

FALL  
EDITION  
2015

# NEWSLETTER

## Vermont Local Roads



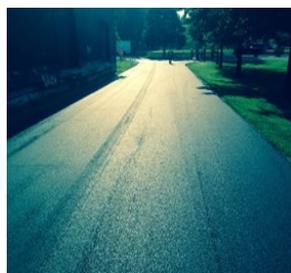
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### New Product Demonstration in No. Bennington



On July 28<sup>th</sup>, 2015 the North Bennington Highway Department, in conjunction with E. J. Prescott of Tensar International, and Vermont Local Roads, conducted a new product demonstration featuring the use of Glasspave. Glasspave is a product that is designed to extend the life of pavement surface treatments and help to eliminate reflective cracking. The demonstration was advertised as an open invitation to all municipal, private contractor, and state representatives.



It was perfect weather for paving so Norman Leblanc, Foreman of the North Bennington Highway Department, and his crew went right to work on the project. Depot Street, the project area, is a road that experiences heavy freight traffic due to the farm and feed store located on one of the adjacent streets. The previously existing pavement surface was so badly damaged that it was necessary to apply a 1-1/2 leveling course of type-IV mix prior to rolling out the Glasspave. This provided a consistent level surface for the product to adhere to.

Emulsion was then applied to the surface of the leveling course at an application rate of 0.18 GAL/SY. As you may know, this is more than double the Vermont State standard application rate of 0.08 GAL/SY. The higher application rate is used to saturate the Glasspave with emulsion, as the product itself has no adhesive properties of its own.

The material more evenly distributes the load applied to the pavement's surface. This makes it possible to reduce the thickness of bituminous pavement necessary in subsequent layers. The added minimal cost of the Glasspave product and increased emulsion decreases the need for a larger volume of higher priced pavement.



We're on the web  
[www.vermontlocalroads.org](http://www.vermontlocalroads.org)

Continued on page 2

## New Product Demonstration in No. Bennington cont'd.



Next all that was necessary was to pave, as you would any treated bridge deck, taking care to reduce excessive wrinkling of the product.

Glasspave comes in two variations, a 50 lb. (7 oz.) and a 25 lb. (4 oz.). The difference between the two types is the different load ratings of the finish product. With the use of this product the life expectancy of the pavement surface overlays should be extended 150% for the 25 lb. and up to 300% for the 50 lb.

In the case of this project, the addition of the Glasspave 25 lb. product increased the initial cost of the project about 10%. This will be a good investment if the addition of this product increases the life expectancy of the pavement overlay by 150%.

This product demonstration is an opportunity for the North Bennington Highway Department and Vermont Local Roads to track the ongoing performance of the product's performance under these application conditions, creating more awareness of the possible uses of this product to increase the integrity of state and town roadway infrastructures and, in the end, to save all of us money. Over the course of the next several seasons, North Bennington Highway Department and Vermont Local Roads will track the product's performance with multiple pictures throughout the year to provide a visual for how the product stands up to the harsh Vermont seasons.



Stay tuned as Vermont Local Roads will make these photos available through the program's website at: [www.vermontlocalroads.org](http://www.vermontlocalroads.org)

*Article by Todd Eaton - Vermont Local Roads Circuit Rider*



## Sand & Salt: A Model for Change



A nature of the human condition is to resist change. However, in most cases, change turns out to be a good thing, particularly in the areas of science and technology.

In snow and ice control, one of the most difficult changes for an agency is to change from a policy of abrasives treatment (sand) priority to a policy of chemical treatment (salts and other chemicals) priority.

Abrasives priority is a policy of using a mixture of abrasives and ice control chemicals, or straight abrasives, to treat snow and ice situations. A chemical priority policy uses straight ice control chemicals, without abrasives, to produce the desired result. The strategy of anti-icing (trying to prevent ice/ pavement bond) is inherent in most chemical priority programs.

To transition from an abrasive to a chemical priority policy, examine these steps that have been used successfully by others.

- Decide that chemical priority is something to try, and WHY
- Research relevant literature and web-based information
- Get help from knowledgeable peers: the Cornell Local Roads Program; NYSDOT; FHWA; and consultants
- Decide which roads or areas are good candidates for such a policy
- Conduct trials that yield data on costs, operational characteristics, and performance
- If successful, get legislative buy-in and educate your agency by using local “champions” who have seen the experimental results first hand
- Educate the public (people who use your highway system)

-Reprinted from Cornell Local Roads Program

## Upcoming Workshops

**Winter Maintenance** - Understanding winter storms and weather conditions, how and when materials are applied, various plowing strategies and policies, approaches to snow and ice control, available materials and how they are generally used and cost comparison

- [October 21, 2015, Milton Town Garage](#)
- [October 26, 2015, Manchester Highway Garage](#)

**Game of Logging** - This workshop will cover general chain saw operations including saw handling, maintenance and safety. Felling/demonstrations will take place at a nearby site.

**Ditching** - This workshop will demonstrate the preferred profile of a newly constructed ditch including: check dams, rock lining and other erosion prevention methods.

**Americans with Disabilities Act (ADA)** - This workshop will provide a better understanding of the laws, regulations, standards and policies involved with the ADA Act.

- [December 2, 2015, TBD](#)
- [December 10, 2015, TBD](#)
- [December 16, 2015, TBD](#)

**Basic Traffic Signal** - This work shop will provide field technical support required to modify and upgrade any single intersection traffic signal or a set of signals in a coordinated system.

- [October 22, 2015, Rutland Waste Water Treatment Plant](#)

**Supervisory - Managing Performance** - This interactive workshop participants learn performance management including: Understanding the need for on going feedback, learn to give positive and constructive feedback, measure success, how to write SMART performance goals, how to coach for change, understanding resistance and writing performance reviews.

- [October 29, 2015, Winhall Townhall Office](#)

*Please check our website for upcoming workshops and their locations!*

**[www.vermontlocalroads.org](http://www.vermontlocalroads.org)**



## VTrans Maps Ancient Roads

Over the last 11 years, staff from the VTrans Mapping Section has worked diligently on crafting legislation, providing guidance to municipalities on Act 178 and Act 158, answering questions, transcribing surveys from the 1700's and 1800's, running the traverses to add highways and trails to the master road centerline data layer, and generating the Town Highway Maps to reflect changes. This has been no small feat and one that has been a team effort.

On July 1, 2015, the VTrans Mapping Section recognized the sunset of Act 178 of 2006 and Act 158 of 2008, which represent the "Ancient Road Laws". These two Acts have prompted municipalities to map all the class 1, 2, 3, and 4 town highways and legal trails within their boundaries. The Acts have also created a new category of highway, carved out of the class 4 town highway classification known as "unidentified corridors", which were not clearly observable laid out highways on the landscape that had not been discontinued. As of July 1, 2015, if an "unidentified corridor" had not been reclassified to class 4 town highway or trail, they were discontinued by statute and revert to the adjoining landowners.

Through this process, the following metrics give some insight to the volume of changes and mileage that was reviewed and processed by the Mapping Section:

- 144 municipalities of the 255 had mileage added or discontinued as a result of Act 178
- 592.02 miles of highway and trails added to the Town Highway Maps
  - o 4.84 miles of class 3 town highway
  - o 146.66 miles of class 4 town highway
  - o 440.52 miles of legal trail
- Over 15 miles of discontinued town highways
- Full set of 316 Town Highway Maps produced in 2014 and 2015

The current Town Highway Map series can be found on-line at the following link:

<http://vtransmaps.vermont.gov/mapsftp/current.asp>



## Transportation News

### Americans with Disabilities Act (ADA)

This year marks the 25<sup>th</sup> anniversary of the Americans with Disabilities Act (ADA). Fundamentally, the ADA is a Civil Rights law that prohibits discrimination against people with disabilities in all aspects of life (regardless of funding source). There are five titles of the ADA and Title 2 addresses “state and local government services.” One of the very important services provided to the public is transportation, including the provision of sidewalks.



Many people refer to meeting the “ADA Standards” but there really isn’t such a thing. The ADA itself doesn’t contain any standards, but merely states that every service provided must be accessible to everyone, regardless of disability. The U.S. Access Board was created to develop standards to implement the ADA. For sidewalks, there has been a long process of putting out draft standards for comment and going through federal rulemaking. At this time, the most current standards that have been issued for sidewalks are the Public Rights of Way Accessibility Guidelines or PROWAG (the latest version can be found at: <http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way>).

Although there are many details to the PROWAG, there are a few fundamental features that are important for towns to incorporate as they rebuild existing or build new sidewalks.

- Providing a minimum of 4 feet of sidewalk that is unobstructed by anything such as utility poles, mailboxes, sign posts or other items. Note that 5 foot sidewalks are the standard, but can be narrowed to 4 feet where there are constraints.
- Maintaining a maximum cross-slope of 2% or less in the direction of travel along sidewalks. Note that where sidewalks cross driveways and at intersections is where this standard is most often neglected.
- Maintaining a flush (i.e no lip) transition at the bottom of curb ramps where they meet roadways or driveways. Even a small lip can be very problematic for people who use wheelchairs or other mobility devices.
- Keeping drainage grates or other items that have gaps out of the main walking path.

There are many more details in PROWAG, but keeping these fundamental items in mind will go a long way to making sidewalks accessible to all.

## Americans with Disabilities Act (ADA) cont'd.

There is an acknowledgement of ADA in the latest issue of "Public Roads", a monthly publication by the Federal Highway Administration.

"Transportation fundamentally serves accessibility and mobility. It provides the foundation for how individuals live and connect with others, and how the economy grows at the local, State regional, and national levels. Social equity demands that transportation--its planning, development, and implementation--support mobility for people of varying levels of ability and income, and serve broader community goals such as economic development and community vitality.

According to the U.S. Census Bureau, approximately 56.7million people living in the United States had some kind of disability in 2010. These individuals offer unique sets of skills to the workforce, and they make up a significant market of consumers, representing more than \$200 billion in discretionary spending in 2010, as reported by the U.S. Department of Labor.

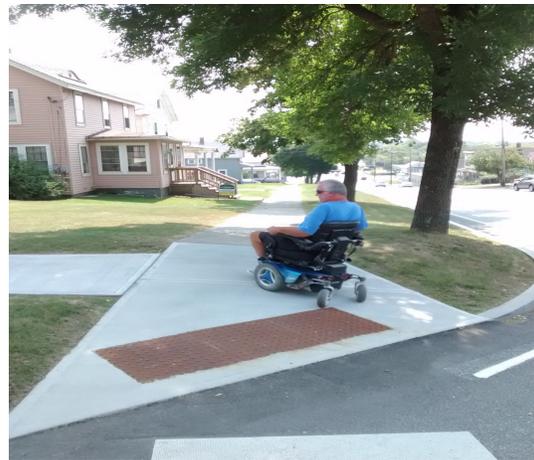
The Americans with Disabilities Act (ADA) of 1990 aims to open doors to full participation by providing opportunities for people with disabilities. It fosters social equity and ensures nondiscrimination in all areas of life, including transportation.

Prior to implementation of the various disability rights laws, individuals with disabilities faced an uphill battle to attain a level playing field in pedestrian environments, the workplace, schools, places of entertainment, housing, shopping centers, and transportation. A common rationalization for not implementing such comprehensive protective laws for individuals with disabilities was the notion that there were not enough individuals with disabilities to warrant the expense of curb ramps, detectable warnings, and other public accommodations. As a result, most individuals with disabilities were not able to go about their daily lives independently outside their homes.

The ADA fostered a significant shift in the way the transportation industry approaches building and maintaining roadways, sidewalks, and other infrastructure. In many cases, the act literally paved a path for people with disabilities. This year marks the 25th anniversary of the ADA, and with that comes an opportunity to look back and celebrate its achievements--and look ahead at what remains to be done."

VTrans has made a strong commitment to providing accessibility in all of its projects and to helping communities understand the standards in PROWAG. Plans are underway to provide free trainings on ADA and the sidewalk standards through Vermont Local Roads, see page 4 of this newsletter.

In the meantime, if you have any questions on technical issues related to accessible sidewalks, you can contact Jon Kaplan, VTrans Bicycle and Pedestrian Program Manager at 828-0059 or [jon.kaplan@vermont.gov](mailto:jon.kaplan@vermont.gov).



## Road Scholar Grads

Congratulations to our recent Roads Scholars! Each attended workshops on a variety of topics enhancing their knowledge, skill, and safety practices. We not only recognize all of the professionals with a scholar certificate, but would like to thank them for their participation in the classes, making each class a learning experience. *Note: All Roads Scholars are contacted for interviews. We cannot fit everyone in each newsletter and some scholars prefer to not be featured.*



Travis Brassor was born in Colorado in 1977 and moved to Vermont with his parents before his first birthday. He enjoys the landscape of Vermont while he is touring on his Yamaha motorcycle. In addition, he enjoys hunting and fishing. Travis has worked with the Wilmington Highway Department since 1999. He has progressed in his career to being the Wilmington Highway Department's grader operator.

Travis began working on his Road Scholar certificate in 2006 while attending Vermont Local Road's workshops. He has found the workshops to be most beneficial in his career advancement, especially through broadening his skill level through the grader operator workshops.

A **Level 1** Roads Scholar, Travis has increased his understanding of maintenance best practices through Vermont Local Road's many workshops with an environmental focus.

Contact us for more information about the Vermont Local Roads Scholar Program:

802-828-3537

Or

[vermontlocalroads.org](http://vermontlocalroads.org)

Roads Scholar	Level 1	Level 2	Level 3	Masters
Categories	Hours Required per Category for Each Level			
Equipment	18	30	36	36
Environmental	6	6	12	12
Safety	6	12	18	18
Supervisory	0	6	12	12
Technical	30	42	48	48
Tailored to choice				49
Cumulative Hours	60	96	126	175



**BE A  
ROAD  
SCHOLAR**

## Photo of the Month



Junction Hill Rd. in Jeffersonville, VT (October 1, 2015)

Photo by Jessica of the [Sterling Ridge Resort](#)

<http://www.vermont.com/foliage.cfm>

## Transportation Innovations

### Self-Driving Truck Highway



Freightliner

While [Google](#) and [Uber](#) and who knows who else are all working on bringing self-driving cars to public streets, there's also different robo-car plan in the works. Why not just build [a giant robot highway for 18-wheelers from Mexico to Canada](#)? It actually could happen.

The project is currently being considered by members of the Central North American Trade Corridor Association (CNATCA), and would consist of a robot-only corridor running along Route 83 through Texas, Oklahoma, Kansas, Nebraska, South Dakota, North Dakota and on into Manitoba.

One of the main reasons for a robot road like this, according to Marlo Anderson of the CNATCA, is that North Dakota produces a lot of oil right now, and doesn't have a great way to get it all where it needs to go. Sure, there are trains, but there's not enough space to be had. That, and [the jury-rigged cars that carry the oil keep exploding](#). Trucks can help ease the pressure, especially if they don't need drivers.

The smart trucks are already starting to show up. Just the other week [Freightliner announced the first self-driving rig to be street legal in Nevada](#). It's not quite advanced enough to go on real roads with no one in the cab yet, but on a robot road of its own? Maybe.

There are plenty of problems to solve before any of this would be possible though, including self-driving car laws in half a dozen US states, some way of having driver-less robo-rigs cross borders into and out of the United States, and security in place to make sure no one tries to exploit that system. But robot roads like this one—if it happens—could pave the way to wider acceptance of self-driving vehicles that really do take care of it all themselves. Even if we're not ready to have them on the road with us just yet.

Source: [CBC News](#)

## Vermont Local Roads Puzzle Time!

### 2015 Fall

T E X L S N C L N J E Z D D A U A F M U  
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 FOLIAGE  
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 SCHOLAR

ANCIENT  
 GLASSPAVE  
 PROWAG  
 SALT  
 SELF-DRIVING

DEMONSTRATION  
 MANAGING  
 ROAD  
 SAND

**Vermont Local Roads **LISTSERV** - Have you joined?**

**Go to: [www.vermontlocalroads.org/list-serv](http://www.vermontlocalroads.org/list-serv)**

## FALL EDITION 2015

The **Vermont Local Roads** Program is part of the Local Technical Assistance Program (LTAP), a nationwide effort financed jointly by the Federal Highway Administration (FHWA) and VTrans. Its purpose is to provide road and bridge knowledge to municipalities involved with highways. There are LTAP Centers in fifty states and Puerto Rico and six Native American locations.

Vermont Local Roads provides information, advice and referrals to cities, towns and villages in Vermont. This is accomplished through newsletters, seminars and workshops, distribution of publications and by response to requests.

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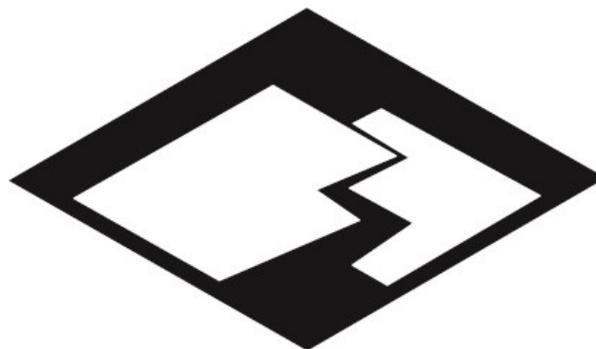
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