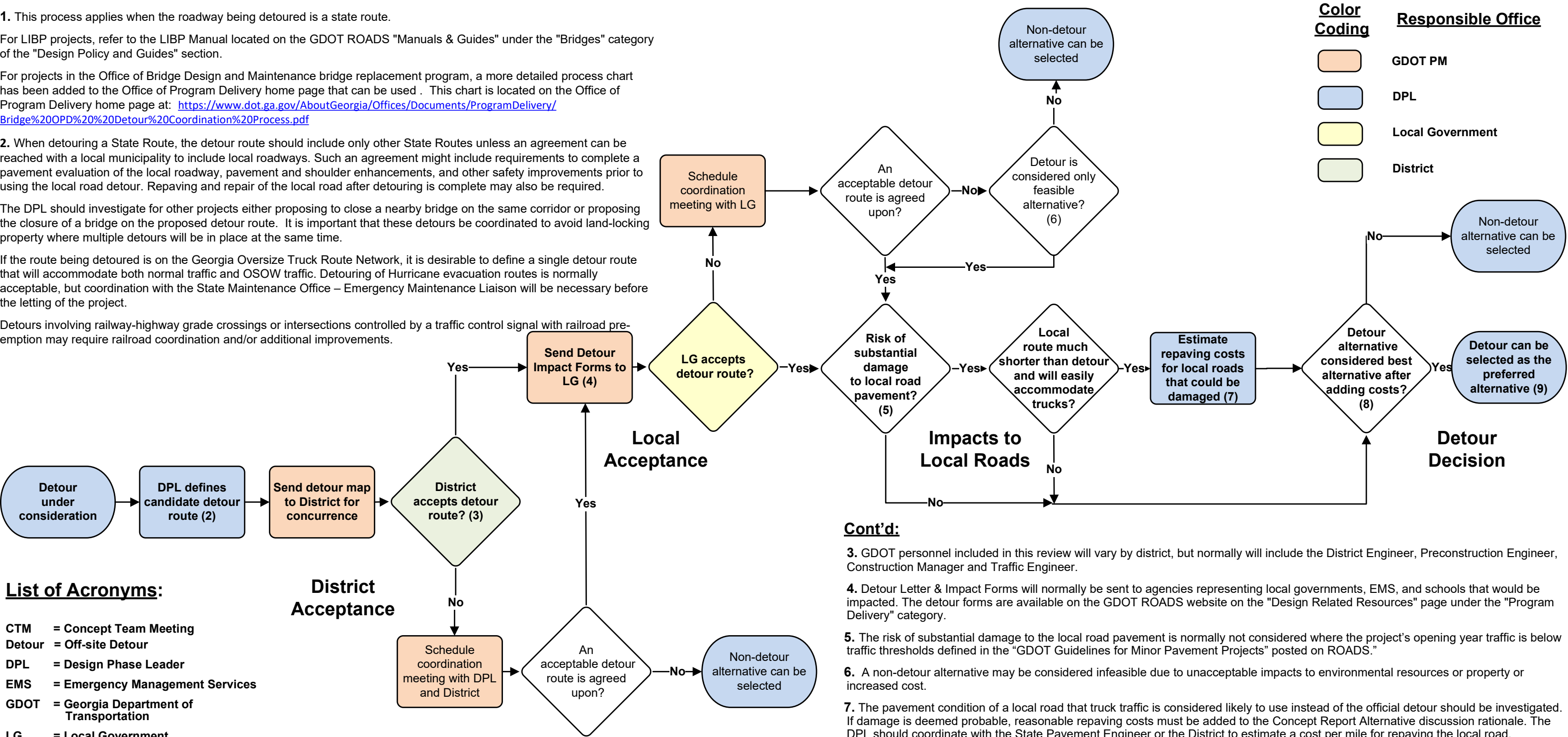


Off-Site Detour Decision Process – Concept Development

Notes:

1. This process applies when the roadway being detoured is a state route.
- For LIBP projects, refer to the LIBP Manual located on the GDOT ROADS "Manuals & Guides" under the "Bridges" category of the "Design Policy and Guides" section.
- For projects in the Office of Bridge Design and Maintenance bridge replacement program, a more detailed process chart has been added to the Office of Program Delivery home page that can be used . This chart is located on the Office of Program Delivery home page at: <https://www.dot.ga.gov/AboutGeorgia/Offices/Documents/ProgramDelivery/Bridge%20OPD%20%20Detour%20Coordination%20Process.pdf>
2. When detouring a State Route, the detour route should include only other State Routes unless an agreement can be reached with a local municipality to include local roadways. Such an agreement might include requirements to complete a pavement evaluation of the local roadway, pavement and shoulder enhancements, and other safety improvements prior to using the local road detour. Repaving and repair of the local road after detouring is complete may also be required.
- The DPL should investigate for other projects either proposing to close a nearby bridge on the same corridor or proposing the closure of a bridge on the proposed detour route. It is important that these detours be coordinated to avoid land-locking property where multiple detours will be in place at the same time.
- If the route being detoured is on the Georgia Oversize Truck Route Network, it is desirable to define a single detour route that will accommodate both normal traffic and OSOW traffic. Detouring of Hurricane evacuation routes is normally acceptable, but coordination with the State Maintenance Office – Emergency Maintenance Liaison will be necessary before the letting of the project.
- Detours involving railway-highway grade crossings or intersections controlled by a traffic control signal with railroad pre-emption may require railroad coordination and/or additional improvements.



List of Acronyms:

- CTM = Concept Team Meeting
- Detour = Off-site Detour
- DPL = Design Phase Leader
- EMS = Emergency Management Services
- GDOT = Georgia Department of Transportation
- LG = Local Government
- LIBP = Low Impact Bridge Program
- OSOW = Oversize Overweight vehicle
- PDOH = Public Detour Open House
- PM = Project Manager
- PDP = Plan Development Process
- ROADS = The GDOT web page "Repository for Online Access to Documentation & Standards"
- RUC = Road User Cost

Cont'd:

3. GDOT personnel included in this review will vary by district, but normally will include the District Engineer, Preconstruction Engineer, Construction Manager and Traffic Engineer.
4. Detour Letter & Impact Forms will normally be sent to agencies representing local governments, EMS, and schools that would be impacted. The detour forms are available on the GDOT ROADS website on the "Design Related Resources" page under the "Program Delivery" category.
5. The risk of substantial damage to the local road pavement is normally not considered where the project's opening year traffic is below traffic thresholds defined in the "GDOT Guidelines for Minor Pavement Projects" posted on ROADS."
6. A non-detour alternative may be considered infeasible due to unacceptable impacts to environmental resources or property or increased cost.
7. The pavement condition of a local road that truck traffic is considered likely to use instead of the official detour should be investigated. If damage is deemed probable, reasonable repaving costs must be added to the Concept Report Alternative discussion rationale. The DPL should coordinate with the State Pavement Engineer or the District to estimate a cost per mile for repaving the local road.
8. The cost of additional travel time required for vehicles to use the detour should be estimated if the volume of detoured traffic is greater than 2000 AADT, would be in place more than 12 months, or would result in an additional travel time exceeding 25 minutes. The "additional travel time" is defined as the difference between the time of travel on the detour route and the time of travel on the normal route taken by the average road user.
- RUC costs should be calculated and documented in the Concept Report Alternative discussion rationale. Even with a higher cost, the off-site detour may remain the preferred alternative when other alternatives are unfavorable due to adverse impacts on environmental or property resources. This decision is confirmed by Management through approval of the Concept Report.
- For an example RUC calculation, refer to GDOT ROADS website on the "Design Related Resources" page under the "Design Policy & Support" category. <https://www.dot.ga.gov/GDOT/pages/DesignResources.aspx>.
9. This decision should be completed prior to the CTM.