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: Adam Goudreau (VTrans), Todd Sumner (HTA) Date: 8/13/2024

Modified or Approved by (Project Manager at Preliminary Design for Significant Projects)**:**
Name: Adam Goudreau (VTrans), Todd Sumner (HTA) Date: 10/4/2024

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

Name: Gary Sweeny (VTrans), Todd Sumner (HTA) Date: 8/31/2026

Project Description (Location, Activity, Anticipated Duration):

This project is located on VT Route 65, Bridge 3, approximately 0.05 miles north of the intersection with Sunset Lane in the Town of Brookfield. Project activities include the replacement of existing twin corrugated metal pipes with new precast box culvert and the associated roadway work and channel work. Anticipated project duration is 3 months.

	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?	☒	☐	☐	☐	Project area will be closed to through traffic for 14 days. Alternating one way traffic for 14 days outside of the Bridge Closure Period.
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?	☒	☐	☐	☐	Off-site signed detour shall be used when VT65 is closed during the Bridge Closure Period. Duration of Bridge Closure Period will be 14 days and will occur between June and August

	Yes	No	Poss	N/A	Comments
					outside of the school year so as to not interfere with school buses.
4. Can typical applications for traffic control be used?	☒	☐	☐	☐	Typical applications for closing a road can be used. Traffic will be maintained with a signed regional detour route.
5. Are there any limitations to when typical applications can be used (time of year, time of day, days of week)?	☒	☐	☐	☐	No night work is allowed. Road closure must be outside of the school year.
6. Is there sidewalk, pedestrian/bicycle lane, path, trail, or access that needs to be maintained during construction?	☐	☒	☐	☐	There are no existing bicycle or pedestrian facilities on this dirt road, though there are pedestrians from the west side of Sunset Lake and from Inn/Pub at Pond Village that visit the floating bridge.
7. Is a speed reduction proposed (consistent with state guidance) and what warrants the reduction?	☐	☒	☐	☐	No speed reduction. VT65 will be closed at project site.
8. Will temporary roadways or additional width be needed on culverts, bridges, or shoulders to maintain traffic?	☐	☒	☐	☐	Off-site signed detour will be used.
9. Will construction impact access to businesses?	☒	☐	☐	☐	The project will not impact access to the Green Trails Inn. Brookfield Town offices are also located approximately 1000ft from the project.
10. Will construction impact any parking, standard or handicapped?	☐	☒	☐	☐	Inn/Pub parking will not be restricted
11. Are there other projects (utility, district maintenance, construction, municipal) in the area that should be coordinated with or avoided?	☒	☐	☐	☐	There is a Roadway project on VT 65 scheduled for construction in 2027
12. Will/Can the traffic be reasonably detoured? If no, proceed to #20. If yes or possibly complete 13-19.	☒	☐	☐	☐	The signed off-site detour would be 18 miles. There is a 4 mile local detour on

	Yes	No	Poss	N/A	Comments
					Class 3 dirt roads that will be unsigned.
13. Is the detour route roadway type equivalent to the closed roadway?	☒	☐	☐	☐	
14. Is the local alternate detour route in good condition?	☐	☐	☒	☐	The unsigned route local detour is in serviceable condition for passenger vehicles. However, the route is not recommended for large trucks or a significant volume of traffic.
15. Will the detour route have a detrimental impact on emergency services, school buses, or other sensitive traffic?	☒	☐	☐	☐	The road closure will need to be coordinated with the Town and Emergency Services as the fire department uses this route as their main access to the highway.
16. Are there load limit restrictions on the detour?	☐	☒	☐	☐	Nothing beyond typical road weight limits per VT State Statutes.
17. Are there width or height restrictions on the detour?	☐	☒	☐	☐	
18. Are modifications needed at intersections on the detour/alternate route?	☐	☒	☐	☐	No traffic signals. Signed detour route has good site distance and turning radius at intersections.
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)?	☐	☒	☐	☐	No Traffic signals.
21. Are there truck facilities or routes that would be impacted by the project or by a detour (turning radii, weight restrictions, etc.)?	☐	☒	☐	☐	Only impacts to trucks will be the inconvenience of the detour length. This project is not on a truck route aside from local deliveries
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?	☐	☒	☐	☐	No special events have been identified. Road closure will occur when school is not in session.

	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)?	☒	☐	☐	☐	Emergency services will need to be coordinated to provide adequate service times. School Buses should not be affected as closure will not occur when school is in session. Trash, fuel and mail will not be prevented, but coordination and delivery routes/schedules may need to be coordinated.
24. Are there specific stakeholders to engage regarding the work zone impacts?	☒	☐	☐	☐	Property owner visits have been done. ROW negotiations may identify additional impacts to address.
25. Is the work zone project area overlapping or adjacent to a high crash location?	☐	☒	☐	☐	No high crash locations have been identified within the project area.
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:

Project Significance Level: C – Not Significant

Determining Factors: <5,000 AADT, the project is near a village center (the village center is relatively small), no impact to pedestrian bicycle facilities, low level of impact to critical traffic generators, there is redundancy in network (4 mile local unsigned detour). However, the regional signed detour is 18 miles. The floating bridge does generate tourist visits to the area.

Positive Protection Worksheet		
Worksheet Preparer: Ava Goyette	**Date:** 6/15/2026	
Project Name & Number: Click or tap here to enter text.		
Route #: VT-RT 65		
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	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	3
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	18

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:

Click or tap here to enter text.

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.

Click or tap here to enter text.

☒ 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.