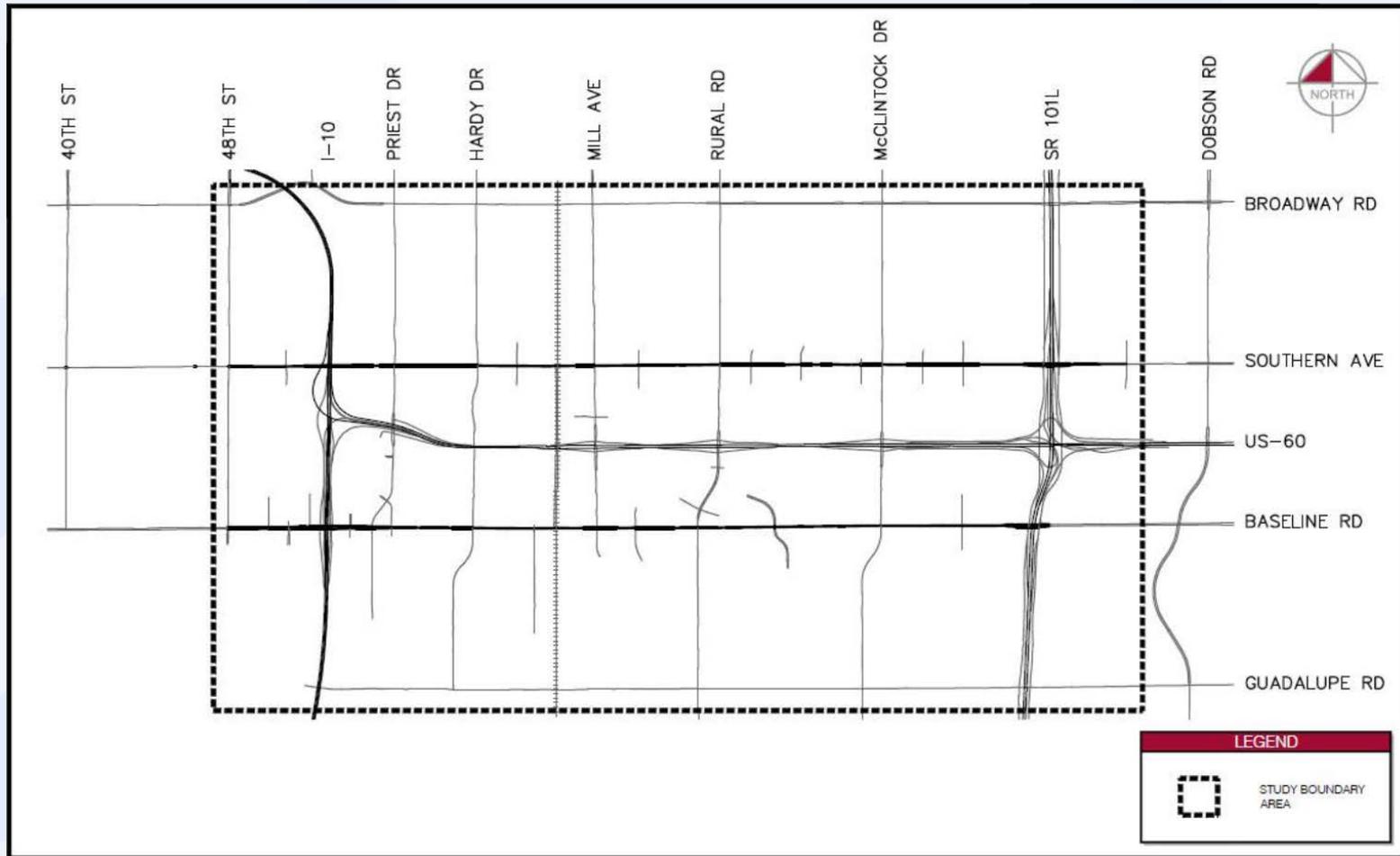


Traffic Management Response Plans for US-60 in Tempe

ITS Committee Meeting
February 4, 2015



Study Boundary Area Map



Project Overview

- Field review and inventory
- Existing traffic signal operations
- Freeway closure locations
- DynusT modeling: No strategy – where do they go?
- Volume adjustments
- Synchro optimization for each scenario
- DynusT modeling: scenario evaluations

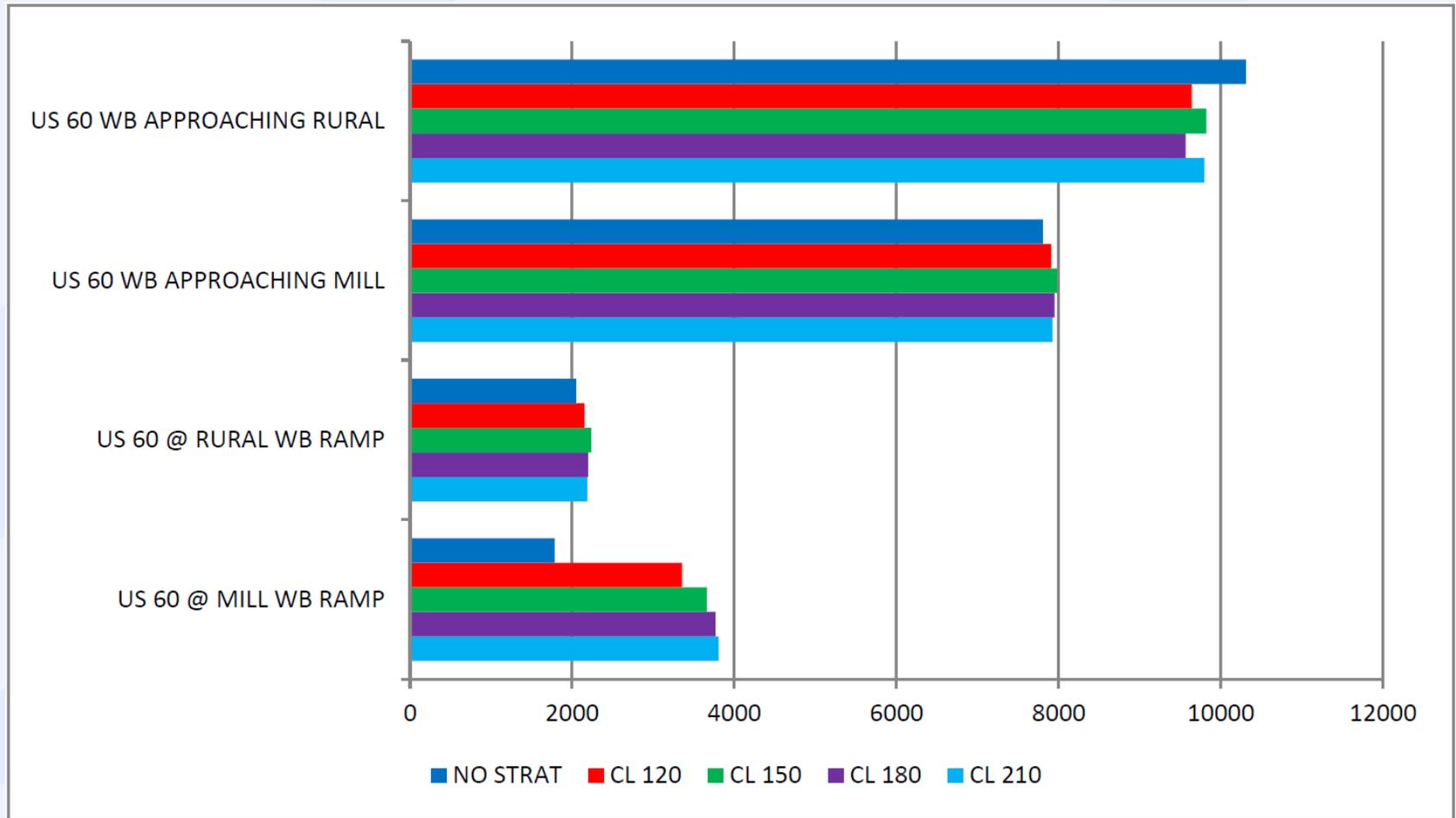
Freeway Closure Scenarios

- Full closure of 2-hr duration
- AM & PM runs of 2 closure locations
- Diversions along Baseline Rd. and Southern Ave. routes per closure location
- Diversion strategy cycle lengths being tested
 - 120, 150, 180, 210 sec.

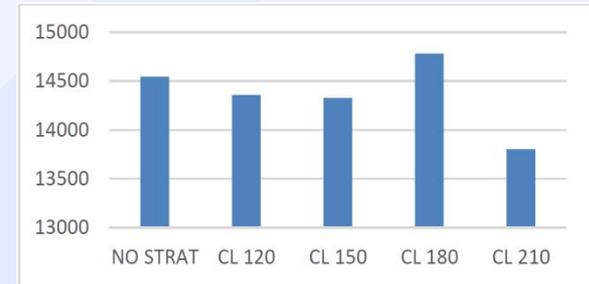
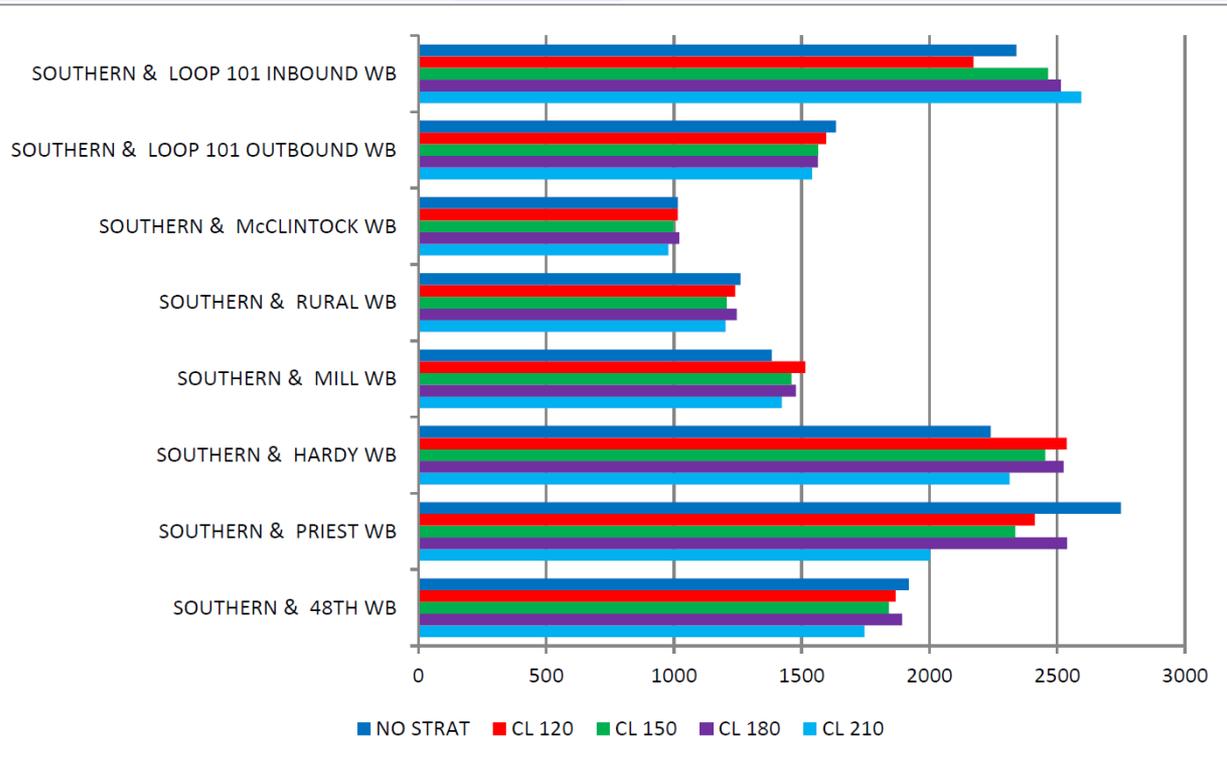
AM Results

- Full freeway closure on US 60 westbound between **Priest & Mill** between at **6am to 8am**

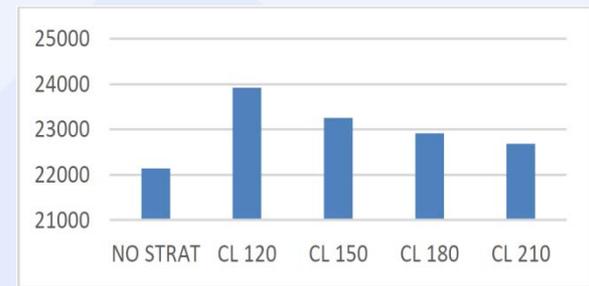
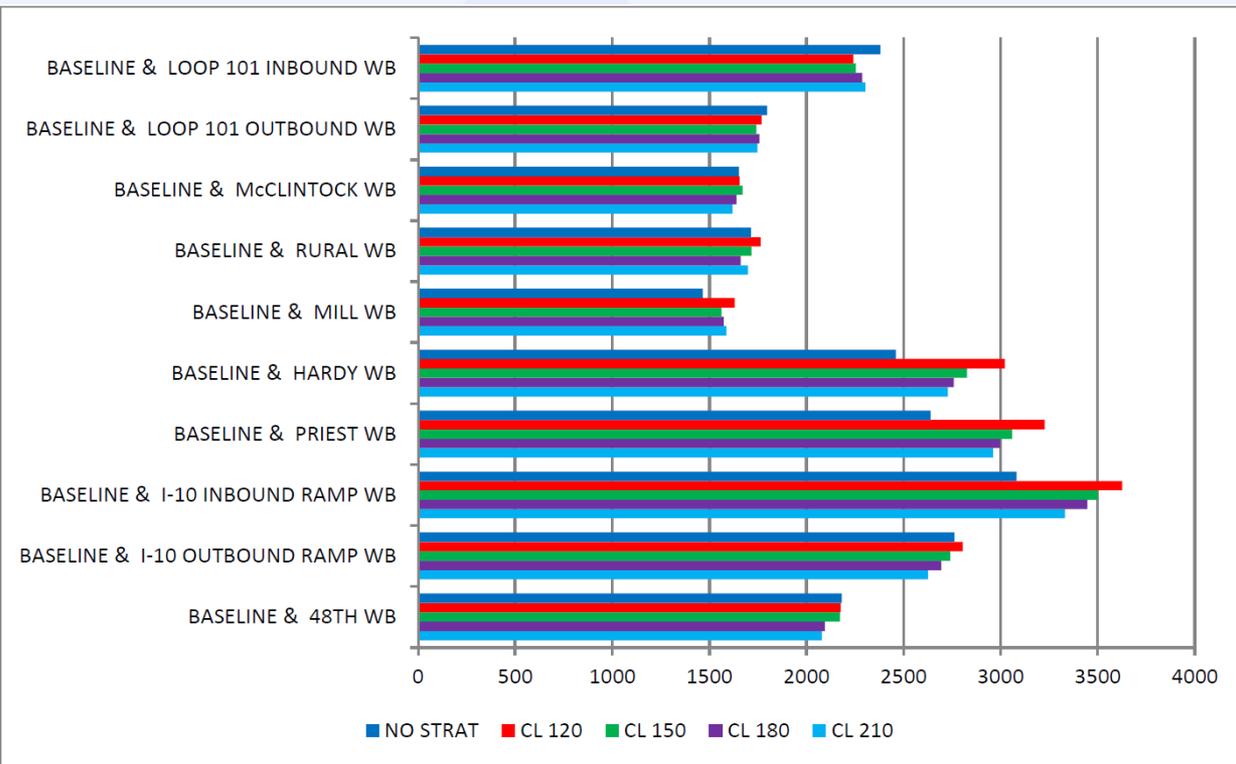
US-60 AM WB Volumes



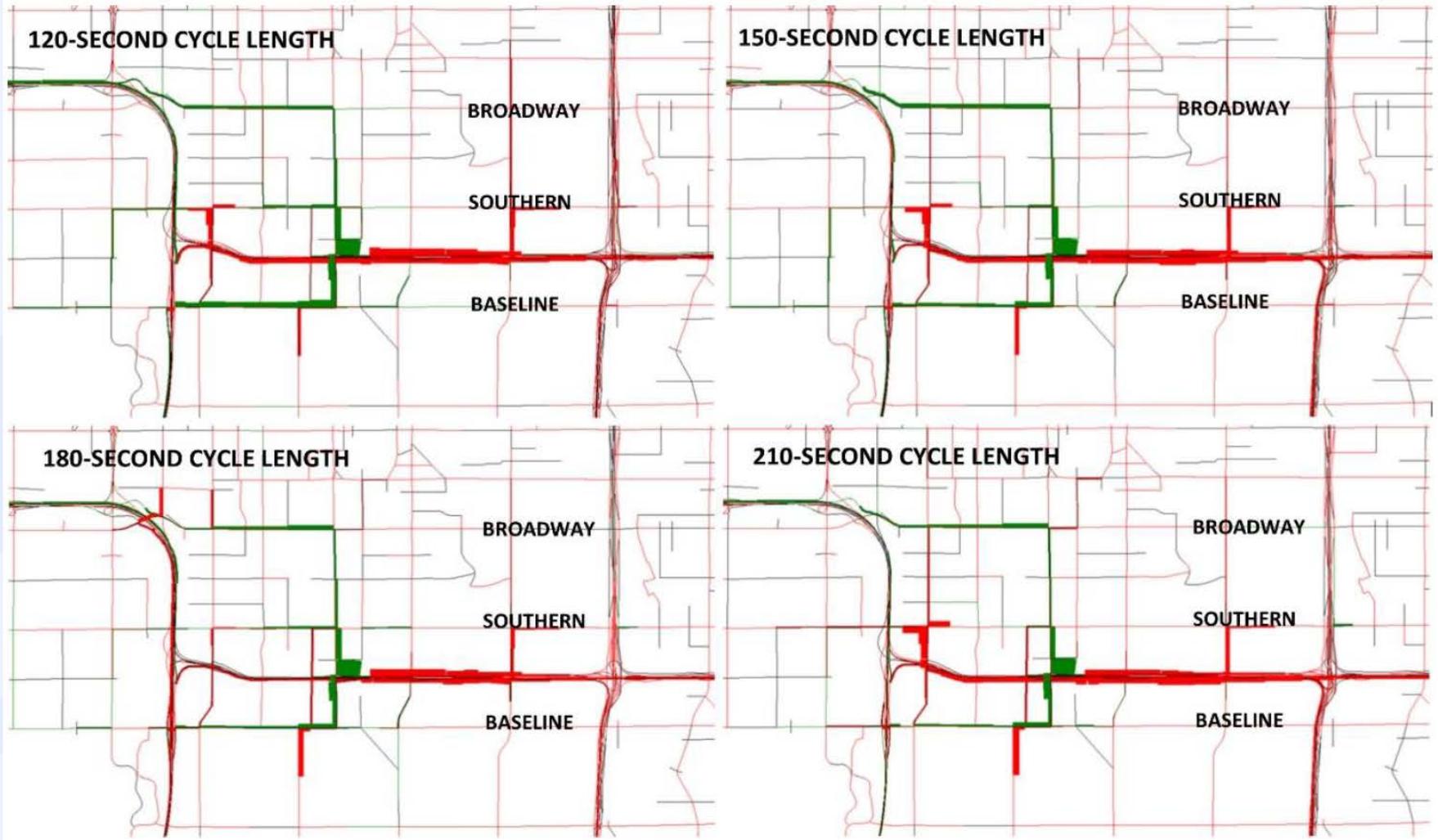
Southern Ave. AM WB Volumes



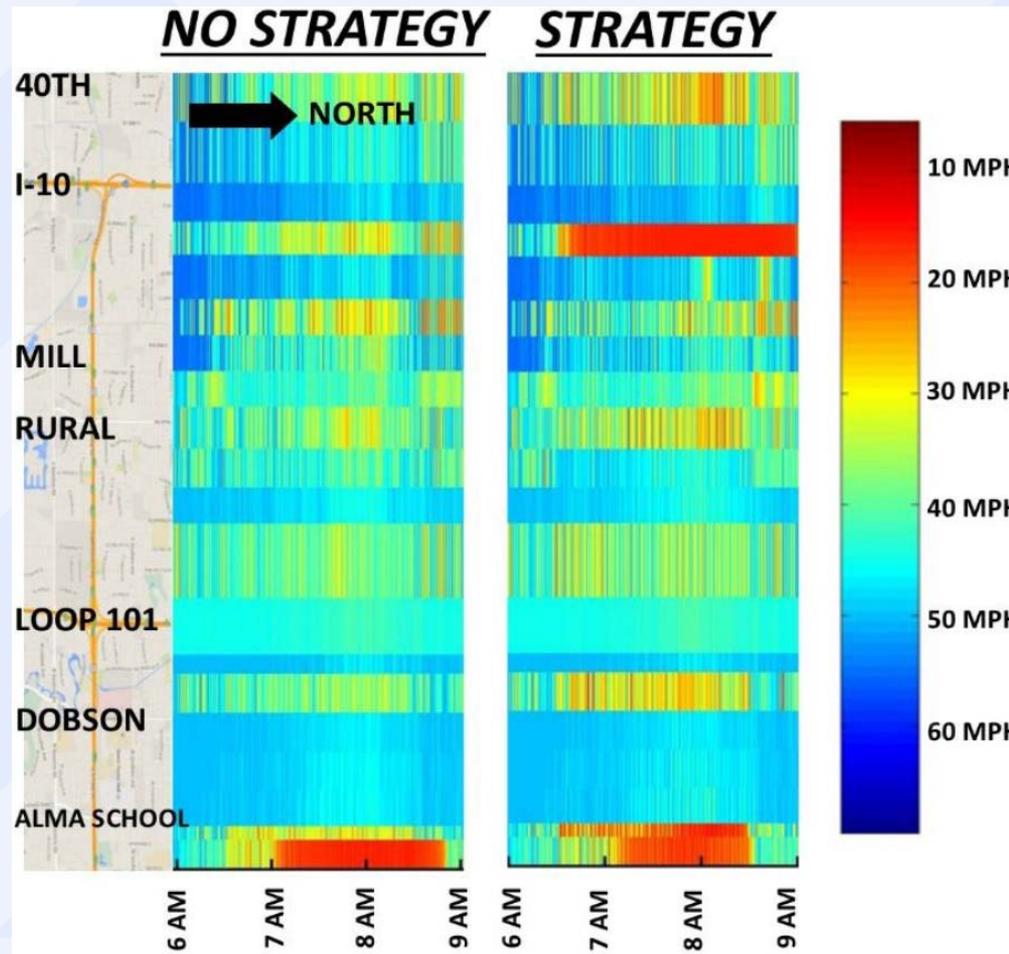
Baseline Rd. AM WB Volumes



AM WB Volume Map

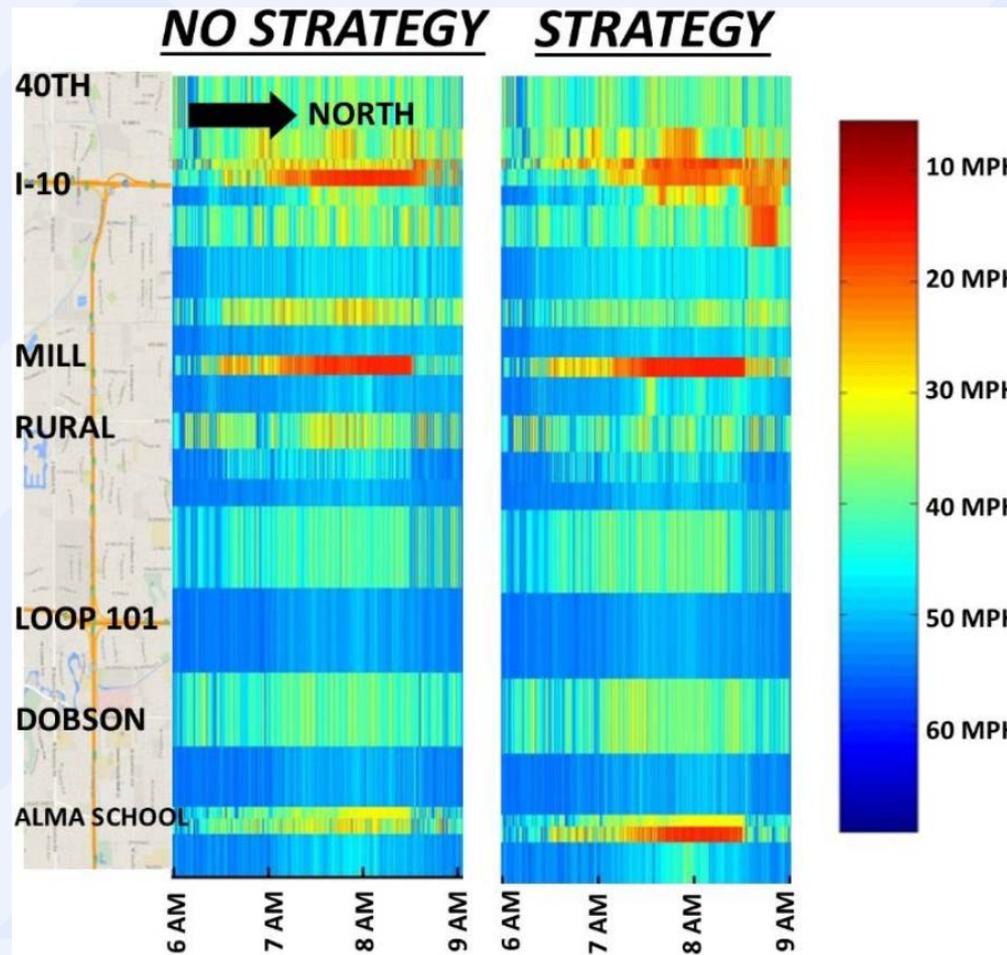


Southern Ave. AM WB Speed Heat Map



180-sec Cycle Length

Baseline Rd. AM WB Speed Heat Map

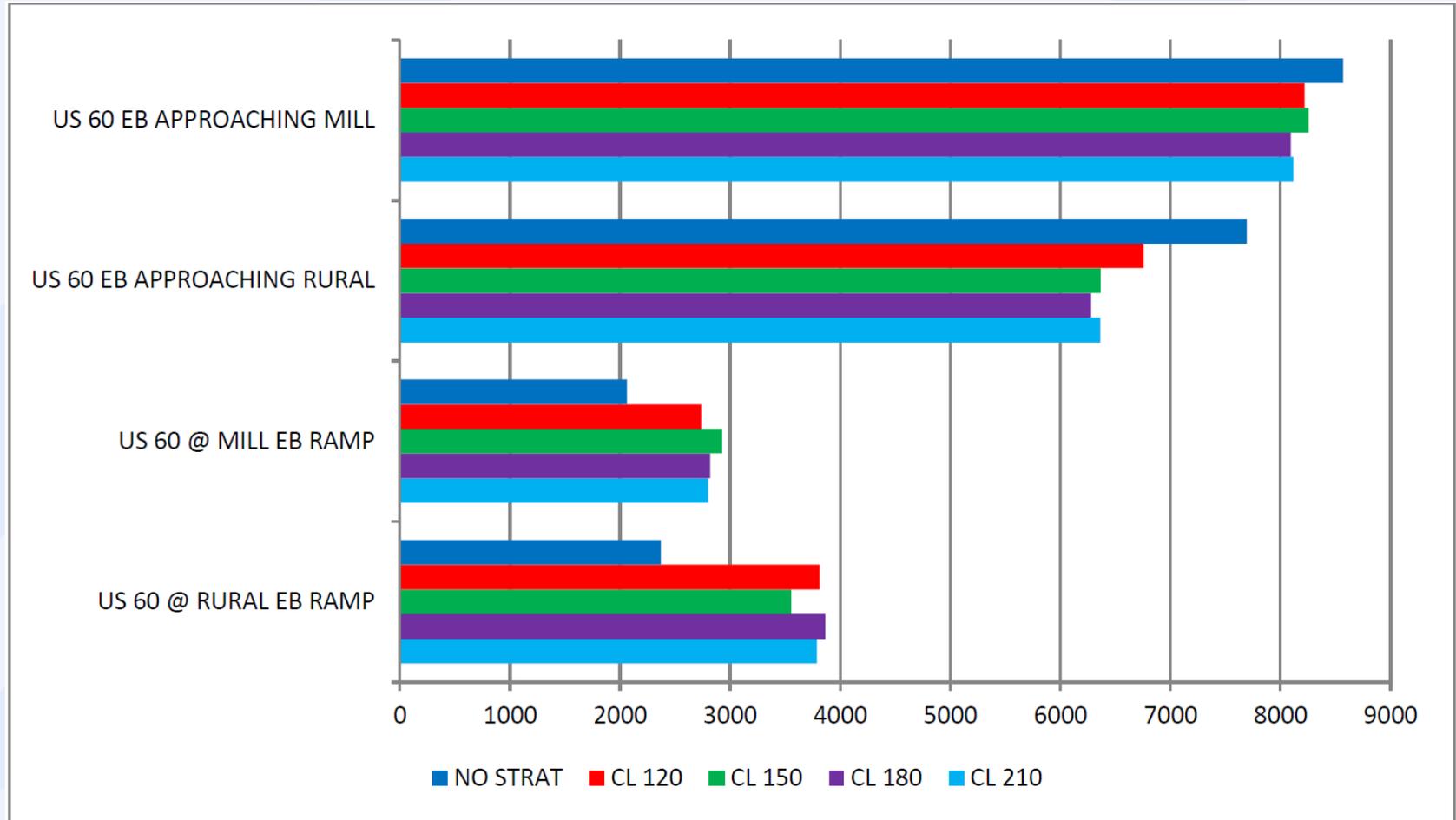


120-sec Cycle Length

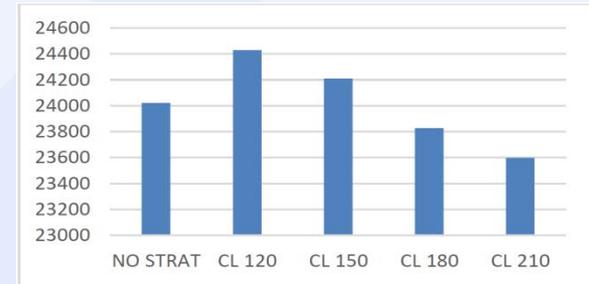
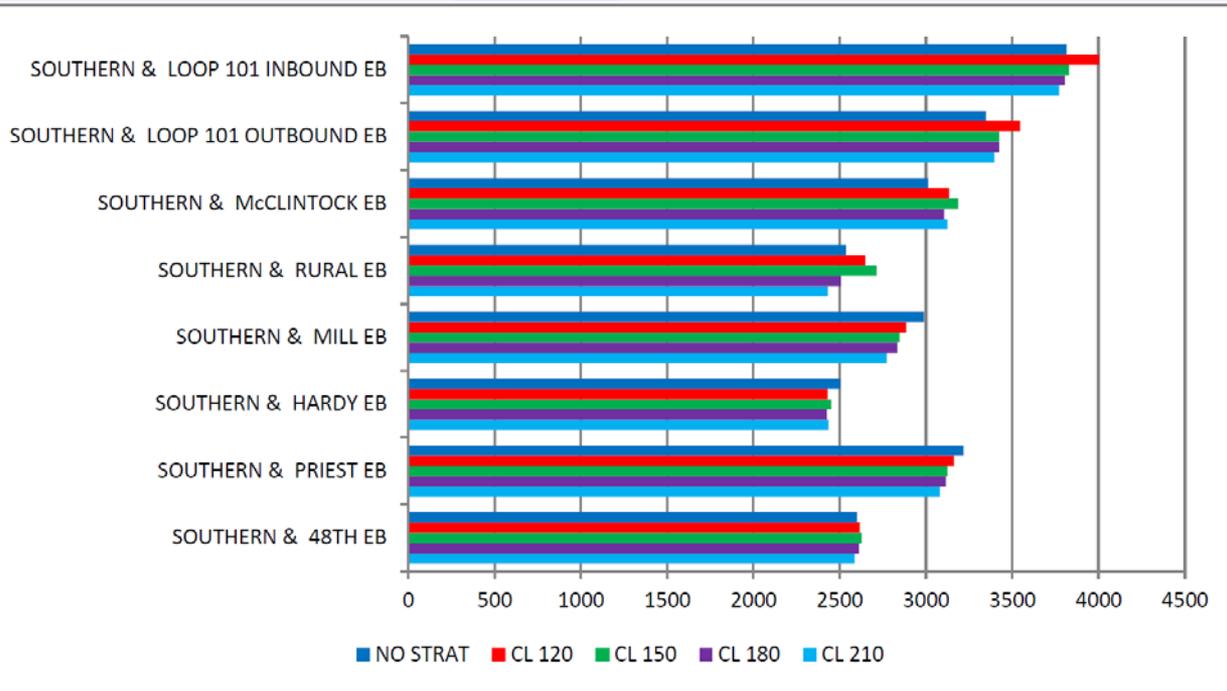
PM Results

- Full freeway closure on US 60 eastbound between **Rural & McClintock** between at **4pm to 6pm**

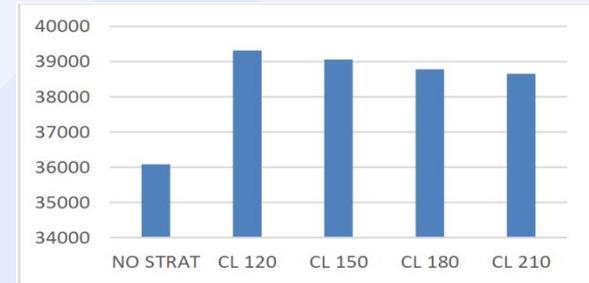
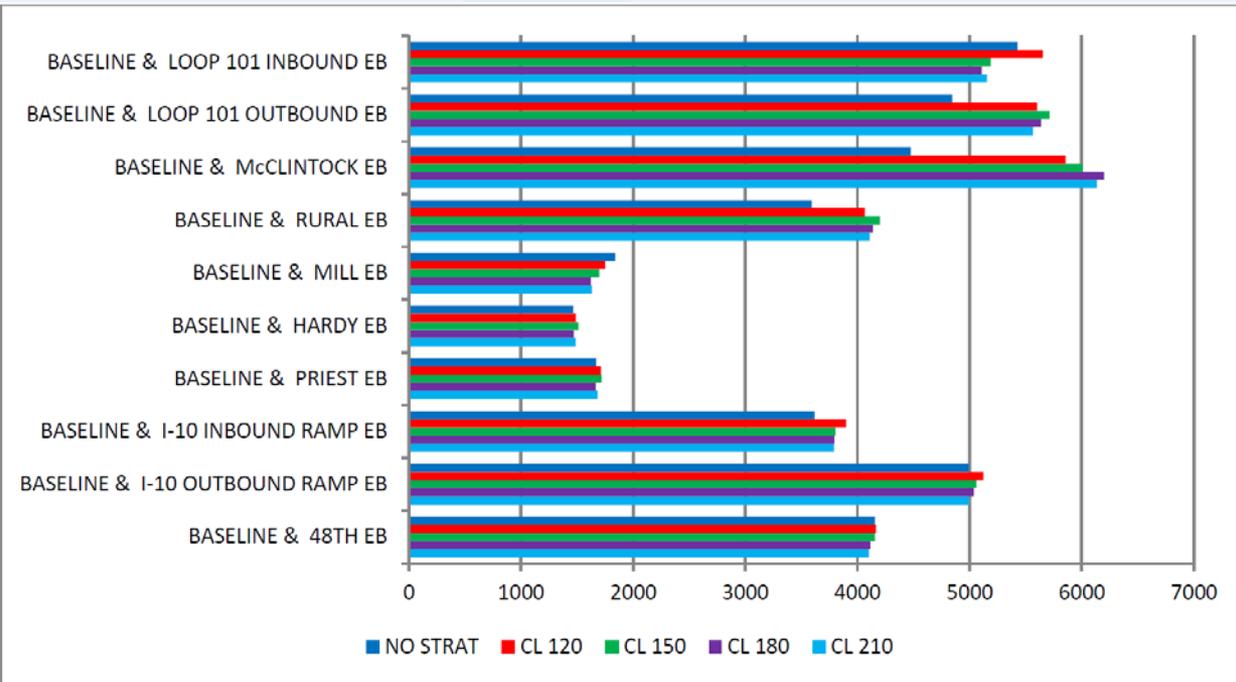
US-60 PM EB Volumes



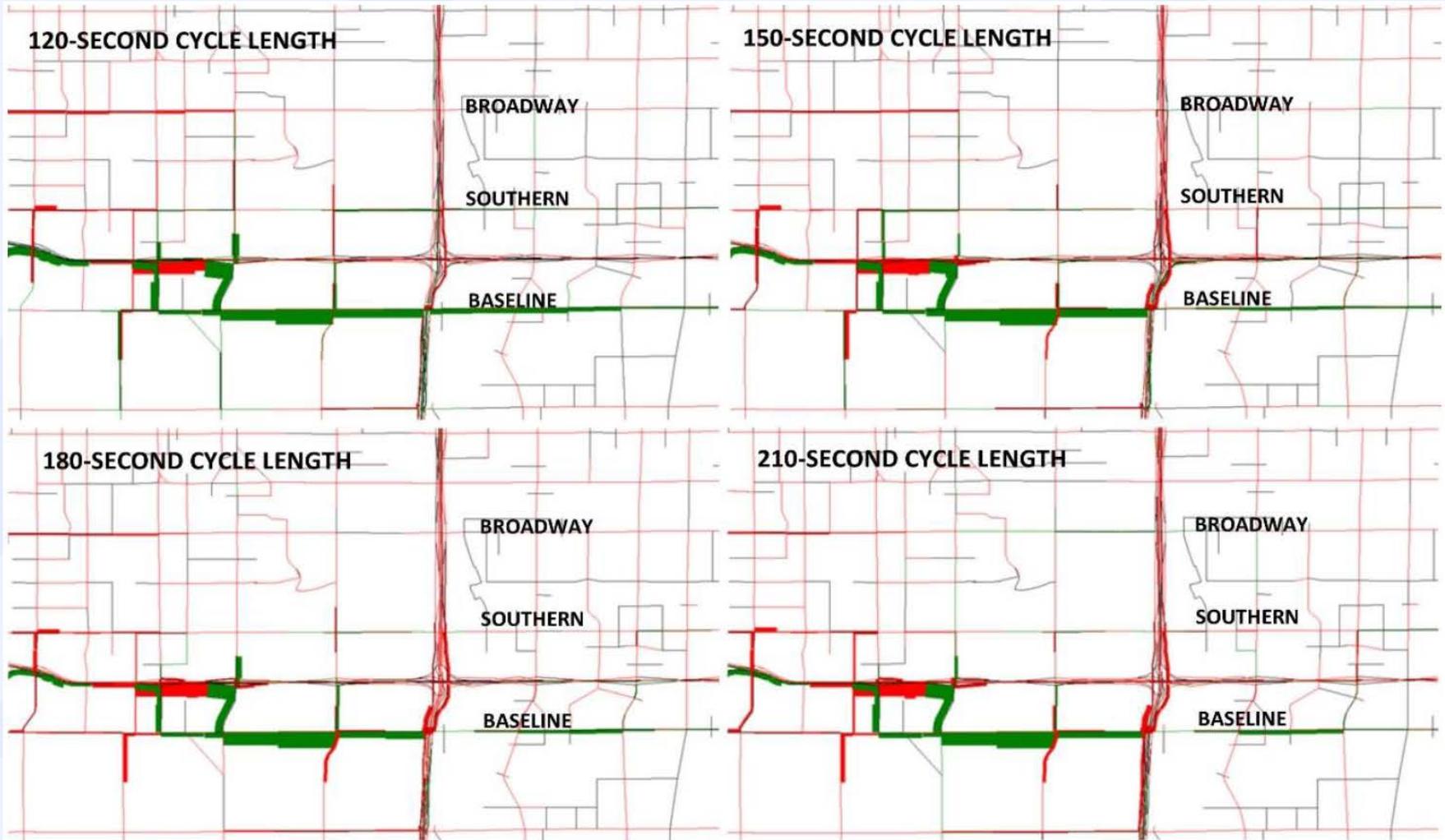
Southern Ave. PM EB Volumes



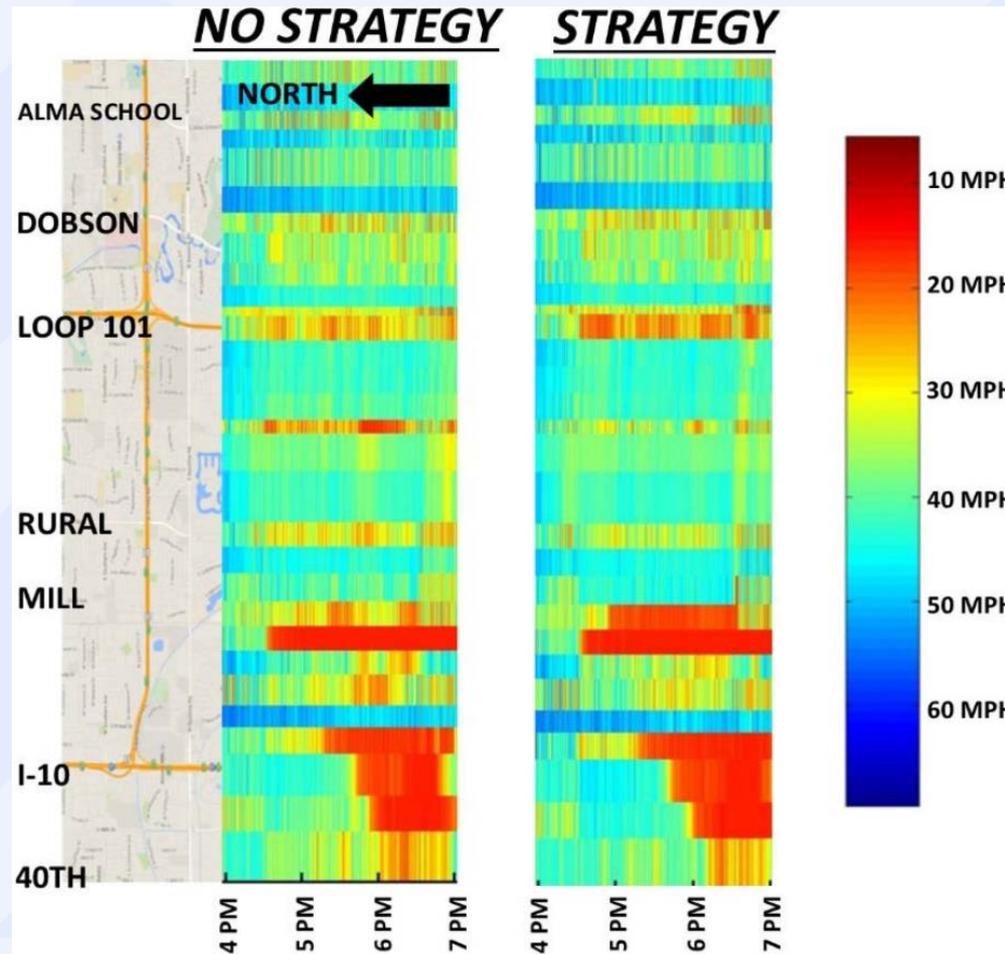
Baseline Rd. PM EB Volumes



PM EB Volume Map

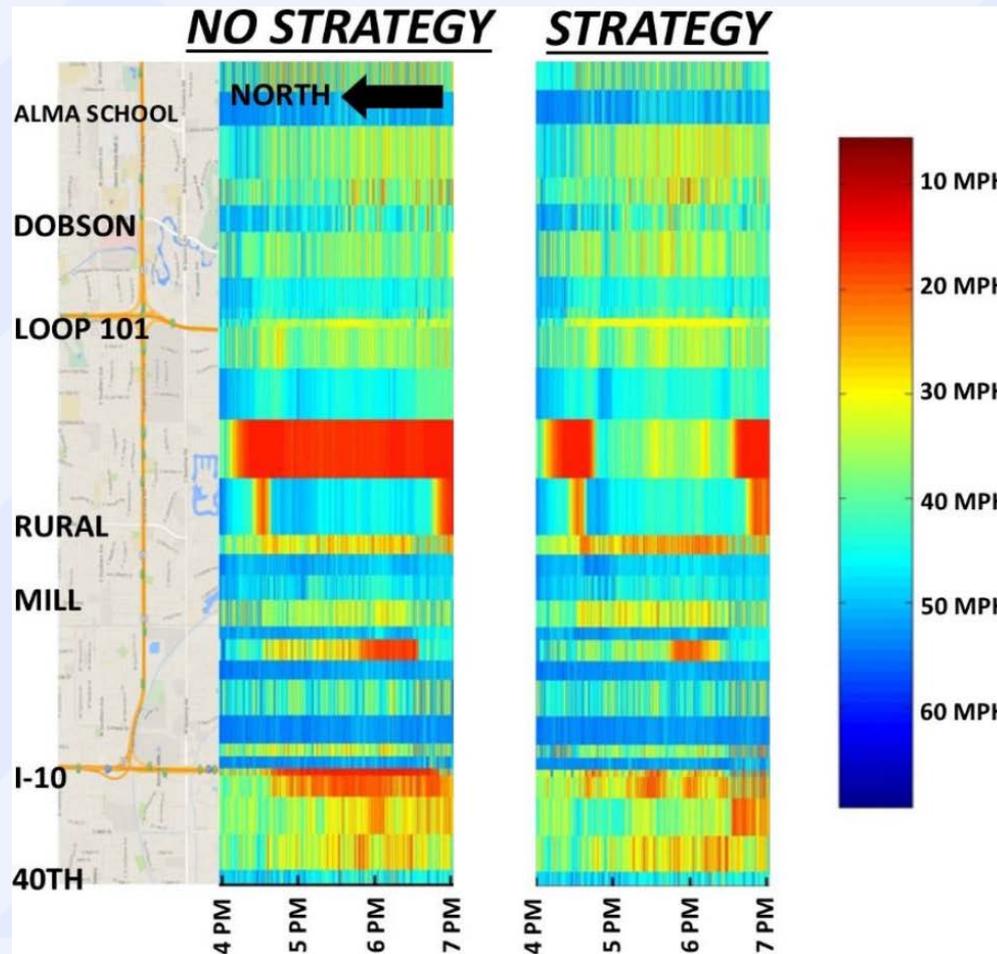


Southern Ave. PM EB Speed Heat Map



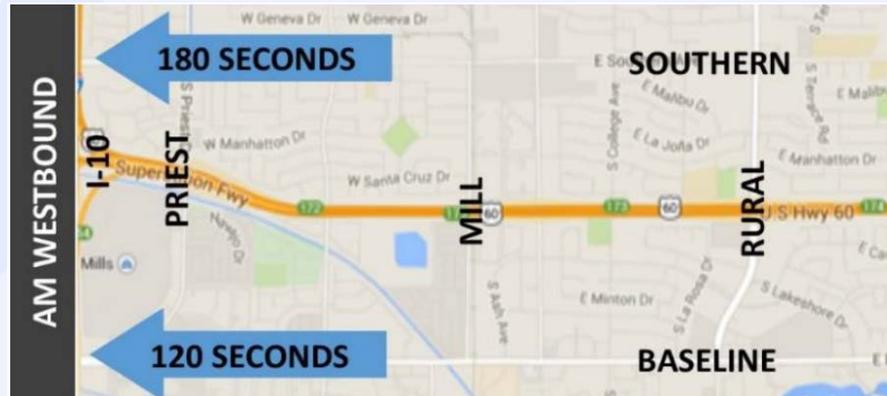
120-sec Cycle Length

Baseline Rd. PM EB Speed Heat Map



120-sec Cycle Length

Preferred AM Cycle Lengths

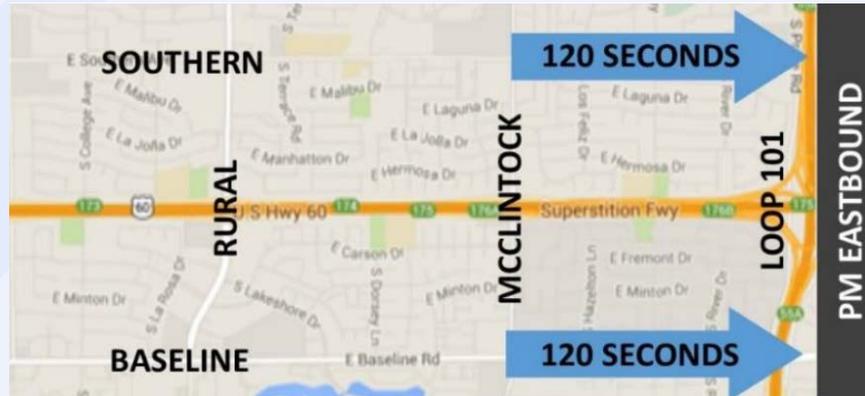


First Preference

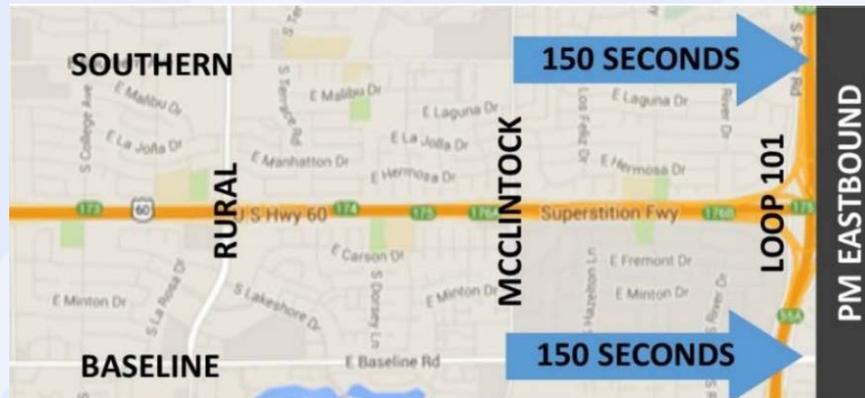


Second Preference

Preferred PM Cycle Lengths



First Preference



Second Preference