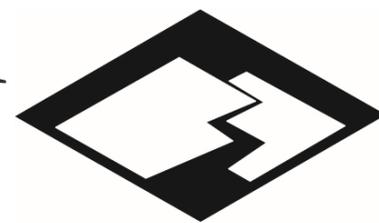


SUMMER  
EDITION  
2017

# NEWSLETTER

## Vermont Local Roads



VERMONT LOCAL ROADS

### Inside this issue:

VLR Update	1
VLCT News	2
Recycled Asphalt Shingles (RAS)	3
Good Job Done!	4
Rivers & Roads Training	5
Rural Roads & Resilient ROWs	6
Workshop Update	7
Roads Scholar Program	8
Photo of the Month	9
NLTAPA Conference	10
Word Search	11

We're on the web  
[www.localroads.vermont.gov](http://www.localroads.vermont.gov)

### VLR Update

By Stu Johnson, VLR Branch Manager

Hi Folks,

So here goes. Another newsletter already. It's been a whirlwind these last few months. Let me just state a couple of obvious truisms here: For a small state, there is a lot of beautiful country out there and while it has been said you can't get theya from heya...you can, it's just not easy.

As we have hosted the five Roads Roundtables, the grader workshops, Foremen's meetings and other workshops in preparation for the rollout of the Municipal Roads General Permit (MRGP) next year, we continue to hear a common theme from those in attendance. "We are not the ones that need to hear this information, the Selectboard or Town Manager need to hear it". For the most part these guys have heard what we talk about, many are using the practices, techniques and information they learn about and share at these programs. Yet there are always more than a few that express frustration that they are not able to utilize this knowledge and experience because of limits or direction placed on them by supervisors. Where to buy gravel based on cost rather than quality, underfunding the gravel budget in general, not funding stabilization material (i.e.) chloride at an adequate level to save gravel and scraping, not providing for the hiring, rental or purchase of the appropriate equipment to do needed work effectively and efficiently.

Yeah sure, there's probably some sour grapes mixed into that whine. However, there are a several more truisms at play here. These folks are exposed to the daily hands-on reality of managing your roads. They know the basics and what's needed. They are exposed to the training and information to stay current with programs and initiatives that affect the town roads. Certainly there are some supervisors that are equally as well versed and more so. However there seem to be some that are hoping the MRGP will go away. They are mainly aware of it because of the \$2000 price tag and not all of the detailed work that is required in the field.

So here's the good news. What will affect the road crews directly won't cost the towns much at all. Might even save them some if they're not too far behind already. We're talking about best management practices, BMPs...stuff they ought to be doing already. Primarily drainage related techniques (i.e.) ditches, road crown, shoulder maintenance, proper culvert sizing and installation. Proper grader operations are a big part of the BMPs. There may be some old school thinking out there still, but we're all working on them.

The use of marginal or poor quality sand and gravel should be scrutinized. Cheaper, low quality gravel and sand probably isn't saving you any money in the long run. We are working on ways for sieve analysis testing to be more available to towns to assess the quality of the products they are using.

The BMP design requirements of ditches pretty much eliminates the making of ditches with graders. This aspect of the MRGP/BMP might legitimize and inspire some discussions about co-purchasing or at least co-renting excavators among neighboring towns if individual towns can't justify it. This may be true for some other equipment (i.e.) compactors, leaf blowers, trailers, chloride applicators, hydro-seeders etc.

Okay so that last paragraph has some costs. Can we talk about efficiency, effectiveness and level of service? Every town needs to be efficient and effective and always striving to be more so. Every town has its own dynamic, be it because of geography, topography, sociology, geology, existing infrastructure and certainly economic capacity. Twenty miles of road versus 70, 80 or more, rural versus village, gravel/paved. It's why tandems are the only way to go in some towns, why some can own equipment and some can't. Better suited equipment and material may cost more up front but should maintain or raise the level of service by improving efficiency and effectiveness. Each town needs to wrestle with the value of that as it too is particular to each town.

Seeing as I'm on this rant and all warmed up...let me say that we hear pretty much the same thing when it comes to OSHA compliance, primarily in the shop but some aspects of field work. So I will admit openly that

## VLR Update Continued

*(Continued from page 1)*

I am not and never was, not even maybe, a poster boy for safety as my wife, friends and coworkers will tell you. Certainly not to OSHA standards. Many of us accept the risks of doing our jobs or living our lives and in effect gamble against fate. Many towns were okay with that strategy in the past. However, that gamble has taken on some different odds here of late. VOSHA is out and about doing inspections, at job sites and town garages (sewer plants town offices, fire stations too). Probably a good thing as many new employees didn't come off the farm or log landing where they would've learned safety the hard way. Today's gamble for the town is stiffened by the fines being issued for noncompliance. These are real and they have been significant. Listen to your people when they are concerned about compliance issues and encourage them to be mindful of their obligations to be compliant. Denial and ignorance won't keep you out of a pickle here and the road guys know they will be holding the bag when it hits the fan and the contents get aerated.

Wow, I feel better now. I had an ole farmer say to me that we never had three town trucks back in the day. I retorted that he used to milk 35 cows and spread manure with an 8N and 35 bushel spreader, gathered sap with horses and 10 barrel tank, shipped milk in cans and went to town once a week. Today, that land is used by a farm milking hundreds of cows, spreading manure with equipment weighing well over 100,000 pounds, tandems and triaxle trucks hauling thousands of gallons of sap at the worst time of year for the roads, not to mention the log loads. The milk trucks keep getting bigger and folks are going to work in town every day and taking their dogs to doggy daycare. Yep, things have changed.

So where I was headed when I started this epistle was to encourage Selectboard members and managers to attend some of the meetings and workshops that are out there. Start listening to your road folks or ask them if need be, where does your town stand with these issues. Work on a plan to deal with shortfalls in all areas...OSHA compliance, MRGP requirements, equipment replacement and other capital expenses.

We can, do and will provide information, training and technical assistance to help you with these things. Holly won't give me anymore room here to talk about new and revised trainings and workshops, knowledge transfer concepts, that is teaching the new guy, and other good stuff will have to wait until next time.

### VLCT News

VLCT hosted an all-day Permit Required Confined Space workshop the end of August and they are considering holding

another class later this fall if there is enough interest. If you or your department has determined you need this training contact Adam Davis at VLCT so they can determine the need. His contact is [adavis@vlct.org](mailto:adavis@vlct.org) or 802-229-9111. If you are uncertain whether this pertains to you, sign up for VLR's confined space awareness workshop or contact VLCT or VLR and we will help you determine your need.



VLCT is reporting a significant increase in tick bite related claims. Hopefully this is because of an increased awareness of the situation and the consequences, not because of an increase in ticks. Sadly that is probably not the case. We need to do more to keep the critters off us all together and know what to do if we find them on us. Should you find an attached tick, especially the tiny deer tick, you'll want to check in with your physician ASAP. There is also good information on the VT Department of Health website.

#### Tick Tips:

- ◆ Upon returning home, clothes can be spun in the dryer for 20 minutes on high heat to kill any unseen ticks.
- ◆ Deer ticks cannot jump or fly, and do not drop from above onto a potential host. We get ticks by direct contact.
- ◆ Use tweezers to remove ticks.
- ◆ Use tick and insect repellents containing DEET or Permethrin to help protect against Lyme disease. DEET-containing preparations should be used sparingly, not applied to face or hands, and should not exceed 10% concentration for children over 3 years of age and 30% for adults. DEET should not be used on infants or children under age 3 without first consulting your health care provider. Follow the label instructions carefully.

These little suckers are capable of carrying some nasty stuff these days. We need to take them seriously!



Killington Grand Hotel and Conference Center  
Killington, Vermont

Wednesday, October 4 and Thursday, October 5, 2017  
<https://www.vlct.org/town-fair-attendee-registration>

## Recycled Asphalt Shingles (RAS) in Gravel Roads

### By Emily Parkany, P.E. VTrans Research Manager

The VTrans Recycled Materials Working Group was established to determine appropriate uses of Recycled Materials including shredded tires and recycled asphalt shingles (RAS) in our facilities. We have worked to include shredded tires in roadway underdrains (to be installed next construction season), RAS in gravel shoulders (several projects this year), RAS in Hot Mix Asphalt mixes (FHWA mobile lab testing this fall), and RAS in gravel roads (Brookfield installation, 2016). A promising amount of recycled materials can be used in gravel roads—10-20% RAS if mixed properly with good quality gravel for a three inch lift.

What are the benefits of using RAS? Previous studies suggest that the asphalt in the RAS leads to easy application, good compaction, resistance to rutting and erosion (less need for grading) and less dust. The legislature is motivated by wanting to reduce asphalt shingles in Vermont landfills. We want to show that the “green” application of using RAS is a win for towns with better performance and reasonable economics. Mike Anthony of Hinesburg or Pete Gosselin of Richmond are happy with their trial mixes placed in 2015.

Sources for more information (see below for the URLs):

“Performance of Recycled Asphalt Shingles for Road Applications” (ANR, Chittenden Waste)

“Gravel Roads Made Smoother, Less Dusty with Addition of Scrap Asphalt Shingles” (MN, 2014)

“Roads in Small Town are Paved with Recycled Shingles” (CAD Digest, 2016)

Are you interested in learning more about using RAS in your roads? The VTrans Recycled Materials Working Group is partnering with Vermont Local Roads on getting more information to you and learning about your interest in using RAS in your roads. We plan to attend Road Foreman meetings in Addison, Chittenden, and Franklin Counties this fall (largely because these areas are close to the processed RAS stored at Whitcomb Construction in Colchester). And we plan a workshop and installation demo in a to-be-named town in late May 2018. We’re also looking for towns that want to use RAS this fall. There will potentially be a RAS/gravel mix at the Whitcomb facility in Colchester that may be available at a very competitive price in order to get 2-4 towns to demonstrate this year. Please use this Survey Monkey link to tell us of your interests (and if you have concerns about using RAS): <https://www.surveymonkey.com/r/YLJGXQN>

Please share any questions or concerns about using RAS in

your gravel roads with Emily Parkany, VTrans Research Manager and Chair of the Recycled Materials Working Group, [emily.parkany@vermont.gov](mailto:emily.parkany@vermont.gov). We look forward to hearing from you!

URLs of Sources for More Information:

**Brookfield RAS installation:**

<http://tinyurl.com/BrookfieldRASUpdate>

**ANR Report:**

<http://infohouse.p2ric.org/ref/23/22746.pdf>

**MN DOT Fact Sheet on RAS in Gravel:**

<http://www.dot.state.mn.us/research/TS/2014/201406TS.pdf>

**CAD Digest article:**

<http://www.caddigest.com/roads-in-small-town-are-paved-with-recycled-shingles/>



*September 2016 installation in Brookfield*

## **GOOD JOB DONE**

**By Todd Eaton, VLR Circuit Rider**

Oh, there's nothing like a job well done. Here at Vermont Local Roads we want to celebrate with you and showcase your "Good Job Done" projects.

In this addition of GOOD JOB DONE, we want to recognize the efforts put forth by R J Joly and his team in Bennington. Their work to complete the River Road Project in FY16 saved Bennington over \$300,000!

River Road had a history of showing signs of destabilization dating back to a mill and fill project in 2008. The new mat began to present with significant longitudinal cracking within the first year! The paving contractor was called back and agreed to apply a double chip seal that carried the Bennington crew through until the 2012/2013 winter season.



*Figure 1. West, 1 Year After Completion*

It was at this time the real trouble began. A section of the road, approximately 375' in length, had failed and was souging off into the Walloomsac River's flood plain. It was then a Civil Engineer was brought in to assess the situation and design a fix. The road was excavated to a depth of 5' and new drainage, subbase, and a new pavement surface was constructed.

Now normally this would end the story and we'd join the Bennington guys at the tavern for a frosty, first round on Stu, but this is not where the story ends...

Four weeks after construction was complete significant cracking was observed in the new surface. The road continued to fail and at a much faster rate. Within a couple months an entire lane had failed and was heading down the slope toward the Walloomsac.

After another Civil Engineer was contracted, along with Geotechnical studies, these further studies inspired the design of the Geogrid road stabilization project.



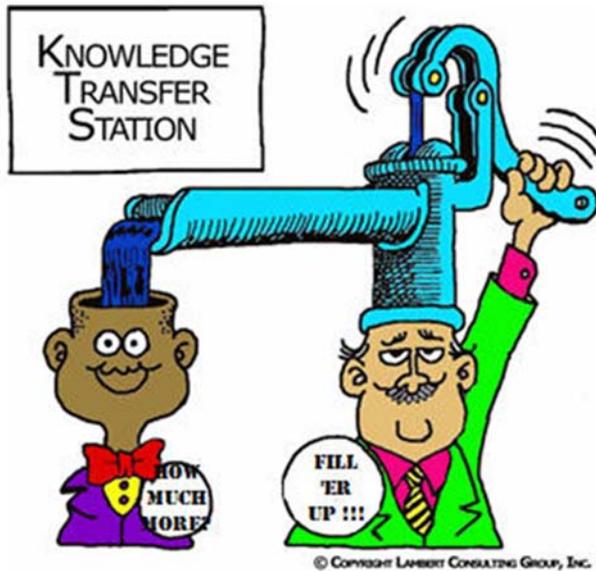
*Figure 2. East, 1 Year After Completion*

With a new plan in hand R J and the guys went to work excavating 5,500 CY of material, installed 950' of drainage, 2,700' of wire forms, 32,400 square feet of geogrid fabric, and 13,500 square feet of filter fabric. The excavation reached depths of 20' below finish grade!

In the end R J and his team save Bennington taxpayers a bundle! The engineer's estimate for the project was \$450,000, R J and the boy's got 'r done for \$134,281! Nice work fellas! If you come across R J or one of the Bennington crew members, be sure to tell them, GOOD JOB DONE!



*Figure 3. East, 1 Year After Completion*



Do you have any photos of creations that your town has developed or knowledge you would like to share please email [holly.hayden@vermont.gov](mailto:holly.hayden@vermont.gov).

She will include them in our next newsletter in the Winter of 2017!

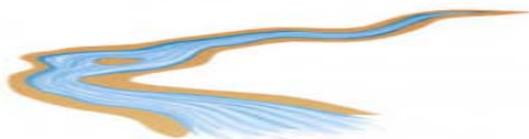
### **Rivers and Roads Training Program**

The Rivers and Roads Training Program targets a wide range of state, municipal and private sector transportation staff from general maintenance workers and equipment operators to Select Board members, design and construction oversight engineers. The free workshops are open forums for participants to share their experiences in flood recovery and discuss what did worked well and what didn't in reconstruction efforts.

Participants will better understand physical river and floodplain processes and be better equipped to design and implement maintenance and repair projects that will enhance the stability of the adjacent river, increase infrastructure longevity, and minimize impacts to aquatic habitats.

The next workshop held by VT Local Roads will take place **October 18-19, 2017 (Starksboro Town Garage)**. These trainings are open to municipal road crew staff, VTrans staff, RPC, and those working directly with a town road crew (such as a conservation district).

To register, please go to [www.localroads.vermont.gov](http://www.localroads.vermont.gov) and REGISTER FOR A WORKSHOP.



## Rural Roads and Resilient Right-of-Ways

By Joanne Garton, Vermont Forests, Parks & Recreation



Roadside mowing, clearing, and tree maintenance has road crews busy through the short but lusciously green months of Vermont's summer. Keeping Vermont's rural roads safe is a top priority, but keeping them beautiful falls a close second. Tree canopy, roadside flowers, and even edible shrubs and tree fruit make up vital parts of each town's character. Furthermore, overhead leaves and dense roots mats play a large role in reducing the impact of heavy rains by protecting roadside surfaces and slowing runoff coming from uplands and the road surface itself.

But trees and roads have a complicated relationship. While road crews and farmers often want more sun on the roads and crops, other residents and landowners want to keep roadside vegetation for its ecological and aesthetic values. Many towns continue to wrestle with the forces surrounding the care of vegetation in their right-of-ways, particularly regarding concerns about the spread of invasive species and tree pests, and planning around the new Municipal Roads General Permit that will require towns to fix road erosion where it affects streams, rivers, lakes, and ponds.

This spring, the Urban & Community Forestry Program launched a focus on rural roads as part of the Resilient Right-of-Ways project, an effort funded by the US Forest Service that leads towns in a collaborative and integrated approach to advance forests, individual trees, and other vegetation in roadside environments as part of a larger system of green stormwater infrastructure. The project extends to both urban and rural communities.

In rural roadside environments, the project highlights vegetation in the public right-of-way as a means to stabilize banks, reduce erosion originating in the right-of-way, and filter stormwater flowing from roads and neighboring uplands.

Working with 10 communities in the Lake Champlain basin, program staff will categorize the present and future of typical vegetation scenarios along rural roads, paying specific attention to safety concerns and areas of ecological and cultural importance specific to each town. The resulting vegetation action plan will consider the results of the vegetation assessment, plans for emergency preparedness with respect to storm damage and the effects of tree pests and diseases, and the overarching conditions that contribute to road safety. It will also consider the capacity of a community to undertake roadside vegetation maintenance and planning, and will review the role of the tree warden in the town's tree management decision process.

Having a thoughtful plan in place for roadside vegetation involves understanding the impacts of both vegetation clearing and preservation. It allows towns to avoid knee-jerk reactions to requests for changes in the right-of-way and instead make decisions that are in line with the town's safety requirements as well as the ecologic, economic, and cultural goals of the community. By having a vegetation plan in place, towns will also have information to support grant applications that advance the valuable on-the-ground work that creates resilient right-of-ways.

*Joanne Garton is the Rural Roads Resilient Right-of-Ways Project Coordinator with the Urban & Community Forestry Program, a collaborative of the Vermont Department of Forests, Parks & Recreation and the University of Vermont Extension Program.*



## Workshop Update & Road Scholar Masters

### **Welding School Kick Off!**

**By Todd Eaton, VLR Circuit Rider**

Vermont Local Road's sponsored Welding School is off to a great start!

In April, VLR ran a trial session of Introduction to Welding at Stafford Technical Center instructed by Antone (Tony) Bosnich. It was an excellent course that was very well received by participants. Tony has a no nonsense teaching style and provides accelerated improvement to student's knowledge, comfort level, and ability with Shielded Metal Arc Welding (Stick welding), torch safety, torch cutting, basic print reading, and braising through guided hands on learning. Tony's welding experience began in his 4-year tour in the United States Navy, followed by seven years as a Journeyman/Welder with GKN Aerospace/Chem-tronics in San Diego. After relocating to the North East Tony worked for 6 years with Northland Job Corps a U.S. Department of Labor sponsored job training program based in Vergennes, Vermont. Tony has worked as a welding power mechanics instructor for the last 6 years.

I benefited greatly for the opportunity to participate in the course myself, and will use my own experience to describe Tony's effectiveness. I have a basic understanding of welding with little experience consisting of welding under the guidance of my father while we built a homemade motorcycle trailer. What I was capable of producing with my limited ability and experience amounted to a sloppy weld bead that although often held provided me little confidence in my work. By the end of the course I was able to produce a neat and fairly professional looking bead that passed Tony's inspection and break tests.

So, based on my experience, if you have anyone who needs to do any welding in your shop, send them to this class! The class is limited to 10 participants per session at the Rutland location, and it will require the better part of the week to complete the course, but will be well worth it in the end.

Other feedback we received included student excitement over the increased comfort with welding even from those with limited prior experience as myself. Many found the torch safety and braising portions to be extremely helpful.

Be on the lookout for this introductory course to be offered again soon with the addition of a more advanced course to follow and continue to hone your welding skills to benefit your town and team!

### **Recent Master Roads Scholar Awards**

Vermont Local Roads recently awarded several Master Road Scholar awards in Chittenden County. This is the pinnacle of the Roads Scholar program requiring 178 hours of training, participation and hands-on experience in a variety of Road Maintenance and Management disciplines.

- Robert Lebeau from Shelburne was awarded his Masters late last year.
- Dustin Keely of Milton was presented his Masters at a Roads Roundtable in June.



**Dustin & Stuu**

- Dane McGrath, Tom Manning and Scott Smith from Colchester were awarded their Masters at Colchester's Town Employee Appreciation Festivities in June.



**Stuu, Thomas, Scott, Floyd & Dane**

- Floyd Sheesley of Colchester was also presented a Certificate of Appreciation from VLR for his support of the program and his employee's ongoing training as well as his valued service on the VLR Stakeholders Committee. We wish him and his family well way up north.



## Photo of the Month



This lucky kid's Dad (Derrick Poginy, of Glover) brought him along to the Vermont Municipal Highway Association Fair and Field Day.

Conventional wisdom tells us it's never too soon to start Knowledge Transfer and Succession Planning so the VLR staff offered him the chance to try out the excavator simulator. Let's just say he held his own when compared to some of the other talent in the building.

## Annual Northeast Regional LTAP Conference held in Vermont



### ***Vermont Local Roads, hosted the Annual Northeast Regional LTAP Conference at the Lake Morey Resort, May 22-24, in Fairlee.***

Participants from the six New England states plus New York and New Jersey attended. The current NLTAPA president, Matt Enders from Washington state and Denise Brown, the next president from North Dakota joined the group as well.

There was a great deal of discussion and sharing of ideas at all levels. Rhode Island is making a comeback after a period of dormancy with a new staff of one, so there were many thoughts and ideas discussed to help her that we might also be able to incorporate. It is interesting to hear how many different ways these different units, charged with the same objectives, perform their missions based on the needs of their customer base. Each LTAP did a short presentation on a few of the initiatives or workshops that they have produced recently. A great source of ideas, experience, talent and knowledge from a group of people extremely dedicated to serving their municipalities.

Matt and David Orr (NY), briefed us on the changes that took place last fall at FHWA. These changes included both structure and all new personnel in the division Center for Local Aid Support (CLAS) that now administers the LTAP program. After a less than graceful rollout of some new protocols, everybody seems to have come to an understanding and agreement as to what the goals are for accountability of the programs and how to measure it, knowing that there needs to be flexibility due to the wide variety of services each LTAP needs to provide their state.

Our guests were appreciative and impressed by their short stay here and were sent home with a few remembrances such as Vermont syrup, chocolate, snacks and socks.

## Vermont Local Roads Puzzle Time!

### 2017 SUMMER

C	R	E	W	A	V	B	T	W	R	E	I	R	N	C	C	Z	A	N	B	Q	T	S	S	G
N	P	Q	B	P	D	L	O	E	F	Y	E	A	P	S	Q	R	V	R	P	V	W	N	M	E
Y	B	N	Z	Y	A	R	S	P	C	S	E	G	D	E	L	W	O	N	K	C	U	C	J	J
P	Y	Z	A	H	G	I	L	M	K	M	A	C	Z	L	K	M	K	I	X	U	F	Y	D	C
S	I	M	P	A	L	I	L	B	Z	E	A	F	M	E	I	O	S	W	U	R	B	V	D	E
H	T	S	J	I	H	T	M	E	W	I	G	R	L	C	M	E	Y	R	C	Y	C	Y	I	J
W	A	A	E	X	V	S	K	X	H	K	K	R	X	T	A	O	K	L	O	G	I	F	Y	J
J	D	N	B	A	W	C	M	Q	J	S	M	P	U	B	O	R	S	X	R	F	K	Y	T	F
Q	T	P	C	I	T	W	V	Y	X	M	A	J	S	O	F	P	R	H	P	A	T	L	D	Z
S	J	M	M	U	L	W	A	T	C	H	U	V	U	A	C	C	K	Y	A	I	Q	J	M	O
S	R	F	C	P	K	I	W	B	F	Z	A	P	H	R	T	K	C	X	L	E	V	A	R	G
D	E	E	S	R	C	P	Z	B	Y	U	R	S	S	D	C	U	W	R	H	S	F	N	I	Z
P	E	F	V	B	R	G	R	A	G	O	A	Z	E	E	C	W	E	L	D	I	N	G	V	T
L	V	L	J	I	E	Z	Y	O	T	C	X	M	H	S	L	F	Q	H	X	F	O	P	N	Y
K	R	X	C	I	R	B	G	E	G	I	L	C	V	F	B	K	Y	F	A	O	S	X	Y	R
W	G	P	U	Y	T	D	C	E	Y	R	O	T	T	A	L	E	Y	I	R	Q	L	J	J	Z
O	X	O	I	S	C	T	T	O	B	T	A	N	I	H	G	V	R	J	W	X	N	F	P	F
O	O	H	H	B	M	E	R	Q	N	W	J	M	C	E	Z	O	K	B	H	K	D	J	H	W
L	N	S	W	N	V	S	R	O	O	L	Y	X	K	P	H	M	U	K	F	K	T	X	V	S
J	P	K	J	T	C	E	P	M	V	G	N	J	M	W	N	E	I	Z	O	B	Z	F	H	C
Q	B	R	Z	J	U	V	E	L	R	A	L	H	N	X	X	R	D	R	N	A	Y	Q	K	H
D	N	O	O	I	T	T	R	J	P	K	R	N	H	R	E	S	B	J	E	Q	T	E	G	O
X	O	W	J	H	H	C	T	I	Y	G	D	A	W	R	E	F	G	R	W	O	N	J	X	L
K	C	M	B	N	H	Q	R	P	N	V	R	X	B	D	H	Y	A	I	T	R	O	I	T	A
P	I	Z	I	P	E	E	X	P	F	C	J	M	Z	D	F	L	M	S	X	O	C	M	Z	R

ASPHALT

BMP

CHECK

FAIR

GRAVEL

KNOWLEDGE

LTAP

MRGP

OSHA

PROGRAM

PROTECT

RECYCLED

REMOVE

RESILIENT

RIVERS

ROW

SCHOLAR

SELECTBOARD

STABILIZATION

TICK

WATCH

WELDING

WORKSHOP

Vermont Local Roads LISTSERV - Have you joined?

Go to: [www.localroads.vermont.gov/listserv](http://www.localroads.vermont.gov/listserv)

# SUMMER EDITION 2017

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.

**Vermont Local Roads**  
VTrans Training Center  
1716 US Route 302  
Berlin, VT 05633-5002  
Phone: (802) 828-3537  
Fax: (802) 828-1932

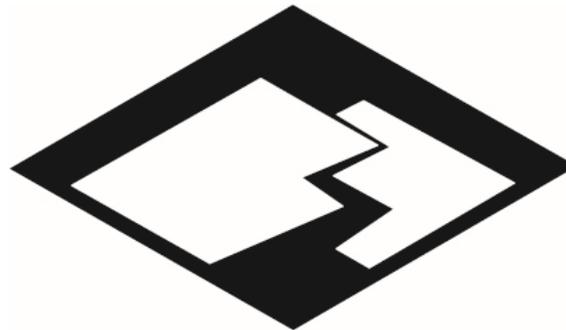
**Program Staff:**  
*Stu Johnson, Program Manager*

*Todd Eaton, Circuit Rider*

*Holly Hayden, Program Coordinator*

The Vermont Local Roads Program  
VTrans Training Center  
1716 US Route 302  
Berlin, VT 05633-5002

Address Service Requested



VERMONT LOCAL ROADS



We're on the web  
[www.localroads.vermont.gov](http://www.localroads.vermont.gov)