

Work Zone Safety and Mobility Policy for Permits

Frequently Asked Questions

1. What is Work Zone Safety and Mobility and how does it apply to Permits?

Effective January 1, 2009 the federally mandated Work Zone Safety and Mobility Rule (23 CFR 630(j)) shall be implemented for all Right-of-Way construction permit activities. This rule requires MDOT to systematically consider and manage the traffic impact of permit activities to the traveling public. Permit applicants are responsible for evaluating the effect on traffic caused by their proposed work.

2. Will the Mobility Policy apply to all permit activities?

No. It only applies to permit activities involving a lane closure, or otherwise impacting traffic.

3. What is the Mobility Impact Map and where can I find it?

The Mobility Impact Map will show work hour restrictions, as well as on-going construction projects. It may be found on the Mobility website at <http://mdotnetpublic.state.mi.us/mobility/>

4. What is a TTCP and when is it needed?

The Temporary Traffic Control Plan (TTCP) is needed for **all** permit activities and will contain information (plan sheets, details, Traffic and Safety Typical, etc.) on how traffic will be maintained.

5. What is mitigation and when is it needed?

Mitigation is an effort taken to lesson the impact on the traveling public as a result of a permit activity. Mitigation is required when the proposed work cannot be performed outside of roadway restrictions.

6. Are mitigation requirements established based on the type of project?

There are no established requirements because each project is unique. Please contact the local TSC for assistance, if necessary.

7. What is a TOP and when is it needed?

The Transportation Operations Plan (TOP) contains strategies to address the operations and management of transportation systems that are affected by the permit activity. A TOP is required when the proposed work cannot be performed outside of restrictions established for a specific roadway segment.

8. What is a PIP and when is it needed?

The Public Information Plan (PIP) is an organized and systematic process to communicate work zone information to the traveling public and respective stakeholders. A PIP is required when permit activities fall within work hour restrictions. MDOT is responsible for ensuring the PIP is completed.

9. Are short term projects such as MISS Dig and surveying required to follow the Safety and Mobility process?

Typically MISS Dig and surveying will not impact traffic. They will not have to follow this process unless a traffic lane will be closed.

10. Are there standard traffic control plans used for specific types of work?

The following are the standard traffic control plans and may be found at:

- a. [Maintenance Work Zone Traffic Control Details](#)
- b. [Traffic and Safety Work Zone Traffic Control Details – Freeway](#)
- c. [Traffic and Safety Work Zone Traffic Control Details – Non-Freeway](#)

11. Are shoulder closures allowed on a restricted route?

Yes, as long as a reduction in the posted speed limit does not occur.

12. If a permit has been issued prior to January 1, 2009, will a new application have to be submitted if the work has not yet been completed?

For permits issued prior to January 1, 2009, MDOT will not require a re-submittal.

13. Can MDOT deny a permit for non-compliance with Safety and Mobility Policy requirements?

Yes.

14. What is the purpose of an Advance Notice of Permitted Activity in the State Trunkline Right of Way?

The purpose of the Advance Notice is to notify MDOT of proposed work within our ROW. It shall include the proposed start date and completion date. The Advance Notice will assist MDOT staff to comply with the mobility policy and approval of which is required prior to working within the Right-of-Way.

15. How do I notify MDOT of the date the permitted activity will begin?

All permits (individual or annual) require submission of an Advance Notice of Permitted Activity in the State Trunkline Right of Way and a TTCP. The required method of submitting the Advance Notice and the TTCP is through Michigan Departments of Transportation Online Construction Permit System (CPS). See the [Utility and Permits Personnel Guide](#).

16. What happens if MDOT does not receive an Advance Notice of Permitted Activity in the State Trunkline Right of Way or the permit applicant is not in receipt of an approved Advance Notice prior to performing the permitted work?

MDOT may require the work to cease and possibly take further enforcement actions which will impact future permit activities.

17. Does an emergency require the submittal of an Advance Notice of Permitted Activity in the State Trunkline Right of Way?

An emergency is a situation which poses an immediate risk to health, life, property or environment. Advance Notice does not need to be submitted but MDOT must be notified immediately in order to inform the public and perform inspections.

18. If I have questions, who do I contact?

Questions may be directed to the local TSC Office. See the [Utility and Permits Personnel Guide](#).