

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: Robert Young, P.E.

Date: 5/9/2024

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

Name: Robert Young, P.E.

Date: 3/6/2026

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

Name: Robert Young, P.E.

Date: 7/31/2026

Project Description (Location, Activity, Anticipated Duration):

Plymouth ER P23-1(327) is located in the Town of Plymouth on VT Route 100A approximately 3.85 miles southwest of the intersection with US Route 4. Plymouth ER P23-1(328) is located in the Town of Plymouth on VT Route 100A approximately 3.74 miles southwest of the intersection with US Route 4. The project consists of the replacement of Bridge 4 and Bridge 7 over Pinney Hollow Brook with approach roadway and related channel work. The anticipated construction duration is 3 months per bridge. The two bridges shall be closed and constructed independently.

	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?	☒	☐	☐	☐	A detour route has been laid out to accommodate the 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?	☐	☒	☐	☐	There are two different closures that the duration of both shall be 42 days as written in the specifications. The contractor will coordinate with the town and school about the closure.
4. Can typical applications for traffic control be used?	☒	☐	☐	☐	Lane closures and shoulder closures may be implemented as needed during construction.

	Yes	No	Poss	N/A	Comments
5. Are there any limitations to when typical applications can be used (time of year, time of day, days of week)?	☐	☒	☐	☐	Lane closures shall be implemented during off-peak hours and shall avoid weekends and holidays. Nighttime work is permitted. A lighting plan will be required if the contractor chooses to perform night work.
6. Is there sidewalk, pedestrian/bicycle lane, path, trail, or access that needs to be maintained during construction?	☐	☒	☐	☐	
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 Snowmobile VT Back Country Tours will be maintained during construction.
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?	☒	☐	☐	☐	Coordinating project schedules and associated work is anticipated to be conducted for each bridge.
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?	☒	☐	☐	☐	The detour route will use US-4 and VT-100, another state highway similar to VT-100A.
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?	☐	☐	☐	☒	Pedestrian and bicycle facilities are not present along VT-100A.
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?	☐	☐	☒	☐	There is a school on the detour route, negative impacts are not anticipated apart from the detour distance. Construction will occur from April to October 2027. The annual Plymouth Folk and Blues Festival in late August 2027 and the annual July 4th Calvin Coolidge Celebration in July 2027 could generate additional vehicle volume.
23. Will emergency vehicle routing, mail delivery, school bus routes, or trash services be interrupted by the project (with or without detour)?	☐	☒	☐	☐	Additional mileage due to the detour. The contractor shall coordinate with the schools and notify them of any route changes prior to construction.
24. Are there specific stakeholders to engage regarding the work zone impacts?	☒	☐	☐	☐	Snowmobile VT Back Country Tours (Bridge 7 only)
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:

N/A

Positive Protection Worksheet		
Worksheet Preparer: Colette Webster		Date: 3/26/2026
Project Name & Number: Plymouth ER P23-1(327), Plymouth ER P23-1(328)		
Route #: VT Route 100A		
Begin Mile Marker: 2.320 (Bridge 4), 3.215 (Bridge 7)		End Mile Marker: 2.386 (Bridge 4), 3.293 (Bridge 7)
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	5
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	26
<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: N/A				
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. Full closure will be used to minimize exposure of highway workers. Positive protection will include advance warning signs, changeable message signs, and arrow boards. Buffer spaces will be provided for longitudinal drop-offs. Trained flaggers will be used to warn and guide traffic. The spacing of channelizing devices may be adjusted to enhance safety and improve driver guidance. High-visibility apparel for workers and high-visibility striping on work zone devices will be used. A public information plan will be provided.				
☒ 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.) N/A				

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.