

Work Zone Significance Determination

(Construction Turn-In)

County: _____
 PIN: _____
 State Project Number: _____
 Federal Project Number: _____
 Route, BLM - ELM: _____
 Project AADT: _____
 Project Description: _____

Significance Determination Questionnaire

- YES ___ NO ___ 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)

- YES ___ NO ___ A project where all lanes in one direction will be closed on any freeway. (23 CFR 630 Subpart J)

- YES ___ NO ___ 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)

- YES ___ NO ___ A project that meets TDOT delay/qualitative criteria (See Page 2).

- YES ___ NO ___ A freeway project where 11' lanes and 2' shoulders cannot be maintained at all times. See Appendix C, Project Development Directive - 2.

- YES ___ NO ___ A widening project, bridge replacement or bridge repair project on a freeway, where any existing or preconstruction lanes cannot be maintained throughout all phases of construction. See Appendix C, Project Development Directive - 2.

If you answered **YES** to any of the above questions, your project is significant. Please complete the TMP document located in Appendix A of the Work Zone Safety and Mobility Manual.

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 of 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 TDOT Project Manager.

Prepared by: _____

TDOT Design Manager: _____

Delay Criteria Table

(Based on 30 minute additional delay*)

**Number of Lanes
(in 1 direction) (A)**

Maximum Allowable 2-Way AADT (B)

Total	Open	Closed	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		
4	1	2	44,000	43,000	41,000	29,000	34,000	40,000		
	4	0	174,000	173,000						
	3	1	131,000	130,000						
	2	2	87,000	87,000						
5	1	3	44,000	43,000						
	5	0	218,000							
	4	1	174,000							
	3	2	131,000							
	2	3+	87,000							
	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 on...	Affects a signalized intersection...	Multiply max AADT by...
Urban arterial	Another arterial	0.5
Urban arterial	A non-arterial	0.65
Rural Arterial	Another 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