

U.S. Department of Transportation TIGER Grant Round VII – FY 2015

Transportation Review Committee
May 28, 2015



TIGER VII

\$500 Million Nationally
URBAN \$400 million
RURAL \$100 million

**Transformative
Innovative**

TIGER VII - Timeline



TIGER Grant Development

- Provide for **variable speed limits** and **wrong-way driver detection** infrastructure for Interstate 17 between the I-10 Stack and Loop 101 North Stack traffic interchanges.
- Provide for continuing development of **bus ramp** between Interstate 10/Papago and Van Buren St in the Stack interchange.



Freeways are our **highest value road assets** and therefore should be managed at all times to provide the **highest level of performance.**

A congested freeway is not a productive freeway.



Traffic Operations and ITS Enhancements

- Focus on Interstate 17 between Interstate 10 Stack and Loop 101 North Stack traffic interchanges.
- **Active Traffic Management (ATM):**
 - Reducing potential for crashes when speed and conditions change.
 - Reducing congestion with variable speed limits, lane control, and hard shoulder running.
 - Improving reliability and enhancing information to motorists.
 - Providing meaningful traffic-flow benefits at a relatively low cost.
 - Coordinated with local communities.

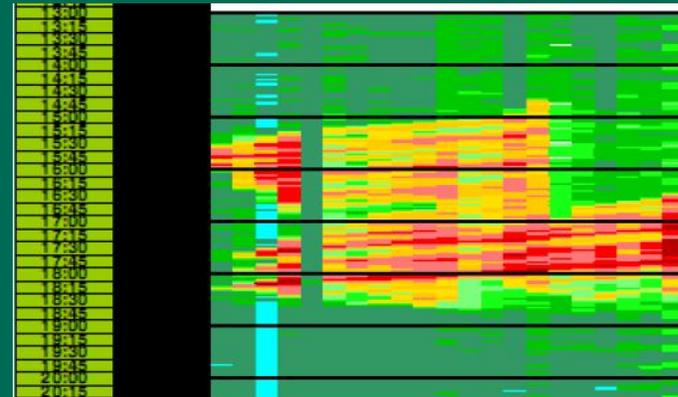


Traffic Operations and ITS Enhancements

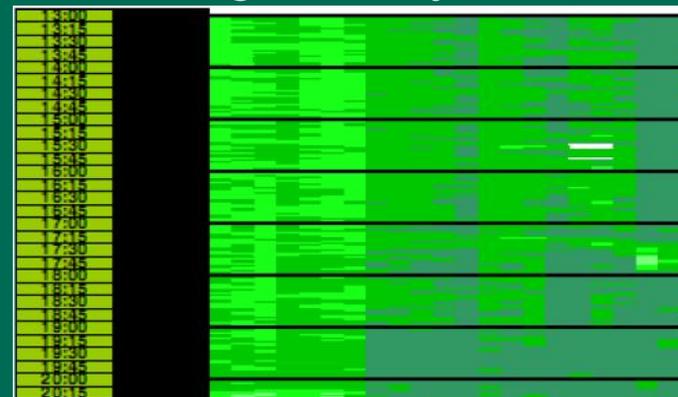
- Focus on Interstate 17 between Interstate 10 Stack and Loop 101 North Stack traffic interchanges.
- Active Traffic Management (ATM):**
 - Reducing potential for crashes when speed and conditions change.
 - Reducing congestion with variable speed limits, lane control, and adaptive ramp metering.
 - Improving reliability and enhancing information to motorists.
 - Providing meaningful traffic-flow benefits at a relatively low cost.
 - Coordinated with local communities.

M1 Managed Motorway Speed Contour Plots (Evening Peak Period Monash Motorway Outbound)

Before Managed Freeways (2007)



After Managed Freeways (2010)



Legend Speed Ranges (km/h)

BIN	Low	High	LEGEND	INDEX
1	1	10	001 - 010	17
2	11	20	011 - 020	18
3	21	30	021 - 030	19
4	31	40	031 - 040	20
5	41	50	041 - 050	21
6	51	60	051 - 060	22
7	61	70	061 - 070	23
8	71	80	071 - 080	24
9	81	90	081 - 090	25
10	91	100	091 - 100	26
11	101	110	101 - 110	27
12	111	999	111 - 999	28

Source: VicRoads

Lessons from Melbourne

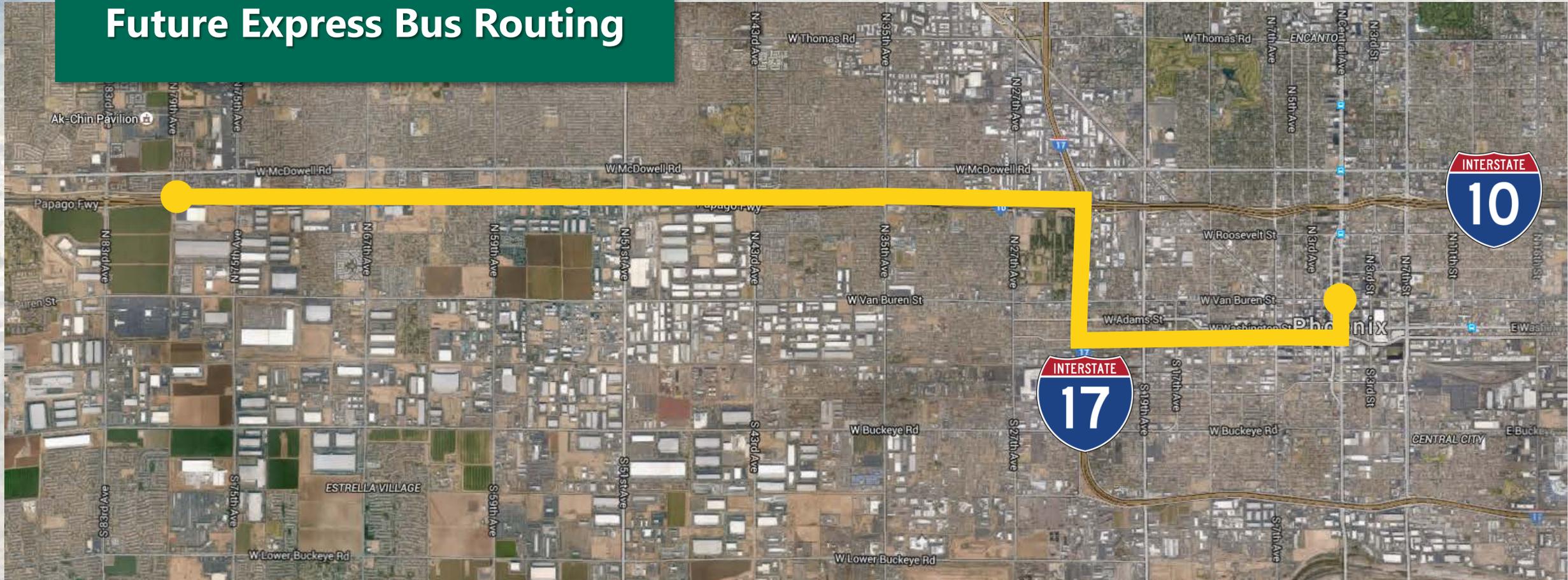
- Capacity flows throughout peak periods with up to **15-20% additional throughput**.
- Shorter travel times – **delays reduced by up to 50 percent**.
- Improved **travel reliability** (or travel certainty) in a measure of day-to-day variations.
- Increased safety – **crashes reduced by 30 percent**.
- Improved fairness of access providing **equity** throughout the system.





EARLY ACTION FOR CAPITOL/I-10 WEST HIGH CAPACITY TRANSIT CORRIDOR
Proposed Bus Ramp
(Future Light Rail Use)

Future Express Bus Routing



Routing Approximate – Final routes will be established through Valley Metro studies.



**State Route 347 at UPRR
Grade Separation
TIGER VII Application**



Submitted by:
ADOT
Arizona Department of Transportation



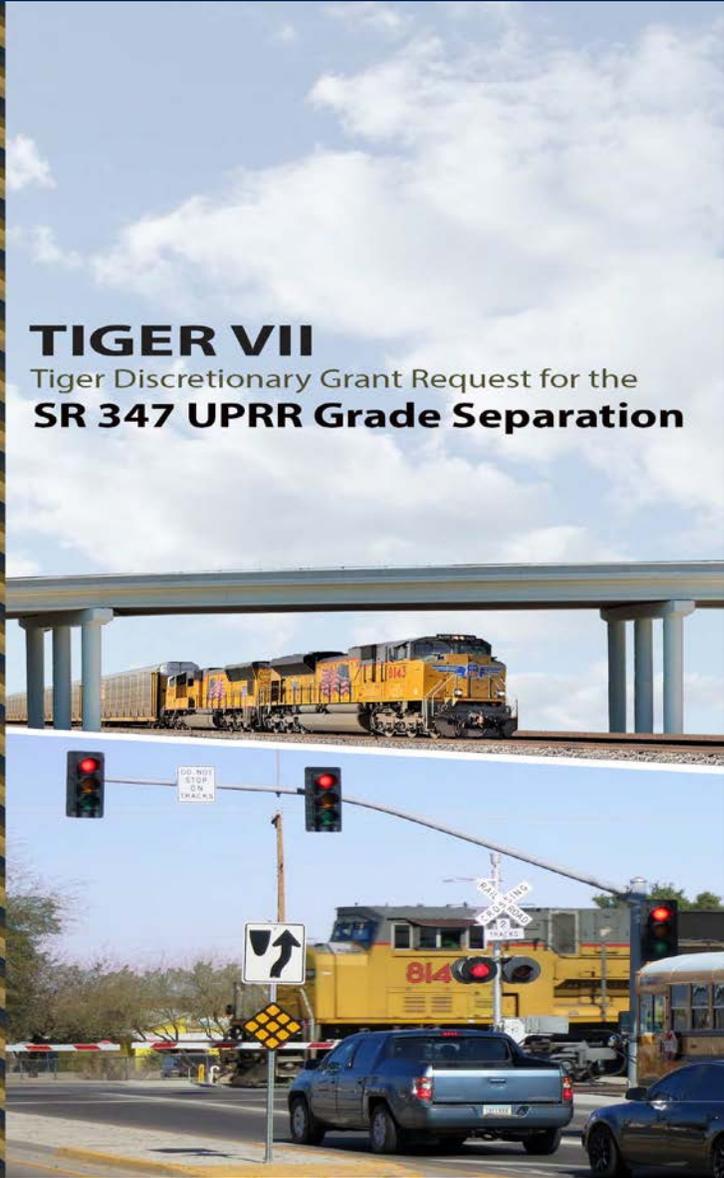
CITY OF
MARICOPA
PROUD HISTORY - PROSPEROUS FUTURE



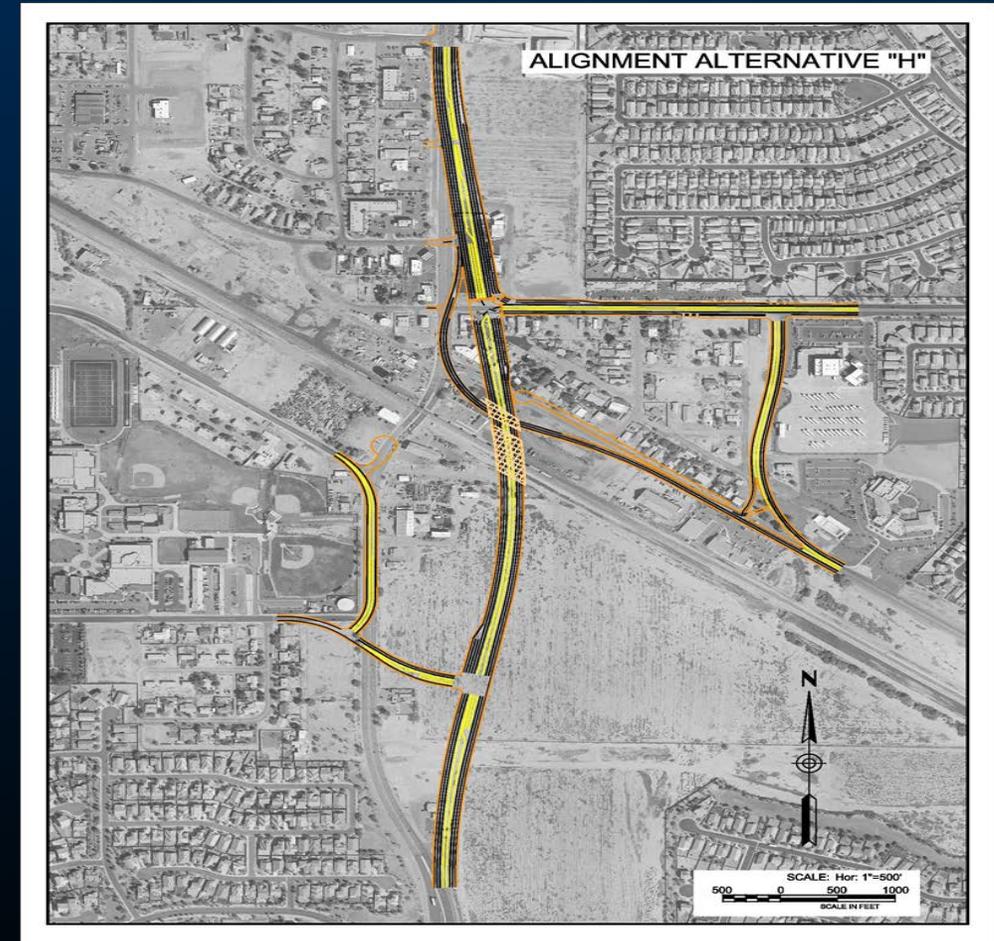
June 5, 2015

TIGER VII

Tiger Discretionary Grant Request for the
SR 347 UPRR Grade Separation



Maricopa SR-347 Grade Separation Project Location



SR-347 Project Facts

- Maricopa Council priority since 2007
- 34,000 vehicles & 60 trains a day !
- 168 school bus/2,856 children cross each day
- Six fatalities in past 20 years
- Prior grants submitted for TIGER I thru VI
- DCR and EA/FONSI completed March 2015
- \$18.8 M in ADOT 5 Year Plan (Statewide Funds)
- Project cost \$54,000,000; Request \$15,000,000
- This year ADOT is Primary Applicant

Downtown Maricopa



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