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I-94 and I-35 Alternate Route Signing Final Report District 3 – St. Cloud District 6 – Rochester

Andrew Mielke, Principal Investigator
SRF Consulting Group, Inc.

August 2015

Research Project
Final Report 2015-43



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16. Abstract (Limit: 250 words) <p>The District 3 I-94 and District 6 I-35 Alternate Route Signing Final Report chronicles the process of developing an alternate route system for interstate corridors. Major delays and roadway closures occur along the Interstate system as various incidents occur on the roadway. These incidents require cooperation between MnDOT, Minnesota State Patrol, and local first responders to respond to the scene and manage Interstate traffic until the corridor can be opened. These alternate routes provide guidance to first responders and MnDOT staff should an incident occur. Alternate route systems were developed for the I-94 corridor through District 3 and the I-35 corridor through District 6. The process used in developing these alternate routes is transferable to other corridors throughout the State.</p> <p>This research project includes the route development process and the development of two final deliverables for use by MnDOT Districts and local stakeholders. The process of developing alternate routes required field review exercises and input from the project's Technical Advisory Panel and other local stakeholders. The project resulted in the development of an Alternate Route Operations Guide and a Signing Plan. The Alternate Route Operations Guide is intended to provide a tool for first responders during an incident by providing suggested routes and temporary traffic control with an outline of the necessary actions for implementation. Suggested static signing locations are provided within the Signing Plans developed with the project.</p>			
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District 3 – St. Cloud
District 6 - Rochester**

Final Report

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EXECUTIVE SUMMARY

Each year dozens of incidents occur on Minnesota's freeways causing major backups as result of lane or roadway closures. The efficient implementation of alternate routes during these incidents allows for continued traffic movement, reduces secondary crashes and improves first responder safety. Without the use of a defined alternate route during closures, interstate traffic randomly detours and chokes local roads and streets as drivers attempt to bypass the incident. The development of defined alternate routes for various freeway segments provides a tool for efficient implementation of an alternate route during an incident. This tool is provided as a resource to various local and state agencies, and allows players at all levels to have an understanding of the suggested route and actions for implementation.

Alternate routes systems have been developed for two interstate corridors in Minnesota: I-94 through MnDOT District 3 and I-35 through MnDOT District 6. A similar process for developing an alternate route system was used in both districts. To better understand the existing condition of the roadway network and past incidents along the respective corridors, a Technical Advisory Panel (TAP) played a key role in both districts. The TAP consisted of MnDOT district staff, state patrol representatives, county sheriff departments and county engineering and public works staff. Their knowledge provided a baseline for the definition of potential routes and allowed for an analytical review of routes during project development. This process could be implemented along other corridors throughout Minnesota by following five general steps:

1. Understanding the Context - The process began with the development of a general understanding of the interstate corridor and surrounding roadway network. The existing interchanges were used to develop project segments for which individual alternate routes would be defined.
2. Preliminary Route Development - Using the baseline understanding developed, the process moved into the second step of developing preliminary routes. Multiple routes were defined for each interstate segment.
3. Route Vetting - These preliminary routes were then put through a rigorous vetting process with multiple stakeholders. A field review was completed for each of the routes to identify positive and negative attributes. The project's TAP and local stakeholders were consulted during the process to provide local knowledge of the system.
4. Route Finalization - Following the vetting process through multiple channels, the alternate route system was finalized to provide a single route for each segment defined in step one.
5. *Alternate Route Operations Guide* and Signing Plans - The finalized routes were used to develop two final deliverables of the project – *Alternate Route Operations Guide* and Signing Plans that would be used to implement the alternate routes.

The *Alternate Route Operations Guide* provides a tool for first responders, local stakeholders, and MnDOT staff during the implementation of an alternate route. The guide includes four components for each route: 1) map of the route, 2) actions needed for implementation, 3) contact information for agencies that should be notified of the route implementation, and 4) temporary traffic control suggestions to allow for continued traffic movement on the alternate route.

To reduce the need for first responders to direct traffic along alternate routes, the placement of alternate route static signing was defined for each of the alternate routes. The exact location of signs to be installed throughout the system was provided in signing plans developed as part of the project.

CHAPTER 1: INTRODUCTION

An emergency alternate route system project was recently completed for the I-35 corridor through MnDOT District 6. The second type project identified along the I-94 corridor runs through MnDOT District 3 was undertaken to increase the safety and mobility for motorists and responders along the roadway. Each year incidents, such as crashes or spilled loads, cause major backups along interstate corridors. This results in traffic randomly detouring from the freeway and choking local roads and streets. In an attempt to improve traffic conditions during these incidents, the Minnesota Department of Transportation (MnDOT), in consultation with their local partners, will have developed and implemented an emergency alternate route system along portions of I-35 and I-94.

The goals of an emergency alternate route study are to: 1) identify routes to use along the project corridor, 2) establish procedures for when and how to implement routes, and 3) enhance inter-agency communication during events. Route selection requires collaboration with the counties, cities, and townships to agree on how and when to divert freeway traffic through these areas. Candidate alternate routes were inventoried to assess their capacity, bridge height restrictions, weight restrictions, and other physical characteristics.

The alternate route system developed for I-35 through MnDOT District 6 in 2014, runs from exit 214 to exit 76. The corridor passes through Freeborn, Steele, and Rice counties. A total of 21 routes were identified along the corridor.

The alternate route system developed for I-94 through MnDOT District 3 in 2015, passes through Wright, Sherburne, Stearns, and Todd counties. The plan developed 25 emergency alternate routes for I-94 from exit 207 to exit 114.

Based on the route inventory, two major deliverables were created to complete the alternate route studies and allowed for implementation of the plans – a signing plan and an operations guide. The signing plans are developed to identify and depict sign placement along each emergency route. The operations guides were created to graphically illustrate the alternate route for each freeway segment and identify potential actions that must be taken to implement the route. These actions include placing portable message signs and assigning personnel to direct traffic at key locations.

By implementing a system of coordinated and pre-designated alternate routes during incidents and other major traffic delays, the time needed to clear the roadway can be reduced, and secondary crashes can be minimized.

CHAPTER 2: STUDY PROCESS

Several steps are involved in establishing alternate routes. This section describes the process of developing alternate routes to be used in the final product: the *Alternate Route Operations Guide*.

The timeline for the development of alternate routes for an interstate corridor may vary based on a variety of factors. The surrounding roadway network, local stakeholder coordination, or roadway conditions can all play a factor in the development of an alternate route plan.

2.1 Project Coordination

The alternate route projects were managed through the MnDOT District 3 and District 6 offices. Their understanding of the project area and past incidents provides a valuable resource in the development of individual routes and the development of the operations guide.

Open lines of communication were maintained throughout the project process with the consultant team and MnDOT District 3/6 and Central Office staff. Various meetings were held throughout the project development to discuss project milestones and input gathered from project stakeholders.

2.1.1 Local Agency Coordination

One of the first steps in initiating an alternate route study is to identify key stakeholders, including local agencies that will be affected by freeway traffic diverted onto a secondary roadway system. Active involvement from key stakeholders was essential in preparing an operations guide and confirmation that the signing plans were developed in accordance with local standards. Key stakeholders along the project corridor were identified for participation in the project's Technical Advisory Panel or as a corridor stakeholder.

Active communication was maintained utilizing a variety of meetings held throughout the project development process. These meetings provided opportunities for stakeholder buy-in while the routes were being developed. To record the various conversations held during the study process, a meeting log was maintained. An example of the I-94 meeting log is shown in Appendix A.

2.1.1.1 *Technical Advisory Panel*

The Technical Advisory Panel (TAP) plays a key role in the identification of alternate routes and the development of the operations guide. The TAP for both the I-94 and I-35 Alternate Route projects included MnDOT district staff, state patrol representatives, county engineers and sheriff's departments. This group provided firsthand knowledge of routes previously used during incidents and critical information about roadway conditions.

2.1.1.2 *Corridor Stakeholders*

The operations guide provides suggested routes for detouring interstate traffic off the freeway and through communities and townships. Local stakeholders representing these areas were

invited to participate in larger group meetings to confirm or provide feedback on the suggested routes. These corridor stakeholders were made up of city administrators, public works supervisors, engineering staff, police and fire departments, and other first responders for each community. The corridor stakeholders met and reviewed the preliminary routes vetted by the TAP and provide comments and/or suggestions. For any routes utilizing local roads, additional coordination was pursued with the specific stakeholders.

2.2 Preliminary Alternate Route Development

A general project area map was developed to gain a better understanding of the current system through the study area, see Figure 2.1. Using this map, District staff outlined preliminary routes for the corridor segments. These routes set a baseline for the future development and analysis of the alternate routes for the project corridor. Additional routes were developed for freeway segments to provide contrast and discussion during the review with the TAP.

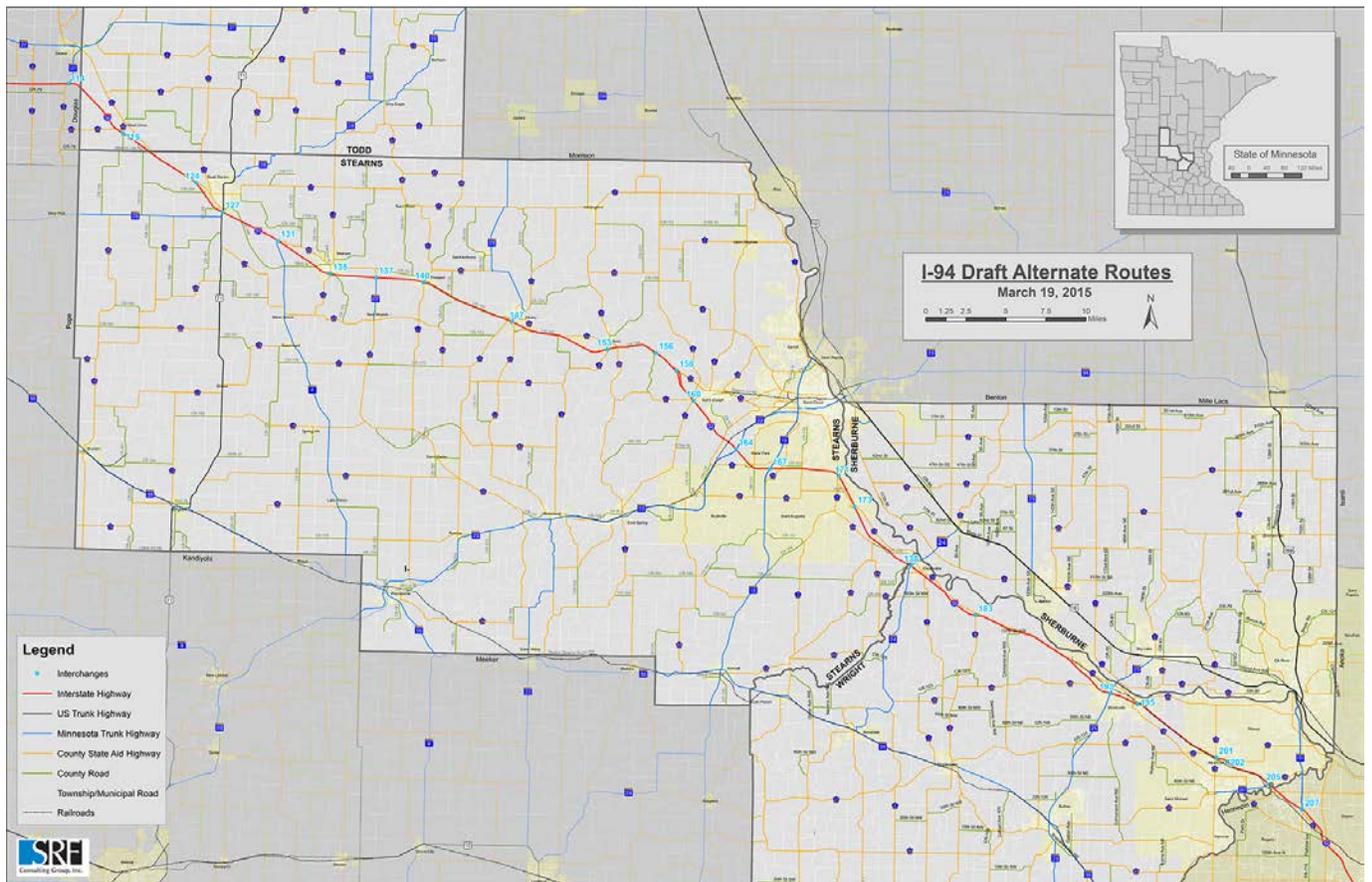


Figure 2.1 I-94 Preliminary Route Development

2.2.1 Alternate Route Selection Criteria

Compatibility with existing statewide policies and procedures were examined before the emergency alternate route selection criteria were developed. Based on this review, and input from stakeholders, the following criteria were used to select alternate routes.

Table 2.1 Route Selection Criteria

Positive Attributes*	Negative Attributes*
State highway and/or truck route designations whenever possible	At-grade railroad crossings with a high frequency of trains
Close proximity to the interstate corridor	Weight restrictions
Routes that carry traffic in the same general direction as the interstate corridor	Height restrictions imposed by bridge clearance, power lines, etc.
Roadway designs that can handle freeway-type traffic volumes	Operational restrictions – Routes with multiple four-way stops, 90-degree turns, or other restrictions
Access control guidelines to promote higher speeds	Bottlenecks or other capacity restrictions
Good pavement condition (e.g., indices of 70 or above) to handle heavy truck traffic	Many traffic signals, unless the route has a coordinated signal timing plan
Presence of ITS infrastructure	Within the 100-year and 500-year floodplain whenever possible
Reliever routes to the interstate corridor	Pedestrian, urban, high traffic, residential, commercial, major festival/event, or school zone area

*During the initial TAP review of the I-94 preliminary alternate routes through District 3, discussion revealed that multiple routes identified for this study overlapped with evacuation routes for the Monticello Nuclear Generating Plant. It was determined that the presence of existing alternate routes/detours did not promote or deter the roadway from being used as an alternate route for an Interstate corridor. Emergency contact information for Nuclear Plant was included in the *Alternate Route Operations Guide*.

The roadway segments preliminarily identified by the project team (district and consultant staff) were removed or modified if they did not meet the criteria listed above. For example, an alternate route was removed from consideration as it passed through an existing downtown area that was already capacity constrained, even though the route used state and county trunk highways. Refer to Figure 2.2 for a sample of preliminary alternate route options along I-35 within District 6. These preliminary routes were reviewed and refined by the project TAP to create the preferred alternate routes.

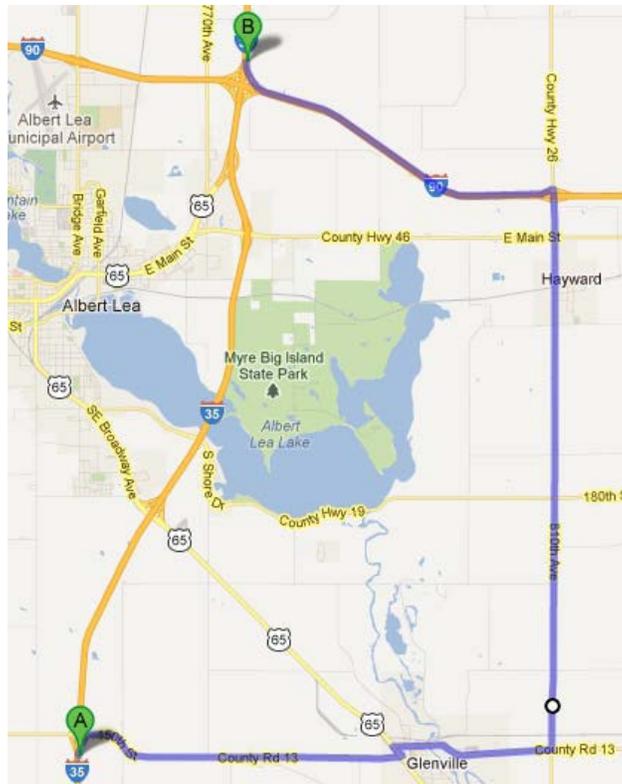


Figure 2.2 I-35 Preliminary Route Example

2.2.2 Field Data Collection

Once the preliminary routes were identified, the roadway characteristics needed to handle freeway-type traffic volumes were examined. A field survey of the routes was used to narrow the selection down further. During the field review, the routes and some of their key features (e.g., lane widths, pavement quality, shoulder width, etc.) were documented and logged. Maps of each segment were used to record notes and roadway characteristics. This information was used to help confirm the final emergency alternate routes selected. Existing signing was also verified at this time for use in the development of the signing plan.

Roadway data was collected along the preferred alternate routes. Photographs or videos were taken of each route to provide a visual perspective of the roadway, and the following roadway characteristics were recorded:

- Length
- Speed limit
- Traffic control devices
- Pavement condition
- Capacity constraints
- Existing structures
- Existing static signage

- Roadway design: section type, number of lanes, land width, shoulder width, shoulder material, geometrics, frequency of secondary access, etc.

Preferred routes that were found to have negative characteristics to diminish its use as an alternate route were noted. Conversely, the field review revealed that some of the negative characteristics that removed a route from consideration based on the selection criteria were minimal or nonexistent, allowing for the route to be reconsidered.

2.3 TAP review

A TAP meeting was held early in the study process. The focus of this meeting was to discuss the project purpose and the need for doing the project. During the meeting, the value of doing this type of project was discussed between members. This meeting provided an opportunity to review preliminary alternate routes along the corridor. Following the discussion, preferred routes along the corridor were identified.

2.4 Stakeholder Review

A meeting of the corridor stakeholders was held mid-way through the project process to review the preferred alternate routes defined by the TAP. This meeting also provided an overview of the project purpose and need for developing an alternate route guide. The specifics of each individual route were outlined, and stakeholders were afforded the ability to comment and provide any additional suggestions.

2.5 Route Finalization

Following the review of the alternate routes by members of the TAP and local stakeholders, the routes were finalized for the interstate corridors. The finalization of the routes kicked off the development of the *Alternate Route Operations Guide* and signing plans. An example alternate route from the I-94 corridor is shown in Figure 2.3.



Figure 2.3 I-94 Finalized Alternate Route Example

The finalized routes were reviewed for implementation measures and traffic control suggestions within the operations guide. These elements play a key role in the overall guide as they provide a tool for the first responders if an incident occurs along the interstate corridor.

2.5.1 Traffic Control Suggestions

Temporary traffic control is suggested at key intersections along each of the alternate routes within the operations guide. These suggestions are intended to highlight potentially problematic intersections due to existing conditions such as stop control, high traffic volumes, and left turn movements.

The *Alternate Route Operations Guide* identifies where additional manual traffic control may be necessary. These locations are identified on alternate route maps with a star at the intersection. It is recognized that enforcement resources are limited; therefore each incident situation has to be handled on a case-by-case basis and appropriate priorities will be established.

A red star is intended to indicate a location where law enforcement traffic control is highly recommended. A yellow star indicates a recommended location. The need for a red or yellow star at various intersections along the alternate routes were identified based on the characteristics shown in Table 2. These criteria set a baseline for the traffic control suggestions within the guide. Other factors beyond those listed below may modify the need for traffic control at various intersections.

Table 2.2 Traffic Control Considerations

Highly Recommended (Red Star)	Recommended (Yellow Star)
Left turn from Interstate off ramp	Right turn from Interstate off ramp
Left turn onto Interstate on ramp	Right turn onto Interstate on ramp
Right or left turn at side street stop control with high cross traffic volumes	Right or left turn at side street stop control with low to moderate traffic volumes
Left turn at 4-way stop intersection with high traffic volumes	Right or left turn at 4-way stop intersection with low to moderate traffic volumes
Right or left turn at an intersection with a traffic signal if cross traffic volumes are high or there is no designated turn lane	Right or left turn at an intersection with a traffic signal if cross traffic volumes are low and/or there is a dedicated turn lane
Movement requiring a left turn through a roundabout	Movement requiring a right turn or through movement through a roundabout
	Through movement at an intersection with a traffic signal
	Through movement at an intersection with side street stop control when the cross traffic volumes are high
	At-grade railroad crossings

2.5.2 Portable Changeable Message Signs

In addition to the static signs designed for each alternate route, existing dynamic message signs (DMS) and portable changeable message signs (PCMS) may be utilized to inform drivers of the alternate routes. The location of existing DMS will be identified along each of the finalized routes, and analyzed for potential use. Additionally, each route will identify the location of a PCMS on the mainline, approximately one mile before the interchange where a freeway closure begins to inform the driver of the route closure. The suggested messages to be displayed on the DMS and PCMS facilities along the alternate route are identified in the operations guide.

2.5.3 Traffic Cameras

Where applicable, the locations of existing traffic cameras will be identified along the interstate mainline for each of the segments. These locations are identified to inform the incident responders of additional information available for reference during an incident.

CHAPTER 3: ALTERNATE ROUTE OPERATIONS GUIDE

The *Alternate Route Operations Guide* graphically illustrates the alternate routes for each freeway segment and lists notifications and actions that must be taken to implement the route. These items include notifying the first responders and others involved, programming message signs and assigning personnel to direct traffic at key locations. Figure 3.1 includes pages from the I-35 Freeborn County Operations Guide.

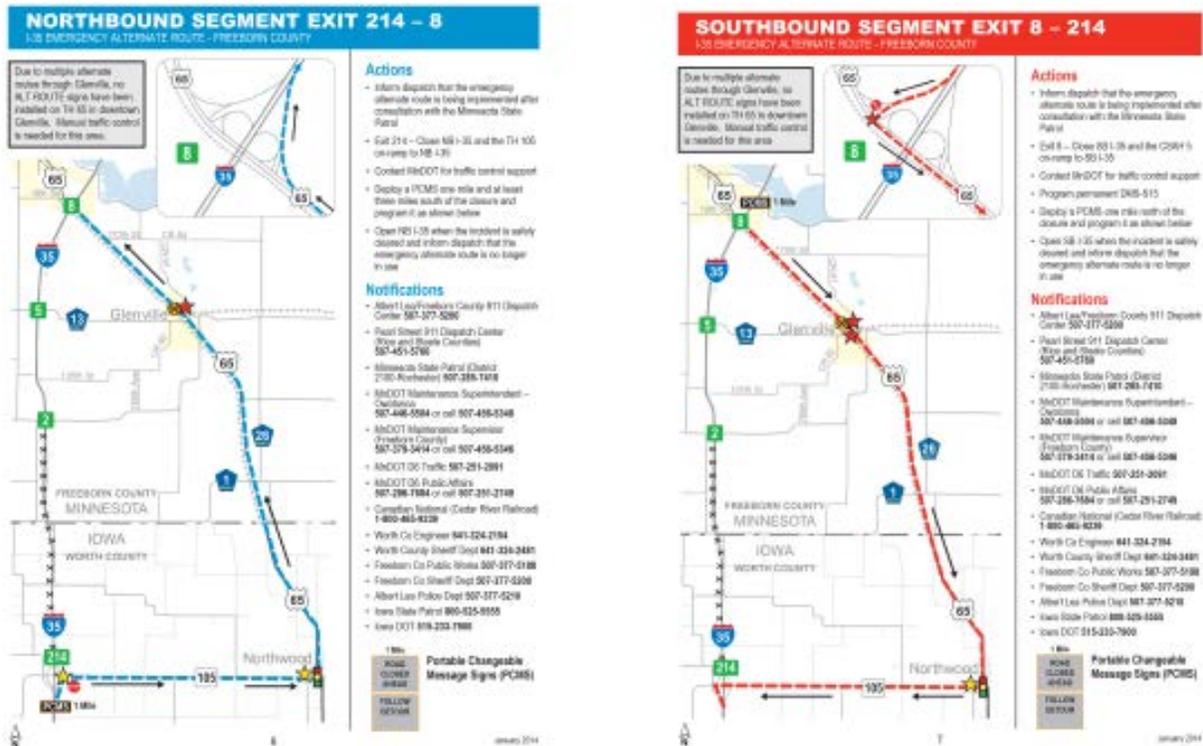


Figure 3.1 I-35 Freeborn County Operations Guide Sample Pages

The operations guide also includes implementation guideline that were developed to clearly establish the criteria for implementing the alternate routes. One of the key elements to the guidelines is that the alternate route is an option, not a mandate, and requires good communication between all responding agencies. The implementation guidelines include the following:

- An Emergency Alternate Route should be implemented ONLY when an incident has stopped traffic flow and ONLY when associated stopped vehicle delays are expected to exceed 30 minutes.
- In most cases, an incident that involves implementing of an Alternate Route will be overseen by the State Patrol. State Patrol must be contacted by the first responding agency in those cases where the need for an Alternate Route deployment is considered necessary. A

State Patrol Captain or Lieutenant is available 24 hours per day, 7 days per week. The State Patrol Communications Centers are located in Roseville, Rochester, and St. Cloud.

- In most cases, the State Patrol District Communications Center will be the designated communications center, given the scale and scope of an Alternate Route operation.
- The communications center shall notify all effected and appropriate agencies in accordance with the Emergency *Alternate Route Operations Guide*.
- The Communications Center shall determine the appropriate Regional Talk Group frequency for the incident. Use of this Talk Group will ensure efficiency and interoperability.
- MnDOT shall activate and deploy the portable changeable message signs at the identified locations with appropriate messages, consistent with the operations guide.
- The Communications Center shall activate appropriate messages on the appropriate permanent dynamic message signs, consistent with the operations guide.
- As per the Alternate Routes maps, appropriate law enforcement personnel, when available, should be assigned to appropriate locations to provide traffic control over-rides of in-place traffic control devices such as STOP sign locations and traffic signal locations. See the starred locations on the alternate route map. These starred locations are highlighted due to potential public safety concerns, and also due to expected congestion issues. It is recognized that enforcement resources are limited; therefore each incident situation has to be handled on a case-by-case basis and appropriate priorities will be established. A red star ★ indicates a location where a Law Enforcement Traffic Control is highly recommended. A yellow star ☆ indicates a recommended location.
- Contact the appropriate agency if traffic signal operations over-ride is desired and deemed necessary. Signals on state trunk highways are operated by MnDOT.
- Oversized or overweight vehicles shall not be allowed to use the alternate route. These vehicles must be stopped and ordered to park in a safe and appropriate location.
- The incident commander shall direct an individual to monitor and/or drive the alternate route to ensure proper operation and traffic flow. It is very important that the Alternate Route be kept functioning at the highest level possible – to reduce delays and queuing and to minimize the potential for incidents or crashes on the Alternate Route.
- It is imperative to open a lane, or lanes, of roadway to normal traffic as soon as it is safe to do so, unless a crash reconstruction is in progress.
- Once at least one lane of traffic is restored, or as conditions warrant, the communications center shall be notified of the Alternate Route deactivation.
- The communications center shall notify all appropriate and affected agencies of the deactivation. The communications center shall also ensure deactivation of, or re-messaging of, all permanent and portable dynamic message signs.

In addition to the hardcopy version of the *Alternate Route Operations Guide*, an electronic version was produced. The electronic guide is available to the first responders and via the MnDOT districts' websites, and enables dispatchers and users in the field to view the guide from a laptop or mobile data terminal.

CHAPTER 4: SIGNING PLAN DEVELOPMENT

A detailed signing plan was developed to identify the type of signs to be installed and the exact locations along the emergency alternate routes. The placement of permanent signs along these routes helps to minimize the need for first responders to direct traffic during an incident. One of the largest issues during an incident is the shortage of staff as numerous people are needed on scene to attend to life-safety issues for those involved in the crash as well as providing safety and protection at the scene itself. Minimizing the need for people to direct traffic is an important step and the deployment of permanent signs to provide way-finding for motorists aids in this process.

Static signing is placed along the alternate routes in various locations to inform motorists that a turn is upcoming or serve as confirmation that they are still on the correct route. The standard interstate highway shield will be used along with an “alternate” placed above the Interstate shield and an arrow, as shown in Figure 4.1. Most signs will be placed near existing static signs near intersections. New signing locations will be identified where needed to confirm the route on long segments or to denote a change in direction. All signs will be designed to follow MnDOT and MUTCD (Manual on Unified Traffic Control Devices) standards.



Figure 4.1 Alternate Route Sign

The I-94 alternate route plan includes selected routes that use the same route for different segments. For example, two routes use CSAH 75; one route continues through the intersection, while the other route makes a left turn. This resulted in the creation of conflicting alternate route signs at certain intersections. To alleviate driver confusion while utilizing the static signs, the signs in these conflicting locations will use an alternate route sign with a flip down arrow. The location of these signs will be noted in the *Alternate Route Operations Guide* with a note that the direction of each sign should be confirmed when the alternate route is implemented.

The signing plan was developed with two standard drawing types. The first is an interchange layout, which is drawn at a 1"=200' scale. This scale provided enough detail to accurately locate the placement of the signs; yet cover a large enough area and document existing signs within the layout. The second is the route overview drawing which covers the entire alternate route. The scale of the route overview drawings varies in scale due to overall size of the route, while still showing the placement of the signs. If greater detail is needed for the sign location in a specific area, additional drawings at a smaller scale were produced. A sample of the signing plans from the I-94 alternate route study is provided below in Figures 4.2 and 4.3.

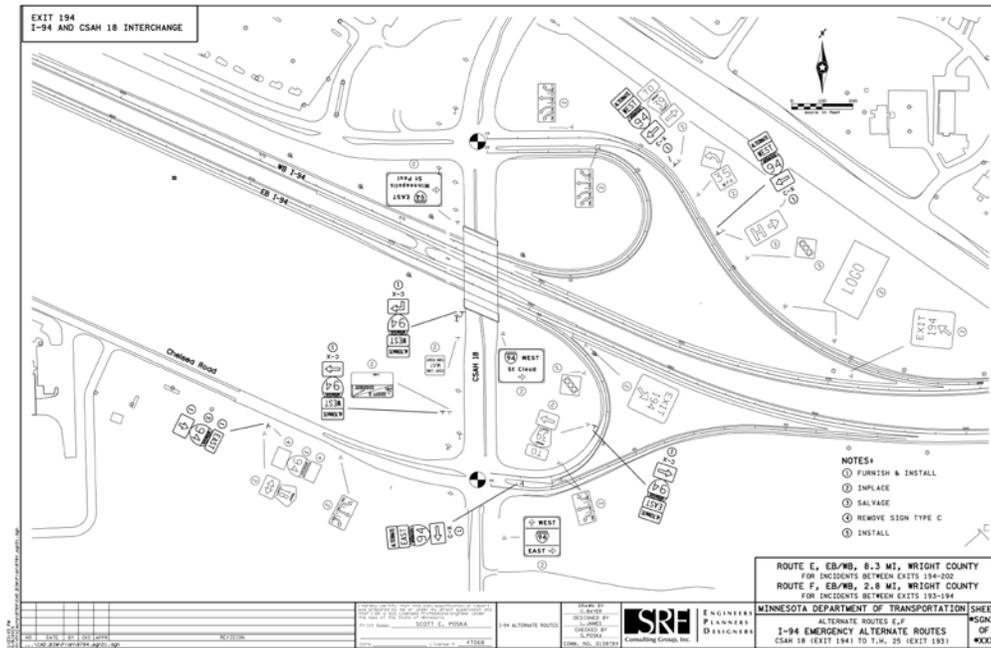


Figure 4.2 I-94 Alternate Route Signing Plan Sample Page (Interchange Layout)

CHAPTER 5: ALTERNATE ROUTE BEST PRACTICES/STUDY FINDINGS

MnDOT has conducted alternate route studies for two corridors throughout the state over the last few years. This experience has provided a wealth of best practices information. Some key alternate route best practices are provided below.

- Actively engaging the appropriate stakeholders is crucial to obtaining buy-in and building positive momentum for the project.
- Alternate routes should be permanent signed so drivers have visual cues to reassure them that they are traveling in the correct direction and to guide them back to the freeway. The signing also reduces the need for temporary sign placement and the need for field personnel to guide traffic. Alternate route signing typically consists of a standard interstate shield with the word “alternate”, as shown in Figure 7, but other more innovative signing practices should be considered as conditions warrant (e.g., electronic arrows at selected intersections, etc.).
- Alternate routes should be as short as possible, a five-mile alternate route is better than a route of 10 miles or more. Additional signing must be installed on longer routes to reassure motorists.
- Only implement an alternate route when other options, such as using the shoulders or one lane of traffic, are not possible.
- Only implement an alternate route when the incident is expected to exceed 30 minutes.
- Each emergency incident has its own unique characteristics and circumstances which influence the response procedure. Each responding agency has numerous responsibilities which are not known until the scene is assessed. Securing answers to a variety of incident issues often takes time, making it challenging to judge the duration of an incident or to make a decision to implement alternate routes. Education and outreach to the emergency response community regarding the basic principles of traffic management is essential. This can be effectively done through various types of incident management training sessions.
- The *Alternate Route Operations Guide* should provide practical information that can be readily used by someone that has a minimal level of experience with implementing alternate routes. Examples of this information include:
 - Overview map of the corridor
 - Detailed map of each freeway segment that indicates location of all interchanges, roadways, traffic signals, etc.
 - Locations to place road closure posts, portable dynamic message signs (DMS), portable static signs, law enforcement for traffic control, etc.
 - Recommended messages for existing and portable DMS
 - List of intelligent transportation system (ITS) tools available for traffic information, including permanent DMS, traffic cameras, etc.

- Incident management equipment should be readily available. For example, some agencies have trailers that are dedicated to incident response. They are stocked with items like Type 3 barricades, cones, barrels, and alternate route signing. These trailers are available 24-hours per day, seven days per week for incident response.
- Bi-annual meetings should be held to update the guide for changes, such as construction activities that may impact alternate routes, and to discuss the recent use of the Operations Guide. These meetings provide a valuable forum for a variety of stakeholders to meet and discuss incident management topics. Meeting face-to-face also helps establish relationships that foster closer inter-agency coordination.

Incident debrief meetings should also be held after major incidents to review details of the incident. What worked and why? Was equipment and staffing adequate? Was communication adequate? Was the guide followed closely? Debrief meetings provide a valuable real-life learning experience.

CHAPTER 6: CONCLUSIONS/RECOMMENDATIONS

To date, emergency alternate routes have been implemented on several corridors in Minnesota at different times of the day for a wide range of incidents. These alternate routes have mainly been identified on-scene at the time of an incident, while freeway traffic continues to wait. The unique characteristics of each incident make them hard to plan for during an on-going event. The alternate route approach and development of an *Alternate Route Operations Guide* and Signing Plan provide a mechanism for emergency responders to minimize delays and increase safety. Benefits of using alternate routes include:

- Reducing secondary crashes
- Improving response time
- Reducing incident duration
- Keeping people and freight moving
- Effectively allocating staff and equipment

A critical component of a successful on-going program is providing guide updates and continual training for local officials and emergency responders. The workgroups formed with the guides are recommended to meet bi-annually to review the guide and discuss recent usage.

With the implementation of the emergency alternate routes, MnDOT is making great strides in improving motorist safety and maintaining system operation and performance. The use of pre-selected alternate routes plays a key role in the traffic management efforts at MnDOT.

APPENDIX A
District 3 Meeting Log

I-94 Alternate Route Signing - Meeting Log

Updated: 6/26/15

Date	Meeting Type	Time	Location	Attendees
3/19/2015	Project Management Coordination Meeting	2:30 to 3:30 pm	St. Cloud - D3 Office	John Griffith , Tom Dumont, Andy Mielke, Adrian Potter, Stephanie Falkers
4/2/2015	Technical Advisory Panel Meeting	2:00 to 4:00 pm	St. Cloud - D3 Office	John Griffith, Tom Dumont - MnDOT District 3
				Virgil Hawkins, Steve Berg, Joe Hagerty - Wright County
				Paul VanVoorhis - MN State Patrol
				Jon Lentz, Jodi Teich - Stearns County
				Rhonda Lewis - Sherburne County
				Loren Fellbaum, Don Asmus - Todd County
5/12/2015	Stakeholder Meeting - Exit 207 to Exit 164	9:00 to 11:00 am	St. Cloud - D3 Office	Andy Mielke, Adrian Potter, Stephanie Falkers - SRF
				John Griffith, Tom Dumont - MnDOT District 3
				Jon Krieg, Rick Pacna, Todd Nelson - Hennepin County
				Steve Berg - Wright County
				Steve Doran - Sherburne County
				Chris Byrd - Benton County
				Jon Noerenberg - City of Waite Park
				John Seifert, Kari Frankline, Jeff Beahen, John Hale - City of Rogers
				Aaron Surratt - City of Elk River
				Paul VanVoorhis - MN State Patrol
				Bill Mund, Blake Redfield, Steve Foss - City of St. Cloud
				Ron Wagner - City of Otsego
				Steve Bot - City of St. Michael
				Jim Hughes - City of Sartell
Perry Beise - City of Sauk Raids				

Date	Meeting Type	Time	Location	Attendees
5/12/2015	Stakeholder Meeting Exit 207 to Exit 164	9:00 to 11:00 am	St. Cloud – D3 Office	Adam Nafstad - City of Albertville
				Oswaldo Carbajal - City of Albany
				Corey Nellis - City of Avon
				Jerry Finch - Lynden Township
				Andy Mielke, Stephanie Falkers, Clayton Bayer - SRF
5/12/2015	Stakeholder Meeting - Exit 164 to Exit 114	1:00 to 3:00 pm	St. Cloud - D3 Office	John Griffith, Tom Dumont - MnDOT District 3
				Paul VanVoorhis - MN State Patrol
				Jon Lentz, Jodi Teich - Stearns County
				Loren Fellbaum - Todd County
				Tom Jensen - City of Waite Park
				Craig Maus - City of Melrose
				Bryon Friedrichs - City of Sauk Centre
				Clara Michael, Carl Toenyan, Lawrence Middendorf, Millwood Township
				Richard Bresnahan - Avon Township
				Andy Mielke, Stephanie Falkers, Clayton Bayer - SRF
5/20/2015	Project Management Status Meeting	11:00 to 11:30 am	Conference Call	John Griffith , Tom Dumont, Andy Mielke, Stephanie Falkers
5/20/2015	Project Update Meeting	1:00 to 1:30 pm	SRF Office	Alex Schieferdecker, Stephanie Falkers
5/26/15	Project Wrap Up Meeting	1:30 to 2:30 pm	SRF Office	John Griffith, Alex Schieferdecker, Andy Mielke, Adrian Potter, Stephanie Falkers