

CHAPTER 11**TEMPORARY TRUNK HIGHWAYS
AND DETOURS****Table of Contents**

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11-1.0 ESTABLISHING AND MAINTAINING DETOURS

11-1.01 GOVERNING LAWS

Applicable laws for establishing and maintaining detours are Minnesota Statutes, Sections [160.12](#), [160.16](#) Sub. 2, [160.2715](#), [161.24](#) Sub. 3, and [161.25](#).

11-1.02 GENERAL

The following information provides a general overview of the process for establishing and maintaining detours. Details on the procedures can be found at the MnDOT webpage titled [Construction Tools - Haul Roads & Detours](#), the [Right of Way Manual](#) sections 115.6 and 115.7, [Technical Memorandum No. 13-19-MAT-01](#), Detour Restoration Road Life Analysis using the Equivalent Overlay Method and [Technical Memorandum No. 10-09-TS-03](#), Revised Detour Restoration Road Life Formula for the Gas Tax Method .

11-1.03 CONDITIONS REQUIRING OR PERMITTING A DETOUR

The Commissioner of Transportation determines the need for a detour during the construction, reconstruction or maintenance of a trunk highway. The Commissioner also designates the street or highway that will be used as a temporary trunk highway detour.

11-2.0 ROUTE SELECTION

Information can be found in the [Traffic Engineering Manual](#) chapter 8-7.00.

11-2.01 OFFICIAL ORDER OF DESIGNATION

Unless a detour route utilizes an existing trunk highway, the temporary trunk highway must be established by order in compliance with Minnesota State Statutes [161.24](#) Sub 3. and [161.25](#). Additional information can be found in the [Traffic Engineering Manual](#), [State Aid Manual](#), [Right of Way Manual](#), and [Contract Administration Manual](#).

The District Engineer, or designee, will confer with the local road authority when establishing a detour. Narrative metes and bounds descriptions will not be necessary. The location of the detour can be accomplished by highlighting or blocking the route on a map.

The District Engineer, as the Commissioner's official designee, will affirm the information on the detour route document with his/her signature. The detour will become a temporary trunk highway according to the duration dates specified on the

document signed by the District Engineer. A copy of the document must be sent to the Transportation Permits, Road Condition Information and Emergency Management Units. The appropriate Area Maintenance Engineer should also be kept informed.

The detour document will be given to the Construction Project Engineer who will keep it for the duration of the detour.

11-3.0 MAINTENANCE OF A DETOUR

Unless other arrangements are made, the detour will be maintained by State DOT forces. However, if conditions make it advisable to have local authorities maintain the detour, such arrangements can be made by agreement.

Further information can be found in Specification 1404.2 of the [Standard Specifications for Construction 2014 Edition](#). Additional information can be found in the [Traffic Engineering Manual](#).

11-4.0 DETOUR AGREEMENT

11-4.01 REIMBURSEMENT FOR DETOUR USE

When the detour is no longer needed, the District Engineer or designee will review the roadway with the local road authority. The roadway restoration condition should equal when taken over as a temporary trunk highway.

The local authority owning a detour route will be compensated for the use of the detour by one of two methods: Gas Tax Generated or Equivalent Overlay as discussed in [Technical Memorandum No. 10-09-TS-03](#). The payment will be provided for through a detour agreement prepared by the Cooperative Agreements Unit, executed prior to establishment of the detour and administered by the construction project personnel. The payment will be considered compensation for the use of the detour and reimbursement for any detour restoration which may be required.

Any MnDOT expenditure beyond those listed above will be credited against any gas tax reimbursement due the local road authority.

For emergency or short term detours, these above recommendations apply except that no agreement or payment is necessary for payments less than \$500.

11-4.02 MAINTENANCE WORK ON DETOURS

In addition to reimbursement for the detour use, MnDOT will be responsible for necessary signing, striping, routine patching and other maintenance required on the roadway and shoulder during the life of the detour, unless local authorities are responsible for maintenance through an agreement. Patching is defined as any work including continuous full width overlays less than 100 feet in length.

When the State is maintaining a detour, all work essential to the maintenance of that detour must be performed during the time that the temporary trunk highway order is in effect. Work essential to the carrying of traffic over a detour may be performed on the detour only after its official designation has been made and must be completed in advance of its actual use as a detour. Also, any work essential to restoring the detour may be continued after the removal of the detour signs but must be completed before the temporary route order is revoked.

In some cases, local authorities (counties particularly) may prefer to maintain the detour themselves. This is permissible and can be done by means of an agreement prepared using the MnDOT procedures for detour agreements with municipalities.

When local authorities maintain a detour under agreement, no work will be done by the State unless specified in the agreement, nor allowances made to the local authority for expenditures over and above those specified in the original agreement. The compensation method for maintaining the portion of the detour route included in the agreement will be specified in the agreement. When such an agreement is to be made, the District Office will prepare forward copies to the District for execution by them and the local authorities. Detour agreements must be executed and funds encumbered before the detour is placed in effect.

Additional information can be found in Specification 1401.2 of the [Standard Specifications for Construction 2014 Edition](#).

11-5.0 EMERGENCY DETOURS

Whenever it becomes necessary to establish an emergency detour around a section of road which has become impassable, the Transportation Permits, Road Condition Information/511, Emergency Operations Unit of the Office of Administration and the Area Maintenance Offices should be immediately notified by telephone giving details about the location.

The detour should then be established in accordance with the above referenced documents for detours.

11-6.0 DISCONTINUANCE OF A DETOUR

The Project Engineer will arrange for a final condition review of the route used as the detour. MnDOT will be represented by the Project Engineer or its designee and may include the Area Maintenance Engineer. The governmental subdivision should be represented by the same responsible persons who made the initial review.

If it is determined that the route is in satisfactory condition or can be put into satisfactory condition by the local road authority, a document to that effect will be

prepared. The date of the detour release and the signature of the local authority will be affixed to the document. The District Engineer will affirm the information on the document with their signature.

The completed documents will be submitted to the Central Maintenance Office for permanent record keeping with other orders of the Commissioner.

11-7.0 MAINTENANCE OF A CONSTRUCTION PROJECT

When a contractor is required to maintain through-traffic on a construction project, the contractor is expected to provide satisfactory travel ways over or around those portions of the trunk highway that have been disturbed by construction operations. If at any time the contractor fails to comply, MnDOT may proceed to perform the work and the entire cost of this maintenance will be deducted from moneys due or to become due to the contractor. Information on maintenance of construction projects can be found in Section 5591.651 of the Construction Manual.

Information on contractor requests for detours can be found in Specification 1404.3 of the [Standard Specifications for Construction 2014 Edition](#).

Further information on the maintenance and restoration of haul roads can be found in Specification 2051.4 of the [Standard Specifications for Construction 2014 Edition](#).

INDEX OF LINKS

160.12

<https://www.revisor.mn.gov/statutes/?id=160.12>

160.16

<https://www.revisor.mn.gov/statutes/?id=160.16>

160.2715

<https://www.revisor.mn.gov/statutes/?id=160.2715>

161.24

<https://www.revisor.mn.gov/statutes/?id=161.24>

161.25

<https://www.revisor.mn.gov/statutes/?id=161.25>

Contract Administration Manual

<http://www.dot.state.mn.us/const/tools/docs/cam.pdf>

Construction Tools - Haul Roads & Detours

<http://www.dot.state.mn.us/const/tools/haulroads.html>

Right of Way Manual

http://www.dot.state.mn.us/row/pdfs/RWManuals/RW_Manual2010_REV-03-15-2013.pdf

Standard Specifications for Construction 2014 Edition

<http://www.dot.state.mn.us/pre-letting/spec/2014/2014-Std-Spec-for-Construction.pdf>

State Aid Manual

<http://www.dot.state.mn.us/stateaid/manual.html>

Traffic Engineering Manual

<http://www.dot.state.mn.us/trafficeng/publ/tem/index.html>

Technical Memorandum No. 10-09-TS-03

<http://dotapp7.dot.state.mn.us/edms/download?docId=1010872>

Technical Memorandum No. 10-09-TS-03

<http://dotapp7.dot.state.mn.us/edms/download?docId=1010872>