WisTMP 2.0 Update

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Please mute your microphone
Email your questions

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WisTMP 2.0 Update

WisTMP Goals

- Streamline data entry
- Form redesign
  - Reduced to 10 sections
  - Form adjusts based on inputs
- Simplify data mining
- One system for work zone design approvals

WisTMP 2.0 Update Overview

- Form updates
- Form functionality
- New data fields
- New notes for requested attachments
- Reduction to 3 TMP types

TMP Types

Based on potential for delay

- Type 3 – These will typically be mega and major projects, multi-year
- Type 2 – Projects that will impact travel with potential for delay
- Type 1 – Projects that will not impact travel and will not cause delay

Most project will be Type 2

WisTMP 2.0 New Information

- Existing Conditions
- Additional Strategies
- Road User Costs
- Law Enforcement Mitigation
- Non-Standard Mitigation Form

WisTMP Form Updates

Here is the new form showing the new 10 sections. Another change is at the top of the image, there is no longer a Checklist tab.

Navigation Updates
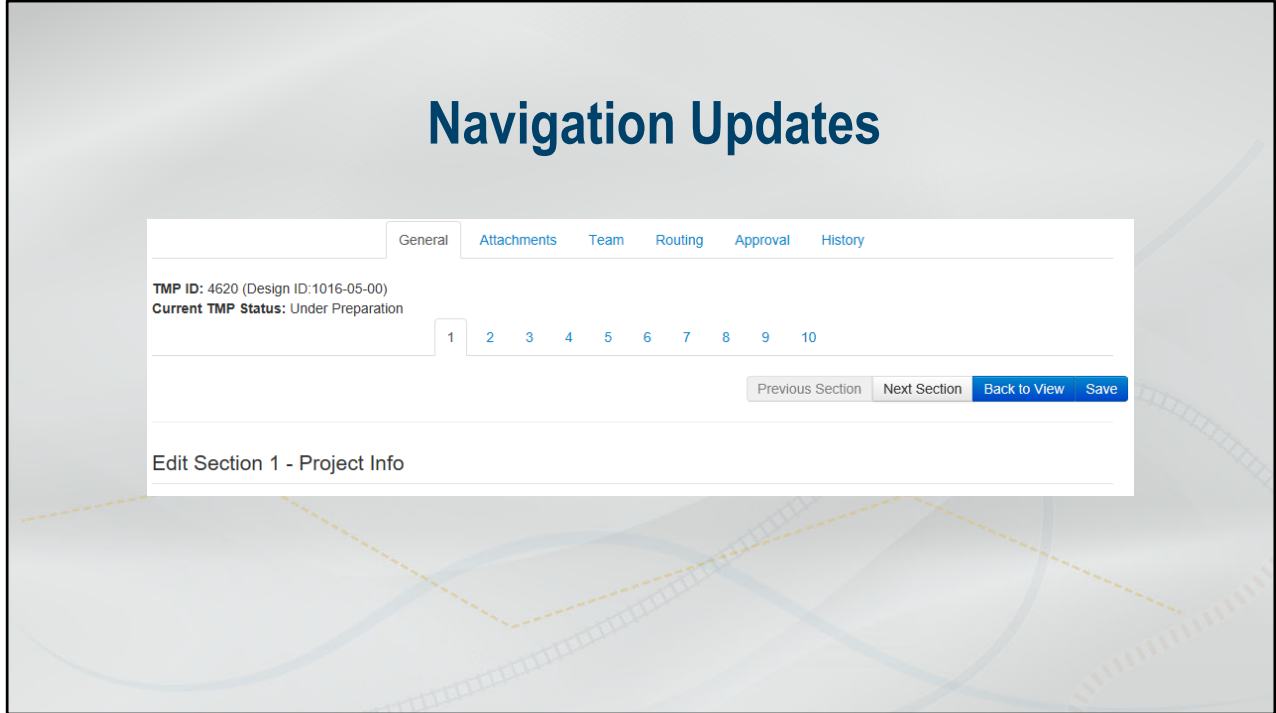
One of the changes that was made within the edit mode, is the addition of the direct links to different sections under the TMP status. The system will ask you if you would like to save when moving to different section.

New form
10 sections only
Sections 1 and 2 remain primarily the same

Construction Information

Edit   Delete

* **Construction ID(s):** 1016-05-70
    Project Type: RECONSTRUCTION, PRESERVATION
    Project Limits: STH 82 INTERCHANGE/B29-32 TO B29-37
    Project Length: 2.26 miles
    Project Duration: days
    Engineer's Estimate: more than $10M
    PS&E Date: 11/01/2021
    LET Date: 03/08/2022
    NHS Route: Yes

Add another Construction ID

Expected Delay was removed from Section 1B

Section 1B - Project Impacts

Anticipated Begin Month: 04/04/2022

Anticipated End Month: 10/15/2022

OSOW Route: ● ○
Yes No

The only additional field that was removed is Expected Delay.

Section 1C - Location

View all

Edit   Remove

Location Number:	1
Begin County:	JUNEAU
End County:	JUNEAU
Highway:	I-90 WB
Closure Type:	Mainline
Begin Landmark:	MILE MARKER 062	I-90 WB/I-94 WB	JUNEAU
Direction From:	Upstream from landmark
Distance From:	0.43 mile(s)
End Landmark:	MILE MARKER 053	I-90 WB/I-94 WB	JUNEAU
Direction From:	Downstream from landmark
Distance From:	0.32 mile(s)

Section 1C remains the same. However this section drives the TMP and a lot of the functionality. Section 6 depends on what is entered here. If the project impacts both directions add begin and end markers for each direction of travel. If ramps are impacted add each ramp location as well.

The most significant change to Section 2 is the requirement to add the WZIA. The WZIA should be done before the TMP starts. Section 2 is meant to give someone an idea of what the project is trying to accomplish. This is not were the staging plan should be.

Section 3 - Existing Conditions

Within the project limits are there:

All fields are new to TMP 2.0

Pedestrians:	Yes
Bicycle:	Yes
Transit:	Yes
Rail:	Yes
Airports:	Yes
Commercial waterway:	Yes
Controlled intersections:	Yes
Dynamic message boards:	Yes

What are the current traffic conditions:

Posted speed:	65
Normal travel time:	10
Current capacity:	1800
Truck %:	10
Queueing present:	Yes
Queueing when:	Weekday Mornings and/or Afternoons (Commuter Traffic)

Includes existing conditions prior to construction
This section helps populate later sections, primarily section 5
The section also asks for the traffic data to be attached here

Edit Section 4 - Work Zone Strategies

Strategy	Justification/Comment	Cost
Construction phasing/staging		$0
Reduced Lane Widths	Lanes narrowed 11' to limit amount of shoulder enhancement	$0
Lane closures	Lane closures needed to during shoulder widening	$0
Reduced Shoulder Width	Shoulders used for traffic	$0
Lane Shift to Shoulder/Median	Lane shift chosen because alternative routes do not exist	$0
Enhancements to Shoulders to Accommodate Traffic	Needed to accommodate traffic	$150000
Night work	Lane closures restricted to nightime	$10000
Enhanced Liquidated Damages		$0
Temporary Pavement Markings (does not include chevrons or orange pavement markings)		$20000
Temporary Concrete Barrier		$50000
Crash Cushions		$30000
Channelizing Devices		$10000
Detour Route		$0
Temporary Traffic Control Signs		$2000
Arrow Panels/Board		$2000
Nonstandard Mitigation Strategy		$50000

Strategies in **bold** require an estimated cost during validation
Strategies in *italics* require a comment during validation

Edit WZ Strategies

Cost of chosen strategies: (sum of strategy costs)
$324,000

In the previous version of the TMP System we had Section 16 to list the different strategies used on the TMP. Now the strategies have been moved to Section 4 and users select the specific strategies they are going to use on their project. There is a column for Justification/Comments for the strategy. Also new is the cost column. This is to keep track of how much each project is estimated to spend on traffic mitigation. The cost is only supposed to be a planning level estimate but can get closer to the real value as the project move forward.

Section 5 changes based on what is entered into section 3. The first and last three questions are always present. Attach any documents that relate to this section. The holidays and special events is now in table format now. This is for potential interface with LCS.

No longer will project teams have to report traffic analysis in multiple locations. Section 6 will be the only place they are located.

Traffic Analysis is the same as the current system and is based on the locations entered in section 1C. Each location should have something entered in here, as the Decision Support Tool uses this information for its analysis.

Lane Closure Hours –We ask that projects not implement lane closure restrictions until there is delay.

Detour Information – this is for projects to enter traffic information related to detours in a tabular format.

Intersection Traffic Control – This shows up if there are signals being impacted or temporary signals being used, based on what is entered in Section 3 and 4.

Road User Costs – Currently Road User Costs are calculated right before PSE. Now we want that information much earlier and we want it to be part of the TMP.

Section 7 is similar to Section 4 in which the users select the strategies.

Section 8 is similar to Section 7 in how strategies are selected.

Please be brief when describing the staging plans. We are not looking for a written version of the staging plan, we are looking for a supplement that describes why the staging plan has been developed that way.

If pedestrians are on the project we want to see a pedestrian staging plan

The vehicle size restrictions are for describing the minimum restriction at each location entered into Section 1

Edit Section 10 - Additional Information

Please attach the following documents:
1. Nonstandard Mitigation Form
2. Project Exemption
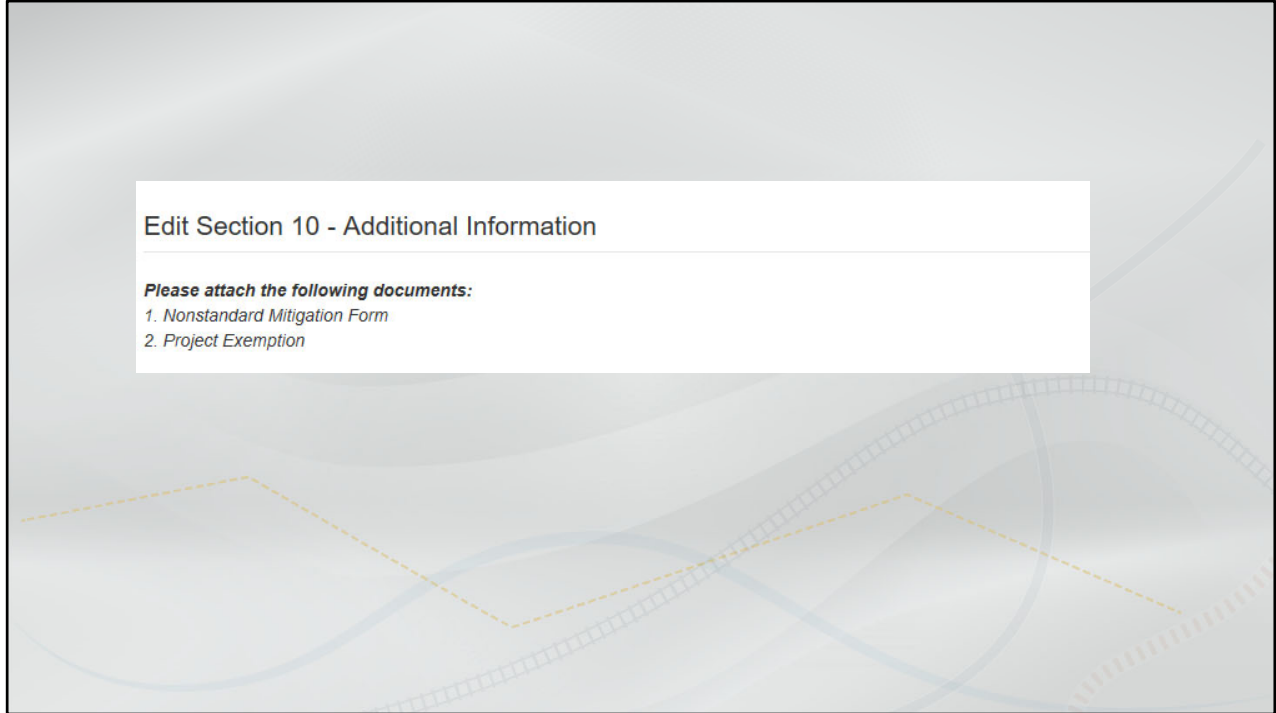
When the Nonstandard Mitigation strategy is checked in Section 4 the project will be required to fill out the "Request for non-standard mitigation strategies approval" and submit it with the TMP. The form then needs approval from the BTO Director, BTO Traffic Engineering and Safety Section Chief, and two other Regional Chiefs not involved in the project.

If a project exemption is used for greater than the 15 minute delay attach it to this section.
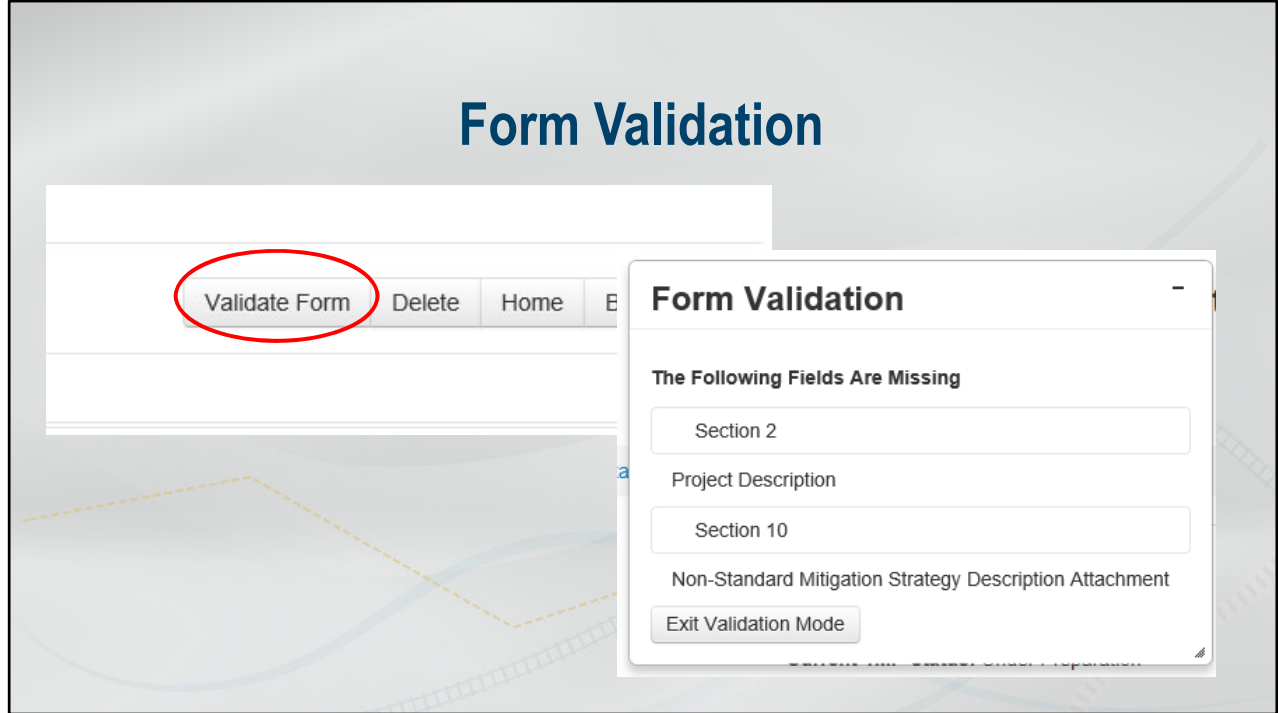
New to the form is a Validate Form button. When this is pressed a pop up box will show what needs to be completed before the form can progress to the next level. The form will also self validate when the PM attempts to advance the TMP. This feature was added to prevent incomplete TMPs from being advanced.

WisTMP Updates

- WisTMP will now be home to all Temporary Speed Zone Declarations
- Road User Cost analysis must be included in the TMP if a project is going to use alternative contracting, Lane Rental, etc.
- Non-standard mitigation strategies need approval from multiple Chiefs
- Update will be completed March 20th, 2019

BTO Routing

The following will send the TMP to BTO for Approval

- Type 3 TMP
- Federal oversight
- Innovative contracting methods
- Temporary speed declaration on the interstate system
- Temporary speed declaration on routes with normal speed >= 65 mph
- Law enforcement mitigation
- Nonstandard mitigation strategies

Work Zone Data

- WisTMP/WisLCS are WisDOT tools for collecting work zone data
- This data is used to help develop new policy
- The data can also be merged with other data sources to help make project level decisions
  - The recently completed Decision Support Tool assists Regional Work Zone Engineers in determining the use of a Queue Warning System
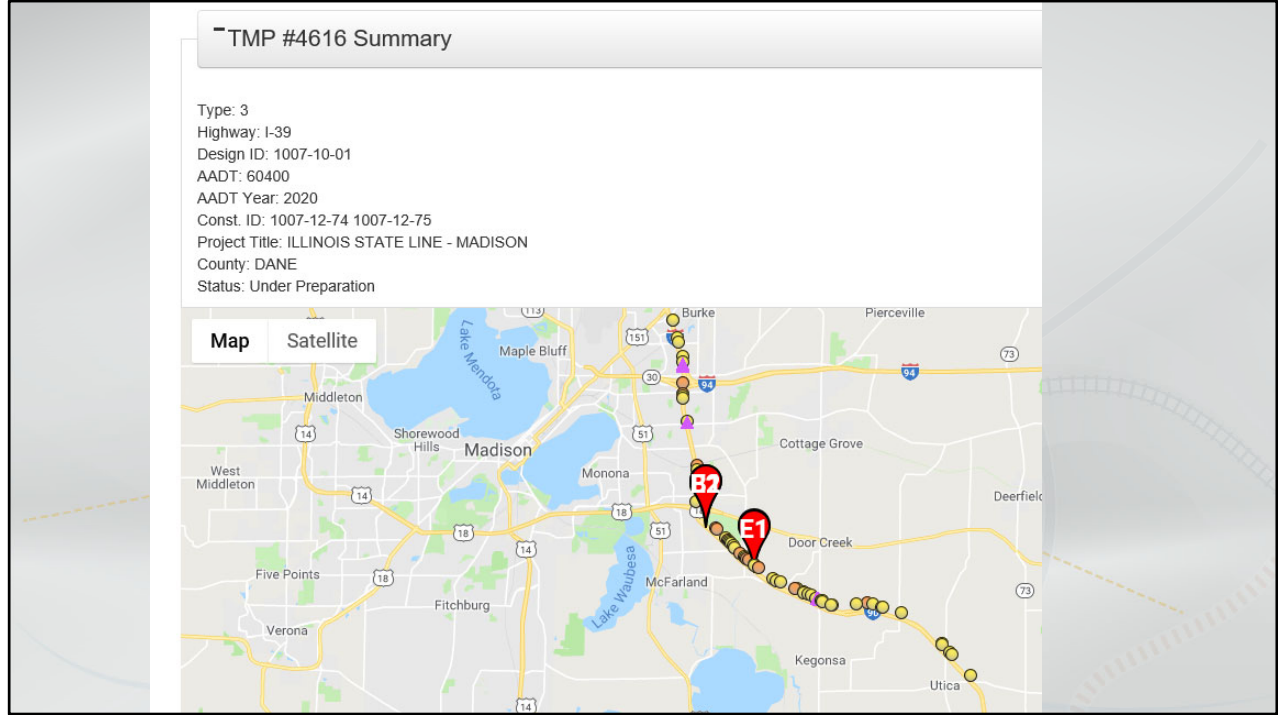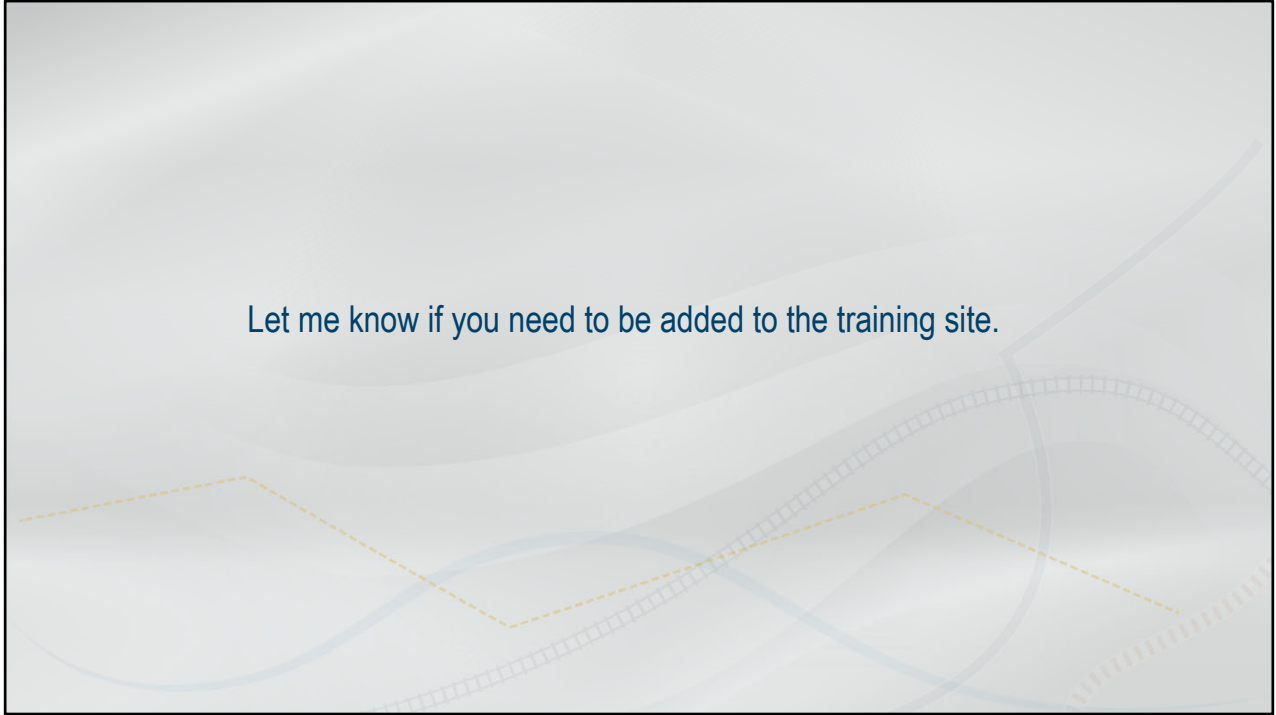
Here is a view of the Decision Support Tool, The dots are crashes and the triangles show where a substandard curve is.

This system helps in determining where a Queue Warning System might be useful. The system uses information from the TMP site and MV4000.
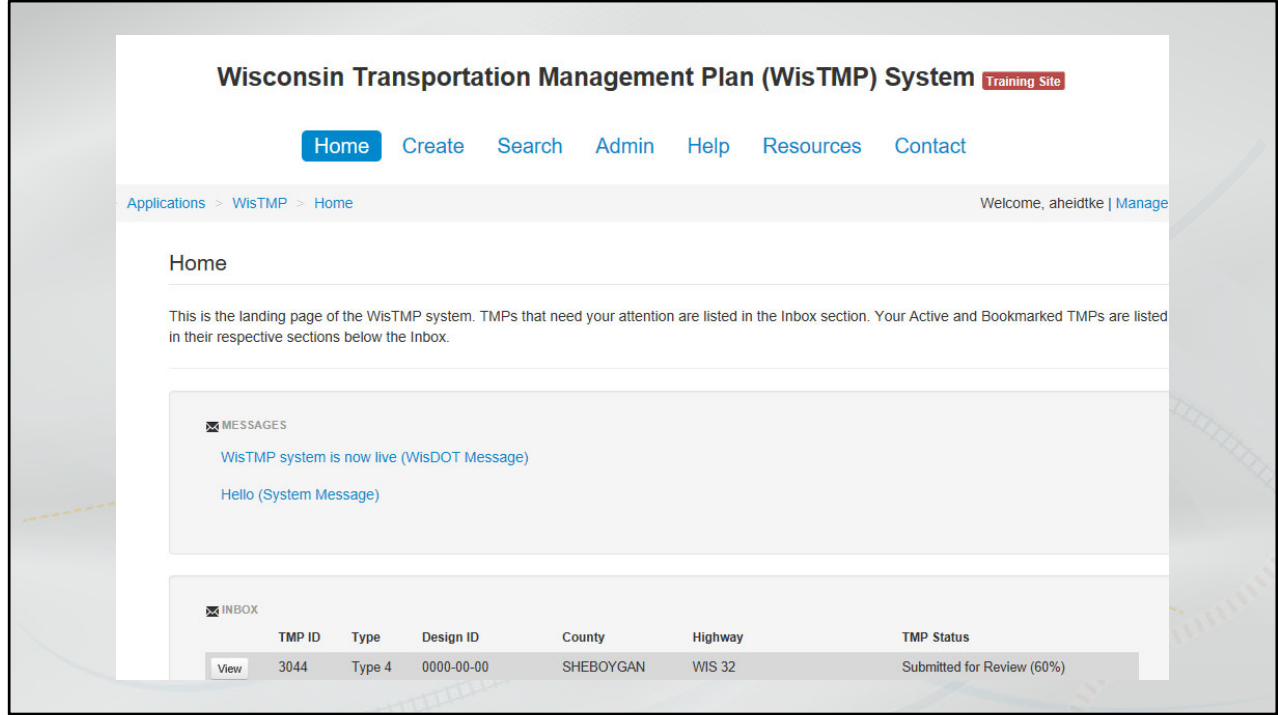
The new TMP can be viewed on the training site

Let me know if you need to be added to the training site.

What will happen to TMPs create before the update?

Nothing

TMPs created before the update takes place will remain the same, this includes routing. Only TMPs created after the update will have the new form and routing.

Questions?

- Contact Information

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END WORK ZONE

If I am not available send an email to the support site