

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: Barnet WCRL (27)

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

Project Manager during Project Definition:

Name: Erin Charbonneau Date: _____

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

Name: Bruce King Date: 6/17/2022

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

Name: Doug Pfohl Date: 1/20/2026

Project Description (Location, Activity, Anticipated Duration): Superstructure replacement of Barnet Bridge 528 including abutment rehabilitation and associated track work.

	Yes	No	Poss	N/A	Comments
1. Does the project require a long-term (greater than 3 days) ¹ lane or roadway/bridge closure?	☒	☐	☐	☐	Allowable closure may be slightly longer than 72 hours, depending on coordination of railroad schedules.
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)?	☒	☐	☐	☐	Will need to coordinate timing with VSR and permit allowances.
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)?	☒	☐	☐	☐	
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)?	☐	☒	☐	☐	
6. Will temporary roadways or additional width be needed on culverts, bridges, or shoulders to maintain traffic?	☐	☒	☐	☐	
7. Will construction impact access to businesses?	☐	☐	☒	☐	Track outages may affect deliveries.

	Yes	No	Poss	N/A	Comments
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?	☐	☐	☒	☐	VRS and their customers
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:

This is a railroad bridge where no reasonable rail detour has been identified, and the work area will need to be accessed via the at-grade crossing on Creamery Lane. Special attention will be

needed for items such as transport of materials, access to bridge structure, etc. It is anticipated that the use of flaggers will be required at the at-grade crossing for ease of accessibility.