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): A

Project Manager during Project Definition:

Name: JB McCarthy, PE Date: 9/25/2026

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 consists of cleaning and painting the structural steel superstructures of several bridges along the I-89 corridor beginning in Berlin and ending in Highgate. The following bridges are included in the work:

Berlin: Bridge 37, I-89 N&S over TH 40

Berlin: Bridge 38, I-89 N&S over VT Route 62 ramp located at I-89 Exit 7

Waterbury: Bridge 46, I-89 N&S over TH 2 and Graves Brook

Colchester: Bridge 76, I-89 N&S over TH 1

Colchester: Bridge 77, I-89 N&S over Mallett's Creek

Highgate: Bridge 184, US Route 7 over I-89 N&S

	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?	☐	☐	☐	☒	

	Yes	No	Poss	N/A	Comments
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?	☒	☐	☐	☐	No known limitations.
5. Are there any limitations to when typical applications can be used (time of year, time of day, days of week)?	☐	☒	☐	☐	No known limitations.
6. Is there sidewalk, pedestrian/bicycle lane, path, trail, or access that needs to be maintained during construction?	☒	☐	☐	☐	Sidewalk present a bridges 46 and 76. A Temporary Traffic Accessible Route is required for these locations.
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?	☒	☐	☐	☐	Temporary widening required on VT Route 62 and TH 1 at bridges 38 and 76 and in the median of I-89 at bridge 77.
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? 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?	☐	☐	☐	☐	

	Yes	No	Poss	N/A	Comments
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)?	☐	☒	☐	☐	
24. Are there specific stakeholders to engage regarding the work zone impacts?	☒	☐	☐	☐	Towns of Berlin, Waterbury, Colchester, Highgate
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 project will utilize temporary lane closures on I-89 to maintain traffic while the bridges are cleaned and painted. Lane shifting or temporary lane closures will also be required on the surface roads located either under or on the various bridges.

Message boards will be used on the approaches to the project to give advance notice of lane closures, work zone, or other traffic control measures in place. Other public outreach measures may be necessary. This will be discussed with VTrans at subsequent submissions.

Positive Protection Worksheet		
Worksheet Preparer: G. Erickson	Date: 4/28/2026	
Project Name & Number: Berlin-Highgate IM BPNT(18)		
Route #: US I-89 & US Rt 7		
Begin Mile Marker:	End Mile Marker:	
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	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	10
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	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:

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.
Site specific protective barriers and traffic control will be in place during work. See below for additional traffic control items anticipated.

☒ 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.)

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.