

TMP Checklist

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

Project Significance Level (as determined in Table 4): C

Project Manager during Project Definition:

Name: Gary M. Laroche, PE Date: _____

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

Name: Gary M. Laroche, PE Date: _____

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

Name: Gary M. Laroche, PE Date: _____

Project Description (Location, Activity, Anticipated Duration):

Replacement of existing bridge structure (Bridge 19-5) with a new structure (precast concrete box) with related approach roadway and channel work located on US Route 7, 1.10 miles south of VT Route 313. Replacement of existing bridge structure (Bridge 19-7) with a new structure (precast concrete box) with related approach roadway and channel work located on US Route 7, 0.52 miles south of VT Route 313. 14-day Incentive/Disincentive (I/D) period for a single bridge closure period and detour (VT-7A through Shaftsbury) to construct both bridges, targeted between Aug 12 and Oct 10, 2026. Project construction begin July 2026 and end October 30, 2026. Work outside of the I/D period may include activities such as EPSC, traffic control, preparatory work, work that does not require a permanent closure of the shoulder or lane prior to the I/D period, and final punch list items. Outside of the I/D period, no daytime lane closures will be allowed. Shoulder closures are permitted during daytime hours. Outside of the I/D period, daytime lane shifts will be allowed. Lane shifts, maintaining two lanes of traffic, shall only occur Monday-Thursday from sunrise to sunset as approved by the Resident Engineer. Lane shifts on Friday’s will not be permitted. Outside of the I/D period, night lane closures maintaining alternating one-lane traffic will be allowed between sunset and sunrise for paving operations.

	Yes	No	Poss	N/A	Comments
1. Has the Positive Protection Worksheet been completed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This project was initiated prior to the revision of the TMP Checklist in Jan 2026 and has been updated to the new checklist and PPW Worksheet format.

	Yes	No	Poss	N/A	Comments
2. Does the project require a long-term (greater than 3 days) ¹ lane or roadway/bridge closure?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	14d closure and detour (VT-7A through Shaftsbury); one closure period for both sites. Coordination will continue with town services.
3. Are there any restrictions or considerations regarding construction timeframes due to traffic concerns (e.g., time of day, site specific time of year limits)? Where are those restrictions written?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Culvert construction anticipated to be limited to low flow periods (July 1-Oct 1). Target I/D period and US Route 7 closure 8/12 to 10/10/2026. A request has been submitted to allow in stream work into Oct. for flexibility in the case of fabrication lead time. Local events list updates are in progress with the shift in advertising to 2026 due to funding availability. Tracking to identify concerns with potential event timing, none identified for VT-7A detour timing. Restrictions have been included in the Notice to Bidders. Daytime lane shifts on US Route 7 will only be allowed Monday to Thursday, prohibited on Friday given consideration of peak traffic especially in foliage season. Night time lane closures will be allowed sunset to sunrise for paving operations. Outside the I/D Period no daytime lane closures will be allowed.</p> <p>The Town of Shaftsbury expressed concern with the detour use during the school year. Given funding timing, a September closure period is anticipated. Additional flagger and uniformed traffic officer hours have been included to help detour operation. \$30,000 has been budgeted for VSP enforcement during the I/D period and project timeline.</p>
4. Can typical applications for traffic control be used?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Yes	No	Poss	N/A	Comments
5. Are there any limitations to when typical applications can be used (time of year, time of day, days of week)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No known limitations.
6. Is there 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"/>	US Route 7 is a limited access facility with no pedestrian/bicycle access or trails to be maintained.
7. Is a speed reduction proposed (consistent with state guidance) and what warrants the reduction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The team has discussed and determined that a speed reduction along the VT-7A detour is not warranted (see Traffic Memo dated May 31, 2024).</p> <p>The team has also discussed a speed reduction on US-7 through the project site and determined that a 15 mph speed reduction will be required for lane shifts and night-time lane closures.</p>
8. 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"/>	No, the I/D period and detour has been utilized to avoid phasing, widening and temporary structures etc.
9. Will construction impact access to businesses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	VT-7A detour would not affect business access. Higher traffic on VT-7A may slow turn movements to businesses through the detour corridor. \$30,000 has been budgeted for VSP supplemental enforcement to help mitigate driver behaviors during the detour.
10. Will construction impact any parking, standard or handicapped?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Are there other projects (utility, district maintenance, construction, municipal) in the area that should be coordinated with or avoided?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Project schedule to be coordinated with the following projects for construction signs overlap, and equipment and material deliveries.</p> <p>BENNINGTON BRIDGE BR#16N BM24101</p> <p>Project Description: Joint Replacement on Bridge 16N located in Bennington on US 7 at MM 6.405. Coordinated with VTrans PM on schedule, project</p>

	Yes	No	Poss	N/A	Comments
					<p>will be tracked but no overlap concerns identified.</p> <p>Construction: Jun 2026 – Nov. 2026.</p> <p>ARLINGTON STP BP17(2) Project Description: Restoring approximately 470 feet of existing marble sidewalk, constructing approximately 260 feet of new concrete sidewalk, installing a crosswalk across VT7A (with a rectangular rapid flash beacon), and constructing approximately 760 feet of new asphalt path. Construction: Jun 2026 - Dec. 2026</p> <p>ARLINGTON VTRY(61) (Crosses VT 313) Project Description: Rehab bridge 61 in Arlington on the VTR B&R, MP 12.45. Supplement to "Arlington VTRY(24)". Part of the FRA BUILD Grant. Construction: TBD</p> <p>HOOSICK-BENNINGTON-RUTLAND VTRY(59) (Crosses VT 313) Project Description: Preliminary engineering for rail track replacement on the VTR B&R and VTR Hoosick rail lines. Construction: Oct 2025 - Jul 2026</p> <p>ARLINGTON STP 319-1(29) Project Description: HSIP site. Safety improvement to intersection of VT 313 and Warm Brook Rd. in Arlington at MM 7.11.</p>

	Yes	No	Poss	N/A	Comments
					<p>Construction: April 2027 - Oct. 2027</p> <p>VT Real Estate Holdings 1 LLC Shaftsbury Solar Array – Temporary Access from US-7 20-MW Solar Array construction located off Holy Smoke Road (TH27) Construction 2024- 12/1/2026 VTrans Permit ID 46323</p>
<p>12. Will/Can the traffic be reasonably detoured? If no, proceed to #20. If yes or possibly complete 13-19.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Yes detour via VT-7A
<p>13. Is the detour route roadway type equivalent to the closed roadway?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	US-7 is a Principal Arterial, National Highway System. 12' lanes 8/10' shoulder. 55mph. VT-7A is a Major Collector 12' lanes 1-5' shoulder. 25-50mph.
<p>14. Is the local alternate detour route in good condition?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Reviewed VT-7A in April 2025. Observations noted the detour route was in good condition. Only one bicycle disruptive pothole was identified near Gingerbread Hill Road.
<p>15. Will the detour route have a detrimental impact on emergency services, school buses, or other sensitive traffic?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Coordinated (coordinating) with stakeholders to track and define events calendar.</p> <p>Initial EMS coordination will culminate in a pre I/D period meeting targeted June/July 2026.</p>
<p>16. Are there load limit restrictions on the detour?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<p>17. Are there width or height restrictions on the detour?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>VT Rte. 313 in Arlington has a low clearance bridge posted for 14'. Super loads cannot use VT-7A and would need to continue through Manchester on VT-7A or utilize US-4 in NY.</p> <p>VT DMV will be notified to reroute these loads and any annual hauler permits that may</p>

	Yes	No	Poss	N/A	Comments
					<p>use US-7 during the closure period.</p> <p>New York DMV will be notified of the closure period.</p> <p>Note: Once a permit is issued, the applicant/hauler has 10 days to move their load. This requires additional notice time to capture the 10-day window.</p> <p>The following plan note (Sht 63/64 Note 2) has been included: THE RESIDENT ENGINEER TO SEND OUT THE NOTIFICATION OF ROADWAY RESTRICTION FORM TO THE DMV A MINIMUM OF 14 WORKING DAYS AHEAD OF THE I/D PERIOD. PROJECT PUBLIC INFORMATION CONSULTANT WILL NOTIFY NY DMV AND LOCAL MUNICIPALITIES A MINIMUM OF FOUR WEEKS AHEAD OF THE I/D PERIOD.</p>
18. Are modifications needed at intersections on the detour/alternate route?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Turn movements checked, no modification required.</p> <p>Temporary signals to be installed at the intersections of the VT-7A/Exit 2 ramps and VT-7A/VT Rte. 313.</p> <p>Temporary signal consideration at the Rte 67 and 7A intersection has been removed in favor of UTOs during peak times.</p>
19. Are pedestrian and bicycle needs addressed with the detour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None applicable; the VSP additional patrols will be a safety benefit to road users.
20. 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"/>	
21. 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"/>	VT Rte. 313 in Arlington has a low clearance bridge posted for 14'. Super loads cannot use VT-

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					<p>7A and would need to continue through Manchester on VT-7A or utilize US-4 in NY.</p> <p>VT DMV will be notified to reroute these loads and any annual hauler permits that may use US-7 during the closure period.</p> <p>New York DMV will be notified of the closure period.</p> <p>Note: Once a permit is issued the applicant/hauler has 10 days to move their load. This requires additional notice time to capture the 10-day window.</p> <p>The following plan note (Sht 63/64 Note 2) has been included: THE RESIDENT ENGINEER TO SEND OUT THE NOTIFICATION OF ROADWAY RESTRICTION FORM TO THE DMV A MINIMUM OF 14 WORKING DAYS AHEAD OF THE I/D PERIOD. PROJECT PUBLIC INFORMATION CONSULTANT WILL NOTIFY NY DMV AND LOCAL MUNICIPALITIES A MINIMUM OF FOUR WEEKS AHEAD OF THE I/D PERIOD.</p>
<p>22. Are there special events or traffic generators (schools and bus routes, large employers, hospitals) that may be affected by the project and/or detour?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Public Information Consultant is under contract and communications and stakeholder coordination ongoing. Public meeting held in Shaftsbury 9/30/24. Additional public meeting targeted for July 2026 ahead of the I/D period. A list of events, school routes etc. has been developed and tracked with refinements ongoing due to funding shift to 2026 construction.</p>

	Yes	No	Poss	N/A	Comments
23. Will emergency vehicle routing, mail delivery, school bus routes, or trash services be interrupted by the project (with or without detour)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Access to US-7 for all properties abutting the project will be maintained. However, during the I/D Period, access will not be available across the construction site.</p> <p>Initial EMS coordination will culminate in a pre I/D period meeting targeted June/July 2026.</p>
24. Are there specific stakeholders to engage regarding the work zone impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Towns of Shaftsbury / Arlington / Sunderland / Manchester / Bennington / EMS providers.</p> <p>Solar Array (20-MW) off Holy Smoke Road has a temp. access permit to Route 7 from 2024 through 12/1/2026, SB right in/right out access from US-7 will be affected during closure.</p> <p>Regional concerns initial meeting held 10/2023, followed by Public Meeting in Shaftsbury 9/30/24. VT-7A detour meeting, concerns area review with the Town of Shaftsbury on 4/14/25.</p> <p>A project stakeholder list has been developed with updates and communications on going.</p>
25. Is the work zone project area overlapping or adjacent to a high crash location?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
26. Are there other maintenance of traffic issues to consider? Specify in comments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
27. Has adequate space been provided to carry out the TCP as intended by these documents?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Yes, detour and I/D period approach to minimize impact to and working alongside traffic

1. MUTCD 11th Edition, Section 6N.01

Additional comments or Narrative for non-significant projects with issues identified above:

The construction phasing approach is to utilize an I/D period, a single 14-day work period full-closure of US-7 and detour via VT-7A and VT-313 (US-7 exit 2 to 3) to construct both Sunderland BM20102 and Sunderland

NHCULV(122). Work outside of the I/D period may include activities such as EPSC, traffic control, preparatory work, work that does not require a permanent closure of the shoulder or lane prior to the I/D period, and final punch list items. Outside of the I/D period, no daytime lane closures will be allowed. Shoulder closures are permitted during daytime hours. Outside of the I/D period, daytime lane shifts will be allowed. Lane shifts, maintaining two lanes of traffic, shall only occur Monday-Thursday from sunrise to sunset as approved by the Resident Engineer. Lane shifts on Friday's will not be permitted. Outside of the I/D period, night lane closures maintaining alternating one-lane traffic will be allowed between sunset and sunrise for paving operations.

A Regional Concerns meeting was held on October 9, 2023, at the Sunderland selectboard meeting during which an approach of two 14-day closure periods was presented. Shaftsbury selectboard drafted a letter to Representative David Durfee on November 20, 2023, outlining concerns with the detour. A Public Information Meeting was held on 9/30/24 in Shaftsbury to share the approach of a reduced closure and detour duration. A site review meeting was held with Shaftsbury officials on 4/14/2025 to review and receive input on concern areas along VT-7A.

VT Route 313 in Arlington has a low clearance bridge (RR overpass) which is posted for 14-feet. As such, super loads can't come up VT Route 7A through Bennington. These larger vehicles will need to continue on VT-7A through Manchester or utilize US Route 4 through New York. VT DMV and New York DMV will be notified to reroute these loads and any annual hauler permits that may use US 7 during the closure periods. It should be noted that once a permit is issued the applicant/hauler has 10 days to move their load. This requires additional notice time to capture that 10-day window. Construction note added Detour Sheet Note #2. "The Resident Engineer to send out the notification of roadway restriction form to the DMV a minimum of 14 working days ahead of the closure. Project Public Information Consultatnt will notify NY DMV and local municipalities a minimum of four weeks ahead of the I/D Period".

A traffic memorandum has been developed analyzing traffic operations for an alternating one-way traffic condition on US-7 and Detour on VT-7A, including a detour route intersection traffic evaluation and turning movement analysis. A summary of finding of this memorandum follows:

NOTE: A temporary traffic signal was considered at the intersection of VT-67 and VT-7A but removed from the project based on Town and State operational concerns. After review the approach was revised to utilize uniformed traffic officers at this intersection during peak traffic times.

WSP has completed a construction stage traffic analysis to support the replacement of culverts 19-5 and 19-7 which included two scenarios: a full closure of the highway with a detour evaluation for US Route 7, as well as a single lane closure with a one-way alternating traffic on US Route 7.

A full road closure with a detour along VT Route 313 and VT Route 7A would increase the delays for the westbound left turns at the VT Route 313 & VT 7A intersection and the VT Route 7A & US Route 7 Ramps intersection. These two intersections are unsignalized, therefore, the additional traffic would have a harder time to find a gap and proceed through the intersection. Because of this we recommend installing temporary traffic signals at these two intersections to reduce delays and avoid any safety concerns. WSP also recommends installing advanced warning signs on VT Route 7A to inform drivers of the new traffic controls at these intersections.

A smart workzone setup to warn drivers of the full roadway closure and delays through the workzone should be considered. Advanced message boards should inform drivers well in advance of the detour. Additionally, traffic will be required to divert from US 7 mainline to off ramps to follow the detour. Refer to T-20 for additional sign layout and information.

The vehicle turning path analysis concludes that no additional pavement or accommodations are required for the two main intersections.

Positive Protection Worksheet		
Worksheet Preparer: Timothy Higginson		Date: 2/27/2026
Project Name & Number: Sunderland BM 20102 & Sunderland NH CULV(122)		
Route #: US Route 7		
Begin Mile Marker: 23.1392/23.7089		End Mile Marker: 23.1723/23.7420
Duration of Construction	Points	Score
Longterm Stationary (more than 3 days)	10	10
Intermediate Stationary (more than 1 day, up to 3 days)	6	
Short Term Stationary (up to 1 day)	4	
Short Duration (Up to 1 hour)	2	
Mobile (moving with intermittent stops up to 15 minutes)	0	
Means of Escape	Points	Score
Confined with no means of escape	10	0
Areas with variable escape conditions	5	
Open area with multiple escape routes	0	
Traffic Volume (AADT)	Points	Score
>20,000 interstate or >15,000 state or town highway	10	3
>15,000 interstate or >10,000 state or town highway	6	
>10,000 interstate or >5,000 state or town highway	3	
Less than above	0	
Posted Speed Limit	Points	Score
55 MPH or greater	10	10
45 MPH to 50 MPH	6	
30 MPH to 40 MPH	3	
25 MPH or less	0	
Worker Exposure	Points	Score
Workers expected to be less than 6 feet from traffic	10	5
Workers expected to be between 6 and 15 feet from traffic	5	
Workers expected to be more than 15 feet from traffic	0	
Total Score		28

If the score is:

- **40 or more = High Risk.** Positive protection required.
- **20-39 = Medium Risk.** Positive protection needed or implement management measures or strategies to reduce risk. (Refer to Work Zone Management Strategies in Chapter 2 of this document)
- **19 or less = Low Risk.** Positive protection not warranted

If the project is high risk, describe what elements of positive protection will be utilized:

N/A

If the project is medium risk, describe what elements of positive protection will be utilized or what management strategies will be deployed to reduce the risk.

The construction phasing approach is to utilize an I/D period, a single 14-day work period full-closure of US-7 and detour via VT-7A and VT-313 (US-7 exit 2 to 3) to construct both Sunderland BM20102 and Sunderland NHCULV(122). Work outside of the I/D period may include activities such as EPSC, traffic control, preparatory work, work that does not require a permanent closure of the shoulder or lane prior to the I/D period, and final punch list items. Outside of the I/D period, no daytime lane closures will be allowed. Shoulder closures are permitted during daytime hours. Outside of the I/D period, daytime lane shifts will be allowed. Lane shifts, maintaining two lanes of traffic, shall only occur Monday-Thursday from sunrise to sunset as approved by the Resident Engineer. Lane shifts on Friday's will not be permitted. Outside of the I/D period, night lane closures maintaining alternating one-lane traffic will be allowed between sunset and sunrise for paving operations.

Temporary signals to be installed at the intersections of the VT-7A/Exit 2 ramps and VT-7A/VT Rte. 313.

Temporary signal consideration at the Rte 67 and 7A intersection has been removed in favor of UTOs during peak times.

\$30,000 has been budgeted for VSP supplemental enforcement to help enforce drive behaviors during the project and detour.

A speed reduction of 15 mph will be required on US-7 for lane shifts and night-time lane closures.

<input checked="" type="checkbox"/> 1. Effective, credible signing	<input checked="" type="checkbox"/> 2. Changeable message signs	<input type="checkbox"/> 3. Arrow boards	<input type="checkbox"/> 4. Warning flags and lights on signs
<input type="checkbox"/> 5. Longitudinal and lateral buffer space	<input type="checkbox"/> 6. Trained flaggers and spotters	<input checked="" type="checkbox"/> 7. Enhanced flagger station setups of AFADs	<input type="checkbox"/> 8. Intrusion Alarms
<input type="checkbox"/> 9. Rumble Strips	<input type="checkbox"/> 10. Pace or pilot vehicle	<input type="checkbox"/> 11. High-quality work zone pavement markings and removal of misleading markings	<input type="checkbox"/> 12. Channelizing device spacing reduction
<input type="checkbox"/> 13. Longitudinal channelizing barricades	<input checked="" type="checkbox"/> 14. Work zone speed management	<input checked="" type="checkbox"/> 15. Law enforcement	<input type="checkbox"/> 16 Speed Safety Cameras
<input type="checkbox"/> 17. Drone radar	<input type="checkbox"/> 18. Worker and equipment visibility	<input type="checkbox"/> 19. Worker training	<input checked="" type="checkbox"/> 20. Public and traveler information
<input checked="" type="checkbox"/> 21. Temporary traffic signals	<input type="checkbox"/> 22. Protection or shadow vehicles	<input type="checkbox"/> 23. Intelligent Transportation Systems	

If an exception is being developed for the project, please summarize reasoning below, and provide supporting documentation, including an engineering study (e.g. benefit/cost analysis, construction feasibility study, etc.)

Click or tap here to enter text.

Note: This worksheet is designed for worker protection and does not consider other situations where positive protection may be needed. Refer to VTrans Standard Drawings for drop-off protection requirements.