

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: Brattleboro-Putney STP PS25(11)

Initial Project Significance Level (as determined in Table 4): Significant (Criteria B)

Project Manager during Project Definition:

Name: Matthew Bogaczyk, PE Date: _____

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

Name: Matthew Bogaczyk, PE Date: 10/3/2024

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

Name: Brandon Kipp, PE Date: 1/22/2025

Project Description (Location, Activity, Anticipated Duration): Beginning in Brattleboro on US Route 5 at the Class I Town Highway at MM 2.992 near Vermont Avenue and extending northerly through Dummerston ending in the Town of Putney at MM 0.221.

Also included is VT Route 9 which begins at the roundabout at MM 6.981 and extends easterly 0.196 miles to the New Hampshire border.

Also included is the Brattleboro State Highway which begins near the I-91 Exit 3 off ramps at MM 0.068 and extends easterly approximately 0.056 miles to the roundabout.

Work to be performed under this project includes coarse-milling and paving of the existing highway, new pavement markings, guardrail, signs and other related highway items.

	Yes	No	Poss	N/A	Comments
1. Does the project require a long-term (greater than 3 days) ¹ lane or roadway/bridge closure?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No long term closures are anticipated for this paving project.
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"/>	Paving at night may be necessary for business area south of roundabout and paving around the roundabout, VT9 and the Brattleboro State Highway
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"/>	Typical Applications are anticipated to be utilized for the majority of construction.

	Yes	No	Poss	N/A	Comments
4. Is there a sidewalk, pedestrian/bicycle lane, path, trail, or access that needs to be maintained during construction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Bicycle lane and pedestrian traffic must be accommodated during construction.
5. Is a speed reduction proposed (consistent with state guidance)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Possible if work is done during business hours. Coordination with adjacent business owners will be required to minimize impacts to business access.
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 type="checkbox"/>	<input type="checkbox"/>	Brattleboro STP PC25(6) includes paving on US Route 5. Anticipated construction April 2025 - October 2026
9. Will/Can the traffic be reasonably detoured? If no or N/A, proceed to #10. If yes or possibly:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
a. Is the detour route roadway type equivalent to closed roadway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
b. Is the local alternate detour route in good condition?	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
d. Are there load limit restrictions on the detour?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
e. Are there bridge/culvert width or height restrictions on the detour?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
f. Are modifications needed at intersections on detour/alternate routes?	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Are there truck facilities or routes that would be impacted by the project or by a detour (turning radii, weight restrictions, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	When lane widths are reduced to 10 feet, DMV shall be notified to reroute super loads permits.
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I-91 Exit 3 on/off ramps and the Moover Bus. There are a number of large commercial businesses located between the begin project and the

	Yes	No	Poss	N/A	Comments
					roundabout that may require additional coordination to accommodate business access; these include, but are not limited to, the Brattleboro North Shopping Plaza and Aldi's.
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Emergency vehicle routes must be accommodated at all times.
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	US 5/VT 9/Brattleboro State Highway #4 MM 4.600 to 4.620 US 5 Brattleboro #754 MM 3.825 to 4.125 #233 MM 4.125 to 4.425 US 5 Dummerston #742 MM 0.728 - 1.028 #349 MM 2.128 to 2.428# #443 MM 4.828 to 5.128 US 5 Putney #132 MM 0.041 to 0.341
16. Are there other maintenance of traffic issues to consider? Specify.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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

Additional Narrative for Projects with issues identified above:

Note that this project is being composited with:

- Brattleboro NH PC25(5) VT Route 9 [21v434]
- Brattleboro STP PC25(6) US Route 5, VT Routes 142, 30 and 9 [21v433]
- Brattleboro-Putney STP PS25(11) US Route 5, VT Route 9 and Brattleboro State Highway [22v420]**