

## Appendix A – Survey Questions and State Responses

Survey Questions and Answers for each State

State Agency	Name	How long has your Emergency Rerouting program been in place	What motivated the development and implementation of the program?	Emergency Rerouting has been developed for which of the following (check all that apply):	How is it decided to implement Emergency Rerouting routes for local areas (check all that apply):	Were local agencies involved in developing the emergency routes?	Who was involved (check all that apply):	What criteria was used to select Emergency Rerouting routes (check all that apply):	How do you obtain highway-specific freight volumes?	Does the state maintain rerouting specific to truck/freight traffic?	What considerations are involved in determining rerouting for freight?	If reroute takes freight traffic onto the interstate highway network that otherwise would not qualify as a truck route, are enforcement officials notified of the situation?	What specific criteria needs to be in place for initiating the Emergency Rerouting plan (check all that apply):	Is the State DOT required to have an agreement/contract to implement detour of traffic onto local streets?	Does the State DOT have an agreement/contract with local agencies to allow detours onto local streets in place?	What signage is used to indicate the emergency reroute to the motorist (check all that apply):
MnDOT	Gary Fried	Greater than 8 years	Nuclear Power Plan Requirements	Statewide Routes	n/a	yes	Public Works/Traffic; Police/Law Enforcement; Fire/Rescue	Height and weight restrictions for bridges and tunnels; lane capacity	n/a	no	n/a	n/a	full lane closures; expected length of closure; severity of congestion	no	no	n/a
ITD	Bryan Smith	4-8 years	Emergency Planning	Statewide Routes	n/a	yes	Public Works/Traffic; Police/Law Enforcement; Fire/Rescue	pavement conditions; availability	n/a	no	n/a	n/a	full lane closures; expected length of closure;	no	no	n/a
ADOT	Dottie Shoup	4-8 years	We handle all incidents on ADOT roadway Statewide	Statewide Routes	n/a	yes	Public Works/Traffic; Police/Law Enforcement; Fire/Rescue; county sheriff's	intersection LOS; height and weight restrictions for bridges and tunnels; lane capacity; potential HAZMAT routing; pavement conditions; freight volume (high and low)	n/a	no	n/a	n/a	full lane closures; expected length of closure; severity of congestion	yes	yes	n/a
NCDOT	Kelly Wells	Greater than 8 years	Large crash	Statewide Routes; Urban Areas; Rural Areas	n/a	yes	Public Works/Traffic; Police/Law Enforcement; Fire/Rescue	Height and weight restrictions for bridges and tunnels	n/a	no	n/a	n/a	full lane closures; expected length of closure; severity of congestion	no	no	n/a
WSDOT	Vince Fairhurst	Greater than 8 years	Number of collisions in a certain area and need to effectively reroute traffic around scene	Statewide Routes; Regional/County/Local Routes; Urban Areas; Rural Areas	n/a	yes	Public Works/Traffic; Police/Law Enforcement; Fire/Rescue; Regional Planning Commission (Other)	intersection LOS; height and weight restrictions for bridges and tunnels; lane capacity; potential HAZMAT routing; pavement conditions; freight volume (high and low); Commute time traffic pattern (Other)	n/a	yes	Parking facilities; Height and weight restrictions; Oversize vehicles (wide loads); Percentage of truck traffic; Ability to communicate with freight drivers; Ability of roadways to handle truck traffic during significant weather events (Other)	yes	full lane closures; expected length of closure; severity of congestion; decision of unified command at the scene (Other)	no	yes	n/a
Caltrans	Robert McNew	n/a	n/a	n/a	n/a	yes	n/a	n/a	census data	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TxDOT (El Paso)	Edgar Fino	Greater than 8 years	State representative (Other)	Statewide routes; Urban Areas	n/a	yes	Public Works/Traffic; Police/Law Enforcement; Fire/Rescue; Emergency Operations Management (Other)	Intersection LOS; Height and weight restrictions for bridges and tunnels; Lane capacity; Potential HAZMAT routing; Freight volume (high or low)	n/a	yes	Height and weight restrictions; Oversize vehicles (wide loads); Percentage of truck traffic	this scenario does not occur as part of our Emergency Rerouting program	Full lane closures; Expected length of closure; Severity of congestion	no	no	n/a
Wisconsin	Paul Keltner	Greater than 8 years	Multiple events requiring a systematic approach	Statewide routes	n/a	yes	Public Works/Traffic; Police/Law Enforcement; Fire/Rescue; Engineering (Other)	Height and weight restrictions for bridges and tunnels; lane capacity; potential HAZMAT routing; pavement conditions; freight volumes (high/low); Other: turning radii, signal locations, rail crossing	n/a	no	n/a	n/a	Other: "boots on the ground" judgement	no	yes	n/a
Tennessee DOT	Derial Bivens	1 year to 3 years	Other: Evacuation planning for Nuclear facilities	Rural areas	Difficulty in setting alternative routes during incidents	yes	Public Works/Traffic; Police/Law Enforcement; Fire/Rescue; Emergency Management (Other)	Height and weight restrictions for bridges and tunnels; Lane capacity; Potential HAZMAT routing; Freight volume (high or low)	n/a	no	n/a	n/a	Full lane closures	n/a	no	n/a

Survey Questions and Answers for each State

State Agency	Who are these agreements with?	Who has the authority to implement Emergency Rerouting (check all that apply):	What public information plans are in place to notify the public of Emergency Rerouting during an incident (check all that apply):	What public information plans are in place to notify neighboring states of Emergency Rerouting during an incident (check all that apply):	Once the reroutes are implemented, are the detours monitored?	Would you be able to submit photos or design drawings for the permanent signs?	Who places the portable signs out during the emergency reroute (check all that apply):	Is it a requirement for these signs to be consistent throughout the state, including freight traffic signage?	How are they monitored (check all that apply):	Have any of the routes been modified to accommodate traffic patterns from the use of in-vehicle GPS devices?	What do you feel is the greatest obstacle(s) toward fostering interagency cooperation of emergency rerouting (check all that apply):	Is your emergency rerouting program and practices/processes documented in a formal plan?	What other agencies reference your rerouting plans?	Are you willing to provide any performance metrics in place by your agency to monitor effectiveness of the emergency rerouting?	Does your agency conduct post-incident or post-event debriefings to discuss effectiveness emergency rerouting strategies?	How often is your emergency rerouting program/processes reviewed and updated?	Additional program information
MnDOT	n/a	State DOT	DMS: Phone (511); Web; Radio; Twitter	Phone: Email/Text	Yes	n/a	n/a	n/a	CCTV; TMC Personnel; On-scene personnel	no	lack of on-site communications	no	n/a	no	yes	annually	n/a
ITD	n/a	State DOT; Local agency; Incident commander	DMS: Phone (511); Web; TV; Radio; Auto notifications	Phone: Email/Text	Yes	n/a	n/a	n/a	CCTV; TMC Personnel; On-scene personnel	no	n/a	yes	Local (above); public (above); dispatch agencies	does not apply to program	yes	greater than 5 years	n/a
ADOT	city; town; county	State DOT; local agency; public safety	DMS: Phone (511); Web; TV; Radio; Auto notifications	Phone: Email/Text	Yes	n/a	n/a	n/a	on-scene personnel	no	lack of unified incident command system	yes	freight	does not apply to program	yes	greater than 5 years	when we contracted for, and then implemented our system. The ability to make this electronic was coming online. We didn't do that we did hard copy. Electronic would be better
NCDOT	n/a	State DOT; public safety	DMS: Phone (511); Web; HAR; Auto notifications	Phone: Auto notifications	Yes	n/a	n/a	n/a	on-scene personnel	no	lack of overall regional coordination; little understanding of duties/priorities among responding agencies; lack of interest among primary/secondary responders	yes	public safety agencies	does not apply to program	yes	every 3 years	NCDOT Divisions are responsible for "detour maps" for their Divisions. They are to work with their local IM teams (fire, police, rescue) to keep them updated. Recently a statewide database of these "detour maps" was created and is being deployed
WSDOT	City; town; county; regional planning agencies	State DOT; public safety	DMS: Phone (511); Web; TV; Radio; HAR; Auto notification; Twitter; Facebook; VMS on trucks (Other)	Phone: Email/Text; Auto notification	Yes	n/a	n/a	n/a	CCTV; Detection; TMC personnel; On-scene personnel; Local law enforcement (Other)	no	Lack of overall regional coordination; lack of lead agency to coordinate efforts; jurisdictional fragmentation; lack of unified incident command system; strained budgets	yes	Local & Public Safety Agencies (Other)	yes	yes	every 3 years	n/a
Caltrans	n/a	n/a	DMS: Phone (511); Web; TV; HAR	Phone: Email/Text	n/a	n/a	n/a	n/a	n/a	n/a	Lack of overall regional coordination; lack of lead agency to coordinate efforts; jurisdictional fragmentation	no	n/a	n/a	no	Has not been updated	Caltrans does not have an overall Emergency Rerouting Plan. State is too large and emergency response plans are developed regionally. Local agencies (cities and counties) develop response plans. (Herby Lissade at herby_lassade@dot.ca.gov)
TxDOT (El Paso)	n/a	State DOT; local agency; public safety	DMS; Web; TV; Radio; HAR; Twitter; Facebook	Email/Text	Yes	n/a	n/a	n/a	CCTV; TMC Personnel; On-scene personnel	no	Lack of overall regional coordination; lack of lead agency to coordinate efforts; lack of unified incident command system; lack of interest among primary/secondary responders; strained budgets	yes	public safety agencies	does not apply to program	yes	Every 4 years	n/a
Wisconsin	Other: Various	State DOT; local agency; public safety	DMS: Phone (511); web; HAR; Twitter	Phone: Auto notifications	yes	n/a	n/a	n/a	CCTV; On-scene personnel	no	Lack of overall regional coordination; jurisdictional fragmentation	no	n/a	does not apply to program	yes	every 3 years	TIME Program and Statewide Traffic Operations Center
Tennessee DOT	n/a	State DOT	DMS: Phone (511); Web; Radio; Automatic notification; Twitter; Facebook	Phone: Email/Text	Yes	n/a	n/a	n/a	on-scene personnel	yes	Jurisdictional fragmentation	yes	Local agencies	does not apply to program	yes	Has not been updated	n/a