

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): D

Project Manager during Project Definition:

Name: Sasa Dejan

Date: 7/8/2026

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):

Location: Green Mountain Railroad at MP 17.45 - Bridge 122

Activity: Railroad Embankment and Channel Stabilization; Install new Retaining Walls -
FEMA project

Construction Duration is expected to be 7 months (2027)

	Yes	No	Poss	N/A	Comments
1. Has the Positive Protection Worksheet been completed?	☒	☐	☐	☐	Low Risk
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?	☐	☒	☐	☐	
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?	☐	☒	☐	☐	All forms of travel to be maintained

	Yes	No	Poss	N/A	Comments
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?	☐	☒	☐	☐	This project will not affect normal traffic patterns, traffic entering and exiting railroad or highway ROW
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.)?	☐	☒	☐	☐	
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?	☐	☒	☐	☐	
23. Will emergency vehicle routing, mail delivery, school bus routes, or trash services be interrupted by the project (with or without detour)?	☐	☒	☐	☐	

	Yes	No	Poss	N/A	Comments
24. Are there specific stakeholders to engage regarding the work zone impacts?	☐	☐	☒	☐	Coordinate project timing with the Town and District
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:

This is a Railroad project that will utilize a railroad owned staging area adjacent to Bridge 121 that is accessed via VT Rte. 103, then traverse north via Railroad ROW to the project site. To the north of the project is a Railroad owned crossing at MP 17.9, traversing south to the project site would require travelling over bridge 123. There is also a private crossing located immediately south of the project. Disruption to the roadway is not anticipated.

Positive Protection Worksheet		
Worksheet Preparer: John Wilson		Date: 7/8/2026
Project Name & Number: Chester REGM2346 _23g760 Bridge 122		
Route #: Green Mountain Railroad		
Begin Mile Marker: Click to enter text.		End Mile Marker: Click to enter text.
Duration of Construction	Points	Score
Longterm Stationary (more than 3 days)	10	6
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	6
>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	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		18

<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: Project is low risk, travel ways used for access to the track			
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. Click or tap here to enter text.			
☐ 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.