WisDOT Transportation Management Plan

TMP Form Version 2.0
TMP ID: 7554 - Current Version

Section 1A - Project Information

TMP Type:	2
Region:	SW
Local Program:	No
Created Comment:	Project duration (60 days) is in calendar days. A portion of WIS 33 through Reedsburg is designated as a MAP-21(NHS) Principal Arterial. AADT listed is the highest volume location with the project limits, which occurred along WIS 31 in Reedsburg. WIS 33 in Baraboo and Reedsburg is an OSOW High Clearance Route. Posted speed limits in the various work zones range from 25 miles per hour (mph) to 45 mph. The speed limit provided in Section 3 (45 mph) is the highest posted speed limit in the project limits.
Federal Oversight:	No
Design ID:	5637-02-00
Project Title:	SOUTHWEST REGION, ADA CURB RAMPS
County:	SAUK
Highway:	Other - Various Highways
Construction Year:	2020
Mainline AADT:	17600
Crossroad AADT:	7100
Construction ID(s):	5637-02-70
Project Type:	MISCELLANEOUS
Project Limits:	SAUK COUNTY VARIOUS LOCATIONS
Project Length:	7.96
Project Duration:	60
Engineers Estimate:	$1M-3M
PS&E Date:	04/01/2020
Advanceable Date:	
LET Date:	07/14/2020
NHS Route:	Yes

Section 1B - Project Impacts:

Anticipated Begin:	09/04/2020
Anticipated End:	11/02/2020
OSOW Route:	Yes
OSOW Type:	High Clearance

Section 1C - Locations:

Highway Locations

Location Number:	1
Begin County:	SAUK
End County:	SAUK
Highway:	WIS 33 EB
Closure Type:	Mainline
Begin Landmark:	ALEXANDER AVE
Direction From:	At Landmark
Distance From:	0.0 mile(s)
End Landmark:	GOLF COURSE RD

Direction From: At Landmark
Distance From: 0.0 mile(s)

Location Number: 2
Begin County: SAUK
End County: SAUK
Highway: WIS 23 WB
Closure Type: Mainline
Begin Landmark: WIS 33 EB
Direction From: At Landmark
Distance From: 0.0 mile(s)
End Landmark: HIGH SCHOOL DRWY
Direction From: At Landmark
Distance From: 0.0 mile(s)

Location Number: 3
Begin County: SAUK
End County: SAUK
Highway: WIS 154 EB
Closure Type: Mainline
Begin Landmark: PARK ST
Direction From: At Landmark
Distance From: 0.0 mile(s)
End Landmark: COUNTY DD
Direction From: Downstream from landmark
Distance From: 0.33 mile(s)

Location Number: 4
Begin County: SAUK
End County: SAUK
Highway: WIS 136 EB
Closure Type: Mainline
Begin Landmark: SAUK CO GARAGE DRWY
Direction From: Downstream from landmark
Distance From: 0.15 mile(s)
End Landmark: US 12 WB
Direction From: Downstream from landmark
Distance From: 1.15 mile(s)

Location Number: 5
Begin County: SAUK
End County: SAUK
Highway: WIS 113 SB
Closure Type: Mainline
Begin Landmark: 1ST AVE
Direction From: Downstream from landmark
Distance From: 0.05 mile(s)
End Landmark: WIS 113
Direction From: At Landmark
Distance From: 0.0 mile(s)

Local Road Locations
No local road locations listed.

Section 2 - Project Description

Brief description of work activities:

This project involves reconstructing pedestrian curb ramps at 23 different intersections throughout Sauk County to meet ADA standards. Specific locations are shown in the attached project location maps and include intersections in the following three communities: 14 intersections along WIS 23 and WIS 33 in Reedsburg, 3 intersections along WIS 154 in Rock Springs, 6 intersections along WIS 33, WIS 113, and WIS 136 in Baraboo. A work zone impact assessment was conducted and is summarized in the attached documents. The curb ramp reconstruction work will be completed under a mix of staging/traffic control options including short term travel lane closures, turn lane closures, shoulder closures, private driveway closures, single travel lane with flagging operations, and/or parking restrictions (see Section 9 on this TMP). Travel lane closures are limited to non-peak hours only (weekdays 9:00am to 3:00pm). Pedestrians will be accommodated using signed detours, temporary crossings, or temporary at-corner sidewalk. Work at the 23 project intersections is scheduled for 2020 (September 4 - November 2). Additional locations will be reconstructed in 2021 as part of a separate project. A separate TMP will be prepared for the 2021 project.

Section Comments

I sent an updated WZIA to Chris for this project. That needs to be updated prior to 60% approval. (By Joe Schneider on 02/27/2020 11:04 AM)

Ok, just saw that it was attached below. Please move it to this section. (By Joe Schneider on 02/27/2020 11:05 AM)

Section 3 - Existing Conditions

Within the project limits, are there:

Pedestrians:	Yes
Bicyclists:	Yes
Transit Service:	No
Railroads:	No
Airports:	No
Commercial Waterways:	No
Controlled intersections:	Yes
Dynamic Message Boards:	No

What are the current traffic conditions:

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

Section 4 - Work Zone Strategies

List of chosen strategies:

Strategy	Justification/Comment	Cost
Construction phasing /staging	See Sections 2, 5, and 9 for more information.	$0
Reduced Lane Widths	See Sections 2 and 9 for more information.	$0
Lane closures	See Sections 2, 5, and 9 for more information. Cost of $1,200 per location.	$1200
Reduced Shoulder Width	See Sections 2 and 9 for more information.	$0
Shoulder		

Closure	See Sections 2 and 9 for more information. Cost of $1,100 per location.	$1100
Flagging Operation /One-lane, Two-Way Operation	See Sections 2, 5, and 9 for more information.	$0
Pedestrian /Bicycle Access Improvements	Pedestrians will be accommodated using signed detours, temporary crossings, or temporary at-corner sidewalk (see Section 9 for more information). Estimated average cost is $1,100 per location for a signed pedestrian detour and $5,000 per location for a temporary pedestrian crossing or temporary at-corner sidewalk.	$5000
Detour Route		$0
Parking Restrictions	See Sections 2 and 9 for more information.	$0

Cost of chosen strategies (sum of strategy costs): $7300

Section Comments

As you get further with the estimate on this project please add cost information to this table. You should have the costs for the temp pedestrian accommodations along with the traffic control costs. (By Joe Schneider on 02/20/2020 08:58 AM)

I would think you would have additional cost info to add here (By Joe Schneider on 03/16/2020 02:23 PM)

Section 5 - Work Zone Impacts

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

Public street traffic will be maintained in both directions within all active work areas. Some private driveways may be closed for up to 7 calendar days, if alternate site access is available. If no alternate access is available, a single travel lane with flagging operations will be used to maintain traffic at the impacted private driveway. Current correspondence with impacted groups includes minutes from the Local Officials Meetings (LOM) and Public Involvement Meetings (PIM) held in February 2020, which are attached in this section.

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

There are currently no dedicated bicycle facilities within the project limits. Bicyclists may travel through work zones using the available travel lane(s) or use alternate local routes.

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

The project is not expected to result in traffic impacts to other roads/routes.

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
Labor Day	09/04/2020	09/08/2020
Reedsburg High School Homecoming Parade	09/18/2020	09/18/2020
Rogues and Ruffians (Circus World Museum Grounds)	10/09/2020	10/12/2020

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

For the work occurring in 2020 (September 4 - November 2) no lane closures, work activities, or material hauling is permitted along any area roadways during the Labor Day holiday noted above. The Reedsburg High School Homecoming Parade will be held on September 18, 2020. All sidewalk and curb ramps at the WIS 23/K Street, WIS 23/Franklin Street, and WIS 33 /Albert Street intersections must be open to pedestrians on this date. The Rogues and Ruffians event at the Circus World Museum grounds will be held October 10-11, 2020. All sidewalk and curb ramps at the Broadway Street/Water Street intersection must be open to pedestrians October 9 through 6:00 am October 12. Ongoing coordination with local officials is

expected before and during construction to identify any additional special events and determine if traffic mitigation measures are needed. Holiday/special event restrictions are also expected for the work occurring in 2021 which; will be documented in a separate TMP for that project.

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 (mi)	Delay Cause
1	WIS 33 EB from ALEXANDER AVE to GOLF COURSE RD	900	1	0.1	Lane Closure
2	WIS 23 WB from WIS 33 EB to HIGH SCHOOL DRWY	900	1	0.1	Lane Closure
3	WIS 154 EB from PARK ST to COUNTY DD	600	1	0.1	Flagging
4	WIS 136 EB from SAUK CO GARAGE DRWY to US 12 WB	900	1	0.1	Lane Closure
5	WIS 113 SB from 1ST AVE to WIS 113	900	1	0.1	Lane Closure

How was the work zone capacity determined?

WisDOT Southwest Region estimates capacities of 600 vehicles per hour per lane (vphpl) for flagging operations and 900 vphpl for single-lane closures along a signalized corridor. Mainline travel lane closures and single-lane with flagging operations are limited to non-peak hours only and turn lane/shoulder/parking lane restrictions are not expected to significantly impact through travel operations. Therefore minimal delay is anticipated with the project.

Section 6+ - Lane Closure Hours

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

Yes

b) What hours/days are lane closures permitted?

Single lane closures (2 thru lanes reduced to 1) and single travel lane with flagging operations may be used during non-peak hours at select locations (see Section 9). Non-peak hours were considered to be weekdays from 9:00 am to 3:00 pm, but may be adjusted by the construction engineer.

c) If the project is reporting zero delay, show the delay incurred if the lane closures hours identified are not followed:

Some delay will occur with the proposed lane closures and flagging operations but it is expected to be minimal. Mainline travel lane closures are limited to non-peak hours only.

Section 6+ - Detour Route

Detour Information

Detour Route	Normal Travel Time (min)	Detour Travel Time (min)	Detour Distance (mi)

Section 6+ - Intersection/Temporary Signal

If existing signals are impacted by the project, will there be any changes? If so, please describe any changes that will be made to the signals. If using temporary signals for one-lane two-way operations, how will the signals be timed? In either case, were pedestrian movements considered?

No temporary or permanent traffic control changes are proposed.

Section Comments

For flagging operations you can use a capacity of 600 vphpl. For single lane closures in a signalized corridor (assuming multi lane roadway) you would use 900 vphpl. (By Joe Schneider on 02/20/2020 09:01 AM)

Once details for the temp ped accommodations are put together the impact to the roadway will be clearer and we should be able to look at each intersection and determine what the specific time restrictions, if any, are needed. (By Joe Schneider on 02/20/2020 09:03 AM)

Section 7 - Public Information Strategies

List of chosen strategies:

Strategy	Audience	Comments
Brochures and Mailers	Project stakeholders, adjacent property owners, and traveling public.	Inform project stakeholders, adjacent property owners, and traveling public of upcoming project and potential traffic distruptions.
511 Traveler Information Website (project website, lane closures, motorist information, public information)	Project stakeholders, adjacent property owners, and traveling public.	Inform project stakeholders, adjacent property owners, and traveling public of upcoming project and potential traffic disruptions. Public Information Meetings (PIM) were held on February 4th in Baraboo and February 10th in Reedsburg. Minutes from these PIMs are provided in Section 5.

Section 8 - Incident Management Strategies

List of chosen strategies:

Strategy	Comments	Cost
Incident /Emergency Response Plan and Coordination with Emergency Responders	Local police and fire services will be kept informed before and during the project by construction personnel. Travel in both directions along public roadways will be maintained during the project. Traffic incidents occurring during construction will be addressed by emergency responders and law enforcement in the same manner as they would be handled during non-construction times.	$0
Standard RIMC Process		$0

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

Section Comments

Standard RIMC process (By Joe Schneider on 02/20/2020 09:03 AM)

Section 9 - Staging Plans

Briefly describe the staging planned for maintaining traffic:

Traffic control notes and construction details are provided in the design plans to document work zone traffic control and pedestrian accommodations at each project intersection. Restrictions to sidewalk, parking lanes, right-turn lanes, shoulders, and travel lanes are expected. Reduced lane widths will also be used in active work areas. A summary of recommended mainline traffic control strategies is provided below. More detailed information on mainline and side street traffic control strategies is provided within the design plans and the attached traffic control summary table. Flagging operations shall follow the corresponding WisDOT standard detail drawings (attached). Specific roadway staging will be dependent on contractor operations and as approved by the construction engineer. Work at any specific intersection is expected to last up to 14 days. -Reedsburg: *WIS 23 (Southridge Blvd to Main St) and WIS 33 (Alexander Ave to Albert Ave): Right-turn lane, shoulder, and parking lane closures (allowed anytime). *WIS 33 (Albert Ave to Golf Course Rd): Parking lane and right-turn lane closures (allowed anytime); outside lane closures (allowed during non-peak hours only); work limited to every other intersection and

one side at a time to allow for pedestrian detours. -Rock Springs: *WIS 154/WIS 136: Right-turn lane, shoulder, and parking lane closures (allowed anytime); single travel lane with flagging operations (allowed during non-peak hours only). -Baraboo *WIS 113: Right-turn lane, shoulder, and parking lane closures (allowed anytime) *WIS 136: Parking lane and right-turn lane closures (allowed anytime); outside lane closures (allowed during non-peak hours only); work limited to every other intersection and one side at a time to allow for pedestrian detours.

Describe how pedestrians will be accommodated during construction.

Crossings and ramps will be closed (for up to 14 days) at project intersections when work is active at that location. Pedestrians will be accommodated using signed detours, temporary crossings, or temporary at-corner sidewalk. Construction details of these treatments are attached. When a pedestrian detour is used, curb ramp work may not occur at two adjacent intersections simultaneously in order to maintain viable alternate pedestrian routes. Recommended temporary treatments for each intersection are provided in the design plans.

Vehicle Size Restrictions:

#	Location Description	Min lane width to maintain (ft)	Min lane width plus shoulder (ft)	Min height (ft)	Min shy distance to CBTP (ft)
1	WIS 33 EB from ALEXANDER AVE to GOLF COURSE RD	11	11		
2	WIS 23 WB from WIS 33 EB to HIGH SCHOOL DRWY	11	11		
3	WIS 154 EB from PARK ST to COUNTY DD	11	11		
4	WIS 136 EB from SAUK CO GARAGE DRWY to US 12 WB	11	11		
5	WIS 113 SB from 1ST AVE to WIS 113	11	11		

Section Comments

In your staging summary you list out 10' travel lanes, we have a minimum 11' travel lane. I also don't want to say that the contractor is responsible to developing the traffic control plan. That is our responsibility. If you want to refer to SDD's and list hour restrictions that is fine. I would prefer we show a plan sheet for each intersection that shows both the temp ped accommodations along with roadway traffic control. (By Joe Schneider on 02/20/2020 09:08 AM)

As stated in the plan review, we should have details at each intersection for the curb ramp work, I don't think an SDD is adequate as not all locations have a grid or adjacent crossings as an option. We are better off dealing with this now in design vs trying to deal with it in construction when we really have no way of adjusting. This leads to non ADA compliant accommodations. (By Joe Schneider on 02/20/2020 09:10 AM)

Attach flagging sheet as well (By Joe Schneider on 03/16/2020 02:51 PM)

Attachments

Sectional Attachments

5637-02-00-70 ADA Curb Ramps Sauk Co WZIA Alternatives Worksheet.pdf
Project Location Maps.pdf
Work Zone Impact Assessment.pdf
56370200_LOM_Minutes 200210.pdf
56370200_PIM_Minutes 200210.pdf
Capacity and Delay Calculations.pdf
PIOP.pdf
Communication List.pdf
Construction Details (ped detour, temp ped ramp, temp ped walk, flagging SDD).pdf
Traffic Control Requirements - 2020 Intersections.pdf