TN TDOT Department of Transportation

Date:_____

Work Zone Significance Determination

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 and 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 ☐ NO ☐ TDOT delay/qualitative criteria met?

Justification:

_____
_____
_____
_____
_____
_____
_____
_____
_____
_____

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 Freeway	Rural Freeway	Urban Arterial	Rural Arterial	Urban Other	Rural 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

*Based on department research conducted by Vanderbilt University