

CHAPTER 13

TEMPORARY HIGHWAYS

5-791.660 ESTABLISHING AND MAINTAINING DETOURS**5-791.661 LAWS GOVERNING**

MINNESOTA STATUTES 160.12, 160.16 Sub. 2, 160.27 Sub. 5, 161.24 Sub. 3 and 161.25.

5-791.662 GENERAL**A. Conditions Requiring or Permitting a Detour**

When the Commissioner determines, for the purpose of reconstructing or maintaining any trunk highway, that use of a public street or highway is necessary for a detour, the Commissioner may designate by order any such street or highway as a temporary trunk highway detour.

B. Selection of Route

1. Local road authorities must be consulted when selecting a detour route. This is important, particularly where increased traffic or roadway damage could be of concern to the local authorities.
2. Selection of a detour route should include a pavement engineering analysis by the District or Metro Division Materials Engineer to determine the load-carrying capacity of the candidate route to ensure the selected route is suitable for the proposed detour traffic.
3. During or after the selection of a detour, the Project Engineer and/or Area Maintenance Engineer (or equivalent) will consult with the authorities responsible for the roads to be affected to reach agreement on the condition of the road at the time it is taken over. Photographs, video tapes, width measurements, deflection tests, etc. can be considered to document existing conditions to avoid disagreements on damages caused by traffic using the detour.
4. The Project and/or Area Maintenance Engineer will inspect the detour route to assure that all required signs and traffic control devices are in place and the detour is generally in a safe condition before re-routing traffic thereon. This inspection must include the District Traffic Engineer or designee. Refer to Specification 1404.2 for further information.

C. Official Order of Designation

1. Temporary trunk highways on all routes over which detours are to be carried, except detours via alternate trunk highways, must be established by order in compliance with State Statutes 161.24, Sub. 3 and 161.25.
2. 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.

3. The District Engineer, as the Commissioner’s official designee, will affirm the information on the 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 Operations Unit. The appropriate Area Maintenance Engineer should also be kept informed.
4. The detour document will be kept by the Construction Project Engineer for the duration of the detour.
5. Refer to Technical Memorandum 93-1 6-RWS-01.

5-791.663 MAINTENANCE OF A DETOUR

Unless other arrangements are made, the detour will be maintained by State forces. However, if conditions make it advisable to have local authorities maintain the detour, such arrangements can be made by agreement. Refer to Specification 1404.2 and Section 5-791.664 for further information.

5-791.664 DETOUR AGREEMENT

A. Reimbursement for Detour Use

1. When the detour is no longer needed the District Engineer, or designee, will review the roadway with the local road authority. The roadway will be restored to a condition as good as when taken over as a temporary trunk highway.” A monetary compensation to the local road authority may be processed to pay the local road authority for the use of the roadway in order to comply with the statutory restoration requirement.
2. 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 92-44-TS-02. The payment would be provided for through a detour agreement prepared by the Municipal 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.
3. In addition to reimbursement for the detour use, Mn/DOT 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 30 meters in length.
4. Any Mn/DOT expenditure beyond those listed above will be credited against any gas tax reimbursement due the local road authority.
5. For emergency or short term detours, these above recommendations apply except that no

agreement or payment is necessary for payments less than \$500.

B. Maintenance Work on Detours

1. 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 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.
2. 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 Mn/DOT 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 method to be used to compensate the local authority for the maintenance of that portion of the detour route included in the agreement will be specified in the agreement.

Where such an agreement is to be made, the District or Metro Division Office will advise the Office of Technical Support, Municipal Agreements Unit, as to the route covered and the rate to be paid. The Municipal Agreements Unit will prepare the agreement and forward copies to the District or Metro Division Office for execution by them and the local authorities. Detour agreements must be executed and funds encumbered before the detour is placed in effect.

Where a county or state-aid road is involved, the agreement must be signed by the Chair of the County Board and the County Auditor; where a township road is involved, by the Chair of the Town Board and Town Clerk; and where a city Street is involved, by the Mayor or President of the City Council and the City Clerk. In all cases, the authority to sign an agreement must be embodied in a resolution previously passed by the governing body. A copy of the resolution will become a part of the agreement. The body of the resolution must give in detail the substance of the agreement.

5-791.665 EMERGENCY DETOURS

- A. Whenever it becomes necessary to establish an emergency detour around a section of road which has become impassable, the Transportation Permits, Road Condition Information and Emergency Operations Unit of the Office of Maintenance and the Area Maintenance Offices should be immediately notified by telephone giving details as to the location.
- B. The detour should then be established in accordance with this section and Technical Memorandum 93-1 6-RWS-O1.

5-791.668 DISCONTINUANCE OF A DETOUR

- A. The Project Engineer will arrange for a final condition review of the route used as the

detour. Mn/DOT will be represented by the Project Engineer or his designee and may include the Area Maintenance Engineer and State-Aid 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.

- B. 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 his/her signature.
- C. The completed documents will be submitted to the Central Office for permanent record with other orders of the Commissioner.

5-791.670 MAINTENANCE OF A CONSTRUCTION PROJECT

When the contractor is required to maintain through traffic on a construction project, that contractor is expected to provide satisfactory travelways 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, the department may proceed to perform the work and the entire cost of this maintenance will be deducted from moneys due or to become due the contractor. See Section 5-591.651 of the Construction Manual for information on maintenance of construction projects. Refer to Specification 1404.3 for information on contractor request for detours.

5-791.680 ESTABLISHING AND MAINTAINING HAUL ROADS

5-791.681 LAW GOVERNING

MINNESOTA STATUTES 161.25

5-791.682 RESPONSIBILITY

The District or Metro Division Engineer is responsible for establishing and maintaining haul roads as temporary trunk highways necessary for construction or maintenance contracts.

5-791.683 GENERAL

A. Selection/Restoration of Haul Roads

Before hauling materials such as soil, sand, gravel, crushed rock, aggregate, bituminous mixtures or concrete batches, the contractor shall select specific haul roads which are proposed to be used for hauling materials and will notify the District or Division Engineer as to the road or roads so selected. Within 15 calendar days after receipt of such selection, the Commissioner will, if the road or roads are found suitable, designate them as a temporary trunk highway haul road. The contractor is obligated to restore the haul roads, and plans for highway construction projects will include a method of payment for restoration of haul roads. Refer to Specification 2051 for further information on haul roads.

B. Designation of Haul Roads

1. The Prime Contractor in cooperation with the Construction Project Engineer and the District Engineer's designee will establish the location of the haul road and the date that it will be taken over as a haul road and temporary trunk highway. The location of the haul road will be designated by marking the route on a plat or map.
 2. The District Engineer, as the Commissioner's official designee, will affirm the information on the document with his/her signature. The haul road will become a temporary trunk highway, according to the duration dates specified on the document signed by the District Engineer.
 3. The haul road document will be returned to the Construction Project Engineer until the haul road is released and returned to the local road authority.
 4. Refer to Specification 2051.3 and Technical Memorandum 93-1 6-RWS-01 for further information or designation and use of haul roads.
- C. Inspection of Haul Roads

Before and after a designated haul road is used by the contractor, the Project Engineer shall consult with the supervising authorities responsible for the roads affected to reach agreement on the condition of the road at the time it is taken over by the State and at the time the road is released back to local authority. This should avoid disagreements on damage, if any, to the road caused by the State's contractor.

5-791.684 DURATION OF THE HAUL ROAD

- A. Whenever a contract calls for a designated haul road, arrangements must be made in advance for the maintenance of the haul road, and local authorities shall be advised of these arrangements and of the date the designation becomes effective. The haul road order will remain in effect until the contractor's hauling operations are completed, the roads and streets are restored to as good a condition as they were prior to their designation as a temporary trunk highway haul road, and they are released back to local authorities.
- B. While hauling operations are in progress, the contractor shall maintain such designated haul roads in such a manner as the Project Engineer directs or as provided in the special provisions of the contract.
- C. When hauling operations have been completed, the contractor shall perform such work on such designated haul road as the Project Engineer deems necessary to restore the road to a condition at least equal to that which existed at the time hauling operations were started.
- D. Refer to Standard Specification 2051 .4 for further information on the maintenance and restoration of haul roads.

5-791.685 RELEASE OF THE HAUL ROAD

- A. When the haul road is no longer needed the Construction Project Engineer will review the

haul road with the local road authority. The roadway will be restored to a “condition as good as when taken over as a temporary trunk highway.” The date of the release and the signature of the local road authority will be affixed to the document.

- B. The District Engineer will affirm the information on the document with his/her signature.
- C. The completed document will be submitted to the Central Office for permanent record with other orders of the Commissioner.
- D. Refer to Technical Memorandum 93-1 6-RWS-O1.