

**Appendix D – Emergency Rerouting Development Checklists**

## Emergency Rerouting Development Checklist – Stakeholder Identification

Road/Corridor Name:

Date:

**Timeframe:** Initial planning step before discussions for developing of emergency rerouting plans.

**Involvement:** Local and partner agencies impacted by the rerouting plans; varied based on location, type, and duration of the incident.

**Process:** Identification of potential stakeholders should be the first step in the development process of emergency rerouting plans. Potential stakeholders include any local agency that would be affected by or would have an effect on the plans. For example, if rerouting plans include a detour onto an arterial street that includes access from a major university, the capacity of that specific street may be too much and would not provide the adequate free flow of traffic. Different stakeholders have considerations that others may not think of. All ideas are important and should be noted.

**Checklist:** Evaluate the potential stakeholders listed below to determine if any of the following are affected by or would impact the route. Reference the next section for specific roles and responsibilities of those agencies that represent primary responders during an emergency reroute.

<i>Check all that apply</i>		<i>Agency/Contact</i>	<i>Agency/Contact</i>	<i>Agency/Contact</i>	<i>Comments</i>
<input type="checkbox"/> Michigan Department of Transportation (MDOT)	Name:				
	Email:				
	Phone:				
<input type="checkbox"/> MDOT Transportation Operations Centers (SEMTOC, STOC, WMTOC)	Name:				
	Email:				
	Phone:				
<input type="checkbox"/> MDOT Incident Management Engineer	Name:				
	Email:				
	Phone:				
<input type="checkbox"/> MDOT Emergency Management Coordinator	Name:				
	Email:				
	Phone:				
<input type="checkbox"/> MDOT Regional Office	Name:				
	Email:				
	Phone:				
<input type="checkbox"/> MDOT Transportation Service Center (TSC)	Name:				
	Email:				
	Phone:				
<input type="checkbox"/> MDOT Region Communication Representative	Name:				
	Email:				
	Phone:				
<input type="checkbox"/> Mackinac, Blue Water, and/or International Bridge staff (if applicable)	Name:				
	Email:				
	Phone:				
<input type="checkbox"/> Local municipal transportation agencies (traffic engineering departments, public works departments)	Name:				
	Email:				
	Phone:				
<input type="checkbox"/> County Road Commission(s)	Name:				
	Email:				
	Phone:				

*Emergency Rerouting Development Checklist – Stakeholder Identification*

<i>Check all that apply</i>		<i>Agency/Contact</i>	<i>Agency/Contact</i>	<i>Agency/Contact</i>	<i>Comments</i>
<input type="checkbox"/>	Michigan State Police	Name:			
		Email:			
		Phone:			
<input type="checkbox"/>	Local police departments	Name:			
		Email:			
		Phone:			
<input type="checkbox"/>	Local county sheriff	Name:			
		Email:			
		Phone:			
<input type="checkbox"/>	Local 911 central dispatch centers	Name:			
		Email:			
		Phone:			
<input type="checkbox"/>	Emergency responders (fire and rescue)	Name:			
		Email:			
		Phone:			
<input type="checkbox"/>	Emergency responders (public safety)	Name:			
		Email:			
		Phone:			
<input type="checkbox"/>	Other transportation agencies (transit, airports, rail, others.)	Name:			
		Email:			
		Phone:			
<input type="checkbox"/>	Local TV and radio stations	Name:			
		Email:			
		Phone:			
<input type="checkbox"/>	Local and regional print media	Name:			
		Email:			
		Phone:			
<input type="checkbox"/>	Large employers (universities, medical centers, manufacturing facilities)	Name:			
		Email:			
		Phone:			
<input type="checkbox"/>	Large event/tourist areas (convention centers, sport/concert arenas, tourist attractions)	Name:			
		Email:			
		Phone:			
<input type="checkbox"/>	Regional shopping malls	Name:			
		Email:			
		Phone:			
<input type="checkbox"/>	Trucking industry associations	Name:			
		Email:			
		Phone:			
<input type="checkbox"/>	Other	Name:			
		Email:			
		Phone:			

## *Emergency Rerouting Development Checklist – Roles and Responsibilities*

*Road/Corridor Name:* \_\_\_\_\_

*Date:* \_\_\_\_\_

The following list should be discussed in order to get buy in from the stakeholders on their specific roles and responsibilities.

<b><i>MDOT Maintenance/County Road Commission/ Local Public Works</i></b>
<input type="checkbox"/> Respond to requests from law enforcement, 911 central dispatch centers, or other sources of incident information to support the traffic control requirements for incidents or road impacts
<input type="checkbox"/> Collaborate with the incident commander and others on scene to determine if emergency reroute is needed
<input type="checkbox"/> Notify appropriate MDOT entities of status, impacts, and potential need to reroute (TSC, TOC, and other MDOT maintenance if affecting more than one region)
<input type="checkbox"/> Initiate contact with other key partners (counties, local municipalities, other local agencies, and MDOT TSC) to determine and confirm emergency alternate route strategy
<input type="checkbox"/> If warranted, implement signage for alternate route or coordinate with local entities to implement signage
<input type="checkbox"/> Monitor status of alternate route through visual observations (either in the field or through closed circuit television (CCTV) cameras)
<input type="checkbox"/> Coordinate signal adjustment
<input type="checkbox"/> Other
<b><i>MDOT TSC</i></b>
<input type="checkbox"/> Initiate notifications to the appropriate TOC – dependent on time of day and region
<input type="checkbox"/> Collaborate with MDOT Maintenance and MDOT TOC to determine alternate route feasibility or constraints
<input type="checkbox"/> Coordinate with TOC when their support is needed after hours or on weekends
<input type="checkbox"/> Issue “all clear” when alternate route is no longer needed (once the incident has been cleared)
<input type="checkbox"/> Other
<b><i>MDOT TOC [WMTOC (Grand Region; M-Th: 6a-8p, F: 6a-9p, S-S: 12p-8p), SEMTOC (Metro Region; 24/7), STOC (Statewide and other areas not covered by other TOC as well as WMTOC during off-hours; 24/7)]</i></b>
<input type="checkbox"/> Collaborate with MDOT Maintenance and MDOT TSC to determine alternate route feasibility or constraints
<input type="checkbox"/> Initiate notifications of the restriction to agencies through established email distribution list (includes media and other listserv subscribers)
<input type="checkbox"/> Activate event response plan messages on the DMS (if available) to provide advanced warning to motorists about the closure and if a detour is in place
<input type="checkbox"/> Coordinate the implementation of emergency traffic signal changes
<input type="checkbox"/> Update MiDrive with information about the closure and if a detour is in place
<input type="checkbox"/> Request updates from MDOT Regional Maintenance and issue updated agency notifications as needed
<input type="checkbox"/> Issue “all clear” when alternate route is no longer needed (once the incident has been cleared)
<input type="checkbox"/> Coordinate with TSC—or with multiple TSCs when closure and alternate route impacts more than one MDOT region
<input type="checkbox"/> Dispatch MDOT freeway courtesy patrol (FCP) (if applicable)
<input type="checkbox"/> Other
<b><i>Law Enforcement</i></b>
<input type="checkbox"/> If law enforcement is the incident commander, request support from MDOT Maintenance prior to establishing an alternate route
<input type="checkbox"/> Provide on-scene support for temporary traffic control during alternate route mobilization
<input type="checkbox"/> Notify MDOT Maintenance when officers have completed their investigation and leave the scene
<input type="checkbox"/> Other
<b><i>Fire/EMS</i></b>
<input type="checkbox"/> If Fire/EMS is the incident commander request support from MDOT Maintenance prior to establishing an alternate route
<input type="checkbox"/> Notify MDOT Maintenance when Fire/EMS have left the scene
<input type="checkbox"/> Other

## Emergency Rerouting Development Checklist – Road Network Considerations

**Road Name:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**Timeframe:** During the development of emergency rerouting plans.

**Involvement:** State and local transportation agencies.

**Process:** Choices for rerouting traffic will depend on the length of the detour, available roadways for the detour and their characteristics, and connections to intersecting roadways along the detour. All potential characteristic should be considered when deciding on potential alternates. It is important for the estimated volume of detoured traffic to be evaluated against the capacity of the identified reroute. It is understood that the roadway likely will be over capacity, but this analysis will assist in planning effective traffic control measures in response to the projected traffic conditions. References for this include: local maps, ADT, weight restriction maps, and/or height restriction maps.

**Checklist:** Review the characteristics of the potential alternate routes and determine if they may impact the plans.

Characteristics		Alternate Emergency Route 1	Alternate Emergency Route 2	Alternate Emergency Route 3
<input type="checkbox"/> Identify segment of each alternative route (road name, and end points)  <i>*Note: see intersection checklist for specific analysis of intersections.</i>	Segment 1			
	Segment 2			
	Segment 3			
	Segment 4			
	Segment 5			
	Segment 6			
	Segment 7			
	Segment 8			
	Segment 9			
<input type="checkbox"/> Length of roadway (mainline and alternative route)	Mainline:			
	Alternate:			
<input type="checkbox"/> Volume thresholds by time of day	Mainline: AM/PM			
	Diversion: AM/PM			
<input type="checkbox"/> Capacity of roadway	Mainline:			
	Diversion:			
<input type="checkbox"/> Background V/C levels of diversion roadway(s) by time of day	Mainline: AM/PM			
	Diversion: AM/PM			
<input type="checkbox"/> Queue length adequacy				
<input type="checkbox"/> Roadway geometry				
<input type="checkbox"/> Lane geometry				
<input type="checkbox"/> Horizontal curvature				
<input type="checkbox"/> Vertical curvature				

*Emergency Rerouting Development Checklist – Road Network Considerations*

<b>Characteristics</b>	<b>Alternate Emergency Route 1</b>	<b>Alternate Emergency Route 2</b>	<b>Alternate Emergency Route 3</b>
<input type="checkbox"/> Sight distance impacts			
<input type="checkbox"/> Shoulder			
<input type="checkbox"/> Roundabouts			
<input type="checkbox"/> Other			
<input type="checkbox"/> Choke point constraints			
<input type="checkbox"/> Route departure and re-entry points			
<input type="checkbox"/> Route turning movement			
<input type="checkbox"/> Bridge structures			
<input type="checkbox"/> Bridge potential weight limits			
<input type="checkbox"/> Bridge lighting			
<input type="checkbox"/> At grade rail crossing			
<input type="checkbox"/> Vertical clearances (overhead structures, wires, etc.)			
<input type="checkbox"/> Posted speed limit			
<input type="checkbox"/> Potential roadway conditions during adverse weather (high water levels, snow plowing operations, etc.)			
<input type="checkbox"/> Roadway lighting			
<input type="checkbox"/> Traffic signals			
<input type="checkbox"/> Number of signals			
<input type="checkbox"/> Agency coordination to retime signals, if necessary			
<input type="checkbox"/> Coordinated signal timing plans			
<input type="checkbox"/> Signalized intersections spacing			
<input type="checkbox"/> Clearzone availability for posting detour signs along the roadway			
<input type="checkbox"/> Land uses in or near the route			
<input type="checkbox"/> Potential impacts of increased traffic (number of driveways, impacts on businesses, schools or residential properties)			
<input type="checkbox"/> HAZMAT restricted areas			
<input type="checkbox"/> Special industries, buildings, or potential hazards (military bases, nuclear plants)			
<input type="checkbox"/> Other			



*Emergency Rerouting Development Checklist – Regional Considerations (Urban Areas)*

*Road/Corridor Name:*

*Date:*

**Timeframe:** During the development of the emergency rerouting plans.

**Involvement:** All stakeholders involved during the development stage.

**Process:** Impacts of emergency rerouting are very large-scale in nature and can affect traffic beyond the municipality or county level. Therefore, it is important to consider the support of statewide resources and the impacts on all levels of operation from local to statewide.

In urban areas, there are anticipated to be more alternate route options available for motorists. The usage and signage of local roads in urban areas should be a collaborative review to determine whether they are suitable to serve as an alternate route for freeway traffic and if there are any potential impacts that motorists may incur.

In addition, a review of documented local agreements should be completed to ensure the emergency reroute has the formal approval in place to use those roads during such an event. Existing agreements or consent should be in place prior to implementation.

For lengthy alternate routes, more than one County or MDOT Region could be affected. MDOT should have primary responsibility for coordinating with adjacent MDOT regions to determine alternate routing strategies and confirm communications and notifications processes. Also, the TOCs should be notified by MDOT regional staff of the incident.

**Checklist:** Confirm the local area where the reroute is being planned is considered urban. If it is rural, switch to the Regional Considerations – Rural Area.

**Determine if any of the following resources are needed.**

It is very important to note that MDOT currently has a communications protocol and a chain of command in place and these should be followed.

	Alternate Emergency Route 1	Alternate Emergency Route 2	Alternate Emergency Route 3
<b>Evaluate the current conditions in the vicinity of the route.</b>			
<input type="checkbox"/> Are there any active (or near-term) Work Zones on local roads			
<input type="checkbox"/> Are there any height or weight restrictions			
<input type="checkbox"/> What is the overall fitness of road – to support heavy influx of traffic			
<input type="checkbox"/> Are there any traffic control infrastructure (signals) and potential to modify signal timing to support additional rerouted traffic			
<input type="checkbox"/> Are there any formal agreements with local agencies (municipalities/counties)			

<b>Interagency Coordination Consideration:</b>			
<input type="checkbox"/> Does the route cross county lines			
<input type="checkbox"/> Does the route cross regional lines			

## *Emergency Rerouting Development Checklist – Regional Considerations (Rural Areas)*

*Road/Corridor Name:* \_\_\_\_\_

*Date:* \_\_\_\_\_

**Timeframe:** During the development of the emergency rerouting plans.

**Involvement:** All stakeholders involved during the development stage.

**Process:** Impacts of emergency rerouting are very large-scale in nature and can affect traffic beyond the municipality or county level. Therefore, it is important to consider the support of statewide resources and the impacts on all levels of operation from local to statewide.

In rural areas of Michigan, there are likely to be fewer alternate route options for motorists, and any alternate routes implemented could be lengthy. The usage of the local roads should be reviewed to determine whether they are suitable to handle the freeway traffic.

A review of potential impacts also should be completed. Local agreements should be in place prior to the implementation of emergency reroutes on to local roads. These formal approvals help to ensure there is no conflict between MDOT, local agencies, and public safety. In the rural areas, weather is an important factor; consider whether local agencies will be required to accelerate snow removal processes prior to implementing an emergency alternate route.

For lengthy alternate routes, more than one County or MDOT Region could be affected. MDOT should have primary responsibility for coordinating with adjacent MDOT regions to determine alternate routing strategies and confirm communications and notifications processes. Also, the TOC should be notified by MDOT regional staff of the incident.

**Checklist:** Confirm the local area where the reroute is being planned is considered rural. If it is urban, switch to the Regional Considerations – Urban Area.

**Determine if any of the following resources are needed.**

It is very important to note that MDOT currently has a communications protocol and a chain of command in place and these should be followed.

	Alternate Emergency Route 1	Alternate Emergency Route 2	Alternate Emergency Route 3
<b>Alternate route selection should follow this priority:</b>			
<input type="checkbox"/> State-owned trunkline (pre-designated or determined on-scene)			
<input type="checkbox"/> Connector roadway facility to state-owned trunkline			
<input type="checkbox"/> County or local road			

<b>Highlight potential impacts based on the following items:</b>			
<input type="checkbox"/> What is the overall fitness of the road			
<input type="checkbox"/> Are there any height or weight restrictions			
<input type="checkbox"/> Are there additional road characteristics that should be considered			
<input type="checkbox"/> Are there any limitations to certain vehicle classes			
<input type="checkbox"/> Are there any snow or ice restrictions			
<input type="checkbox"/> Are there any formal agreements in place			

<b>Interagency Coordination Consideration:</b>			
<input type="checkbox"/> Does the route cross county lines			
<input type="checkbox"/> Does the route cross regional lines			

## Emergency Rerouting Development Checklist – Communications

Road/Corridor Name:

Date:

Communicating emergency reroute information will be critical to maintaining a safe detour. It is important for affected agencies as well as the traveling public to know what routes have been established.

This section of the manual outlines recommended procedures for notifying agencies and the public.

### Agency Communications and Notifications

#### Pre-planning activities:

- MDOT TSC establish local contact/notification list (email and telephone)
- MDOT TOC establish contact/notification list for each corresponding Region (email and telephone)
- MDOT pre-determine key regional contacts that need to be notified of established reroutes. Key stakeholders for reroute notifications include:
  - Michigan State Police
  - County Road Commissions
  - 911 dispatch centers (link to police, fire, emergency services)
  - Municipal street/traffic public works
  - Media (radio, TV)
  - Others who have opted in during planning activities
- MDOT issue a notification to stakeholders about the process that will be used and from whom they will receive reroute notifications, updates, and “all-clear”
- MDOT establish a process to log and archive reroute notifications

### On-Scene Communications and Notifications

The incident commander will involve appropriate agencies in determining the need for an emergency reroute, and will defer routing decisions to MDOT, County Road Commissions, and other local agencies based on the location, duration, and any additional influences (such as weather, route restrictions, or vehicle class restrictions). The TSC will be the primary contact during normal business hours (8a-5p) with STOC or SEMTOC covering overnight (5p-8a).

#### Checklist for notifications about established reroute:

- Incident commander notifies (or designate an entity) MDOT Regional Maintenance Contact of incident, impacts, and to request support
- MDOT maintenance staff notifies local MDOT TSC and corresponding TOC of the impact, MDOT response action, and reroute
- MDOT TSC confirms notification of incident and document established route, and expected/estimated duration
- TOC confirms incident is in the MDOT MiDrive System and document established route and expected/estimated duration
- TOC identifies potential permanent DMS that should be activated to warn travelers of the incident and that a detour is in place (per event response plans)
- MDOT TSC (business hours) or TOC (after hours) to issue email alert to distribution list developed during pre-planning activities
- MDOT TSC (business hours) or TOC (after hours) to remain in contact with MDOT maintenance on any changes or updates to rerouting strategy

#### For emergency reroutes lasting longer than 4 hours:

- MDOT TSC and/or TOC to issue an update to the distribution list of status of reroute and anticipated duration. If duration cannot be estimated, MDOT issues a statement in the update that reroute is in effect until further notice
- MDOT TOC updates MiDrive with reroute status and information as it becomes available
- The MDOT maintenance personnel to keep MDOT TSC and TOC updated of status of reroute

## *Emergency Rerouting Development Checklist – Communications*

### ***Reroute demobilization***

- When reroute signage has been removed and travel on the affected route has been reopened, MDOT maintenance personnel notifies the TSC and TOC that the affected route is open
- MDOT TOC updates MiDrive to remove the reroute alert
- MDOT TSC (business hours) or MDOT TOC (after hours) issues an “all clear” email alert to the distribution list

### **Motorist Communications**

***For incidents or events affecting a route that requires a reroute to be implemented, MDOT will initiate the following:***

- En-route signage to direct motorists to established, pre-designated signed alternate routes
- Temporary alternate route signage (if necessary)
- Longer-term emergency alternate route information will be posted to MiDrive
- Permanent DMS will be activated, alerting travelers to the impact and that an alternate route/detour is in effect
- MDOT or County Road Commissions may deploy portable CMS to provide reroute information to motorists. Because of mobilization requirements, portable CMS may only be used for longer-term alternate routes (4 hours or longer)
- Media partners will be provided with information to alert travelers via radio about affected route and advise travelers to use an alternate (if a permanent, signed alternate route is available, this will be recommended to be broadcast)

## Emergency Rerouting Development Checklist – Evaluation Methods

*Road/Closure Name:*

*Date:*

<b>Feasibility Evaluation</b>	
<b>Timeframe:</b> Annually	
<b>Involvement:</b> State and local transportation agencies impacted by the rerouting plans.	
<b>Process:</b> Feasibility of the rerouting plans should be reviewed on an annual basis. The purpose of this review is to determine if changes to the route (such as a change in a bridge weight restriction) or changes to the environment (such as the addition of a new school zone) impact the feasibility of a detour. State and local transportation representatives from jurisdictions impacted by the reroute should be involved in the review.	
<b>Checklist:</b> Evaluate the emergency rerouting plans to determine if any of the following exist on routes included in the plan and the impact of the change to the plan. If necessary, the plans may need to be modified to ensure the routes remain effective and feasible.	
	<b>Selected Alternate Emergency Route</b>
<input type="checkbox"/> Changes in road geometry	
<input type="checkbox"/> Changes in signing	
<input type="checkbox"/> Changes in striping	
<input type="checkbox"/> Changes in speed limits	
<input type="checkbox"/> Changes in weight restriction on bridges	
<input type="checkbox"/> Change in height restrictions	
<input type="checkbox"/> Changes in at-grade railroad crossings	
<input type="checkbox"/> Changes in HAZMAT restrictions	
<input type="checkbox"/> Additional traffic signals	
<input type="checkbox"/> Addition of school zones	
<input type="checkbox"/> Additional business or residential developments	
<input type="checkbox"/> Significant change in traffic congestion levels	
<input type="checkbox"/> Any planned changes to the routes scheduled for implementation in the next year	

## *Emergency Rerouting Development Checklist – Evaluation Methods*

*Road/Corridor Name:*

*Date:*

**Effectiveness Evaluation**

**Timeframe:** After each implementation of a rerouting plan.

**Involvement:** State and local public safety and transportation agencies involved in the implementation of the rerouting plans.

**Process:** The effectiveness of emergency rerouting plans should be evaluated after the reroutes have been implemented through after-action meetings. This evaluation should take place the first time a reroute is used, and subsequently any time the reroute has been used and generates more congestion than planned or causes other unexpected problems. Any available data should be gathered prior to the after-action meeting and representatives from all agencies involved in the implementation of the detour should be involved.

Evaluation of emergency rerouting plans can be challenging because emergencies are unplanned events that may not allow thorough data collection, may involve multiple agencies in the response, and will not have a baseline to measure the effectiveness of the emergency rerouting plans against. Traffic conditions on the closed route and the detour may vary, impacting the effectiveness of the closure. For example, a route may be experiencing high levels of congestion prior to an incident that shuts down the route, and the reroute may have lane restrictions due to construction. These factors would make the emergency rerouting plan less effective than it might be under normal conditions.

There is not an exact method for evaluating rerouting plans. Data on level of service of the roads, vehicle throughput, and speeds may not be available which makes an objective evaluation difficult. Evaluations will only be able to be performed on routes that have been signed as detours or where point control exists to direct the public onto the reroutes.

It is recommended that an after-action meeting be held with all of the involved public safety and transportation agencies as soon as possible after a rerouting plan has been implemented that involves signed or point control reroutes.

**Checklist:** Consider the following information when evaluating the effectiveness of the rerouting plans.

	<b>Selected Alternate Emergency Route</b>
<input type="checkbox"/> How quickly was the rerouting plan put into place	
<input type="checkbox"/> Did field staff have the necessary plans and equipment to implement the rerouting plan	
<input type="checkbox"/> Were there adequate field staff available to implement the rerouting plan	
<input type="checkbox"/> Were there unexpected levels of congestion on the route	
<input type="checkbox"/> Were there unexpected bottlenecks	
<input type="checkbox"/> Were there unexpected impacts on local business and residential areas	
<input type="checkbox"/> Were there unexpected conditions encountered on the rerouting plan, such as construction	
<input type="checkbox"/> Were motorists provided adequate advanced information about the closure and rerouting	
<input type="checkbox"/> Did motorists follow the rerouting plan as intended	
<input type="checkbox"/> Did motorist provide any comments or complaints regarding the rerouting plan	
<input type="checkbox"/> Where local public officials notified in advance of the rerouting plan	
<input type="checkbox"/> Did local officials provide any comments or complaints regarding the rerouting plan	
<input type="checkbox"/> Are there any available data that can be reviewed to determine the effectiveness of the route (Examples include traffic volumes data, speed data, or CCTV camera video that may have recorded the incident)	

## Emergency Rerouting Development Checklist – Permanent Signage Evaluation

*Road/Corridor Name:*

*Date:*

<b>Timeframe:</b> Annually, in order to ensure that any changes in signing needs are reviewed and updated.	
<b>Involvement:</b> State and local transportation agencies impacted by the rerouting plans.	
<b>Process:</b> Signage should be reviewed on an annual basis to make sure that they comply with current standards and are applicable for the rerouting plans. The purpose of this review is to ensure that signage complies with the current edition of the Michigan Manual on Uniform Traffic Control Devices (MMUTCD), including any revisions. This annual review requires a field review of signs that are permanently installed in the field as well as temporary signs that are used by personnel during emergencies.	
<b>Checklist:</b> Evaluate the signs to ensure they are current and meet the needs of the road users.	
<b>Urban Considerations:</b> Duration or estimates duration; specific location; proximity to alternate routes; roadway characteristics; vehicle restrictions; MODT primary for coordination and implementation.	
<b>Rural Considerations:</b> Collaboration for mobilization between MDOT and local agencies; incidents greater than 4 hours recommended to be signed; adequate along lengthy detour.	
	<b>Selected Alternate Emergency Route</b>
<input type="checkbox"/> Have new signs been installed that conflict with the emergency rerouting signs	
<input type="checkbox"/> Have new signs been installed that conflict with the rerouting plan	
<input type="checkbox"/> Has the reroute experienced confusion or issues that would warrant permanent signing installations or revisions to existing signage	
<input type="checkbox"/> Are the existing signs compliant with the MMUTCD	
<input type="checkbox"/> Are signs still located in the proper location, and are they still in good condition (including meeting retro reflectivity)	
<input type="checkbox"/> Are the signs still in place [after winter]	
<input type="checkbox"/> Are the sign message libraries associated with the portable message signs still accurate	
<input type="checkbox"/> Are the portable message signs in proper working order	
<input type="checkbox"/> Do any changes in land use, roadways, etc. require a change in signing along the emergency routes	
<input type="checkbox"/> Do the stakeholders who install temporary signs have appropriate inventory (number and types of signs)	