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: Rockingham IM 091-1(81) /

19A190

Initial Project Significance Level (as determined in Table 4): Not Significant

Project Manager during Project Definition:

Name: Adam Goudreau, PE Date: 7/26/2024

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

Name: Adam Goudreau, PE Date: 7/26/2024

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

Name: Adam Goudreau, PE Date: 12/5/2025

Project Description: Located 2.8 miles north of Exit 6 along Interstate 91 in Rockingham VT, the existing 6' diameter culvert carries the Little Commissary Brook. This project includes a cured-in-place liner being installed inside the existing pipe, installing new headwalls and associated channel work. The project is anticipated to occur over one construction season with access to the site being primarily from Alden Road, which runs adjacent to the site.

	Yes	No	Poss	N/A	Comments
1. Does the project require a long-term (greater than 3 days)[1] lane or roadway/bridge closure?	☐	☐	☒	☐	If lane closures are used, could last more than 3 days for some operations, including clearing.
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)?	☐	☒	☐	☐	
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)?	☒	☐	☐	☐	Anticipated that lane closure standard details will be used.
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)?	☐	☐	☒	☐	Shoulder or short-term lane closures may be required depending on the Contractor

	Yes	No	Poss	N/A	Comments
					means and methods. The Contractor will develop a site-specific traffic control plan. Advisory speeds will be used if necessary.
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?	☐	☒	☐	☐	None known at this time.
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)?	☐	☒	☐	☐	

	Yes	No	Poss	N/A	Comments
14. Are there specific stakeholders to engage regarding the work zone impacts?	☐	☒	☐	☐	
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: A short duration lane closure on I-91 Southbound is anticipated for equipment to be parked in the shoulder, primarily for clearing operations, concrete and other material delivery to the site. This lane closure is expected to adhere to the guidelines in VTrans Standard Drawings, with shoulder closure following MUTCD detail TA-6 for expressway/freeway, unless temporary barrier is required for contractor's means and methods. Additionally, temporary alternating one-way traffic on Alden Road may be necessary for large equipment access to the site, and it is anticipated that these closures can be managed with flaggers.