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): B

Project Manager during Project Definition:

Name: Matthew Gamelin Date: 9/22/2026

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):

This project is located on VT Route 2A in the towns of St. George and Williston. The project extends from St. George mile marker 0.015 to Williston mile marker 3.880. The total project length is approximately 5.842 miles. This project includes coarse milling bituminous pavement, repaving, shoulder widening, guardrail, pavement markings, signage, and other highway related items. The estimated duration is one construction season and is anticipated to be completed in 2027.

	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?	☒	☐	☐	☐	The segment from Old Creamery Road to the northerly limit of the project has twice as many vehicles as the segment south of Old Creamery Road. It is required that work be performed outside of commuter hours for the northerly segment.
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)?	☒	☐	☐	☐	All work shall be performed according to Notice to Bidders No. 3 – Work Hour Restrictions and No. 18 – Special Construction Requirements

	Yes	No	Poss	N/A	Comments
6. Is there sidewalk, pedestrian/bicycle lane, path, trail, or access that needs to be maintained during construction?	☒	☐	☐	☐	Temporary access to existing sidewalk and shared use path shall be provided to allow safe routes through construction areas.
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?	☒	☐	☐	☐	Access to commercial drives shall be maintained at all times utilizing channelization devices and/or flaggers as necessary.
10. Will construction impact any parking, standard or handicapped?	☐	☒	☐	☐	There is no on road parking within the project limits.
11. Are there other projects (utility, district maintenance, construction, municipal) in the area that should be coordinated with or avoided?	☐	☐	☒	☐	Specific projects will be identified prior to project advertising in October 2026.
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)?	☐	☐	☒	☐	Depending on queues at the northerly end of the project, measures may need to be taken to avoid traffic backing up into the VT 2A/I-89 Exit 12 ramp interchange, and possibly other intersections further north.

	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.)?	☒	☐	☐	☐	VT Route 2A has between 2.3% and 9.7% trucks depending on the segment of the project.
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?	☒	☐	☐	☐	VT Route 2A is a commuter route and a large volume of traffic uses VT Route 2A between Walker Hill Road and the U.S. Route 2 intersection (Taft Corners). Working outside peak hours is required for the northerly segment of the project.
23. Will emergency vehicle routing, mail delivery, school bus routes, or trash services be interrupted by the project (with or without detour)?	☐	☒	☐	☐	Not anticipated.
24. Are there specific stakeholders to engage regarding the work zone impacts?	☒	☐	☐	☐	Businesses within and near the project limits should be coordinated with. A PR campaign to share info with the public regarding potential delays would be beneficial as a percentage of traffic will likely detour to other routes to and from the St. George/Hinesburg area.
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	☒	☐	☐	☐	Maintaining a minimum of two-way traffic will be important to avoid unnecessary delays.
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:

Consider work hour restrictions on the section of the project from the northerly side of Old Creamery Road to the northerly terminus of the project due to higher traffic volumes. Recommend a traffic study to identify peak hours and volumes during those hours to determine if peak hour restrictions are warranted or if there are few windows where one-way alternating traffic will work, to possibly restrict the work in that section to night work after peak hours.

TTC: One-way alternating traffic; some night work; Work hour restrictions for peak travel (north of Old Creamery Road)

TO: might need signal timing/coordination improvements for the I-89 ramps at times; media coordination; incident/emergency response plan; road safety audits

PI: Press release/media alerts; coordination with media, schools, businesses, emergency services

Positive Protection Worksheet		
Worksheet Preparer: G. Burgmeier	Date: 9/22/2026	
Project Name & Number: St. George-Williston STP PS26(7)		
Route #: VT Route 2A		
Begin Mile Marker: ST. George 0.015	End Mile Marker: Williston 3.880	
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	10
>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	10
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	36

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:

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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.

The following elements should be utilized to reduce risk:

☒ 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.