

# North/West Passage Pooled Fund Study

TPF-5(093)

Phase III

**Project 3.4:  
North/West Passage Corridor-Wide Advanced  
Traveler Information System (ATIS) Website**

**Preliminary Design  
Final Document**

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## TABLE OF CONTENTS

<b>1. Document Overview.....</b>	<b>2</b>
<b>2. Corridor Needs .....</b>	<b>3</b>
<b>3. ATIS Website Goals .....</b>	<b>3</b>
<b>4. Concept of Operations .....</b>	<b>5</b>
4.1 Users' View.....	5
4.2 Corridor Agencies' View .....	7
4.3 Systems View.....	9
4.4 Hosting Agency's View .....	10
<b>5. Agreements and Relationships.....</b>	<b>11</b>
5.1 Longevity of the Corridor-wide Website .....	11
5.2 Corridor-wide Website Agreement .....	11
5.3 Software Ownership and Licensing .....	12
<b>6. Preliminary Design.....</b>	<b>13</b>
6.1 Website Layout and Functionality .....	13

# 1. Document Overview

This document presents a preliminary design of the North/West Passage Corridor Advanced Traveler Information System (ATIS) website. The intent of this preliminary design is summarized as follows:

- To provide sufficient information about the intentions of the North/West Passage ATIS website to allow member states to determine responsibilities for design, development, hosting and operations (e.g. high level summaries of the resources that will be needed throughout the project and through ongoing operations);
- To perform a very basic level of a systems engineering approach towards defining the needs, goals, concept of operations, roles, responsibilities, and preliminary design to allow member states to reach consensus and support a common vision for the future of the website; and
- To provide a basic level of documentation such that a software developer and/or implementer can use this document to perform the next step of software development.

It should also be noted that this preliminary design was done as part of an abbreviated systems engineering approach for a small project with a limited budget, and does not include all the facets of a more standard systems engineering approach.

Finally, the concept for a corridor-wide website presented in this document reflects the interest of the North/West Passage group in creating a first generation basic travel information website for the entire North/West Passage corridor. Therefore, a basic level of information that can be developed as part of a low cost project and will deliver a consistent level of information across the corridor is described within this document. This basic system is expected to be enhanced and expanded upon, as budgets allow.

## 2. Corridor Needs

The North/West Passage ITS Strategic Deployment Plan identified a number of issues and needs specific to the corridor. The specific needs and issues that the ATIS website will address are as follows:

- Lack of consistent and adequate traveler information.
- Ongoing demand to update and maintain traveler information.
- Lack of consistent and adequate real-time information that would enhance corridor-wide travel.
- Inconsistent and unreliable information for commercial vehicle travelers.

## 3. ATIS Website Goals

The initial planning process for development of the North/West Passage ATIS was performed in cooperation with the development of the corridor-wide deployment plan. One goal of developing the ATIS website during the deployment planning process was to document the development process of a real-world ITS deployment on the corridor for the benefit of future ITS deployments performed along the corridor.

The following goals have been identified to describe the intentions of the North/West Passage ATIS website deployment:

- Goal #1: To develop and deploy a low cost website that offers a basic level of corridor-wide traveler information to support pre-trip information dissemination to long distance travelers along the corridor. The following specific objectives have been identified for Goal #1:
- To help travelers make route selection decisions by viewing conditions on alternate routes along the corridor (i.e. I-90/I-94 split);
  - To help travelers understand the likely weather conditions (especially in known trouble spots such as mountain passes) by displaying camera images and links to weather reports where available; and
  - To allow travelers, who have been alerted to potential problem areas or desire additional details, to easily click through to view travel information websites that may offer more detailed information for states along the corridor.

- Goal #2: To introduce the I-90/I-94 corridor-wide concept to commercial and recreational travelers and to assess the usage of the website as an early indication of the actual demand for such information.
- Goal #3: To provide a core system that, in the future, can either be expanded to support additional ATIS functions, or could link to other ATIS systems operated along the corridor.
- Goal #4: To provide a test-bed where corridor-wide consistent major event descriptions can eventually be tested as part of the development of consistent reporting and information dissemination procedures (corridor-wide consistent major event description development is another proposed project in the North/West Passage Strategic Plan).
- Goal #5: To serve as an outreach and communication outlet to corridor travelers that may be used to describe future projects, services or related North/West Passage activities that might benefit travelers.

## 4. Concept of Operations

Section 4 presents an abbreviated concept of operations for the corridor-wide ATIS website. The intent of the Concept of Operations is to present the expected impacts, roles, responsibilities and expectations of the website from the view of the users (i.e. travelers and service providers), the state agencies, and the eventual systems that will operate the website. These operational concepts are presented in the following four subsections to this report, and are number sequentially to assist in the discussion and consensus building process. After each section a table of detailed requirement definitions is listed to assist in developing and evaluating the website.

Following are as list of definitions used in developing the requirements.

ID	Unique identifier.
Requirement Description	Text description of actual requirement.
ATIS Website Goal	Identifies which of the five ATIS Website Goals included in Section 3 of this document that the Requirement relates to.
Allocation	Identifies responsibility for accomplishing the requirement.
Criticality	High = required to complete the North/West Passage ATIS Website. Medium = Will improve ability to complete the website. Low = Nice to have, but will not affect the completion of the website.

### 4.1 Users' View

The users of the corridor-wide ATIS website will include travelers (typically for those trips extending beyond one state but not exclusively), information service providers (including media and other information outlets), and service providers (including such users as hotel and truck stop operators along the corridor that will receive questions from travelers seeking information about the conditions throughout the corridor. Following is a series of operational concepts for the corridor-wide website.

1. The North/West Passage ATIS Website will be branded with a name and logo that represents the geographic coverage of the information system. Candidate names for the website include “The I-90/I-94 Corridor”, “The Washington to Wisconsin Corridor”. Final selection of the name and a related logo will be performed collectively by the group.

2. Commercial travelers will learn about the corridor website through public outreach directed from the commercial vehicle operations group within each state.
3. Recreational travelers (non-commercial) will learn about the website through press releases, coordinated marketing with corridor States' existing websites, and ideally through promotion, in some manner, at visitors centers and major rest areas along the corridor.
4. Recreational travelers will grow to consider the corridor-wide ATIS website as one additional tool to support their immediate trip planning or en-route information gathering whenever Internet connectivity is available. The corridor-wide website will not attempt to replace local information websites as the initial source for information about localized trips, nor will it initially attempt to deliver the detailed level of information provided by individual states' systems. However, for travelers extending outside their states, the corridor-wide website will present a 'one-stop' information source for high level information about the corridor.
5. Commercial travelers and dispatchers will view the corridor website as a source for quickly accessing high level information, and as a 'one-stop' portal to link to more detailed information about driving conditions, weather, and permit restrictions when made available by the individual states.
6. Travelers accessing the website will be presented with a corridor-wide map that initially shows camera icons and weather icons at key locations along the corridor. Weather icons will allow travelers to click on icons to view weather reports for key locations along the corridor.
7. Travelers accessing the website will compare conditions on parallel routes (e.g. I-90/I-94 where divided) as a resource for selecting the most appropriate route.
8. Travelers accessing the website will view camera images and weather conditions to decide whether to delay or alter trips, or whether additional preparations (such as chains) are required.
9. Travelers accessing the website will be able to click on links to individual state operated displays of permit restrictions and rest area information. In addition, links will allow visitors to view information about available truck stops throughout the corridor. *Note: more information about these links are included in the preliminary design section of this document, and the ultimate decision to include or exclude these links will be determined by the member states.*
10. Instructions on the website will inform travelers that they may click on any state to be linked to that state's detailed website, and how to access permitting, rest area, and truck stop information from each state.

11. Travelers accessing the website will be able to click on camera icons at a limited number of locations along the corridor; and by viewing the camera image, have an increased understanding of the conditions.
12. Hotels along the corridor will receive promotional material describing the corridor-wide website, and will be encouraged to inform front desk staff about the website. In addition, hotels with business centers or lobby computers for the use of guests will be encouraged to bookmark or load the corridor-wide website as the default home page to encourage use by guests who are likely traveling the corridor.
13. Truck stops and other service centers will receive notice of the website and be encouraged to inform travelers who may make use of local Internet connections about the website through such things as posters or notices.

Please note that outreach of the website will require action on behalf of each state. The proposed approach is that the North/West Passage group will develop an outreach plan outlining dissemination of the website.

### Users' View Requirements

ID	Requirement Description	ATIS Website Goal	Allocation	Criticality
U-1	The website shall be branded with a name and current North/West Passage logo. The name and logo shall represent the geographic coverage of the corridor.	5	Contractor	H
U-2	An outreach plan for disseminating the ATIS website shall be developed.	2, 5	North/West Passage States	L
U-2.1	The outreach plan shall identify the process for informing commercial and recreational travelers of the website. The process shall include at a minimum details for press releases, coordinated marketing with corridor states' existing websites, and promotion at visitor centers, major rest areas, truck stops, and hotels along the corridor.	2, 5	North/West Passage States	L

## 4.2 Corridor Agencies' View

The North/West Passage states' experiences with the corridor-wide ATIS website will be as follows:

14. The individual North/West Passage member states are expected to continue operating existing or planned statewide and/or local ATIS websites as they current are, or are planning to do. This corridor-wide website is an additional resource and not a replacement to existing systems.
15. The corridor-wide ATIS website will include links to individual member states ATIS systems and websites whenever possible and appropriate, rather than re-creating services on a duplicate system.
16. The corridor-wide ATIS website will attempt to disseminate a basic level of consistent information across each state (i.e. links to camera icons, links to National Weather Service reports on the map display; and links to truck permit restriction information, links to rest area information, and links to truck stops in the lower banner) using existing data sources and equipment. No additional real-time operational activities are expected at this time by individual state agencies to perform additional data collection, assembly or reporting beyond that which already exists. Individual state agencies are expected to periodically test all links and information displays for their portion of the corridor map display in order to ensure they are functioning properly, and that the website contains the most updated link information.
17. Individual state agencies are expected to perform a basic level of outreach and education about the website. A separate outreach plan will be developed to outline the expected assistance required by each North/West Passage State. However at a minimum, each state is expected to put a link to the North/West Passage corridor-wide ATIS website from their DOT traveler information website.
18. Later sections of this design document describe the existence of a ‘feedback’ option as part of the eventual website to allow visitors to offer feedback or comments. The role of monitoring these comments should be equally shared among the North/West Passage states. In this capacity, specific comments about one of the states should be forwarded to that particular state. Other general comments can be handled by a rotating position where one representative plays the role of responding for a designated time. For example, the role of responding to feedback could be shared as monthly commitments rotated through each state, or one state might volunteer to play the role.

**Corridor Agencies’ View Requirements**

<b>ID</b>	<b>Requirement Description</b>	<b>ATIS Website Goal</b>	<b>Allocation</b>	<b>Criticality</b>
C-1	Statewide and/or local ATIS websites shall continue to operate as they currently are, or are planning to do.	1	North/West Passage States	H
C-2	Additional real-time operational activities to perform additional data collection,	1	North/West Passage	L

	assembly, or reporting beyond that which already exists shall not be performed specifically for this project.		States	
C-3	Outreach and education about the website shall be conducted. The outreach level shall be determined in the outreach plan.	5	North/West Passage States	L
C-4	Feedback received on the website shall be disseminated to the North/West Passage States through email to Steering Committee members or verbally at monthly Steering Committee meetings.	2	North/West Passage States	L

### 4.3 Systems View

From a systems view, the North/West Passage travel information website is not intended to be a complex website. The following bullets defined the systems' view of the website operations and hosting

19. The website shall be hosted in an environment supporting 24/7 operations, including monitoring and support to correct system outages with a target of no more than 2 hours downtime during any situation.
20. The number of expected simultaneous visitors to the website should allow for continuous growth in use of the system. The heaviest use will likely be during winter storm events, particularly weather events in the mountain regions. The hosting decisions should allow for large bandwidth, as well as options for expanded bandwidth if it is initially limited.
21. The website shall be created in a quick, cost effective manner as this site is intended to provide a basic level of information. Later North/West Passage deployments may involve more sophisticated development of data exchanges, conversions, and analyses; however this initial system shall focus on the deployment of a basic system.
22. The three primary functions of the corridor-wide ATIS website will be:
  - To link visitors to existing on-line camera images (displaying a pop-up window with the image of the existing camera view);
  - To link visitors to existing weather information reports created by the National Weather Service; and
  - To link visitors to existing State DOT operated travel information websites, as appropriate.
23. No database requirements are placed on the corridor-wide website.

24. The decisions about the development and hosting environment (e.g. Linux vs. Windows) will ultimately be decided based on whether any state is willing to host the website within their own environment. However, the website functionality is such that there are no apparent benefits of Linux over Windows (for this particular system).

25. Hosting of the website should include:

- A contractor hired to host the website, either internally within their company or using an on-line hosting facility (hosting facilities costs can range from \$5 - \$50/month in addition to what a contractor would charge to manage the hosting).

### **Systems View Requirements**

<b>ID</b>	<b>Requirement Description</b>	<b>ATIS Website Goal</b>	<b>Allocation</b>	<b>Criticality</b>
S-1	The system shall identify a hosting environment that supports 24/7 operations, including monitoring and support to correct system outages with a target of no more than 2 hours downtime during any situation. The hosting options should allow a bandwidth to support the heaviest use during winter storm events along the corridor as well as options for expanded bandwidth.	1	Contractor  (Contractor will identify hosting environment, however hosting costs are not included in current contract)	H

### **4.4 Hosting Agency's View**

It is proposed that one North/West Passage member state perform the role of managing and performing the hosting of the North/West Passage website. In this capacity, the hosting agency may:

- Manage a contract for services of a third party contractor to host and administer the site (either within their facility or through an on-line system).

Funding for hosting the site is proposed to come from committed contributions of the collective group of states

## 5. Agreements and Relationships

### 5.1 Longevity of the Corridor-wide Website

The corridor-wide website development and deployment is in response to a stated need for corridor-wide traveler information dissemination. Therefore, the intent of the website is to operate continuously with no lifespan or time at which it would no longer continue operating (i.e. it is not a demonstration or trial project). In the event that a new version of the website is developed (either by a future project or other commitment of a corridor partner) than provided that the website function is performed satisfactorily and with a long-term commitment, this website may be discontinued.

Given the intended longevity of the system, North/West Passage states shall form a memorandum of understanding or agreement to continue to operate the corridor-wide website, regardless of the future of the North/West Passage Pooled Fund Program or of any individual states' ongoing individual membership in the program. In other words, if any one state discontinues membership in the Pooled Fund, they are able (and are expected) to continue participating in the ongoing website operations.

### 5.2 Corridor-wide Website Agreement

Prior to the deployment of the corridor-wide website, it is the desire that all states sign an agreement to do their best to continue to operate the corridor-wide website. The annual operations costs will be estimated by the time of the agreement (and are expected to be minimal costs per state).

The agreement shall describe the intent of the ongoing operations of the corridor-wide site, but shall also indicate a date in the future where all participating states will review and discuss the future of the website and program. The following table includes a definition of the website agreement requirement to assist in developing and evaluating the website.

#### Corridor-Wide Website Agreement Requirement

ID	Requirement Description	ATIS Website Goal	Allocation	Criticality
A-1	An agreement that states that each state will do their best to continue to operate the website shall be developed and signed. The agreement shall describe the intent of the ongoing operations of the corridor-	1	North/West Passage States	H

	wide site, but shall also indicate a date in the future where all participating states will review and discuss the future of the website and program.			
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### 5.3 Software Ownership and Licensing

The software development of the website code may either be written by employees of one of the corridor states, by a contractor hired by the North/West Passage Corridor, or by a university or research group. Given that the intent of the participating states is to promote low-cost operations and minimum costs required for any software updates or upgrades, it is proposed that the software delivered be licensed as Open-Source software. Open source licensing would allow open circulation of the software, and the freedom of any individual to modify the code. The restriction would be placed on the circulation that anyone modifying the code and circulating it, must do so as open source software (therefore preventing an entity from converting it to proprietary software).

The open source software circulation would allow for future volunteers from state DOTs to edit and update the code, without any limitations put on the code by the original developers.

The following table includes a definition of the software ownership and licensing requirement to assist in developing and evaluating the website.

#### Software Ownership and Licensing Requirement

ID	Requirement Description	ATIS Website Goal	Allocation	Criticality
O-1	The developed website code shall be open-source. Anyone modifying the code must do so as open source software to prevent an entity from converting it to proprietary software.	1, 3	Contractor	H

## 6. Preliminary Design

### 6.1 Website Layout and Functionality

The layout of the corridor-wide ATIS website is proposed to be divided into three sections. Because of the East-West orientation of the corridor, side frames/buttons will be avoided in order to allow as wide of a map view as possible. The three sections of the website are as follows:

- Header (top) Section. The header section will include the name and logo of the website, a brief one sentence description of the site, and any buttons/links that are necessary for the site;
- Center (Map) Section. The center section of the website will be the largest and most viewed portion of the site. It will contain a drawing (not to scale) of the corridor and contain the information and links to information that are available.
- Bottom (information) Section. The bottom most section of the website will contain any needed disclaimers, copyrights, or other clarifications deemed necessary.

The remainder of this section describes the details of each section of the website. After each section a table of detailed requirement definitions is listed to assist in developing and evaluating the website.

#### 6.1.1 Header Section

The header to the corridor-wide ATIS website is proposed to identify the name of the corridor website, include a tag-line describing the site, and support buttons for navigating the site.

##### ***Button Summaries:***

The header buttons (and their functions) are defined below:

The ***Home*** Button will always be visible and will return viewers to the default/initial web page.

The ***About*** button will take visitors to a page describing the background of the North/West Passage group, the role of the website. Text for the ‘About’ page is contained later in this section.

The **Feedback** button will allow visitors to email any comments or suggestions to an administrator of the website.

### **Website Layout Header Requirements**

<b>ID</b>	<b>Requirement Description</b>	<b>ATIS Website Goal</b>	<b>Allocation</b>	<b>Criticality</b>
H-1	The website shall include a header for the top section of the website page.	1, 3	Contractor	H
H1.1	The header shall display the name and logo of the corridor website, a tag-line describing the site, and support buttons for navigating the site. The support buttons shall be identified during the design phase.	1, 3	Contractor	H
H1.2	<p>The header shall include the follow buttons:</p> <p>The <b>Home</b> Button will always be visible and will return viewers to the default/initial web page.</p> <p>The <b>About</b> button will take visitors to a page describing the background of the North/West Passage group, the role of the website. Text for the ‘About’ page is contained later in this section.</p> <p>The <b>Feedback</b> button will allow visitors to email any comments or suggestions to an administrator of the website.</p> <p>Final buttons for the website shall be identified in the design phase.</p>	1, 3	Contractor	H

### **6.1.2 Main Section**

The main section of the website shall be immediately below the header.

The main section shall display a map of the corridor, visible without any horizontal scrolling. The map display functionality is described as follows:

#### ***Map Display:***

- The map display does not need to reflect exact scaling or geographic details, but rather should display an ‘understandable’ view of the corridor, clearly indicating state boundaries, identifying major cities, and graphically indicating where mountainous regions are.
- The map shall display icons of selected camera locations, allowing visitors to click the cameras and view images (as links to existing state DOT operated camera images).

***Weather Icons:***

- The map shall display weather icons at key locations (i.e. at least one per state, except in states with major parallel corridors where one icon should be placed per corridor) so as to display weather information without cluttering the map display. At this time, static weather icons are proposed in lieu of dynamic icons that reflect the weather conditions. When clicked, the weather icons will bring up a new browser page with a link to a National Weather Service site containing information specific to that area on the map (typically performed by creating a link to the NWS site with the location noted in the link).

It is recognized that many advanced features for displaying sophisticated weather and driving condition reports exist. However, in the interest of creating an initially simple website, the recommendation at this time is to simply link to freely available National Weather Service information. This preliminary design does not discount the added value that advanced modeling and reporting of driving conditions offers, and in fact encourages that future versions of the corridor-wide website consider such deployments.

***Links to Individual State ATIS Websites:***

- Website visitors clicking within state map boundaries (or on state names) will be linked to the most appropriate state DOT operated traveler information site within the state. The link will occur by opening an additional browser window, thus maintaining the original corridor-wide view page.

***Road Restriction (OS/OW Permitting) Information***

- Below the map image, there will be a link clearly labeled as “Road Restriction information”. Visitors clicking this link will view a webpage that displays a table with one column presenting the state name, and the other column presenting an active link to on-line temporary or permanent restriction information operated by each individual state (either real-time updated restriction information, or standard information and phone numbers). The intent is to link to the best available on-line information about weather or construction related roadway restrictions that would prevent oversized/overweight vehicles from traveling, however states are not

expected to add additional on-line services for this feature. If information is not available, it will simply be identified as not available

A sample layout of the table with links to Road Restriction information is included below. Each state will be asked to verify if the link and description are appropriate, or if a different link is recommended.

State	Description of Link	Link
Minnesota	On-line Restriction Status	<a href="http://www.511mn.org/default.asp?display=vehicleRestrictions&amp;area=statewide&amp;textOnly=False">http://www.511mn.org/default.asp?display=vehicleRestrictions&amp;area=statewide&amp;textOnly=False</a>
Washington	Permitting Contact Information	<a href="http://www.wsdot.wa.gov/commercialvehicle/roadlist.cfm">http://www.wsdot.wa.gov/commercialvehicle/roadlist.cfm</a>
Idaho	Commercial vehicle restrictions currently in force. Also includes locations of runaway truck ramps	<a href="http://511.idaho.gov/default.asp?display=cov&amp;area=statewide&amp;textOnly=False">http://511.idaho.gov/default.asp?display=cov&amp;area=statewide&amp;textOnly=False</a>
Montana	Current Load Restriction Report	<a href="http://www.mdt.mt.gov/travinfo/scripts/view_restriction.pl?report=current">http://www.mdt.mt.gov/travinfo/scripts/view_restriction.pl?report=current</a>
Wyoming	Construction Report	<a href="http://map.wyoroad.info/construction/index.html">http://map.wyoroad.info/construction/index.html</a>
North Dakota	Load Restrictions	<a href="http://www.dot.nd.gov/roadreport/loadlimit/loadlimitinfo.asp">http://www.dot.nd.gov/roadreport/loadlimit/loadlimitinfo.asp</a>
South Dakota	Trucking Information	<a href="http://www.sdtruckinfo.com/">http://www.sdtruckinfo.com/</a>
Wisconsin	Weight Restriction Program	<a href="http://www.dot.wisconsin.gov/travel/truck/weightrestrictions.htm">http://www.dot.wisconsin.gov/travel/truck/weightrestrictions.htm</a>

**Table 6.1: Illustration of table displaying Links to Restriction Information**

***Rest Area Information:***

- Below the map image, there shall be a link offering information on rest area locations and services in each state. The link shall open a window with a table, allowing visitors to select the state and be linked to an on-line website operated by the state containing information on rest areas. Note: that this is a feature that the North/West Passage states shall collectively decide if they wish to post on the site, based on the availability of rest area information on-line for each site.

State	Description of Link	Link
Minnesota	Clickable Map of Rest	<a href="http://www.dot.state.mn.us/restareas/loca">http://www.dot.state.mn.us/restareas/loca</a>

	Aeas	tions/sitewidemap.html
Washington	Program Information and Rest Area Map	<a href="http://www.wsdot.wa.gov/commercialvehicle/roadlist.cfm">http://www.wsdot.wa.gov/commercialvehicle/roadlist.cfm</a>
Idaho	Clickable Map of Rest Areas	<a href="http://511.idaho.gov/staticMap.asp?display=restarea">http://511.idaho.gov/staticMap.asp?display=restarea</a>
Montana	Map of Rest Areas	<a href="http://www.mdt.mt.gov/travinfo/restarea.shtml">http://www.mdt.mt.gov/travinfo/restarea.shtml</a>
Wyoming	Summary of Rest Areas and PDF map	<a href="http://www.dot.state.wy.us/Default.jsp?sCode=hwyra">http://www.dot.state.wy.us/Default.jsp?sCode=hwyra</a>
North Dakota	Map of Rest Areas and Visitors Centers	<a href="http://www.dot.nd.gov/visitorcenters.html">http://www.dot.nd.gov/visitorcenters.html</a>
South Dakota	Map of Rest Areas and Ports of Entry	<a href="http://www.sddot.com/docs/restareamap.gif">http://www.sddot.com/docs/restareamap.gif</a>
Wisconsin	Clickable Map of Rest Areas	<a href="http://www.dot.wisconsin.gov/travel/restareas/locations.htm">http://www.dot.wisconsin.gov/travel/restareas/locations.htm</a>

**Table 6.2: Illustration of table displaying Links to Rest Area Information**

***Truck Stop Information:***

Another optional element to the website is to offer visitors links to on-line truck stop information specific to each state. This information is currently available on-line at the site [www.truckstopinfoplus.com](http://www.truckstopinfoplus.com). The I-5 Corridor website offers links to site specific pages displaying one state’s complete information on truck stop location and services. This is a privately operated website, offering information on truck stops. The benefits to the North/West Passage states is that there is no maintenance required to offer this service to truckers and general travelers. Individual links can be established to each individual state (either in table or map format) allowing one click access to view truck stop information for each North/West Passage state.

***511 Telephone Service Promotions:***

In order to help spread the word of 511 telephone services, the corridor-wide website shall include a 511 logo and information about availability of 511 services throughout the corridor.

**Main Section Requirements**

<b>ID</b>	<b>Requirement Description</b>	<b>ATIS Website Goal</b>	<b>Allocation</b>	<b>Criticality</b>
M-1	The website shall display a map of the corridor below the header. .	1, 3	Contractor	H

M-1.1	The website map shall be visible without any horizontal scrolling and does not need to be to scale.			
M-1.2	The website shall display a map that indicates state boundaries, identifies major cities, and graphically indicates where mountainous region are.	1, 3	Contractor	H
M-1.3	The website shall display camera icons at locations where state DOTs currently operate cameras accessible from the Internet.  The North/West Passage states will determine the final number of camera icons to display in order to provide as much coverage as possible without 'cluttering' the map.	1,3	Contractor	H
M-1.3.1	The website shall provide a mechanism for visitors to the website to click on the camera icons.  When clicking on the icon, the website shall launch another browser that displays the camera image at that location.  No additional cameras will be deployed as part of this website. The website will only link to existing camera images available on the Internet. During the development period, the final selection of cameras will be made. It is estimated that there will be approximately 15 camera icons displayed on the corridor-wide map.	1,3	Contractor	H
M-1.4	The website shall display weather icons on the corridor-wide map at locations where National Weather Service weather information is available (and at locations selected the by North/West Passage members). Approximately 15 locations of weather icons are expected to achieve a corridor-wide view but also avoid cluttering the map.	1,3	Contractor	H
M-1.4.1	The weather icons shall be static weather icons that do not indicate the current weather conditions, but simply represent a	1,3	Contractor	H

	point for visitors to click and view conditions.			
M-1.4.2	<p>The website shall provide a mechanism for visitors to the website to click on the weather icons.</p> <p>When clicking on the weather icons, the website shall launch another browser that includes the current National Weather Service weather report for the area surrounding the icon.</p>	1,3	Contractor	H
M-1.5	<p>The website shall provide a mechanism for visitors to the website to click on individual states along the corridor.</p> <p>When visitors click on a state, the system shall launch another browser that to that state’s traveler information website.</p>	1	Contractor	H
M-2	The website shall display a button below the map that is labeled “Road Restriction Information”	1, 3	Contractor	H
M-2.1	<p>The website shall provide a mechanism for visitors to the website to click the Road Restriction Information button.</p> <p>When clicking the Road Restriction Information button, the website shall launch another browser that that displays a table with one column representing the state name, and the other column presenting an active link to on-line temporary or permanent restriction information operated by each individual state (either real-time updated restriction information, or standard information and phone numbers). If information is not available, it should be identified as not available.</p>	1, 3	Contractor	H
M-3	The website shall display a button below the map that is labeled “Rest Area Information”	1, 3	Contractor	H
M-3.1	<p>The website shall provide a mechanism for visitors to click the Rest Area information button.</p> <p>When clicked, the Rest Area Information</p>	1, 3	Contractor	H

	button shall launch another browser that displays a table with one column representing the state name, and the other column presenting an active link to an on-line website operated by the state containing information on rest areas. If information is not available, it should be identified as not available			
M-4	The website shall display a button below the map that is labeled “Truck Stop Information”.	1, 3	Contractor	H
M-4.1	The website shall provide a mechanism for visitors to the site to click on the Road Restriction Information button.  When clicked, the Road Restriction Information button shall launch another browser that displays the website operated at www.truckstopinfoplus.com and/or individual links to each individual North/West Passage States truck stop information as well as a link to the Rest Area Information button.	1, 3	Contractor	H
M-5	The website shall display the 511 logo and provide information about availability of 511 services throughout the corridor	1, 2	Contractor	H
M-5.1	The website shall provide a mechanism for visitors to the site to click the 511 logo.  When the 511 logo is clicked, the system shall launch another browser that contains a paragraph summary of the 511 phone service, and then displays a list of each North/West Passage state and the non-511 phone number to access 511 (if 511 is not available in the state, the website shall identify ‘not available’.	1, 2	Contractor	H

### **Bottom Section Requirements**

<b>ID</b>	<b>Requirement Description</b>	<b>ATIS Website Goal</b>	<b>Allocation</b>	<b>Criticality</b>
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B-1	The website shall display at the bottom of the page website disclaimers, copyrights, or other clarifications deemed necessary during the design phase.	1, 3	Contractor	H
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**General Website Requirements**

<b>ID</b>	<b>Requirement Description</b>	<b>ATIS Website Goal</b>	<b>Allocation</b>	<b>Criticality</b>
G-1	The website shall track system use and shall allow for monthly summaries of overall visits to the site as well as visits to individual sites.	2,5	Contractor	H
G-2	The website shall operate a survey of questions for users wishing to offer feedback on the system. The survey method shall allow for on-line viewing of results.	2,5	Contractor	H