

Bristol Town Administrator

From: Snelling, Randy <Randy.Snelling@vermont.gov>
Sent: Friday, July 30, 2021 4:12 PM
To: Bristol Town Administrator
Cc: Snelling, Randy
Subject: FW: 2021 Green Mountain Stage Race, Sept. 5, 2021
Attachments: 20210730083146736.pdf

FYI, I may have forgot you.

From: Snelling, Randy <Randy.Snelling@vermont.gov>
Sent: Friday, July 30, 2021 3:35 PM
To: Lucas, Robert J <Robert.J.Lucas@vermont.gov>; White, David <David.White@vermont.gov>; White, Megan <Megan.White@vermont.gov>; AOT - TMC <AOT.TMC@vermont.gov>; Lozier, Cory <Cory.Lozier@vermont.gov>
Cc: Starr, Trevor <Trevor.Starr@vermont.gov>; Redmond, Michelle <Michelle.Redmond@vermont.gov>; Law, Todd <Todd.Law@vermont.gov>; Town of Waitsfield_Town_Administrator (TREVOR LASHUA) <townadmin@madriver.com>; Troumbley, Jody <townclerk@hancockvt.org>; Ruzzo, Joseph <Joseph.Ruzzo@vermont.gov>; Beth Dow (bdow@townofmiddlebury.org) <bdow@townofmiddlebury.org>; Jones, Cindi <cjones@warrenvt.org>; Werner, Kathy <granvilletown@gmavt.net>; Ober, Sally <clerk@lincolnvermont.org>; johnroleau76@gmail.com; faystonsb@madriver.com; JosephDickinson, Alison <ajdickinson@riptonvt.org>; Estey, Cheryl <starksboro@madriver.com>; Town of Huntington_Road_Foreman <huntington.vt.roads@gmail.com>; Gary <Gary@gmsr.info>; Blackmore, David <David.Blackmore@vermont.gov>; Bishop, Ashley <Ashley.Bishop@vermont.gov>; Dunbar, John <John.Dunbar@vermont.gov>; Lawrence, Kevin <Kevin.Lawrence@vermont.gov>; Shepard, Daniel E <Daniel.E.Shepard@vermont.gov>; Dieser, James <James.Dieser@vermont.gov>; Tatko, Amy <Amy.Tatko@vermont.gov>; Schultz, Joshua <Joshua.Schultz@vermont.gov>; Degutis, Ian <Ian.Degutis@vermont.gov>; Driscoll, Kristin <Kristin.Driscoll@vermont.gov>; madriverinn@madriver.com; Snelling, Randy <Randy.Snelling@vermont.gov>; Pierce, Ed <Ed.Pierce@vermont.gov>; Keller, Craig <Craig.Keller@vermont.gov>
Subject: 2021 Green Mountain Stage Race, Sept. 5, 2021

Good morning all,

The 20th annual **Green Mountain Stage Race** (GMSR) bike event is coming up this year on Sunday **Sept. 5th, 2021.**

They will be riding the two Gaps (Lincoln, Middlebury) and routes that will include VT 17, VT 100, VT 116, VT 125, and local municipal roads. The Towns include Bristol, Lincoln, Starksboro, Fayston, Waitsfield, Warren, Granville, Hancock, Ripton, Middlebury, and New Haven. All Towns have signed off on this event, and are aware of the bike event.

VT 17 from Gore Rd. to Mad River Glen Ski area parking lot will be **closed from 11AM ~ 2:00PM. on Sept. 5th**, the traveling public should seek alternate routes between these times, and plan ahead.

Traffic control, message boards, and signage will be present, as well as UTO's. EMT's are also on this event. All riders are asked to obey the rules of the road.

It is estimated that there will be between 500-700 racers, with the same amount of spectators. I have attached the permit and the route/course descriptions for the event and as a FYI.

The new reformed D-6 will have a paving project on VT 17 in Fayston and the organizers are aware of this. There will be bike route signs that been approved by upper management that are to be deployed possibly 5-6 days before the event, and taken back down as well after the event. **Please pass along to your personnel to please do not remove these Bike Event signs.**

If you have any questions feel free to reach out to me.

Regards,
Randy

Randy Snelling | District Tech VII
District 5, Maintenance Bureau
189 Troy Ave | Colchester, VT 05446
[Office 1-\(802\)-655-1580](tel:1-802-655-1580) | [Cell \(802\)-343-4934](tel:802-343-4934)
Randy.Snelling@vermont.gov



This is our shot, Vermont! Everyone age 16 and older is now eligible for a COVID-19 vaccine. Sign up for your shot today at healthvermont.gov/MyVaccine or follow @healthvermont on [Facebook](#) and [Twitter](#) for walk-in opportunities.
#OurShotVT



State of Vermont
District #5
P.O. Box 168
Essex Junction, VT 05453-0168
www.aot.state.vt.us

Agency of Transportation

[phone] 802-655-1580
[fax] 802-655-6642
[ttd] 800-253-0191

July 30, 2021

Green Mountain Stage Race, LLC
C/o Gary Kessler, Director
P.O. Box 1172
Waitsfield, VT 05673

RE: Fayston - VT 17, mm 1.20, LS 63+36 LT

Subject: Road closure for Green Mt. Stage Race September 5, 2021, from 11:00 AM to 2:30 PM.
(Permit # 44697)

Dear Mr. Kessler,

Enclosed is the approved permit application for you to close a section of VT 17 in the town of Fayston.

Please note the special conditions attached to, and made a part of, this permit.

If you have any questions, you can reach me at (802) 655-1580.

Sincerely,

E-SIGNED by Randy Snelling
on 2021-07-30 11:47:16 GMT

Randy Snelling
District 5 Technician VII

CC: Ed Pierce, Permitting Services
D5 Office file
D6 Office file



Green Mountain Stage Race, LLC
C/o Gary Kessler, Director
P.O. Box 1172, Waitsfield, VT 05673
July 30, 2021
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SPECIAL CONDITIONS

This permit is granted subject to the restrictions and conditions on the back of the permit, with attention given to the Special Conditions listed below. This permit pertains only to the authority exercised by the Agency of Transportation under Vermont Statutes Annotated, Title 19, Section 1111, and does not relieve the Permit Holder from the requirements of otherwise applicable statutes, rules, regulations or ordinances (e.g., Act 250, zoning, etc.). The Permit Holder shall observe and comply with all Federal and State laws and local bylaws, ordinances, and regulations in any manner affecting the conduct of the work and the action or operation of those engaged in the work, including all orders or decrees as exist at present and those which may be enacted later by bodies or tribunals having jurisdiction or authority over the work, and the Permit Holder shall defend, indemnify, and save harmless the State and all its officers, agents, and employees against any claim or liability arising from or based on the violation of any such law, bylaws, ordinances, regulations, order, or decree, whether by the Permit Holder in person, by an employee of the Permit Holder, by a person or entity hired by the Permit Holder, or by a Subcontractor or supplier.

A preconstruction meeting to discuss work to be completed must be held prior to the Permit Holder's employees or contractor beginning work. The Permit Holder is required to notify the District Transportation Administrator five (5) working days in advance of such meeting.

Roadway shoulder areas must be maintained free of unnecessary obstructions, including parked vehicles, at all times while work is being performed under this permit.

The Permit Holder shall be responsible for all damages to persons and/or property due to or resulting from any work allowed under this permit. The Permit Holder shall defend, indemnify and save harmless the State, the Agency, and all of their officers, agents, and employees from all suits, actions, or claims of any character, name and description brought for or on account of any injuries or damages received or sustained by any person, persons or property, including all costs or expenses to defend against such suits, actions or claims.

In the event of the Permit Holder's failure to complete all the work, approved under this permit, by the "work completion date," the Agency of Transportation, in addition to any other enforcement powers that may be provided for by law, may suspend this permit until compliance is obtained. If there is continued use or activity after suspension, the agency, may physically close the driveway or access point if, in the opinion of the Agency, that safety of highways users is or may be affected.

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TRAFFIC CONTROL

It is incumbent upon the Permit Holder to verify the appropriate safety measures needed, prior to construction, so proper devices and/or personnel are available when and as needed. Traffic control devices shall be in conformance with the MUTCD (Manual on Uniform Traffic Control Devices), Agency of Transportation Standards and any additional traffic control deemed necessary by the District Transportation Administrator. Failure to utilize proper measures shall be considered sufficient grounds for the District Transportation Administrator to order cessation of the work immediately.

Construction will be performed in such a way as to minimize conflicts with normal highway traffic. **When two-way traffic cannot be maintained, or a lane closure is proposed, a sign package that conforms to the MUTCD or VAOT Standards, and trained Flaggers shall be provided.** The District Transportation Administrator may require a similar sign package with trained Flaggers whenever it is deemed necessary for the protection of the traveling public. In addition, the District Transportation Administrator may require the presence of Uniform Traffic Officers (UTOs); moreover, the presence of UTOs shall not excuse the Permit Holder from its obligation to provide the sign package and Flaggers.

When traffic control becomes so complex that the traffic control cannot be accomplished using Agency standards, the Permit Holder must submit a traffic control plan to the Agency's Utilities Unit for Agency approval prior to beginning work.

The Permit Holder shall ensure that all workers exposed to the risks of moving highway traffic and/or construction equipment wear high-visibility safety apparel meeting the requirements of ISEA (International Safety Equipment Association) "American National Standards for High-Visibility Safety Apparel," and labeled as ANSI (American National Standards Institute) 107-2004, or latest revisions, for Performance Class 2 or 3 requirements. A competent person - one designated by the Permit Holder's Contractor to be responsible for worker safety within the activity area of the State highway right-of-way - shall select the appropriate class of garment. The Engineer may suspend this permit until compliance is obtained.

(5) days prior to the event the permit holder shall place one Portable Changeable Message Sign (PCMS) at the intersection of VT 100 and VT 17 and another PCMS at the intersection of VT 17 and VT 116 notifying traffic that the Road is closed on Sunday September 5, 2021, from 11:00 AM to 2:30 PM. Portable Changeable Message Signs (PCMS) are limited to a display of 3 lines of 8 characters each. Messages should be clear, concise, and limited to two phases.

It is imperative that extensive public outreach happens to reach out to effective homeowners, and businesses (examples; front porch Forum, local papers, social media, flyers, etc.) along the closed portion of VT 17 at least one (1) week prior to the event. UTO's and/or volunteers shall know that there may be patrons of these effected businesses along VT 17 that need to reach these businesses, such as the Red Barn Inn, for weddings and other such events.

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P.O. Box 1172, Waitsfield, VT 05673
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The PCMS messages should be reviewed for compliance with MUTCD (2 phases, 3 lines of 8 characters).

Before race:

**VT 17
WILL BE
CLOSED
--
SUNDAY
11 AM TO
3 PM**

On race day:

**NO THRU
TRAFFIC
11AM-3PM

SEEK
ALT
ROUTE**

After road is re-opened (for a couple hours)

**VT 17
OPEN TO
TRAFFIC**

An R11-3a modified "ROAD CLOSED 7 MILES AHEAD/SEEK ALTERNATE ROUTE" sign at the intersection of VT 116, and "ROAD CLOSED 5 MILES AHEAD/SEEK ALTERNATE ROUTE" at the intersection of VT 100 (perhaps by Valero gas station).

The W20-3 "Road Closed Ahead" signs shall be 48x48" black on fluorescent orange, and the R11-2 "Road Closed" sign shall be 48x30 black on white. The R11-3a modified signs shall be 60x30 black on white. Sign stands shall be NCHRP 350 or MASH compliant. Signs shall be removed as soon as road is reopened.

The Permit holder shall always allow right of way access for emergency vehicles and shall not impede the emergency traffic flow to reduce response time.

Green Mountain Stage Race, LLC
C/o Gary Kessler, Director
P.O. Box 1172, Waitsfield, VT 05673
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The permit holder shall require a uniformed traffic officer and blue light, and MUTCD compliant signs and barricades or cones to block road, at Mad River Glen parking lot (east side) and at Gore Road (west side) to redirect non-race traffic.

The permit holder shall have uniformed traffic officers coordinate re-opening the road to traffic and have public address announcer at top of Gap announce/warn spectators and racers when through traffic will start to flow again.

Independence; Liability: The Permit Holder will act in an independent capacity and not as officers or employees of the State.

The Permit Holder shall defend the State and its officers and employees against all claims or suits arising in whole or in part from any act or omission of the Permit Holder or of any agent of the Permit Holder. The State shall notify the Permit Holder in the event of any such claim or suit, and the Permit Holder shall immediately retain counsel and otherwise provide a complete defense against the entire claim or suit.

After a final judgment or settlement, the Permit Holder may request recoupment of specific defense costs and may file suit in the Washington Superior Court requesting recoupment. The Permit Holder shall be entitled to recoup costs only upon a showing that such costs were entirely unrelated to the defense of any claim arising from an act or omission of the Permit Holder.

The Permit Holder shall indemnify the State and its officers and employees in the event that the State, its officers or employees become legally obligated to pay any damages or losses arising from any act or omission of the Permit Holder.

Insurance: Before beginning any work under this Permit the Permit Holder must provide certificates of insurance to show that the following minimum coverages are in effect. It is the responsibility of the Permit Holder to maintain current certificates of insurance on file with the State for the duration of work under the Permit. No warranty is made that the coverages and limits listed herein are adequate to cover and protect the interests of the Permit Holder for the Permit Holder's operations. These are solely minimums that have been established to protect the interests of the State.

Workers Compensation: With respect to all operations performed under the Permit, the Permit Holder shall carry workers compensation insurance in accordance with the laws of the State of Vermont.

General Liability and Property Damage: With respect to all operations performed under the Permit, the Permit Holder shall carry general liability insurance having all major divisions of coverage including, but not limited to:

Premises - Operations
Products and Completed Operations

Green Mountain Stage Race, LLC
C/o Gary Kessler, Director
P.O. Box 1172, Waitsfield, VT 05673
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Personal Injury Liability
Contractual Liability

The policy shall be on an occurrence form and limits shall not be less than:

\$2,000,000 Per Occurrence
\$2,000,000 General Aggregate
\$2,000,000 Products/Completed Operations Aggregate
\$ 50,000 Fire/Legal Liability

Permit Holder shall name the State of Vermont and its officers and employees as additional insureds for liability arising out of this Permit.

Automotive Liability: The Permit Holder shall carry automotive liability insurance covering all motor vehicles, including hired and non-owned coverage, used in connection with the Permit. Limits of coverage shall not be less than: \$1,000,000 combined single limit.

Permit Holder shall name the State of Vermont and its officers and employees as additional insureds for liability arising out of this Permit.

Revised 09/01/13 820.031

Green Mountain Stage Race Stage 3 Overview

Stage 3 - Sunday September 5, 2021

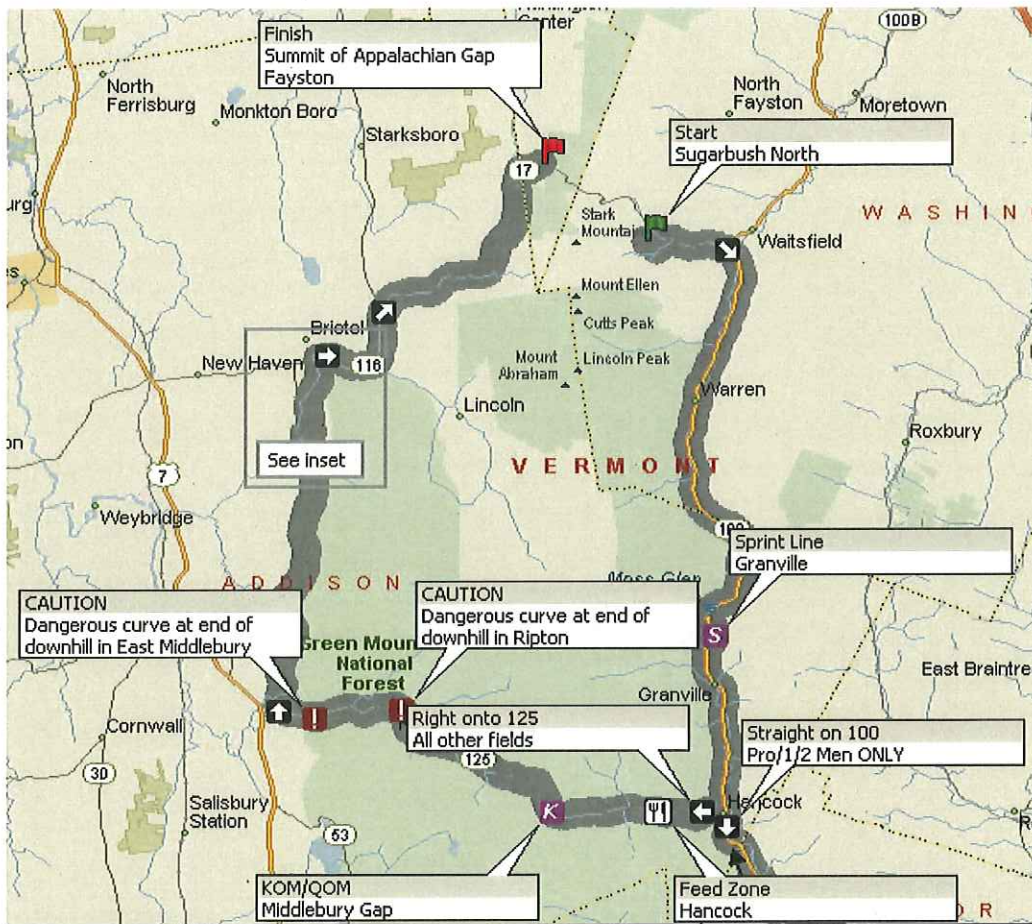
COURSE DESCRIPTION

The course is a point-to-point race that starts at the Sugarbush Ski Resort Mt. Ellen Base area in Fayston, passing through the scenic Vermont towns of Waitsfield, Warren, Granville and Hancock while traveling through the Mad River and White River valleys on Route 100. The course then turns right for the first of two crossings of the Green Mountains. The first crossing is via Middlebury Gap where the steepest grade is 18%. After pushing over the summit racers will descend the twisty west side of the gap passing Middlebury College's historic "Bread Loaf Campus" and through Ripton, former home to Poet Robert Frost. Once through E. Middlebury the course rolls along Rt. 116 until a right turn onto the steep climb of Notch Road, which has 2.35 miles of descending gravel road. Racers next encounter a short sharp climb into downtown Bristol. The course then follows flat roads for 4 miles to the day's final obstacle - Appalachian Gap. Appalachian Gap is Vermont's highest 4-season maintained roadway. Racers will start the first of two climbs known as the "Baby Gap". Baby Gap will take racers through Jerusalem and a brief but fast descent as the course rolls onto the base of App. Gap proper. This final section is only 4K, but it twists and turns and climbs very steeply in sections. As racers approach the last pitch, the canopy of trees opens up and the top of the Gap comes into view less than 1K away. The final 500m will take racers up one of the steepest pitches of the day (20% in places). This final pitch will be lined with hundreds of cheering spectators to help racers push through the pain to the finish.

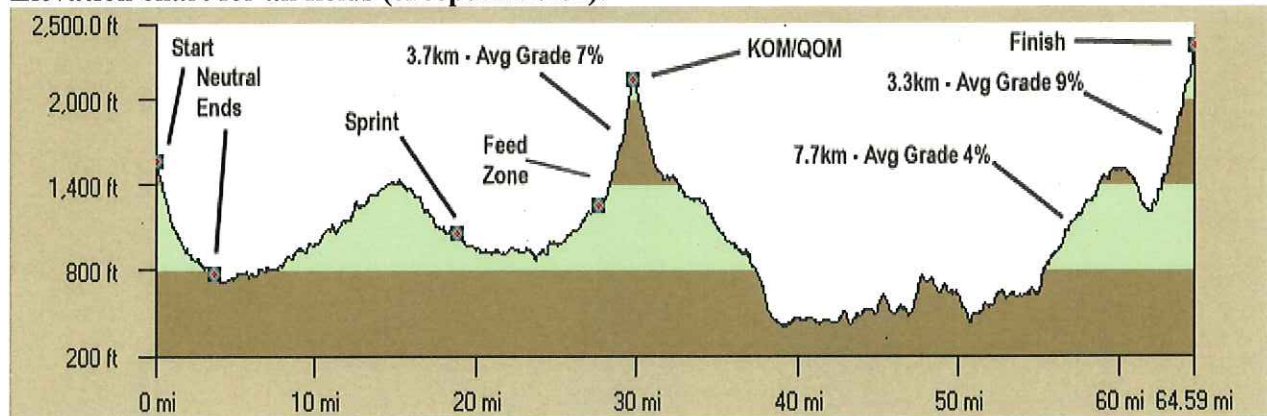
Mad River Road Race Main Loop (M-P/1/2 Ext. Below)	
Mileage	Description
0	Start at Mt. Ellen Base Area
0.67	Left turn onto German Flats
1.75	Right turn onto Rt. 17 East
3.5	Right turn onto Rt. 100 South - Racing begins!
14.5	Caution Moose Crossing next 2 miles!
15.2	Top of Granville Gulf
18.5	Hot Spot Sprint Finish
23.6	Right turn Rt. 125 Middlebury Gap (except M - P/1/2 See below)
26.6	Texas Falls

27.3	Feed Zone Start
27.6	Feed Zone End
29.8	K/QOM
29.9	Caution -frost heaved bumpy road
32.2	Breadloaf Campus Use Caution
38.15	CAUTION-SLOW VERY SHARP RIGHT ONTO BRIDGE IN E. MIDDLEBURY
39.3	Right turn onto Rt. 116
46.8	Right turn onto Notch Road
47.75	Left turn Top of Notch Road to Lower Notch Road Road turns to gravel
48	Road surface back to pavement
48.5	Road surface back to gravel
50.6	Proposed Wheel Pit - Road surface back to pavement
51.8	Right turn onto Main Street (Rt. 17) in Bristol USE CAUTION!
55	Right turn onto Rt. 17 (start of Baby Gap)
56.6	Self-serve Feed Zone at Memorial Park on Right
58.6	Jerusalem Store on right Caution
59.7	Top of the Baby Gap
61.5	Start of App. Gap Climb
64.3	Caution - Moose Crossing!
64.7	Finish at the Top of the App. Gap

The 64.7 mile Course Overview:



Elevation chart for all fields (except M-P/1/2):



FOR AGENCY USE ONLY

PERMIT ID# _____
AMOUNT PAID _____
CHECK # _____
RECEIVED DATE _____
ACCEPTED BY _____

VERMONT AGENCY OF TRANSPORTATION
State Highway Access and Work Permit

FEE SCHEDULE (July 1, 2016)

The applicant shall pay the applicable administrative processing and application review fee by submitting a check made payable to the "State of Vermont" to the following address

Vermont Agency of Transportation
Development Review and Permitting Services Section
One National Life Drive
Montpelier, VT 05633-5001
(802) 828-2653

Municipal and State projects are **not** exempt from fees. Nonprofit organizations and companies are **not** exempt from fees. Permit revisions and time completions are **not** exempt from fees. **Fees are not refundable.**

The Agency reserves the right to return an application that is incomplete, inaccurate or does not meet the requirements for a VSA, Title 19, Section 1111 Permit. The Agency may require an applicant to submit additional information that the Agency considers necessary in order to make a decision on the permit request. Calculate the fee using the table below (only **one** fee per permit)

Residential or Agricultural	\$0
Utility Installations	\$100
Minor Commercial Developments	\$250
Major Commercial Developments	\$2,500
Annual Utility Permits	\$500

Notes:

1. "Residential or Agricultural" means accesses serving a single-family home, a duplex residence, or a logging or field access for agricultural use only. Three or more dwelling units are considered a "Minor" or "Major" Commercial Development." **All** land subdivisions are considered either "Minor" or "Major Commercial Development";
2. "Utility Installations," include each direct connection to the State highway storm water system;
3. "Minor Commercial Developments" means a commercial development for which the Agency does not require the applicant to submit a traffic impact study. Resurfacing or reconstructing an existing commercial access is considered a Minor Commercial Development;
4. "Major Commercial Developments" means a commercial development for which the Agency requires the applicant to submit a traffic impact study (in any case involving an access permit for a development contributing 75 or more peak hour trips to State highways based upon latest trip generation guidance by Institute of Transportation Engineers);
5. "Annual Utility Permits" are the Routine Maintenance and Emergency Repair Permits;
6. There exist other types of permits for which a fee is **not** required. Examples of these types of permits are; temporary traffic control signage, survey or boring work, sidewalks, installation of traffic counting devices, trailer-mounted or permanent speed radar feedback signs and regrading of a roadside ditch; and
7. **Any questions please call the Permitting Services Office at (802) 828-2653**

PERMIT ID# #44697

FOR AGENCY USE ONLY
Town: Various
Route: Various
Mile Marker: Various
Log Station: Various

VERMONT AGENCY OF TRANSPORTATION
State Highway Access and Work Permit

Owner's/Applicant's Name, Address, E-mail & Phone No. Green Mountain Stage Race, LLC
POB 1172, Waitsfield, VT 05673 Gary@GMSR.info 802-279-2457
Co-Applicant's Name, Address, E-mail & Phone No. (if different from above)

The location of work (town, highway route, distance to nearest mile marker or intersection & which side)
Rt. 17 east and west sides. From near 300m below the summit on the east side and just east from the 1
Description of work to be performed in the highway right-of-way (attach plan) Road will be closed for 3.5 hours during
the Green Mountain Stage Race - Stage 3 on September 5, 2021. This will provide for the safety of race
and motorists. The closure will be from 10:45 to 2:15. We will have police at both ends as well as signs
We will also have message boards up 5 days in advance to notify road users of the closure. We have
done this for many years without incident.

Property Deed Reference Book: Page: (only required for Permit Application for access)
Fee \$ (fees do not apply for residential or agricultural purposes)
Is a Zoning Permit required? Yes No - If Yes, #
Is a 30 VSA § 248 permit required? Yes No - If Yes, #
Is an Act 250 permit required? Yes No - If Yes, #
Other permit(s) required? Yes No - If Yes, name and # of each
Date applicant expects work to begin 9/5 2021

Owner/Applicant: Gary Kessler Position Title: Race Director

(Print name above)

Sign in Shaded area: [Signature] Date: 7-19-21

Co-Applicant: Position Title:

(Print name above)

Sign in Shaded area: Date:

INSTRUCTIONS: -Contact the Development Review and Permitting Services Section (802.828.2653) or your local area
Transportation Maintenance District Office to determine your issuing authority. The issuing authority will
determine what plans, fee and other documents are required to be submitted with your Vermont Statutes
Annotated, Title 19, Section 1111, permit application request.

- Original signatures are required on an original Form. The Owner/Applicant and Co-Applicant (if
applicable) declares under the pains and penalty of perjury that all information provided on this form
and submitted attachments are to the best of their knowledge true and complete.

FEE: \$ 0

-See Fee Schedule for applicable administrative processing and application review fee.

PERMIT APPROVAL

Permission is granted to work within the State Highway Right-of-way in accordance to all attached conditions and restrictions.

The work is subject to the restrictions and conditions on the reverse page, plus the Special Conditions stated on the attached page(s).

Date work is to be completed Sept. 26, 2021

Date work accepted:

E-SIGNED by Randy Snelling
on 2021-07-30 12:02:22 GMT

By: DTA or Designee

By: Authorized Representative for
Secretary of Transportation Issued Date July 30, 2021

NOTICE: This permit covers only the Vermont Agency of Transportation's jurisdiction over this highway under Vermont
Statutes Annotated, Title 19, Section 1111. It does not release the petitioner from the requirements of any other statutes,
ordinances, rules or regulations. This permit addresses only access to, work within, and drainage affecting the state highway. It does
not address other possible transportation issues, such as access to town highways, use of private roads, and use of railroad
crossings. If relevant to the proposed development, such issues must be addressed separately.

No work shall be done under this permit until the owner/applicant has contacted the District Transportation Office at:

Applicant to Complete

RESTRICTIONS AND CONDITIONS

DEFINITIONS:

"Agency" means the Vermont Agency of Transportation (a/k/a VTTrans).

"Engineer" means the authorized agent of the Secretary of Transportation.

"Owner/Applicant" means the party(s) to whom the permit is to be issued.

"Co-Applicant" means the party who performs the work, if other than Owner/Applicant or a secondary Owner/Applicant under a joint permit application.

"Permit Holder" means the party who currently owns the lands abutting the highway that are the subject of the permit.

GENERAL:

By accepting this permit, or doing any work hereunder, the Owner/Applicant agrees to comply with all of the restrictions and conditions and any imposed special conditions. If the Owner/Applicant is aggrieved by the restrictions and conditions or special conditions of the permit, they shall submit a written request for consideration to the Engineer within 30-days of permit issuance and prior to starting any work. No work will be authorized by the Agency, or performed under the permit, until the dispute is fully resolved.

Vermont Statutes Annotated, Title 30, Chapter 86 ("Dig Safe") requires notice to Dig Safe before starting excavation activities. The Permit Holder or his/her contractor must telephone Dig Safe at 811 at least 48 hours (excluding Saturdays, Sundays and legal holidays) before, but not more than 30 days before, starting excavation activities at any location. In addition, please note that the Agency and many municipalities are not members of Dig Safe and will need to have their utility facilities investigated with due diligence prior to starting excavation activities in or on the State Highway right-of-way.

The Permit Holder is to have a supervisory representative present any time work is being done in or on the State Highway right-of-way. A copy of this permit and Special Conditions must be in the possession of the individual performing this work for the Permit Holder.

Except with the specific, written permission of the District Transportation Administrator, all work in the State Highway right-of-way shall be performed during normal daylight hours and shall cease on Sunday, on all holidays (which shall include the day before and the day following), during or after severe storms, and between December 1 and April 15. These limitations will not apply for the purposes of maintenance, emergency repairs, or proper protections of the work which includes, but not limited to, the curing of concrete and the repairing and servicing of equipment.

The Owner/Applicant shall be responsible for all damages to persons or property resulting from any work done under this permit, even if the Applicant's Contractor performs the work. All references to the Owner/Applicant also pertain to the Co-Applicant.

The Owner/Applicant must comply with all federal and state statutes or regulations and all local ordinances controlling occupancy of public highways. In the event of a conflict, the more restrictive provision shall apply.

The Owner/Applicant must, in every case where there is a possibility of injury to persons or property from blasting, use a pre-approved Blasting Plan. All existing utility facilities shall be protected from damage or injury.

The Owner/Applicant shall erect and maintain barriers needed to protect the traveling public. The barriers shall be properly lighted at night and must be MUTCD (Manual on Uniform Traffic Control Devices) compliant.

All temporary and permanent traffic control measures and devices shall be MUTCD compliant.

The Owner/Applicant shall not do any work or place any structures or obstacles within the State Highway right-of-way, except as authorized by this permit.

The Owner/Applicant may pay the entire cost of the salary, subsistence and traveling expenses of any inspector appointed by the Engineer to supervise such work.

The Engineer may modify or revoke the permit at any time for safety-related reasons, without rendering the Agency or the State of Vermont liable in any way.

In addition to any other enforcement powers that may be provided for by the law, the Engineer may suspend this permit until compliance is obtained. If there is continued use or activity after suspension, the Engineer may physically close the work area and take corrective action to protect the safety of the highway users.

The Permit Holder shall be responsible to rebuild, repair, restore and make good all injuries or damage to any portion of the highway right-of-way that has been brought about by the execution of the permitted work, for a minimum period of eighteen (18) months after final inspection by the District.

Any approved variance from the permitted plans is to be recorded on "as-builts" with copies provided to both the Chief of Permitting Services and the District Transportation Administrator.

ACCESS:

This permit (if for access) does not become effective until the owner/applicant records in the office of the appropriate municipal clerk, the attached "Notice of Permit Action"

As development occurs on land abutting the highways, the Agency may revoke a permit for access and require the construction of other access improvements such as the combination of access points by adjoining owners.

Under Vermont Statutes Annotated, Title 19, Section 1111, no deed purporting to subdivide land abutting a state highway can be recorded unless all the abutting lots so created are in accordance with the standards of Section 1111.

The Permit Holder acknowledges and agrees that neither this permit nor any prior pattern of use creates an ownership interest or other form of right in a particular configuration or number of accesses to or through the highway right-of-way, and that the right of access consists merely of a right to reasonable access the general system of streets, and is not a right to the most convenient access or any specific configuration of access.

DRAINAGE:

The Owner/Applicant shall install catch basins and outlets as may be necessary, in the opinion of the Engineer, to preclude interference with the drainage of the state highway. Direct connections shall not be allowed without written approval.

UTILITY WORK; CUTTING AND TRIMMING TREES:

The Owner/Applicant shall obtain the written consent of the adjoining owners or occupants or, in the alternative, an order from the State Transportation Board in accordance with, Vermont Statutes Annotated, Title 30, Section 2506, regarding cutting of or injury to trees.

In general, all utilities shall be located adjacent to the State Highway right-of-way boundary line and shall be installed without damaging the highway or the highway right-of-way. No pole, push-brace, guy wire or other aboveground facilities shall be placed closer than 10 feet to the edge of traveled-way. If the proposed utility facilities are in conflict with the above, each location is subject to the approval of the Engineer.

Poles and appurtenances shall be located out of conflict with intersection sight distance, guardrail, ditches, signs, culverts, etc.

Where the cutting or trimming of trees is authorized by permit, all debris resulting from such cutting and trimming shall be removed from the State Highway right-of-way.

Open cut excavation for highway crossings is NOT the option of the Applicant, and may be utilized only where attempted jacking, drilling, or tunneling methods fail or are impractical. The Owner/Applicant shall obtain an appropriate modification of the highway permit from the Engineer before making an open cut.

JOINT PERMITS:

A joint permit application is required when more than one party will be involved with the construction, maintenance, and/or operation of the facility being constructed under this permit. Examples include, but are not limited to, joint ownership or occupancy of a utility pole line and construction of a municipal utility line by a contractor. Both utility companies, and in the second case, the municipality and the contractor, must be joint applicants.