



## MEMORANDUM

**To:** CMAQ Project Selection Committee  
**From:** Regional Transportation Operations Committee  
**Date:** June 22, 2011  
**Re:** (Draft) Project Packages

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*“GO TO 2040 recommends that the region prioritize investments toward strategic enhancements and modernization of the transportation system. If carefully targeted, these types of projects will improve access, mobility, and the overall experience for all users.” GO TO 2040 P 272*

The MPO Policy Committee requested that the Regional Transportation Operations Coalition identify projects of particular significance in advancing the goals, objectives and action areas of the GO TO 2040 Comprehensive Regional Plan. Most of these projects were identified from among improvements submitted during the regular call for projects for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. In addition, a program of operational improvements for broad implementation is suggested. It is anticipated that one or more regional indicators would be improved by the projects. The recommended projects will provide a coherent, identifiable achievement over the five-year time frame, i.e. a focused program.

The Regional Transportation Operations Coalition identified 4 key groups of projects:

**System Modernization and Intelligent Transportation Systems (ITS)** are projects which will improve the information available to highway system managers and to travelers. These projects advance the development of the region’s Intelligent Transportation System (ITS) by adopting best practices in new technologies. GO TO 2040 supports advancing ITS projects of all types.

**Corridor Recommendations** are multiple projects which should be implemented together in specific arterial corridors to provide more focused and discernable benefits to specific roadways.

**Special Projects** are unique projects the region’s system operators identified as important for a variety of operational reasons.

**The Operations Program** consists of strategies and projects which the RTOC believes should be undertaken by the region, and supported by CMAQ or other funding, but which were not yet put forward as project applications.

## System Modernization and Intelligent Transportation Systems (ITS)

*“Improvements related to Intelligent Transportation Systems (ITS) are also considered strategic enhancements and modernization. These include the use of real-time traveler information for both highway and transit, signal improvements such as interconnects or Transit Signal Priority (TSP) systems, traffic management centers, and many others. (...) GO TO 2040 supports continuing to advance ITS projects of all types, and recommends a continued role for CMAP in coordinating these efforts regionally.” GO TO 2040 p 272*

This package of projects provides congestion relief by improving the system through better information and modernized operations. Better information allows better management of incidents, reducing incident delay, and allows the dissemination of better traveler information. Except for RTA’s implementation of a regional system of Transit Signal Priority corridors, the projects in this package were selected from among traffic flow improvement proposals submitted through the call for CMAQ projects. This list of projects can be expanded by implementing more of the packages included in the region’s ITS Plan and in the Regional ITS Architecture.

A few technologies deserve special mention.

1. Implementation of the roadside equipment needed for development of a regional Transit Signal Priority network results in a clear reduction in traffic congestion on the system’s roadways.
2. Adaptive signal control proposals will improve the real-time capability of signal systems to be resilient in various traffic conditions. Adaptive control technologies typically include improved detection of traffic conditions and improved algorithms for managing traffic in congested conditions.
3. Several improvements in this package involve variable message signs (VMS) on arterial highways. Such VMS systems, often seen on the expressway system in the past, are now being deployed to provide better en-route travel information, often at key decision points.
4. Finally, the package includes better information systems for arterial roadways. Such systems can provide information to central traffic management centers; which can then coordinate traffic and incident response with other agencies and distribute information via web services or the Gateway Traveler Information System.

The following package totals approximately \$74,315,010 in federal funds.

CMAQ ID	Sponsor	Facility	Total	Federal	Description	Program Year
SI09123545	Aurora	Eola Rd from E New York St to Wolf's Crossing Rd	\$1,834,500	\$1,467,600	Signal interconnect and modernization of 9 signals	2013-2014
SI01123520	CDOT	Ashland Av from Roosevelt Rd to Cermak Rd/Blue Island Av	\$2,300,000	\$1,880,000	7 signals on Ashland; cameras, 1 VMS	2013-2015
SI01123522	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr	\$1,160,000	\$948,000	Upgrade signal interconnect to Adaptive Signal Control 13 intersections	2012-2014
SI01123523	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr (1600 S)	\$1,180,000	\$944,000	Upgrade signal interconnect to Adaptive Signal Control 11 intersections	2012
SI01123519	CDOT	Cermak Rd from Ashland Av to MLK Jr Dr	\$3,275,000	\$2,080,000	15 signals on Cermak; cameras	2012-2013
SI01123521	CDOT	Ashland Av from Devon Av/Clark St to Fullerton Av/Ashland Av	\$5,225,000	\$3,920,000	7 signals on Ashland. Includes cameras and VMS	2012-2014
OT01123611	CDOT	Arterial VMS Traveler Information System, Phase I	\$1,641,000	\$1,313,200	Up to 15 permanent and 15 portable variable message signs.	2012-2014
OT01123612	CDOT	Arterial Detection System Improvements	\$1,219,000	\$975,200	Installation of various technologies to collect real-time travel performance data at 130 Chicago arterial street locations. The data will be integrated with the Gateway and provided to the public.	2012-2016
II10123765	Cook County Highway Department	Lake Cook Rd at Weiland Rd	\$5,231,000	\$4,185,000	Additional turn lanes and widening. Traffic signal modernization and integration into Lake County Passage. Funding for construction only.	2015
II10123783	Cook County Highway Department	Lake Cook Rd at Buffalo Grove Rd	\$7,030,000	\$5,113,000	Additional turn lanes and widening. Traffic signal modernization and integration into Lake County Passage.	2016

					Funding for construction only.	
SI08123515	DuPage County DOT	DuPage Co Central Signal System - Phase I	\$895,000	\$716,000	Phase 1 North DuPage area. 55 intersections. Includes video	2012-2013
SI08123516	DuPage County DOT	DuPage Co Central Signal System - Phase II	\$846,000	\$676,800	Phase 2 North DuPage area. Expand to 77 signals. Includes video.	2013-2014
SI08123517	DuPage County DOT	DuPage County Central Signal System - Phase III	\$1,325,000	\$980,000	Phase 3 North DuPage area. Expand to 108 signals. Includes video	2014-2015
SI10123560	Grayslake	Lake St from Washington St to Belvidere Rd	\$675,180	\$540,140	Interconnect to other signal systems and connect to PASSAGE; VIDEO	2014-2015
SI09123533	Kane County DOT	CH 37/Stearns Rd from Randall Rd to Kane/DuPage County Line	\$2,235,750	\$1,788,600	Adaptive signal control, road weather information system, dms, cctv, and traffic data collectors	2013-2014
SI10123526	Lake County DOT	IL 120/Belvidere Rd from IL 134/Main St to US 45	\$2,394,140	\$1,915,310	3 signal modernized and interconnect willconnect to PASSAGE; VIDEO	2014-2015
SI10123525	Lake County DOT	US 12/Rand Rd from IL 176 Ramps to Milller Rd	\$2,330,200	\$1,864,160	Interconnect to other signal systems along U.S. Rte 12 and upgrade other signals. Also connect to PASSAGE; VIDEO	2014-2015
SI10123531	Lake County DOT	Sheridan Rd from Wadsworth Rd to Grand Av	\$3,852,290	\$3,081,830	Interconnect to other signal systems along IL 137 and signal modernization. Also connect to PASSAGE; VIDEO	2013-2014
SI10123524	Lake County DOT	IL 83 from IL 173 to Millstone Dr	\$2,017,480	\$1,613,990	Interconnect to other signal systems along IL 83 and connect to PASSAGE; VIDEO	2013-2014
DE10123576	Lake County DOT	Aptakistic Rd Adaptive Traffic Control	\$488,270	\$390,610	Adaptive Signal Control on Aptakistic Rd between Brandywyn Ln. to Parkway Dr.	2012-2013
DE10123580	Lake County DOT	Gilmer/Hawley/IL176 Adaptive Traffic Control	\$1,291,380	\$1,033,110	Adaptive Signal Control on Gilmer Rd between Freemont Center Rd and Midlothian Rd	2012-2013

SI10123527	Lake County DOT	Cedar Lake Rd from Rollins Rd to S Rosedale Ct	\$930,070	\$744,060	Interconnect to other signal systems along Cedar Lake Rd and connected to PASSAGE. 1 signal modernized. VIDEO	2012-2013
SI10123528	Lake County DOT	Waukegan Rd from Casimir Pulaski Dr to Norman Dr South	\$2,096,120	\$1,676,900	Inconnect to other signal systems along IL 43 and be connected to PASSAGE. 3 signals modernized. VIDEO	2013-2014
SI10123818	Lake County DOT	Sunset Av, Glen Flora Av, Jackson St, 10th St and 14th St	\$2,953,970	\$2,363,180	Signal interconnect for 5 roads and signal modernization at two intersections. Also connect to PASSAGE; VIDEO	2014-2015
SI04123542	Oak Park	Village of Oak Par Traffic Signal Management System	\$130,400	\$104,320	replacement of system software and network server for Traffic management system; includes E-2, so C in 2012 is unlikely	2012
TI13123796	RTA	Regional Transit Signal Priority Integration Plan, Five Year Implementation: Priority Corridors	\$40,000,000	32,000,000	Eng and construction requested FFY 2012	2012
Total			\$94,556,750	\$74,315,010		

# Corridor Recommendations

*“GO TO 2040 recommends that the region prioritize investments toward strategic enhancements and modernization of the transportation system. If carefully targeted, these types of projects will improve access, mobility, and the overall experience for all users.” GO TO 2040 p. 272*

GO TO 2040 specifically recommends implementing roadway improvements, including projects that add lanes to arterials or other streets, addition of turn lanes, access management programs, intersection improvements, new or improved interchanges, and new or improved bridges. The following package of projects consists of targeted arterial improvements where a number of investments in a specific corridor are under consideration, often by different jurisdictions. When taken together, a group of projects can substantially improve the operation of an entire corridor, as Strategic Regional Arterial (SRA) improvements were initially intended. Several such packages were identified.

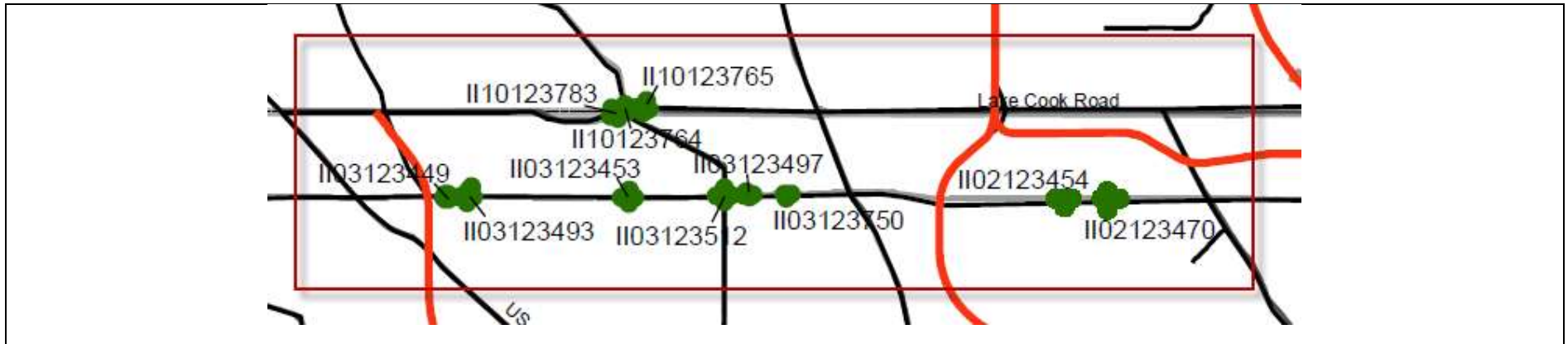
The RTOC further recommends that if these corridor improvements are recommended by the CMAQ project selection committee (PSC), the PSC will consider a policy of requesting that implementers specifically consider accommodations for intersection far-side bus stops to improve both transit and intersection operations.

The following package totals approximately \$68,802,520 in federal funds.

## Recommended Arterial Corridors

Identified Corridors	Project Cost	Federal Request	# of Projects
Lake-Cook/Dundee Corridor	\$27,883,000	\$21,352,000	11
Fabyan Parkway/IL 38 Corridor	\$20,185,000	\$15,273,300	6
US 14/Barrington Road Corridor	\$20,031,200	\$11,865,000	5
IL 47 Corridor	\$6,600,000	\$5,280,000	3
US 6 Corridor	\$4,400,000	\$3,520,000	2
IL 59/US 20 Corridor	\$4,280,000	\$3,424,000	5
55th Street Corridor	\$3,885,000	\$3,108,000	3
Butterfield/Roosevelt Corridor	\$4,368,900	\$2,452,220	3
Harlem Avenue Corridor	\$1,700,000	\$1,360,000	2
Pulaski Road Corridor	\$1,460,000	\$1,168,000	2
Total Corridor Recommendations	\$94,793,100	\$68,802,520	42

# Lake-Cook/ Dundee Corridor



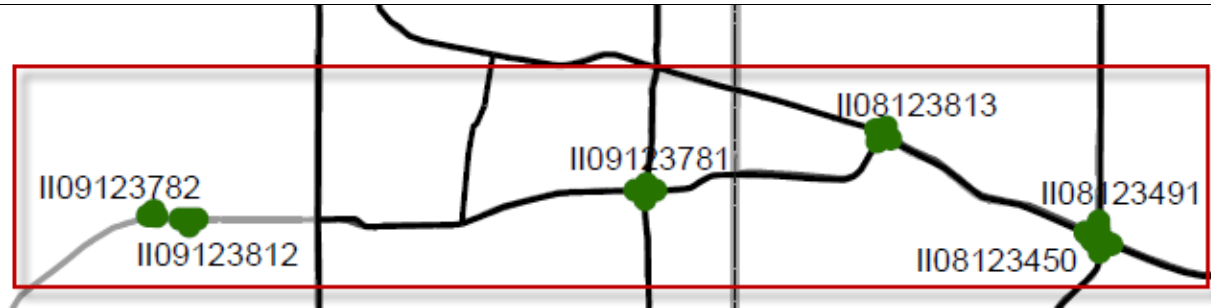
CMAQ ID	Sponsor	Location	Total	Federal	Description	Program Year
II03123449	IDOT	IL 68/Dundee Rd at North Wilke Rd	\$480,000	\$384,000	Additional turn lanes.	2015-2016
II03123493	IDOT	IL 68/Dundee Rd at Kennicott Av	\$420,000	\$336,000	Additional turn lanes.	2014-2015
II03123453	IDOT	IL 68/Dundee Rd at Buffalo Grove Rd	\$2,700,000	\$2,160,000	Additional turn lanes and signal modernization	2014-2015
II03123512	IDOT	IL 68/Dundee Rd at IL 83	\$1,050,000	\$840,000	Additional turn lanes and signal modernization	2014-2015
II03123497	IDOT	IL 68/Dundee Rd at McHenry Rd/Wheeling Rd	\$1,200,000	\$960,000	Additional turn lanes and signal modernization.	2014-2015
II03123750	Wheeling	IL 68/Dundee Rd at Community Blv	\$3,780,000	\$3,024,000	Additional turn lanes and signal modernizaion.Relocating business entrances.	2012-2014

## Lake-Cook/ Dundee Corridor (Continued)

CMAQ ID	Sponsor	Location	Total	Federal	Description	Program Year
II02123454	IDOT	IL 68/Dundee Rd at Landwehr Rd	\$720,000	\$576,000	Additional turn lanes.	2015-2016
II02123470	IDOT	IL68/Dundee Rd at Pfungsten Rd	\$1,000,000	\$800,000	Additional turn lanes.	2015-2016
II10123783	Cook County Highway Department	Lake Cook Rd at Buffalo Grove Rd	\$7,030,000	\$5,113,000	Additional turn lanes and widening.Traffic signal modernization and integration into Lake County Passage.Funding for construction only.	2016
II10123765	Cook County Highway Department	Lake Cook Rd at Weiland Rd	\$5,231,000	\$4,185,000	Additional turn lanes and widening.Traffic signal modernization and integration into Lake County Passage.Funding for construction only.	2015
II10123764	Cook County Highway Department	Lake Cook Rd at IL 83/McHenry Rd	\$4,272,000	\$2,974,000	Additional turn lanes and widening.Traffic signal modernization and integration into Lake County Passage.Funding for construction only.	2016
Corridor Total			\$27,883,000	\$21,352,000		

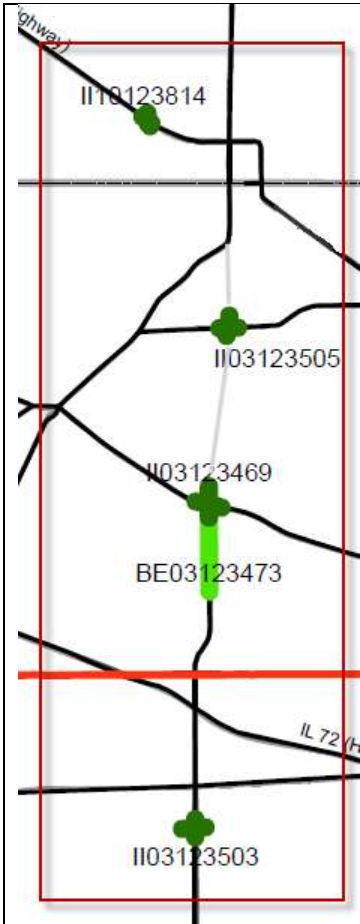


# Fabyan Parkway / IL 38 Corridor



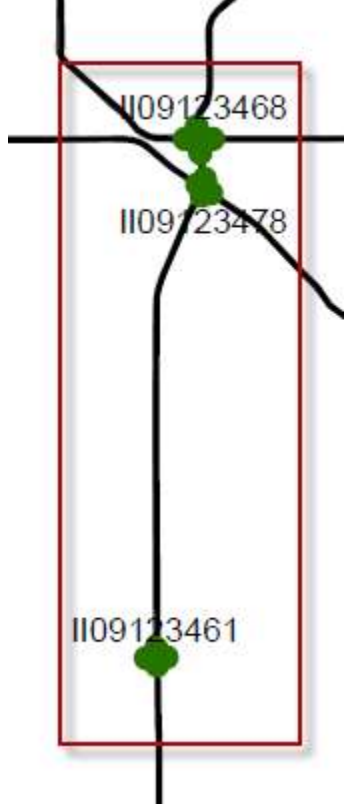
CMAQ ID	Sponsor	Location	Total	Federal	Description	Program Year
II09123782	Kane County DOT	CH 8/Fabyan Pkwy at CH 84/Kaneville Rd	\$1,603,800	\$1,283,100	Additional turn lanes and traffic signal installation. Signal will be part of a signal interconnect.	2013-2016
II09123812	Kane County DOT	Fabyan Pkwy. At Wenmoth Rd.	\$2,422,800	\$1,938,200	Additional turn lanes. Unsignalized intersection	2013-2016
II09123781	Kane County DOT	CH 8/Fabyan Pkwy at CH 77/Kirk Rd	\$5,958,400	\$4,767,000	Additional turn lanes and signal modernization	2013-2016
II08123813	DuPage County DOT	Fabyan Pky/Washington St. at Roosevelt Rd.	\$9,000,000	\$6,325,000	Additional turn and through lanes. Extend existing turn lanes	2012-2014
II08123491	IDOT	IL 59 at IL 38 (north ramps)	\$800,000	\$640,000	Additional turn lanes. Ramp widening	2014-2015
II08123450	IDOT	IL 59 at IL 38 (south ramps)	\$400,000	\$320,000	Additional turn lanes. Ramp widening	2015
Corridor Total			\$20,185,000	\$15,273,300		

# US 14 / Barrington Road Corridor



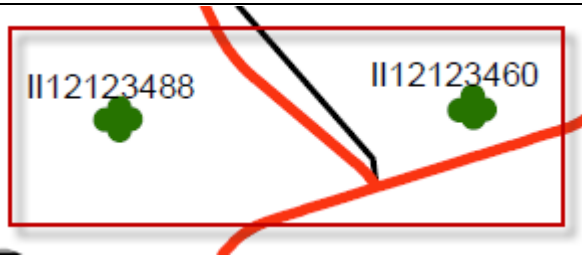
CMAQ ID	Sponsor	Location	Total	Federal	Description	Program Year
II10123814	Lake County DOT	Hart Rd. at US 14/W Northwest Hwy	\$9,531,200	\$3,465,000	Additional turn lanes and signal modernization	2012-2015
II03123505	IDOT	IL 68/E Dundee Rd at S Barrington Rd	\$720,000	\$576,000	Additional turn lanes.	2014-2015
II03123469	IDOT	IL 62/Algonquin Rd at Barrington Rd	\$600,000	\$480,000	Additional turn lanes.	2015-2016
BE03123473	IDOT	Barrington Rd from IL 62/Algonquin Rd to Mudhank Rd	\$8,700,000	\$6,960,000	Widening of Barrington Rd from a 3-lane cross section to 5-lane cross section along 3300 ft between IL Rte 62 and Mudhank Rd. Barrington Rd is generally a 5-lane cross section in this area with the exception of this segment.	2015 - 2016
II03123503	IDOT	Barrington Rd at Bode Rd	\$480,000	\$384,000	Additional turn lanes.	2014-2015
Corridor Total			\$20,031,200	\$11,865,000		

# IL 47 Corridor



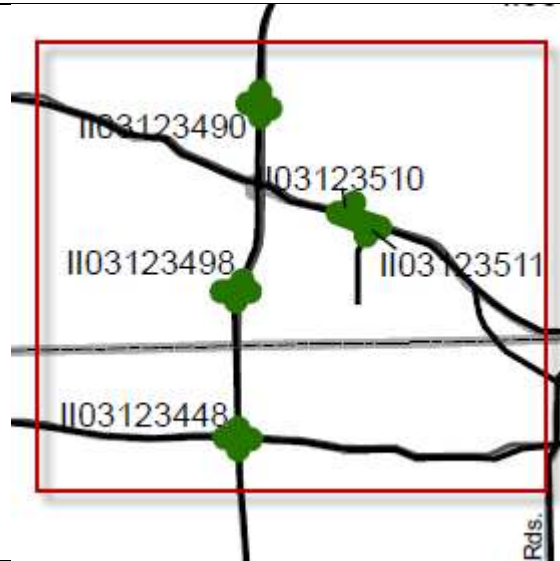
	CMAQ ID	Sponsor	Location	Total	Federal	Description	Program Year
	II09123468	IDOT	IL47/72/Higgins Rd at US 20	\$1,950,000	\$1,560,000	Additional turn lanes and signal modernization.	2012-2013
	II09123478	IDOT	IL 47/72 at US 20	\$1,450,000	\$1,160,000	Additional turn lanes and signal modernization.	2012-2013
	II09123461	IDOT	IL 47 at Plato Rd	\$3,200,000	\$2,560,000	Roundabout	2013-2014
	Corridor Total			\$6,600,000	\$5,280,000		

# US 6 Corridor



CMAQ ID	Sponsor	Location	Total	Federal	Description	Program Year
II12123488	IDOT	US 6/Southwest Hwy at Gougar Rd	\$1,200,000	\$960,000	Additional turn lanes and traffic signal installation	2013-2014
II12123460	IDOT	US 6/Southwest Hwy at Parker Rd	\$3,200,000	\$2,560,000	Roundabout	2013-2014
Corridor Total			\$4,400,000	\$3,520,000		

# IL 59 / US 20 Corridor



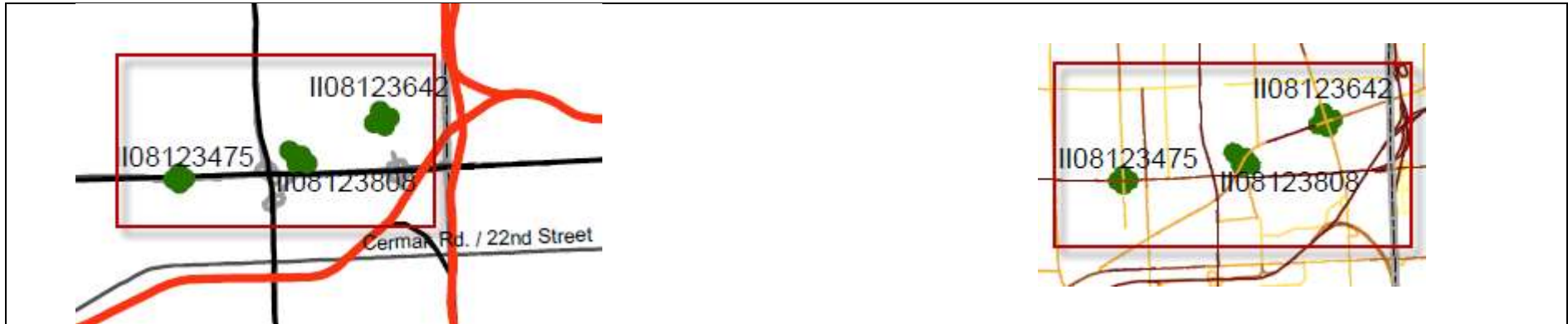
CMAQ ID	Sponsor	Location	Total	Federal	Description	Program Year
II03123490	IDOT	IL 19/Irving Park Rd at IL 59	\$420,000	\$336,000	Additional turn lanes.	2014-2015
II03123498	IDOT	IL 59 at W Bartlett Rd	\$720,000	\$576,000	Additional turn lanes.	2012-2013
II03123448	IDOT	IL 59/Sutton Rd at Stearns Rd	\$1,700,000	\$1,360,000	Additional turn lanes and signal modernization.	2014-2015
II03123510	IDOT	US 20 at Oak Av	\$720,000	\$576,000	Additional turn lanes.	2012-2013
II03123511	IDOT	US 20 at Bartlett Rd	\$720,000	\$576,000	Additional turn lanes.	2012-2013
Corridor Total			\$4,280,000	\$3,424,000		

# 55<sup>th</sup> Street Corridor



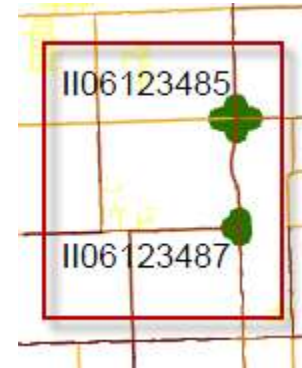
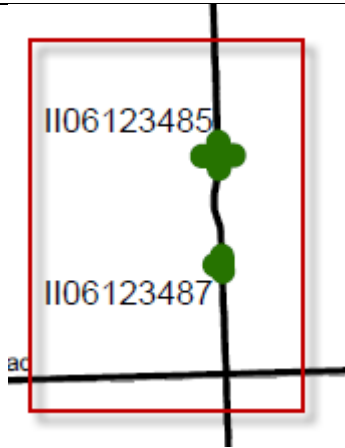
CMAQ ID	Sponsor	Location	Total	Federal	Description	Program Year
II08123821	DuPage County DOT	55th St. at Main St.	\$1,780,000	\$1,424,000	Additional turn lanes and signal modernization	2012-2015
II08123822	DuPage County DOT	55th St. at Fairview Ave.	\$1,175,000	\$940,000	Additional turn lanes and signal modernization	2012-2015
SI08123514	DuPage County DOT	CH35/55th St from Dunham Rd to Clarendon Hills Rd	\$930,000	\$744,000	run fiber and upgrade 5 signals	2014-2015
Corridor Total			\$3,885,000	\$3,108,000		

# Butterfield / Roosevelt Corridor



CMAQ ID	Sponsor	Location	Total	Federal	Description	Program Year
II08123475	IDOT	IL 38/Roosevelt Rd at Ardmore Ave	\$700,000	\$560,000	Additional turn lanes.	2015-2016
II08123808	Elmhurst	IL 56/Butterfield Rd at Commonwealth Ln	\$1,649,100	\$377,180	Additional turn lanes and signal modernization. CMAQ for constr.	2012
II08123642	Elmhurst	IL 56/Butterfield Rd. at York St.	\$2,019,800	\$1,515,040	Additional turn lanes	2012-2016
Corridor Total			\$4,368,900	\$2,452,220		

# Harlem Avenue Corridor



CMAQ ID	Sponsor	Location	Total	Federal	Description	Program Year
II06123485	IDOT	IL 43/Harlem Av at 143rd St	\$700,000	\$560,000	Additional turn lanes.	2015-2016
II06123487	IDOT	IL 43/Harlem Av at 151st St	\$1,000,000	\$800,000	Additional turn lanes.	2015-2016
Corridor Total			\$1,700,000	\$1,360,000		



# Pulaski Road Corridor

CMAQ ID	Sponsor	Location	Total	Federal	Description	Program Year
II06123657	Evergreen Park	Pulaski Rd. at 99th St.	\$410,000	\$328,000	Protected left turn and signal modernization	2012
II06123451	IDOT	Pulaski Rd at 115th St	\$1,050,000	\$840,000	Additional turn lanes and signal modernization	2015-2016
Corridor Total			\$1,460,000	\$1,168,000		

# Special Projects

CMAQ ID	Sponsor	Location	Total	Federal	Description	Program Year
II07123506	IDOT	IL 394 at Sauk Trail	\$810,000	\$648,000	Additional turn lanes.	2012-2013
II12123794	Will County Department of Highways	CH 16/Bell Rd at CH 37/143rd St	\$12,980,000	\$10,384,000	Additional through and turn lanes. Construction only	2015
II12123489	IDOT	US 30/Lincoln Hwy at I-55 Ramps	\$1,000,000	\$800,000	Additional turn lanes on ramps. Construction only	2014
II11123459	IDOT	IL 173 at Wilmot Rd	\$3,200,000	\$2,560,000	Roundabout	2013-2014
BP09123715	City of Elgin	Fox River Trail over Fox River	\$2,377,000	\$1,902,000	Construction of a bike path and bicycle/pedestrian bridge. May include a biosolids transfer line.	2012 - 2015
BP03123695	Village of Elk Grove Village	Overpass at IL 72 Higgins Road in Busse Woods (Elk Grove Village).	\$4,925,000	\$3,495,000	Bicycle overpass at IL 72	2011 - 2015
II05123754	Cicero	Cermak Rd at 49th Av and 50th Av	\$1,217,900	\$947,280	Additional turn lanes and signal modernization	2012
Total			\$26,509,900	\$20,736,280		

**Justification (can we complete this table on Monday)**

<b>CMAQ ID</b>	<b>Sponsor</b>	<b>Location</b>	
II07123506	IDOT	IL 394 at Sauk Trail	This location is at the end of the limited access system and is a dangerous location.
II12123794	Will County Department of Highways	CH 16/Bell Rd at CH 37/143rd St	
II12123489	IDOT	US 30/Lincoln Hwy at I-55 Ramps	
II11123459	IDOT	IL 173 at Wilmot Rd	
BP09123715	City of Elgin	New trail bridge over Fox River	This project has is expected to include a biosolids pipeline that will reduce the need for truck trips between two separate facilities of the Fox River Water Reclamation District
BP03123695	Village of Elk Grove Village	Bikeway overpass at IL 72 Higgins Road in Busse Woods (Elk Grove Village).	Substantial conflicts exist between pedestrians and bicyclists and motorists at this location. Delay from this conflict backs up onto I-290 mainline. Therefore a grade separation here would reduce danger for all users.
II05123754	Cicero	Cermak Rd at 49th Av and 50th Av	(From cta)

# Operations Program

The region's CMAQ program did not receive project submittals addressing freeway congestion. The following four priority areas should be used as a basis for operations program development over the next several years.

## **Top Priority: FY 2012 CMAQ Program Development:**

### **Data Integration: Public Safety Answering Point (PSAP)/ Traffic Management Center (TMC)**

“The PSAP often serves as the point of origin for Traffic Incident Management (TIM)-related information exchange and communication since it receives and processes 911 calls and other requests for assistance, and serves as the main dispatch center for law enforcement, fire, and emergency medical services. Computer Aided Dispatch (CAD) is the PSAP's primary information system and most common means used to manage and dispatch multiple response vehicles from the PSAP. When a PSAP operator/dispatcher receives a call for service, the information is entered into the CAD system.

A growing number of jurisdictions are integrating PSAP CAD systems into Traffic Management Center operations to facilitate the real-time exchange of incident data.”

[http://ops.fhwa.dot.gov/eto\\_tim\\_pse/publications/timhandbook/chap4.htm](http://ops.fhwa.dot.gov/eto_tim_pse/publications/timhandbook/chap4.htm)

Our region's response to incidents and the resulting congestion and safety hazards they cause will be improved with better flow of information to traffic management centers about incidents as they occur. This is a complicated undertaking which will require significant investments in building relationships with the PSAP operators and system operators, detailed study of how the desired information flow can be accomplished, and actual implementation of the information system.

## **Second Priority:**

### **Incident Management Programs, including arterial incident management**

- “Incidents are estimated to cause more than 50 percent of total delay experienced by motorists in all urban areas. Of this, 25 percent is caused by traffic incidents such as crashes, stalled vehicles, roadway debris, and spilled cargo.
- Secondary crashes are estimated to cause 18 percent of all fatalities on freeways.
- In 2002, approximately 50 percent of all police, Emergency Medical Services (EMS) personnel, and firefighter fatalities occurred as a result of transportation incidents (either accidental or "struck-by" incidents or crashes in pursuit or other line-of-duty activities).
- Between 1997 and 2006, 17 percent of the accidental law enforcement deaths were the result of "struck-by" motor vehicle incidents occurring during activities such as traffic stops, roadblocks, directing traffic and assisting motorists.”

[http://ops.fhwa.dot.gov/eto\\_tim\\_pse/publications/timhandbook/chap1.htm#sec1-4](http://ops.fhwa.dot.gov/eto_tim_pse/publications/timhandbook/chap1.htm#sec1-4)

This project includes further integrating incident data, and coordination among responding agencies. Best practices have been developed and may be a resource for highway operations and incident response personnel. Many of these practices are focused on preventing secondary incidents in the course of daily highway operations.

Among the areas of most concern are those related to handling highway fatalities. These tragedies require a response by a medical examiner or coroner (depending on the jurisdiction), in support of a death investigation. These may take hours and result in further incidents, including additional fatalities. RTOC wishes to pursue resolution of the interests of all stakeholders in these situations. This may require closer coordination or even new legislation regarding facility closures.

Third Priority:

Traveler Information (VMS, Web sites, HAR, etc.)

Traffic Management (Detection/Sensors)

Fourth Priority:

Speed Harmonization

(These will need additional write-up consistent with the presentation on May 19).