

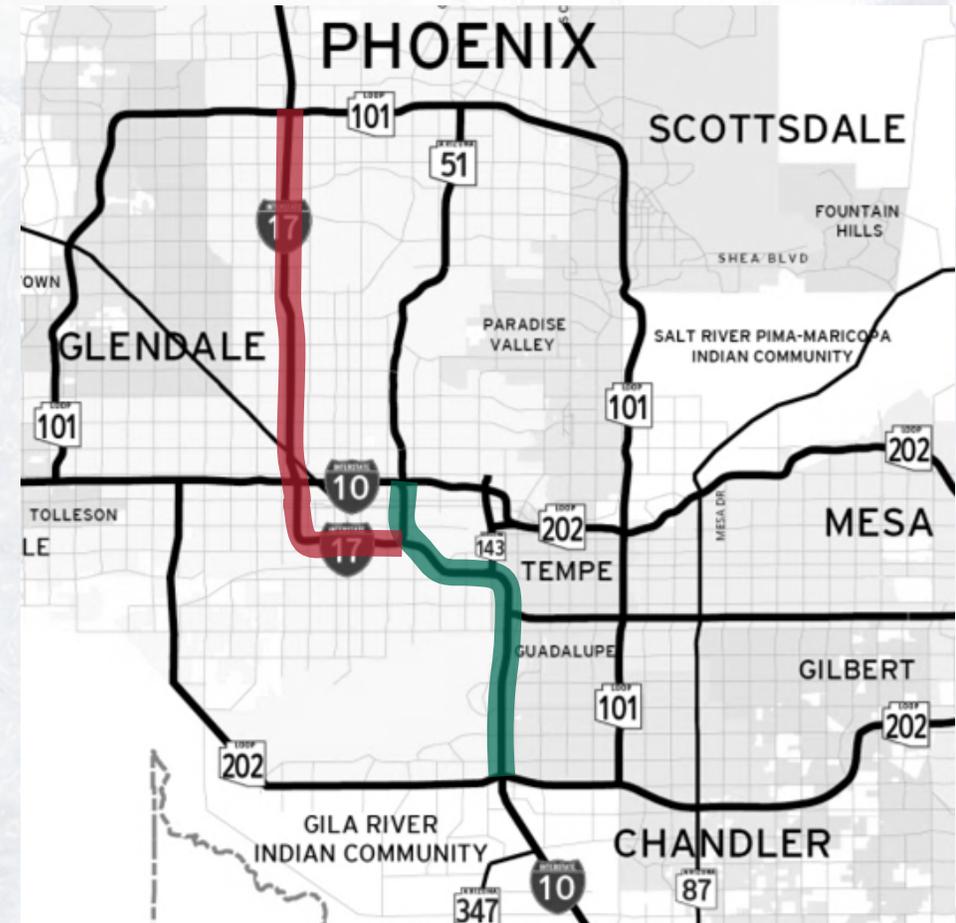
Funding for DPS Officers to Co-locate in the ADOT Traffic Operations Center

Management Committee
June 11, 2014



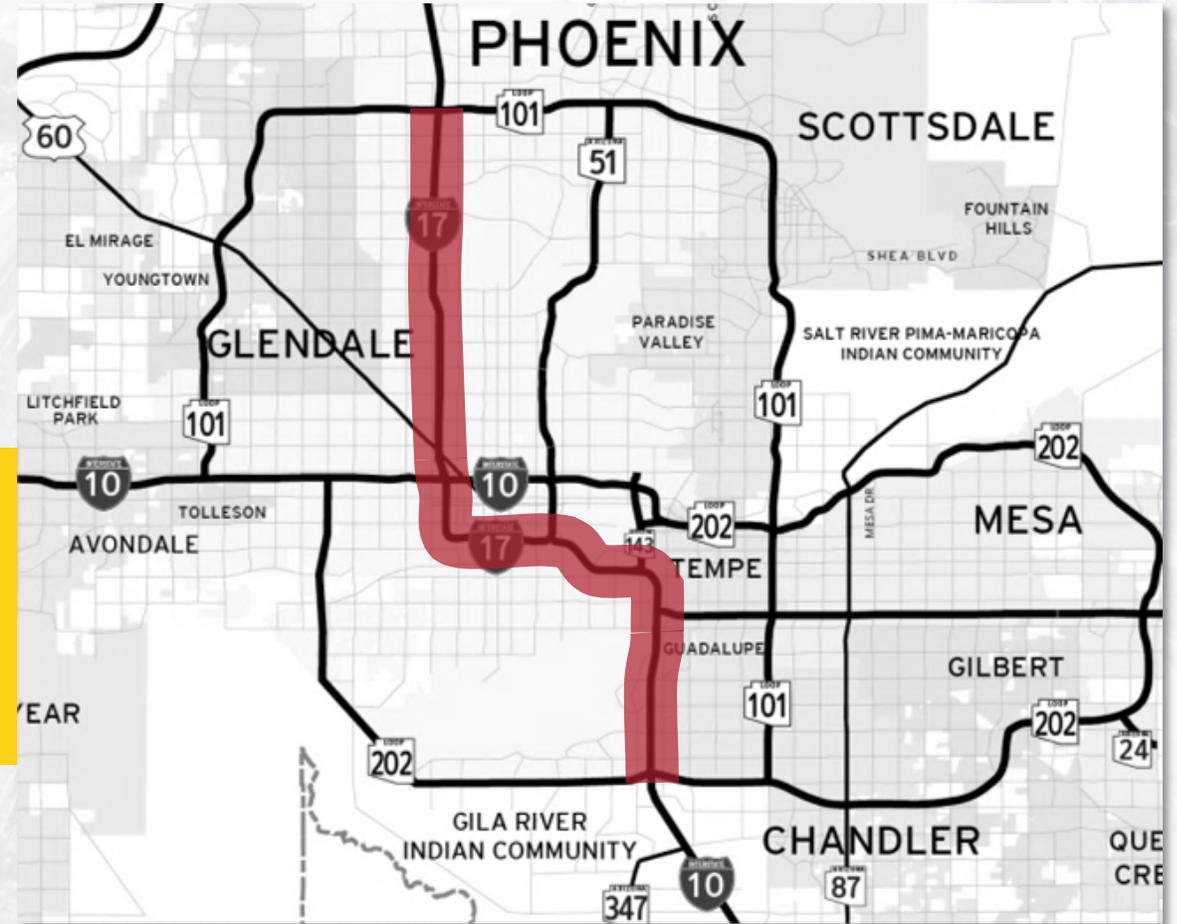
Interstate 10/Interstate 17 Corridor

- **35-mile corridor** representing the transportation “spine” of Metro Phoenix.
- **\$1.47 billion** programmed for improving the corridor.
- Previous Corridor and EIS Studies for Interstate 10 and Interstate 17 were cancelled.



Near-Term Corridor Improvements

- Under **development and study by ADOT.**
- Multiple options under consideration including those targeting bottlenecks and enhancing traffic operations.
- Candidate projects must rapidly **meet environmental requirements** and a **near-term construction time-frame.**



Traffic Operations and ITS Enhancements

Strategies for:

- **ADOT – DPS**
 - **Traffic Incident Management**
 - Ramp Metering Coordination
- **Cities (Chandler, Phoenix, Tempe)**
 - Arterial Infrastructure
 - Supporting Corridor Operations
- **Maricopa County DOT**
 - Traffic Video Sharing
 - Maintenance Support



Benefits of Having a DPS Officer at the ADOT TOC

- Establishes a direct link between on-scene Traffic Incident Management and ADOT traffic management functions
- Improved decision support for managing traffic during major freeway incidents and closures -- ability to see larger regional impact via cameras and vehicle sensors
- Improved coordination with local agency police departments enables quicker implementation of traffic diversion strategies

Other Examples similar to Co-location of DPS officer at ADOT Traffic Operations Center

- Utah DOT - Salt Lake City, Utah
- Nevada DOT FAST - Las Vegas, Nevada
- Texas DOT - Houston, Texas
- Texas DOT - Austin, Texas
- CalTrans - San Diego, California
- CalTrans Business Model for TMCs calls for co-location with CHP



Caltrans/District 12 used state-of-the-art "Go Green" technology in its new Transportation Management Center, which is intended to tame Orange County's burgeoning traffic volume.

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