

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.

Initial Project Significance Level (as determined in Table 4): B (due to detour and closure)

Project Manager during Project Definition:

Name: Mahendra Thilliyar Date: _____

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

Name: Mahendra Thilliyar Date: _____

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

Name: _____ Date: _____

Project Description (Waterbury BO 14446(40), Bridge replacement project, 1 Season Project Duration, 60 day Closure Duration):

	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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A signed detour installed by the Town of Waterbury will be set up for the closure duration is in the current plans. 60 day max roadway closure for Stowe Street between Lincoln Street and VT Route 100 between June 16, 2025 and August 29, 2025. 21 day closure of Lincoln Street during the 60 day closure window allowed.
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Road closure to occur during the school summer break.
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"/>	
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"/>	No pedestrian access will need to be maintained through

	Yes	No	Poss	N/A	Comments
					the bridge site from VT Route 100 to Lincoln Street. An on-demand shuttle service has been discussed and will be resolved prior to bidding.
5. Is a speed reduction proposed (consistent with state guidance)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	
8. Are there other projects (utility, district maintenance, construction, municipal) in the area that should be coordinated or avoided?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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 Town will install signs for Stowe Street Detours to Main Street to VT 100 and also for Lincoln Street to Guptil Road to VT 100.
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There isn't a grid system or obvious local detours that are anticipated to be used.
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 checked="" type="checkbox"/>	<input type="checkbox"/>	Coordination with emergency services will be needed to coordinate best routes around project area. Maintain access to Lincoln Street from Stowe Street.
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	UTO's will likely be needed in the VT 100/Stowe Street intersection if it becomes safer to place the signal on flash to clear traffic going onto or from Stowe Street.

	Yes	No	Poss	N/A	Comments
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 checked="" type="checkbox"/>	<input type="checkbox"/>	Trucks are not expected on Stowe Street. Local streets in project area may not meet minimum turning radii for large trucks.
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Stowe Street is a direct route to Downtown Waterbury, but the option exists to Use VT 100 to access downtown. The Park and Ride on Lincoln Street will be relocated to off Main Street and associated wayfinding signage will be installed for this.
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"/>	Local and signed detours will inconvenience but not interrupt services.
14. Are there specific stakeholders to engage regarding the work zone impacts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Emergency Services, Town of Waterbury, direct abutters for possible parking accommodations.
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A Park and Ride will be temporarily relocated to Downtown Waterbury.

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:

Traffic Operations: A signed vehicle detour will direct traffic onto VT 100 to US 2/VT100 Main Street and the reverse from Stowe Street to VT 100 when Stowe Street is closed from Lincoln Street to VT 100. A detour from Lincoln Street to Guptil Road to VT 100 will be utilized during closure periods of Lincoln Street. A local signed (by the Town) detour will be employed. Coordination during closures with emergency services will be important.

There may also be a need to temporary closure of Lincoln Street for up to 21 days during precast erection

Public Information: Communication with town services, emergency services, school bus routes, etc. will need to occur to ensure that best routes for emergency vehicles, school buses, and other municipal entities are communicated to the appropriate people.

TTC: VTrans standards, MUTCD, and the plans developed by the Contractor will drive the final traffic control. The plans do include a signed detour route, phasing plan, and pedestrian detour route for the Contractor's use.