

Metropolitan Intelligent Transportation Systems (ITS) Infrastructure 2010 Transportation Management Center

Chicago-Naperville-Joliet, IL-IN-WI

Instructions

This questionnaire is designed to obtain data measuring the level of Intelligent Transportation System (ITS) implemented by TMCs across the nation. The results of this survey will be used to establish the extent of ITS deployment, to track deployment progress, and to report deployment status to Congress and other interested bodies.

Your participation is very important to ensuring a complete and accurate tracking of ITS deployment in the United States. Thank you for your assistance with this survey effort. Your cooperation is greatly appreciated.

General Information

1. Center name:

Illinois Tollway Traffic Operations Center

2. Location (address):

2700 Ogden Avenue, Downers Grove, IL 60515

3. Does your TMC have a website?

- Yes, URL:
- No

4. What is the geographical area of coverage of your TMC? (Please describe)

Covers entire Tollway system located in northeast Illinois.

5. What modes are included within the TMC? (Check all that apply)

- Freeways
- Arterials
- Transit
- Public Safety
- Other (please specify):

6. Have you identified corridors for the purpose of integrating operations across freeways, major arterials, and/or public transit services?

- Yes, please describe the corridor(s):

No

TMC Functions

7. Which of the following best describes the functions or services performed on FREEWAYS supported by this Transportation Management Center? (Check all that apply)

- Do not perform any freeway functions or services
- Network or roadway surveillance and data collection
- Traveler information dissemination to the public
- Incident management detection, verification, and monitoring
- Incident response dispatch
- Environmental monitoring (e.g., air quality, noise and weather)
- Special event traffic management
- Evacuation management and traffic coordination
- Emergency services traffic control coordination
- Ramp management and control
- Lane management and control (e.g., HOV, reversible lanes)
- Integrated Corridor Management
- Network performance monitoring, evaluation and reporting
- Maintenance dispatch
- Snow and ice removal
- Planned special events
- Manage work zones (coordinate lane closures, monitor WZ traffic conditions)

Other (please specify):

8. Which of the following best describes the functions or services performed on ARTERIALS supported by this Transportation Management Center? (Check all that apply)

- Do not perform any arterial functions or services
- Network or roadway surveillance and data collection
- Traveler information dissemination to the public
- Incident management detection, verification, and monitoring
- Incident response dispatch
- Environmental monitoring (e.g., air quality, noise and weather)
- Special event traffic management
- Evacuation management and traffic coordination
- Emergency services traffic control coordination
- Traffic signal coordination or control
- Lane management and control (e.g., HOV, reversible lanes)
- Integrated Corridor Management
- Network performance monitoring, evaluation and reporting
- Maintenance dispatch
- Snow and ice removal
- Planned special events
- Manage work zones (coordinate lane closures, monitor WZ traffic conditions)

Other (please specify):

9. Which of the following best describes the functions or services performed on PUBLIC TRANSIT supported by this Transportation Management Center? (Check all that apply)

- Do not perform any transit functions or services
- Transit scheduling and dispatch
- Other (please specify):

Operations

10. Does your TMC employ any Center-to-Center communications standards?

- Yes, check all that apply:
 - IEEE 1512
 - SAE J2354
 - TMDD v2.01
 - TMDD v3.0
 - Other (please specify):
- No

11. Does this TMC have established Center-to-Center connections to other TMCs?

- Yes
- No

12. Does this TMC have established Center-to-Center connections to private sector information disseminators?

- Yes
- No

13. Does your TMC have an Operations Manual?

- Yes, does the Operations Manual contain detailed (measureable) requirements?
 - Yes
 - No
- No

14. Approximately how many planned special events does your TMC manage per year?

15. Has your agency deployed a decision support system to assist in operating the following?

- Yes (check all that apply):
 - Corridors
 - Road weather management
 - Incident management
 - Emergency management
 - Evacuation
 - Maintenance
 - Other (please specify):
- No

16. Is there any shared control of field devices between your TMC and other agencies?

- Yes, please specify agencies:
- No

Emergency Operations

17. Does your agency participate in a regional or statewide disaster planning program?

- Yes, regional - intrastate
- Yes, statewide
- Yes, regional - multi-state
- No

18. Does your region or state activate a designated multi-agency emergency operations center (EOC) in case of natural or man-made disasters?

- Yes
- No -- GO TO Q. 21

19. How is the EOC integrated with your TMC? (Check all that apply)

- The TMC facility houses the EOC
- Workstations are placed in the related Emergency Operations Center (EOC)
- We have a formal interagency agreement with emergency management agencies covering goals, policies, and organizational roles
- We have a private data network with availability limited to cooperating regional agencies
- We have a restricted-access website for cooperating agencies
- Other (please specify):

20. If an EOC is used, how much of your TMC staff is physically located at the EOC during emergency operations?

- All
- Some, not all
- None

21. Which of the following approaches are used by your TMC during emergency operations to make your TMC system more reliable? (Check all that apply)

- Backup power in center
- Backup power for some or all field devices
- Redundant data systems
- Multiple data communications paths
- Other (please specify):
- None

Integration with Public Safety

22. Does the TMC have responsibility (shared or otherwise) for emergency vehicle dispatch?

- Yes
- No

23. Are 911 facilities located within, or adjacent, to the TMC location?

- Yes
- No

24. Do you integrate public safety Computer Aided Dispatch (CAD) information within the TMC through an interagency agreement?

- Yes, what is included in the agreement? (Check all that apply)
 - Definition of what CAD information will be passed
 - Use of common incident location identifiers
 - Use of common format or an exchange format
 - The TMC can push data to the public safety CAD
- No

25. Do you have methods other than CAD of receiving incident notifications from public safety agencies?

- Yes, please describe:
- No

Traffic Incident Management

26. Do you have a formally recognized multi-agency Traffic Incident Management committee?

- Yes, check all that apply to your committee:
 - It operates with an agreement signed by multiple agencies
 - The committee has regularly scheduled meetings
 - The scope of the committee is Regional
 - The scope of the committee is Statewide
- No

27. Does your TMC have a full time Traffic Incident Management Engineer?

- Yes
- No

28. For what hours is response by on-duty Department of Transportation (DOT) personnel available?

- 24/7
- Other (please specify):

29. Does your Traffic Incident Management program include safety service patrols?

- Yes, are the safety service patrol personnel trained to serve as incident responders?
 - Yes
 - No
- No

30. Are the DOT maintenance/operations staff trained to serve as incident responders?

- Yes
- No

31. Is the Incident Command System widely used and common practice at all incident scenes?

- Yes
- No

32. Which of the following performance measures, if any, are tracked? (Check all that apply)

- Roadway clearance times
- Incident clearance times
- Agency response times
- Secondary incident times
- Other (please specify): Differentiate between road/lane clearance on property damage only and personal injury
- None -- GO TO Q. 34

33. Are the Federal Highway Administration (FHWA) definitions used for the above measures?

- Yes
- No

34. Are performance goals for incident clearance established?

- Yes, check the categories of incidents for which performance goals apply:
 - Major incidents
 - Moderate incidents
 - Minor incidents
- No

35. Is the traffic incident management program integrated with the TMC?

- Yes, is there is an established interagency on-scene communications procedure detailed in a memorandum of understanding (MOU)?
 - Yes
 - No
- No

36. Is a HAZMAT agency integrated into your TMC's traffic incident management program and on-scene response?

- Yes, are the HAZMAT requirements, cleanup procedures, and defined process for quick clean up widely understood by responding contractors?
 - Yes
 - No
- No

ITS Funding

37. Does your agency have any plans to invest in new ITS technology or to expand current ITS coverage in 2010 through 2013?

- Yes (Check all that apply)
 - Invest in new ITS, please describe:

Weigh in motion, rtms coverage and increase granularity of data,cctv, video incident detection system,Type II DMS deployment, Ramp queue detection deployment expansion, ramp queue detection signal interconnect system.intellidrive device deployment- cooperative multi- state effort to secure demo
 - Expand current ITS coverage
- No

38. Does your TMC have a separate budget for ITS?

Yes, which of the following budget categories, if any, are tracked separately? (Check all that apply)

ITS Deployments

ITS Operations and Maintenance

Traffic Management or Operations Center

Other (please specify):

Do not track categories separately

No

Additional comments

39. Please use the space below to provide any additional comments regarding your agency's deployment, operations or maintenance of ITS. (Please be as specific as possible when commenting on particular ITS technologies).

The Tollway utilizes an integrated approach to Operations and Maintenance that incorporates ITS deployment based on functionality to improve Operations. Functionality, not glitz, drives decisions on what to deploy and whether to deploy or not. ITS is expensive, and use must translate into measurable service improvement direct to our customers, or to the integrated operations that provide service to the customer.

The Illinois Tollway is somewhat unique in that we Operate a Computer Aided Dispatch system that dispatches Illinois State Police District that is assigned exclusively to the Tollway system, and Tollway Maintenance that provides motorist assistance, Service patrols, and manages all incidents on the system. The TOC/TMC was developed and implemented to integrate all the various elements of Operating the system and the TOC was integrated to both the Tollway Public Safety CAD and to the Regional ATIS. We receive call transfers from system PSAP 911 centers, but are not a 911 call center.