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: Morristown AV-FY22-003 / 17H110

Initial Project Significance Level (as determined in Table 4):   D

Project Manager during Project Definition:

Name: John Nummy   Date: 3/14/2025

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

Name: Date:

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

Name: Date:

Project Description (Location, Activity, Anticipated Duration): This project is a construction of a taxiway at the Morrisville-Stowe State Airport. The airport is located adjacent to Vermont Route 100 in Morrisville, VT. Construction activities include removal of existing taxiway stub, regrading of the airport outfield, and construction of a parallel taxiway extension. The duration of this work is anticipated to be conducted for a total of 135 days during the 2026 construction season with exclusive and uniterrupted occupancy of the runway for a duration of 15 days as determined in the contract plans and Construction Safety and Phasing Plan.

		Yes	No	Poss	N/A	Comments
1.	Does the project require a long-term (greater than 3 days)[1] lane or roadway/bridge closure?	☐	☒	☐	☐	
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)?	☐	☒	☐	☐	Act 250 limits work hours to 6-6 PM, weekend and holiday work not allowed per contract.
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)?	☒	☐	☐	☐	No limitations on traffic control applications
4.	Is there a sidewalk, pedestrian/bicycle lane, path, trail, or access that needs to be maintained during construction?	☐	☒	☐	☐	
5.	Is a speed reduction proposed (consistent with state guidance)?	☐	☒	☐	☐	

	Yes	No	Poss	N/A	Comments
6. Will temporary roadways or additional width be needed on culverts, bridges, or shoulders to maintain traffic?	☐	☒	☐	☐	
7. Will construction impact access to businesses?	☐	☒	☐	☐	
8. Are there other projects (utility, district maintenance, construction, municipal) in the area that should be coordinated or avoided?	☐	☒	☐	☐	
9. Will/Can the traffic be reasonably detoured? If no or N/A, proceed to #10. If yes or possibly:	☐	☐	☐	☒	
a. Is the detour route roadway type equivalent to closed roadway?	☐	☐	☐	☐	
b. Is the local alternate detour route in good condition?	☐	☐	☐	☐	
c. Will the detour route have a detrimental impact on emergency vehicles, school buses, or other sensitive traffic?	☐	☐	☐	☐	
d. Are there load limit restrictions on the detour?	☐	☐	☐	☐	
e. Are there bridge/culvert width or height restrictions on the detour?	☐	☐	☐	☐	
f. Are modifications needed at intersections on detour/alternate routes?	☐	☐	☐	☐	
10. Will traffic signal timing need to be adjusted for the project (with or without a detour)?	☐	☒	☐	☐	
11. Are there truck facilities or routes that would be impacted by the project or by a detour (turning radii, weight restrictions, etc.)?	☐	☒	☐	☐	
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?	☐	☒	☐	☐	
13. Will the emergency vehicle routing, mail delivery, school bus routes, or trash services be interrupted by the project (with or without a detour)?	☐	☒	☐	☐	
14. Are there specific stakeholders to engage regarding the work zone impacts?	☒	☐	☐	☐	Airport Users FAA, VTrans
15. Does the project occur within a high crash location?	☐	☒	☐	☐	
16. Are there other maintenance of traffic issues to consider? Specify.	☐	☒	☐	☐	

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

Additional Narrative for Projects with issues identified above: