
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.

Section 1A - Project Information:

TmpType:	2
Region:	SE
Local Program:	No
Created Comment:	
Federal Oversight:	No
Design ID:	3340-09-00
Project Title:	GREEN BAY ROAD, CITY OF KENOSHA
County:	KENOSHA
Highway:	WIS 31
Construction Year:	2023
Mainline AADT:	37400
Crossroad AADT:	

Section 1B - Project Impacts:

Anticipated Begin:	2024-04-01
Anticipated End:	2024-06-01
OSOW Route:	No
OSOW Type:	OSOW-TR

Section 1C - Location:

Location Number:	1
Begin County:	KENOSHA
End County:	KENOSHA

Highway:	WIS 31 NB
Closure Type:	Mainline
Begin Landmark:	79TH ST
Direction From:	At Landmark
Distance From (mi):	0.0
End Landmark:	78TH ST
Direction From:	At Landmark
Distance From (mi):	0.0

Section 2-Project Description

Brief description of work activities:

The scope of this project is a extend the right turn lane located at the signalized intersection of STH 31 and 78th Street (Entrance to Meijer's), located in Kenosha county. The Wisconsin Department of Transportation (WisDOT) is proposing to address local access management concerns under project 3340-09-70 in conjunction with WisDOT's WIS 31 diamond grinding project (Project ID 3330-07-70) located in the Village of Pleasant Prairie in Kenosha County. The project is planned to be constructed at the same time as the WIS 31 diamond grinding project depending on funding.

Section 3

Within the project limits are there:

Pedestrians:	Yes
Bicyclists:	Yes
Transit Service:	Yes
Railroads:	No
Airports:	No
Commercial waterway:	No
Controlled intersections:	Yes
Dynamic message boards:	No

What are the current traffic conditions:

Posted speed(mph): 45
Normal travel time(min): 1
Current capacity(vphpl): 1600
Truck %: 5
Queueing present: No
Queueing when:

Section 4**List of chosen strategies:**

Strategy	Justification/Comment	Cost
Lane closures	This provides an adequate work zone for the contractor, minimizing thru traffic lanes to provide a safer work zone.	\$1000
Temporary Traffic Control Signs	Temporary traffic control signs will be utilized to notify the traveling public of the detour as well as standard work zone notifications listed within the plan and standard detail drawings.	\$10000
Arrow Panels/Board	An arrow board will be utilized to notify the STH 31 NB traveling public of the single lane closure ahead	\$1000
Coordination with Other Projects	Tied bid with project 3330-07-00 - STH 31 Diamond Grind. WisDOT is proposing to address local access management concerns under project 3340-09-70 in conjunction with WisDOT's WIS 31 diamond grinding project (Project ID 3330-07-70) located in the Village of Pleasant Prairie in Kenosha County. The project is planned to be constructed at the same time as the WIS 31 diamond grinding project depending on funding.	\$0

Cost of chosen strategies (sum of strategy costs): \$12000

Section 5**Describe how access to traffic generators (businesses, schools, etc.) and everyday services will be maintained:**

STH 31 will maintain local traffic for residential, business, and emergency throughout the

closure. The construction team will ensure that the contractor(s) adhere to the language provided within the proposal and the construction engineer will assure the contractors traffic control and construction staging maintains local access throughout construction and proper notification of access restrictions. Business and residential access will be maintained throughout the construction process.

Describe how impacts to bicycle riders will be mitigated/coordinated:

Bicycle riders can choose to utilize local, parallel sideroads.

Describe how impacts to transit users will be mitigated/coordinated:

Coordination with the City of Kenosha will continue and project progresses.

Are there anticipated traffic impacts from the proposed project on other road/routes in the region/corridor?

No

Does the project affect other regions/states?

No

List holidays or major special events that occur during the project:

Holiday/Special Event	Begin Date	End Date
Memorial Day	05/24/2024 12:00 PM	05/28/2024 06:00 AM
Independence Day	07/03/2024 12:00 PM	07/08/2024 06:00 AM
Labor Day	08/30/2024 12:00 PM	09/03/2024 06:00 AM

How will traffic disruptions be minimized during listed events and holidays?

The project special provisions will include language from FDM 19-15-40 Holiday and Weekend

Work Restrictions, in which the department typically restricts or suspends work during these times.

Section 6 - Traffic Analysis

Section 6+ - Traffic Analysis

What is the anticipated travel delay during the project for each impacted roadway?

#	Location Description	WZ Capacity (vphpl)	Delay (min)	Queue (min)	Delay Cause
1	WIS 31 NB from 79TH ST to 78TH ST	900	1	0.1	Lane Closure

How was the work zone capacity determined?

Existing 24-hour traffic volumes along this signalized corridor were compared to a 900 vphpl work zone capacity to assess lane closure restrictions and vehicle delay. The approximate 900 vphpl work zone capacity is generally used in the SE region for work zone lane capacity based upon project experience.

Section 6+ - Lane Closure Hours

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

Yes

b) What hours/days are lane closures permitted?

A single lane closure will be required to perform the road reconstruction operations. Based upon existing traffic volumes, single lane closures are allowed long-term throughout the project. Two-lane closures are not required for this project and will not be allowed.

c) If the project is reporting zero delay, show the delay

incurred if the lane closures hours identified are not followed:

No delay will be incurred during the long-term single lane closures.

Section 6+ - Intersection/Temporary Signal

Are any intersection traffic control changes proposed?

No. Temporary signals will be utilized during construction.

Section 7 - Public Information Strategies

Choose strategies that will be used to mitigate the impacts to the public:

Strategy	Intended Audience	Comments
Brochures and Mailers	Nearby property owners and businesses	WisDOT team will send out mailers and/or hold PIM
Press Releases/Media Alerts	Press / Media	Project will correspond with press / media interested in project details
Coordination with Media/Schools/Businesses/Emergency Services	Media / Schools / Businesses /Emergency Services affected by the project	Project will have a pre-construction business meeting held in which the subject parties will be informed and updated
511 Traveler Information Website (project website, lane closures, motorist information, public information)	The traveling public on STH 31 within the project limits	Project will be included on the 511wi.gov website
Freight travel information/Lane Closure System (LCS)	The traveling public on STH 31 within the project limits	Lane closures will be entered into the Lane Closure System (LCS). The LCS is linked to Wisconsin's 511 Travel Information System
Region Weekly Construction Update	Construction Staff / Local Officials Involved / Contractors / Emergency Responders	This will provide information for construction staff, local officials, contractors, and emergency responders

Section 8 - Incident Management Strategies

List of chosen strategies:

Strategy	Comments	Cost
Incident/Emergency Response Plan and Coordination with Emergency Responders	The project will be coordinated with the City of Kenosha Fire and Police and the Kenosha County Sheriff's Department during construction. Project coordination will ensure access throughout the project limits to emergency responders. Project changes and schedules will be continually shared with emergency responders and they will be invited to the pre-construction meeting and the weekly meetings.	\$0
Standard RIMC Process	Standard RIMC Process The project will follow the Standard RIMC Process	\$0

Cost of chosen strategies (sum of strategy costs): \$0

Section 9 - Staging Plans

Briefly describe the staging planned for maintaining traffic:

Constructed Under Traffic- Single Lane Closure. See Attachment- Traffic Control Decision Matrix for more details. During construction at the NB STH 31 and 78th Street intersection, there will remain a left turn lane, a slightly shortened right turn lane and two thru lanes. Preliminary staging details are depicted in Attachment - Traffic Control Staging.

Describe how pedestrians will be accommodated during construction:

There is an existing sidewalk that ends just north of the project limits. A sidewalk closed sign will be placed during construction.

Vehicle Size Restrictions:

#	Location Description	Min lane width to maintain (ft)	Min lane width plus shoulder (ft)	Min Height (ft)	Min shy distance to TCBP (ft)
1	WIS 31 NB from 79TH ST to 78TH ST	11	11		

Attachments:

Attachments for TMP ID 7814 are listed below:

[F] Section_3

[f] Hourly Volume by Day of Week_300559_6-27-2017.pdf

[f] 33400900_piop.docx

[f] 33400900_top.docx

[f] 33400900_Communication List.xlsx

[f] 33400090_Traffic Control Decision Matrix.xlsx

[f] 33400900_Work Zone Impact Assesment.docx

[f] 025100_tc.pdf

[f] 026001-s1.pdf

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