

# NOTICE

## SUMMARY OF HIGHWAY ORDINANCE

Town of Granville, Vermont

Adopted July 7, 2008

By Granville Selectboard

Background: This ordinance revises the current highway ordinance adopted April 15, 2002.

Purpose: The purpose of this ordinance is to revise municipal policy for use, maintenance, improvement and construction of town highways and legal trails and for the acceptance of new roads into the town highway system.

Principal Revisions: Adds standards and clarifies requirements for use, maintenance, improvement and plowing of Class 4 highways and legal trails by private parties; adds discussion on extending paved road surfaces on steep slopes; includes authority for wider rights-of-way in certain locations for proper slope and drainage; adds requirements for bridge inspections; narrows the conditions when guard rails and posts will be used; changes the trial period for the acceptance of new roads; adds cooperative agreements with Green Mountain National Forest for shared use, maintenance and costs on certain roads; clarifies the responsibility of private landowners for maintenance of culverts at junction with town highways; restricts use of town sand pile; permits limited use of plowed town highways by snowmobiles for access to trails; recognizes use of ATV's on Class 4 roads and Legal Trails; adds a new permit and \$25 fee for major improvements proposed by private parties on Class 4 highways and legal trails; introduces an automatic increase of \$5 every two years for certain permits.

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A full version of this ordinance may be viewed at the Granville Town Clerk's Office, 4801 Route 100, Granville, VT Monday through Thursday between the hours of 9:00 am and 3:00 pm where Town Clerk Kathy Werner (802-767-4403) will take questions about the ordinance. Alternatively, call Selectboard Chairman Norm Arseneault (802-767-3853) with questions.

This ordinance was adopted on July 7, 2008. It will take effect on September 5, 2008, unless a petition signed by at least 5 percent of the voters of Granville is filed with the Town Clerk by August 20, 2008, asking for a vote to disapprove the ordinance. If a petition is received, the Granville Selectboard will warn a special meeting and the voters may vote on that question.

Signed by Granville Selectboard: Norman Arseneault; Vivian Branschofsky;  
John Pikulski

**HIGHWAY ORDINANCE  
TOWN OF GRANVILLE, VERMONT  
Adopted July 7, 2008**

**Part 1: Title, Authority, and Adoption**

1.1 This ordinance is entitled the "Granville Highway Ordinance" and is based on the authority of Title 24V.S.A. Sections 1971-1976.

1.2 This ordinance shall be adopted by resolution of the Granville Selectboard in accordance with the procedure outlined in 24V.S.A. 1972.

**Part 2: Purpose**

2.1 The purpose of this ordinance is to revise municipal policy for use, maintenance, improvements and construction of town highways and trails and for accepting new roads into the town highway system.

**Part 3: Definitions of Town Highways and Trails**

3.1 **Class 2 Town Highways** - Those highways selected as the most important in Granville. Their purpose is to link trunk lines of improved highways which connect one town to another and to provide access to places which by their nature have more than normal amount of traffic.

3.2 **Class 3 Town Highways** - Those highways built to a lower standard than Class 2 but which are safe and negotiable, under normal conditions, all seasons of the year by a standard passenger car. Class 3 highways have sufficient surface and base, width and drainage to permit adequate summer and winter maintenance.

3.3 **Class 4 Town Highways** - All other town highways with a public right-of-way. Adjoining private landowners may provide additional maintenance for access to their property. Class 4 highways are frequently used as trails for various recreational activities such as hiking, snowmobiling, and horseback riding.

3.4 **Pent Roads** - A town highway may be closed by gates, bars or stiles by the owner of adjoining land during any part of the year if approval is granted in writing by the Selectboard following a legally warned public hearing.

3.4 **Discontinued Road** - This is the statutory term for a "thrown up road." This is a former town highway right-of-way which has been legally abandoned by the select board with the title and right-of-way reverting to adjacent property owners.

3.5 **Legal Trail** - This means a public right-of-way which is no longer a Class 2, 3, or 4 Town Highway. Legal Trails may be former town highways which have been downgraded in classification. The trail right-of-way remains the same width as the original town highway. New trail rights-of-way could be laid out by the select board under procedures in state statutes and having a width specified at the time.

#### **Part 4: General Highway Map**

**4.1** The General Highway Map of Granville and all subsequent amendments thereto is hereby adopted by reference as the official inventory of public highway and trail classification and mileage. The General Highway Map shall be updated annually by the Selectboard with the assistance of the District 4 office of the Vermont Agency of Transportation. Copies of the map are available for inspection at the Town Clerk's Office.

#### **Part 5: Standards for Construction, Improvement and Maintenance of Class 2 and 3 Highways**

**5.1** Vermont Agency of Transportation "Standard A-76 for Rural Town Highways" with average daily traffic of up to 250 vehicles per day is adopted by reference as the design and construction standard for Class 2 and 3 Granville Town Highways. The standards contained therein are more fully explained later in this section.

##### **Average Daily Traffic (ADT) on Selected Town Highways Data Collected 3<sup>rd</sup> Week of June 2007 by AOT**

<u>Highway</u>	<u>Weekday</u>	<u>Weekend</u>	<u>All Days</u>
Class 2 Plunkton Rd 0.2 mi NE VT 100	144	145	144
Buffalo Farm Rd 0.2 mi. E of VT 100	156	111	143
Town Line Rd 0.6 mi. E of Buffalo F.	89	74	85
Class 3 Post Office Rd. 0.4 mi. E VT 100	102	116	106
Mastons Hill Rd. 0.3 mi. E VT 100	92	94	93
North Hollow Rd. 0.1 mi. E VT 100	91	93	91
West Hill Rd. 0.1 mi. W of VT 100	67	95	75
Butz Rd. 0.1 mi. W of No. Hollow Rd.	14	19	15

**5.2** Under certain conditions, any of the following standards may be waived or varied by the Selectboard. These conditions include consideration of public and private interests, topography, retention of aesthetics, ease of snow removal, drainage and consideration of safety in all seasons for the traveling public.

#### **5.3 Standards:**

a. Design. All highway designs, including cut and fill plans, gravel pit plans, surveys, right-of-way clearing plan and road construction layout on site shall be inspected by the Town Road Foreman and Selectboard. Professional engineering, surveying and legal expertise may be employed by the town as needed to provide proper advice and counsel to the selectmen regarding the design and construction.

b. Right-of-Way. The right-of-way shall be 50 feet in width. Additional width may be required where necessary for slopes and drainage. The highway travel surface shall be built in the center of the right-of-way. The right-of-way shall be cleared to permit and facilitate snow removal, maintenance of ditches, culverts, slopes and banks, accesses, turnouts, turnarounds and other features of the highway. Dead trees and other hazard trees, brush and stumps shall be removed. Trees and other vegetation will be cut from the right-of-way with consideration for erosion potential and the retention of aesthetic values along the highway.

Adjacent landowners will be notified in advance when right-of-way clearing or road widening requires removal of trees on their property within the town right-of-way. They will be offered the opportunity to retain the wood from the trees which are cut for their own use. If they have no interest, the town will dispose of the wood as appropriate.

Adjacent landowners will be notified in advance when right-of-way clearing or road widening requires removal of stone walls, planted trees, landscaping or other notable features within the town right-of-way. Landowners will be given the opportunity to remove these features prior to construction. If a portion of a stone wall is removed, its original location will be documented with markers, but it will not be replaced.

c. Shoulders. Shoulders should be at least 2 feet wide on each side of the travel surface of Class 3 Town Highways and 4 feet on Class 2 Town Highways. Shoulders shall be slightly pitched to prevent excessive erosion and unsafe conditions.

d. Highway Subgrade and Surface Preparation. The highway will have a minimum of 15 inches of packed gravel for the sub-base and an additional 6 inches of crushed gravel for surfacing. Where wet subsoil conditions exist, additional gravel and/or permeable fabric may be required. The traveled surface shall be a minimum of 18 feet in width and shall conform to Vermont Agency of Transportation Standard A-76 for Rural Town Highways, except as specified by the Granville Selectboard in consideration of special conditions (see Part 5.2) which may arise. Base course gravel should be good bank run meeting specifications for gradation. No stone larger than 6 inches shall be placed in the 15 inch sub-base, and no stone larger than 2 inches shall be placed in the 6 inches of surfacing. Crushed gravel surfacing shall be compacted and graded to meet finish specifications.

e. Drainage Ditches. Drainage ditches shall be constructed where necessary to prevent infiltration of water into the gravel sub-base and to conduct storm water to waterways and absorption areas. Drainage ditches will normally be 6 inches below the gravel sub-base or 21 inches below finished grade to minimize damage from spring breakup. Soil exposed during ditch and slope construction or maintenance will be treated as follows:

- \* Seed and mulch slopes less than 2.5%
- \* Place biodegradable matting and seed on slopes between 2.5% and 5%
- \* Stone line ditches with angular material on slopes greater than 5%.

f. Culverts. Any new culvert on a town road must be at least 18 inches in diameter and any new culvert across an intersecting private driveway must be at least 15 inches in diameter. Any new culvert 36 inches or larger shall be designed using the latest VTrans Hydraulics Manual which takes into account the acreage and characteristics of the watershed above each installation to determine minimum culvert size needed to withstand a 25 year flood. Culvert sections shall be properly joined and shall extend at least 2 feet beyond highway surface and shoulder width. Culverts shall be of corrugated coated steel, aluminum or plastic. Ditches, boxes and other protection necessary shall be provided to minimize erosion damage to banks and slopes at inlet and outlet areas.

g. Grades and Paving. Highway grades shall not exceed 10% unless paved and no grade shall exceed 14%. Finished grades (transverse and longitudinal) shall be smoothed to eliminate sharp dips in travel surface to permit efficient snow removal and proper drainage. The town inherited a transportation system of mostly gravel roads with some grades exceeding 14%. Some paving has been accomplished on steep grades, and paving should be extended on highway grades over 10% as budgets permit.

h. Alignment and Curves. Highways shall be aligned so as to afford safe travel, visibility and access in all weather conditions.

i. Bridges. All new bridges shall have a minimum travel width of 18 feet. All new bridges with spans greater than 6 feet shall have the waterway openings designed in accordance with the latest VTrans Hydraulics Manual. Vermont Agency of Transportation shall be consulted on every installation. All town bridges over 20 feet long are inspected each year by AOT and a detailed condition report on each is made available to the town. Corrective action will be taken as needed.

j. Turnarounds. Turnarounds on dead end highways shall have a radius large enough to properly accommodate all road maintenance vehicles and snow plowing equipment. Sufficient room must be provided for movement and storage of snow. Drainage should be provided to prevent impounding of water.

k. Turnoffs. Turnoffs with adequate elevation, surface area and drainage will be provided to permit safe passing under summer and winter conditions, and to enable efficient snow removal.

l. Driveways and Approaches. Driveways and private roads entering upon a public highway shall be constructed at a 90 degree angle to such highway, or they shall have a surfaced area of sufficient size to permit a vehicle to enter the highway at a 90 degree angle. Minimum sight distance either direction on the town highway shall be 150 feet. Driveways shall be constructed with a dip at the point where the driveway meets the highway shoulder to prevent water or mud from entering the highway. Guidelines shown on "Vermont Agency of Transportation Design Standard B-71" should be followed. Culverts shall be installed if necessary, and shall comply with culvert standards in Part 5.3f. Trees and vegetation should be removed only as necessary to provide for visibility and safety. All construction and costs are the responsibility of the landowner.

m. Slopes and Banks. Except when encountering ledge, vertical or sharp cut faces will not be permitted. Slopes and banks shall not be greater than 1 to 1 1/2. Depending on soil characteristics, slopes and banks shall be designed and constructed to prevent instability, slides, washes or other disturbances. Cribbing or rip-rap shall be used where necessary. Banks shall not interfere with snow removal. After construction and final grading, soil exposed during slope construction will be treated with seed, mulch and biodegradable matting as needed in order to prevent erosion.

n. Guard Rails and Posts. Guard rails and posts will be considered only when necessary in specific situations to correct a recurring problem.



o. Road Signing and Maintenance. Road name signs shall be installed on Class 2 and 3 town highways and at the intersection of private roads to delineate road names in support of the 9-1-1 emergency system, and to direct and inform travelers. Regulatory signs (speed, weight limits) will be installed as needed only on town highways. When there is flexibility on sign placement locations, signs shall be located adjacent to culverts as one additional means of delineating culvert locations. A Town Highway Sign Plan will be prepared as an attachment to this ordinance. The location of each sign post and the information posted on the sign will be shown on the plan. Posts and signs will be maintained and replaced as needed.

#### **Part 6: Standards for Improvement and Maintenance of Class 4 Highways and Legal Trails**

**6.1. Purpose:** The Town retains these public rights-of-way primarily for recreation uses such as hiking, biking, horseback riding, ATV riding, skiing and hunting/fishing access. Also, many are incorporated in the statewide VAST (Vermont Association of Snowmobilers) network of snowmobile trails and are groomed and maintained for that purpose by local club volunteers.

**6.2 Maintenance:** The Town will not provide any regularly-scheduled summer maintenance or plowing of these rights-of-way. However, as circumstances dictate, the Town may perform minimal maintenance/improvement of bridges and drainage structures when necessary to avoid permanent or irreversible damage to public property, or to correct a decidedly unsafe situation. Such work shall in no way obligate the town to perform any future maintenance/improvement.

Road name signs shall be installed on Class 4 town highways in support of the 9-1-1 emergency system, and to direct and inform travelers. Regulatory signs (speed, weight limits) will be installed as needed. Posts and signs will be included on the Sign Plan and will be maintained and replaced as needed.

**6.3 Maintenance and Improvement by Others:** Any party wishing to undertake normal maintenance activities, including winter plowing, on these rights-of-way must notify the Town Road Foreman in advance. Winter plowing shall not nullify the use of snow machines on these rights-of-way. Any party wishing to undertake major improvements on these roads, bridges or trails must make a written request through the Town Road Foreman to the Selectboard. The application shall include sufficient detail, drawings or specifications to adequately describe the proposed work. The Selectboard shall issue a Trail/Class 4 Highway Permit before any major improvement may be started. The Town Road Foreman will inspect compliance with the permit.

#### **Part 7: Acceptance of New Highways**

**7.1. Conditions and Procedures.** The Granville Selectboard shall not accept any new, or upgraded Class 4, highway as a Class 3 Town Highway unless it has been designed, laid out and constructed by the applicant in conformance with the standards prescribed in Part 5 of this ordinance. The Selectboard may vary these standards if in their judgment, and that of the Town Road Foreman, they feel strict conformance is not possible or desirable under the circumstances.

**7.3 Application Process.** An application must be submitted to the Granville Selectboard before any new road construction is started and before any road is upgraded. The application shall include technical data, designs and drawings in accord with Part 5 Standards. The Selectboard shall set a time for an initial field

inspection and shall hold one or more legally warned public hearings before accepting any new road or approving reclassification or upgrade of an existing road.

**7.4 Completion Date.** New or upgraded highways are to be completed by November 15 so that inspection and conditional acceptance can be done before winter. If a highway is completed after November 15, conditional acceptance will be withheld until after June 1 the following year.

**7.5 Trial Period.** Once a new or upgraded highway is conditionally accepted, it will be conditionally added to the Town Highway System. Conditional acceptance will continue until the road has been in place through all four seasons of the year in order to determine whether any design or construction deficiencies may appear and need to be corrected. The grantors shall be responsible for summer and winter maintenance and shall correct any deficiencies which appear during this trial period.

**7.6 Deed to Town.** Once the trial period is satisfactorily completed, the Selectboard will conduct a final inspection. If approved, acceptance of the road into the Granville Highway System will be final when the grantors have submitted warranty deeds to the town. For new roads, the grantors shall deed a 50-foot right-of-way, 25 feet each side of the centerline, including additional slope and drainage rights, if necessary. This shall be free and clear of all encumbrances and properly supported by a survey showing highway and right-of-way centerlines, driveways, utility lines (surface and sub-surface), and any other important highway features.

## **Part 8: Related Policies and Permits**

**8.1 Green Mountain National Forest (GMNF).** Many miles of Town Highway and Legal Trail rights-of-way exist on lands owned by the GMNF and are incorporated into the national forest's road and trail inventory. The GMNF has an interest in the maintenance of these highways and trails to serve a variety of administration and public recreational uses as well as for access for forest management and logging - all of which serve their mandate of "multiple-use." Given the mutual interests of the Town and the GMNF in these rights-of-way, the two parties have long maintained a Cooperative Forest Road Agreement specifying how maintenance responsibilities and costs will be shared on certain roads named in the agreement. The Cooperative Forest Road Agreement is reviewed annually to agree on work for the coming season.

A second agreement, the Gates Agreement, was signed by the Granville Selectboard and the GMNF Supervisor in January 2008. In the past, the GMNF has installed locked gates across several Granville Highways causing a concern as to interfering with the public's use of a town facility. The Gates Agreement cedes ownership and operation of several such gates from the GMNF to the Town of Granville. The Town intends to lock these gates open, but they may briefly be closed when weather conditions or other special circumstances arise.

**8.2 Private Roads and Driveways.** The Town of Granville will not engage in construction or maintenance of roads or driveways on private property except in an emergency situation (such as flooding) requiring immediate action to prevent damage to a town highway, or when town highway construction changes the configuration, drainage or access of a private road or driveway. In such cases, construction costs will be paid by the town.

Maintenance of culverts across private roads and driveways at the junction with a town highway remains the responsibility of the private landowner. However, it is essential that such culverts are properly maintained so as to prevent damage to town highways during flood events. Landowners will be notified by the Town Road Foreman when their culvert needs to be cleaned or replaced. If no action is taken by the landowner within a reasonable period, repairs or replacement will be made by the Town and the landowner will be billed for the cost.

**8.3 Winter Plowing and Sanding.** Class 2 Town Highways will have the highest priority for snow removal and sanding. Class 3 Town Highways will be plowed and sanded as necessary to allow access to homes of winter residents. No Class 4 Highway, trail, private road or driveway will be plowed or sanded by the Town of Granville. Homeowners residing on a Class 4 Highway must provide for snow removal and sanding on the town highway at their own expense under supervision of the Selectboard.

The Town sand stockpile is for use on Class 2 and 3 Town Highways. Granville residents may take sand, in the minimum amount necessary, from the town stockpile to sand their private residential driveways when icy conditions prevail. Such sand is not to be used for any commercial purpose.

**8.4 Snowmobile Trail Access.** Snowmobiles are permitted limited use of plowed Town Highways only to access the nearest entry point to the VAST or other trail networks. Town Highways so used should be signed appropriately. Snowmobile operators while on Town Highways must observe posted speed limits and all other regulations which apply on VAST trails.

**8.5 Trail/Class 4 Highway Permit.** In accordance with Section 6.3 of this Ordinance, written application must be made in advance by parties wishing to undertake major improvements on a Legal Trail or Class 4 Highway. A permit fee of \$25 will be required for the first two years after adoption of this ordinance. The fee will increase \$5 every two years thereafter unless otherwise noted by the selectboard.

**8.6 Driveway Access Permits.** In accordance with 19 V.S.A., it is the policy of the Selectboard to require a driveway access permit whenever a property owner proposes to construct or improve a private access road which will intersect a town highway. Standards for design and construction are contained in Part 5.3 (l). A permit fee of \$25 will be required for the first two years after adoption of this ordinance. The fee will increase \$5 every two years thereafter unless otherwise noted by the selectboard.

**8.7 Logging Access Permits.** A permit shall be required by any logger/trucker wishing to access any town highway for the purpose of skidding, landing or hauling logs or by any logger/trucker wishing to use the surface of a Class 4 highway or Legal Trail to skid or land logs. A permit fee of \$25 will be required for the first two years after adoption of this ordinance. The fee will increase \$5 every two years thereafter unless otherwise noted by the selectboard. If more than 3 loads of wood are to be removed, a Temporary Overload Permit (see Part 8.7) is also required.

In the event that logging/trucking causes any damage to the town highway, legal trail or road surface, the logger/trucker will be notified by the Selectboard that the damage must be repaired immediately. If repairs are not completed within one week of notification to the satisfaction of the Selectboard and the Road



Foreman, the Town of Granville shall perform the repair work and bill the logger/trucker for the balance of costs.

**8.8 Load Limits.** Unless otherwise posted by the Selectboard in accordance with 23 V.S.A. Section 1396 (spring postings), the legal load limit on all Class 2 and 3 Town Highways shall be 12 tons (24000 pounds). Load limit on Class 4 Town Highways and Legal Trails shall be 8 tons (16000 pounds).

Requests for Temporary Overload Permits may be made to the Selectboard. In considering whether to grant such permit, the board shall take into account possible damage to the roadway or trail and the financial responsibility of the permittee. If a permit is issued and damage to the road surface, culverts or bridges does occur, the permittee will be held financially responsible. Failure to repair such damage will result in the town completing the work and billing the permittee.

**8.9 Privately-owned Bridges.** Property owners who construct and maintain bridges on their private roads should be certain that the bridges will safely support the weight of a loaded fire pumper or tank truck . If a privately-owned road is deemed unsafe by the Selectboard and the Town of Granville Fire Chief, the owner is hereby warned that in the event of an emergency the tank truck will not be used.

**Part 9: Attachments** The following attachments are made a part of this ordinance.

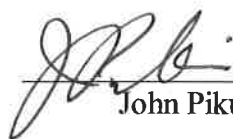
- \* Vermont General Highway Map for the Town of Granville
- \* Vermont Agency of Transportation Standard Sheet A-76, Standards for Town Roads
- \* Vermont Agency of Transportation Standard Sheet B-71, Standards for Residential Drives
- \* Town Highway Sign Plan (To be developed)
- \* Trail/Class 4 Highway Permit
- \* Driveway Access Permit
- \* Logging Access Permit
- \* Temporary Overload Permit

Signed by Granville Selectboard:



Norman Arseneault

Vivian Branschofsky



John Pikulski

**TOWN OF GRANVILLE  
PERMIT APPLICATIONS  
PURSUANT TO HIGHWAY ORDINANCE**

**Application for: (Check one or more boxes)**

- Part 8.5      Legal Trail/Class 4 Major Improvement Permit      [      ]
- Part 8.6      Driveway Access Permit      [      ]
- Part 8.7      Logging Access Permit      [      ]
- Part 8.8      Separate Overload Permit if Weight Limits to be exceeded  
(See separate Application Form and instructions)      [      ]

**Applicant Identification:**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

**Town Highway/Legal Trail Involved:**

TH/LT Name and Number: \_\_\_\_\_

Location of Work: (Describe exact location where work will be done. Distance from road junction, bridge, or other feature or GPS coordinates)

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**Description of Work:**

Attach Sketch of Work To Be Done: (See Page 2 for instructions)

Description of Proposed Work: (Include materials and quantities to be used)

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**Start/Completion Dates:**

Estimated start work date: \_\_\_\_\_

Estimated completion date: \_\_\_\_\_

**Meeting With Granville Road Commissioner:**

An informal meeting on site between the Applicant and the Granville Road Commissioner is strongly recommended prior to submitting application to the Granville Selectboard.

**Permit Termination:**

Any permit awarded under these provisions will become null and void one year after the date of issuance if work has not begun.

**Submission of Application and Fee:**

Two copies of the completed Application, and Sketch should be provided to the Granville Town Clerk at 4157 VT Route 100, Granville, VT for consideration by the Selectboard.

A fee of \$ \_\_\_\_\_ must accompany the application.

Applicant must sign and date Application.

\_\_\_\_\_  
Applicant\_\_\_\_\_  
Date

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**Instructions for Attached Sketch of Proposed Work, Layout and Locations as appropriate:**

1. Other existing access ways.
2. Distances to lot lines, other access points or other features.
3. Culvert diameter and length, catch basins and abutments.
4. Sight obstructions from proposed access along TH/LT to be entered.
5. Large trees and brush to be cut and cleared.
6. Approximate road and new access grades, new culvert grades and depth.
7. Utility pole and line locations within 100 feet of work area.
8. Width and angle of entry of new driveway or access where it joins TH/LT.
9. Other dimensions, distances, sizes, grades, materials or other factors describing structural adequacy of proposed work or ensuring non-interference with maintenance, snow removal and safety of travel on the TH/LT joined.
10. Location of underground utilities must be shown and may be subject to special requirements.

**PERMIT**  
**ISSUED PURSUANT TO GRANVILLE HIGHWAY ORDINANCE**

**Permit Issued to:** \_\_\_\_\_

**For Work Described in Application Dated:** \_\_\_\_\_

**Pursuant to Parts** \_\_\_\_\_ **of the Highway Ordinance**

**Exceptions, Additions or Modifications to the Application:** \_\_\_\_\_

**Granville Selectboard:**

\_\_\_\_\_  
**Bruce Hyde, Chairman**

\_\_\_\_\_  
**Date:**

The following standing Conditions/Restrictions must be met as part of this permit:

1. Any construction debris shall be removed from the site by the permittee.
2. All overhead or underground conduits or utility lines shall be protected from damage.
3. Permittee must correct any damage to existing culverts or drainage structures.
4. All expenses in work authorized by this permit shall be borne by the permittee.
5. This permit may be modified in writing at any time by mutual agreement of the Permittee and the Town of Granville.
6. The Granville Road Commissioner will serve as Inspector and on-ground representative of the selectboard to oversee the work being done.
7. The Town of Granville reserves the right to revoke this permit at any time if a determination is made by the selectboard that a substantial violation of the permit terms has occurred.
8. In the event that logging/trucking causes any damage to a town highway, Legal Trail or road surface, the permittee will be notified by the selectboard that the damage must be repaired immediately. If the damage is not repaired within one week after notification to the satisfaction of the Selectboard and Road Commissioner, the Town of Granville shall perform the repair work and bill the permittee for the balance of costs.



**PERMIT**  
**ISSUED PURSUANT TO GRANVILLE HIGHWAY ORDINANCE**

**Permit Issued to:** \_\_\_\_\_

**For Work Described in Application Dated:** \_\_\_\_\_

**Pursuant to Parts** \_\_\_\_\_ **of the Highway Ordinance**

**Exceptions, Additions or Modifications to the Application:** \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Granville Selectboard:**

\_\_\_\_\_  
**Bruce Hyde, Chairman**

\_\_\_\_\_  
**Date:**

The following standing Conditions/Restrictions must be met as part of this permit:

1. Any construction debris shall be removed from the site by the permittee.
2. All overhead or underground conduits or utility lines shall be protected from damage.
3. Permittee must correct any damage to existing culverts or drainage structures.
4. All expenses in work authorized by this permit shall be borne by the permittee.
5. This permit may be modified in writing at any time by mutual agreement of the Permittee and the Town of Granville.
6. The Granville Road Commissioner will serve as Inspector and on-ground representative of the selectboard to oversee the work being done.
7. The Town of Granville reserves the right to revoke this permit at any time if a determination is made by the selectboard that a substantial violation of the permit terms has occurred.
8. In the event that logging/trucking causes any damage to a town highway, Legal Trail or road surface, the permittee will be notified by the selectboard that the damage must be repaired immediately. If the damage is not repaired within one week after notification to the satisfaction of the Selectboard and Road Commissioner, the Town of Granville shall perform the repair work and bill the permittee for the balance of costs.

# TOWN OF GRANVILLE

## TEMPORARY OVERLOAD PERMIT (Pursuant to Part 8.8 of the Granville Highway Ordinance)

FLEET

SINGLE VEHICLE

Approval is hereby given for the granting of a fleet permit under the provisions of V.S.A. Title 23, Section 1400(a), and any amendments thereto, covering the operations of motor vehicles over local highways and bridges with gross loads as follows:

Owner: \_\_\_\_\_

Address: \_\_\_\_\_

Contact: \_\_\_\_\_ Phone: \_\_\_\_\_

Type(s) of Vehicle(s)	No. of Axles	Product Carried	Maximum Weight Requested	Maximum Weight Approved

Approved for the following highways (list may be attached): \_\_\_\_\_

See Page 2 for Instructions and Fees:

The following restrictions apply (list may be attached) : \_\_\_\_\_

This approval shall be effective for no more than a one year period ending March 31, 20\_\_\_. This approval covers all vehicles bearing the company name. If permit is to cover unmarked company trucks, please attach a list to this form giving year and make of truck, VIN #, maximum weight and registration #.

The holder of a permit shall be liable for any damage to highways or bridges per V.S.A. Title 23, Section 1400(a)(c) and is **required to furnish the Municipality a valid Certificate of Insurance** in the following amounts: a minimum of \$100,000/\$300,000 Personal Injury Liability Coverage and \$100,000 Property Damage Coverage.

Approved: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_  
(Duly authorized agent)

**TEMPORARY OVERLOAD PERMIT**  
**(Pursuant to Part 8.8 of the Granville Highway Ordinance)**

**INSTRUCTIONS FOR APPLICANT**

Permit is valid for up to one year, expiring on March 31.

Please include an administrative fee of \$5.00 for each single vehicle application, or \$10.00 for a fleet permit:

a. A municipal permit fee of \_\_\_\_\_.

Single vehicle permits must be carried in the permitted truck.

Fleet permits are not required to be carried in the trucks.

**INSTRUCTIONS FOR MUNICIPALITY**

You may attach a copy of approved highways and/or restrictions to this form.

Effective July 1, 1994, a Vermont blanket permit is not required for issuance of Municipal Excess Weight permits.

Special weight limits which are higher or lower than legal limits for highways or bridges within your jurisdiction must be on file with the Vermont Department of Motor Vehicles.