

Requirements for Temporary Traffic Control Plans Submitted to MnDOT

From the Office of Traffic Engineering, MnDOT, State of Minnesota

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Approval: Brian Sorenson, PE
State Traffic Engineer

Applicability

Work zone safety is a priority for MnDOT. Each year work zone crashes result in injury and death of vehicle occupants and workers. Work zones often change normal traffic flow, which can be challenging for the motorist and can increase workers' exposure to traffic. Engineers must design work zones in accordance with standards of the Minnesota Manual on Uniform Traffic Control Devices ("MN MUTCD") and MnDOT best practices in order to provide a safe environment for the traveling public and the workers.

These requirements apply to permit applicants, contractors, and other agencies submitting temporary traffic control (TTC) plans for work on the State Highway System.

Requirements

MnDOT will require a Professional Engineer's approval and signature on temporary traffic control (TTC) plans submitted to MnDOT. This includes, but is not limited to, plans for long-term work (lasting more than 3 days), long-term TTC plans submitted pursuant to a MnDOT contract, and plans for permitted work on the State Highway System not using a layout from the most current edition of the Minnesota Temporary Traffic Control Field Manual ("Field Manual").

See the next section, titled "Exemptions" describing exemptions from this standard.

Exemptions

Field Manual Layouts

The Minnesota Temporary Traffic Control Manual Field Manual ("Field Manual") is Part 6K of the MN MUTCD. MnDOT publishes the Field Manual as a separate document for easy reference by field personnel. Field personnel use the Field Manual to establish common traffic control applications for work lasting up to three days.

MnDOT will not require a Professional Engineer's signature and certification on the faithful application and replication of layouts from the Field Manual. This is because engineers under the direction of MnDOT's Chief Engineer developed and adopted those layouts. Field Manual layouts may be combined where needed (example: intersection work in which layouts for vehicular traffic and pedestrians need to be combined).

Temporary traffic control device locations may be illustrated on another media such as mapping or aerial photos, as long as the created document is a faithful replication of the Field Manual layouts. The submitting party must provide the layout numbers to MnDOT in order to allow MnDOT to verify that the submitter has properly applied the Field Manual layouts.

The combination of layouts for complex projects may require a professional engineer's approval and signature. In those cases, the permitting office should consult with a professional engineer in the MnDOT district to determine whether MnDOT will require a signature.

Detour for MnDOT Permitted Special Event

[Section 14-4.06 of the MnDOT Traffic Engineering Manual](#) allows the use of trunk highway right-of-way for special events approved by a local government which serve a legitimate public interest, if the pertinent criteria listed in the Section are satisfied. Detour layouts are not included in the Field Manual; however, a local government, or its designee, may generally use the Detour layout shown in Attachment A for simple detours for planned special events. Alternatively, the local government may use law enforcement to redirect traffic.

More complicated detours may require a TTC Plan with a professional engineer's signature and certification. In those cases, the MnDOT permitting office should consult with a professional engineer in the MnDOT district to determine whether MnDOT will require a signature and certification. The MnDOT District Office should, whenever possible, provide assistance to local units of government to modify Attachment A on a case by case basis.

Urgent Field Adjustments

Field personnel may make field adjustments when immediate adjustments are needed to improve safety or mobility, before the TTC Plan can be revised.

Roles & Responsibilities

The District Engineer, or their designee, may require a Professional Engineer's approval and signature on complex projects even if layouts from the Field Manual are faithfully replicated.

The Office of Traffic Engineering is the author of these requirements. This document and its contents are referenced by the Traffic Engineering Manual.

History

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1.0	Initial publication	January 3, 2020

Contact

Ken E. Johnson
Work Zone, Pavement Marking & Traffic Device Engineer
651-234-7386
ken.johnson@state.mn.us

Jeff Morey
Work Zone Standards Specialist
651-234-7058
jeffrey.morey@state.mn.us