# 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: Rob Young Date: _____

Modified or Approved by (Project Manager at Preliminary Design for Significant Projects):
Name: Rob Young Date: 8/21/2026

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

Name: Rob Young Date: 9/30/2026

Project Description (Location, Activity, Anticipated Duration):

On VT 103 in Rockingham, Installation of culvert liner, one 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? | ☐ | ☒ | ☐ | ☐ | |
| 4. Can typical applications for traffic control be used? | ☒ | ☐ | ☐ | ☐ | Work will primarily be performed away from the travelling public so signage and flaggers will be used to control traffic and alert vehicles of construction. |
| 5. Are there any limitations to when typical applications can be used (time of year, time of day, days of week)? | ☐ | ☒ | ☐ | ☐ | |

| | Yes | No | Poss | N/A | Comments |
|---|---|---|---|---|---|
| 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? | ☐ | ☒ | ☐ | ☐ | |
| 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? | ☐ | ☒ | ☐ | ☐ | |
| 12. Will/Can the traffic be reasonably detoured?<br>If no, proceed to #20.<br>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? | ☐ | ☒ | ☐ | ☐ | |

| | 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? | ☐ | ☒ | ☐ | ☐ | |
| 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.

| Positive Protection Worksheet | | |
|---|---|---|
| Worksheet Preparer: David Peterson | Date: 8/21/2026 | |
| Project Name & Number: Rockingham BF 025-1(48) | | |
| Route #: VT 103 | | |
| Begin Mile Marker: 2.33 | End Mile Marker: 2.41 | |
| **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 | 3 |
| >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** | 19 |

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:
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.
N/A

| | | | |
|---|---|---|---|
| ☐ 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.