

Chapter 3
Solutions

3.1 Introduction
Identification of incident management problems and needs described in the previous chapter continues to be the foundation for developing TIME solutions. The approach used to develop TIME Blueprint Version 2.0 solutions consisted of the following four primary activities:

1. Synthesize solutions identified in the initial study;
2. One-on-One Meetings with representative Steering Committee members;
3. TIME Blueprint Update Technical Workshop – February 2000; and
4. Freeway Incident Management Team Meeting – April 2000.

Activities 2, 3, and 4 were conducted as part of the Blueprint update process. Each activity involved numerous opportunities for Freeway Incident Management Team and Steering Committee participation and input. For reference purposes this chapter is formatted as follows:

Section 3.2 – Table of each solution grouped by FIMT Committee followed by brief solution descriptions.

Section 3.3 – TIME Blueprint Solution Matrix that shows each solution’s relationship with:

• Services, Products, Policy, Equipment, and System, and
• Program Administration, Coordination/Training/Services, Traveler Information/Information Management, and Highway Infrastructure.

Section 3.4 – Six-Year WisDOT District 2 ITS Work Plan
Additionally, Appendix B contains draft WisDOT ITS Program Project Submittal Forms (which further define each solution, sponsors, implementation schedule, etc.) and order of magnitude cost estimates for each solution.

3.2 Solutions

The solutions in Table 3.1 are arranged by FIMT Committee to illustrate the lead role in the implementation of a particular solution although other FIMT Committees may provide additional support as necessary. The identification numbers associated with each solution are for project tracking purposes only (i.e. identification numbers do not infer project priority). A brief definition for each solution follows to impart a general understanding of the elements contained within a solution.

Table 3.1
Solutions by FIMT Committee

<table>
<thead>
<tr>
<th>Emergency Services Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>E1.(a-h) TIME Program Administration</td>
</tr>
<tr>
<td>E2. Emergency Respondent Resource Lists</td>
</tr>
<tr>
<td>E3. Emergency and Maintenance Vehicle Warning Systems</td>
</tr>
<tr>
<td>E4.(a-d) Freeway Safety Patrols</td>
</tr>
<tr>
<td>E5.(a-b) HAZMAT Program</td>
</tr>
<tr>
<td>E6. Inter-Jurisdictional Mutual Aid Agreements</td>
</tr>
<tr>
<td>E7.(a-b) Traffic Incident Management Policies</td>
</tr>
<tr>
<td>E8.(a-b) Operational Policies for CVOs</td>
</tr>
<tr>
<td>E9.(a) Traffic Incident Management Demonstrations / Training Exercises</td>
</tr>
<tr>
<td>E10.(a-b) Comprehensive Dispatcher Training</td>
</tr>
<tr>
<td>E11. Freeway Enforcement Patrol</td>
</tr>
<tr>
<td>E12. Incident Management Equipment Alternate Storage Sites</td>
</tr>
<tr>
<td>E13. Portable Changeable Message Signs</td>
</tr>
<tr>
<td>E14.(a-j) TESCNET</td>
</tr>
<tr>
<td>E15.(a) 911 Enhancements</td>
</tr>
<tr>
<td>E16.(a-b) Measuring Devices for Crash Investigation</td>
</tr>
<tr>
<td>E17.(a) Voice Communication Enhancements</td>
</tr>
<tr>
<td>E18.(a-b) Freeway Fire Hydrants</td>
</tr>
<tr>
<td>E19.(a) Highway Watch</td>
</tr>
<tr>
<td>E20.(a-c) MONITOR Closed Circuit Television (CCTV) Video Sharing</td>
</tr>
</tbody>
</table>
Table 3.1 (Continued)

<table>
<thead>
<tr>
<th>Corridor Traffic Management Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1. Regional ITS Architecture Administration</td>
</tr>
<tr>
<td>C2. Alternate Route Planning and Traffic Control Plans</td>
</tr>
<tr>
<td>C3.(a) Traveler Information Standards</td>
</tr>
<tr>
<td>C4.(a-c) MONITOR Expansion / Enhancements</td>
</tr>
<tr>
<td>C5.(a-b) Crash Investigation Sites</td>
</tr>
<tr>
<td>C6.(a-b) Enhanced Reference Signs</td>
</tr>
<tr>
<td>C7.(a-e) Signal Enhancements</td>
</tr>
<tr>
<td>C8.(a-b) Measures to Reduce Freeway Speed</td>
</tr>
<tr>
<td>C9.(a-b) Variable Message Signs</td>
</tr>
<tr>
<td>C10. Regional Multi-Agency Traffic Management Center</td>
</tr>
<tr>
<td>C11.(a-b) Probe Traffic Information</td>
</tr>
<tr>
<td>C12. In-Vehicle Traveler Information</td>
</tr>
<tr>
<td>C13.(a-d) Incident Management Evaluation Program</td>
</tr>
<tr>
<td>C14.(a-c) Freeway Access Enhancements for Emergency Response Vehicles</td>
</tr>
<tr>
<td>C15.(a-c) Ramp Closure Gates and Detour Signing</td>
</tr>
<tr>
<td>C16.(a-c) Weather Information Gathering and Dissemination System</td>
</tr>
<tr>
<td>C17.(a-c) Locating Systems</td>
</tr>
<tr>
<td>C18.(a-j) Integrated Corridors</td>
</tr>
<tr>
<td>C19. Policies for Installing Integrated Corridors Communication Conduit in Rehabilitation / Reconstruction Projects</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Special Events / Construction Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>S1.(a-c) Special Event Transportation Standard Operating and Emergency Management Procedures</td>
</tr>
<tr>
<td>S2. Special Events Parking Management System</td>
</tr>
<tr>
<td>S3.(a-b) Integration of Road Weather Information</td>
</tr>
<tr>
<td>S4.(a-b) Mobile Command Post and Special Event Management System</td>
</tr>
<tr>
<td>S5.(a-f) Special Event Traveler Information</td>
</tr>
<tr>
<td>S6.(a-c) Transit Initiatives</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Outreach Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>O1.(a-d) Market Research Study</td>
</tr>
<tr>
<td>O2.(a-b) Statewide ITS Coordination</td>
</tr>
<tr>
<td>O3. Build ITS into the State Project Process (Design and Funding)</td>
</tr>
<tr>
<td>O4.(a-f) Emergency Responder Education / Training Programs</td>
</tr>
<tr>
<td>O5.(a-i) Public Education / Outreach Programs</td>
</tr>
<tr>
<td>O6.(a) Commercial Driver Education / Outreach Programs</td>
</tr>
<tr>
<td>O7.(a) Tourist Education / Outreach Programs</td>
</tr>
<tr>
<td>O8.(a) Enhanced Media Information / Dissemination</td>
</tr>
</tbody>
</table>
Table 3.1 (Continued)

<table>
<thead>
<tr>
<th>MONITOR Solutions *</th>
</tr>
</thead>
<tbody>
<tr>
<td>M1</td>
</tr>
<tr>
<td>M2</td>
</tr>
<tr>
<td>M3</td>
</tr>
<tr>
<td>M4</td>
</tr>
<tr>
<td>M5</td>
</tr>
<tr>
<td>M6</td>
</tr>
<tr>
<td>M7</td>
</tr>
<tr>
<td>M8</td>
</tr>
<tr>
<td>M9</td>
</tr>
<tr>
<td>M10</td>
</tr>
<tr>
<td>M11</td>
</tr>
<tr>
<td>M12</td>
</tr>
<tr>
<td>M13</td>
</tr>
<tr>
<td>M14</td>
</tr>
<tr>
<td>M15</td>
</tr>
<tr>
<td>M16</td>
</tr>
<tr>
<td>M17</td>
</tr>
<tr>
<td>M18</td>
</tr>
<tr>
<td>M19</td>
</tr>
<tr>
<td>M20</td>
</tr>
<tr>
<td>M21</td>
</tr>
<tr>
<td>M22</td>
</tr>
<tr>
<td>M23</td>
</tr>
<tr>
<td>M24</td>
</tr>
<tr>
<td>M25</td>
</tr>
</tbody>
</table>

* Note: MONITOR solutions are presented here for Six-Year WisDOT District 2 ITS Work Plan consistency purposes only. Refer to the MONITOR Design Study Report for solution definitions.

EMERGENCY SERVICES SOLUTION DESCRIPTIONS

E1. TIME Program Administration

TIME Program Administration may include consultant support necessary to maintain an on-going Program. Duties include but are not limited to those listed below.

a. TEA 21 Earmark Administration and Technical Support

b. District GCM Staffing and Administrative Support

c. District 2 GCM Program Support

d. Regional Planning Commission ITS Planning Project

e. Transportation Operations Strategic Vision Development
f. Resource Opportunity Research
g. Multi-Agency Collocation Project
h. TIME Program Technical Support
   - Program Steering Committee
   - Freeway Incident Management Team

E2. Emergency Respondent Resource Lists

Emergency Respondent Resource Lists specify who (personnel) and what (equipment) is available to assist with incident management for each particular freeway segment. This list is distributed to all responsible agencies and used by dispatchers to ensure the most efficient and effective resources are dispatched for incident management.

E3. Emergency and Maintenance Vehicle Warning Systems

To enhance the safety of emergency medical services and maintenance personnel, Emergency and Maintenance Vehicle Warning Systems such as directional strobe arrows and mobile crash attenuators, provide advance warning of incident zones (i.e. crash scene or routine roadway maintenance).

E4. Freeway Safety Patrols

a. Enhanced Freeway Patrols – Continuation

Continuation of the Enhanced Freeway Patrol in Milwaukee County and the Gateway Patrols in Racine and Kenosha Counties. Freeway Patrols minimize the impacts of incidents and provide aid to stranded motorists by driving freeway routes to search for and respond to freeway incidents.

b. Enhanced Freeway Patrols – Expansion

Expansion of the Freeway Patrols to other counties in Southeastern Wisconsin. Freeway Patrols minimize the impacts of incidents and provide aid to stranded motorists by driving freeway routes to search for and respond to freeway incidents.
c. Traffic Response Unit (Pilot: Racine / Kenosha Counties)
Traffic Response Units allow for more efficient traffic control and clearance during major planned (special events, maintenance) and unplanned (crashes) traffic incidents.

d. Remote Incident Traffic Control
Remote Incident Traffic Control includes the procurement and storage of traffic control devices to be used by the County Maintenance Departments.

E5. HAZMAT Program
   a. HAZMAT Clearance Enhancement Program
   HAZMAT Clearance Enhancement Program includes elements such as improved HAZMAT cargo identification, specific HAZMAT route designation/enforcement, legislation, streamlining environmental regulations, and measures to expedite the overall HAZMAT clearance process.
   b. Training/Improved Awareness for HAZMAT
   Training/Improved Awareness for HAZMAT includes elements such as the incorporation of HAZMAT training in law enforcement certification, annual workshops, and better awareness of HAZMAT movement on the freeway system.

E6. Inter-Jurisdictional Mutual Aid Agreements
   Inter-Jurisdictional Mutual Aid Agreements are formal documents allowing agencies from multiple jurisdictions to respond to emergencies including freeway incidents.

E7. Traffic Incident Management Policies
   a. Incident Command System Policy
   A policy to enhance incident command system efficiency.
   b. Emergency Flashing Lights Policy
   Standards/guidelines to reduce emergency vehicle response lighting at incident sites.
E8. Operational Policies for CVOs

   a. Heavy Vehicle Clearance Recommendations
      Heavy Vehicle Clearance Recommendations include the development of heavy
      vehicle clearance guidelines and/or the procurement of specialized heavy
      vehicle clearance equipment.

   b. Legislation to Reduce Trucking Related Incidents
      Development of Trucking Legislation that restricts lane use, speeds, and
      weight of commercial vehicles.

E9. Traffic Incident Management Demonstrations / Training Exercises

   a. On-Going Joint Agency Exercise
      Traffic Incident Management Demonstrations/Training Exercises are On-
      Going Joint Agency Exercises that focus on the implementation of
      communications between agencies.

E10. Comprehensive Dispatcher Training

Comprehensive Dispatcher Training may entail traffic incident management
education at regular intervals to discuss new/updated programs and procedures.

   a. Dispatcher Enhanced Reference Marker Education
      Dispatcher Enhanced Reference Marker Education is an effort to educate 911
      dispatchers about the appropriate use of Enhanced Reference Signs and the
      importance of asking motorists, who are reporting incidents to notice the
      reference signs and use them to describe the location of the incident.

   b. Evacuation and Alternate Routes
      Once Evacuation and Alternate Route plans are developed, dispatchers need to
      be trained in their use.

E11. Freeway Enforcement Patrol

A Freeway Enforcement Patrol is a sheriff department staffed patrol dedicated to
the enforcement/prevention of drunk driving, road rage, crash, and excessive speed
regulations. The initial project tasks may include the evaluation/research of similar
programs and the development of a project proposal.
E12. Incident Management Equipment Alternate Storage Sites

Storing equipment required for incident response near high incident locations instead of one central location can reduce the time needed to respond to and clear an incident. This project entails the design and implementation of storage facilities as well as the procurement of the necessary equipment for incident response.

E13. Portable Changeable Message Signs

Portable Changeable Message Signs mounted on a trailer or truck can display effective messages which provide traveler information during “recurring” incidents (i.e. special events, construction) and “nonrecurring” incidents (i.e. truck rollovers).

E14. TESCNET

The Transportation & Emergency Service Communications Network (TESCNET) projects will implement wireless and wireline communications infrastructure and data processing equipment to enable more efficient interagency voice and data communications. These projects will initially focus on supporting transportation management and emergency service functions of State law enforcement and transportation agencies and county law enforcement and transportation agencies.

a. TESCNET Inter-CAD – Phase 2B
b. TESCNET Inter-CAD – Phase 2C
c. TESCNET Inter-CAD – Phase 3 and 4
d. TESCNET Inter-CAD – Phase 5 and 6 Design
e. TESCNET Inter-CAD – Phase 5 and 6 Deployment
f. TESCNET Emergency Service Video and Data Sharing – Pilot
g. TESCNET Backbone Fixed Plant Design and Procurement
h. TESCNET Backbone Wireless
i. AVL (Emergency/Maintenance/Transit Vehicles)
j. LifeLink Design and Deployment
E15. 911 Enhancements
   a. Emergency Telephone Call-In 911 Enhancements

   Emergency Telephone Call-In 911 Enhancements would predominantly be
   implemented by telephone companies and/or cellular telephone providers and
   may potentially include items such as one-touch termination or transfer to
   minimize call loads for dispatch personnel. These technological advancements
   will allow 911 dispatchers to more efficiently handle incoming telephone calls.

E16. Measuring Devices for Crash Investigation
   a. “Total Station” Survey System and Laser Measuring Devices for Crash
      Investigation

      Equipment and training is needed in order to utilize surveying equipment,
      computer mapping capabilities, and laptop computers for recording accident
      related measurements.

   b. Aerial Photography

      Aerial Photography involves the utilization of helicopter or airplane video
      cameras to record vital incident scene data.

E17. Voice Communications Enhancements

   Voice Communications Enhancements may include technical and/or policy
   advancements that improve the communication abilities between responding
   agencies at an incident scene.

   a. FIRECOM

      FIRECOM is one example of a voice communication enhancement that
      provides the ability for Sheriff and Fire Departments to talk via radio at an
      incident scene through a special dispatcher patch.

E18. Freeway Fire Hydrants
   a. Fire Hydrant Location Identification

      Fire Hydrant Location Identification markers or signs along the freeway right
      of way indicate the presence of a nearby fire hydrant. These signs reduce the
time necessary to locate the nearest fire hydrant, particularly in areas provided with sound barriers and during large accumulations of snow cover.

**b. Additional Freeway Fire Hydrants**

Additional Freeway Fire Hydrants are needed in freeway interchange locations and within the right of way of high incident locations to reduce fire related incident times.

**E19. Highway Watch**

**a. Permanent Highway Watch Incident Detection/Verification Program**

The Highway Watch is a strategy to enlist and train commercial truck drivers to report freeway incidents such as crashes, vehicle breakdowns, and adverse weather conditions via cellular telephone.

**E20. MONITOR Closed Circuit Television (CCTV) Video Sharing**

**a. Emergency Responders**

A direct connection and/or internet access from the WisDOT freeway CCTV subsystem can be provided to fire departments, emergency medical service providers, and others, allowing responders to potentially “view” the incident site and response route conditions prior to and during dispatch of equipment and personnel.

**b. Maintenance Departments**

Provision of real-time travel condition video to maintenance dispatchers.

**c. Aerial Surveillance Expansion**

Procurement of equipment and training to be used by Sheriff Departments for Aerial Surveillance during traffic incidents.
CORRIDOR TRAFFIC MANAGEMENT SOLUTION DESCRIPTIONS

C1. Regional ITS Architecture Administration

Regional ITS Architecture Administration will include support necessary to update the regional ITS architecture on an annual basis as new transportation and public safety projects are implemented.

C2. Alternate Route Planning and Traffic Control Plans

Alternate Route Planning involves the development of pre-planned alternatives for motorists to utilize in the event of incidents causing extended lane blockages on the freeway. Traffic Control Plans include traffic signal timing modifications, parking restrictions, and signing.

C3. Traveler Information Standards

Traveler Information Standards includes the use of consistent standards for effectively and efficiently providing traveler information to motorists via VMS, TAR, the media, and other traveler information methods to decrease driver confusion and improve safety.

a. VMS Operation Policy

Development of a VMS Operation Policy to eliminate vague messages, promote aggressive operation, provide consistent messages, consider diversion messages, and provide effective operator training.

C4. MONITOR Expansion / Enhancements

a. Establish MONITOR Archival Data Support

Establishment of MONITOR Archival Data to Support evaluation of needs and priorities by creating a data management system.

b. Enhanced MONITOR Operations

Enhanced MONITOR Operations involves more effective and efficient use of existing MONITOR system elements.
c. **MONITOR 2010**

Includes expansion of the system detector system, closed circuit television, communication infrastructure, ramp metering, VMS, traveler advisory radio (TAR), etc.

C5. **Crash Investigation Sites**

Crash Investigation Sites, which are located on freeway exit ramps or off of the freeway at park and ride lots and other locations, provide a safe location for information to be exchanged after the occurrence of traffic incidents. They also provide a safe location for vehicles that need minor repairs or disabled vehicles.

a. **Design and Construction**

b. **Maintenance**

C6. **Enhanced Reference Signs**

Enhanced Reference Signs are signs that identify the roadway name, travel direction, and potential reference point to improve motorist’s knowledge of an incident location.

a. **Design and Construction**

b. **Maintenance**

C7. **Signal Enhancements**

a. **Signal System Hardware Upgrades**

Signal System Hardware Upgrades are improvements to arterial traffic signal systems necessary for the implementation of state-of-the-art arterial traffic management practices including advanced signal timing, phasing, and coordination.

b. **Surface Street Electronic Traffic Monitoring**

Surface Street Electronic Traffic Monitoring includes the installation of system loop detectors and CCTV on arterials typically used as alternate routes during freeway incidents. These monitoring devices will provide arterial capacity information to those responsible for traffic management and traveler
information and help emergency respondents determine the fastest routes to the incident site.

c. Traffic Signal and Ramp Meter Integration

Traffic Signal and Ramp Meter Integration helps address arterial congestion in the vicinity of a metered ramp through coordinated operations between traffic signals and ramp meters.

d. Enhanced Emergency Responder Traffic Signal Control

Enhanced Emergency Responder Traffic Signal Control would allow a traffic signal to automatically change to “green” to permit emergency vehicles to proceed through an intersection. This type of preemption can also be used at ramp meters by allowing queued vehicles to be discharged.

e. Inter-Jurisdictional Traffic Signal Coordination

Inter-Jurisdictional Traffic Signal Coordination provides greater mobility to diverted and emergency response vehicles by allowing for “seamless” arterial signal progression.

C8. Measures to Reduce Freeway Speed

a. Use of Traffic Warnings

Converging chevrons and flashing lights can be used to alert motorists of excessive speed under certain roadway and weather conditions.

b. Speed Incident Prevention Project

A Speed Incident Prevention Project may improve freeway safety by implementing a combination of advanced technology (i.e. speed boards, speed radar signs, speed enforcement sign with “memory”), law enforcement, and public education elements to reduce freeway traffic incidents that are caused by excessive speed.

C9. Variable Message Signs

a. Delay Signing at Ramp Meters

Variable Message Signs located at ramp meters could display the amount of real-time delay.
b. Variable Message Signs Mounted on Pre-Existing Exit Signs for Emergency Information

Variable Message Signs Mounted on Pre-existing Exit Signs may display lane or exit ramp closure information.

C10. Regional Multi-Agency Traffic Management Center

A Regional Multi-Agency Traffic Management Center provides improved incident management coordination by co-locating personnel from responsible agencies.

C11. Probe Traffic Information

Probe Traffic Information consists of probe vehicles (i.e. transit, paratransit, maintenance, taxis, and delivery fleet vehicles) that frequently travel the freeway and arterial systems and can communicate real-time information regarding travel speeds and delay directly to the Traffic Operations Center.

   a. Transit
   b. Maintenance

C12. In-Vehicle Traveler Information

In-Vehicle Traveler Information systems may include radio signals that can override the radio/tape/cd player settings to broadcast current travel conditions or computer screens that display current travel conditions.

C13. Incident Management Evaluation Program

The Incident Management Evaluation Program defines the methodology and measures of effectiveness to evaluate the goals, objectives, and specific strategies of the program and documents the “before” and “after” evaluation benefits of projects.

   a. Phase I
   b. Phase II
   c. Phase III
   d. Phase IV
C14. Freeway Access Enhancements for Emergency Response Vehicles

a. Freeway Access Enhancements for Emergency Response Vehicles

Freeway Access Enhancements include the provision of u-turns, median crossover turnarounds, or gated entrances at non-interchange cross streets at high incident locations to allow emergency respondents easier/quicker access to freeway incidents.

b. Traffic Signal and Ramp Meter Emergency Vehicle Preemption

Traffic Signal Emergency Vehicle Preemption is a technology that allows a traffic signal to automatically change to “green” to permit emergency vehicles to proceed through an intersection. Ramp Meter Emergency Vehicle Preemption allows queued vehicles to be discharged therefore minimizing emergency vehicle response time.

c. Freeway Design Enforcement Accommodations

Freeway Design Enforcement Accommodations include the provision of concrete pads on the freeway right of way for law enforcement patrols and additional space (e.g. wider shoulders, High Occupancy Vehicle (HOV) lanes) on freeway entrance ramps so that law enforcement can move around traffic to get onto the freeway.

C15. Ramp Closure Gates and Detour Signing

a. Ramp Closure Gates

To minimize the utilization of law enforcement vehicles and personnel as roadway barriers, permanent Ramp Closure Gates allow for easy closure of access to the freeway during inclement weather and freeway incidents.

b. Signs for Detour Routes

When entrance ramps are closed due to a major incident or inclement weather appropriate detour signs need to be in place to alert motorists of the closure and inform them of alternate routes.

c. “Trail Blazer” Route Guidance Signing

“Trail Blazer” Signs are electronic signs used to guide diverted travelers along alternate routes and back to the freeway.
C16. Weather Information Gathering and Dissemination System

a. Weather Information Gathering System and Dissemination Equipment
A Weather Information Gathering System and Dissemination Equipment includes the ability to gather weather information from reliable sources (e.g. mobile pavement temperature sensors, National Weather Service, etc.) and make this information available to the appropriate agencies (e.g. WisDOT, maintenance/DPW, public safety/law enforcement, etc.) through communication links.

b. Mobile Pavement Temperature Sensors and Weather Information
Mobile Pavement Temperature Sensors can be installed on law enforcement and maintenance vehicles to detect pavement temperatures and potential icy and wet surface conditions.

c. Automated Weather Information
Automated Weather Information includes the use of Highway Advisory Telephone (HAT) and weather stations at high incident locations as well as providing weather information on the WisDOT/traveler information website.

C17. Locating Systems

a. Mayday Systems/GPS Locating Systems
Mayday and GPS Locating Systems are in-vehicle systems that automatically communicate emergency “help” signals via Global Positioning Satellites to the appropriate authorities.

b. Cellular Telephone Locating Systems
Cellular Telephone Locating Systems utilize the latest cellular technology to quickly and accurately pin point the location of the originating call. This technology will be very useful in the detection, verification, and response to incidents.

c. AVL
AVL or Automatic Vehicle Location is a technology typically used for tracking the location of public/safety/law enforcement and maintenance units in real
time. This technology will reduce response times by allowing dispatchers to deploy the unit closest to the incident scene.

C18. Integrated Corridors

The Integrated Corridors Project is the use of surface street traffic data and video surveillance, traffic responsive or adaptive traffic signal systems, static and dynamic traffic signing and other traveler information devices, and traffic signal and traveler information equipment to enhance transit service to form efficient and unified travel corridors.

a. Integrated Corridor Test Segment Design

b. Integrated Corridor Test Segment Construction

c. Integrated Corridor – 894/45 Design

d. Integrated Corridor – 894/45 Construction

e. Integrated Corridor – 894/43 Design

f. Integrated Corridor – 894/43 Construction

g. Integrated Corridor – 43/Marquette Interchange Design

h. Integrated Corridor – 43/Marquette Interchange Construction

i. Integrated Corridor – 94 Racine/Kenosha Design

j. Integrated Corridor – 94 Racine/Kenosha Construction

C19. Policies for Installing Integrated Corridors Communication Conduit in Rehabilitation / Reconstruction Projects

The development of a policy to require the consideration of spare conduit installation in freeway and arterial corridor rehabilitation/reconstruction projects to be used for future ITS projects and traffic signal interconnection.
SPECIAL EVENTS / CONSTRUCTION SOLUTION DESCRIPTIONS

S1. Special Event Transportation Standard Operating and Emergency Management Procedures (SO/EMP)

   a. SO/EMP Manual

   The purpose of the SO/EMP Manual is to provide guidelines by which the WisDOT, special event coordinators, and emergency response agencies can better facilitate safe and efficient arrival and dismissal of special events patrons in Southeast Wisconsin. This manual will identify current practices and develop recommended guidelines for the planning and operation of special events traffic management.

   b. Emergency Evacuation Plans

   The SO/EMP Manual will also prescribe an emergency management traffic operation plan to provide consistency and coordination for emergency service responders in the event of a special event evacuation.

   c. Pre-Planning for Special Events/Tourism/Construction Activities

   Pre-planning ensures that traffic/transportation issues have been addressed in the early stages of special event/tourism/construction planning.

S2. Special Events Parking Management System

Special Events Parking Management Systems typically deploy dynamic roadside traveler information devices for parking information and coordinated special events Traveler Advisory Radio (TAR) and VMS components.

S3. Integration of Road Weather Information

   a. Weather Information Study

   A Weather Information Study may include a survey and further analysis to determine the most appropriate weather information to provide to motorists and the best method of dissemination.

   b. Freeway Emergency Guidelines

   Freeway Emergency Guidelines indicate to law enforcement, maintenance, and transportation professionals and motorists the proper courses of action in
various emergency weather situations as well as major incidents. These guidelines could outline usage of ITS infrastructure to disseminate emergency weather information, establish detour routes for major corridors, and outline usage of a tow moratorium and entrance ramp closure gates.

S4. Mobile Command Post and Special Event Management System

a. Regional Mobile Command Posts

A Regional Mobile Command Post can facilitate interagency coordination during special events and at major incident sites. It is comprised of a mid/large size recreational vehicle with common communication equipment for the agencies involved.

b. Portable ATMS for Special Events

Portable Advanced Traffic Management Systems (ATMS) are typically used for planned incidents such as special events or construction. The portable system utilizes elements such as portable CCTV, VMS, and TAR to provide a fully operational on-site traffic management coordination systems for relatively short periods of time.

S5. Special Event Traveler Information

a. Special Event Database

A region-wide Special Event Database includes a comprehensive listing of all special events in the area that require traffic/incident management activities.

b. Kiosks

Kiosks are monitors that provide traveler information in the form of live video from CCTV or descriptions of travel conditions on various freeway and arterial routes. Kiosks are typically located at shopping malls, airports, and special event venues.

c. Transit Information at Park and Ride Lots

Traveler information provided at transit park and ride lots is displayed on specialized VMS and may include information pertaining to the approximate arrival time of the next bus for each route.
d. **Internet Repository**

An Internet Repository allows users to access regional traveler and special event information. The information provided may include an interactive schedule of special events, directions from major origins with maps, anticipated construction delays, transit information, real-time traveler information, and links to other relevant internet sites.

e. **Media Partnerships**

Develop Partnerships with the Media (e.g. AM/FM radio stations, TAR, Traveler Advisory Telephone, cable television, internet, etc.) to better communicate travel information to motorists.

f. **“Out of County” Driver Information**

“Out of County” Driver Information is the provision of travel information to motorists outside of Southeastern Wisconsin.

S6. **Transit Initiatives**

a. **Kiosks**

Kiosks are monitors that provide traveler information in the form of live video from CCTV or descriptions of travel conditions on various freeway and arterial routes. When deployed in conjunction with transit initiatives they can also display route and timetable information. Kiosks are typically located at park and ride lots, shopping malls, airports, and special event venues.

b. **SMART Bus**

A SMART Bus system may use AVL for real time bus location information, electronic fare payment, and automated passenger counting.

c. **Transit Traffic Signal Prioritization**

Transit Traffic Signal Prioritization is a technology that allows a traffic signal to automatically change to “green” to permit buses to proceed through an intersection. This provision will allow individual bus routes to remain on schedule and provide a reliable service to travelers.
OUTREACH SOLUTION DESCRIPTIONS

O1. Market Research Study
   a. Motorist/Market Research Study
      Conduct a “user” study to determine the best approach for TIME program outreach efforts.
   b. ITS Branding Initiative
      The ITS Branding Initiative is an initiative undertaken by the WisDOT Central Office in order to give Wisconsin ITS program outreach components a unified appearance and theme and convey an integrated ITS effort to the public and politicians.
   c. Public Opinion/Response Survey
      A Public Opinion/Response Survey may be distributed to a random sample of motorists at the end of each Blueprint implementation period to establish future Blueprint refinements.
   d. Traveler Information Public Opinion Survey
      Conduct a Traveler Information Public Opinion Survey to determine which VMS, TAR, media, etc. messages are most clearly understood by travelers within Southeast Wisconsin.

O2. Statewide ITS Coordination
   a. Statewide ITS Users Group
      Development of a Statewide ITS Users Group for statewide ITS coordination.
   b. Annual Workshop of all Statewide ITS Projects
      Conduct an Annual Workshop to provide updates on all statewide ITS projects – current and planned.

O3. Build ITS into the State Project Process (Design and Funding)
   ITS projects need to be incorporated into the WisDOT design and funding process for freeway reconstruction/rehabilitation projects.
O4. Emergency Responder Education / Training Programs

a. Education/Outreach on Incident Clearance Legislation

Educate Responders (i.e. EMS, towers, freeway patrols, etc.) on the use of Incident Clearance Legislation by providing information in newsletters and speaking at association meetings.

b. Education/Outreach on Crash Investigation Sites

Educate Responders (i.e. EMS, towers, freeway patrols, etc.) on the use of Crash Investigation Sites by providing information in newsletters and speaking at association meetings.

c. Emergency Respondent Safety and Incident Management Procedures

Implementation Program and Training

Establishment of an on-going program to develop and enhance incident management safety procedures, procedures/protocols for “worst case” incident scenarios, examples to build on, and an assessment of products used by other agencies nationwide.

d. Provide Specialized Automobile Emergency Response (Extrication) Training

A dedicated countywide unit that specializes in auto incidents and extrication.

e. Incorporate Traffic Incident Management into Required (Annual) Law Enforcement Training

Law enforcement agencies require yearly certification training. Traffic incident management could be incorporated into the curriculum at MATC, UWM, etc.

f. Traffic Incident Management Demonstrations/Training Exercises

Traffic Incident Management Demonstrations/Training Exercises are on-going Joint Agency Exercises that focus on the implementation of communications between agencies.

O5. Public Education / Outreach Programs

Public Education/Outreach Programs include but are not limited to the various elements of ITS and traffic incident management listed below. Methods of education/outreach: inclusion in driver education courses and manuals, insurance
and AAA newsletters, association meetings, billboards, media, distribution of information to major employers, present information on state maps, and consistent procedures.

- Traffic Incident Management Awareness
- Incident Clearance Legislation
- Crash Investigation Sites
- Enhanced Reference Signs
- Effects of “Rubbernecking”
- Secondary Incidents
- Reporting Incidents
- Dangers of Cell Phone Usage While Driving
- Awareness of Internet Based Document Repository

O6. Commercial Driver Education / Outreach Programs
   a. Include Enhanced Reference Sign Education in Commercial Driver Licensing
      Licensed commercial vehicle operators often report incidents. As a result, they should be properly trained and tested on the use of enhanced reference signs.

O7. Tourist Education / Outreach Programs
   a. Work with the Greater Milwaukee Visitors and Convention Bureau, Bureau of Tourism, Event Operators, and Chambers of Commerce to Manage/Improve Tourism Traffic Impacts
      Develop a coordination program to improve traffic management for planned special events.

O8. Enhanced Media Information / Dissemination
   a. Traffic Media Support
      Support Traffic Media (e.g. AM/FM radio stations, TAR, Traveler Advisory Telephone, cable television, internet, etc.) by disseminating timely and accurate traffic information
The draft WisDOT ITS Program Project Submittal Forms contain additional project information pertaining to state fiscal year of deployment, sponsor, project participants or origin, project description, earmarking consideration, consultant services, project schedule or milestones, project costs, and evaluation provisions. A separate draft WisDOT ITS Program Project Submittal Form has been developed for each TIME Solution or group (“family”) of solutions. These draft forms are intended for use when submitting projects to the Wisconsin Department of Transportation Central Office for funding consideration. Appendix B contains the draft WisDOT ITS Program Project Submittal Forms and order of magnitude cost estimates (Note: The order of magnitude cost estimates are based on year 2000 dollars).

3.3 TIME Blueprint Solution Matrix
For reference purposes the TIME Solutions are also documented in a matrix (Table 3.2) that illustrates each solution’s relationship with:

- Services, Products, Policy, Equipment, and System, and
- Program Administration, Coordination/Training/Services, Traveler Information/Traveler Management, and Highway Infrastructure.

3.4 Six-Year WisDOT District 2 ITS Work Plan
The Freeway Incident Management Team participated in solution prioritization exercises to determine the appropriate time frame for implementing solutions. Based on their understanding of the solutions as well as prior transportation planning and incident management experience, the Freeway Incident Management Team recommended the following implementation time periods for the TIME Solutions:

1. Short Term (0-3 years);
2. Medium Term (3-6 years); and
3. Long Term (6+ years).

The results of this activity were further refined to propose a specific year of deployment. As a result, the Six-Year WisDOT District 2 ITS Work Plan (Table 3.3) shows the
proposed state fiscal year of deployment and the estimated funding required for each
TIME and MONITOR solution.

The Six-Year WisDOT District 2 ITS Work Plan will be updated quarterly by the
Program Administration Staff to accommodate the dynamic needs of a Regional Incident
Management / ITS Program.
<table>
<thead>
<tr>
<th>Program Administration</th>
<th>Coordination/Training/Services</th>
<th>Traveler Information/Information Management</th>
<th>Highway Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E1.(a-h) TIME Program Administration</td>
<td>E4.(a-d) Freeway Safety Patrols</td>
<td>O8. (a) Enhanced Media Information/Dissemination</td>
<td></td>
</tr>
<tr>
<td>C1. Regional ITS Architecture Administration</td>
<td>E5.(a-b) HAZMAT Program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C13.(a-d) Incident Management Evaluation Program</td>
<td>E9.(a) TIM Demonstrations / Training Exercises</td>
<td></td>
<td></td>
</tr>
<tr>
<td>O2.(a-b) Statewide ITS Coordination</td>
<td>E10.(a-b) Comprehensive Dispatcher Training</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E11. Freeway Law Enforcement Patrol</td>
<td>E11. Freeway Law Enforcement Patrol</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E19.(a) Highway Watch</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Products</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Products</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>O1.(a-d) Market Research Study</td>
<td>E2. Emergency Respondent Resource Lists</td>
<td>E3.(a-b) Integration of Road Weather Information</td>
<td>E18.(a-b) Freeway Fire Hydrants</td>
</tr>
<tr>
<td>C3.(a) Regional ITS Architecture Administration</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C13.(a-d) Incident Management Evaluation Program</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C1. Regional ITS Architecture Administration</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C13.(a-d) Incident Management Evaluation Program</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>O2.(a-b) Statewide ITS Coordination</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E11. Freeway Law Enforcement Patrol</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E19.(a) Highway Watch</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Policy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Policy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E7.(a-b) Traffic Incident Management Policies</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E8.(a-b) Operational Policies for CVOs</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equipment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equipment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E16.(a-b) Measuring Devices for Crash Investigation</td>
<td></td>
<td></td>
<td>C7.(a-e) Signal Enhancements</td>
</tr>
<tr>
<td>C11.(a-b) Probe Traffic Information</td>
<td></td>
<td></td>
<td>C8.(a-b) Measures to Reduce Freeway Speed</td>
</tr>
<tr>
<td>Equipment</td>
<td></td>
<td></td>
<td>C9.(a-b) Variable Message Signs</td>
</tr>
<tr>
<td>C3.(a) Traveler Information Standards</td>
<td></td>
<td></td>
<td>C15.(a-c) Ramp Closure Gates and Detour Signing</td>
</tr>
<tr>
<td>C4.(a-c) MONITOR Expansion/Enhancements</td>
<td></td>
<td></td>
<td>S4.(a-b) Mobile Com. Post and Special Event Mgmt Sys.</td>
</tr>
<tr>
<td>C17.(a-c) Locating Systems</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C18.(a-i) Integrated Corridors</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Legend:
E = Emergency Services Subcommittee
C = Corridor Traffic Management Subcommittee
S = Special Event / Construction Subcommittee
O = Outreach Subcommittee
## Table 3.3
### Six-Year WisDOT District 2 ITS Work Plan

<table>
<thead>
<tr>
<th>Project Tracking</th>
<th>TIME Blueprint Project ID</th>
<th>Project Title</th>
<th>WisDOT Project ID</th>
<th>LEAD AGENCY</th>
<th>Annual Operating and Maintenance Cost ($1000)</th>
<th>Cost ($1,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EMERGENCY SERVICES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Short Term</td>
<td>Medium Term</td>
</tr>
<tr>
<td>E1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T9903</td>
<td>a. T-21 earmark Administration and Technical Support</td>
<td>Consultant Services</td>
<td>1000-31-33</td>
<td>WisDOT</td>
<td>600</td>
<td>600</td>
</tr>
<tr>
<td>T9904</td>
<td>b. District GCM Staffing and Administrative Support</td>
<td>WisDOT</td>
<td>250</td>
<td>200</td>
<td>200</td>
<td>150</td>
</tr>
<tr>
<td>T9905</td>
<td>c. District 2 GCM Program Support</td>
<td>WisDOT</td>
<td>300</td>
<td>300</td>
<td>300</td>
<td>300</td>
</tr>
<tr>
<td>T0201</td>
<td>d. Regional Planning Commission ITS Plan Project</td>
<td>WisDOT</td>
<td>500</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0106</td>
<td>e. Transportation Operations Strategic Vision Development</td>
<td>WisDOT / Consultant</td>
<td>300</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>f. Multi-Agency Collocation Project</td>
<td>WisDOT</td>
<td>400</td>
<td>400</td>
<td>400</td>
<td>400</td>
</tr>
<tr>
<td>T0103, T0301</td>
<td>h. TIME Program Technical Support</td>
<td>Consultant Services</td>
<td>1000-41-00</td>
<td>WisDOT</td>
<td>900</td>
<td>600</td>
</tr>
<tr>
<td></td>
<td>i. TIME Program Technical Support</td>
<td>Consultant Services</td>
<td>1000-41-00</td>
<td>WisDOT</td>
<td>900</td>
<td>600</td>
</tr>
<tr>
<td>T0001</td>
<td>E2 Emergency Respondent Resource Lists</td>
<td>Consultant Services</td>
<td>8.5</td>
<td>34</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0001</td>
<td>E3 Emergency and Maintenance Vehicle Warning Systems</td>
<td>WisDOT</td>
<td>200</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0110</td>
<td>d. Remote Incident Traffic Control</td>
<td>WisDOT</td>
<td>30</td>
<td>500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T9907</td>
<td>a. Enhanced Freeway Patrols - Continuation</td>
<td>WisDOT</td>
<td>3000</td>
<td>2000</td>
<td>2500</td>
<td>2500</td>
</tr>
<tr>
<td>T9907</td>
<td>b. Enhanced Freeway Patrols - Expansion</td>
<td>WisDOT</td>
<td>3000</td>
<td>2000</td>
<td>2500</td>
<td>2500</td>
</tr>
<tr>
<td>T0110</td>
<td>c. Traffic Response Unit (Pilot: Racine/Kenosha)</td>
<td>WisDOT</td>
<td>110</td>
<td>307</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>d. Remote Incident Traffic Control</td>
<td>WisDOT</td>
<td>30</td>
<td>500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a. HAZMAT Clearance Enhancement Program</td>
<td>WisDOT / Consultant</td>
<td>38.5</td>
<td>102</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>b. Training/Improved Awareness for HAZMAT</td>
<td>WisDOT / Consultant</td>
<td>34</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a. Inter-Jurisdictional Mutual Aid Agreements</td>
<td>WisDOT / Consultant</td>
<td>8.5</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a. Incident Command System Policy</td>
<td>WisDOT / Consultant</td>
<td>34</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>b. Emergency Flashing Lights Policy</td>
<td>WisDOT / Consultant</td>
<td>5</td>
<td>151</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a. Heavy Vehicle Clearance Recommendations</td>
<td>WisDOT / Consultant</td>
<td>5</td>
<td>151</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>b. Legislation to Reduce Trucking Related Incidents</td>
<td>WisDOT / Consultant</td>
<td>5</td>
<td>151</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Traffic Incident Management Enhancement (TIME)
Blueprint Version 2.0

Draft 10/13/00

3-27
<table>
<thead>
<tr>
<th>Project Tracking</th>
<th>TIME Blueprint Project ID</th>
<th>Project Title</th>
<th>WisDOT Project ID</th>
<th>LEAD AGENCY</th>
<th>Annual Operating and Maintenance Cost ($1000)</th>
<th>Cost ($1,000)</th>
<th>Short Term</th>
<th>Medium Term</th>
<th>Long Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>E9</td>
<td>T9908</td>
<td>Traffic Incident Management Demonstration / Training Exercises</td>
<td>30</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>T0103</td>
<td>a. On-Going Joint Agency Exercise</td>
<td>WisDOT / Consultant</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E10</td>
<td>T0109</td>
<td>Comprehensive Dispatcher Training</td>
<td>30</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>T0202</td>
<td>a. Dispatcher Enhanced Reference Marker Education</td>
<td>WisDOT / Consultant</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>b. Evacuation and Alternate Routes</td>
<td>WisDOT / Consultant</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E11</td>
<td>T0302</td>
<td>Freeway Enforcement Patrol</td>
<td>42.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E12</td>
<td>T0304</td>
<td>Incident Management Equipment Alternate Storage Sites</td>
<td>33</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E13</td>
<td>T0008</td>
<td>Portable Changeable Message Signs</td>
<td>8.75</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E14</td>
<td>T0009</td>
<td>TESCNET</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>T0103</td>
<td>a. TESCNET Inter-CAD - Phase 2B</td>
<td>WisDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>T0109</td>
<td>b. TESCNET Inter-CAD - Phase 2C</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>c. TESCNET Inter-CAD - Phase 3 and 4</td>
<td>1000-43-03</td>
<td>WisDOT / Consultant</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>d. TESCNET Inter-CAD - Phase 5 and 6 Design</td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>e. TESCNET Inter-CAD - Phase 5 and 6 Deployment</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>f. TESCNET Emergency Service Video and Data Sharing - Pilot</td>
<td>1000-31-38</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>g. TESCNET Backbone Fixed Plant Design and Procurement</td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>h. TESCNET Backbone Wireless</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>i. AVL (Emergency/Maintenance/Transit Vehicles)</td>
<td></td>
<td>WisDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>j. LifeLink Design and Deployment</td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E15</td>
<td>T0112</td>
<td>911 Enhancements</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>a. Emergency Telephone Call-In 911 Enhancements</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E16</td>
<td>T0116</td>
<td>Measuring Devices for Crash Investigation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>a. Total Station Survey System and Laser Measuring Devices for Crash Investigation</td>
<td>1000-43-11</td>
<td>WisDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>b. Aerial Photography</td>
<td></td>
<td>WisDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E17</td>
<td>T0108</td>
<td>Voice Communication Enhancements</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### EMERGENCY SERVICES (CONTINUED)

<table>
<thead>
<tr>
<th>Project Tracking</th>
<th>TIME Blueprint Project ID</th>
<th>Project Title</th>
<th>LEAD AGENCY</th>
<th>Annual Operating and Maintenance Cost ($1000)</th>
<th>Short Term</th>
<th>Medium Term</th>
<th>Long Term</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Cost ($1,000)</td>
<td>SFY 1999</td>
<td>SFY 2000</td>
<td>SFY 2001</td>
</tr>
<tr>
<td>E18</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>SFY 2002</td>
<td>SFY 2003</td>
<td>SFY 2004</td>
</tr>
<tr>
<td>E18</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>SFY 2005</td>
<td>SFY 2006</td>
<td>SFY 2007</td>
</tr>
<tr>
<td>E18</td>
<td>E18</td>
<td>Freeway Fire Hydrants</td>
<td>Consultant Services</td>
<td>2.1 93</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E18</td>
<td>E18</td>
<td>Fire Hydrant Location Identification</td>
<td>Consultant Services</td>
<td>2.1 93</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E18</td>
<td>E18</td>
<td>Additional Freeway Fire Hydrants</td>
<td>Consultant Services</td>
<td>30 960</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E19</td>
<td>E19</td>
<td>Highway Watch</td>
<td>WisDOT</td>
<td>25.5 51</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E19</td>
<td>E19</td>
<td>Permanent Highway Watch Incident Detection/Verification Program</td>
<td>WisDOT</td>
<td>25.5 51</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E20</td>
<td>T0107</td>
<td>Closed Circuit Television (CCTV) Video Sharing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E20</td>
<td>T0107</td>
<td>Emergency Responders</td>
<td>WisDOT / Consultant</td>
<td>50 500</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E20</td>
<td>T0107</td>
<td>Maintenance Departments</td>
<td>WisDOT / Consultant</td>
<td>50 500</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E20</td>
<td>T9906</td>
<td>Aerial Surveillance Expansion</td>
<td>1000-31-42</td>
<td>WisDOT 50 500</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Traffic Incident Management Enhancement (TIME)**

Blueprint Version 2.0

Draft 10/13/00
## Table 3.3
### Six-Year WisDOT District 2 ITS Work Plan

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>CORRIDOR TRAFFIC MANAGEMENT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C1</td>
<td></td>
<td>Regional ITS Architecture Administration</td>
<td></td>
<td>Consultant Services</td>
<td>100</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0117</td>
<td>C2</td>
<td>Alternate Route Planning and Traffic Control Plans</td>
<td></td>
<td>Consultant Services</td>
<td>300</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C3</td>
<td></td>
<td>Traveler Information Standards</td>
<td></td>
<td>Consultant Services</td>
<td>17 102</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a. VMS Operation Policy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C4</td>
<td></td>
<td>MONITOR Expansion / Enhancements</td>
<td></td>
<td>Consultant Services</td>
<td>50 504</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a. Establish MONITOR Archival Data Support</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>b. Enhanced MONITOR Operations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>c. MONITOR 2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C5</td>
<td></td>
<td>Crash Investigation Sites</td>
<td></td>
<td>Consultant Services</td>
<td>2000 3000 2000 10000 2000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0205, T0308</td>
<td>a. Crash Investigation Sites Design and Construction</td>
<td></td>
<td>WisDOT / Consultant</td>
<td>70 300 2000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0115</td>
<td>b. Crash Investigation Sites Maintenance</td>
<td></td>
<td>WisDOT</td>
<td>100 200 200 200 200</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C6</td>
<td></td>
<td>Enhanced Reference Signs</td>
<td></td>
<td>Consultant Services</td>
<td>50 50 450</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0206, T0309</td>
<td>a. Enhanced Reference Signs Design and Construction</td>
<td></td>
<td>WisDOT / Consultant</td>
<td>50</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0207</td>
<td>b. Enhanced Reference Signs Maintenance</td>
<td></td>
<td>WisDOT</td>
<td>200</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C7</td>
<td></td>
<td>Signal Enhancements</td>
<td></td>
<td>WisDOT / Consultant</td>
<td>100 1000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a. Signal System Hardware Upgrades</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>b. Surface Street Electronic Traffic Monitoring</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>c. Traffic Signal and Ramp Meter Integration</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>d. Enhanced Emergency Responder Traffic Signal Control</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>e. Inter-Jurisdictional Traffic Signal Coordination</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C8</td>
<td></td>
<td>Measures to Reduce Freeway Speed</td>
<td></td>
<td>WisDOT</td>
<td>35.6 746</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0111</td>
<td>b. Speed Incident Prevention Project</td>
<td></td>
<td>WisDOT</td>
<td>80 800</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Traffic Incident Management Enhancement (TIME)
Blueprint Version 2.0

Draft 10/13/00
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>CORRIDOR TRAFFIC MANAGEMENT (CONTINUED)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C9</td>
<td>Variable Message Signs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a.</td>
<td>Delay Signing at Ramp Meters</td>
<td>WisDOT / Consultant</td>
<td>30</td>
<td></td>
<td>300</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b.</td>
<td>Variable Message Signs Mounted on Pre-Existing Exit Signs for Emergency Information</td>
<td>WisDOT / Consultant</td>
<td>20</td>
<td></td>
<td>200</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C10</td>
<td>Regional Multi-Agency Traffic Management Center</td>
<td>WisDOT / Consultant</td>
<td>500</td>
<td></td>
<td>2000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C11</td>
<td>Probe Traffic Information</td>
<td></td>
<td></td>
<td></td>
<td>50</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a.</td>
<td>Transit</td>
<td>WisDOT / Consultant</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b.</td>
<td>Maintenance</td>
<td>WisDOT / Consultant</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C12</td>
<td>In-Vehicle Traveler Information</td>
<td></td>
<td></td>
<td></td>
<td>75</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T9902</td>
<td>Incident Management Evaluation Program</td>
<td>1000-41-04</td>
<td>400</td>
<td>300</td>
<td>300</td>
<td>300</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a.</td>
<td>Phase I</td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b.</td>
<td>Phase II</td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c.</td>
<td>Phase III</td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d.</td>
<td>Phase IV</td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0304</td>
<td>Freeway Access Enhancements for Emergency Response Vehicles</td>
<td></td>
<td></td>
<td></td>
<td>1000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a.</td>
<td>Freeway Access Enhancements for Emergency Response Vehicles</td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b.</td>
<td>Traffic Signal and Ramp Meter Emergency Vehicle Preemption</td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c.</td>
<td>Freeway Design Enforcement Accommodations</td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C15</td>
<td>Ramp Closure Gates and Detour Signing</td>
<td></td>
<td></td>
<td></td>
<td>50</td>
<td>500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a.</td>
<td>Ramp Closure Gates</td>
<td>1000-43-07</td>
<td>WisDOT</td>
<td></td>
<td>50</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b.</td>
<td>Signs for Detour Routes</td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td>42</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>320.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c.</td>
<td>Trail Blazer Route Guidance Signing</td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C16</td>
<td>Weather Information Gathering and Dissemination System</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a.</td>
<td>Weather Information Gathering System and Dissemination Equipment</td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b.</td>
<td>Mobile Pavement Temperature Sensors and Weather Information</td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c.</td>
<td>Automated Weather Information</td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C17</td>
<td>Locating Systems</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a.</td>
<td>Mayday Systems/GPS Locating Systems</td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b.</td>
<td>Cellular Telephone Locating Systems</td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Costs assumed by telephone companies / cellular providers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c.</td>
<td>AVL</td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Table 3.3
Six-Year WisDOT District 2 ITS Work Plan

<table>
<thead>
<tr>
<th>Project Tracking</th>
<th>TIME Blueprint Project ID</th>
<th>Project Title</th>
<th>WisDOT Project ID</th>
<th>LEAD AGENCY</th>
<th>Annual Operating and Maintenance Cost ($1000)</th>
<th>Cost ($1,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CORRIDOR TRAFFIC MANAGEMENT (CONTINUED)</td>
<td>C18</td>
<td>Integrated Corridors</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T9910</td>
<td>a. Integrated Corridors Test Segment Design</td>
<td>1000-41-01</td>
<td>Consultant Services</td>
<td>500</td>
<td>500</td>
<td></td>
</tr>
<tr>
<td>T0116</td>
<td>b. Integrated Corridors Test Segment Construction</td>
<td>1000-31-25</td>
<td>WisDOT</td>
<td>120</td>
<td>2500</td>
<td></td>
</tr>
<tr>
<td>T0209</td>
<td>c. Integrated Corridor - 894/45 Design</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0310</td>
<td>d. Integrated Corridor - 894/45 Construction</td>
<td></td>
<td>WisDOT</td>
<td>230</td>
<td>5000</td>
<td></td>
</tr>
<tr>
<td>T0210</td>
<td>e. Integrated Corridor - 894/43 Design</td>
<td></td>
<td>Consultant Services</td>
<td>1000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0311</td>
<td>f. Integrated Corridor - 894/43 Construction</td>
<td></td>
<td>WisDOT</td>
<td>230</td>
<td>5000</td>
<td></td>
</tr>
<tr>
<td>T0401</td>
<td>g. Integrated Corridor - 43/Marquette Interchange Design</td>
<td></td>
<td>Consultant Services</td>
<td>2000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0501</td>
<td>h. Integrated Corridor - 43/Marquette Interchange Construction</td>
<td></td>
<td>WisDOT</td>
<td>460</td>
<td>10000</td>
<td></td>
</tr>
<tr>
<td>T0502</td>
<td>i. Integrated Corridor - 94 Racine/Kenosha Design</td>
<td></td>
<td>Consultant Services</td>
<td>400</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0601</td>
<td>j. Integrated Corridor - 94 Racine/Kenosha Construction</td>
<td></td>
<td>WisDOT</td>
<td>100</td>
<td>2000</td>
<td></td>
</tr>
<tr>
<td>C19</td>
<td>Policies for Installing Integrated Corridors Communication Conduit in Rehabilitation/Reconstruction Projects</td>
<td></td>
<td>Consultant Services</td>
<td>2.5</td>
<td>40</td>
<td></td>
</tr>
</tbody>
</table>

Traffic Incident Management Enhancement (TIME)  
Blueprint Version 2.0  
Draft 10/13/00
<table>
<thead>
<tr>
<th>Project Tracking</th>
<th>TIME Blueprint Project ID</th>
<th>Project Title</th>
<th>WisDOT Project ID</th>
<th>LEAD AGENCY</th>
<th>Annual Operating and Maintenance Cost ($1000)</th>
<th>Cost ($1,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPECIAL EVENTS / CONSTRUCTION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S1</td>
<td>Special Event Transportation Standard Operating and Emergency Management Procedures (SO/EMP)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0109</td>
<td>a</td>
<td>SO/EMP Manual</td>
<td>Consultant Services</td>
<td>34</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>b</td>
<td>Emergency Evacuation Plans</td>
<td>Consultant Services</td>
<td>32</td>
<td>268</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c</td>
<td>Pre-Planning for Special Events/Tourism/Construction Activities</td>
<td>Consultant Services</td>
<td>50</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0114, T0307</td>
<td>S2</td>
<td>Special Events Parking Management System</td>
<td>1000-43-04 1000-43-06</td>
<td>WisDOT / Consultant</td>
<td>30</td>
<td>400</td>
</tr>
<tr>
<td>S3</td>
<td>Integration of Road Weather Information</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Weather Information Study</td>
<td>Consultant Services</td>
<td>17</td>
<td>102</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b</td>
<td>Freeway Emergency Guidelines</td>
<td>Consultant Services</td>
<td>17</td>
<td>51</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S4</td>
<td>Mobile Command Post and Special Event Management System</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0113</td>
<td>a</td>
<td>Regional Mobile Command Posts</td>
<td>WisDOT</td>
<td>50</td>
<td>1000</td>
<td></td>
</tr>
<tr>
<td>T0305</td>
<td>b</td>
<td>Portable ATMS for Special Events</td>
<td>WisDOT</td>
<td>60</td>
<td>900</td>
<td></td>
</tr>
<tr>
<td>S5</td>
<td>Special Event Traveler Information</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0204, T0306</td>
<td>a</td>
<td>Special Event Database</td>
<td>Consultant Services</td>
<td>40</td>
<td>400</td>
<td>1600</td>
</tr>
<tr>
<td>b</td>
<td>Kiosks</td>
<td>WisDOT</td>
<td>30</td>
<td>368</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c</td>
<td>Transit Information at Park and Ride Lots</td>
<td>WisDOT</td>
<td>50</td>
<td>524</td>
<td></td>
<td></td>
</tr>
<tr>
<td>d</td>
<td>Internet Repository</td>
<td>Consultant Services</td>
<td>35</td>
<td>105</td>
<td></td>
<td></td>
</tr>
<tr>
<td>e</td>
<td>Media Partnerships</td>
<td>Consultant Services</td>
<td>1</td>
<td>17</td>
<td></td>
<td></td>
</tr>
<tr>
<td>f</td>
<td>“Out of County” Driver Information</td>
<td>Consultant Services</td>
<td>8.5</td>
<td>34</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S6</td>
<td>Transit Initiatives</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Kiosks</td>
<td>WisDOT / Consultant</td>
<td>30</td>
<td>368</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b</td>
<td>SMART Bus</td>
<td>WisDOT / Consultant</td>
<td>100</td>
<td>1068</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c</td>
<td>Transit Traffic Signal Prioritization</td>
<td>WisDOT / Consultant</td>
<td>50</td>
<td>551</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Table 3.3
Six-Year WisDOT District 2 ITS Work Plan

<table>
<thead>
<tr>
<th>Project Tracking</th>
<th>TIME Blueprint Project ID</th>
<th>Project Title</th>
<th>WisDOT Project ID</th>
<th>LEAD AGENCY</th>
<th>Annual Operating and Maintenance Cost ($1000)</th>
<th>Cost ($1,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>SFY 1999</td>
<td>SFY 2000</td>
</tr>
<tr>
<td><strong>OUTREACH</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>O1 Market Research Study</td>
<td>15 150</td>
<td></td>
<td>Consultant Services</td>
<td>15 150</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Motorist/Market Research Study</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. ITS Branding Initiative</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Public Opinion/Response Survey</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. Traveler Information Public Opinion Survey</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>O2 Statewide ITS Coordination</td>
<td>45</td>
<td></td>
<td>Consultant Services</td>
<td>45</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Statewide ITS Users Group</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Annual Workshop of all Statewide ITS Projects</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>O3 Build ITS into the State Project Process (Design and Funding)</td>
<td>2</td>
<td></td>
<td>WisDOT / Consultant</td>
<td>2</td>
<td>17</td>
<td></td>
</tr>
<tr>
<td>O4 Emergency Respondent Education / Training Programs</td>
<td>500</td>
<td></td>
<td>Consultant Services</td>
<td>500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Education/Outreach on Incident Clearance Legislation</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Education/Outreach on Crash Investigation Sites</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Emergency Respondent Safety and Incident Management Procedures Implementation Program and Training</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. Provide Specialized Automobile Emergency Response (Extraction) Training</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. Incorporate Traffic Incident Management into Required (Annual) Law Enforcement Training</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>f. Traffic Incident Management Demonstrations/Training Exercises</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T0104 O5 Public Education / Outreach Programs</td>
<td>200 200 200 200 200 200</td>
<td></td>
<td>Consultant Services</td>
<td>200</td>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td>a. Traffic Incident Management Awareness</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Incident Clearance Legislation</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Crash Investigation Sites</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. Enhanced Reference Markers</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. Effects of “Rubbernecking”</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>f. Secondary Incidents</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>g. Reporting Incidents</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>h. Incidents of Cell Phone Usage While Driving</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. Awareness of Internet Based Document Repository</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>O6 Commercial Driver Education / Outreach Programs</td>
<td>3 30</td>
<td></td>
<td>Consultant Services</td>
<td>3</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>a. Include Enhanced Reference Sign Education in Commercial Driver Licensing</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>O7 Tourist Education / Outreach Programs</td>
<td>40.5 383</td>
<td></td>
<td>Consultant Services</td>
<td>40.5</td>
<td>383</td>
<td></td>
</tr>
<tr>
<td>a. Work with the Greater Milwaukee Visitors and Convention Bureau, Bureau of Tourism, Event Operators, and Chambers of Commerce to Manage/Improve Tourism Traffic Impacts</td>
<td></td>
<td></td>
<td>Consultant Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>O8 Enhanced Media Information / Dissemination</td>
<td>15 200</td>
<td></td>
<td>Consultant Services</td>
<td>15</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>a. Traffic Media Support</td>
<td>1000-42-19 1000-43-12</td>
<td></td>
<td>WisDOT</td>
<td>1000-42-19 1000-43-12</td>
<td>700</td>
<td>700</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6982</td>
<td>6950</td>
</tr>
</tbody>
</table>

Traffic Incident Management Enhancement (TIME)
Blueprint Version 2.0

Draft 10/13/00
## Table 3.3
### Six-Year WisDOT District 2 ITS Work Plan

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Short Term</td>
<td>Medium Term</td>
<td>Long Term</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MONITOR 2000</td>
<td>M9901</td>
<td>M1</td>
<td>Stage 4 Construction</td>
<td>1000-95-97</td>
<td>6000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M9902</td>
<td>M2</td>
<td>Special Events Stage Construction (Miller Park)</td>
<td>1000-95-98</td>
<td>6000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M9903</td>
<td>M3</td>
<td>Stage 5 Construction</td>
<td>1000-95-94</td>
<td>3200</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M9904</td>
<td>M4</td>
<td>Stage 6A Design</td>
<td>1000-42-18</td>
<td>Consultant Services</td>
<td>750</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M0101</td>
<td>M5</td>
<td>Stage 6A Construction</td>
<td>1000-95-99</td>
<td>90</td>
<td>3375</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M0102</td>
<td>M6</td>
<td>Communications Infrastructure Construction</td>
<td></td>
<td>120</td>
<td>5000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M0103</td>
<td>M7</td>
<td>Stage 6B Design</td>
<td>1000-43-05</td>
<td>Consultant Services</td>
<td>1000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M0201</td>
<td>M8</td>
<td>Stage 6B Construction</td>
<td>1000-95-99</td>
<td>40</td>
<td>7000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MONITOR 2010</td>
<td>M0301</td>
<td>M9</td>
<td>MONITOR 2010 Preliminary Engineering</td>
<td></td>
<td>3000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M0401</td>
<td>M10</td>
<td>2010 Stage 1 Design</td>
<td></td>
<td>2000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M0501</td>
<td>M11</td>
<td>2010 Stage 1 Construction</td>
<td></td>
<td>10000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M0601</td>
<td>M12</td>
<td>2010 Stage 2 Design</td>
<td></td>
<td>2000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CONTROL CENTERS AND SYSTEMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M9905</td>
<td>M13</td>
<td>MONITOR Web Page</td>
<td>1000-31-36</td>
<td>50</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M9906</td>
<td>M14</td>
<td>MONITOR - Transit Integration Pilot Project</td>
<td>1000-31-39</td>
<td>300</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M0302</td>
<td>M15</td>
<td>TMC Design</td>
<td>Consultant Services</td>
<td>1000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>M16</td>
<td>TMC Construction</td>
<td></td>
<td>4000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M9907</td>
<td>M17</td>
<td>Computer System Update (Y2K Fix)</td>
<td>1000-42-18</td>
<td>Consultant Services</td>
<td>600</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M0010</td>
<td>M18</td>
<td>Computer and Control System Upgrade - Phase 1</td>
<td>Consultant Services</td>
<td>750</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M0022</td>
<td>M19</td>
<td>Computer and Control System Upgrade - Phase 2</td>
<td>Consultant Services</td>
<td>5000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M0104</td>
<td>M20</td>
<td>System Software Update</td>
<td>Consultant Services</td>
<td>500</td>
<td>500</td>
<td>700</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SUPPORT TECHNICAL SERVICES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M0105</td>
<td>M21</td>
<td>Freeway Corridor ATMS Maintenance and Integration</td>
<td>1000-41-02</td>
<td>Consultant Services</td>
<td>1000</td>
<td>1300</td>
<td>1300</td>
<td>1500</td>
<td>1500</td>
<td>1500</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M0203</td>
<td>M22</td>
<td>Systems Engineering and Configuration Management</td>
<td>Consultant Services</td>
<td>400</td>
<td>400</td>
<td>400</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------</td>
<td>--------------------------</td>
<td>---------------</td>
<td>------------------</td>
<td>-------------</td>
<td>------------------------------------------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Short Term</td>
<td>Medium Term</td>
<td>Long Term</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SUPPORT TECHNICAL SERVICES (CONTINUED)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M9908</td>
<td>M23</td>
<td>System Evaluation and Technology Development</td>
<td>1000-42-13</td>
<td>1000-42-13</td>
<td>Consultant Services</td>
<td>400</td>
<td>600</td>
<td>600</td>
<td>600</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M0204</td>
<td>M24</td>
<td>Education, Training, and Awareness</td>
<td>Consultant Services</td>
<td></td>
<td>400</td>
<td>400</td>
<td>400</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M9909</td>
<td>M25</td>
<td>Control Room Technical Support and Training</td>
<td>1000-43-09</td>
<td>1000-43-13</td>
<td>Consultant Services</td>
<td>400</td>
<td>800</td>
<td>800</td>
<td>800</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL</td>
<td></td>
<td></td>
<td>250</td>
<td>17700</td>
<td>750</td>
<td>12275</td>
<td>14100</td>
<td>7200</td>
<td>8300</td>
<td>13600</td>
<td>4300</td>
<td>0</td>
</tr>
</tbody>
</table>