For information and discussion.

Interstate 10/ Interstate 17 Corridor Master Plan Update

Management Committee
October 14, 2015

MARICOPA ASSOCIATION of GOVERNMENTS
ADOT
U.S. Department of Transportation
Federal Highway Administration

INTERSTATE 17 Undercrossing Northern Avenue, Phoenix

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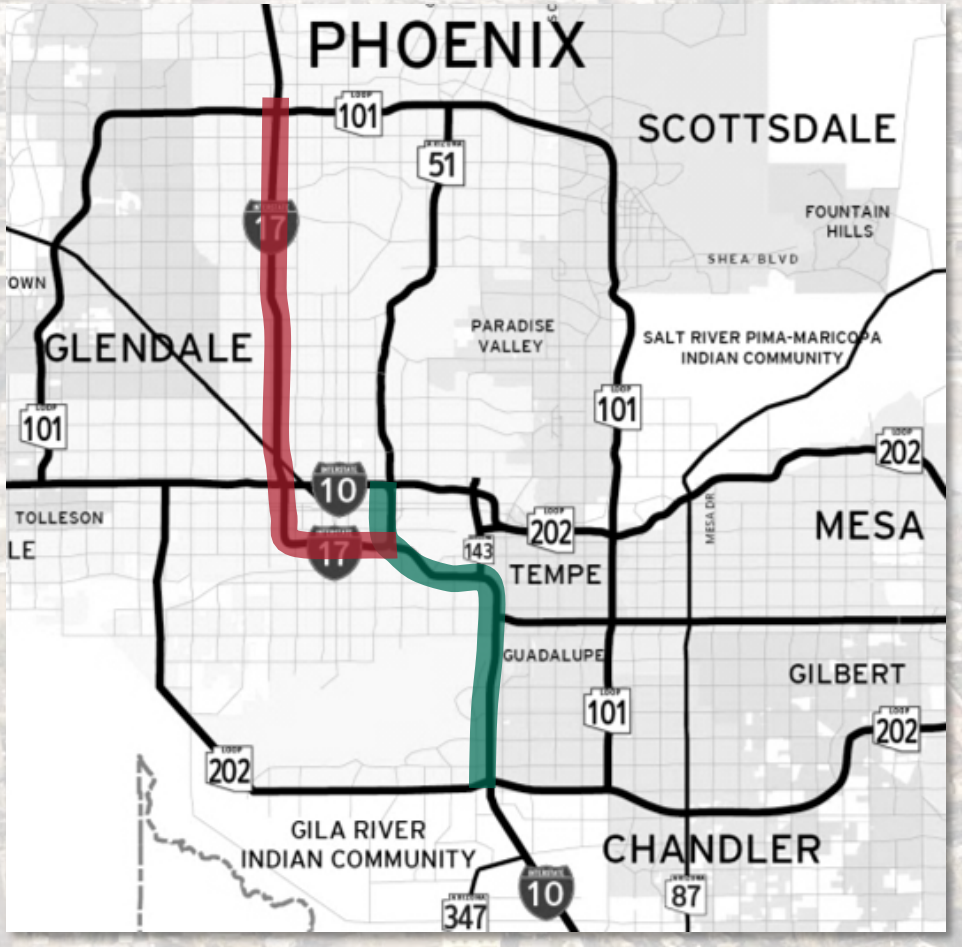
Regional Transportation Plan Program

SPINE Corridor Master Plan

- Interstate 10 between the I-17 Split and Loop 202 Pecos Stack.
- Interstate 17 between the I-10 Split and Loop 101 North Stack.
- About 40% of the region's daily freeway traffic.
- Total RTP Funding of **$1.47 billion.**



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spine.azmag.gov

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Path Forward Defined

OUTCOME OF JOINT MEETING – OCTOBER 31, 2012

Near-Term Improvement Strategy

- Immediate Needs addressing bottlenecks.
- Within ADOT Rights-of-Way (ROW).
- Near Term Construction.

SPINE Corridor Master Plan

- Joint Project Management.
- MAG Procurement.
- **Identify Corridor Operating Principles.**
- **Coordinate with Stakeholders.**
- Frame next environmental and design efforts.

Environmental Studies

- Joint Project Management.
- ADOT Procurement.
- **Multiple Studies and Efforts.**
- Consistent with Corridor Master Plan.

Design, Construction, Operation

- Implementation.

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Near Term Improvement Strategy

Maricopa

Black Canyon

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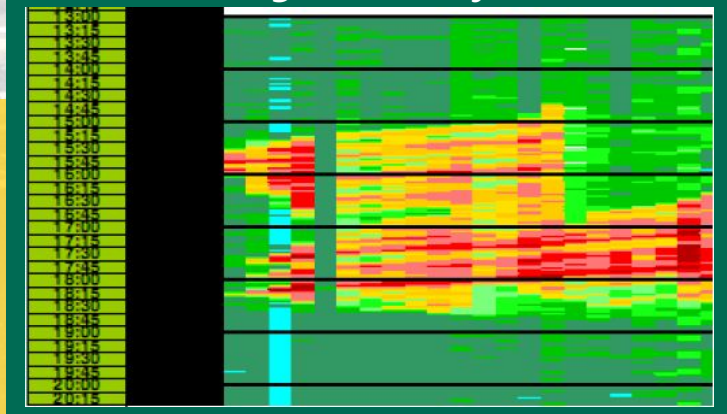
Traffic Operations and ITS Enhancements

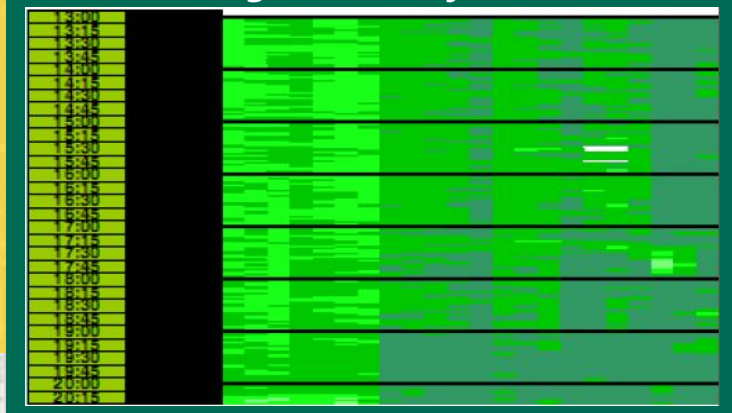
- Focus on Interstate 17 between Interstate 10 Stack and Loop 101 North Stack traffic interchanges.
- **Active Traffic Management (ATM):**
  - Reducing potential for crashes when speed and conditions change.
  - Reducing congestion with variable speed limits, lane control, and adaptive ramp metering.
  - 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

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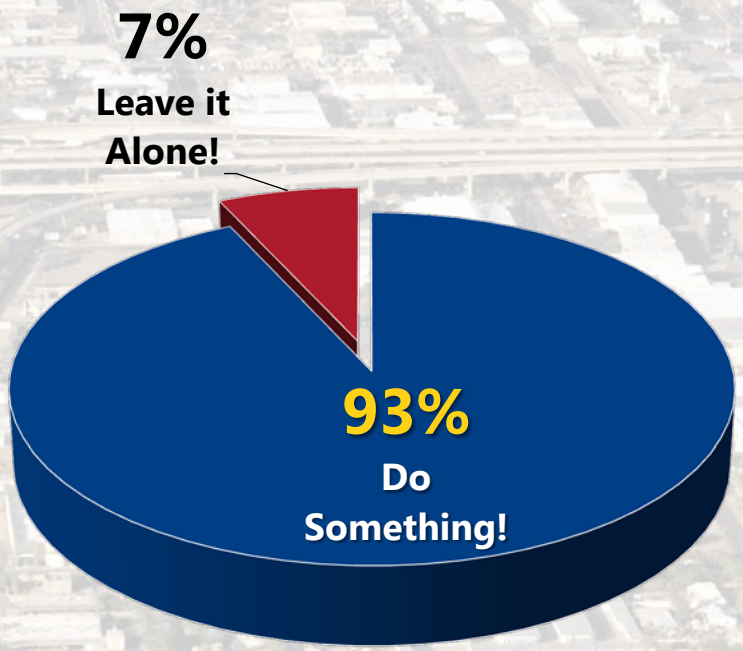
What should we do?

FROM PUBLIC INFORMATION MEETINGS ON-SITE AND ON-LINE



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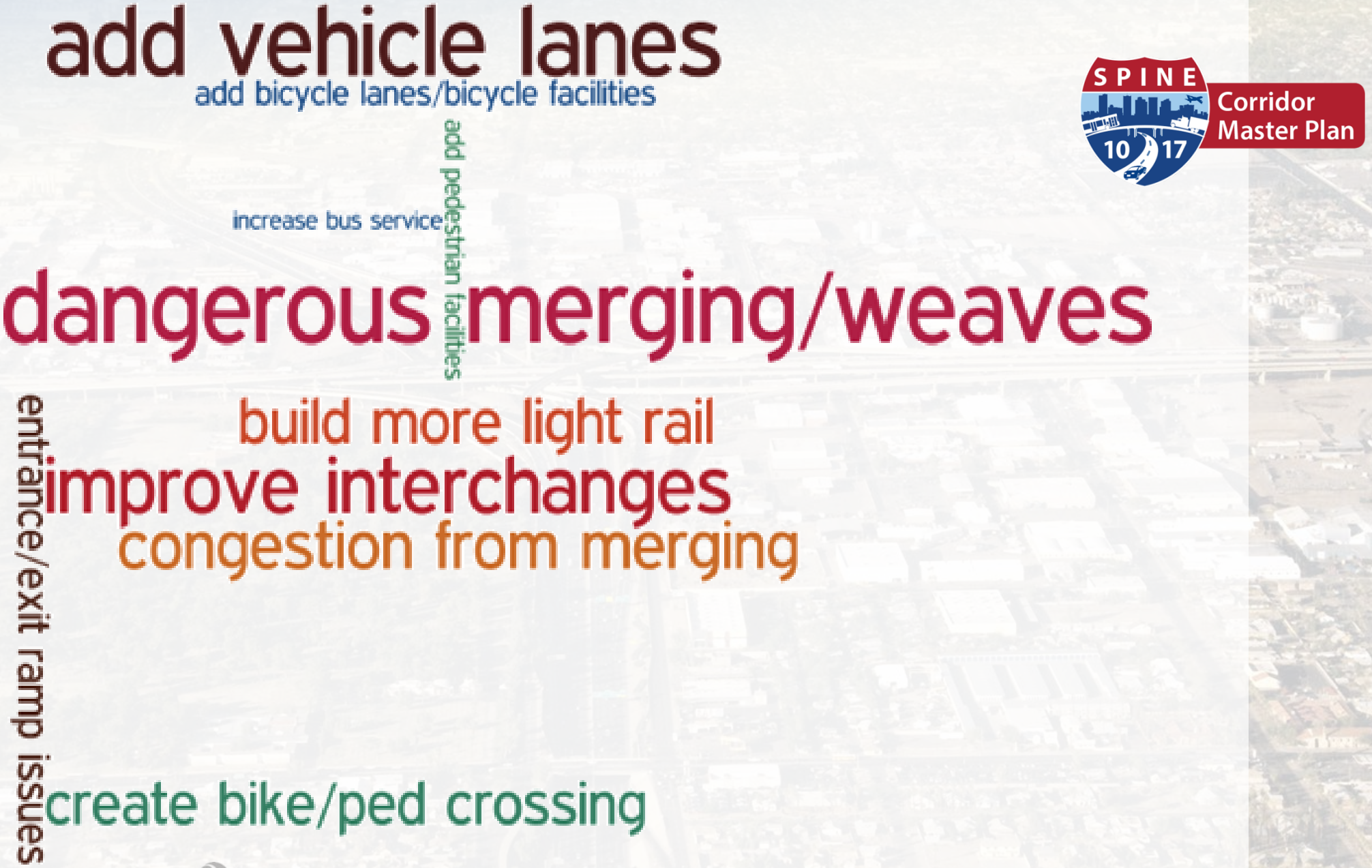

SPINE Corridor Master Plan

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Guiding Principles for Alternatives

WHAT THE PUBLIC MEETINGS AND SURVEYS TELL US

SPINE 10 17 Corridor Master Plan

OPTIMIZE

- Make use of what is available.
- Engage technology.

EXPAND

- Provide more travel choices and alternate travel mode opportunities.

PERFORM

- Meet travel demand between the I-10/I-17 travel markets.
- Focus on system reliability for all travel choices.

IMPLEMENT

- Consider the variety of travel choices and bundle together deliverable and economical packages.

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Alternatives!

341 Possibilities . . .

SYSTEM-WIDE

Transit
Bike
Ped

Throughout 35-mile Spine Corridor

Widenings/ Managed Lanes

Traffic Interchange Fixes

Weaving Traffic Fixes

DHOVs

interlinked with Park and Ride Lots

Managed Motorways

Active Traffic Management

TSM&O

SEGMENT SPECIFIC

Camelback Rd

GCU

ARIZONA 143

Freeway Relocation ???

Central Ave Overcrossing and South Central LRT

Freight Connections between Durango Curve and 40th St

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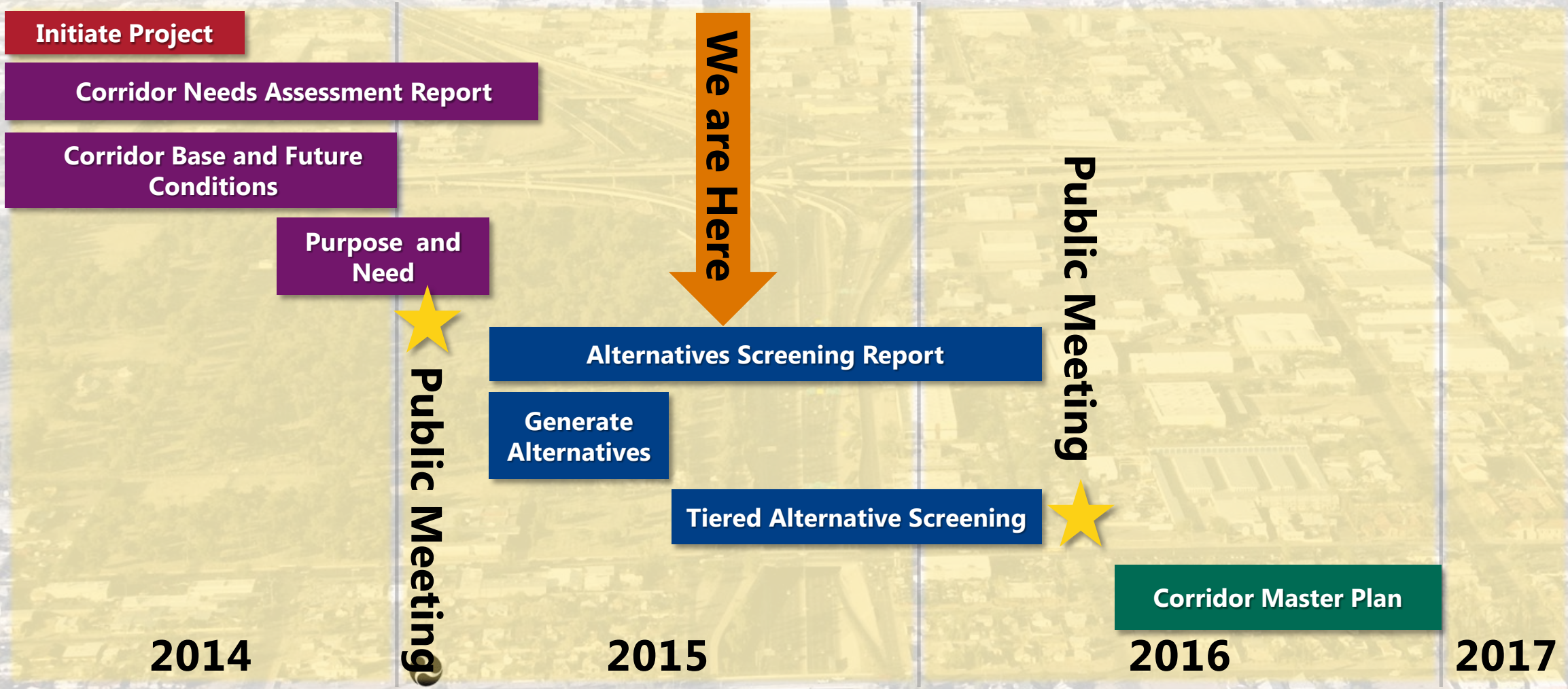
Spine Study Schedule



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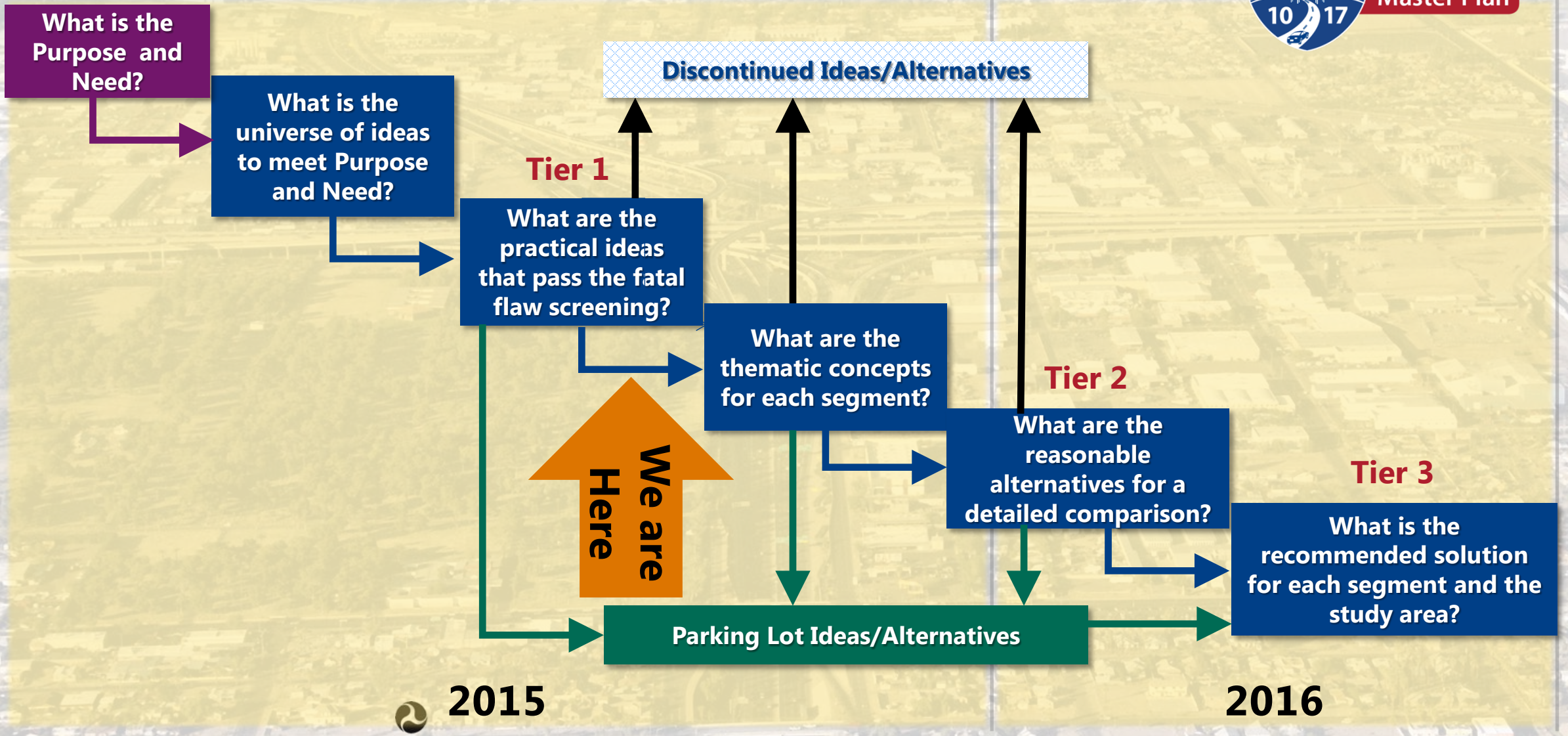
Tiered Alternative Screening Process



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Next Steps

- Establish **project alternatives**.
- Conduct analyses and evaluate alternatives consistent with **guiding principles** and **Purpose and Need** statement.
- Report back to Transportation Policy Committee in **April 2016**.
- Complete project by **December 2016**.

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For information and discussion.

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