

TENNESSEE DEPARTMENT OF TRANSPORTATION

WORKZONE SAFETY AND MOBILITY MANUAL

APPENDIX B

Delay Criteria Table

Option 1:

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

Option 2:

Online tools to help determine delay impacts:

<http://www.tn.gov/tdot/topic/roadway-design-manuals-and-links>