



FDM 11-60-1 General

May 19, 1997

The Department will normally provide detours for traffic routing when the contract closes a state trunk highway to through traffic during construction. These are usually intended for use for short duration. See [FDM 4-15-1](#) for a discussion of detour use.

When the detour causes abnormal inconvenience to the public which results in excessively high vehicle operating costs, the addition to the contract of interim liquidated damages should be considered.

These interim liquidated damages are separate from, and are assessed in addition to, the liquidated damages as contained in the Standard Specifications. The intent of their use is to motivate the contractor to complete a portion of the construction timely, as stated in the contract, to allow discontinuation of the detour and to reopen the specified section of highway to through traffic.

Interim liquidated damages are considered fixed and agreed damages due the state from the contractor for the inconvenience caused to the public by the continued closure of the section of highway beyond that time specified in the contract.

The use of interim liquidated damages may be appropriate on all projects where there is a need, regardless of the source of funding. Justification for such use shall be included in the Design Study Report.

The method for calculating the amount of interim liquidated damages to be applied to a project is contained in [FDM 11-2-1.7](#) and additional information is contained in [FDM 11-50-32](#).

FDM 11-60-10 Detours/Construction Under Traffic

August 14, 2008

10.1 General

The method of constructing a project, including handling the traffic (whether it be local, through, or emergency traffic), needs to be resolved early in the project development process. If the job is to be built under traffic, traffic safety and construction methods must be considered in specific detail in the planning, design, and construction of the project. If a detour is planned, some degree of construction on the detour route may be necessary in order to accommodate the detoured traffic, and this construction must be completed before traffic is detoured.

Road user costs should be considered when determining the merits of a detour. Incentive/disincentive contract provisions should be considered when road user costs for a detour are very high. The shortest detour that will provide adequate service at a reasonable cost should be selected. Selection of a long detour route over state trunk highways which may encourage heavy use and damage to local roads, should be avoided. The state can maintain only the marked detour route.

Early coordination with affected people and local units of government is necessary. Consideration must be given to not only thru traffic but also to farming operations, businesses, tourists, school transportation, civic events, police, fire and ambulance service. Detours should be discussed at public information meetings.

Even though the state has the right to detour a state trunk highway over any public road, agreement with local officials should be attained.

If a detour may encourage use of local roads which are not the marked detour, local officials should be notified of this possibility and informed that the state cannot repair damage to local roads that are not the marked detour.

Evaluation of the detours (as well as potential haul roads) by the region staff and local officials is required before traffic is detoured. Special consideration must be given to roadway geometrics, pavement condition, bridge ratings, and all safety items. Agreement should be reached on what repairs are needed before the road can be used for the detour. A video tape of the route serves as a very good log of pre-detour conditions.

Detours that may affect another region should be coordinated with that region office.

Selection of detours for connecting highway construction should be closely coordinated with local officials since they are responsible for maintenance of detours over their local streets.

For projects on local roads, the signing of detours is normally performed by the responsible local authority; however, it may be assigned to a contract. If the work is to be assigned to a contractor then this fact should be

stated in the special provisions and a signing plan shall be a part of the PS&E.