



Keeping OS/OW Freight Moving = Work Zone Mitigation



Monona Terrace Convention Center
October 18, 2011

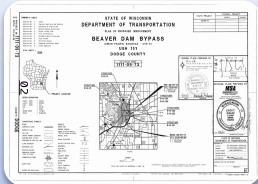
Presented by: Randy Hoyt, PE



OS/OW Work Zone Mitigation



Statewide Project Awareness



Project Planning



Project Monitoring



Mitigation

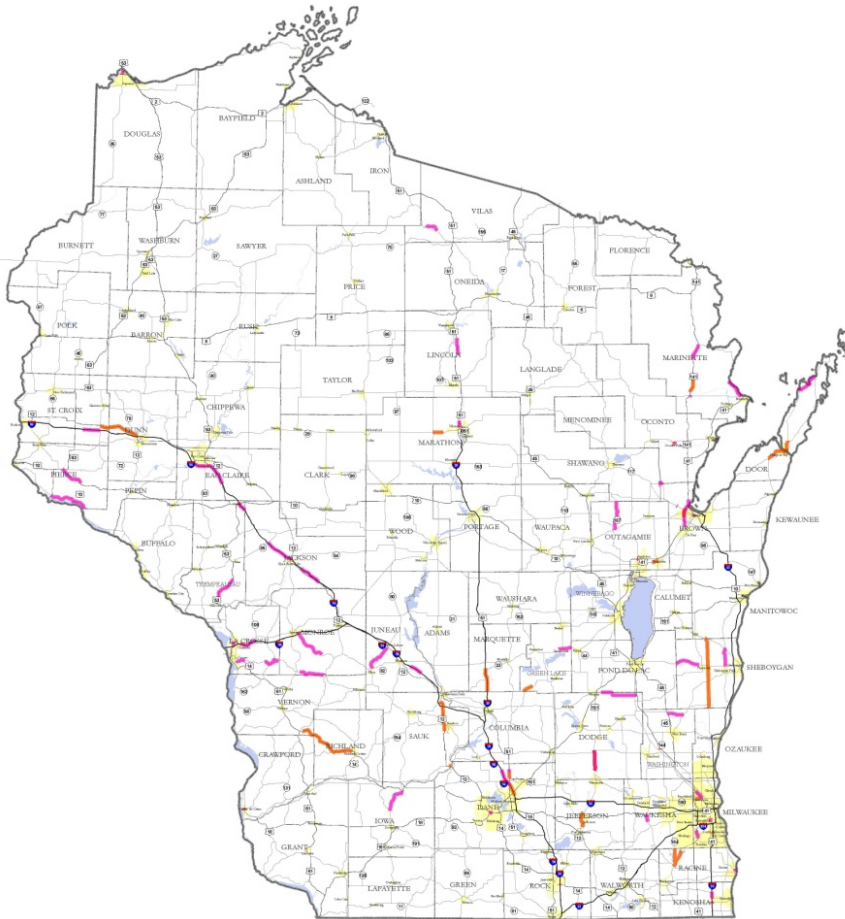


Statewide Project Awareness

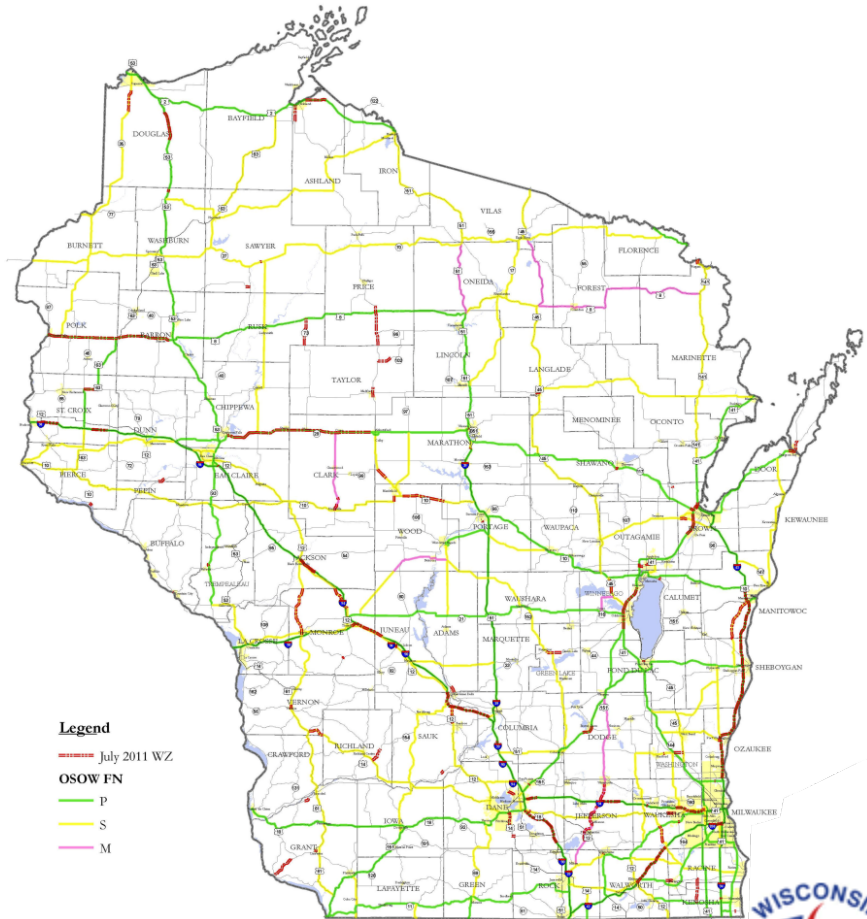
Project Mapping

- Best way to detect project interference
- 3 year horizon
- Identify potential conflicts in advance
- Include more detail as project year gets closer

2012 Projects
>\$3,000,000



July 2011 Projects
Overlay on OS/OW Freight Network



- Legend**
- July 2011 WZ
 - OSOW FN
 - P
 - S
 - M

What we seek to avoid

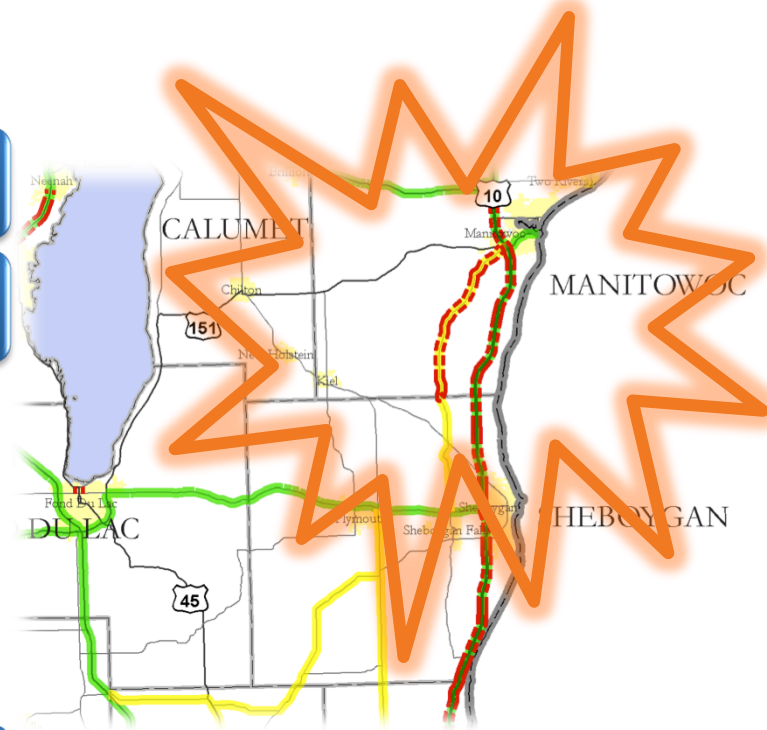
Projects which impact each other

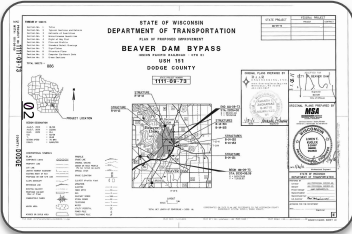
WIS 42 & I-43 Manitowoc County

- WIS 42
 - Full closure
 - Detour was I-43
- I-43
 - Several bridge decking projects
 - Bi-directional traffic

Major wind load corridor

- Loads originate in Manitowoc & Port of Menomonee Michigan





Project Planning

Be aware of projects
in the program cycle



Provide input

- Design
- Prioritization

2 Wausau Area Bridges

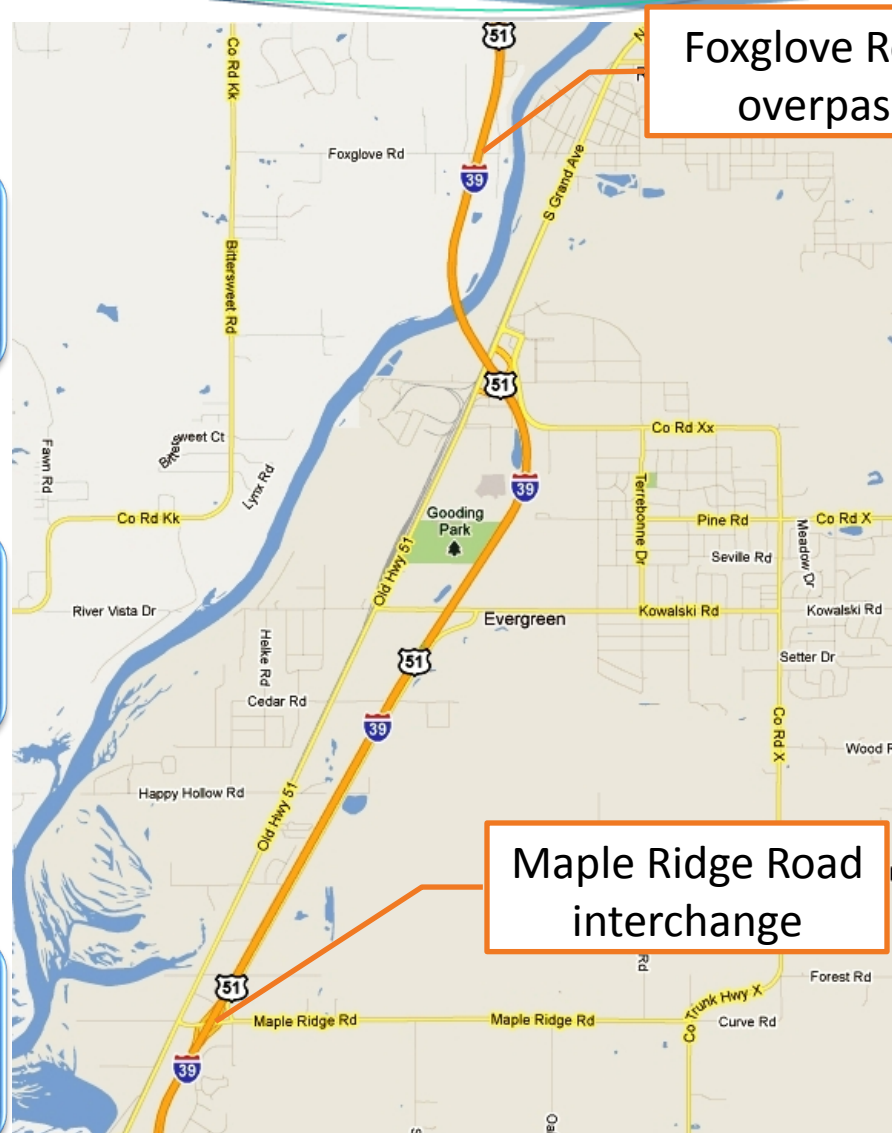
Foxglove Road overpass

- Low vertical clearance
- Impassable by most OS/OW loads
- Scheduled for 2012 replacement

Maple Ridge Road interchange

- Low vertical clearance
- Diamond interchange
- OS/OW able to 'ramp off/ramp on'
- Scheduled for 2011 replacement

Working with the DOT region planning staff, Foxglove replacement was accelerated





Project Monitoring

Monitor progress of projects on the OS/OW Freight Network

- Monthly
- Weekly
- Daily

Surprise inspections of work zones

- Verify reported clearances, conditions & detour route
- Inspect work zone signage and operation

Monthly Work Zone Map

Map all projects >6 days

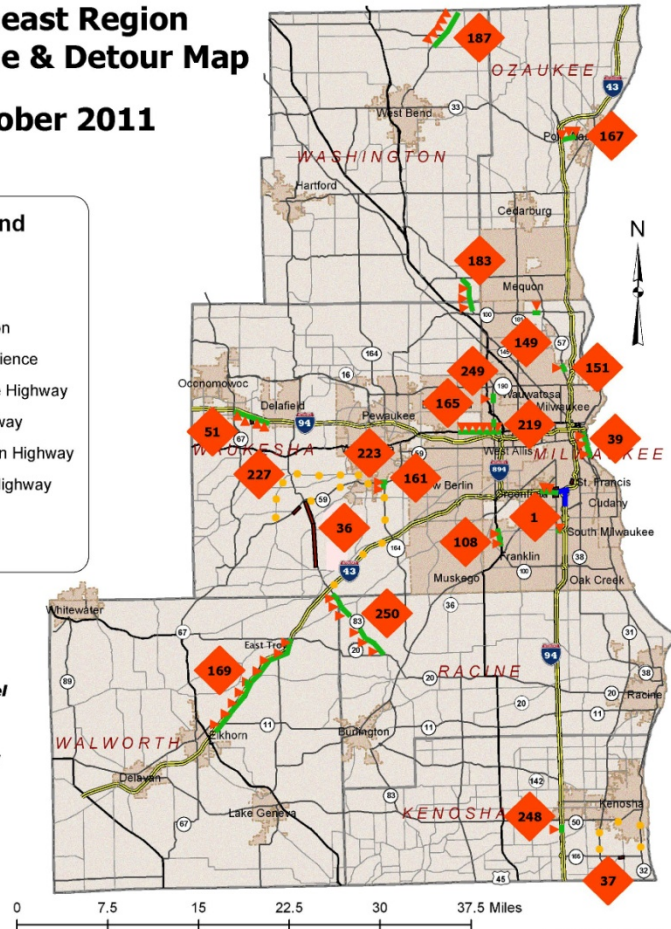
Includes detour information

Detailed monthly view

Southeast Region Work Zone & Detour Map October 2011



For current travel information go to www.511wi.gov



Date Generated
Oct 3, 2011

Data Source: This map is based on information available in the Wisconsin Lane Closure System on the date generated. The estimated completion date is only a guideline for the project. Any number of complications can push back this date. Examples include, but are not limited to: Severe weather, forest/prairie fires, discovery of endangered species, unearthing archeological relics, contractors unable to fulfill their obligation, previously unknown environmental hazards, and construction accidents. This is not a complete list, but shows some of the many possibilities that can delay completion of a construction project. This data was created for use by the Wisconsin Department of Transportation (WisDOT). Any other use or compilation of the information, while not prohibited, is the sole responsibility of the user. WisDOT expressly disclaims all liability regarding fitness of the use of the information for other than WisDOT business. No liability, either expressed or implied, is assumed by WisDOT, or their employees, for the accuracy of the data delineated herein.

Daily OS/OW Freight Network Project Inspection



Wisconsin Department of Transportation
OSOW Work Zone Inspection Checklist



**** Sections 1 & 2 are to be filled out prior to inspection**

1. Project Information

Traffic Flow: Light Medium Heavy
 Project ID: 9560-02-71 Roadway: USH 141 Region: NE County: Marinette
 Travel Time: 2 minutes Project Description: USH 8-Niagara, USH 8-Bettors Court, USH 141, Marinette
 Time: 12:30-1:00 AM PM Date: August 3, 2011 Weather: Clear
 Inspector: Tony Bublitz Road Closed to Through Traffic: YES NO
 Project on OSOW Priority Network: YES NO
 Corrective Action Required: Immediate Unsett (24hrs) Other None Conditions Differ from LCS: YES NO
 If Other Specify: Devices

2. LCS Reported Conditions

Prime Contact: Todd Mulvey Phone Number: (906) 774-3440 LCS #: 26702
 Closure/Restriction: Restriction Lane Detail: Flagging Operation Duration: 7-5-2011 - 8-19-2011
 Begin Location: USH 8 EB, USH 141 NB, Marinette
 End Location: Bettors Ct, USH 141 NB, Marinette
 Clearance: Vertical 12 ft Horizontal 12 ft
 Location:
 Structure ID:
 Detour Route:
 Other Conditions: SB: same conditions

Field Conditions	Evaluation Guide: Classification is described in ATSSA (see below). Review device location, position, visibility, adequacy & manner of use 5 = Acceptable 3 = Marginal 1 = Unacceptable					
	Yes	No	Condition	Effectiveness	Missing Devices (#)	Comments
LCS Entry						
Entered correctly	X					
Limits accurate	X					
Measured width						
Total throughput						
Disc. Accurate	X					
Advance signing						
Width Restriction						
Height Restriction						
Distance to work zone	X					
PCMS						
Approved message						
Placement						
Arrow Board Placement						
Meet MUTCD Req.	X					
Detour signage						
Detour Route						
Properly signed						
Meet MUTCD Req.						
Width Restriction						
Clearance						
Height Restriction						
Clearance						
Turns ~ 90 deg						
Int. obstructions						
Work Zone Conditions						
Channelizing devices	X		5	5		
Taper						
Spacing	X		5	5		

QUALITY CLASSIFICATION:
 Acceptable = 5 Device meets quality requirements for this classification and all other requirements such as design size, color, weight, reflectivity, etc in the plans and specifications.
 Marginally Acceptable = 3 Device meets quality criteria for marginal as described in the American Traffic Safety Services Association (ATSSA) Quality Guidelines.
 Unacceptable = 1 Device in this category shall be replaced or repaired within 12 hours of notification or as contained in the contract specifications.





Mitigation

Mitigation is the last resort



Will be considered when detour routes:

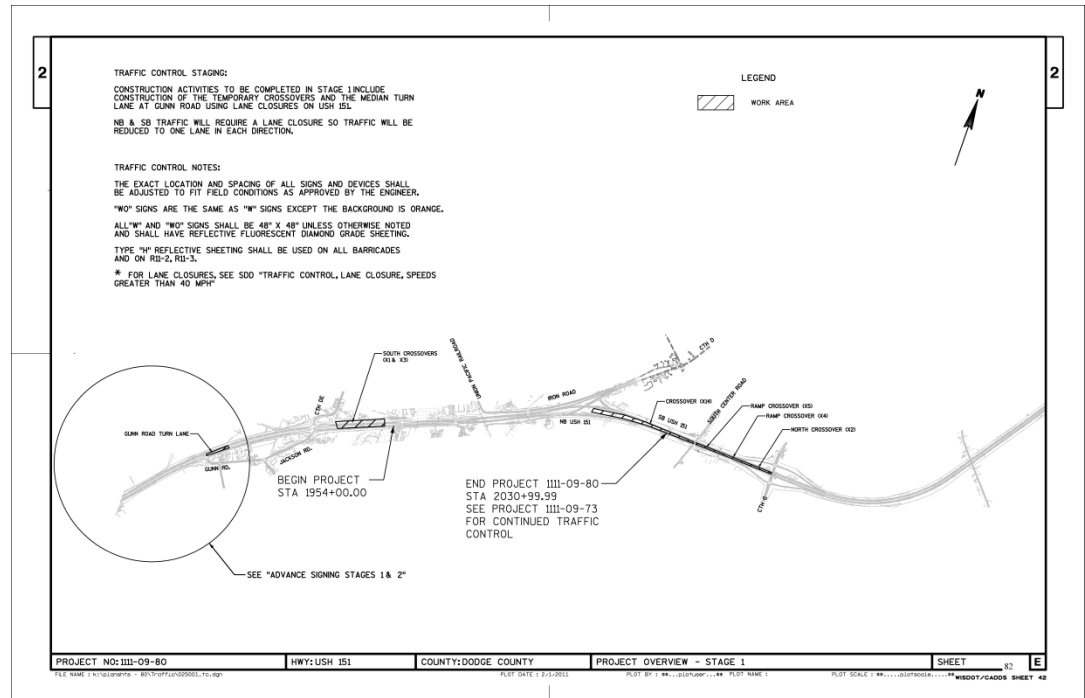
- Have too many high risk turns
- Detour distance is unreasonable



Often involves face to face meetings on the job site

Mitigation

- US 151 in Beaver Dam, Wis.
 - Primary southbound wind route to Illinois and points west
 - Reconstruction includes:
 - Crossovers
 - Bi-directional flow
- Plan called for 2-12' lanes with 2' shoulders, 1' shy distance
 - Separated by flexible tubular markers
- Wind tower base sections traveling through measured 15' wide



Mitigation

- Met with project superintendent, DOT project staff
- Arranged to have a 13' lane southbound, 11' lane northbound
- Changes amounted to ordering new lane width warning signs



Looking northbound: Center line offset 1'

Other Mitigation Strategies

- Wide-tall loads are allowed to 'fly-over' concrete barrier wall
 - Example: wind tower base section
- Ramp off/ramp on around bridge maintenance operations
- All carriers required to reduce speed through work zones
 - Increases worker safety
 - Slows down pace of travel when OS/OW present
- Project leaders report total lane width available
 - Subtract 10' for allowable max vehicle width
 - Load must be escorted

Contact Information:

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