



Traffic Guidelines Manual

ORIGINATOR State Traffic Engineer	2-1-55
CHAPTER 2	Signing
SECTION 1	General
SUBJECT 55	Alternate Roadway Signing

A. Purpose

In some areas of the state, there are sections of roadways that are frequently **closed** to traffic for brief periods of time. As a result, motorists are directed to use an alternate route, usually by law enforcement officials. Many of these alternate route locations are used frequently enough that they could be **permanently** signed as alternate roadways.

There are several benefits of alternate roadway signing. Alternate signing can direct traffic onto an alternate roadway in case the mainline roadway is closed, due to bad weather, crashes, or other incidents. A permanently signed alternate route can assist State Patrol Troopers and other personnel because less manpower will be required to direct motorists on an alternate route.

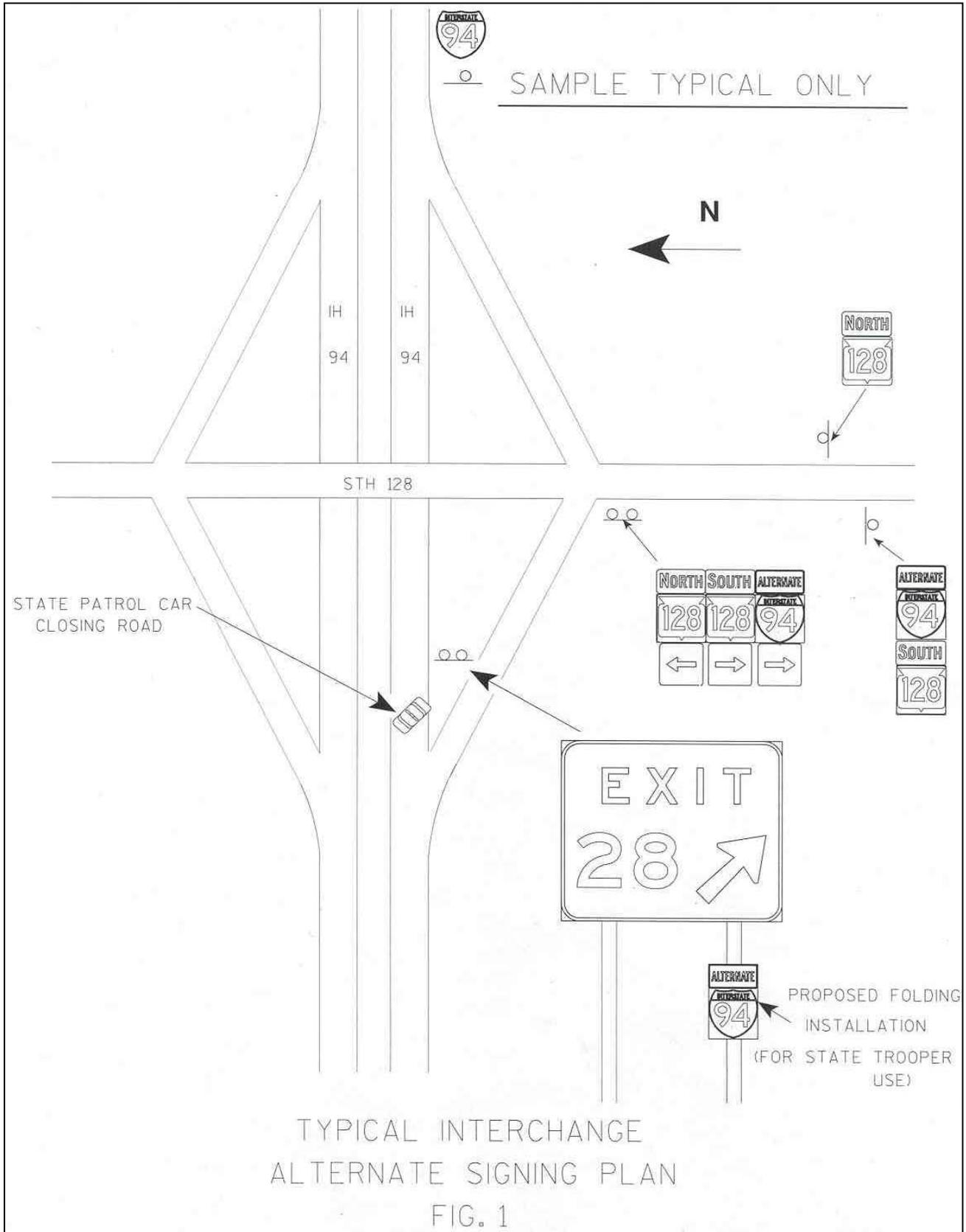
B. Installation Guidelines

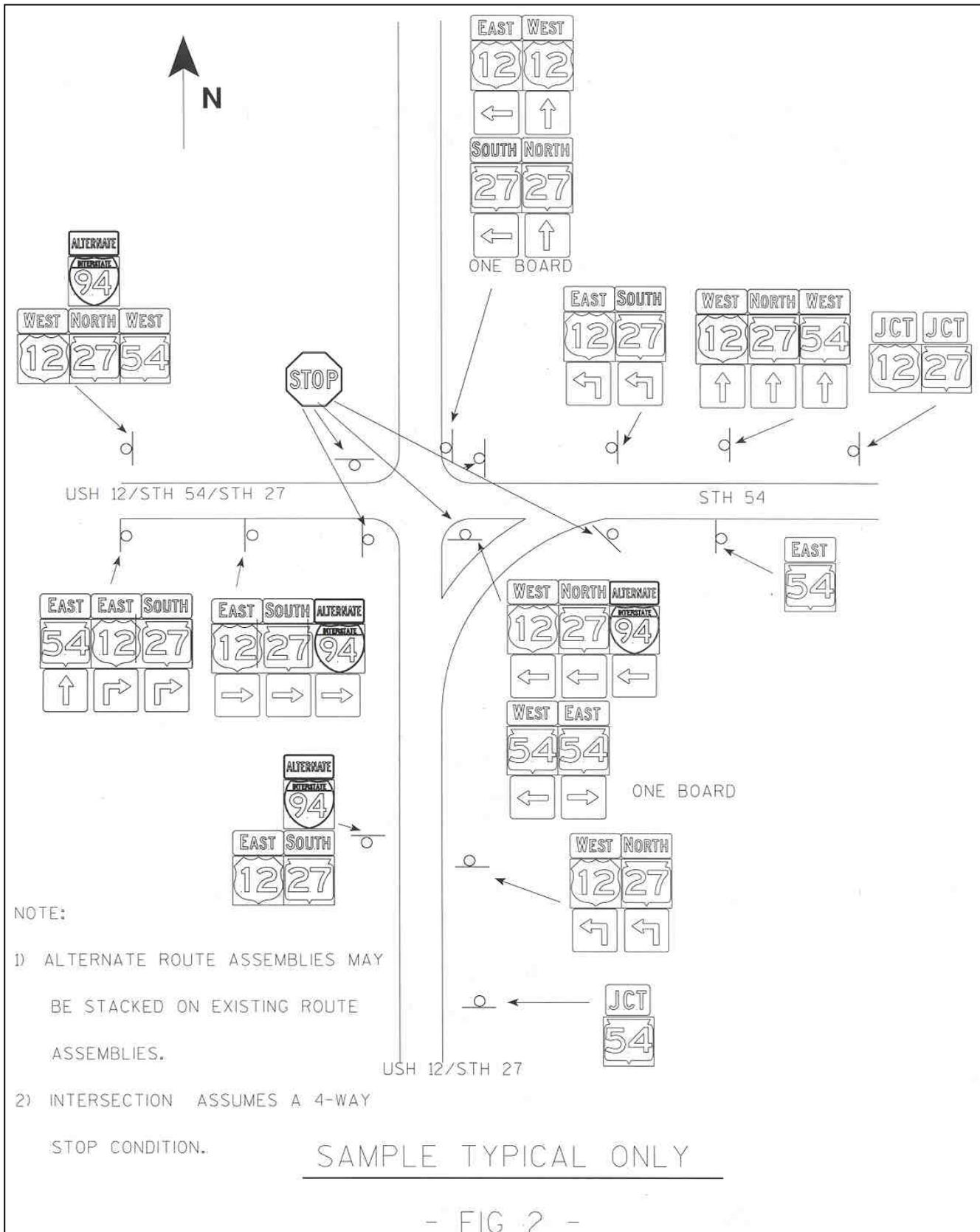
The following criteria *should* be considered by each Regional Traffic Section in the design/implementation of permanent signing for an alternate roadway. It *should* be noted that this type of alternate route signing is optional in each Region and the Region will have the final say on whether to approve or deny this signing. Example details are also provided as part of this policy. This policy applies to the signing of alternate routes for mainline roadways that are on the WisDOT system.

1. During the design of alternate roadway signing, the Regional Traffic Section *should* contact the State Patrol and local highway officials for comment. Some existing county trunk highways and local roads *may* not be suitable as alternate traffic routes. The Region *should* check to see if the alternate route being considered has been previously designated a long truck route. Per Wisconsin Administrative Code 276.08, once a route is permanently signed as an alternate, it will legally be considered a long truck route. The Region *should* be aware that there is a potential problem of truckers legally using the alternate route even if the main route is open.
2. The Alternate Marker (M4-1 sign) **shall** be used in conjunction with the

appropriate route marker shield. For Interstate applications, the Alternate Marker (MB4-1 sign) **shall** be used with the Interstate marker shield. The MB4-1 sign has white lettering on a blue background.

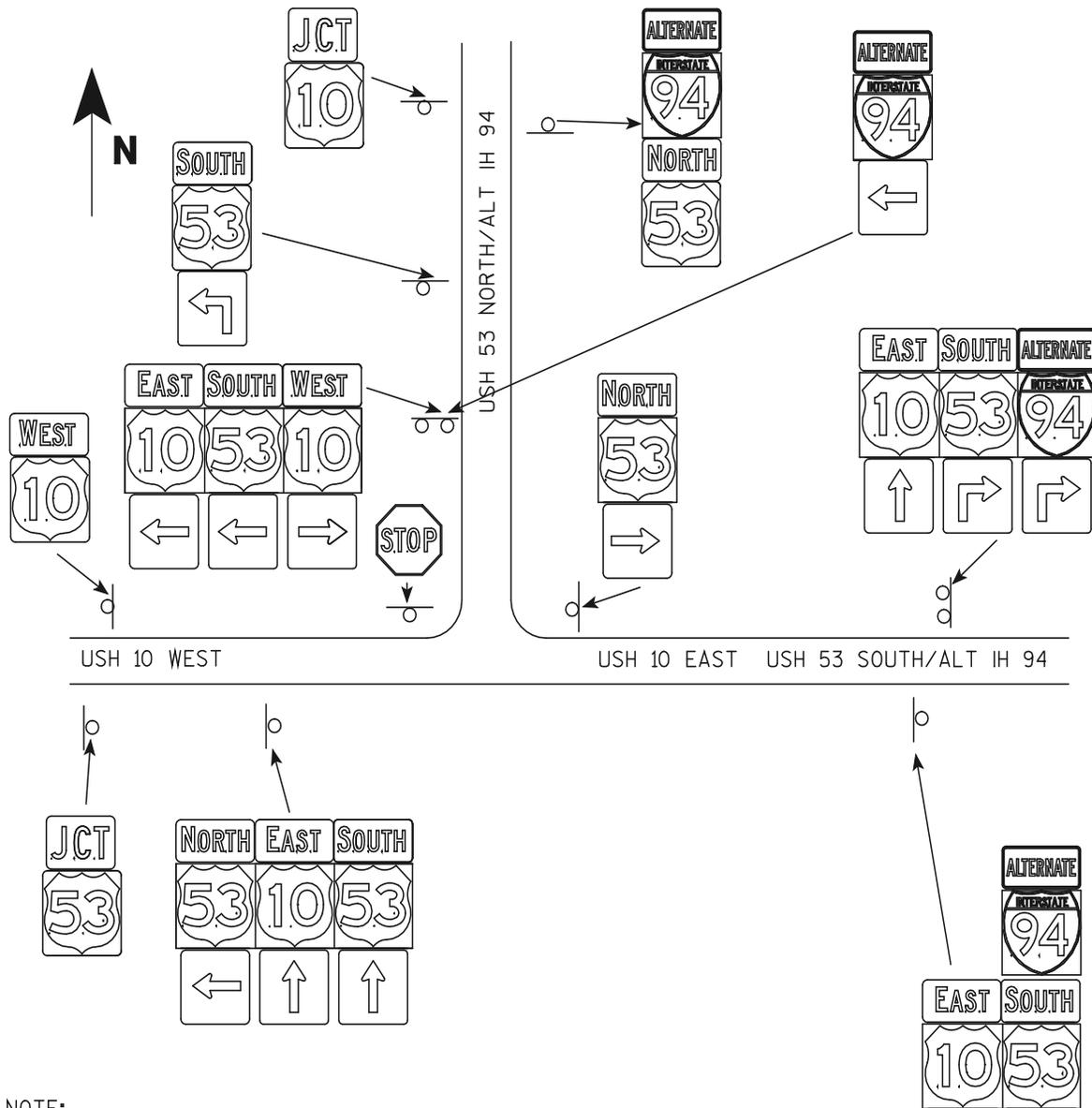
3. Figure 1 shows the use of a horizontal-cut aluminum folding alternate roadway sign. The folding alternate roadway sign is mounted below the "EXIT" gore sign. The State Patrol or other law enforcement officials could flip this sign open in times of roadway closure. Once traffic is directed off the mainline roadway, there would be alternate signing all along the alternate route that would direct motorists. **Usage of this sign has been determined to be optional. It is recommended that the Regional Traffic Section contact their State Patrol Regional office for input on the usage of this sign.**
4. No cardinal direction signs *should* be placed on the alternate route sign assemblies unless a specific direction is required.
5. The use of a vertical route panel is encouraged wherever possible (as shown on the examples). The placement of alternate route assemblies in urban areas *may* be difficult due to space restrictions. Alternate route assemblies *may* be stacked on existing route assemblies. Normally, 24" and 36" marker heads are used. For extreme space constraints, 18" marker heads can be specially ordered. For roadways that have multiple route assemblies (i.e. Interstate 39-90-94 in Southwest Region) one of the numbers can be used for the alternate route assembly on the alternate route.
6. The horizontal size of the alternate route marker sign *should* be the same as the horizontal size of the roadway marker signs already on the roadway.
7. The placement of reassurance markers will differ on each route, but in general they *should* be placed every (+/-) 5 miles or as needed. The alternate reassurance markers *should* be stacked whenever possible and *may* be placed with every reassurance marker on the roadway.
8. Generally, for a stop condition or right turn no stop condition, alternate route assemblies with advanced turn arrows would not be used, as shown on Figure 2. However, conditions such as unusual intersection geometrics and/or multi lanes *may* require the addition of alternate assemblies with advanced turn arrows.
9. For a no stop condition, as shown on Figure 3, alternate route assemblies with advanced turn arrows *should* be used.
10. It is recommended that the Regions send their completed alternate roadway signing layouts to Central Office Traffic Operations for review prior to installation.





NOTE:

- 1) ALTERNATE ROUTE ASSEMBLIES MAY BE STACKED ON EXISTING ROUTE ASSEMBLIES.
- 2) INTERSECTION ASSUMES A 4-WAY STOP CONDITION.



NOTE:

- 1) ALTERNATE ROUTE ASSEMBLIES MAY BE STACKED ON EXISTING ROUTE ASSEMBLIES.
- 2) INTERSECTION ASSUMES A "NO STOP" CONDITION FOR USH 10 TRAFFIC.

SAMPLE TYPICAL ONLY

- FIG 3 -