The North/West Passage Pooled Fund Program
A Multi-Agency ITS Collaborative Effort

Corridor-Wide Traveler Information Website

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What is a Pooled Fund Program?

The Transportation Pooled Fund (TPF) Program allows federal, state, and local agencies and other organizations to combine resources to support transportation needs.

A federal, state, regional, or local transportation agency may initiate pooled fund studies. Private companies, foundations, and colleges/universities may partner with any or all of the sponsoring agencies to conduct pooled fund projects.

Approved by FHWA
North/West Passage was established as a FHWA Pooled Fund Study in 2003

Eight State DOT Members along I-90 and I-94 (Washington to Wisconsin)

Implemented Four Work Plans
   Successfully completed 18 projects
evened by the programs developed Strategic Plan

Moving forward with Work Plan 5
   6 projects
The vision of the North/West Passage Corridor is to focus on developing effective methods for sharing, coordinating, and integrating traveler information and operational activities across state and provincial borders.

www.nwpassage.info
Program Highlights

Two Workshops
- CAD to Reporting System
- Cross Border O&M Collaboration

Four Concepts of Operations
- DMS Deployment at the ND/MN Border
- Clarus
- Center-to-Center
- Providing Traveler Information at the Tomah Split in WI

A RFP Created for two states
- Anti-Icing Systems over the Red River Bridge between MN and ND

Commercial Vehicle Focus
- Regional Permitting
Traveler Information Successes

- Integrate Reporting Systems (ND and SD travelers can select to receive MN 511)
- Trial Condition Reporting System in WI
- Corridor-Wide Consistent Major Event Descriptions
- Lessons Learned Document Comparing Reporting Systems
- Call Forwarding and Evaluation of Cross Border Information
- Traveler Information Dissemination to CVO

NWP Brochure and 511 Brochure

Two Websites

- Program Information
- Corridor Wide Traveler Information
Coordinated Corridor Travel Information Issues

– Inconsistent data descriptions and formatting from state to state
– Lack of consistent and adequate real-time information that would enhance cross corridor travel
– Inconsistent and unreliable information for commercial vehicle travelers

Users

– Recreational Travelers
– Commercial Vehicle Travelers

www.i90i94travelinfo.com
Project Goals

– Low-cost website
– Introduce the I-90/I-94 corridor-wide concept
– Assess the usage of the website
– Provide a core system that could be enhanced
– To serve as an outreach and communication outlet
These documents presented the expected impacts, roles, responsibilities and expectations of the website from the view of the users (i.e. travelers and service providers), the state agencies, and the systems that operate the website.

Open Source
– Competitive Bids for Future Enhancements
– Freedom to modify the code (e.g. state, contractor)
Hosting

- Account contact - Member Agency

- Third Party Contractor - hosts and administers the site
Website - Phases

Phase 1 - Complete
  – RFP Process – North Dakota State University Selected
  – Project Cost: $30,000

Phase 2 - In Process
  – RFP Process – Logic Tree and Open Roads Team Selected
  – Project Cost: $50,000
1st Generation Web Site
– Basic Corridor-wide Links to
  ▪ Cameras and Weather Conditions
  ▪ Individual state’s ATIS sites
  ▪ Rest Areas
  ▪ CVO Restrictions
  ▪ Truck Stops
Rest Areas

Click on a red dot to see more information about that rest area.
Phase 1 - CVO Restrictions

To view commercial vehicle information, select a North/West Passage link below.

- Idaho: Statewide Restrictions Map and Location of Runaway Truck Ramps
- Minnesota: Statewide Restrictions Map
- Montana: Statewide Load Restriction Report
- North Dakota: Load Restriction Information
- South Dakota: Truck Information One-Stop Shop
- Washington: Road Restrictions for Oversize/Oversize Motor Vehicles
- Wisconsin: Weight Restriction Program
- Wyoming: Construction Report
P1 – Truck Stops

Click on a state to go to truck stop information for that state.
Justification for Phase II
- Better than Expected Usage:
  5,000 – 10,000 visitors/month
- Positive Comments From Users

2nd Generation Web Site
- Followed the Systems Engineering Process
  - Concept of Operations
  - Requirements & Design Recommendations
- New Features
  - Acquire active event reports posted by member agencies
  - Display active events on I-90 and I-94 within the corridor
Welcome to the North/West Passage Corridor Traveler Information Website. Click on the blue dots below to view current camera images and weather conditions at key locations along the corridor. Or, click on a state for a closer view with more information. Please let us know if you have any suggestions on improving this website by taking a short survey.

<table>
<thead>
<tr>
<th>Event Type</th>
<th>Route</th>
<th>Start Point</th>
<th>End Point</th>
<th>Description</th>
<th>Updated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>I-90 E</td>
<td>54.0</td>
<td>58.0</td>
<td>Interstate 90 Snoqualmie Pass. Milepost 54 to 58 - Speed limit is 55 MPH in the work zone. Weekly expect lane restrictions in both directions. Rotating slowdowns will be used during the day. Loads over 12 feet wide are prohibited from 5 p.m. to 9 a.m. Monday night through Saturday morning. I-90 is closed to bicycles between the Hyak interchange (Exit 54) and Stampede Pass interchange (Exit 60).</td>
<td>7/23/10 8:50 AM PDT</td>
</tr>
<tr>
<td>Construction</td>
<td>I-90 W</td>
<td>182.0</td>
<td>192.0</td>
<td>On Interstate 90 between Moses Lake and the Adams County Line Monday through Thursday nights, expect lane shifts where crews are applying permanent pavement markings.</td>
<td>7/23/10 4:40 PM PDT</td>
</tr>
<tr>
<td>Lane Closure</td>
<td>I-90 W</td>
<td>40.0</td>
<td></td>
<td>Westbound I-90 near milepost 40, WSDOT crews have closed the right lane for pavement marking operations. The speed limit has been reduced to 55 MPH in the work zone.</td>
<td>7/30/08 11:20 AM PDT</td>
</tr>
<tr>
<td>Lane Closure</td>
<td>I-90 W</td>
<td>03.0</td>
<td></td>
<td>WSDOT crews have closed the right lane at milepost 3 for roadway work.</td>
<td>7/26/08 10:18 AM PDT</td>
</tr>
<tr>
<td>Lane Closure</td>
<td>I-90 W</td>
<td>119.0</td>
<td>117.0</td>
<td>Lane Closure on I-90 at milepost 119 west bound</td>
<td>7/30/08 7:45 AM PDT</td>
</tr>
<tr>
<td>Construction</td>
<td>I-90 W</td>
<td>42.0</td>
<td>39.0</td>
<td>Snoqualmie Pass - Through Friday, during daylight hours, drivers may experience delays associated with westbound left lane closures near the Drihrm Road interchange as contractors install guardrail.</td>
<td>7/25/08 10:41 PM PDT</td>
</tr>
<tr>
<td>Construction</td>
<td>I-90 W</td>
<td>83.0</td>
<td></td>
<td>Near Cle Elum Mileposts 82 to 83 - No significant traffic impacts anticipated this week.</td>
<td>7/25/08 12:42 AM PDT</td>
</tr>
<tr>
<td>Construction</td>
<td>I-90 W</td>
<td>7.13</td>
<td>6.7</td>
<td>Monday, July 20 - the morning of Thursday, July 20 - Up to two lanes on westbound I-90 from Island Crest Way to 78th Avenue SE will close from 9 p.m. to 5 a.m. to place conduit on the bridge crossing.</td>
<td>7/25/08 10:25 AM PDT</td>
</tr>
<tr>
<td>Construction</td>
<td>I-90 W</td>
<td>7.13</td>
<td></td>
<td>Monday, July 20 - the early morning of Thursday, July 29 - The on-ramp from Island Crest Way to westbound I-90 will close from 10 p.m. to 5 a.m. to place conduit on the bridge crossing.</td>
<td>7/25/08 10:25 AM PDT</td>
</tr>
<tr>
<td>Construction</td>
<td>I-90 W</td>
<td>0.10</td>
<td>4.27</td>
<td>Monday, July 26 - the morning of Thursday, July 20 - A single lane on westbound I-90 from the west end of the Mount Baker Interchange to the west end of the Mount Baker Interchange will close from 9 a.m. to 5 a.m. to install concrete.</td>
<td>7/23/10 8:50 AM PDT</td>
</tr>
</tbody>
</table>
User Feedback

The site has been operational through 1 winter season and saw 5,000 – 10,000 user sessions per month.

➢ “This website is a model for what other areas should be doing.”

➢ “Traveling these roads are definitely made safer with this website.”

➢ “I was pleased to find this linked to my home state (Idaho) DOT. What a fantastic concept, I hope to see it spread...coast to coast, border to border!”

➢ “I work with a road service company & happened on this website. It will go on our intranet as a favorite/helpful to advise people who are traveling”

➢ “I think this is a great site - While I could most likely find all this information elsewhere, it is great to have the cameras, weather reports and road conditions all accessible from one site.”
Challenges

- Identifying and adhering to each state’s website policies
- The importance of an outreach plan
- Creating an easily searchable domain name
- Identifying the format of each state’s data feed
- Consistency in Data Available from each state’s data feed: (Location, Event Description, Impacts, Duration)
- Maintaining the website while individual sites data feeds periodically change
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Washington State
Department of Transportation