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: Bruce Martin, P.E. Date: 8/30/2024

Modified or Approved by (Project Manager at Preliminary Design for Significant Projects)**:**
Name: Bruce Martin, P.E. Date: 6/18/2025

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

Name: _____ Date: _____

Project Description (Location, Activity, Anticipated Duration):

Replacement of culvert on VT Route 103 at MM 9.038 over unnamed tributary with approach roadway and related channel work, one construction 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?	☒	☐	☐	☐	Lane closure with one-way alternating traffic is proposed to maintain traffic during construction.
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?	☒	☐	☐	☐	No night work is permitted. Lane closures are to be implemented at the Engineer's discretion. Construction may restrict the roadway during holiday or weekend events. Need to coordinate with town coordinators and event planners prior to construction.
4. Can typical applications for traffic control be used?	☒	☐	☐	☐	Typical details such as lane closure/shifting and shoulder closure can be used.
5. Are there any limitations to when typical applications can be used (time of year, time of day, days of week)?	☒	☐	☐	☐	Avoid lane closures on holidays.

	Yes	No	Poss	N/A	Comments
6. Is there sidewalk, pedestrian/bicycle lane, path, trail, or access that needs to be maintained during construction?	☐	☒	☐	☐	VT-103 is defined as Moderate Use / Priority bicycle corridor. No sidewalk or bike lanes exist. A bicycle signal extender is provided for one-way alternating traffic operations. Bicyclists will share the travel lane through the work zone. No pedestrian activity is expected at this location.
7. Is a speed reduction proposed (consistent with state guidance) and what warrants the reduction?	☐	☒	☐	☐	No speed reduction is proposed.
8. Will temporary roadways or additional width be needed on culverts, bridges, or shoulders to maintain traffic?	☐	☒	☐	☐	
9. Will construction impact access to businesses?	☐	☐	☒	☐	The wide entrance of the small business at 4644 VT-103 N may be impacted by the temporary barriers. Delays are anticipated for entering and exiting traffic during the one-way alternating traffic setup. No significant impact is anticipated.
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 will need to be conducted for: Chester BO 1442(39) - Construction: Apr 2026 – Oct 2027 Chester STP BP17(4) - Construction: Dec 2026 – Dec 2027 Statewide STP CRAK(47) - Construction: Aug 2026 – Oct 2026 Ludlow ER P23-1(341) - Construction: Oct 2027 – Apr 2028 Ludlow ER P23-1(340) - Construction: May 2028 – Nov 2028 Cavendish ER P23-1(233) - Construction: Jun 2027 – Nov 2027 - 7-day road closure, traffic likely to be detoured to VT-103 Cavendish ER P23-1(229) - Construction: 2027 Proposed Chester REGM2335

	Yes	No	Poss	N/A	Comments
					- Construction: Oct 2026 – May 2027 Chester REGM2346 - Construction: Jul 2026 – Feb 2027 Cavendish STP 2032(10) - Construction: Jan 2027 – Jul 2027 Cavendish STP 2032(11) - Construction: Mar 2027 – Sep 2027 Cavendish STP 2032(12) - Construction: Mar 2027 – Sep 2027
12. Will/Can the traffic be reasonably detoured? If no, proceed to #20. If yes or possibly complete 13-19.	☐	☒	☐	☐	No detour is proposed.
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)?	☐	☒	☐	☐	There is no signalized intersection adjacent to the project location and no detour traffic is proposed; therefore, signal re-timing is not needed for construction.
21. Are there truck facilities or routes that would be impacted by the project or by a detour (turning radii, weight restrictions, etc.)?	☐	☐	☒	☐	Contractor shall coordinate with DMV regarding super loads on VT-103. The TMP shall include diversions and lane shifts as needed to accommodate wide loads and their turning radii.
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?	☐	☐	☒	☐	Annual Chester Festival on the Green at Chester town commons in September and Annual Best of Vermont Summer Festival in August. School Bus Route of Green Mountain Union High School, Chester Andover Elementary

	Yes	No	Poss	N/A	Comments
					School, and Cavendish Town Elementary along VT-103. Bus routes will be maintained and minor delays are expected due to the construction.
23. Will emergency vehicle routing, mail delivery, school bus routes, or trash services be interrupted by the project (with or without detour)?	☐	☒	☐	☐	School bus routes, emergency vehicle routing, mail delivery, and trash service will be maintained and minor delays are expected due to the construction. 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?	☐	☐	☒	☐	Access to small business at 4644 VT-103 may be impacted. The contractor shall coordinate with the stakeholders prior to construction.
25. Is the work zone project area overlapping or adjacent to a high crash location?	☐	☒	☐	☐	Not within high crash location Checked via VTans Crash Data Portal
26. Are there other maintenance of traffic issues to consider? Specify in comments	☐	☐	☒	☐	Access to all businesses is to be maintained during construction. Coordinate with Town and VTrans District 2 as necessary. Contractor shall be responsible for the maintenance of the temporary signal trailers. All temporary signal trailers shall be solar powered.
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: Tyler Holbrow	**Date:** 7/9/2026	
Project Name & Number: CHESTER ER P23-1(320)		
Route #: VT Route 103		
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	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	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	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	29

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.
Positive protection will include advance warning signs. Buffer spaces will be provided for longitudinal drop-offs. 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. Temporary traffic signals will be used for one phase of construction. A public information plan shall 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.