



Work Zone Updates

By Jake VanZalen

MDOT Work Zone Staff Engineer

MOT Boilerplate Update

- The new document will be more user friendly.
- The in-document instructions are in the form of comments, instead of hidden text.

MICHIGAN
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
MAINTAINING TRAFFIC

Region/TSC Author 1 of 13 APPR.Region:T&S eng.Date

a. Description. This work consists of all labor, materials, and equipment required to maintain traffic as specified herein, on (Route) in the city of (City), (Name of) Township, (Name of) County.

b. General. Maintain traffic throughout the project in accordance with the Standard Specifications, typicals, and supplemental specifications in the contract and as described on the plans for this project.

c. Construction Influence Area (CIA). The CIA includes the right-of-way of the following roadways, within the approximate limits described below:

1. On *(ROUTE) from approximately *miles east of * to *miles west of **
2. In addition, the CIA includes the right-of-way of any designated detour route or alternate route, intersecting roads and ramps adjacent to the work zone for a distance of approximately 1/4 mile in advance of the work zone or as far as the construction or detour signing extends. The roads include but are not limited to Street, Road, Blvd, etc.

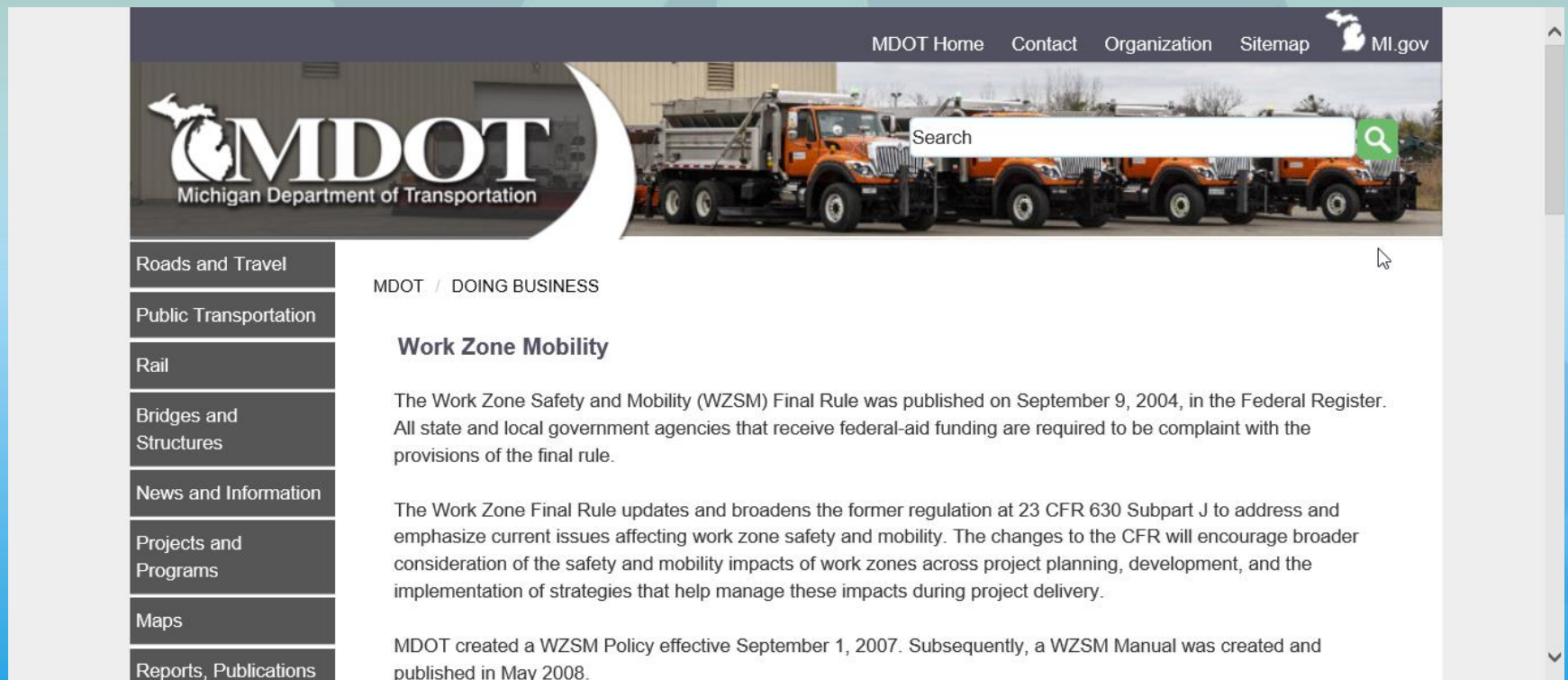
d. Traffic Restrictions. Maintain traffic in accordance with the maintaining traffic typicals contained herein, except as noted below. Changes or adjustments to the maintaining traffic typicals may be necessary to fit field conditions, subject to approval of the Engineer or as determined by the Engineer.

1. Utilize the following Maintaining Traffic Typicals:
 - A. M0020a L, D, and B Values
 - B. M0040a

MOT Boilerplate Update

Region:Author	7 of 14	Date
<p>10. Material and work to maintain drives open to traffic must be in accordance with the Special Provision for Driveway and Intersection Maintenance.</p> <p>11. When not in use, close all temporary crossovers constructed for this project as detailed on the plans to prohibit access, as directed by the Engineer.</p> <p>12. Cover or remove construction signing that refers to work zone speed when work at a location is planned to be inactive for a period greater than 2 days, unless otherwise specified on the plans or as directed by the Engineer.</p> <p>13. Once work is initiated that includes any lane restrictions, that work must be continued daily until completed. A lack of work activity for more than 3 days will require the removal of lane closures at no expense to the Department.</p> <p>1. Traffic Regulator Control.</p> <p>1. Maintain <u>two-way traffic at all times</u> on (route/segment) using traffic regulator control. A traffic regulator sequence <u>is allowed to</u> cover a maximum closure length of (#) miles. Place the arrow panel, signs and channelizing taper for the traffic regulator operation at locations approved by the Engineer for adequate visibility by oncoming traffic.</p> <p>2. Do not utilize more than (#) traffic regulator operation(s) at one time on (route).</p> <p>3. Provide at least (#) miles between consecutive traffic regulator operations.</p> <p>4. <u>Crossroads must remain open to traffic at all times.</u> Use intermediate traffic regulators at each intersection approach and commercial driveways within the closure limits, as directed by the Engineer. Use traffic regulator control as directed by the Engineer for cross street traffic while paving through intersections.</p> <p>5. Follow the Michigan Traffic Regulator's Instruction Manual for operations at signalized intersections. Contact the MDOT region electrician or applicable maintaining agency prior to work on traffic signals. Only the MDOT region electrician or applicable maintaining agency may make changes to the traffic signal controllers.</p> <p>g. Stage Construction. Maintain traffic in accordance with the restrictions listed in section d. Traffic Restrictions and the suggested sequence of operations contained herein. Use of an alternate traffic control plan is subject to review and approval by the Engineer.</p> <p>1. Stage 1</p>	<p>DT Direction to Designer (11) Include ONLY if the Special Provision for Driveway and Maintenance is included in the contract.</p> <p>DT Direction to Designer (12) Only include in projects with <u>cross-overs</u>.</p> <p>DT Direction to Designer (1) Use in projects with traffic regulators.</p> <p>DT Direction to Designer (4) Payment for these items is included in the pay item "Traf-Regulator Control."</p> <p>DT Direction to Designer (5) Payment for these items is included in the pay item "Traf Regulator Control."</p> <p>DT Direction to Designer (6) Use in projects with multiple stages.</p> <p>Note to design: Verify that the traffic restriction tables and ramp closure durations allow for all the planned work to be completed under the suggested traffic control staging.</p>	

Work Zone Listserve



The screenshot shows the MDOT website with a dark header bar containing navigation links: MDOT Home, Contact, Organization, Sitemap, and a Michigan state icon with the text MI.gov. Below the header is a large banner image of several orange MDOT trucks. On the left side of the banner is the MDOT logo, and on the right is a search bar with a magnifying glass icon. A vertical sidebar on the left contains a list of navigation links: Roads and Travel, Public Transportation, Rail, Bridges and Structures, News and Information, Projects and Programs, Maps, and Reports, Publications. The main content area displays the breadcrumb "MDOT / DOING BUSINESS" followed by the section title "Work Zone Mobility". The text below the title states that the Work Zone Safety and Mobility (WZSM) Final Rule was published on September 9, 2004, in the Federal Register, and that all state and local government agencies receiving federal-aid funding must comply with its provisions. It further explains that the rule updates and broadens the former regulation at 23 CFR 630 Subpart J to address current issues affecting work zone safety and mobility. The final paragraph mentions that MDOT created a WZSM Policy effective September 1, 2007, and a WZSM Manual was published in May 2008.

MDOT Home Contact Organization Sitemap MI.gov

MDOT
Michigan Department of Transportation

Search

Roads and Travel
Public Transportation
Rail
Bridges and Structures
News and Information
Projects and Programs
Maps
Reports, Publications

MDOT / DOING BUSINESS

Work Zone Mobility

The Work Zone Safety and Mobility (WZSM) Final Rule was published on September 9, 2004, in the Federal Register. All state and local government agencies that receive federal-aid funding are required to be compliant with the provisions of the final rule.

The Work Zone Final Rule updates and broadens the former regulation at 23 CFR 630 Subpart J to address and emphasize current issues affecting work zone safety and mobility. The changes to the CFR will encourage broader consideration of the safety and mobility impacts of work zones across project planning, development, and the implementation of strategies that help manage these impacts during project delivery.

MDOT created a WZSM Policy effective September 1, 2007. Subsequently, a WZSM Manual was created and published in May 2008.

<https://Michigan.gov/mdotworkzones>

Work Zone Listserve

Local Agency Programs

[Bruce Kadzban](#), Engineer Manager, 517-335-2229

Utility and Construction Permits

[Joe Rios](#), Statewide Construction Permit Coordinator, 517-241-2103


[Receive E-mail Updates](#) 




Sign up for e-mail updates for Work Zone Safety and Mobility through MDOT's GovDelivery e-mail system.


Advisories


[SOA 2017-003 - 75 MPH Work Zone Speed Limits](#) 

[SOA 2017-002-Drum and 42 Channelizing Device QC Process - Payment](#) 

[SOA 2017-001 - Temporary Traffic Control Certification and Acceptance Procedure](#) 

[SOA 2016-004 Drum and 42 Channelizing Device Quality Compliance Process](#) 

[SOA 2016-003 - WZD-100-A Ground Driven Sign Supports for Temp Signs Update](#) 

[SOA 2016-002 Fluorescent sheeting Implementation](#) 

[SOA 2016-001 - Temporary Pavement Marking Revisions](#) 

[System Operations Advisories](#)

[Worker Visibility Construction Advisory](#) 

[Traffic and Safety Advisories](#)

Action Team 7

- Use Statements developed for Temporary Rumble Strips, Stop Traffic Advisory and Speed Trailers.
- Working to develop section of Special Provisions website that better identifies Work Zone Technology SPs.
- Investigating what new work zone technology is available to improve current work zones that is being used by other DOTs.

Temporary Rumble Strips (Orange) Use Statement –

Use in all freeway projects where a lane closure or crossover shift will be in the same location for 14 consecutive days or longer. Optional use for local agency and all other Trunk line Projects.

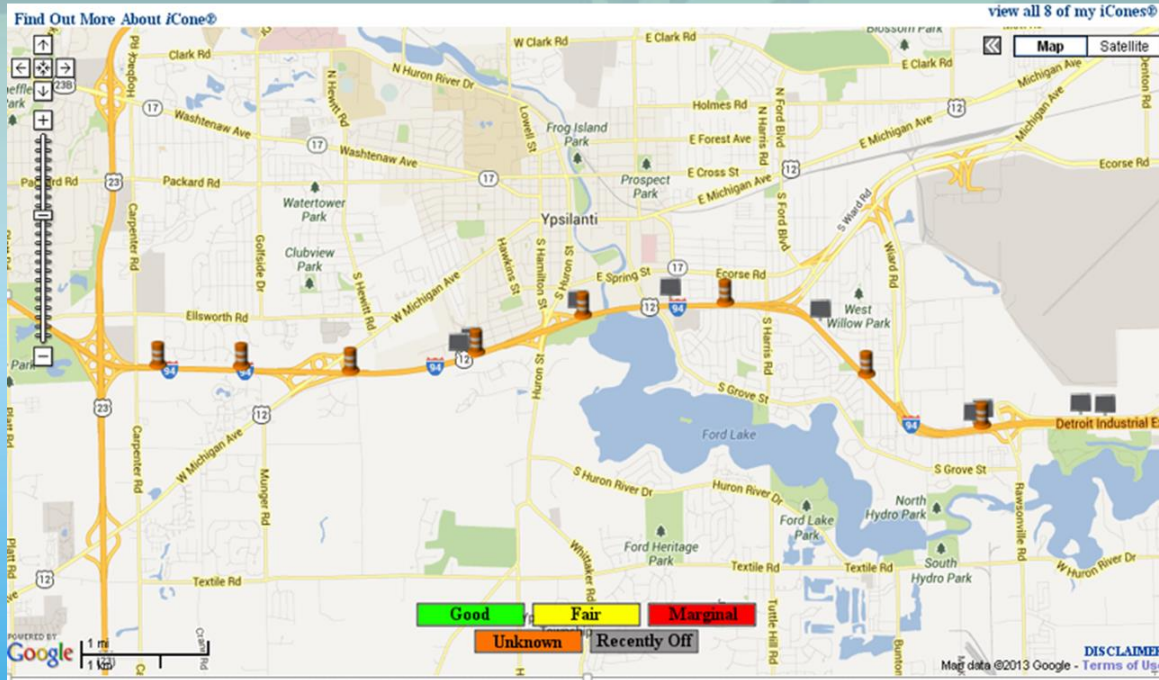


Radar Speed Trailer Use Statement

Use in all projects with an existing 2 or more lanes in each direction where the existing speed limit is 55 mph or higher and a speed reduction is required during construction for longer than 4 hours. Optional use for local agency and all other Trunkline Projects.



Dynamic Stopped Traffic Advisory System – Use statement –TBD – Feedback?



NB I-75 MM 10.0
PCMS 06 (S of Rest
Area) M-106

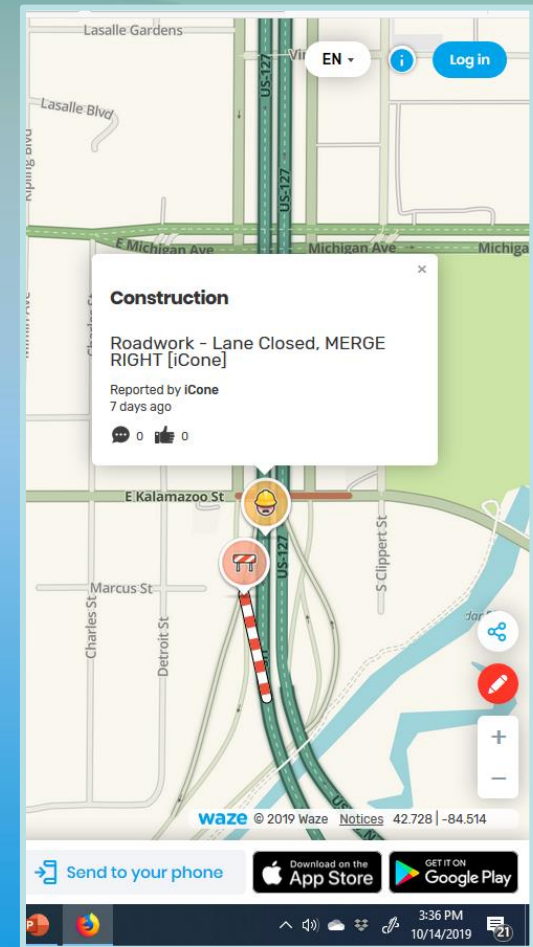
NB I-75 Monroe Co Queue Warning System Logic

FREE FLOW	SLOW	STOP & GO
Speeds > 45mph	Speeds < 45mph	Speeds < 15mph
LEFT LANE CLOSED	CAUTION SLOWED TRAFFIC	CAUTION STOPPED TRAFFIC
3 MILES AHEAD	X MILES AHEAD	X MILES AHEAD

FREE FLOW
Speeds > 45mph
TRUCKS USE LEFT LANE
THROUGH WORK ZONE

Utilizing Waze

- There are approximately 30 million Waze users in the US.
- Users can report construction in the app.



Temporary Tape Update

- Pavement Marking Changes
 - 4" to 6 " lane and edge markings
 - 8" to 12" Gores
 - Shifts will be changing to 6"



Questions?

Jake VanZalen

517-230-5329

VanZalenJ@Michigan.gov

Chris Brookes

517-242-6486

BrookesC@Michigan.gov

Chuck Bergmann

517-388-5228

BergmannC@Michigan.gov