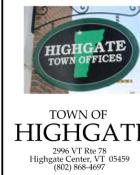
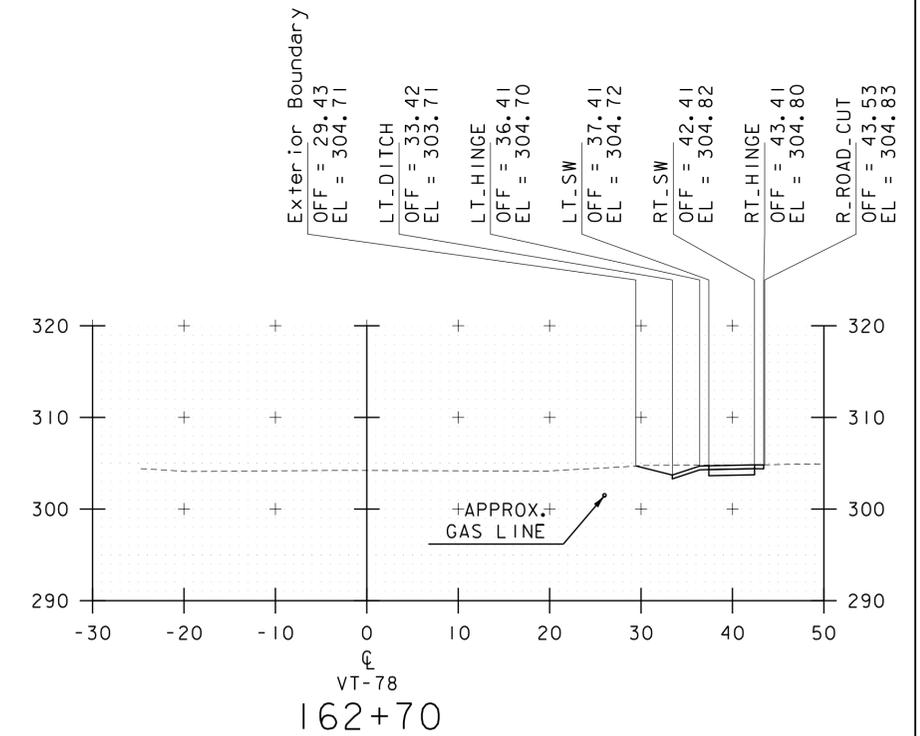
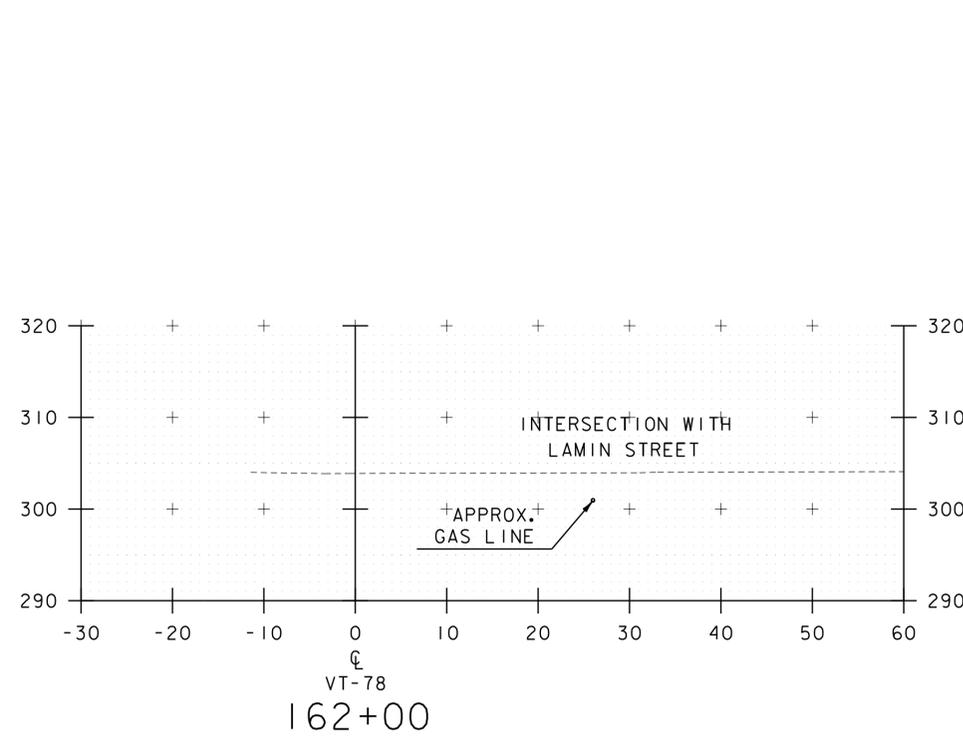
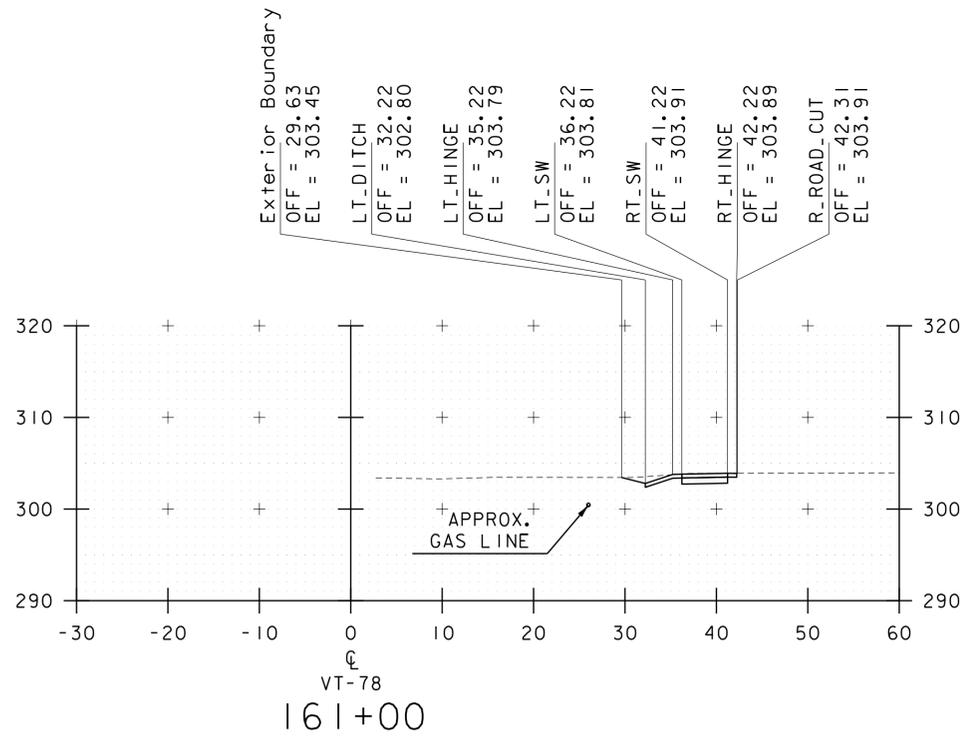
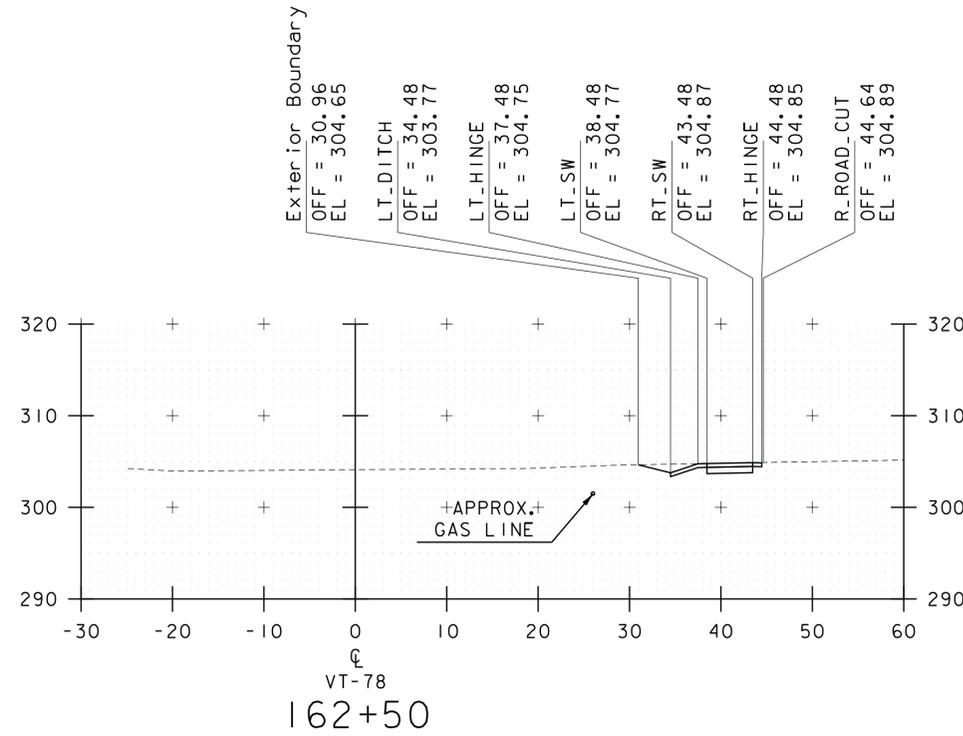
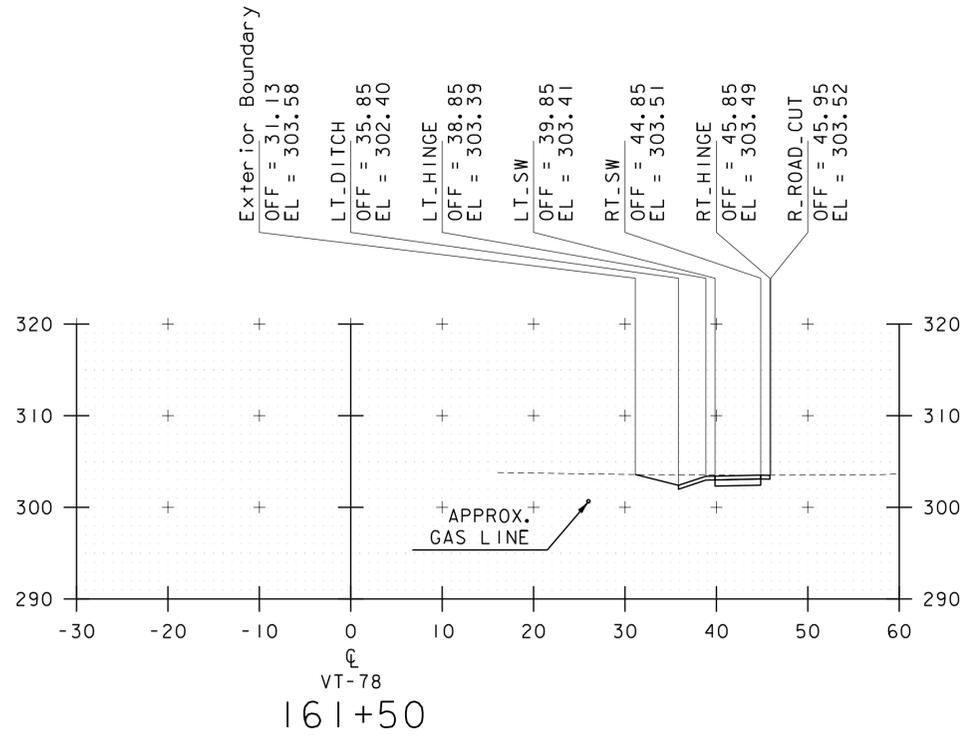


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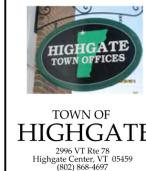


PROJECT NAME: HIGHGATE
 PROJECT NUMBER: TAP TAI3(I)
 FILE NAME: I3248NUI.DGN
 PROJECT LEADER: CDM
 DESIGNED BY: CDM
 CROSS SECTION SHEET I

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 SHEET 7 OF 13

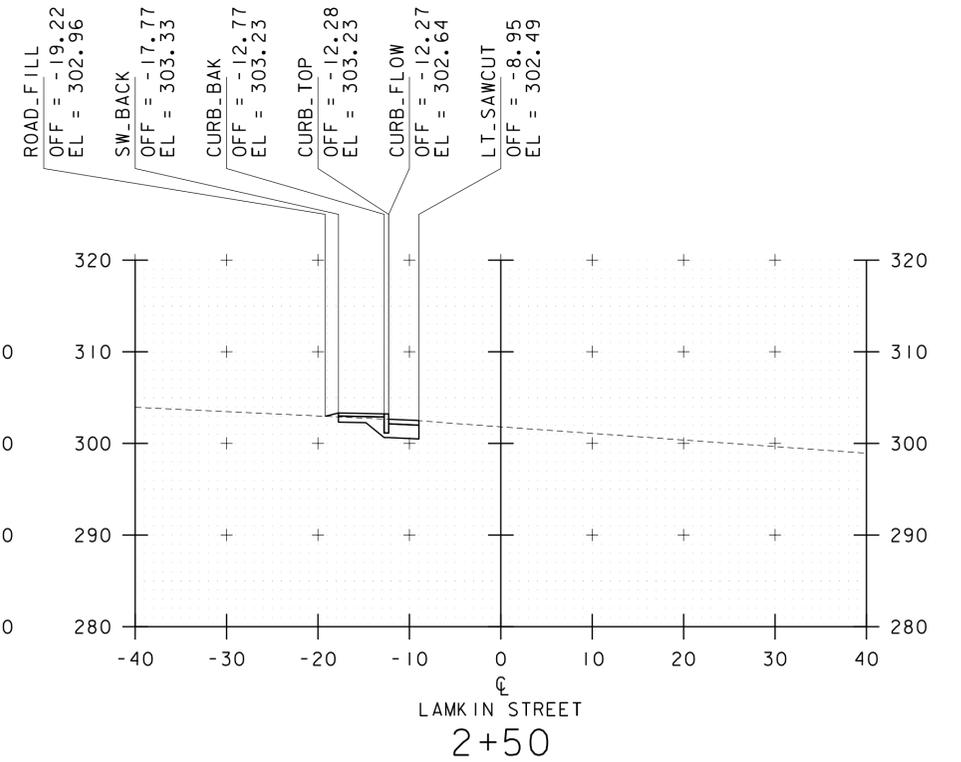
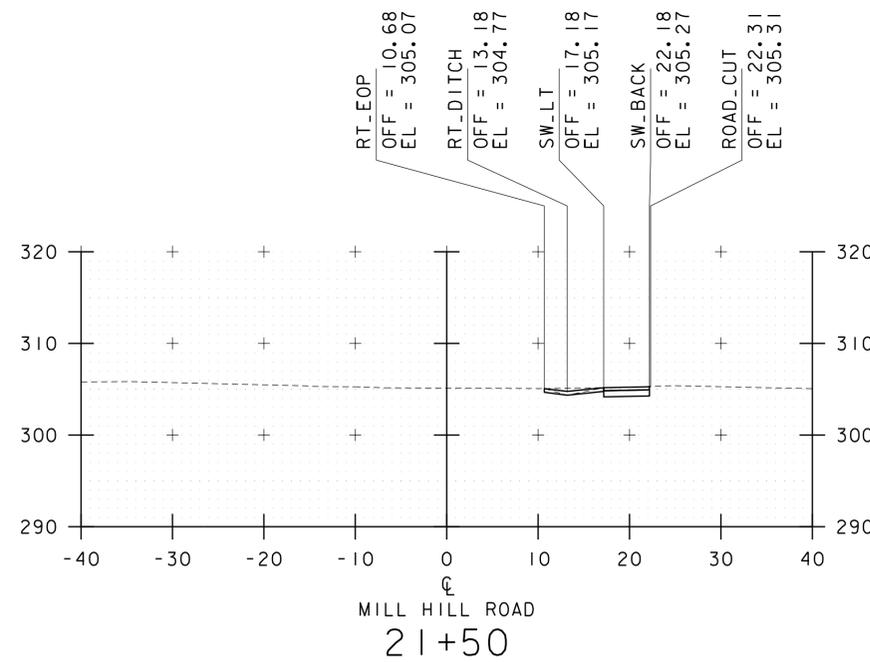
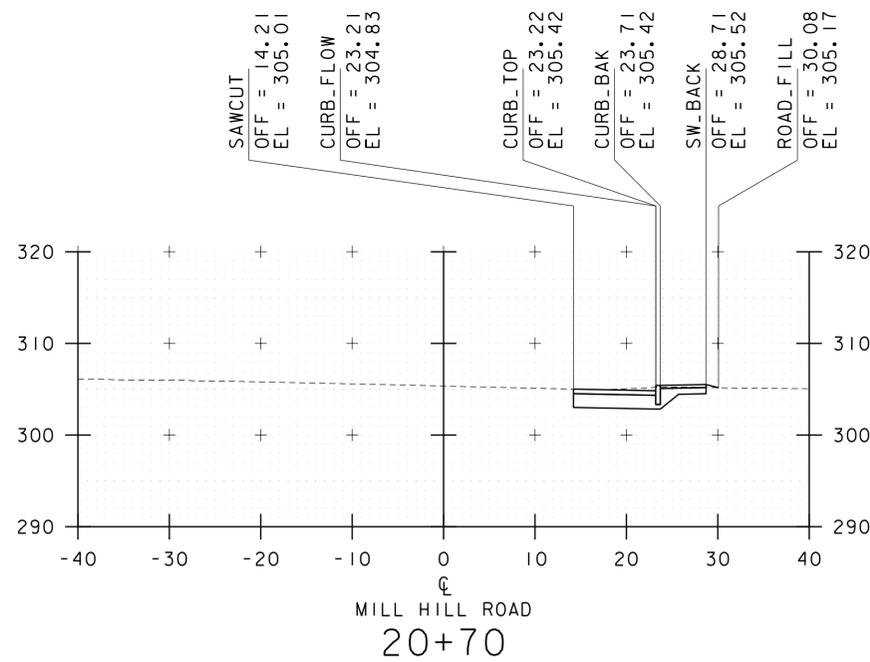
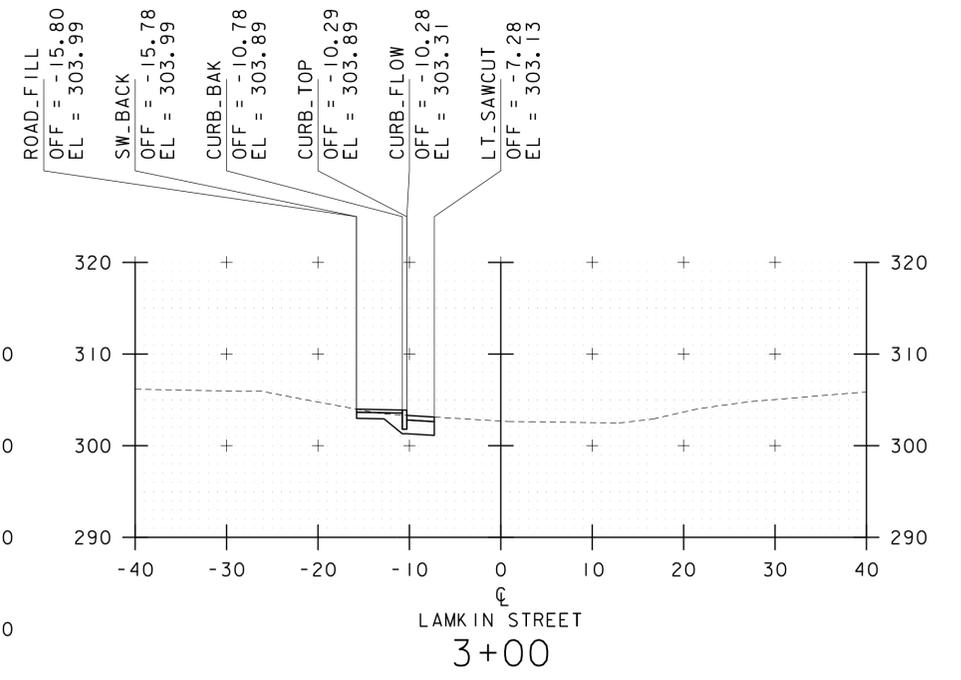
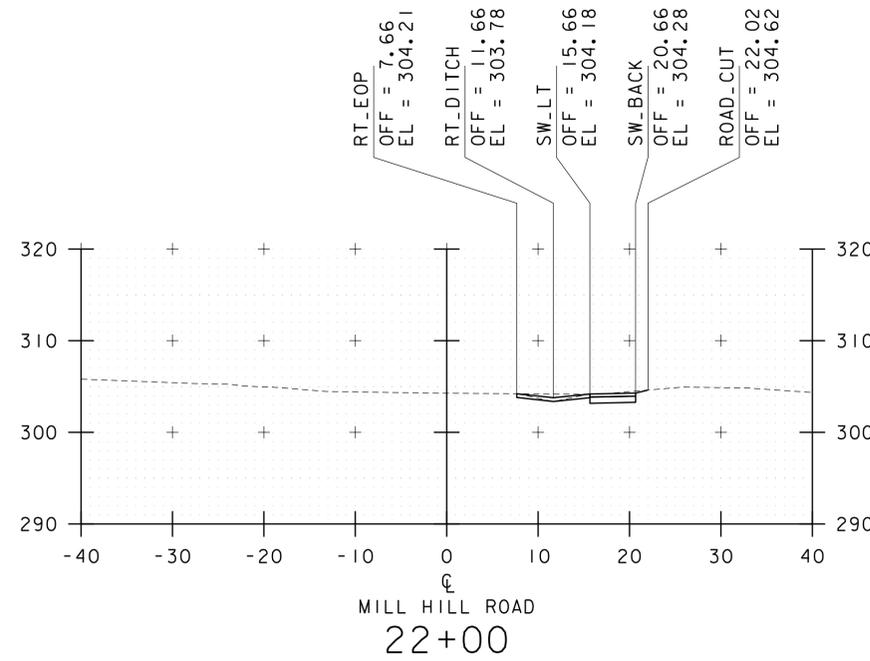
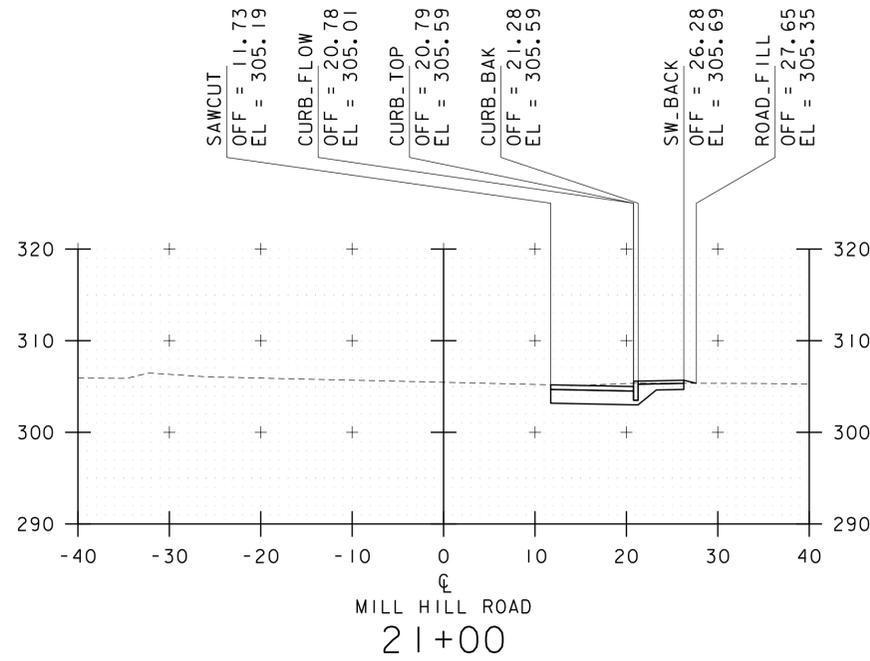


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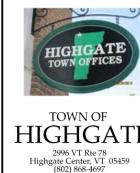


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 SHEET 8 OF 13



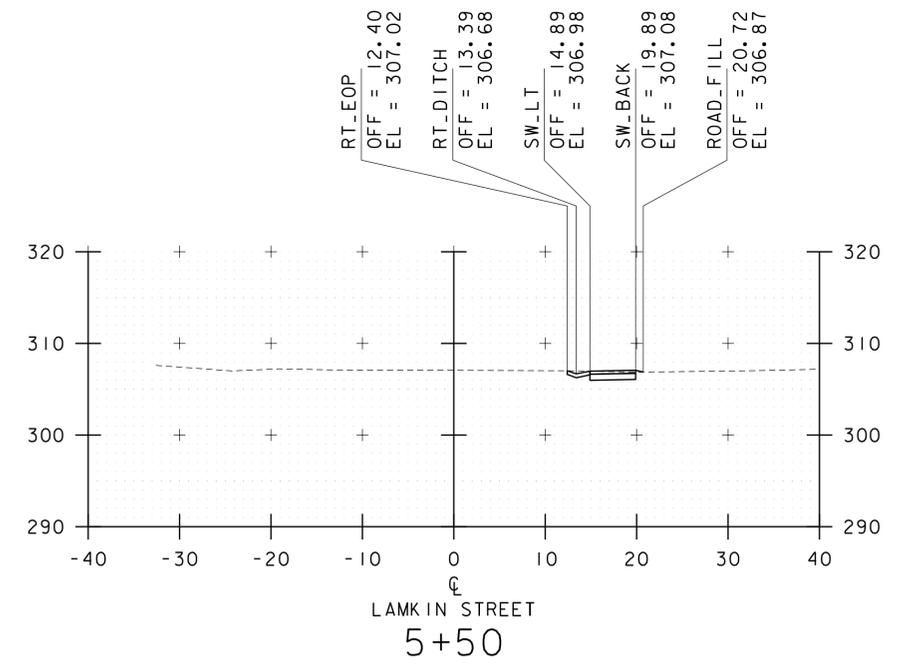
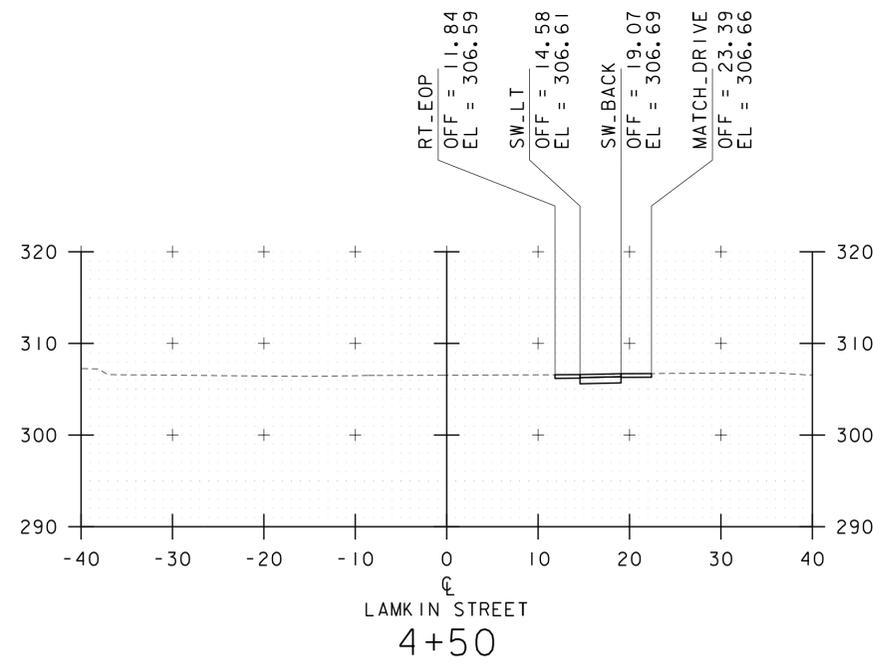
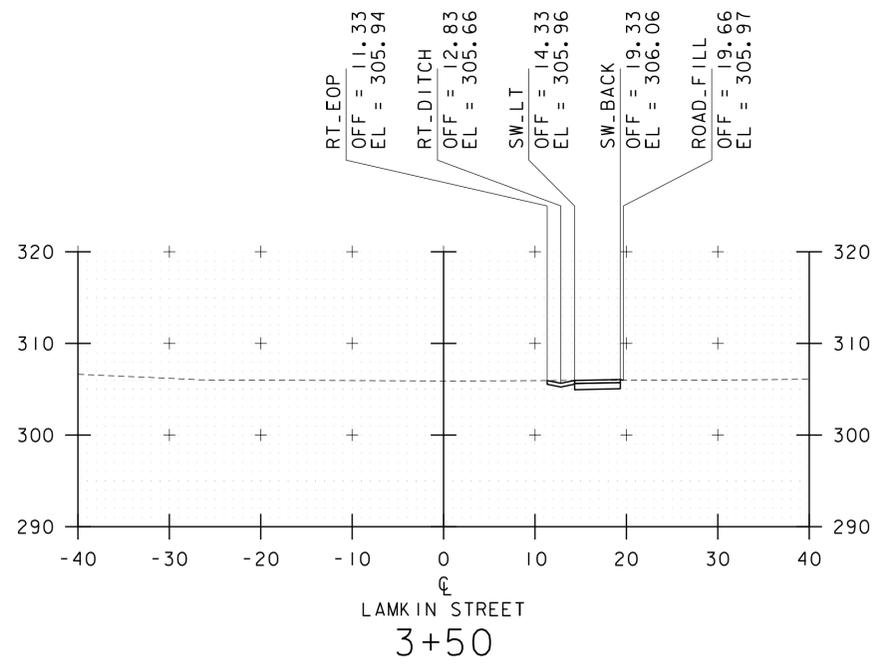
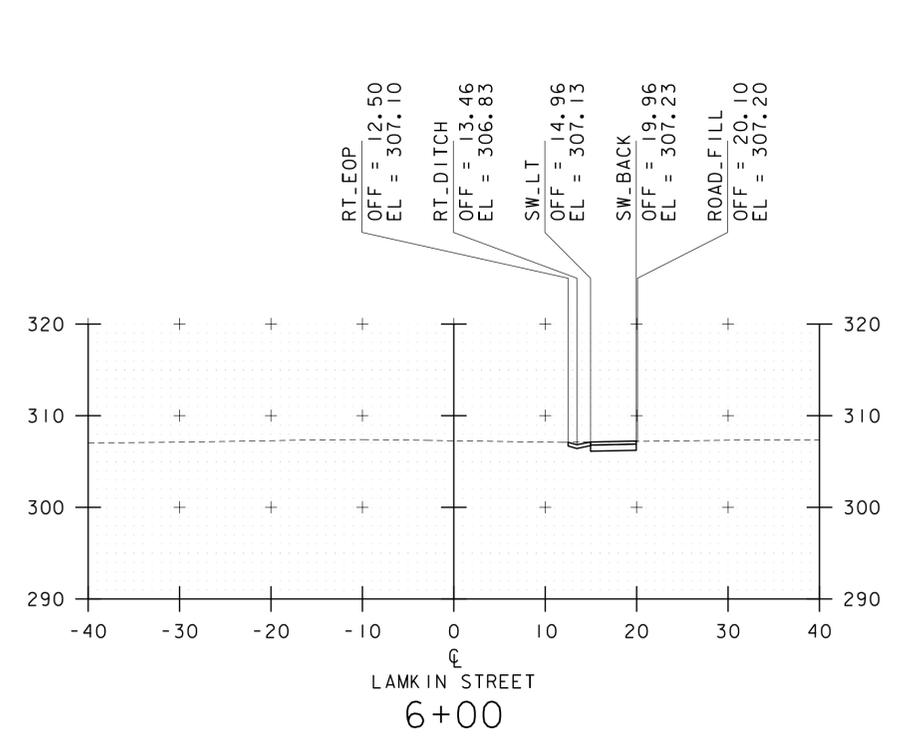
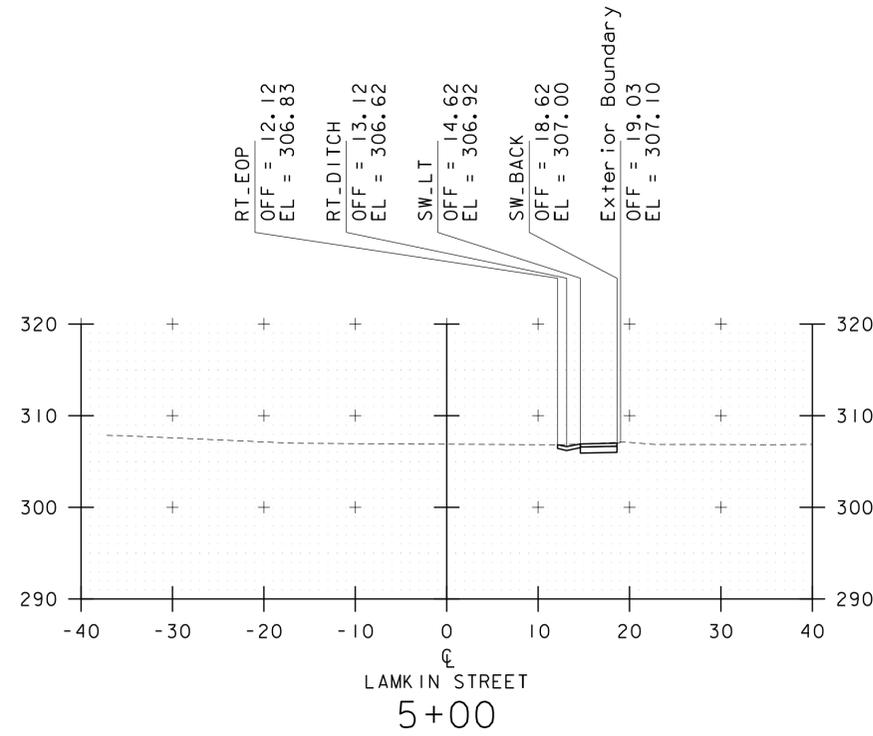
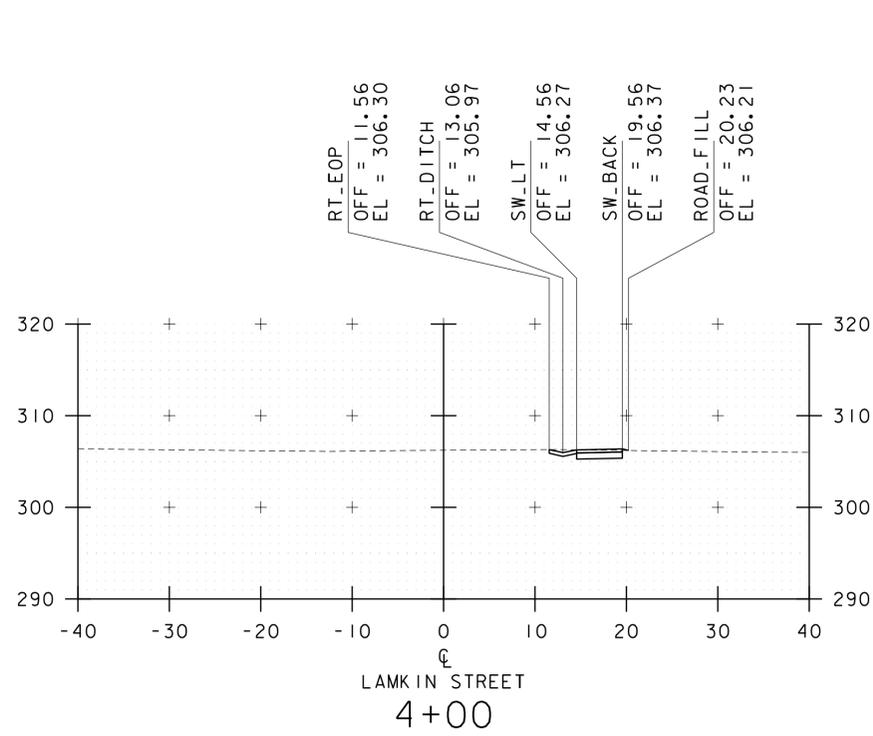
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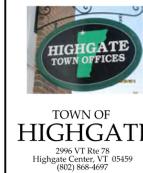
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PROJECT NUMBER: TAP TAI3(I)

FILE NAME: I3248NUI.DGN
PROJECT LEADER: CDM
DESIGNED BY: CDM
CROSS SECTION SHEET 3

PLOT DATE: 04/22/2016
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SHEET 9 OF 13

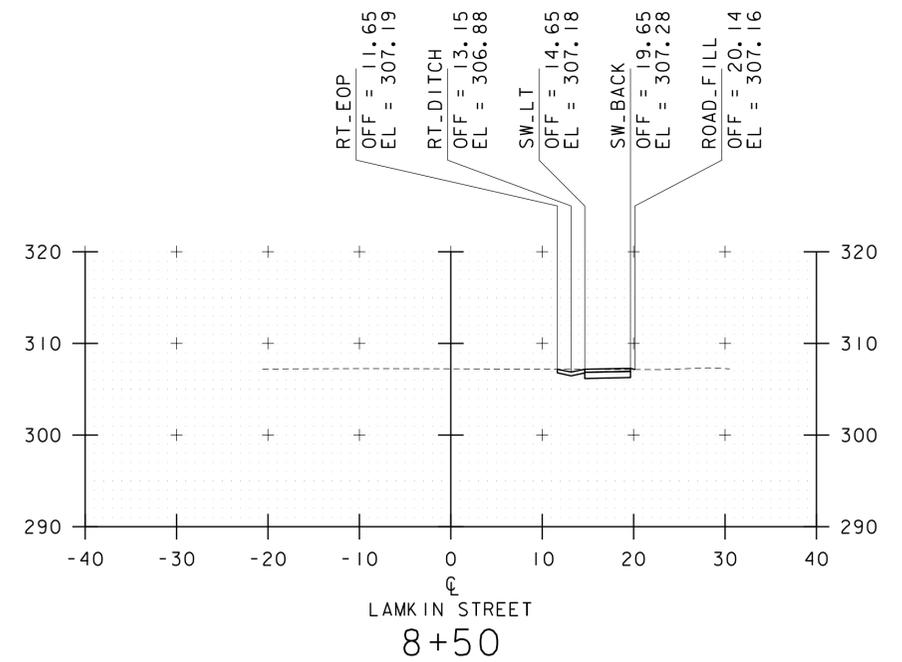
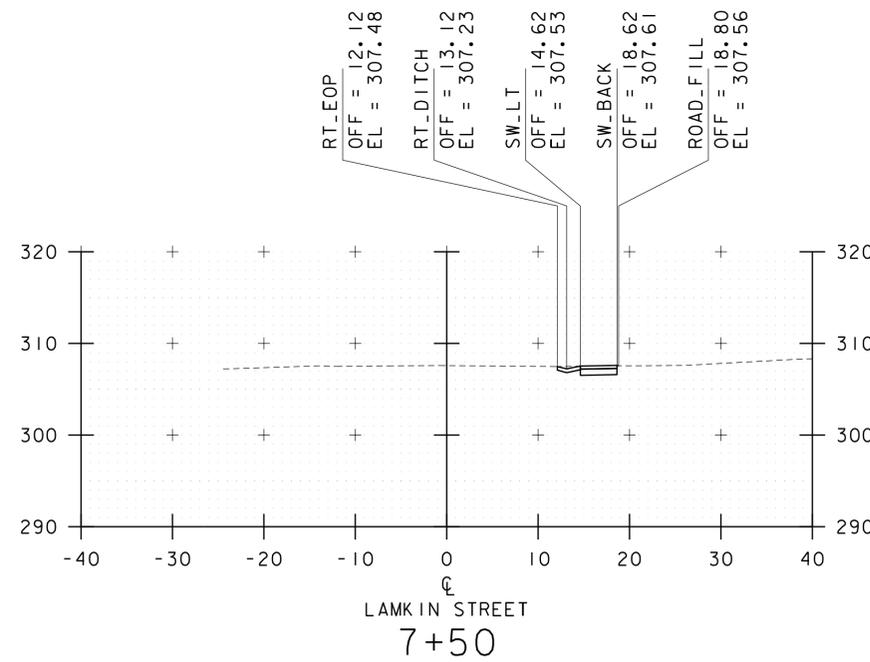
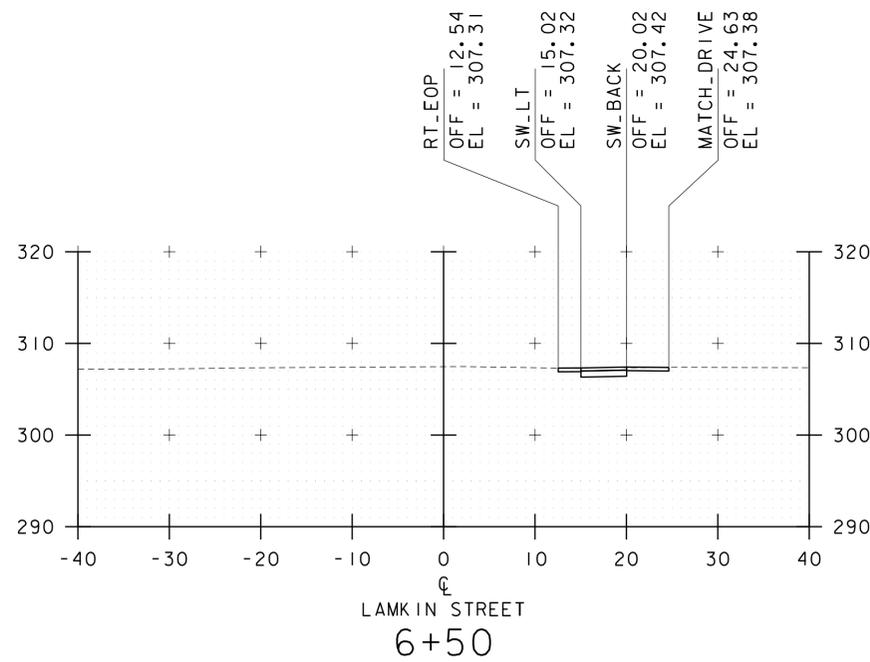
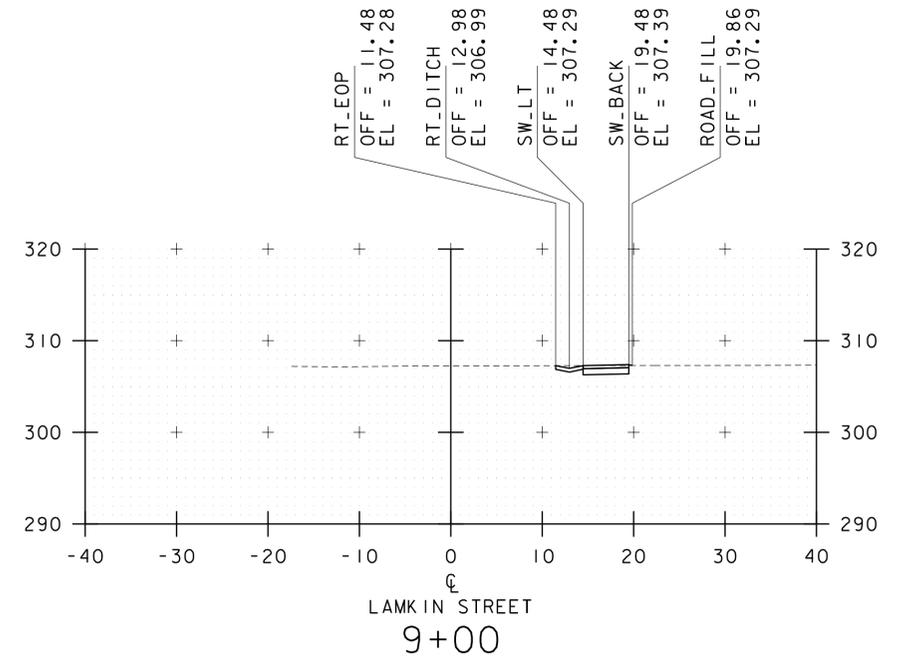
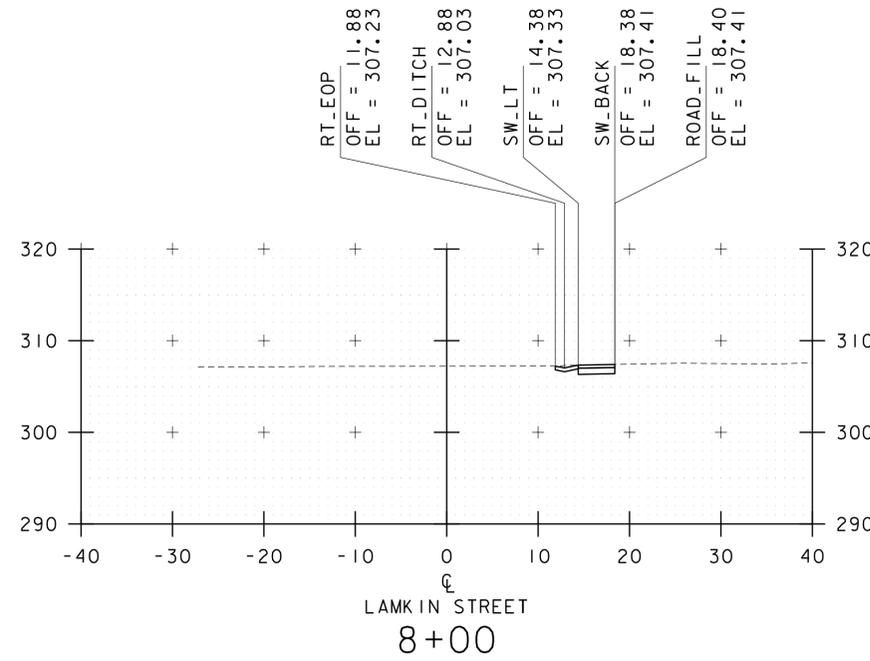
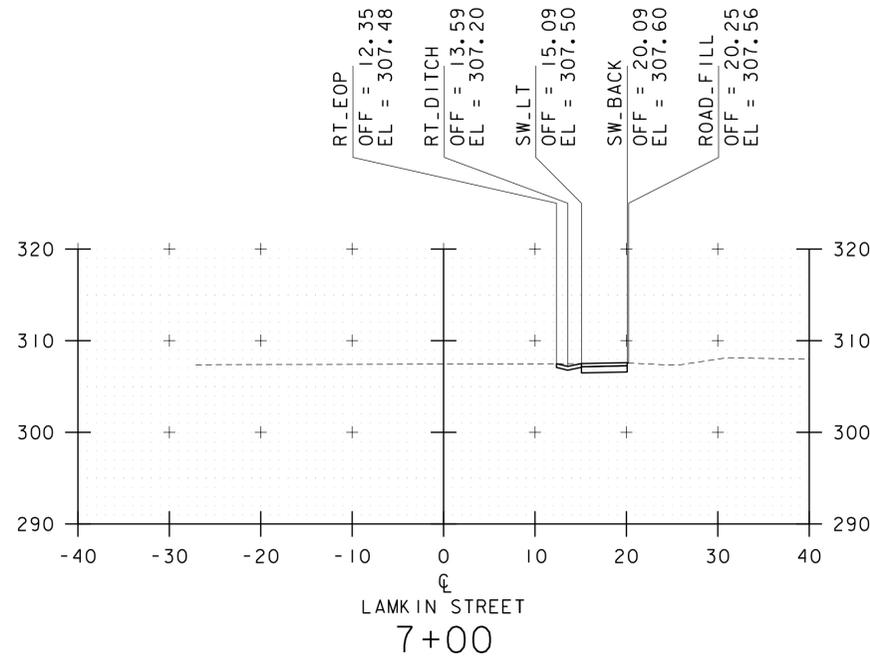


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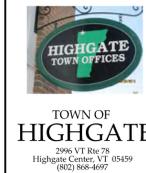


PROJECT NAME: HIGHGATE
 PROJECT NUMBER: TAP TAI3(I)
 FILE NAME: I3248NUI.DGN
 PROJECT LEADER: CDM
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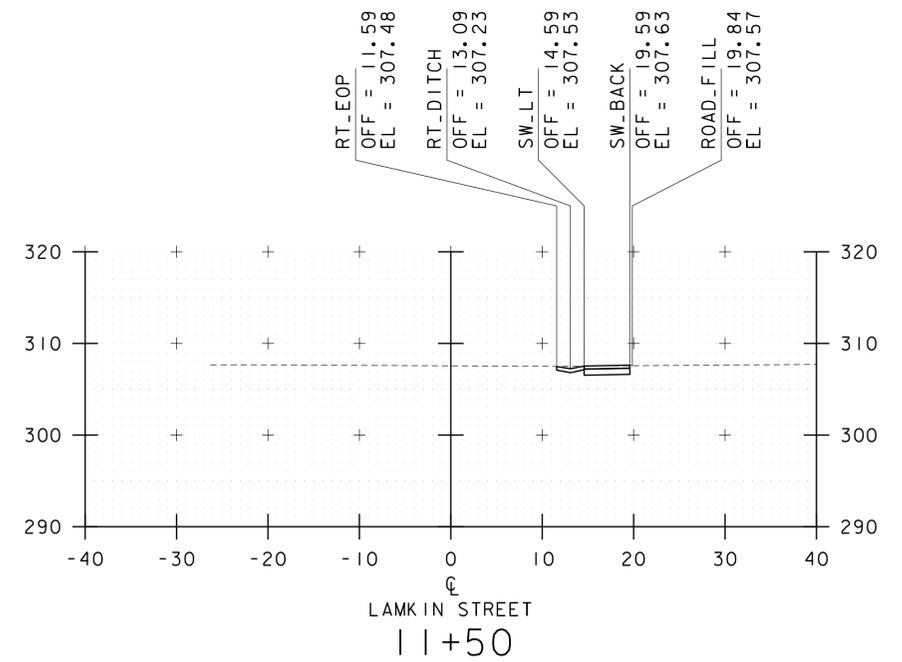
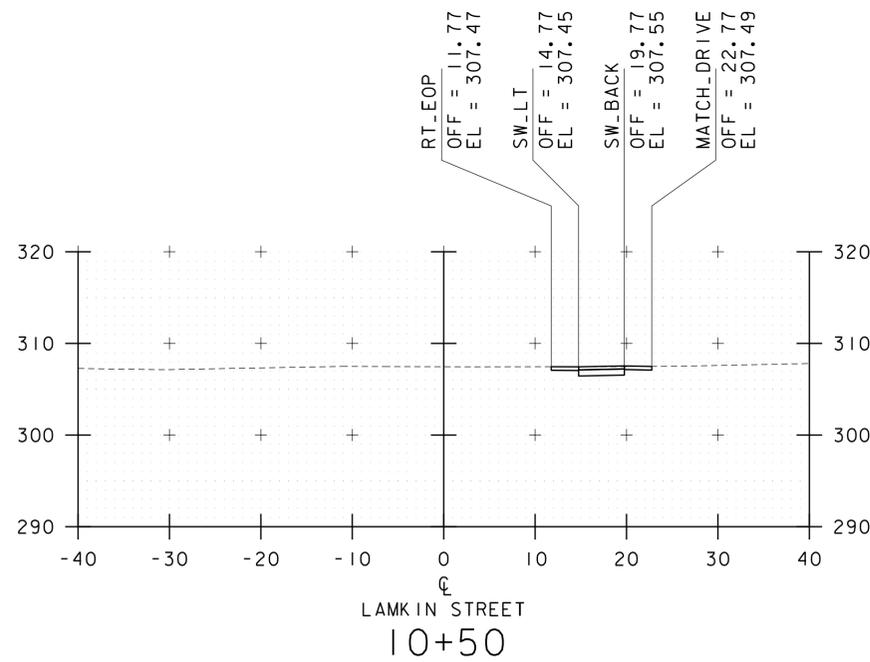
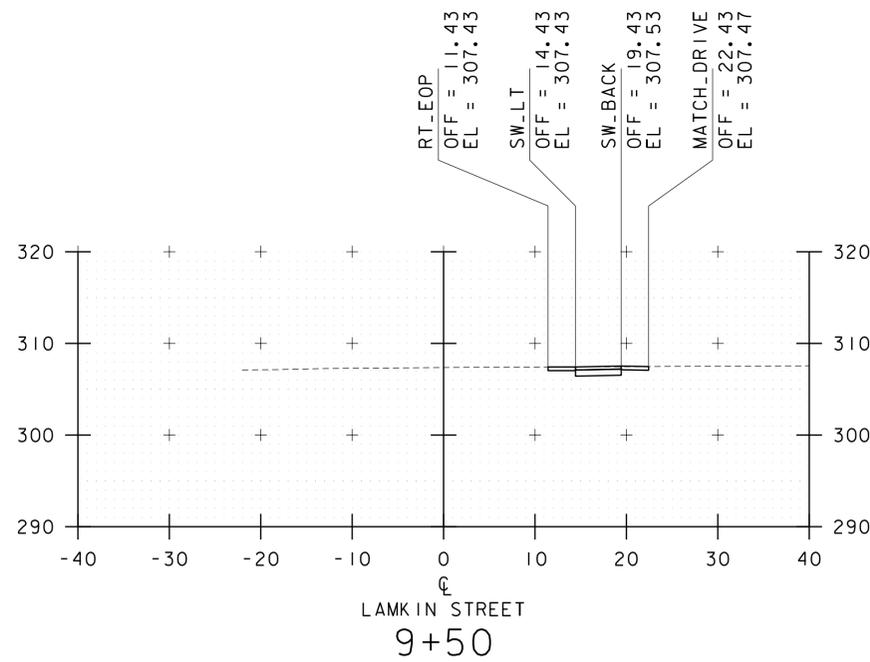
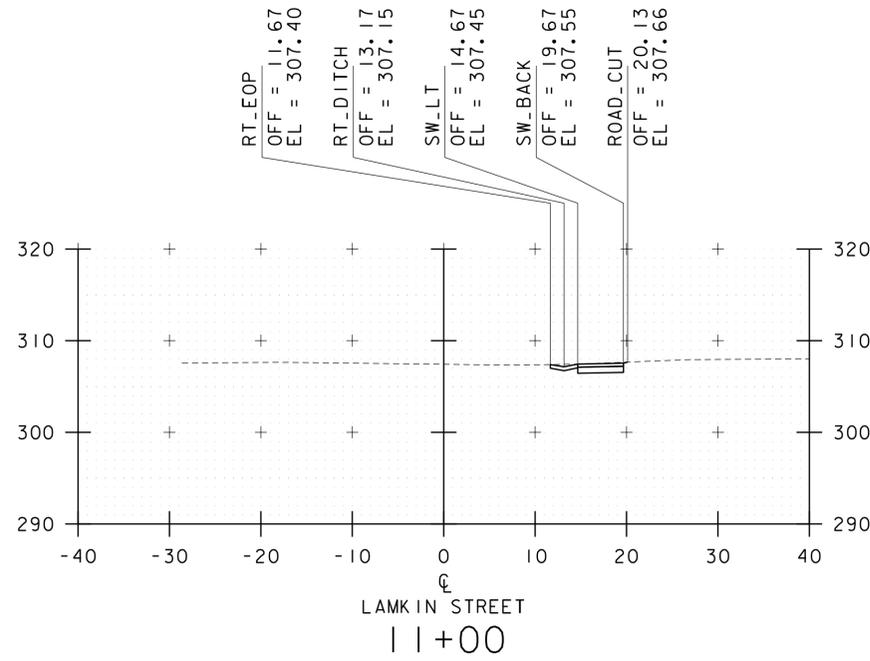
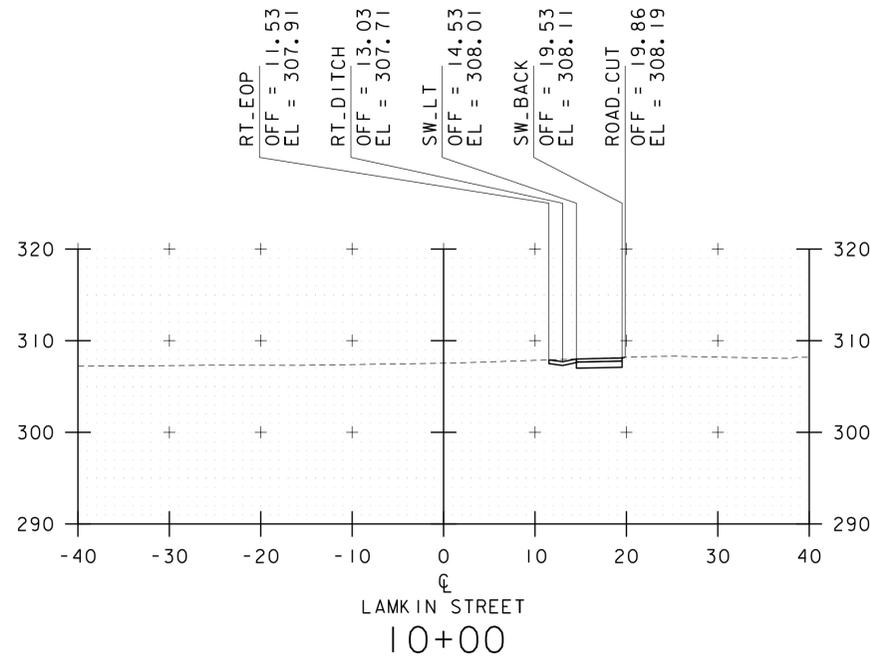


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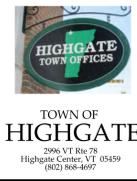


PROJECT NAME: HIGHGATE
 PROJECT NUMBER: TAP TAI3(I)
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 PROJECT LEADER: CDM
 DESIGNED BY: CDM
 CROSS SECTION SHEET 5

PLOT DATE: 04/22/2016
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 SHEET II OF 13



NO.	DATE	REVISIONS	BY	CK'D



PROJECT NAME: HIGHGATE
 PROJECT NUMBER: TAP TAI3(I)
 FILE NAME: I3248NUI.DGN
 PROJECT LEADER: CDM
 DESIGNED BY: CDM
 CROSS SECTION SHEET 6

PLOT DATE: 04/22/2016
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 SHEET 12 OF 13

Table 6H-2. Meaning of Symbols on Typical Application Diagrams

	Arrow board		Shadow vehicle
	Arrow board support or trailer (shown facing down)		Sign (shown facing left)
	Changeable message sign or support trailer		Surveyor
	Channelizing device		Temporary barrier
	Crash cushion		Temporary barrier with warning light
	Direction of temporary traffic detour		Traffic or pedestrian signal
	Direction of traffic		Truck-mounted attenuator
	Flagger		Type 3 barricade
	High-level warning device (Flag tree)		Warning light
	Longitudinal channelizing device		Work space
	Luminaire		Work vehicle
	Pavement markings that should be removed for a long-term project		

Figure 6H-6. Shoulder Work with Minor Encroachment (TA-6)

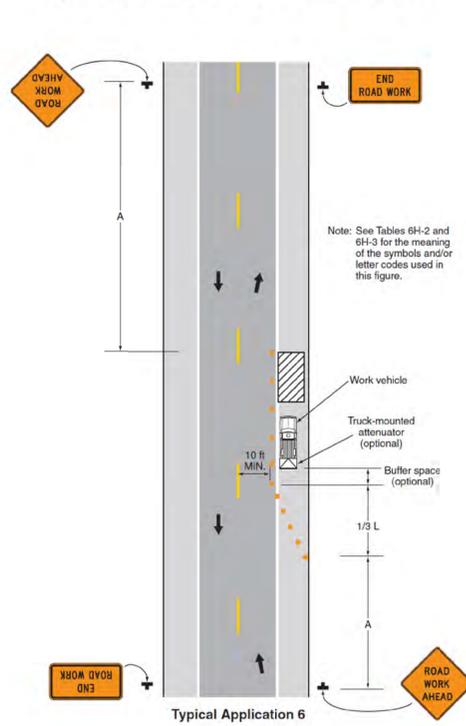
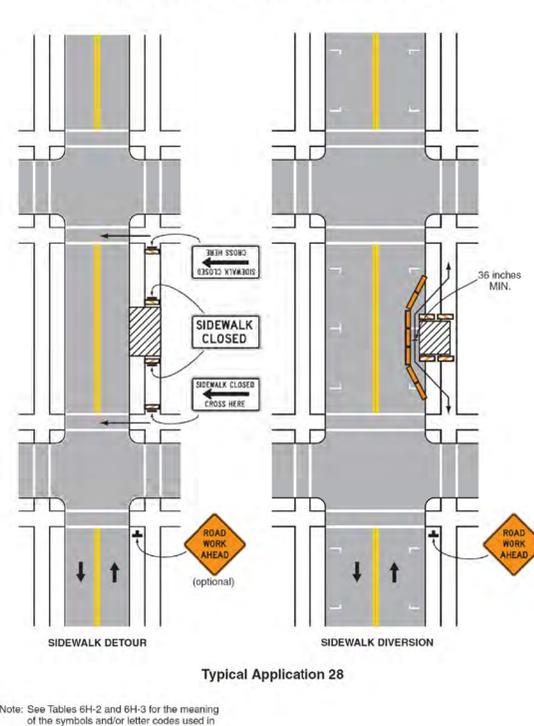


Figure 6H-28. Sidewalk Detour or Diversion (TA-28)



TRAFFIC CONTROL NOTES:

1. THE FOLLOWING TRAFFIC CONTROL NOTES DO NOT CONSTITUTE A TRAFFIC CONTROL PLAN. AN ACTUAL TRAFFIC CONTROL PLAN MUST BE PREPARED AND SUBMITTED TO THE RESIDENT ENGINEER FOR APPROVAL. THIS PLAN PREPARED BY THE CONTRACTOR SHALL BE UPDATED AS CONSTRUCTION PROGRESSES. THE OBJECTIVE OF THE TRAFFIC CONTROL PLAN SHALL BE TO MINIMIZE IMPACT ON THE VEHICLE, BICYCLE AND PEDESTRIAN TRAFFIC FLOW WHILE PROVIDING A SAFE PASSAGE FOR ALL ROADWAY, SIDEWALK, AND RECREATIONAL USERS DURING AND AFTER CONSTRUCTION WORK HOURS.
2. THE FOLLOWING TRAFFIC CONTROL INFORMATION IS INTENDED TO BE A GENERAL OUTLINE FOR HOW THE WORK MAY PROCEED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE SPECIFIC DETAILS TO ADDRESS SPECIFIC SITUATIONS IN THE TRAFFIC CONTROL PLAN WHICH IS TO BE SUBMITTED FOR APPROVAL PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES. THIS RESPONSIBILITY INCLUDES PROVIDING A PLAN DETAILING THE USE AND PLACEMENT OF SIGNS, CHANNELING DEVICES, FLAGGERS, UNIFORMED TRAFFIC OFFICERS (UTO'S), AND OTHER TRAFFIC CONTROL DEVICES DURING LANE CLOSURES. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) SHALL NOT BE PAID SEPARATELY BUT SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
3. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION APPROACH SIGNING PACKAGE IN ACCORDANCE WITH THE LATEST REVISION OF THE 2009 EDITION OF THE MUTCD AND THE APPLICABLE VTRANS T-SERIES STANDARD DRAWINGS. PAYMENT FOR PROVIDING THIS PACKAGE SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
4. ALL TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THESE PROJECT PLANS, APPLICABLE VTRANS T-SERIES STANDARD DRAWINGS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), DATED 2009, AND ITS LATEST REVISIONS, OR AS DIRECTED BY THE RESIDENT ENGINEER.
5. THE CONTRACTOR MUST PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES. SIGNS SHALL ONLY BE VISIBLE TO MOTORIST AT THE TIMES WHEN THE MESSAGE IS PERTINENT, I.E. A "FLAGGER AHEAD" SIGN SHALL ONLY BE VISIBLE TO MOTORIST WHEN THE FLAGGER IS ACTUALLY PRESENT PERFORMING THEIR DUTIES.
6. A MINIMUM LANE WIDTH OF 10 FEET SHALL BE MAINTAINED.
7. MAINTAIN ACCESS TO ALL BUILDINGS AND RECREATIONAL FACILITIES AT ALL TIMES FOR EMERGENCY VEHICLES. ACCESS MAY BE INTERRUPTED FOR A SHORT DURATION (A FEW HOURS) GIVEN ADEQUATE NOTICE TO THE PROPERTY OWNERS. ALL ACCESS INTERRUPTIONS WILL BE COORDINATED WITH THE RESIDENT ENGINEER AND OWNER.
8. TRAFFIC SHALL NOT BE CHANGED FROM ONE TRAFFIC PATTERN TO THE NEXT TRAFFIC PATTERN UNTIL ALL TEMPORARY MARKINGS, SIGNING AND SIGNAL WORK ARE COMPLETED. ANY CONFLICTING MARKINGS SHALL BE REMOVED.
9. CONSTRUCTION OPERATIONS SHALL BE ADJUSTED OR SUSPENDED DURING SPECIAL EVENTS AS DETERMINED BY THE RESIDENT ENGINEER. SPECIAL EVENTS WILL BE COMMUNICATED TO THE CONTRACTOR BY THE TOWN THROUGH THE RESIDENT ENGINEER.
10. ALL PERMANENT SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROL MUST BE COMPLETELY COVERED.
11. PROVIDE ACCESSIBLE PEDESTRIAN ROUTES FOR ALL SIDEWALKS CLOSED WITHOUT A DETOUR. ALL ACCESSIBLE ROUTES SHALL COMPLY WITH THE LATEST PROWAG, ADAAG AND MUTCD GUIDELINES. ACCESSIBLE ROUTES SHALL BE INCIDENTAL TO ITEM 641.10 - TRAFFIC CONTROL.
12. THE COSTS ASSOCIATED WITH PREPARING AND IMPLEMENTING THE TRAFFIC CONTROL PLAN SHALL BE INCIDENTAL TO ITEM 641.10 - TRAFFIC CONTROL. THIS INCLUDES PROVIDING AND MAINTAINING ALL CHANNELIZING DEVICES, TEMPORARY SIGNS, TEMPORARY MARKINGS, AND ALL OTHER ITEMS AND ACTIVITIES NOTED IN THE TRAFFIC CONTROL PLAN.
13. IF THE CONTRACTOR DETERMINES THAT A PERMANENT LANE CLOSURE IS NECESSARY DURING CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING 24 HOUR LANE CONTROL THROUGH THE USE OF TEMPORARY TRAFFIC SIGNALS MEETING MUTCD AND VERMONT AGENCY OF TRANSPORTATION GUIDELINES. THE COST OF THE TEMPORARY SIGNAL SHALL BE CONSIDERED INCIDENTAL TO ITEM 641.10 - TRAFFIC CONTROL.
14. THE CONTRACTOR SHALL MINIMIZE DISRUPTION TO ADJACENT PRIVATE DRIVES. TRAFFIC SHALL NOT BE ALLOWED TO TRAVEL DIRECTLY OVER CONCRETE SIDEWALKS UNTIL 7 DAYS AFTER THE POUR, EXCEPT IN THE CASE OF EMERGENCY. THE CONTRACTOR SHALL PROVIDE A STEEL PLATE TO SPAN THE DRIVEWAY SIDEWALK TO ALLOW VEHICLE ACCESS TO PROPERTIES IN THE INTERIM, INCIDENTAL TO ITEM 641.10 - TRAFFIC CONTROL.

Table 6H-3. Meaning of Letter Codes on Typical Application Diagrams

Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)**	100 feet	100 feet	100 feet
Urban (high speed)**	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

** Speed category to be determined by highway agency
 ** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

Table 6H-4. Formulas for Determining Taper Length

Speed (S)	Taper Length (L) in feet
40 mph or less	$L = \frac{WS^2}{50}$
45 mph or more	$L = WS$

Where: L = taper length in feet
 W = width of offset in feet
 S = posted speed limit, or off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

Figure 6H-1. Work Beyond the Shoulder (TA-1)

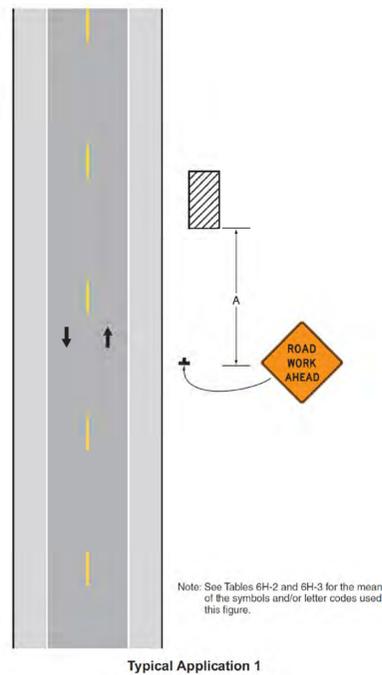


Figure 6H-10. Lane Closure on a Two-Lane Road Using Flaggers (TA-10)

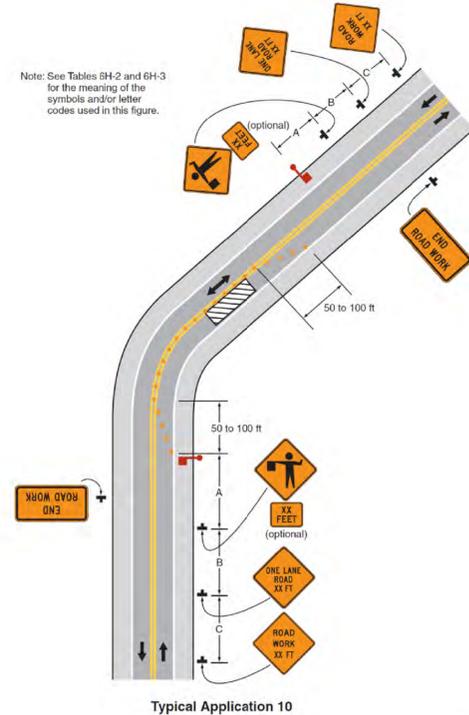
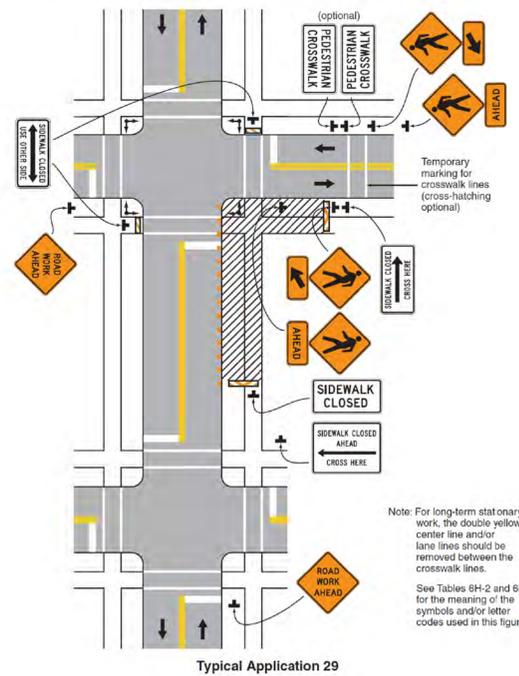
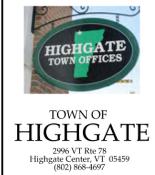


Figure 6H-29. Crosswalk Closures and Pedestrian Detours (TA-29)



NO.	DATE	REVISIONS	BY	CK'D



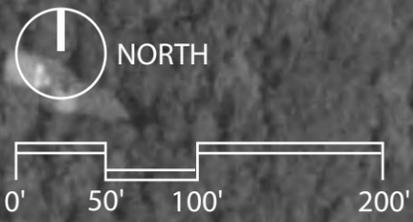
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 PROJECT NUMBER: TAP TA13(I)
 FILE NAME: I3248NUI.DGN
 PROJECT LEADER: CDM
 DESIGNED BY: CDM
 TRAFFIC CONTROL DETAIL AND NOTES

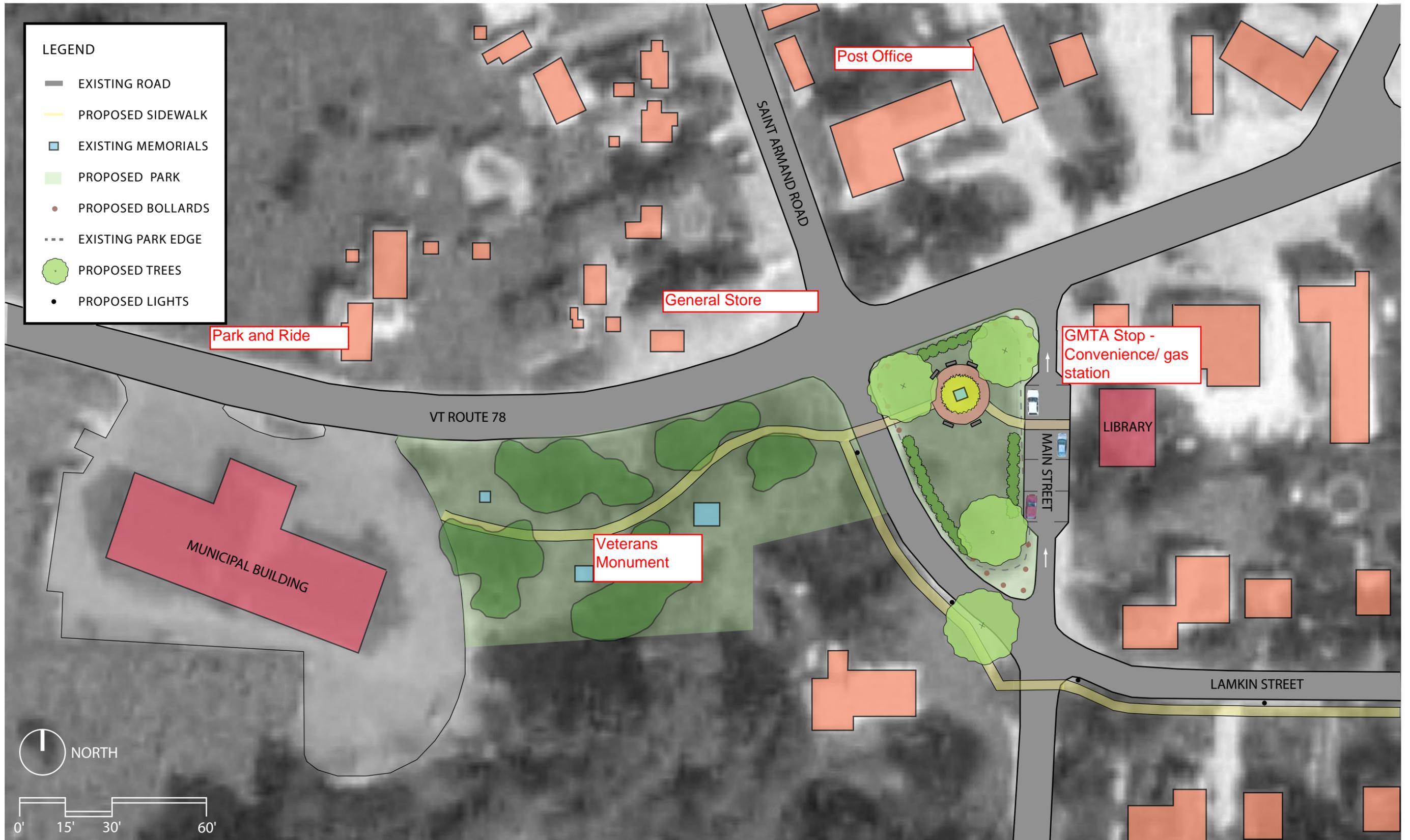
PLOT DATE: 04/22/2016
 DRAWN BY: DKG
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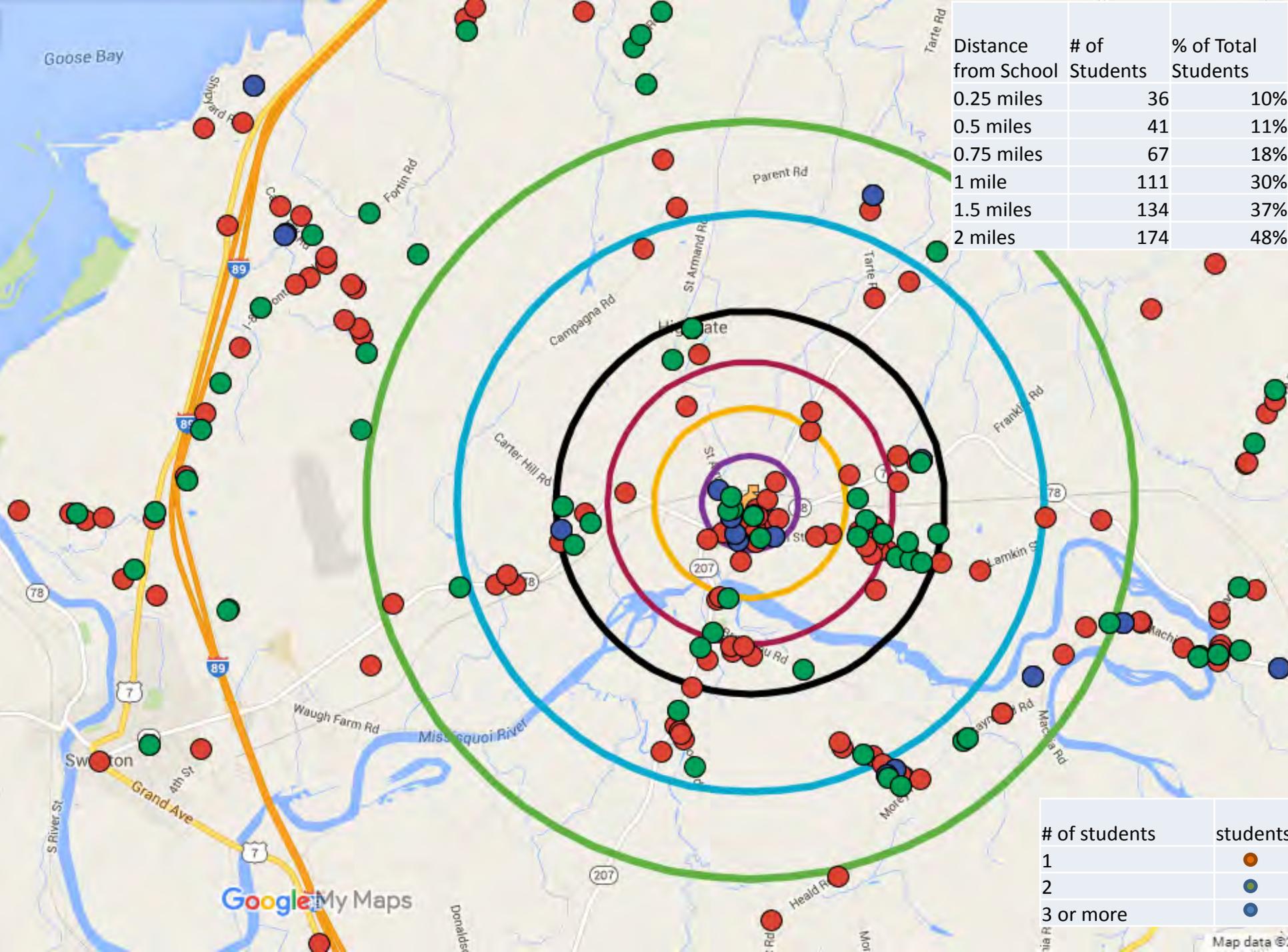
LEGEND

- EXISTING ROAD
- PROPOSED SIDEWALK
- EXISTING MEMORIALS
- PROPOSED PARK
- PROPOSED TREES
- PROPOSED LIGHTS





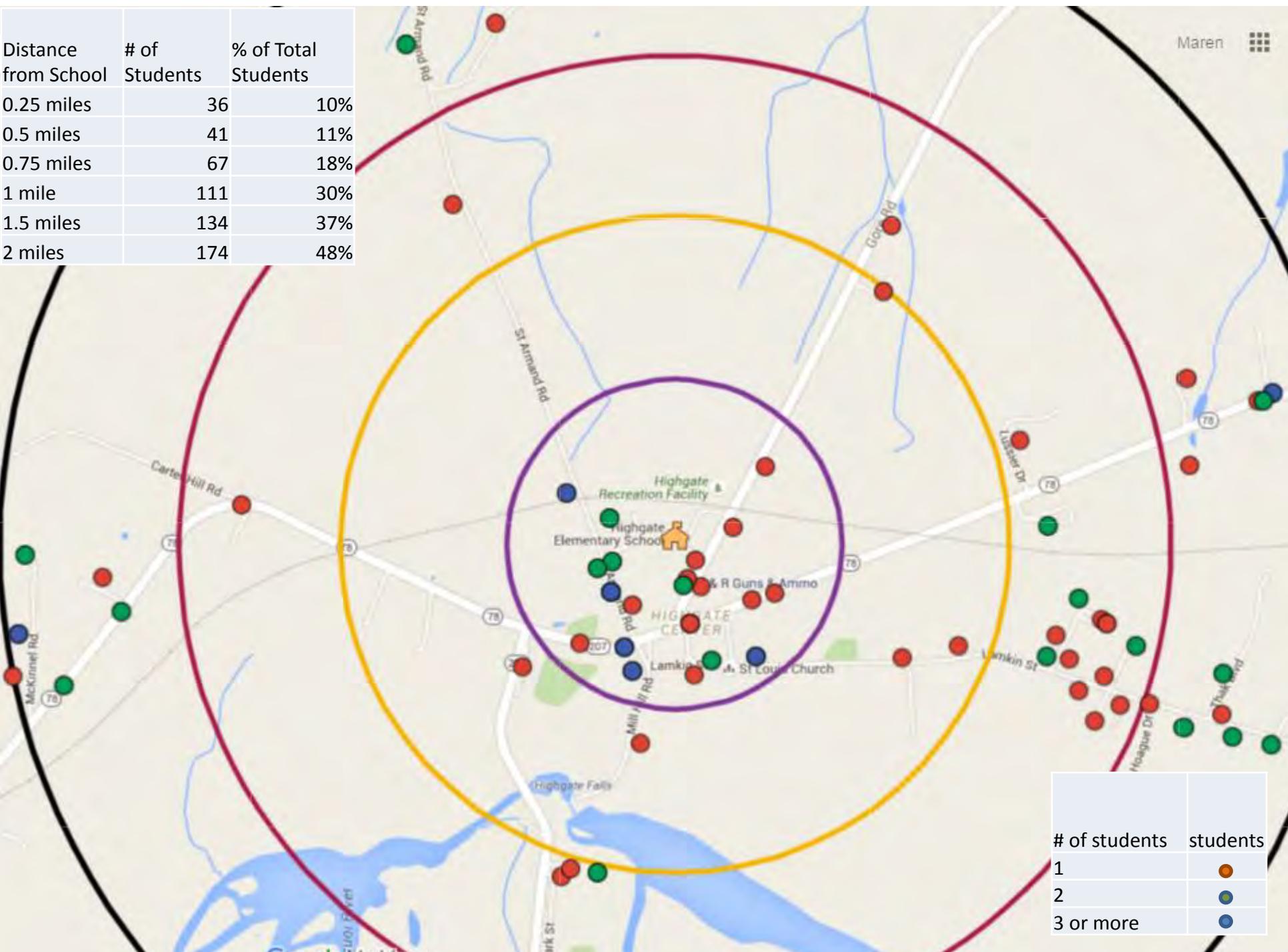
Attachment C
Student Locator Map



Distance from School	# of Students	% of Total Students
0.25 miles	36	10%
0.5 miles	41	11%
0.75 miles	67	18%
1 mile	111	30%
1.5 miles	134	37%
2 miles	174	48%

# of students	students
1	●
2	●
3 or more	●

Distance from School	# of Students	% of Total Students	
0.25 miles	36	10%	
0.5 miles	41	11%	
0.75 miles	67	18%	
1 mile	111	30%	
1.5 miles	134	37%	
2 miles	174	48%	



# of students	students
1	●
2	●
3 or more	●

Attachment D

Snow Removal Toolkit

SNOW REMOVAL TOOLKIT

Prompt and effective snow, ice, and slush clearance on sidewalks along Safe Routes to School is critical for maintaining safe biking and walking conditions. Snow removal of bicycle and pedestrian accommodations that are designated school routes should be planned for. According to the VT Pedestrian and Bicycle Facility Design Manual Section 10.5.1, local policies should treat the clearance of snow from walkways as equally important as clearance of snow from roadways in order to maintain year-round accessibility.

Guidelines

The responsibility of all snow and ice clearance generally falls upon the property owner of the facility. A municipality's highway department is typically responsible for snow and ice removal on roads and sidewalks on public property. Private roads and sidewalks on private property are the responsibility of the property owner.

A clear, unobstructed pathway at a minimum of 48" wide should be provided on all sidewalks, curb ramps, and through crosswalks. Snow, slush, and ice should be cleared from sidewalks, to provide a clear path of 48", ideally, within 12 hours after a storm event. Designated portions of the roadway for bicycle use should also be cleared since, even in winter, some experienced bicyclists commute by bicycle.

Pedestrian walkways, curb ramps, and crosswalks or bicycle facilities should not be used for areas of snow storage. Additional consideration should also be taken to maintain adequate sight distances at all intersections and to prevent snow storage from building up too close to walkways.

Paved shared-use paths that are designated routes to school should be kept clear of snow so that students can walk to school year-round. Snow clearance is not a consideration for natural surface paths that are used for winter activities which also allow students to cross-country ski or snow-shoe to school.

Recommendations

The following six basic recommendations can assist a community in developing a strategy to improve sidewalk snow and ice clearance.

1. Create a norm of snow and ice clearance through social awareness campaigns.
2. Identify a municipal point person for snow removal.
3. Determine priority sidewalks and paths for snow clearance.
4. Improve monitoring and enforcement.
5. Design sidewalks for easier snow removal.

6. Train municipal and private snow plowing personnel on the guidelines for pedestrian and bicycle facility clearance (i.e., 48" clear path and priority routes.)

Monitoring and Enforcement

There are three primary ways in which the clearance of sidewalks can be monitored and enforced;

1. Identify who monitors and enforces.
2. Define penalties and how they will be enforced.
3. Implement a social awareness campaign.