

**TMP CHECKLIST**

**Purpose:** To make a preliminary determination of whether the following issues are present or should be considered during project development through a more detailed TMP.

**Project Name and Number/PIN:** SHAFTSBURY STP 014-1(6) / 16b083

**Initial Project Significance Level** (as determined in Table 4): Project Type C, Not Significant

**Project Manager during Project Definition:**

Name: N/A Date: N/A

**Modified or Approved by** (Project Manager at Preliminary Design for Significant Projects):

Name: Adam Goudreau Date: \_\_\_\_\_

**Modified or Approved by** (Project Manager at PS&E for Significant Projects):

Name: Adam Goudreau Date: 6/3/2024

**Project Description** (Location, Activity, Anticipated Duration): Replacement of bridge #1 on VT 67 in Shaftsbury. 2026 Construction

	Yes	No	Poss	N/A	Comments
1. Does the project require a long-term (greater than 3 days) <sup>1</sup> lane or roadway/bridge closure?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The bridge closure duration is anticipated to be 28 days.
2. Are there any restrictions or considerations regarding construction timeframes due to traffic concerns (e.g., time of day, site specific time of year limits)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The regional detour route will utilize some New York roads. Early coordination will be necessary, in order to comply with the specific standards required in the State of New York.
3. Can typical applications for traffic control be used? Are there any limitations to when typical applications can be used (time of year, times, days)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Limiting the closure period to summer will mitigate impacts to school bus routes.
4. Is there a sidewalk, pedestrian/bicycle lane, path, trail, or access that needs to be maintained during construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A separate bicycle detour (signed separately from the regional detour) should be considered to accommodate the heavy bike traffic this corridor sees.
5. Is a speed reduction proposed (consistent with state guidance)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Yes	No	Poss	N/A	Comments
6. Will temporary roadways or additional width be needed on culverts, bridges, or shoulders to maintain traffic?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Will construction impact access to businesses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Are there other projects (utility, district maintenance, construction, municipal) in the area that should be coordinated or avoided?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There are two projects (BENNINGTON STPG SGNL(63) and BENNINGTON STP 1000(23)) along the regional detour, that are expected to have daytime construction operations. Coordination will be necessary.
9. Will/Can the traffic be reasonably detoured? If no or N/A, proceed to #10. If yes or possibly:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed regional detour route utilizes VT-67, VT-67A, VT-279, NY-7, NY-22, and NY-67 (22.8 miles end-to-end).
a. Is the detour route roadway type equivalent to closed roadway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
b. Is the local alternate detour route in good condition?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
c. Will the detour route have a detrimental impact on emergency vehicles, school buses, or other sensitive traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The local detour should mitigate the majority of harm imposed by the bridge closure, but will still increase emergency response times.
d. Are there load limit restrictions on the detour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
e. Are there bridge/culvert width or height restrictions on the detour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
f. Are modifications needed at intersections on detour/alternate routes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Will traffic signal timing need to be adjusted for the project (with or without a detour)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	AADT is 3,200 for year 2020. TMC study from 2014 shows a PHV of 450. Traffic signals are located on VT-67A and NY-22.
11. Are there truck facilities or routes that would be impacted by the project or by a detour (turning radii, weight restrictions, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The town of Hoosick Falls have signs posted, prohibiting engine braking within the village limits.
12. Are there special events or traffic generators (schools and bus routes, large employers, hospitals) that may be affected by the project and/or detour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Yes	No	Poss	N/A	Comments
13. Will the emergency vehicle routing, mail delivery, school bus routes, or trash services be interrupted by the project (with or without a detour)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Yes, emergency vehicle and mail delivery routes will be impacted by the bridge closure. The local detour should mitigate the majority of harm imposed by the road closure, but will still increase emergency response times. Early coordination with stakeholders will be necessary to mitigate risks and resolve conflicts before construction begins.
14. Are there specific stakeholders to engage regarding the work zone impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
15. Does the project occur within a high crash location?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
16. Are there other maintenance of traffic issues to consider? Specify.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

1. MUTCD definition of long-term work is occupying a location more than 3 days.

**Additional Narrative for Not Significant Projects with issues identified above:**