

*TDOT WORK ZONE SAFETY AND MOBILITY MANUAL*

**TMP Workbook**



# Work Zone Significance Determination



State PE Number: \_\_\_\_\_ Route/From-To: \_\_\_\_\_  
 PIN: \_\_\_\_\_ County: \_\_\_\_\_  
 Analyst: \_\_\_\_\_ Project/Construction AADT: \_\_\_\_\_

This is an  Initial  Secondary  determination of the project's significance.

### Major Route Criteria

A project lasting at least three days on an interstate route within a TMA with intermittent or continuous lane closures

A project where all lanes in one direction will be closed on (a) any interstate route or (b) a non-interstate route having an AADT of at least 50,000 vpd

|  |                          |
|--|--------------------------|
| Yes, by the Major Route Criteria, this is a Significant Project. | <input type="checkbox"/> |
| No, the Major Route Criteria are not met.                        | <input type="checkbox"/> |

### Delay Criteria

Urban  Rural  Freeway  Arterial  Collector/Other

No. of lanes (in one direction) to be open in work zone: \_\_\_\_\_ Max. Allowable AADT (24-hr, two-way) from Table 3.1: \_\_\_\_\_

|  |                          |
|--|--------------------------|
| Yes, by the Delay Criteria, this is a Significant Project (project AADT > max AADT). | <input type="checkbox"/> |
| No, the Delay Criteria are not met (project AADT < max AADT).                        | <input type="checkbox"/> |

### Qualitative Criteria

Rate the following aspects of the work zone:

|  | High                     | Low                      |
|--|--------------------------|--------------------------|
| Business impacts (how many businesses affected?) | <input type="checkbox"/> | <input type="checkbox"/> |
| Public Interest                                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Exposure impacts due to long project duration    | <input type="checkbox"/> | <input type="checkbox"/> |
| Impacts due to alternate routes                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Impacts due to other concurrent projects nearby  | <input type="checkbox"/> | <input type="checkbox"/> |

Concurrent project description: \_\_\_\_\_  
 Other: \_\_\_\_\_

|   |                          |
|---|--------------------------|
| Yes, due to extraordinary Qualitative Criteria, this is a Significant Project.* | <input type="checkbox"/> |
| No, the Qualitative Criteria are not met.                                       | <input type="checkbox"/> |

\* "Significance" based solely on Qualitative criteria to be carefully considered and approved by responsible Division Director

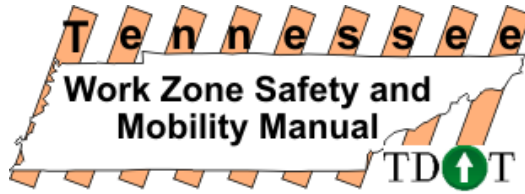
**FINAL TMP DETERMINATION:** Significant Project: Yes  No

### TMP Exception

Per FHWA/TDOT guidelines, an EXCEPTION has been applied for and approved by the FHWA Division Office (attach appropriate documentation)

\_\_\_\_\_  
 Manager I – Division Level Date

\_\_\_\_\_  
 Manager II – Division Level Date



## Transportation Management Plan

Project Description: \_\_\_\_\_

Project Location: \_\_\_\_\_

State PE Number: \_\_\_\_\_

PIN: \_\_\_\_\_

County: \_\_\_\_\_

**Project Determined As** (Refer to Figure 3.1 and the following sheets for guidance) :

(Check One)       Basic       Intermediate       Significant

**TMP Description** (Check each Component utilized in Project) :

Temporary Traffic Control: (If Basic is selected above, only TTC strategies will be used)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Transportation Operations:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Public Information:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

TMP Prepared By (Division/Firm Name): \_\_\_\_\_

TDOT Manager I: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email Address: \_\_\_\_\_

Date: \_\_\_\_\_

TDOT Manager II Approval: \_\_\_\_\_

Title: \_\_\_\_\_ Division: \_\_\_\_\_

Date: \_\_\_\_\_

## Statement of Categories of TMPs

**Significant Project** - Requires careful consideration of work zone impact mitigation. Requires use of strategies from all three of TMP categories to help mitigate the impacts of a significant project:

- Temporary Traffic Control Strategies (TTC)
- Transportation Operations Strategies (TO)
- Public Information Strategies (PI)

A Significant Project is one for which any of the following criteria exists:

- (a) Any project on the interstate system located within a recognized Transportation Management Area (TMA) that occupies a given location for at least three days duration with either continuous or intermittent lane closures. For the purposes of this Manual, it is assumed that the TMA consists of the following counties: *Blount, Bradley, Carter, Davidson, Fayette, Grainger, Hamblen, Hamilton, Hawkins, Jefferson, Knox, Loudon, Madison, Maury, Montgomery, Robertson, Rutherford, Sevier, Shelby, Sullivan, Sumner, Washington, Williamson, Wilson.*
- (b) Any project of any duration on an interstate route, or any other route with an ADT of at least 50,000 vehicles per day for which all lanes in one direction will be closed to traffic.
- (c) Any project for which the delay through the limits of the work zone is at least 30 minutes above the normal delay under typical non-work conditions.
- (d) Any project deemed Significant by extraordinary qualitative characteristics. This determination may be made on the basis of conditions such as high levels of public interest, business/community impacts, or long work zone duration. All Significant Projects defined in this manner shall only be done with careful consideration and strategic decision making.

For a “non-significant” Project, one of two different levels of TMPs may be developed. A **Basic TMP** is to be used when only a TTC plan is needed to successfully implement a safe and efficient work zone. An **Intermediate TMP** is to be completed for “non-significant” projects where public information and/or transportation operation strategies would be beneficial or necessary as determined based on TDOT decision-making practices and procedures.

**Intermediate Project** - Requires additional planning, coordination, etc., but not required to be at the same level of a Significant TMP. TMP requires use of PI and/or TO strategies beyond the project’s TTC strategies. It is expected that the majority of Intermediate projects will consist of TTC and PI strategies.

**Basic Project** - Typical work zone TTC plan is implemented alone. Refer to TDOT standard drawings, standard notes, and MUTCD. No additional TMP strategies required.





## Public Information Strategies

The Public Information component of the Transportation Management Plan (TMP) is coordinated by the Department's Communications Office. The Department employs a wide range of standard public information related strategies on all relevant projects. These include, but are not limited to, the 511 Travel Information System, the Dynamic ITS Message Boards, and the TDOT Internet Site.

In addition, lane-closure meetings are held weekly where additional public information strategies are considered and initiated when warranted.

All work zone projects will follow the guidelines set forth in TDOT's Public Involvement Plan. The various strategies described below are intended for use in developing the final TMP and are provided here for review and consideration.

- |  |  |
|--|--|
| 1. Brochures and mail-outs                         | 11. Work zone education/safety campaign          |
| 2. Press releases/media alerts                     | 12. Visual presentation materials                |
| 3. Paid advertisements                             | 13. Traffic radio broadcasts                     |
| 4. Public information center                       | 14. Advanced placement, changeable message signs |
| 5. Telephone hotline                               | 15. Temporary motorist information signs         |
| 6. General TDOT website                            | 16. Dynamic speed message sign                   |
| 7. Specific project website                        | 17. Highway advisory radio (HAR)                 |
| 8. Public meetings/hearings                        | 18. Listing on Tennessee 511                     |
| 9. Community task force                            | 19. Freight information                          |
| 10. Coordination with media/schools/businesses/etc |  |

The various Public Information Strategies listed above are not intended to be all inclusive, but rather provide a range of possible strategies which might be considered by those persons developing the TMP. Use the space below (and/or attach additional pages) to highlight noteworthy strategies OR strategies which are not routinely used on this type of project.

### Notes for Selection of PI Strategies:

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\_\_\_\_\_  
Manager I –Requesting PI Input

\_\_\_\_\_  
Date

\_\_\_\_\_  
Community Relations Office – (To be sent back to Manager I above)

\_\_\_\_\_  
Date

**ADDITIONAL NOTES/DOCUMENTATION**