

Work Zone Significance Determination- Local Programs

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 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 submit this completed form as well as the completed TMP to TODT.

Prepared by: _____

Design Manager: _____

Delay and Qualitative 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 Local Agency 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 ___ **Project Significance due to Delay/Qualitative criteria?**

Justification:

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 | | | | | | |
| 5 | 3 | 1 | 131,000 | 130,000 | | | | | | |
| | 2 | 2 | 87,000 | 87,000 | | | | | | |
| 6 | 1 | 3 | 44,000 | 43,000 | | | | | | |
| | 5 | 0 | 218,000 | | | | | | | |
| 7 | 4 | 1 | 174,000 | | | | | | | |
| | 3 | 2 | 131,000 | | | | | | | |
| 8 | 2 | 3+ | 87,000 | | | | | | | |
| | 6 | 0 | 254,000 | | | | | | | |
| 9 | 5 | 1 | 212,000 | | | | | | | |
| | 4 | 2 | 169,000 | | | | | | | |
| 10 | 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

Basic TMP Layout – Local Programs

1. **TMP Cover Sheet (Page 1 of Form 5-6)**
2. **Completed Significance Determination Form (Pages 2-4 of Form 5-6)**
3. **List all personnel that are involved with TMP implementation, including but not limited to TMP management, monitoring, and emergency contacts.**

4. **Project Description**
 - a. Work zone limits (if possible, include a map showing the limits of the work)
 - b. Project background information
 - c. Overview of roadways directly affected by project work zones
 - d. Specific traffic restrictions expected on major roadways during the work (e.g., shoulder closures, lane closures, lane shifts)
 - e. Regional projects that may impact each other
 - f. Project Schedule

5. **Work Zone Impact Assessment** – As challenges vary greatly from one project to another, an assessment of work zone impacts will help identify issues or uncover problem areas that should be considered during initial phases of a project and updated as the project is developed. Some common general questions include but should not be limited to the following.
 - a. Does the project includes a long-term closure and/or extended weekend closure?
 - b. Can traffic be detoured?
 - c. Is the existing shoulder sufficient to support traffic during construction?
 - d. Is there a pedestrian/bicycle facility that must be maintained?
 - e. Would there be a need to maintain railroad traffic?
 - f. Could maintenance of traffic have an impact on existing or proposed utilities?
 - g. Does it appear that maintenance of traffic will require additional right-of-way?
 - h. Are there work hour restrictions?
 - i. Will project timing (for example, start or end date) be affected by special events?

6. **Work Zone Impact Management Strategies**
 - a. Temporary Traffic Control (TTC) Plan which may include some or all of the following –
 - i. Detailed Traffic Control Plan
 - ii. MUTCD References
 - iii. TDOT Standard Drawing References
 - iv. Project specific notes.
 - b. Transportation Operation (TO) *
 - c. Public Information (PI) strategies *

* See TDOT WZSM Manual for Common TO and PI Strategies

Consult the TDOT Work Zone Safety and Mobility Manual for details on Common Mitigation Strategies, list of exempt projects and other information. Review TDOT Local Program Guidance for requirements on TMP submissions.