



Work Zone Significance Determination

DATE: _____

PIN: _____
State Project Number: _____
Federal Project Number: _____

County: _____
Route: _____
BLM: _____
ELM: _____
AADT: _____

Project Description:

Significance Determination Questionnaire

A project lasting at least 3 days on a freeway route within a Transportation Management Area (TMA) with intermittent or continuous lane closures. (23 CFR 630 Subpart J).

A project where all lanes in one direction will be closed on any freeway (23 CFR 630 Subpart J).

A project where all lanes in one direction will be closed on a non-freeway route having an AADT of at least 50,000 vpd (23 CFR 630 Subpart J).

A project that meets TDOT delay/qualitative criteria (See page 2).

A freeway project where 11' lanes and 2' shoulders cannot be maintained at all times.

A freeway project where all existing or preconstruction lanes cannot be maintained throughout all construction phases. Off peak lane closures are allowable for exceptional or extenuating circumstances needed to maintain highway worker or road user safety.

If you answered **YES** to any of the above questions, your project is significant. A TMP with TTC, TO and PI strategies are required. If you answered **NO** to all of the above, the project is considered non-significant. A TMP with a TTC plan is a required element on non-significant projects. TO and PI strategies are not required, but may be considered.

Please place this document and TMP on Filenet, For No-Plan projects, include with project files once signed by Project Design Lead.

Prepared by: _____

Project Design Lead: _____

Delay Criteria

Is the project AADT greater than the max allowable AADT from the Delay Criteria Table (See Page A3)?

Qualitative Criteria

Is a work Zone design deviation required? Please attach form.

Is there an impact to businesses?

Is there a public interest?

Are there exposure impacts due to long duration?

Is there a required alternate route/detour?

Are there impacts due to concurrent projects?

An affirmative answer to Delay and/or Qualitative criteria does not automatically trigger project significance. The Regional Directors of Project Development and Operations, or their appointee, shall evaluate the overall project impacts of one or more affirmative responses and provide justification in favor of or against including Transportation Operations (TO) and Public Information (PI) strategies.

TDOT Delay / Qualitative Criteria Met?

Justification:

DELAY CRITERIA TABLE
**Number of Lanes
(In 1 Direction)(A)**
Maximum Allowable 2-Way AADT (B)

Total	Open	Closed		Urban	Rural	Urban	Rural	Urban	Rural
				Freeway	Freeway	Arterial	Arterial	Other	Other
1	1	0 (C)				31,000	17,000	33,000	24,000
	0	1 (D)				20,000	14,000	16,000	11,000
2	2	0		89,000	87,000	83,000	59,000	67,000	45,000
	1	1		45,000	43,000	41,000	29,000	34,000	21,000
3	3	0		131,000	130,000	124,000	88,000	101,000	64,000
	2	1		87,000	87,000	83,000	59,000	67,000	40,000
	1	2		44,000	43,000	41,000	29,000	34,000	40,000
4	4	0		174,000	173,000				
	3	1		131,000	130,000				
	2	2		87,000	87,000				
	1	3		44,000	43,000				
5	5	0		218,000					
	4	1		174,000					
	3	2		131,000					
	2	3+		87,000					
6	6	0		254,000					
	5	1		212,000					
	4	2		169,000					
	3	3		127,000					
	2	4+		85,000					

(A) Lane configuration is presented for one direction of travel (that direction being affected by the work zone).

(B) AADTS are presented as typical 2-way, 24-hour volumes.

(C) Zero lanes closed designates shoulder or roadside work where all travel lanes remain open.

(D) Represents configuration of a 2-lane roadway with one lane closed and flagger/temp. signal in operation.

Note: Delay Criteria Table is presented as a qualitative estimating tool for predicting the "significance" of a project as it relates to TDOT's TMP process. It is not intended for other purposes and/or as a direct measure of travel delay based on travel volumes.

Work Zone Facility Type	Facility Type of Impacted Signalized Intersection	Max AADT Multiplication Factor
Urban Arterial	Another Arterial	0.5
Urban Arterial	A Non-Arterial	0.65
Rural Arterial	Arterial	0.5
Rural Arterial	A Non-Arterial	0.7
Urban Other	An Arterial	0.45
Urban Other	Another Non-Arterial	0.5
Rural Other	An Arterial	0.3
Rural Other	Another Non-Arterial	0.5

*Based on department research conducted by Vanderbilt University

Option 2-Online tools to help determine delay impacts:

<http://www.tn.gov/tdot/topic/roadway-design-manuals-and-links>

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Project Description:**Required TMP Strategies:**

All projects, regardless of significance, require a TMP. All TMPs are required to have TTC strategies, regardless of project significance. Significant projects shall have TO and PI strategies, non-significant projects should have TO and PI strategies considered. Applicable details, drawings and strategy descriptions shall be included on the following pages to expedite TMP reviews.

TMP Review:

All TMPs developed by consultants or in-house staff shall be reviewed to ensure compliance with the current Work Zone Safety and Mobility manual.

Significant Project:

District Resident Engineer

Temporary Traffic Control Approvals:

Region Traffic Operations Manager

Significant Project Approvals:

State Work Zone Engineer

Region Communications Rep. **(PI)**

Project Design Lead **(TO)**