

**Guidelines for Use of Traffic Diversion Plans  
Effective June 1, 1998 (revised 4/1/04 & 1/1/08)**

**PLANS**

1. Plans should be reviewed by appropriate personnel for accuracy. Any changes should be brought to the attention of James Mona, Manager Highway Operations, ConnDOT , (860)594-2630 for preparation and distribution of revised sheets.
2. Effective June 1, 1998, diversion plans should be readily accessible for use by dispatchers responsible for communicating with responding agencies.
3. Plans will be initiated after an assessment is made on-scene by State Police or the Incident Commander. After location of the incident is identified and it is determined that a diversion plan will be required, the on-scene Trooper will notify the dispatcher of the diversion route.

**NOTIFICATION**

4. Using the appropriate response plan code (noted on lower right of diversion plan, Ex. RPW 13) the State Police dispatcher will:
  - a) notify local police departments as required, and
  - b) notify ConnDOT Highway Operations
5. Upon receiving the response plan coding from State police, local police will utilize the appropriate response plan to identify those intersections which require local police monitoring.
6. ConnDOT will:
  - a) activate changeable message signs, where available,
  - b) activate highway advisory radio system,
  - c) contact appropriate State personnel and regional agencies,
  - d) adjust signal system timing, if necessary,
  - e) implement diversion assurance signing on the detour route.

**CLEARING**

7. When the incident is cleared, the State police dispatcher will advise:
  - a) local police departments as required, and
  - b) ConnDOT.
8. Upon receiving notification that the incident is cleared, ConnDOT will notify appropriate State and regional agencies.