

Date	:

## **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: \_\_\_\_\_

Date:	

# TDOT Delay and Qualitative Criteria

### **Delay Criteria**

YES	NO	Is the project AADT greater than the max allowable AADT from the Delay
-----	----	--

Criteria Table(See Page 3)?

#### **Qualitative Criteria**

YES	NO	Is a work zone design deviation required? Please attach form.
YES	NO	Is there an impact to businesses?
YES	NO	Is there a public interest?
YES	NO	Are there exposure impacts due to long duration?
YES	NO	Is there a required alternate route/detour?
YES	NO	Are there impacts due to other 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) Strategies and Public Information(PI) Strategies.

YES	YES NO TDOT delay/qualitative criteria met?						
Justification	on:						

Date:		

# **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	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 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

<sup>\*</sup>Based on department research conducted by Vanderbilt University