WisDOT TMP Documentation and Request for Approval

TMP ID: 4130

Approved (90%)

This is a request for approval of the Transportation Management Plan (TMP) for the project detailed below. Impacts resulting from project activities meet the current work zone policies of the Wisconsin Department of Transportation.

1A. Project Information:

TMP Type:	Type 2
Region:	NC
Local Program:	No
Created Comment:	
Federal Oversight:	No

Design ID:	6590-02-05
Project Title:	WAUPACA - CLINTONVILLE
County:	WAUPACA
Highway:	WIS 22
AADT:	5800
AADT Year:	2019

Construction ID:	6590-02-75
Project Type:	RESURFACING (OVERLAY < 2.5 INCHES)
Project Limits:	WCL RR BRIDGE - STH 110S
Project Length:	4.015 Mile(s)
Project Duration:	60 Day(s)
Engineer's Estimate:	$1M-3M
PS&E Date:	05/01/2019
LET Date:	08/13/2019
NHS Route:	No

1B. Project Impacts:

Anticipated Begin:	05/2020
Anticipated End:	07/2020
OSOW Route:	No

1C. Location:

Highway

Location #	1
Begin County:	WAUPACA
End County:	WAUPACA
Highway:	WIS 22 SB
Closure Type:	Mainline

Begin Landmark:	WIS 110 NB | WIS 22 SB/WIS 54 WB/WIS 110 SB | WAUPACA
Direction From:	At Landmark
Distance From:	0.00 Mile(s)
End Landmark:	CONNECTOR FRM 22N TO COUNTY K(WB) | WIS 22 SB/WIS 54 WB | WAUPACA
Direction From:	Upstream from landmark
Distance From:	0.13 Mile(s)

Location #	2
Begin County:	WAUPACA
End County:	WAUPACA
Highway:	WIS 22 NB
Closure Type:	Mainline
Begin Landmark:	CONNECTOR FRM COUNTY K (EB) | WIS 22 NB/WIS 54 EB | WAUPACA
Direction From:	Downstream from landmark
Distance From:	0.13 Mile(s)
End Landmark:	WIS 110 NB | WIS 22 NB/WIS 54 EB/WIS 110 NB | WAUPACA
Direction From:	At Landmark
Distance From:	0.00 Mile(s)

2. Brief description of work activities.

The overall projects limits are 350 feet west of the WCL RR Bridge to WIS 110 South with an exception to net centerline length for Structure B-68-050 (STA 121+85.87 to STA 123+96.78). The existing asphaltic pavement within the project limits will be milled 1.5" in depth and overlaid with 1.5" of asphaltic pavement. Sections of substandard guardrail will be adjusted or replaced to current standards. Locations of substandard guardrail designated for adjustment or replacement are between the STH 22/Royalton Street roundabout and the WCL RR Bridge near the west end of the project and on the east roadway approach of the WCL RR Bridge. There are two existing culverts at STA 274+67 and STA 291+50. Both culverts will remain, but the endwalls on the left, or north side of STH 22 will be replaced.

3. Briefly describe the staging planned for maintaining traffic.

Construct STH 22 and side roads using single lane, moving operations. Use SDD "Traffic Control For Lane Closure with Flagging Operation". Maintain side road cross traffic access. Locate lane closures immediately before and after moving construction operations. Match milling and paving edges of adjacent lanes prior to completing work at the end of each day.

Use SDD "Traffic Control For Lane Closure with Flagging Operation" for beam guard adjustments and replacements.

Use SDD "Traffic Control, Work on Shoulder or Parking Lane, Undivided Roadway" for culvert endwall replacement.

Install fixed message signs indicating construction start times, 7 calendar days prior to start of the project. Signs are to be removed once construction begins.

Refer to the attached preliminary TC Plan.

4. Will there be restrictions on pedestrian/bicycle access?

☐ Yes ☑ No

5. Briefly describe how access to traffic generators, businesses, school buses, garbage trucks, postal services, and transit impacts will be mitigated (alternate routes, etc.).

a) Are the strategies in compliance with ADA?

Vehicular access to side streets and driveways along STH 22 will be kept open at all times for emergency vehicles. Access to driveways will only be temporarily restricted when the milling and paving operations occur immediately in front of the driveways. Flaggers will be located at the side streets when construction operations are occurring within the intersections to direct and control release of traffic onto STH 22. The project will require the installation of a fixed message sign, per Standard Sign G-20-57, be placed a minimum of two weeks prior to construction notifying the public of the upcoming construction start date. The County Sheriff's Department, Wisconsin State Patrol, Town of Royalton, Town of Waupaca, City of Waupaca, Waupaca School District, and Waupaca Post Office will be notified in advance of lane closures to communicate and help avoid any potential conflicts per NCR 107.05.

b) Is access to bus stops affected?

☐ Yes ☑ No

6. Will the project have lane closures?

☑ Yes ☐ No

If Yes:

a) Are there restrictions on when lane closures are allowed?

☑ Yes ☐ No

b) What hours/days are lane closures permitted?

There are no restrictions on lane closures with the exception of the special events and holiday time periods listed in the holiday restrictions section of the special provisions.

c) How were traffic counts used in determining permitted lane closure times?(For multi-lane roadways, indicate peak hour volume per direction of travel. For two-lane, two-way roadways indicate AADT)?

The traffic count conducted in 2015 indicated an AADT of 5,600. This is well within any limitations for single lane closures with flagging. No additional evaluation is necessary.

7. Please provide the following.

a) Minimum lane width to be maintained.

A minimum 11' travel width with a 1' buffer width for a total of a 12' lane width will be maintained at locations where the shoulder will be closed for culvert endwall work and where a lane will be closed immediately adjacent to the milling or paving operations and adjacent to beam guard construction.

b) Minimum lane width plus shoulder width to accommodate OSOW.

A minimum 11' travel width with a 1' buffer width for a total of a 12' lane width, plus a 6' wide shoulder (3' paved and 3' gravel shoulder) will be maintained at locations where a lane will be closed immediately adjacent to the milling or paving operations.

A minimum 11' travel width with a 1' buffer width for a total of a 12' lane width, plus a 10' wide paved shoulder will be maintained at locations where a lane will be closed immediately adjacent to beam guard construction operations.

A minimum 11' travel width with a 1' buffer width for a total of a 12' lane width, plus 0' wide paved shoulder will be maintained at locations where the shoulder will be closed for culvert endwall work. The shoulder closure will be maintained for a short time period and over a short work zone distance with the majority of construction being completed outside the paved shoulder. The short time period and short work zone distance are acceptable for accommodating wide load traffic, therefore width restriction signing is not planned for shoulder closures.

c) Minimum height (if less than typically available)

N/A

8. Will the project be detoured?

☐ Yes ☑ No

9. List major special events and holidays, and how traffic disruptions will be minimized.

Lane closures will not be allowed during holiday periods and major events. The following provides the expected dates for the 2020 holidays and major events:

* From noon Friday, May 22, 2020 to 6:00 AM Tuesday, May 26, 2020 for Memorial Day

* From 6:00 AM Thursday, July 2, 2020 to 6:00 AM Monday, July 6, 2020 for Manawa Rodeo and Independence Day

* From noon Wednesday, July 8, 2020 to 6:00 AM Monday, July 13, 2020 for Iola Car Show

10. Describe the method(s) (LCAT, Quadro, FDM 11-50-30, etc.) used to estimate motorist delays or queue length (Applicable only for freeways, expressways, and signalized corridors).

NA

11. What is the anticipated travel delay during the project for each impacted roadway? The Regional Work Zone Engineer can assist you in determining your delay.

If the project anticipates using Lane Rental, Enhance Liquidated Damages, Interim Liquidated Damages, or other alternative contracting method that uses road user costs, include what the delay will be from the impacts. For a Lane Rental, what will be the queuing and additional delay if the roadway is not reopen?

The anticipated delay for motorists traveling STH 22 daily could vary depending upon construction operations during flagging operations. It is anticipated to generally be 4-9 minutes with a 0.10-0.16 mile queue.

Delay and Queue Information

#	Location Description	Delay (min)	Queue (mi)	Delay Cause
1	WIS 22 SB From WIS 110 NB to CONNECTOR FRM 22N TO COUNTY K(WB)	6	0.1	Flagging
2	WIS 22 NB From CONNECTOR FRM COUNTY K (EB) to WIS 110 NB	6	0.1	Flagging

12. Identify alternate routes anticipated, and any alternate route improvements or signing planned.

Alternative routes are not anticipated to be used since the project will remain open to traffic at all times with only minor delays at the immediate area of the construction operations. However, there are multiple nearby roads that could be used by motorists to bypass the project. There are no improvements or special signing planned for these roadways.

13. Are any intersection traffic control changes proposed such as temporary signals, temporary changes to an all way stop, etc?

No intersection traffic control changes are proposed other than the short periods of time the milling and paving operations are working past or on the intersection at which time flaggers will be present.

14. Are there anticipated traffic impacts from the proposed project on other roads/routes in the region/corridor? Identify other projects in the corridor (only if delay anticipated on this project).

No traffic impacts from the proposed project are anticipated on other roads/routes in the region/corridor, but coordination with the following adjacent construction projects will be required:

Project ID 6220-00-32/62

(2019) - Concrete overlay on structure B-68-50

(2020) - Polymer overlay on structure B-68-50

Project ID 6220-00-72 resurfacing STH 110S - STH 54E - 2020 construction

15. Does the project affect other regions/states?

☐ Yes ☑ No

16. Check mitigation strategies planned

STRATEGY	COMMENTS
☐ Public information campaigns	
☐ Off-peak lane closures	
☐ Temporary widening to maintain traffic lanes	
☐ Changeable message signs (PCMS)	
☐ Ramp closures	
☐ Temporary signals/timing revisions	
☑ Coordination with adjacent projects	Project ID 6220-00-32/62 (2019) - Concrete overlay on structure B-68-50 (2020) - Polymer overlay on structure B-68-50 Project ID 6220-00-72 resurfacing STH 110S - STH 54E - 2020 construction
☐ Innovative contracting, (lane rental, A+B, etc)	
☐ Temporary Emergency Pullouts	
☐ Motorist service patrols	
☐ Nighttime Work	
☐ Enhanced Traffic control devices (Wet reflective pavement marking, temp concrete barrier, etc)	
☐ Reduced regulatory speed limit (requires declaration approved by Regional Traffic Engineer, & by BTO if 65-mph hwy or higher speed facility.)	

17. Describe public information strategies planned (coordinate this activity with your Regional Communications Manager).

A letter was mailed to local officials on 5/3/2018 explaining the needs, the preferred alternative, and proposed traffic impacts. Follow up phone calls were made to the local officials to ensure they

received the letter and to discuss the project if required. No significant concerns or comments were received from any of the other officials. A letter was also mailed to adjacent property owners on 5/7/2018 explaining the needs and the preferred alternative, and proposed traffic impacts. No comments related to concerns or issues with the improvements have been received.

A Pre-construction meeting will be held with local officials, agencies, emergency responders and utilities during which construction staging and traffic control information will be provided. This meeting shall provide the line-of-communication plan to all stakeholders for any unscheduled delays or lane closures caused by incidents or other unforeseen events.

The project will require the installation of a fixed message sign, per Standard Sign G-20-57, be placed a minimum of two weeks prior to construction notifying the public of the upcoming construction start date.

An initial news release will be prepared as part of the PS&E submittal.

The engineer will input any requested lane closures into the WisDOT Lane Closure System (LCS) and the contractor will be required to provide advance notice of these items to the engineer. The LCS is linked to the 511 System and the WisDOT website. The requested closures will be subject to approval by WisDOT.

18. Describe incident management strategies planned.

A formal incident management plan was not created for this project.

The contractor will be required to provide advance notification of any lane closures, width restrictions and intersection restrictions to fire services, law enforcement, EMS. The Pre-construction meeting should determine a line-of-communication for unforeseen events and incident.

19. Describe how transit impacts will be mitigated.

NA

Attachments:

Attachments for TMP ID 4130 are listed below.

[F] Section_1
    [f] STH 22 Project Location Map.pdf
[F] Section_3
    [f] 65900205_STH22_TMP_TC_Project Overview.pdf

*** [F] represents folder and [f] represents file.**

Approvals:

60% Approval

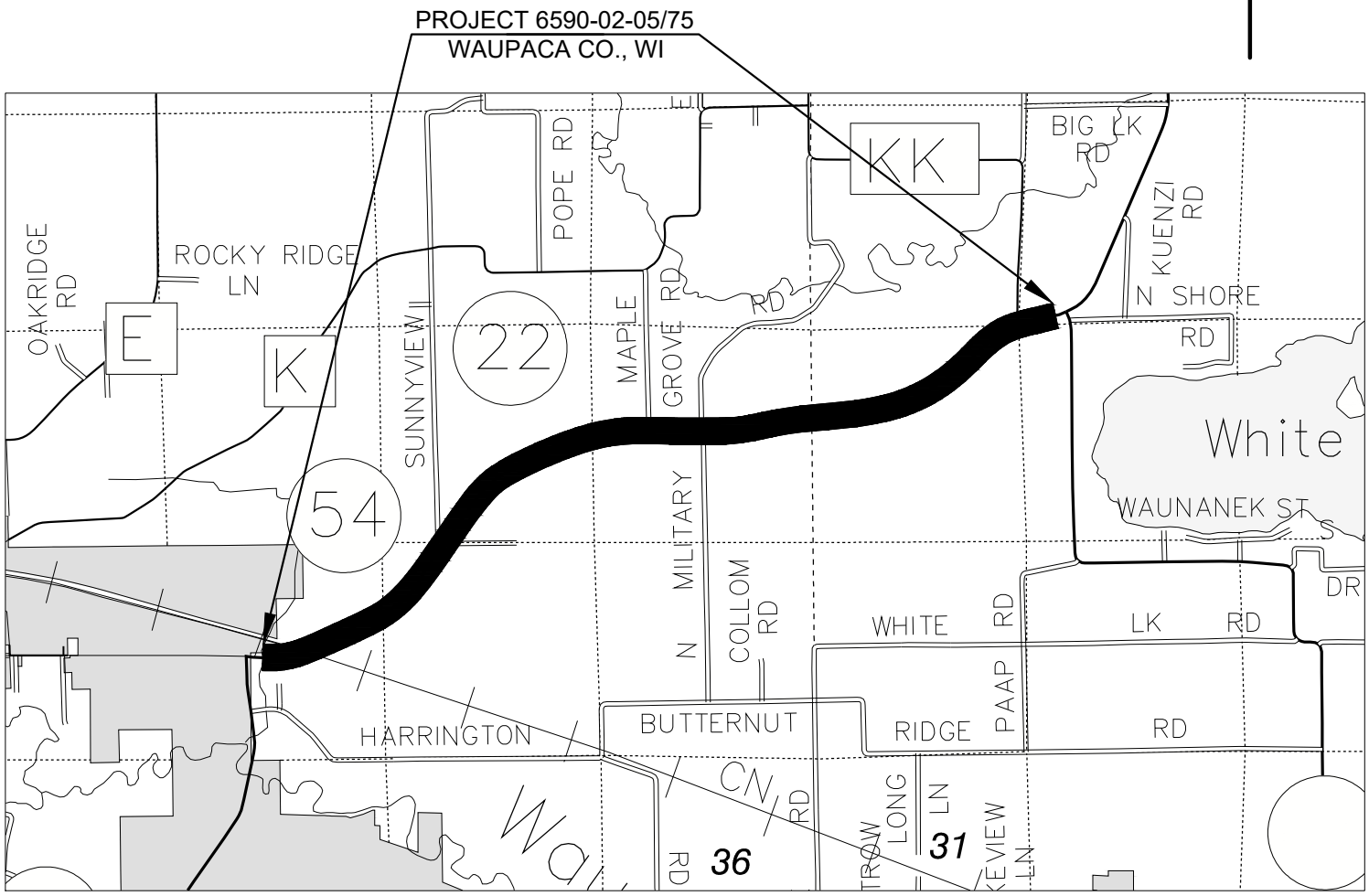
Signature Role	Signature Status	Signatory	Signed On
Project Manager (PM)	Signed	Wendy Arneson	07/09/2018 12:10 PM
Regional Traffic (RT)	Signed	Cara Abts	09/04/2018 07:53 AM
Regional Project Development Chief (RPDC)	Signed	Matthew Bronson	09/05/2018 15:29 PM

90% Approval

Signature Role	Signature Status	Signatory	Signed On
Project Manager (PM)	Signed	Wendy Arneson	01/22/2019 16:13 PM
Regional Traffic (RT)	Signed	Cara Abts	01/22/2019 16:32 PM
Regional Project Development Chief (RPDC)	Signed	Matthew Bronson	01/23/2019 06:48 AM

PROJECT LOCATION MAP

DESIGN PROJECT ID: 6590-02-05
CONSTRUCTION ID: 6590-02-75
WAUPACA - CLINTONVILLE
WCL RR BRIDGE TO WIS 110 SOUTH
WIS 22
WAUPACA COUNTY



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Ⓐ NORTH 22

Ⓑ SOUTH 22

Ⓒ ROAD WORK AHEAD — W20-1A

Ⓓ ROAD WORK 1000 FT — W20-1C

Ⓔ ROAD WORK 500 FT — W20-1D

Ⓕ ROAD WORK NEXT 4 MILES — G20-1, 60"X24"

Ⓖ END ROAD WORK — G20-2A, 48"X24"

Ⓗ HWY 22 ROAD WORK BEGINS XXX-XX — G20-57, 72"X36"

LEGEND:

TRAFFIC CONTROL SIGN ON POST

TRAFFIC CONTROL NOTES:

1. ADVANCE SIGNING SHALL BE PER S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC". INCLUDE ADVANCE SIGNING PER DETAIL A AND B.
2. TRAFFIC CONTROL FOR MILLING AND PAVING OPERATIONS FROM STATION 118+06 TO STATION 332+17 SHALL BE PER S.D.D "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".
3. TRAFFIC CONTROL FOR BEAM GUARD ADJUSTMENT, REPAIR, AND REPLACEMENT SHALL BE PER S.D.D "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".
4. ALL SIDE ROADS SHALL HAVE TRAFFIC CONTROL AS SHOWN ON TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL PER S.D.D "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
5. TRAFFIC CONTROL FOR CULVERT ENDWALL REPLACEMENT SHALL BE PER S.D.D "TRAFFIC CONTROL WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY".
6. HWY 22 ROAD WORK BEGINS XXX-XX SIGNING TO BE PLACED 7 CALENDAR DAYS PRIOR TO PROJECT START. TO BE REMOVED AFTER PROJECT BEGINS.

GENERAL NOTES:

DRAWING IS NOT TO SCALE.

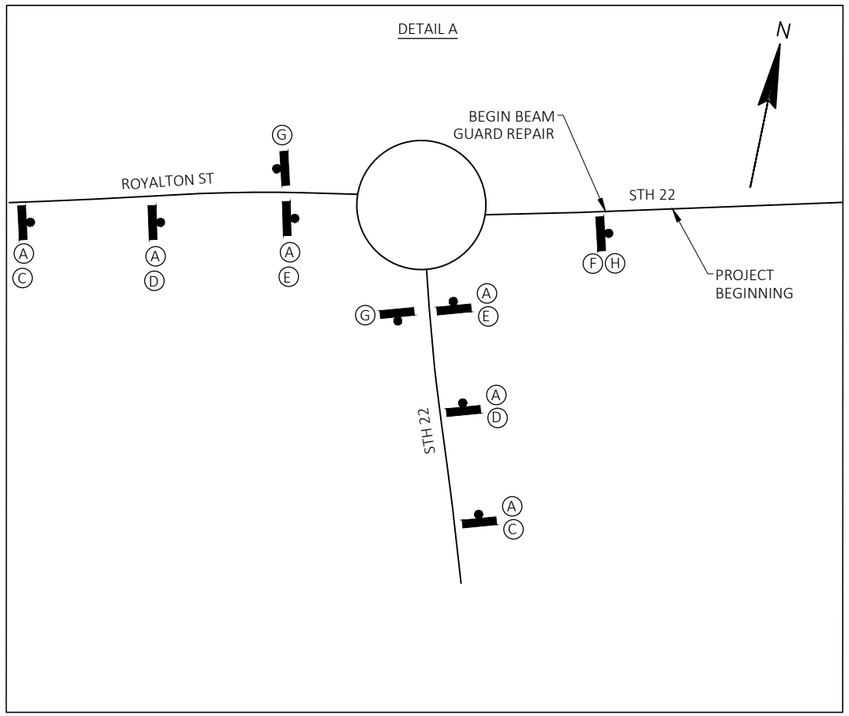
ALL TRAFFIC CONTROL SIGNS AND DEVICES AND THEIR LOCATION SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD), THE PLANS, SPECIFICATIONS, CONTRACT AND APPLICABLE STANDARD DETAIL DRAWINGS.

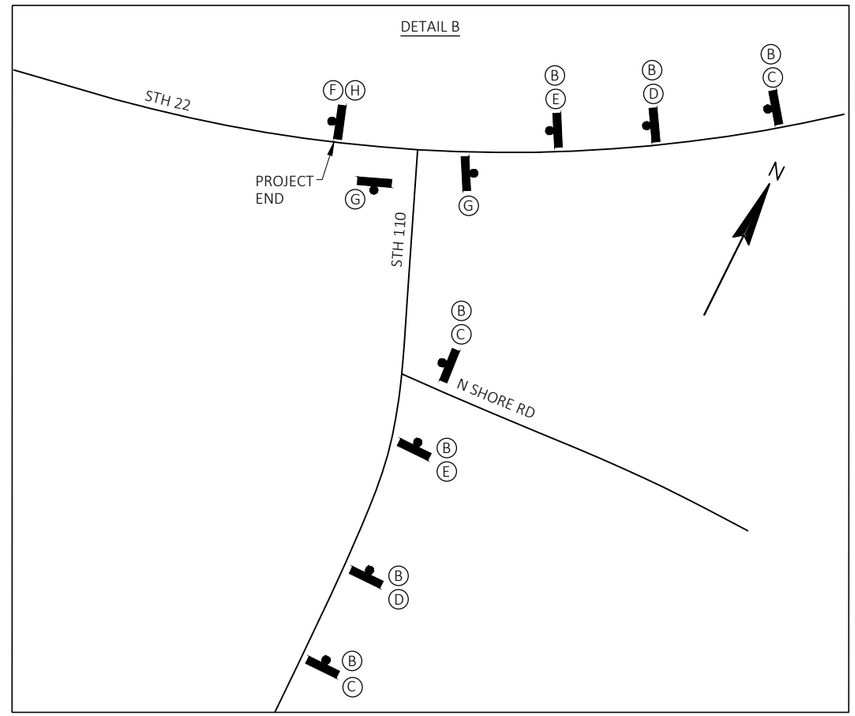
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

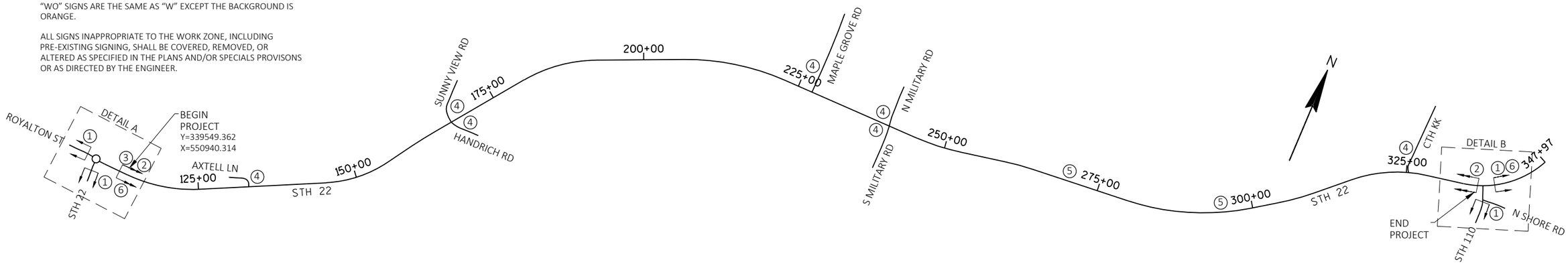
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS INAPPROPRIATE TO THE WORK ZONE, INCLUDING PRE-EXISTING SIGNING, SHALL BE COVERED, REMOVED, OR ALTERED AS SPECIFIED IN THE PLANS AND/OR SPECIALS PROVISONS OR AS DIRECTED BY THE ENGINEER.







PROJECT NO: 6590-02-75	HWY: STH 22	COUNTY: WAUPACA	TRAFFIC CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\65900205\SHEETSPLAN\DETOUR_STH22.DWG

SHEET NAME: PROJECT OVERVIEW

PLOT SCALE : ••••••••••••