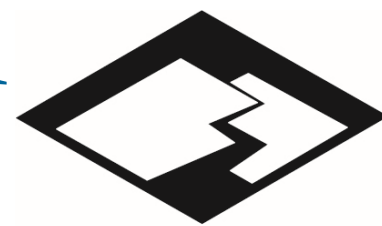


WINTER
EDITION
2016

NEWSLETTER

Vermont Local Roads



VERMONT LOCAL ROADS

Inside this issue:

| | |
|---|-----------|
| VLR Update | 1 |
| Municipal Roads General Permit | 3 |
| NH Salt Symposium | 4 |
| National LTAP Conference | 5 |
| A Man Who Makes New Things Old | 6 |
| Roads Scholar Program | 8 |
| Photo of the Month | 9 |
| Workshops | 10 |
| Word Search | 11 |

VLR Update

Hi Folks,

This being my first VLR newsletter as Branch Manager, I've been encouraged to say a few things about myself and some of the things that we've done and plan to accomplish going into 2017.

I have been the elected Road Commissioner in Cornwall for 24 years. I maintained the winter roads in Whiting for 3 years prior. I became involved with Vermont Local Roads at that time and have worked my way through all of the Scholar Programs and Management Academy. Some will remember Bob Niles as the VLR Circuit Rider, who became a friend and mentor, he encouraged me to organize what became the Addison County Road Managers Network Group. With some further help from VLR, this group eventually became self-sufficient and continue to meet regularly. Through my involvement with that group, I became involved in several legislative actions including the transition of VLR from St. Michael's College to VTrans. I was then asked to be on the VT Local Roads Stakeholders' Committee. After many discussions about the background of the candidates we were looking for to fill the manager's position when Kevin Gadapee moved on, I decided to apply and voila here I am. Enough of that talk.

I'd like to take a moment to dwell on the Foremen's groups that are meeting around the state. I can't over emphasize the value of these meetings. The exchange of ideas, information, experiences, and yes, comradery can be a huge benefit to the towns. Vendors and Agencies all clamor for an audience with these groups. The foremen are continuously being exposed to the latest innovations, technology, regulations, BMP's and funding opportunities available to the towns. If you or your road managers are not taking advantage of these local opportunities, I would encourage you or them to get involved. VLR is teaming up with the various Regional Planning Commissions and others to provide up to date information at these meetings. Looking forward into the future, these will be important opportunities to learn about and understand the Municipal Road General Permit

(MRGP), its requirements and timelines. VLR would like to thank the RPCs and all others who are working to keep these meetings going forward and we look forward to working with you.

Having mentioned the MRGP, I would like to also say that as the permit continues to be developed and stabilized, we will be working with Jim Ryan at DEC and others to get the information out there. We intend to facilitate some more of the roundtable discussions we had earlier this year to discuss the permit and explain the processes involved with compliance.

Okay, on to training. After working through a variety of complications, we were able at the last minute, to pull together three grader workshops this fall. I am still working to get the hands-on portion of the training completed before freeze up. The workshop appears to have been well received as presented so we will plan to offer few more this spring. As before, participants will need to complete the two-day, OSHA 10 workshop. OSHA 10 workshops are planned for the spring before the grader workshops. Our focus has been on the grader training as it is the most requested workshop. Loader, loader/backhoe, and excavator workshops have been discussed but no details worked out. We'll work on that while you guys are out plowing this winter.

We are working on bringing back some of the basic workshops, doing it in house so to speak. We intend for them to be partly roundtable discussions so we need to have the folks with experience there to share their knowledge and practices that have worked for them.

Welding continues to be another highly requested workshop on the list. This winter we intend to work through some logistical issues in providing this workshop with the intent of making worthwhile workshops available next year.



(Continued on page 2)

We're on the web
www.localroads.vermont.gov

VLR Update Continued

(Continued from page 1)

We are also working with our partners here at VTTC to provide a variety of OSHA awareness and other specific workshops in the safety focus area. There have been some casual discussions about creating a Safety Scholar Program. We'll be talking more about that this winter too.

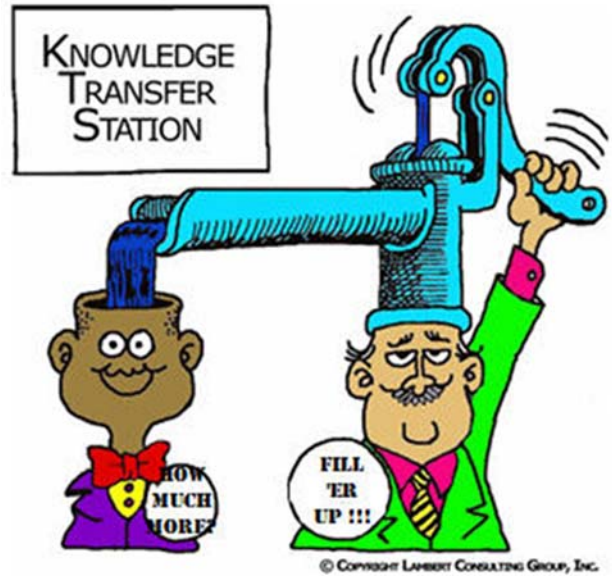
We will be reviewing the workshop requests and evaluations this winter with the intent of providing you those workshops with the most need and impact.

VLR, VTTC and VTrans as a whole, not to mention many towns, have been watching the workforce willing to do this kind of work changing and shrinking. Some towns and the state are having trouble finding qualified folks to fill the slots as the boomers retire. There are folks whose purview is working on strategies to find and keep these workers. We will share information as it is available to us.

I'm looking forward to continuing to meet folks as we get around to meetings and workshops. I remind you that we are here to provide the workshops and information you need to do your work safely, effectively and efficiently. We welcome your ideas and input as to how we can better do that.

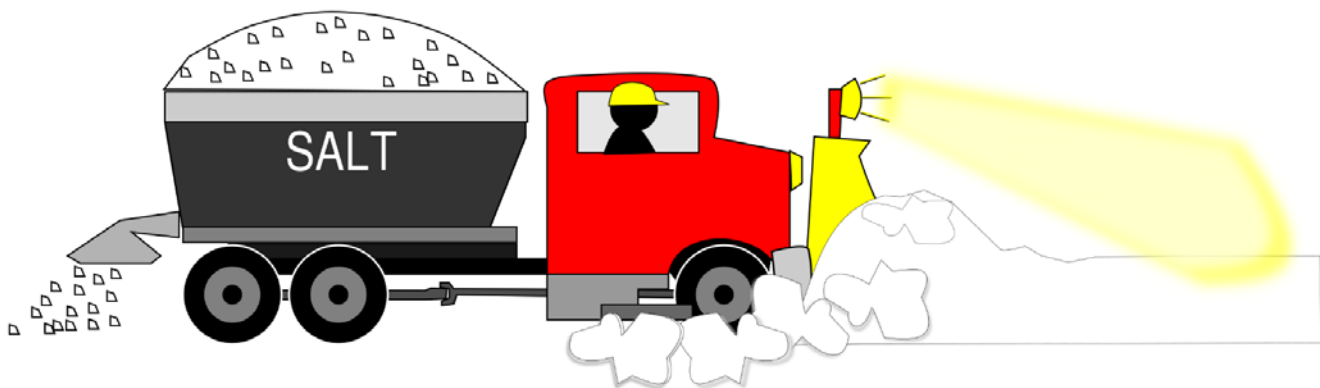
At this time we are near ten inches below average for precipitation. I'm hoping this isn't the start of an extended drought. If it isn't, then we'll be seeing some serious precipitation to get back to normal. If it doesn't come soon as rain it could be quite a winter. Hopefully it will be all snow and no ice. Regardless, Be safe out there!

Sincerely,
Stu Johnson VLR Branch Manager

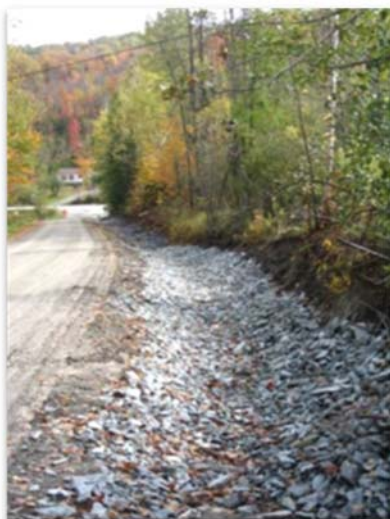


Do you have any photos of creations that your town has developed or knowledge you would like to share please email holly.hayden@vermont.gov.

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



DEC's Municipal Roads General Permit



Act 64, also known as the Vermont Clean Water Act, was passed by the Legislature in 2015. Its passage included several new water quality programs that would target some of the state's chronic water quality issues. Some of the state's larger waterbodies do not meet water quality standards due to excessive nutrient levels. Act 64's new programs are directed at sources of nutrients and sediment including: agriculture, wastewater treatment facilities, logging, impervious surfaces, and roads. Two new road permits were established by Act 64, the TS4 program which targets state highways and the Municipal Roads General Permit (MRGP) which targets municipal roads. State highways and municipal roads account for approximately 85% of the state's total road network.

Act 64 tasked the Vermont Department of Environmental Conservation with developing the MRGP. Jim Ryan is leading those efforts for DEC and is currently developing a draft MRGP and related standards and schedules with partners.

Some of the components and requirements of the MRGP will likely include:

- A road erosion inventory of all hydrologically-connected municipal roads (map layers of hydrologically-connected roads can be found at: <http://anr.vermont.gov/maps/nr-atlas>)
- An implementation plan and schedule for bringing non-complying road segments up to MRGP standards
- Implementation of the plan until all road segments are brought up to MRGP standards
- Brief annual reports to DEC documenting progress on road improvement projects

Towns will begin applying for MRGP coverage and paying the associated fees in mid-2018. Road erosion inventories and implementation plans will be due 1-2 years later and have to be revised every 5 years. Both the inventory and implementation of practices are eligible for funding from the VTrans Better Roads grant program:

<http://vtrans.vermont.gov/highway/better-roads>



Jim is working closely with partners such as VTrans, regional planning commissions, and the VT League of Cities and Towns in developing the permit and standards. The MRGP standards will be very similar to the existing VTrans Road and Bridge Standards and practices, except they will match specific road types. For example there will be different standards for paved roads versus gravel roads. The MRGP standards will also include address erosion issues from winter sand piles and stabilizing catch basin outlets so that they do not impact waterways.



For additional information about the MRGP please see the DEC MRGP website:

<http://dec.vermont.gov/watershed/stormwater/permit-information-applications-fees/municipal-roads-program>

or contact Jim Ryan at:

jim.ryan@vermont.gov

(802) 490-6140

NH Salt Symposium - By Todd Eaton

I recently attended the New Hampshire Annual Salt Symposium sponsored by NH Technology Transfer Center (NH LTAP center), NH Department of Environmental Services, and the Snow & Ice Management Association (SIMA). On a side note, SIMA's website (<http://www.sima.org>) offers a number of online learning opportunities for the conscientious winter maintenance expert.

Just like everyone in attendance, all of my brain power was focused in one direction. We all want to know how to maintain a high level of service, while reducing cost, and protecting our natural resources by minimizing the environmental impacts of excess salt use. NH Salt Symposium serves as a yearly addition to the Green SnowPro Program put in place through NH legislation to ensure best practices in winter maintenance.



The lineup of presenters offered an assortment of winter maintenance perspectives from a range of expertise and disciplines. Caleb Dobbins, NH Highway Maintenance Engineer, talked about the success the state agency has had in reducing salt usage through the use of brines and other liquids thereby reducing budget constraints and environmental impacts. Dobbins was an especially adamant voice in support of using winter liquids to pretreat their interstate's lane miles. Carlton Bradely, Jr., Assistant Director of Operations and Facilities for the Manchester-Boston Regional Airport left me salivating as he presented a winter maintenance perspective that can only be described as, "When money is not an object!"

Their required level of service justifies an enormous budget making available to them all the high end materials and equipment Town Highway Departments dream of. Raqib Omer, CEO of Viaesys, Inc. presented recent results of an ongoing study that is tracking the impact training programs

have on salt usage in all avenues of winter maintenance. I personally found this to be encouraging as a member of our LTAP center, as the study continues to confirm that there is a direct correlation between ongoing training programs and the reduction of and effective use of salt in winter maintenance.

The Symposium was not limited to speakers and good catering, but there were many vendors lining the halls eager to present their latest and greatest to anyone interested. I found especially beneficial, thinking for the sake of municipalities, that the vendors offering alternative salt treatments to be the most helpful, as this seems to be the best use of the municipalities time, effort, and money to explore and invest in the various pretreating methods to reduce salt usage and winter maintenance costs.



At the very least I encourage the municipalities to explore the various, inexpensive blending techniques for pretreating salt that eliminate the need for additional equipment like spray applicators and bed tanks. These and many other topics of discussion will be included in our Winter Maintenance Workshop.

All in all, the NH Salt Symposium was a good and beneficial experience. As always we look for the things that will directly relate and benefit Vermont municipalities, but the Symposium presented an array of perspectives and methodologies in one meal. I'd encourage municipalities future attendance if possible.



Brine Maker with storage tank

2016 National Meeting Madison, WI



Photo top: Holly attended the 35th Annual National LTAP/TTAP Conference in Madison, Wisconsin July 18-21, 2016. Even though it was a hot one she enjoyed the time with her fellow LTAP folks. There is always something that you can learn and bring back to the team to make the program successful.

Photo to right: Stephanie (NH LTAP), Bucky Badger, and Holly (VLR) bonding time in Madison, Wisconsin!



2016 Regional Meeting Portland, ME



In May Holly & Todd attended the 2016 Regional meeting in Portland, ME.

The Northeast Regional LTAP includes:
 Baystate Roads Program (Massachusetts)
 Cornell Local Roads Program (New York)
 Connecticut Technology Transfer Center
 Maine Local Roads
 New Jersey LTAP Center
 New Hampshire LTAP Center
 Vermont Local Roads

Photo to left: Visitors carve their initials or something that is of meaning to them on the lock and then lock it on the fence.
 Portland, Maine

A Man Who Makes New Things Old **Morgan, Vermont, Home of Monk Besaw** **By: Scott Wheeler (Northland Journal)**



It has been decades since horse-drawn snow rollers were used on Vermont's roads, but don't try to tell that to Roland "Monk" Besaw (standing). He built this life-size working roller earlier this year. With Besaw in this photo are Marc Farrow (seated) of Holland and his team of Belgium horses, Brumby (left) and Bob. Photo by Scott Wheeler

Before truck-mounted snowplows cleared Vermont's deep winter snows from the roads, and before cars and trucks were a common sight on the roads, winter roads were made passable by horse-drawn snow rollers. Instead of plowing the snow to the side of the road, the weight of these huge, heavy wooden rollers compacted the snow into a hard surface that horses, buggies, and wagons could travel on.

There isn't much demand for snow rollers of the days of old, but don't tell Roland "Monk" Besaw that. Earlier this year, while on his winter's break from his job as a bucket loader operator with Pike's Paving, the longtime Morgan resident built a snow roller. This is not a miniature roller built to scale, but a life-size one that he estimates weighs about 1,800 pounds.

Although Besaw has lived in Morgan since the 1960s he was born not far from the junction of Burton Hill Road and Creek Road in the village of Irasburg, the son of Richard and Lumina Besaw. At 64 years old, Monk Besaw remembers life in a less mechanized world, but his memories don't extend back to the days in which snow rollers rolled the streets and roads of the state. Instead, he learned about these goliaths of the winter roads from an elderly neighbor.

"I used to go down and talk to Ben Cutler," Besaw said. "He was an old guy and he used to sit there and tell me how they used to roll the roads. They could reach out and touch the telephone wires. I wasn't very tall at the time and of course telephone wires are pretty high but back then they had the short poles so the wires weren't very high."

After getting the idea in his head to build a snow roller, Besaw had to find a blueprint. He found one in the pages of the fall 1995 issue of *Small Farmers Journal*. Using spruce and fir, he began work on the project in the early days of 2007 and completed it by early March. He figures he put about 60 hours of labor into building the snow roller.

Building the snow roller isn't the first time that Besaw has built something "old" from scratch, at least almost from scratch. In 2001, using the chassis of a 1928 Model A, he built a truck, not with metal, but out of wood. As with his snow roller, the wooden car isn't just for looks; it can be driven.

"I always wanted to make a wooden body," Besaw said.

(Continued on page 7)

A Man Who Makes New Things Old Continued **By: Scott Wheeler (Northland Journal)**

(Continued from page 6)

"I had a chassis of a car so I figured it was easier to make a pickup." Besaw said.

Then there is the buckboard wagon that he built four years ago for his daughter Kelly Rockwell in North Carolina. It took him three months to build that.

In addition to replicating old things, he also collects truly old things—everything from his knife collection to his wrench collection. He also has a collection of various farm implements including a corn chopper and a milk separator.

Besaw just chuckles when he is asked how he comes up with his ideas, antiques, and various pieces of history to make his own reproductions, and says he just stumbles onto them on his travels.

He goes driving all over the place and checks out all the fields to see if he can find old junk wheels or anything else. Then he'll go knocking on the door and ask if they want it or if they want to sell it.

Some people say seeing Monk driving around with a little bit of this and a little bit of that in the back of his truck, Monk reminded them of Mr. Haney, a character on the 1970s sitcom Green Acres. A "wheeler and a dealer," Mr. Haney traveled about Hooterville peddling his bargains. But whereas Mr. Haney sold pawned goods from his truck, Mr. Monk Besaw, the "Mr. Haney of Morgan," goes about the countryside looking for more bargains to bring home.

So, if you're out on an afternoon drive through the Kingdom and you should come upon a man sitting high upon a snow roller, or a man driving a wooden truck, you'll know that you are in Morgan, "Home of Monk Besaw."



FOR IMMEDIATE RELEASE

November 16, 2016

Contact: Linda Blasch

Better Roads Program Technician
 (802) 498-7216

Linda.Blasch@vermont.gov



VTrans Urges Grant Applicants To Document Projects Before Snow Flies

Montpelier, Vt. --The Vermont Agency of Transportation (VTrans) will soon be sending notification to municipalities announcing the 20th year of grant funding for the Better Roads Program, which promotes the use of erosion control and maintenance techniques to save money while protecting and enhancing Vermont's lakes and streams.

This year, it is anticipated that grant applications will be accepted between **January 23 and March 17, 2017**. We are urging municipalities to consider potential grant projects now and to begin project planning by:

- Taking color photos of the proposed project and surrounding area; including unique features such as historic laid up stone headwalls, retaining walls and stone culverts.
- Taking field measurements to develop sketches of the proposed project, including length of project and delineating municipal right of way.
- Requesting technical assistance from Better Roads staff, if necessary.

In order to ensure that a quality application can be submitted and in anticipation of snowfall, municipalities are urged to take photos and necessary measurements as soon as possible.

Additional information and resources can be found at: vtrans.vermont.gov/highway/better-roads. To request more information about the program or application process or for technical assistance, contact Alan May at (802) 828-4585, Alan.May@vermont.gov (eastern Vermont) or Linda Blasch at (802) 498- 7216, Linda.Blasch@vermont.gov (western Vermont).



Roads Scholar Program



★ **The Roads Scholar Program provides:**

- ★ • Recognition of training and achievement across various levels
- ★ • Coverage of subjects essential to effective road management

★ **Reasons to enroll in our scholar program:**

- ★ • Receive experienced instruction from dynamic presenters
- ★ • Benefit from hands-on learning
- ★ • Meet new people
- ★ • Share your experience and expertise
- ★ • Enjoy some friendly peer competition



★ **Upon graduation you'll have:**

- ★ • Official recognition letter and certificate sent to you and your supervisor
- ★ • Feature article in the Vermont Local Roads newsletter
- ★ • Award recognition presented among your peers
- ★ • Increased confidence and knowledge



| Roads Scholar | Level 1 | Level 2 | Level 3 | Masters |
|--|-----------|-----------|------------|------------|
| <u>Categories</u> 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 |

There are four attainable levels. Each level builds on the total from the last level, i.e., Level 1 requires 18 hours Equipment; 12 more hours are required for Level 2 for a total of 30 equipment hours.

Contact us for more information about the Vermont
Local Roads Scholar Program:
802-828-3537
Or
localroads.vermont.gov



BE A ROAD SCHOLAR

Photo of the Month



Photo by Stu Johnson, VT Local Roads Branch Manager



Your Grader Operator's Dream Come True

So over the years we've tried, heard and dreamt about different contraptions to get leaves and pine needles off the edge of the road before scraping. Here is a store bought version several towns are using and all reviews are very positive. The unknowing will probably say it's not worth the \$5400 to blow the leaves out of the way just to make the grader operator happy. I would counter that it will enable those last passes before winter to be done efficiently, completely and effectively, not to mention clearing the debris from the ditches reducing the potential of clogged ditches and culverts and the related damage.

There may be other manufacturer's products out there too, so look and ask around. We just want to promote the idea, not a product.

In fact, we have also heard of other ingenious "ole Yankee" creations for the same purpose. If you'd be willing to share pictures of your innovations.... Send them to Holly at holly.hayden@vermont.gov and we'll get them out there for folks to be ready next fall.



Before

After

Photo by Mark Towslee, Dorset Town Garage

Workshops

Trenching & Shoring workshops were well received again this year. I want to say a big thank you to Rob Gentle—VTTC Safety & Health Instructor! Rob has been more than willing to help develop Safety & Health workshops for VLR the last two years. He is very well received by the municipalities and they enjoy having him as their instructor. Thanks Rob!



Photo left: Trenching & Shoring held at Johnson Municipal Town Offices and Johnson Town & Johnson Village highway garage.

Photo top; American Shoring Trench Box

New Workshops

Roadway Fundamentals - This workshop covers the basic concerns in roadway design, construction and maintenance with practical information that Vermont towns can implement immediately. The workshop included the basic elements of a well-constructed road, assessment of surface damage and causes, the importance of proper drainage, the necessity for compaction, and appropriate repair strategies.

In Development

All About Asphalt - Learn how to assess different types of asphalt, the damages and solutions to fix them. There will be some hands-on illustration as well.

Confined Space - Explain the nature of hazards involved with confined space, necessary precautions to be taken and the use of required protective and emergency equipment.

Show me the \$ - Familiarize road foremen and municipal officials with an overview of their grant funding from the Federal & State levels of government for infrastructure improvement while also providing a description of how these monies will be made available.

Please check our website for upcoming workshops and their locations!

www.localroads.vermont.gov



Vermont Local Roads Puzzle Time!

2016 Winter

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 V H T W
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BRINE MAKER
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 ENVIRONMENTAL
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 KNOWLEDGE

LTAP
 MONEY
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SALT
 SCHOLAR
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 WATER
 WELDING

Vermont Local Roads LISTSERV - Have you joined?

Go to: www.localroads.vermont.gov/listserv

WINTER EDITION 2016

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

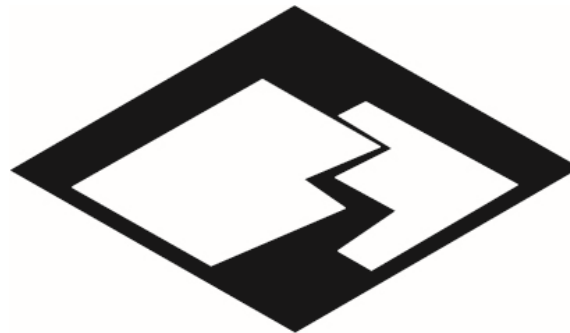
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