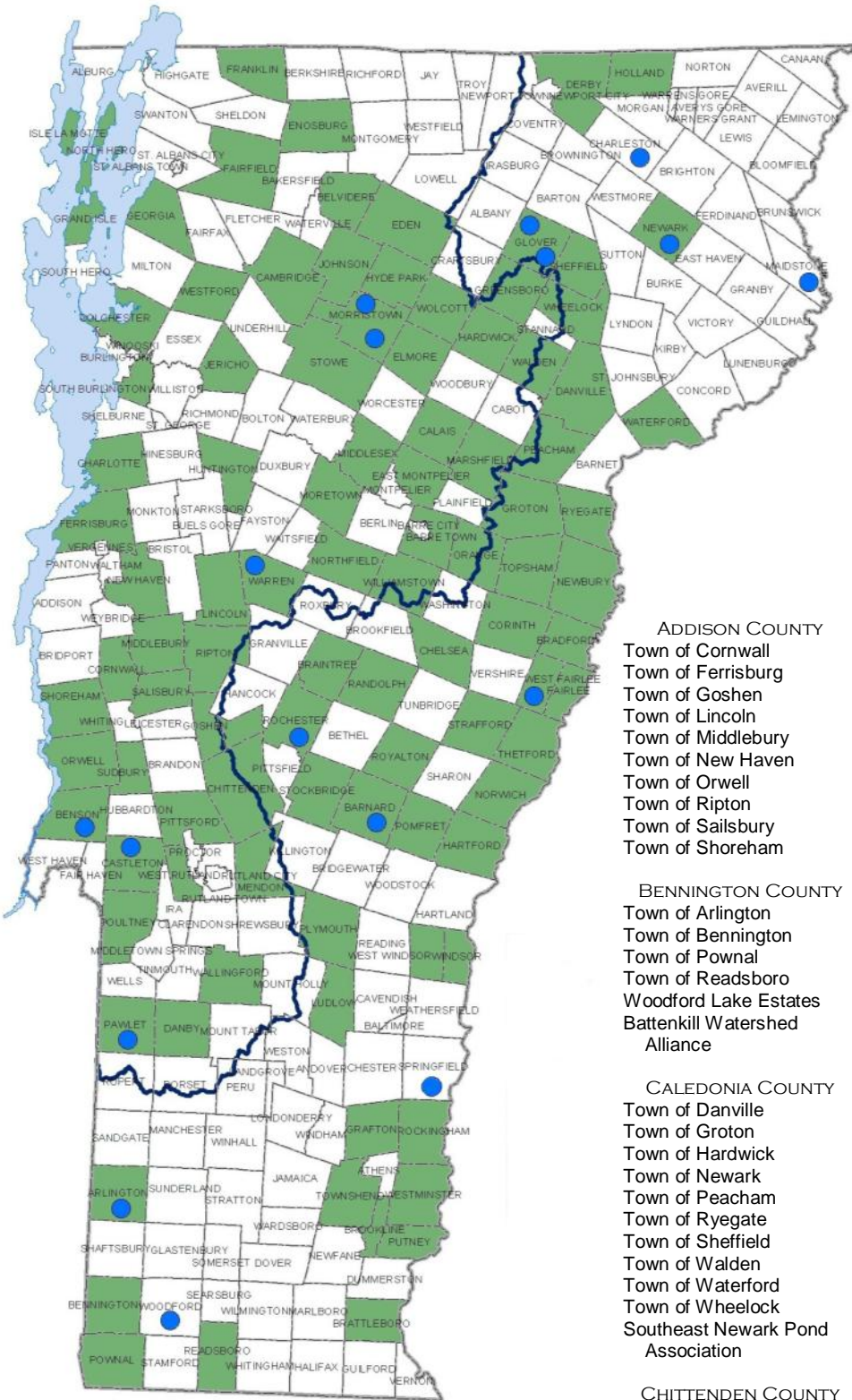


Above: 2004 Better Backroads project in Jericho stabilized the streambank and Nashville Road adjacent to Mill Brook.



Above: 1997 Better Backroads project in Theford stabilized a lake shore and road adjacent to Lake Fairlee.

# BETTER BACKROADS GRANT RECIPIENT TOWNS & ORGANIZATIONS 1997-2005



**KEY**

- Towns receiving one or more grants
- Non-municipal organization receiving one or more grants
- Lake Champlain Basin Boundary

- |   |   |
|---|---|
| <p><b>ESSEX COUNTY</b><br/>Maidstone Lake Campowners Association</p> <p><b>FRANKLIN COUNTY</b><br/>Town of Georgia<br/>Town of Enosburg<br/>Town of Fairfield<br/>Town of Franklin</p> <p><b>GRAND ISLE COUNTY</b><br/>Town of Grand Isle<br/>Town of Isle La Motte<br/>Town of North Hero</p> <p><b>LAMOILLE COUNTY</b><br/>Town of Belvidere<br/>Town of Cambridge<br/>Town of Eden<br/>Town of Elmore<br/>Town of Hyde Park<br/>Town of Johnson<br/>Town of Morristown<br/>Town of Stowe<br/>Town of Wolcott<br/>Lamoille County Conservation District<br/>Lamoille County Planning Commission</p> <p><b>ORANGE COUNTY</b><br/>Town of Bradford<br/>Town of Braintree<br/>Town of Chelsea<br/>Town of Corinth<br/>Town of Fairlee<br/>Town of Newbury<br/>Town of Orange<br/>Town of Randolph<br/>Town of Strafford<br/>Town of Thetford<br/>Town of Topsham<br/>Town of West Fairlee<br/>Town of Williamstown<br/>Bragg Road Committee</p> <p><b>ORLEANS COUNTY</b><br/>Town of Derby<br/>Town of Glover<br/>Town of Greensboro<br/>Town of Holland<br/>Lake Parker Association<br/>Shadow Lake Association<br/>Vermont Leadership Ctr.</p> | <p><b>RUTLAND COUNTY</b><br/>Town of Benson<br/>Town of Castleton<br/>Town of Chittenden<br/>Town of Danby<br/>Town of Mendon<br/>Town of Pawlet<br/>Town of Pittsford<br/>Town of Poultney<br/>Town of Sudbury<br/>Town of Wallingford<br/>Town of West Rutland<br/>Poultney-Mettowee Watershed Partnership<br/>Sunrise/Sunset/Perch Pond Association</p> <p><b>WASHINGTON COUNTY</b><br/>Town of Barre<br/>Town of Calais<br/>Town of East Montpelier<br/>Town of Marshfield<br/>Town of Middlesex<br/>Town of Moretown<br/>Town of Northfield<br/>Town of Warren<br/>Friends of the Mad River</p> <p><b>WINDHAM COUNTY</b><br/>Town of Brattleboro<br/>Town of Brookline<br/>Town of Grafton<br/>Town of Putney<br/>Town of Rockingham<br/>Town of Townshend<br/>Town of Westminster</p> <p><b>WINDSOR COUNTY</b><br/>Town of Barnard<br/>Town of Hartford<br/>Town of Ludlow<br/>Town of Norwich<br/>Town of Plymouth<br/>Town of Pomfret<br/>Town of Rochester<br/>Town of Roylton<br/>Town of Stockbridge<br/>Town of West Windsor<br/>Town of Windsor<br/>Silver Lake Association<br/>Southern Windsor County Regional Planning Commission<br/>White River Partnership</p> |
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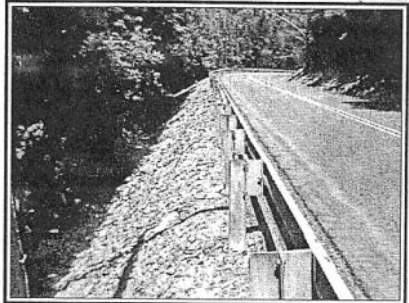
- ADDISON COUNTY**  
Town of Cornwall  
Town of Ferrisburg  
Town of Goshen  
Town of Lincoln  
Town of Middlebury  
Town of New Haven  
Town of Orwell  
Town of Ripton  
Town of Salsbury  
Town of Shoreham
- BENNINGTON COUNTY**  
Town of Arlington  
Town of Bennington  
Town of Pownal  
Town of Readsboro  
Woodford Lake Estates  
Battenkill Watershed Alliance
- CALEDONIA COUNTY**  
Town of Danville  
Town of Groton  
Town of Hardwick  
Town of Newark  
Town of Peacham  
Town of Ryegate  
Town of Sheffield  
Town of Walden  
Town of Waterford  
Town of Wheelock  
Southeast Newark Pond Association
- CHITTENDEN COUNTY**  
Town of Charlotte  
Town of Colchester  
Town of Huntington  
Town of Jericho  
Town of South Burlington  
Town of Westford

# BETTER BACKROADS: MAKING HEADLINES!



BEFORE AND AFTER—Erosion during high water flows caused the bank and road bed to drop into a brook near Scotch Hollow Road in Newbury. Reconstruction last year stabilized the bank with stone fill and realigned the brook.

PHOTO COURTESY OF BOB BEAULIEU



## VT Better Backroads funds Newbury work

NEWBURY—The reconstruction project on Scotch Hollow Road in Newbury is complete, creating a filtering area for road runoff into the brook and stabilizing the bank to protect the road from deterioration.

Prior to the project, the road was settling into an unnamed brook that is a tributary of the Wells River as the bank was washed at times of high flow, leaving no buffer for runoff of sand, salt or rainfall between the road and brook. In addition, guardrails were bent towards the brook.

The work was part of the 2004 reconstruction of a half-mile of the Route 302 end of Scotch Hollow Road. With the total cost of the project estimated at \$7,663, the Vermont Better Backroads grants program covered 75%. The town of Newbury supported the other 25%.

The grant program enables projects on roads to improve water quality and realize savings in maintenance costs. The funds are provided through the VT Dept. of Environmental Conservation and from the VT Agency of Transportation.

## Culvert improved on Black Mountain Road

BRATTLEBORO — The Department of Public Works recently completed the installation of a new header on the 48-inch culvert that crosses Black Mountain Road near Crescent Drive.

The new header will improve the flow of the water into the pipe with less build up of material at the inlet.

The receipt of a grant from the Vermont Better Backroads Grant Program funded this project. The grant funds are provided from the Vermont Agency of Transportation as part of a program to promote the use of erosion control and maintenance techniques that save money while protecting and enhancing Vermont's lakes and streams.

## Lamoille County Hydroseeder Project



In partnership with the Lamoille County Planning Commission and the Natural Resources Conservation Service, the District is coordinating a vegetative stabilization training with every town in Lamoille County, plus Greensboro and Hardwick.

The workshop will focus on the use of a hydroseeder, purchased with funding from Project Impact and Vermont Better Back Roads and currently supported by six towns. A hydroseeder provides fast, efficient seeding that in turn prevents erosion, clogged ditches and culverts, and water pollution by sediment.

The driving force of this project is water quality; however, using a hydroseeder in your town will also save you money. Lamoille County spends thousands to tens of thousands of dollars per year to remedy issues such as undermining and washouts. These costs can be mitigated or avoided completely by implementing techniques such as vegetative stabilization. Look for the improvements in your town!

Generously funded by:

Vermont Better Backroads Program



## Better Backroads Steering Committee For more information or questions, please contact:

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Susan Warren, Aquatic Biologist, Vermont Agency of Natural Resources, (802) 241-3794

Hank Lambert, Director, Vermont Local Roads Program, (802) 654-2652

Jarrold Becker, Business Manager, Northern Vermont Resource Conservation & Development Council, (802) 828-4583

Bill McManis, Program Manager, Vermont Agency of Transportation, (802) 828-2602

Beth Ann Finlay, Coordinator, Northern Vermont Resource Conservation & Development Council, (802) 828-4595

Ken Hafner, Coordinator, George D. Aiken Resource Conservation & Development Council, (802) 728-9526

Chris Brunelle, Stream Alteration Engineer, Vermont Agency of Natural Resources, (802) 777-5328

Ernie Englehardt, District Transportation Administrator, Vermont Agency of Transportation, (802) 828-2691

Dave Pelletier, Assistant Director, Lamoille County Planning Commission, (802) 888-4548

## WHAT ARE PEOPLE SAYING ABOUT BETTER BACKROADS?

"Once again, this project shows that by investing dollars into material and equipment and following the Better Backroads guidelines, we can not only reduce the amount of sediment that migrates into our watershed, but also save the town money and maintenance time in the upkeep of our highway system." -John Bull, Road Foreman, Ferrisburgh

"This project has alleviated an ongoing problem we have been dealing with over many years. Not only will it make a better road, but make the road a better neighbor to the brook. ...This project shows that with a careful look at what the needs are and the right input, many such problems can be corrected with overall cost savings to tax payers in years to come." -Brent Smith, Road Commissioner, Groton

"Straightening the culvert and stabilizing the bank at both the inlet and outlet of the culvert has produced a more direct flow of water mitigating further erosion, improving water quality and restoring maximum travel lane width, thus improving safety." -Candace Vear, Town Clerk, Eden  
Project photo: right

