

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: Jonathan Griffin

Date: 1/18/2024

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):

Located on Route VT 110 approximately 3.5 miles North of the town Chelsea. Work entails replacement of bridge #13 and roadway approach work using phased construction as traffic control. Anticipated duration is one construction season.

	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?	☒	☐	☐	☐	
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?	☒	☐	☐	☐	Alternating one-way traffic cannot be in place during winter due to narrow width. Will restrict via project completion date.
4. Can typical applications for traffic control be used?	☒	☐	☐	☐	
5. Are there any limitations to when typical applications can be used (time of year, time of day, days of week)?	☐	☒	☐	☐	
6. Is there sidewalk, pedestrian/bicycle lane, path, trail, or access that needs to be maintained during construction?	☐	☒	☐	☐	

	Yes	No	Poss	N/A	Comments
7. Is a speed reduction proposed (consistent with state guidance) and what warrants the reduction?	☐	☒	☐	☐	Advisory speed of 40 mph through the project site required by contract plans. Statutory speed limit reduction not required.
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?	☒	☐	☐	☐	• Chelsea ER P23-1(418) • Washington ER P23-1(628) • Washington ER P23-1(629) • Tunbridge ER P (23-1(442) • Chelsea ER P23-1(438)
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?	☐	☐	☐	☒	
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)?	☐	☒	☐	☐	
21. Are there truck facilities or routes that would be impacted by the project or by a detour (turning radii, weight restrictions, etc.)?	☒	☐	☐	☐	Width restricted through project with max available width = 12'-0"
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?	☒	☐	☐	☐	Chelsea flea market on the second Saturday of July – annual event

	Yes	No	Poss	N/A	Comments
23. Will emergency vehicle routing, mail delivery, school bus routes, or trash services be interrupted by the project (with or without detour)?	☐	☒	☐	☐	
24. Are there specific stakeholders to engage regarding the work zone impacts?	☒	☐	☐	☐	Access to adjacent fields shall be maintained during project.
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.

SCORE SHEET FOR BRIDGE & IMMEDIATE VICINITY

Positive Protection Worksheet		
Worksheet Preparer: K. Lihic		Date: 2/3/2026
Project Name & Number: Chelsea ER P23-1(440) / 23b796		
Route #: VT 110		
Begin Mile Marker: mm 6.67		End Mile Marker: mm 6.68
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	10
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	6
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	5
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		31

SCORE SHEET FOR BRIDGE & IMMEDIATE VICINITY

If the score is: • 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. A combination of positive protection elements will be utilized such as public notification and traffic control devices. This project is in a rural setting, and a low traffic flow is expected. The contractor shall submit a traffic control plan which shall follow the latest version of the MUTCD for traffic control.			
☒ 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.

SCORE SHEET FOR ROADWAY

Positive Protection Worksheet		
Worksheet Preparer: K. Lihic		Date: 2/3/2026
Project Name & Number: Chelsea ER P23-1(440) / 23b796		
Route #: VT 110		
Begin Mile Marker: mm 6.67	End Mile Marker: mm 6.68	
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	
55 MPH or greater	10	6
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	5
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		21

SCORE SHEET FOR ROADWAY

If the score is: • 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. A combination of positive protection elements will be utilized such as public notification and traffic control devices. This project is in a rural setting, and a low traffic flow is expected. The contractor shall submit a traffic control plan which shall follow the latest version of the MUTCD for traffic control.			
☒ 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.