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: Fairlee IM 091-2(91) / 21a024

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

Project Manager during Project Definition:

Name: Adam Goudreau Date: 8/2/2023

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

Name: Adam Goudreau Date: 5/07/2024

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

Name: Adam Goudreau Date: 3/10/2026

Project Description (Location, Activity, Anticipated Duration): Replacement of two seven feet diameter pipes with an 18'x13'-0"'x292' box culvert. Traffic will be maintained on Temporary Crossovers and will take two construction seasons.

	Yes	No	Poss	N/A	Comments
1. Does the project require a long-term (greater than 3 days)[1] lane or roadway/bridge closure?	☒	☐	☐	☐	The project will require at a minimum reducing traffic in each barrel to one lane and then construction of crossovers to move traffic through the project area.
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)?	☐	☐	☒	☐	Project will take place over two construction seasons, winter restrictions to the crossovers may be required.
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)?	☒	☐	☐	☐	Lane closures TA and crossover shifts. Assumed that crossovers will not be required during the winter months.
4. Is there a sidewalk, pedestrian/bicycle lane, path, trail, or access that needs to be maintained during construction?	☒	☐	☐	☐	Yes, sidewalk at the intersection of Lake Morey Road and the I-91 Southbound On-Ramp.

	Yes	No	Poss	N/A	Comments
5. Is a speed reduction proposed (consistent with state guidance)?	☒	☐	☐	☐	Yes, a speed reduction to 55mph is recommended.
6. Will temporary roadways or additional width be needed on culverts, bridges, or shoulders to maintain traffic?	☒	☐	☐	☐	Two phases of crossovers will be required. This will likely make the project a two season project.
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?	☐	☐	☒	☐	Coordination with Norwich-Bradford IM 091-2(99) will likely be needed.
9. Will/Can the traffic be reasonably detoured? If no or N/A, proceed to #10. If yes or possibly:	☐	☒	☐	☐	The possibility of a detour was discussed with the VTrans Project Manager. It was decided that a crossover would better meet the needs of the community and the traveling public.
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)?	☐	☒	☐	☐	No signals on project as it is a limited access highway.
11. Are there truck facilities or routes that would be impacted by the project or by a detour (turning radii, weight restrictions, etc.)?	☒	☐	☐	☐	Oversized loads are limited by the crossover.
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?	☐	☐	☒	☐	None known at this time.
13. Will the emergency vehicle routing, mail delivery, school bus routes, or trash services be	☐	☒	☐	☐	

	Yes	No	Poss	N/A	Comments
interrupted by the project (with or without a detour)?					
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:

Temporary Traffic Control: The following traffic control strategies will be used to facilitate traffic control through the project site during construction; Lane shifts and closures, median crossovers, construction phasing and staging, PCMS', channelizing devices, and arrow boards.

Transportation Operations: During the project it is recommended that media coordination is used to provide updates regarding changes in traffic control and crossover phases. In addition, the median crossovers will restrict over-sized loads and require a reduction in speed along with utilizing barriers and crash attenuators. Coordination with adjacent construction sites may be required.

Public Information: A public information component of the TMP is recommended in order to inform the travelling public of phase changes in the traffic control measures. Following the public outreach strategies of identifying stakeholders, partners and target audiences; coordination with local media and emergency services; and developing a campaign message that outlines work zone expectations can help communicate the necessary information to the public. PCMS' with messages warning of road work/crossovers ahead are also an effective element in providing the public with advance warning.

Due to low traffic volumes for this stretch of roadway, long delays are not expected when traffic is using the crossovers and traffic in each direction is down to one lane each direction.

Table 4 Project Significance Criteria

Project Type (Number of Criteria)	Permanent Posted Speed Limit of Facility	Existing AADT	Multi-Project Interaction	Project Location	Non- Automobile Modes	Duration of Project Traffic Impacts	Level of impact to high-volume or critical traffic generators	Network Reliability	Significance	Resulting Requirements
A—Typically high-volume, high-speed roads (meets 1 or more of these criteria)	≥55 mph	>20,000 interstate or >15,000 state highway				2 or more construction seasons			Significant	TMP checklist to determine **required scope** for TO, PI, TTC; consider mitigation
B—Complicated areas due to users, locations generators, or other projects (meets 3 or more of these criteria)		>15,000 interstate or >10,000 state highway	One or more other projects in the vicinity are affected by this project's traffic impacts (or vice versa)	Located within a downtown district or village center that creates additional traffic management challenges	Extensive impact to pedestrian or bicycle facilities with demonstrated demand or transit routes		High Impact	If there is an incident, there is no redundancy in network to ensure mobility	Significant	TMP checklist todetermine **required scope** for TO, PI, TTC; consider mitigation
C—Lower-volume locations with some complications (Meets 2 or more of these criteria)		>10,000 interstate or >5,000 and state highway	One or more other projects in the vicinity are affected by this project's traffic impacts (or vice versa)	Located within a downtown district or village center that creates additional traffic management challenges	Extensive impact to pedestrian or bicycle facilities with demonstrated demand or transit routes		Medium or High Impact	If there is an incident, there is no redundancy in network to ensure mobility	Not Significant	TMP checklist to determine **if any** TO, PI, TTC requirements
D—Simpler work zones on lower-volume roadways			Project is isolated or other projects are not likely to affect traffic or safety of this project	Location presents minimal traffic management challenges					Not Significant	TMP checklist to document **if no** TO, PI, TTC requirements