

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: Cory Burrall

Date: 6/7/2024

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

Name: Cory Burrall

Date: 1/7/2025

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

Name: Cory Burrall

Date: 6/29/2026

Project Description (Location, Activity, Anticipated Duration):

In the town of Reading on VT 106 approximately 0.5 miles North of the intersection with Knapp Brook Road and 1.2 miles South of the intersection with VT 44.

Replacement of existing bridge along with related approach roadway and channel work. Anticipating a 28 day closure.

	Yes	No	Poss	N/A	Comments
1. Has the Positive Protection Worksheet been completed?	☒	☐	☐	☐	
2. Does the project require a long-term (greater than 3 days) ¹ lane or roadway/bridge closure?	☒	☐	☐	☐	45 day bridge closure. Plus allowed to have 1 lane with flagging 2 weeks before and after the closure for prep and finishing work.
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?	☒	☐	☐	☐	There will be a defined bridge closure period outside of school time.
4. Can typical applications for traffic control be used?	☒	☐	☐	☐	There will be a state signed detour. And option for flaggers before and after the closure.
5. Are there any limitations to when typical applications can be used (time of year, time of day, days of week)?	☐	☒	☐	☐	

	Yes	No	Poss	N/A	Comments
6. Is there sidewalk, pedestrian/bicycle lane, path, trail, or access that needs to be maintained during construction?	☐	☒	☐	☐	There is a sidewalk only on bridge that will not be maintained during the closure.
7. Is a speed reduction proposed (consistent with state guidance) and what warrants the reduction?	☐	☐	☐	☒	
8. Will temporary roadways or additional width be needed on culverts, bridges, or shoulders to maintain traffic?	☐	☒	☐	☐	
9. Will construction impact access to businesses?	☐	☒	☐	☐	
10. Will construction impact any parking, standard or handicapped?	☐	☒	☐	☐	
11. Are there other projects (utility, district maintenance, construction, municipal) in the area that should be coordinated with or avoided?	☐	☐	☒	☐	Will add as advertisement nears and is clearer
12. Will/Can the traffic be reasonably detoured? If no, proceed to #20. If yes or possibly complete 13-19.	☒	☐	☐	☐	
13. Is the detour route roadway type equivalent to the closed roadway?	☒	☐	☐	☐	
14. Is the local alternate detour route in good condition?	☒	☐	☐	☐	
15. Will the detour route have a detrimental impact on emergency services, school buses, or other sensitive traffic?	☐	☒	☐	☐	Will coordinate with appropriate parties
16. Are there load limit restrictions on the detour?	☐	☒	☐	☐	
17. Are there width or height restrictions on the detour?	☐	☒	☐	☐	
18. Are modifications needed at intersections on the detour/alternate route?	☐	☒	☐	☐	
19. Are pedestrian and bicycle needs addressed with the detour?	☐	☒	☐	☐	
20. Will traffic signal timing need to be adjusted for the project (with or without a detour)?	☐	☐	☐	☒	

	Yes	No	Poss	N/A	Comments
21. Are there truck facilities or routes that would be impacted by the project or by a detour (turning radii, weight restrictions, etc.)?	☐	☒	☐	☐	
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?	☐	☐	☒	☐	Special events will be included in the Notice to Bidders
23. Will emergency vehicle routing, mail delivery, school bus routes, or trash services be interrupted by the project (with or without detour)?	☐	☒	☐	☐	Will coordinate with appropriate parties
24. Are there specific stakeholders to engage regarding the work zone impacts?	☒	☐	☐	☐	Yes affected stakeholders have been included in development
25. Is the work zone project area overlapping or adjacent to a high crash location?	☐	☒	☐	☐	
26. Are there other maintenance of traffic issues to consider? Specify in comments	☐	☒	☐	☐	
27. Has adequate space been provided to carry out the TCP as intended by these documents?	☒	☐	☐	☐	

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

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

Click or tap here to enter text.

Positive Protection Worksheet		
Worksheet Preparer: Cory Burrall		Date: 6/29/2026
Project Name & Number: Reading ER P23-1(404) / 23b770		
Route #: VT 106		
Begin Mile Marker: .596		End Mile Marker: .659
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	0
>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	3
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	0
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		13

<u>If the score is:</u> • 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: Click or tap here to enter text.			
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. Although low risk some elements will still be utilized in the project area and along detour			
☒ 1. Effective, credible signing	☒ 2. Changeable message signs	☐ 3. Arrow boards	☐ 4. Warning flags and lights on signs
☐ 5. Longitudinal and lateral buffer space	☒ 6. Trained flaggers and spotters	☐ 7. Enhanced flagger station setups of AFADs	☐ 8. Intrusion Alarms
☐ 9. Rumble Strips	☐ 10. Pace or pilot vehicle	☐ 11. High-quality work zone pavement markings and removal of misleading markings	☐ 12. Channelizing device spacing reduction
☐ 13. Longitudinal channelizing barricades	☐ 14. Work zone speed management	☐ 15. Law enforcement	☐ 16 Speed Safety Cameras
☐ 17. Drone radar	☐ 18. Worker and equipment visibility	☐ 19. Worker training	☒ 20. Public and traveler information
☐ 21. Temporary traffic signals	☐ 22. Protection or shadow vehicles	☐ 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.

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 to determine 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