

**YOUR PROPOSAL IS DUE AT 10:45 a.m.  
on Thursday, October 3, 2013**

# **Interstate 10/ Interstate 17 Corridor Master Plan (FY2014)**

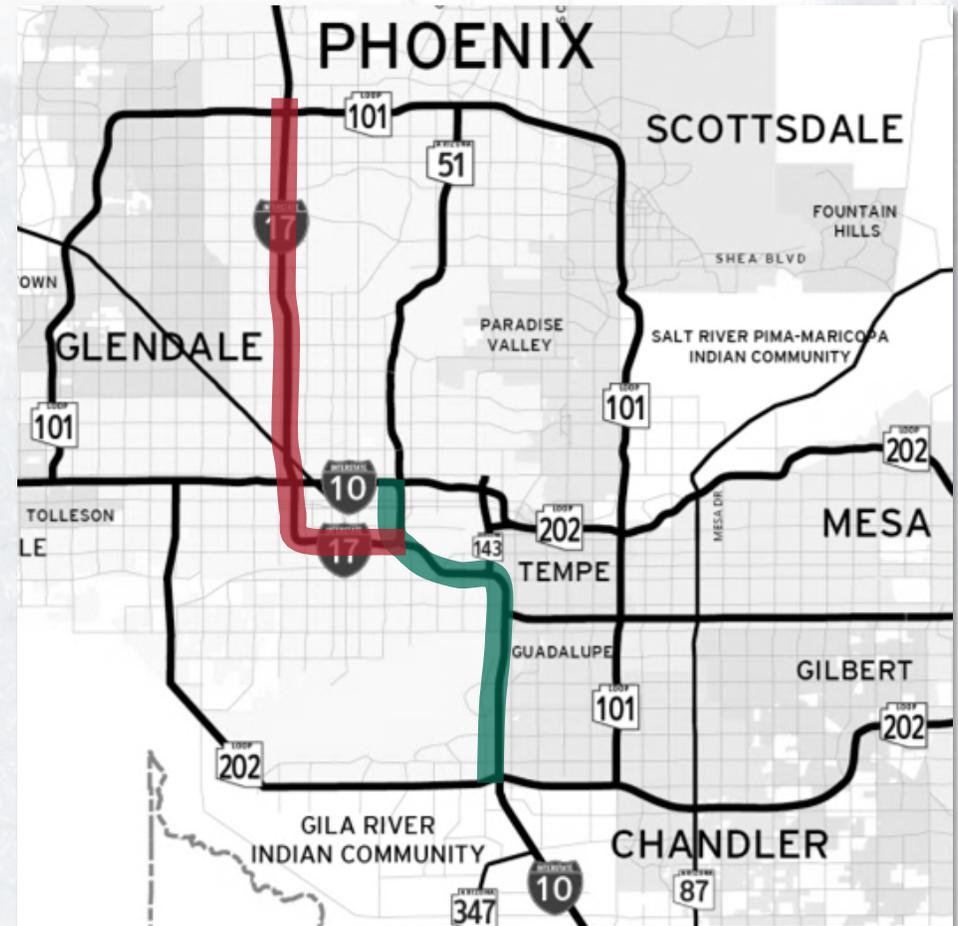
**a.k.a.  
“The Spine”**

Pre-Proposal Conference  
September 11, 2013



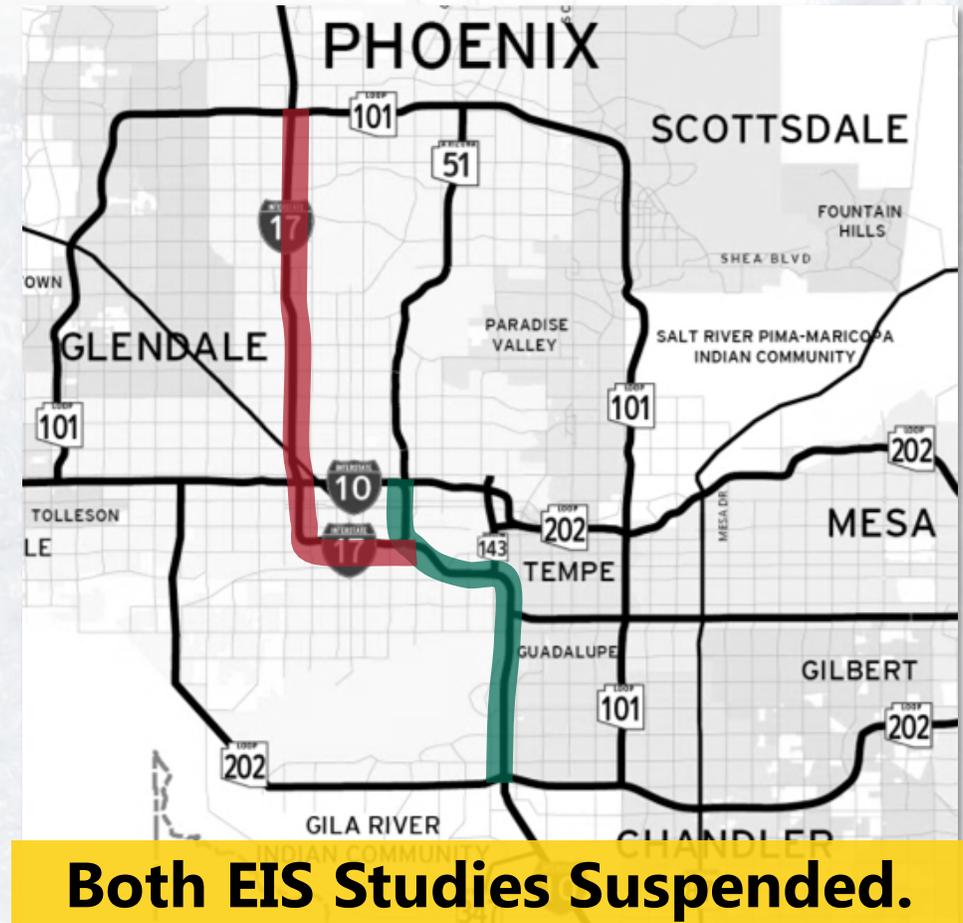
# Regional Transportation Plan Program

- Interstate 10 – widen between 40th St and Pecos Stack . . . program amount of **\$648.5 million.**
- Interstate 17 – no project specified; awaiting EIS outcome . . . program amount of **\$821.6 million.**
- Total RTP Funding of **\$1.47 billion.**



# Environmental Process Issues

- Cost of EIS alternatives substantially exceed Regional Transportation Plan funding.
- New airspace regulations at Phoenix-Sky Harbor International Airport impact the I-10/I-17 Split interchange.
- EIS process timing too long; new ideas emerging for meeting travel demand.



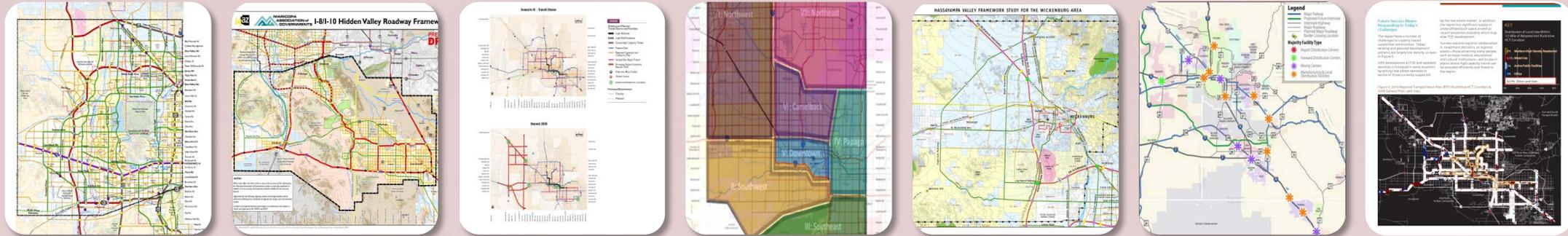
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# Background Studies

- MAG Regional Transportation Plan
- MAG Southeast Corridor Major Investment Study
- MAG Managed Lanes Network Development Strategy
- **Central Phoenix Transportation Framework Study**



# MAG Framework Studies



**Interstate 10/  
Hassayampa  
Valley  
Roadway  
Framework  
Study**

**Interstates 8  
and 10/  
Hidden Valley  
Transportation  
Framework  
Study**

**Regional  
Transit  
Framework  
Study**

**Central  
Phoenix  
Transportation  
Framework  
Study**

**Hassayampa  
Framework  
Study for the  
Wickenburg  
Area**

**Freight  
Transportation  
Framework  
Study**

**Sustainable  
Transportation  
and Land Use  
Integration  
Study**

**Inform the Planning Process > MAG REGIONAL TRANSPORTATION PLAN**

# Project Timeline

## CENTRAL PHOENIX TRANSPORTATION FRAMEWORK STUDY

2011

- Project Initiation.
- Data Collection and Analysis.
- **Public Outreach: Focus Groups and Geographic Dialogues.**
- Identify Range of Alternatives and Possibilities:
  - Freeways.
  - Arterials.
  - Transit.
  - Bikes.
  - Pedestrians.
- Contrast between current and future needs.

2012

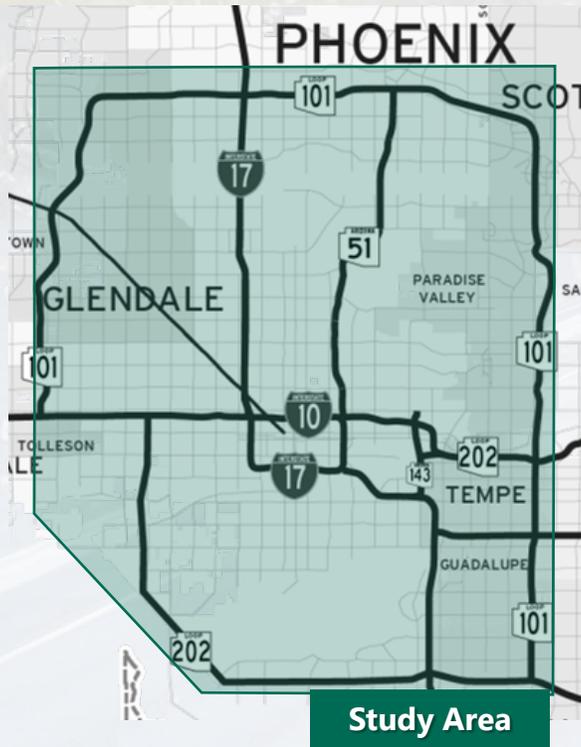
- Deficiency Analysis on Eight Million Population Scenario.
- **Initial Planning Charette – Improvement Strategies “Definition of Possibilities.”**
- Catalogue in Master Database and assess implementation potential.
- Determine Study Output.
- **Second Planning Charette – I-10/I-17 “Spine Corridor” to inform the Corridor Master Plan.**

2013

- Planning Paper Work Products.
- Planning Partner and Partner Agency Reviews.
- Recommendations.
- **Strategies and Policy Recommendations to inform the NexGen Regional Transportation Plan.**

We are here.

# Central Phoenix Transportation Framework Study

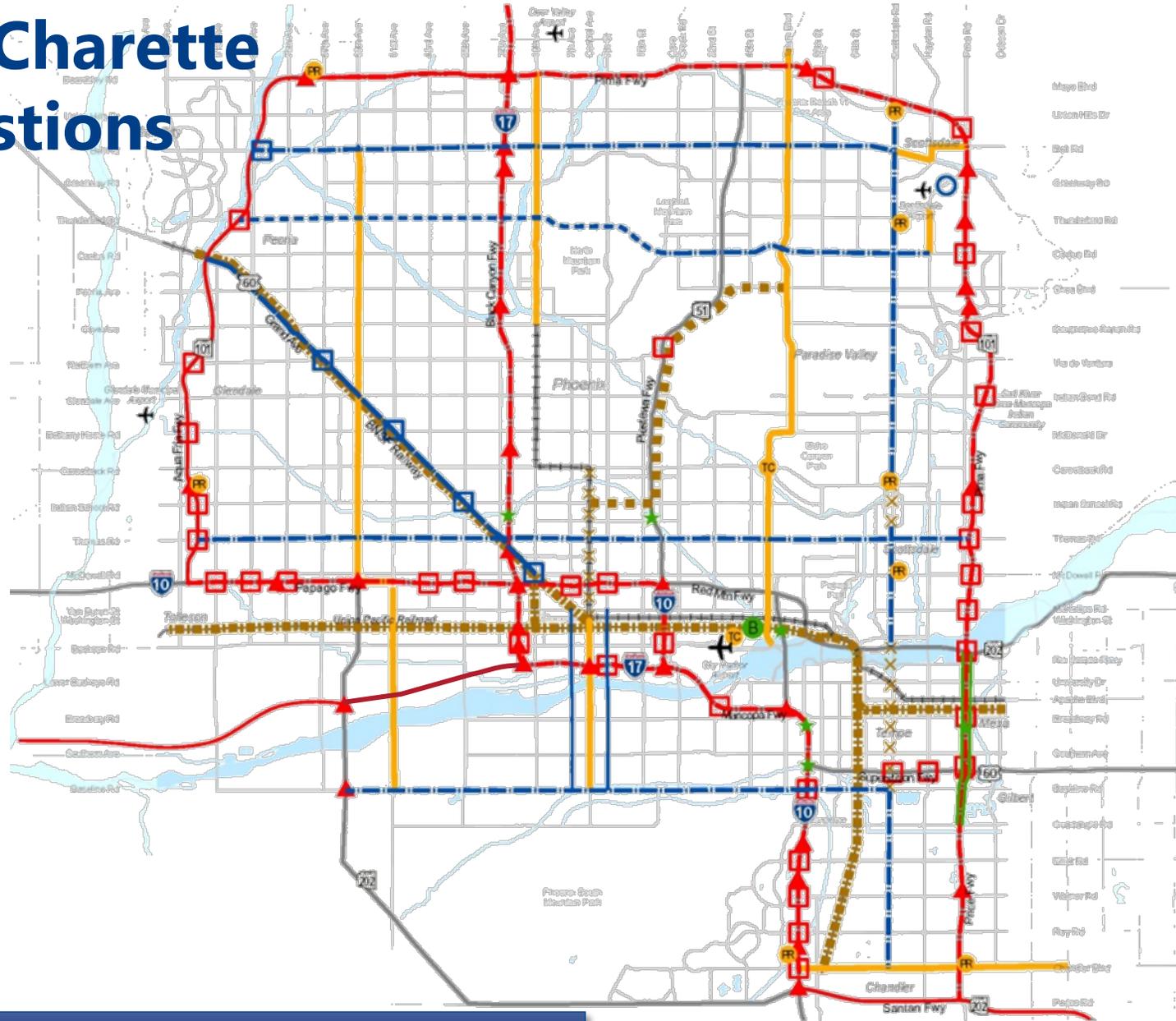


# “Big Ideas”

## FROM OUTREACH AND CHARETTE ACTIVITIES

- Advanced Transportation Management Strategies.
- Arizona Parkways.
- Support for Commuter Rail lines.
- **Complete Streets.**
- More Direct High Occupancy Vehicle (DHOV) Ramps from the freeways.
- Improve Freeway Interchange efficiencies.
- Better High Capacity Transit Linkages.
- Consider Congestion Pricing Strategies.
- Target high-volume intersections with improvements.
- **“Last Mile Strategies” to provide better transit and ridesharing opportunities.**
- Better multi-modal connections to defined activity centers.
- Improved pedestrian and bicycle connections between jurisdictions.
- **Road diets.**
- Plan for system maintenance.

# Initial Charette Suggestions



- Legend**
- Transit Point**  
**Improvement\_Type**  
 (RR) New Park-N-Ride Location  
 (TC) New Transit Center
- PedBike Point**  
**Improvement\_Type**  
 (B) Add Bike Parking  
 (O) Add Mid-Block Signalized Ped/Bike Crossing  
 (S) Ped/Bike Crossing
- PedBike Link**  
**Improvement\_Type**  
 (Green line) New Bike Route  
 (Green dashed line) New Multi-Use Path  
 (Green dotted line) New Pedestrian Route
- Arterial Point**  
**Improvement\_Type**  
 (O) New Roundabout  
 (Square) Urban Grade Separation
- Arterial Link**  
**Improvement\_Type**  
 (Blue dashed line) Indirect-Left Corridor Conversion  
 (Blue solid line) Arterial Improvements  
 (Blue dashed line with arrow) Transit Oriented Parkway Conversion  
 (X) Subway/Elevated
- Freeway Point**  
**Improvement\_Type**  
 (Square) Modify Traffic Interchange  
 (Triangle) New Direct HOV Ramps  
 (Star) New Freeway Crossing  
 (Circle) New Traffic Interchange
- Freeway Link**  
**Improvement\_Type**  
 (Red dotted line) Add Frontage Road  
 (Red solid line) Add General Purpose Lanes  
 (Red dashed line) Add HOV Lanes  
 (Red solid line with arrow) Add Managed Lanes
- Transit Link**  
**Improvement\_Type**  
 (Yellow dotted line) Intercity Rail  
 (Yellow dashed line) New Commuter Rail  
 (Yellow solid line) New Express Service  
 (Yellow solid line with arrow) New High Capacity Transit  
 (Yellow solid line with arrow) New Light Rail Transit  
 (X) Subway/Elevated

**Transit**

**Bicycles and Pedestrians**

**Arterials Intersections and Links**

**Freeway Interchanges and Links**

**Transit**

**More than 200 Project Possibilities Identified.**

# Assessment of Improvement Strategies

- Cataloging and developing a database of the more than 200 potential projects.
- Includes mapping and coding of strategies.
- Ratings using the **EPA-DOT-HUD Livability-Sustainability Criteria.**
- Identified work products.



# Work Products

## CENTRAL PHOENIX TRANSPORTATION FRAMEWORK STUDY



BUILDING A QUALITY ARIZONA

[www.bqaz.org](http://www.bqaz.org)



**Improvement Strategies**



**"Spine Corridor"**



**Freeway System Plan**



**SR-30 Corridor Extension**



**Park-and-Ride**



**DHOVs**



**ATM Deployment**



**Roadway Maintenance**



**DDI**



**Indirect Left Turn Arterial Concepts**



**Arterial Intersections**



**Transit Strategies**



**Pedestrian/Bicycle Strategies**



**Executive Summary Poster**

# Interstate 10/Interstate 17 “Spine” Corridor Workshop

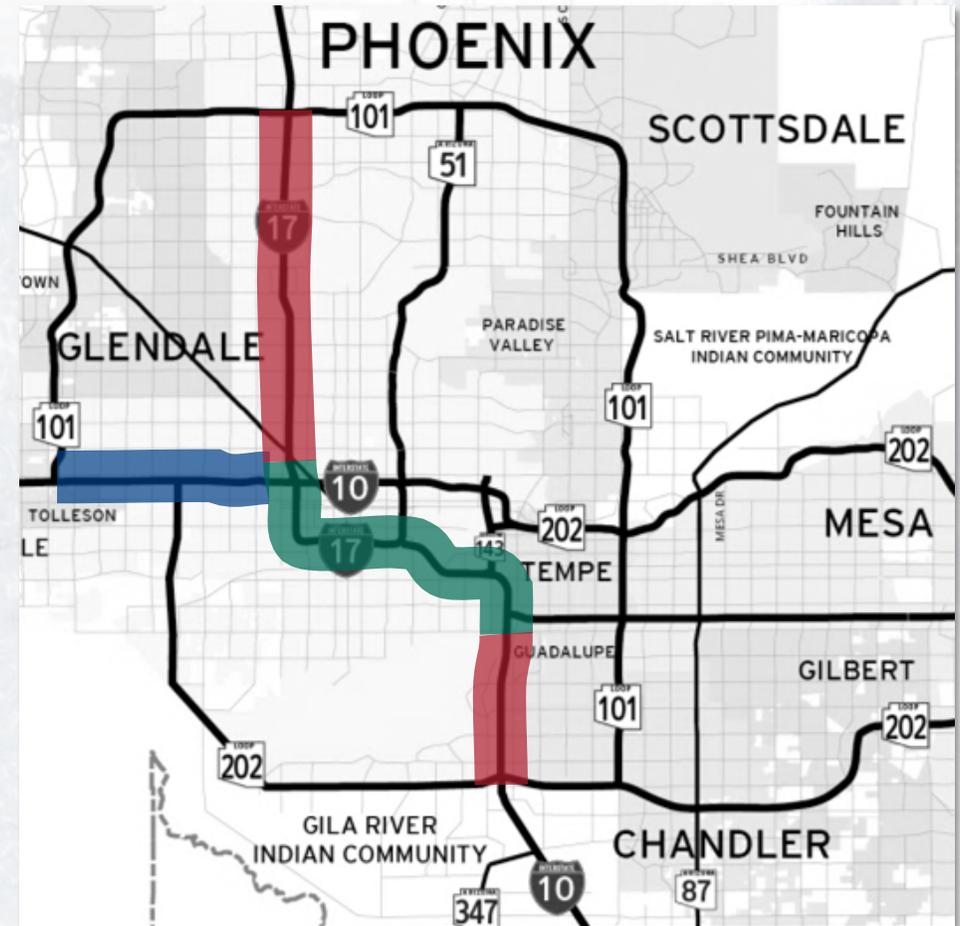
## October 31, 2012

- Participants:
  - ADOT
  - City of Chandler
  - City of Phoenix
  - City of Tempe
  - FHWA
  - MAG
  - Valley Metro
- Consultant representatives from **design-build projects** and **other state Departments of Transportation**.



# Path Forward

- Immediate:
  - **Advanced Traffic Management.**
  - DHOVs and Transit Enhancements.
  - Interim SR-143/US-60 Weave Improvements.
- Near-Term:
  - +1 GP, Loop 101 to McDowell Rd and Baseline Rd to Loop 202.
- Long-Term:
  - Reconfigure SR-143/US-60.
  - Reconstruct I-17/I-10 Split.
  - Rebuild I-17, Split to McDowell Rd.



# Path Forward Defined



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



## CORRIDOR MASTER PLAN

Within 30-Months

- 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.

# Phoenix Sky Harbor International Airport



**Major Elements of Reconfiguration of "The Split" Interchange to meet FAA Clearance Requirements for the Obstacle Free Zone and Runway Protection Zone**

- > I-10 General Purpose and HOV Lanes are shifted to the southwest and depressed one level (-1)
- > I-17 General Purpose and HOV Lane are shifted to the south and constructed at ground level (0)
- > SB I-17 to WB I-10 Ramp is a fly-over ramp one level above ground (+1)

**New Two-Way Connector Roadway between Sky Harbor Circle South and S. 21st Street**

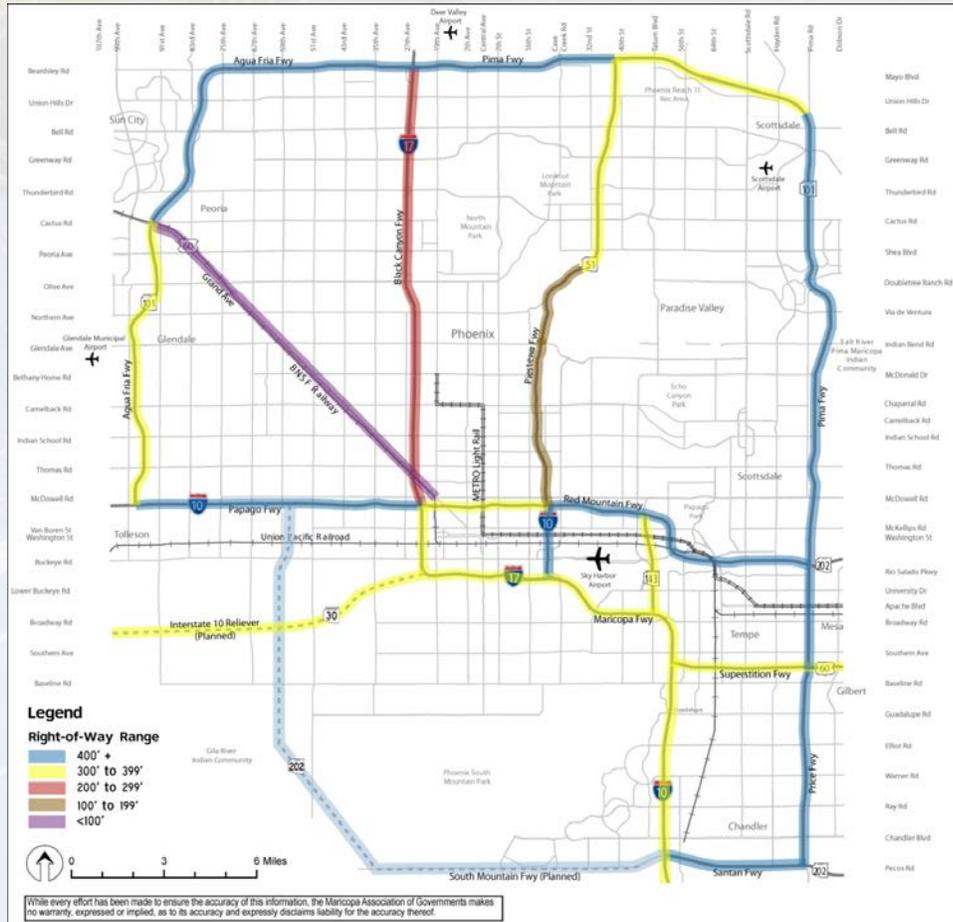
**New One-Way Frontage Road**

**Abandon segments of S. 24th Street and Old Tower Road**

**Create new I-10 access to/from Old Tower Rd via WB Exit Ramp and connecting ramp to E. University Dr with a Half-Diamond Interchange**

**INTERSTATE 10 AND INTERSTATE 17 SPINE WORKSHOP**  
 October 31, 2012  
**ALTERNATIVE 2**  
 "THE SPLIT"  
**INTERSTATE 10 AND INTERSTATE 17 INTERCHANGE RECONFIGURATION**

# Freeway System Plan



## Roadway Key (Color)

## Right of Way Range

<b>Blue</b>	Greater than 400-ft
<b>Yellow</b>	300-ft to 399-ft
<b>Red</b>	200-ft to 299-ft
<b>Brown</b>	100-ft to 199-ft
<b>Violet</b>	Less than 100'

# Freeway System Plan

## Red Corridor (Interstate 17) with Frontage Roads

### Base Condition

6-lane freeway segment with HOV and Frontage Roads (3+1) [Right-of-way width = 202 ft; 302 ft with Frontage Road]

Frontage Road (Minimum)	Offset (Minimum)	Side Slope	Buffer to Barrier	Shoulder	Auxiliary	General Purpose	General Purpose	General Purpose	Buffer - Pavement Markings Only	High Occupancy Vehicle	Shoulder	Buffer to Barrier	Concrete Median Barrier	Buffer to Barrier	Shoulder	High Occupancy Vehicle	Buffer - Pavement Markings Only	General Purpose	General Purpose	General Purpose	Auxiliary	Shoulder	Buffer to Barrier	Side Slope	Offset (Minimum)	Frontage Road (Minimum)	
50	10	8	2	10	12	12	12	12	4	12	4	2	2	2	4	12	4	12	12	12	12	12	10	2	8	10	50

### Scenario A – Reduced General Purpose Lane Width; Reduced Inside Shoulder

8-lane freeway segment with HOV and Frontage Roads (4+1) [Right-of-way width = 202 ft; 302 ft with Frontage Road]

Frontage Road (Minimum)	Offset (Minimum)	Side Slope	Buffer to Barrier	Shoulder	Auxiliary	General Purpose	General Purpose	General Purpose	General Purpose	High Occupancy Vehicle	Shoulder	Buffer to Barrier	Concrete Median Barrier	Buffer to Barrier	Shoulder	High Occupancy Vehicle	General Purpose	General Purpose	General Purpose	General Purpose	Auxiliary	Shoulder	Buffer to Barrier	Side Slope	Offset (Minimum)	Frontage Road (Minimum)
50	10	10	2	8	11	11	11	11	11	11	2	2	2	2	2	11	11	11	11	11	11	8	2	10	10	50

### Scenario B – Reduced General Purpose Lane Width; Reduced Inside Shoulder, no buffer between HOV and GP lanes and Retaining Walls

10-lane freeway segment with HOV and Frontage Roads (5+1) [Right-of-way width = 202 ft; 302 ft with Frontage Road]

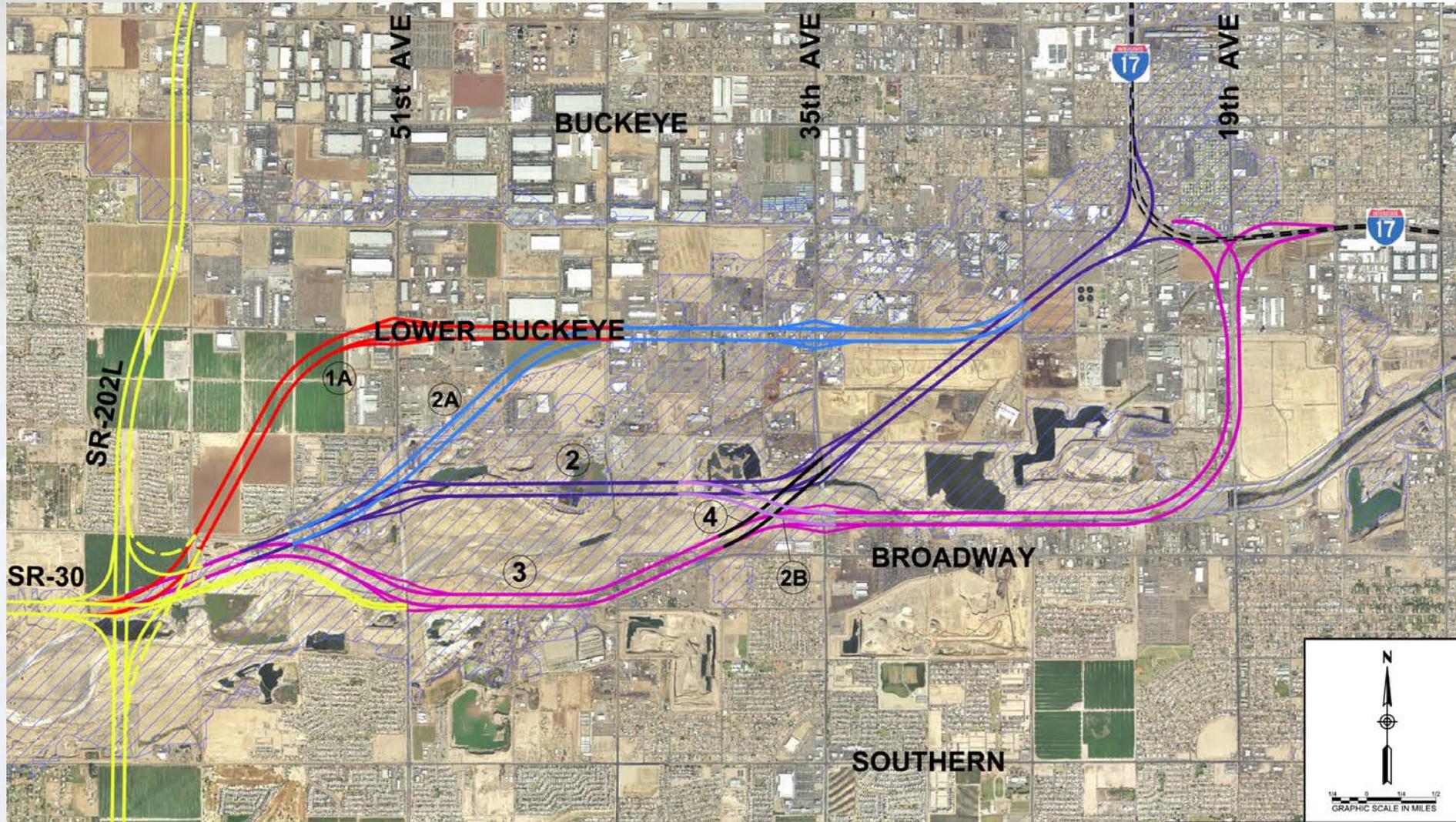
Frontage Road (Minimum)	Offset (Minimum)	Retaining Wall with Barrier	Buffer to Barrier	Shoulder	Auxiliary	General Purpose	High Occupancy Vehicle	Shoulder	Buffer to Barrier	Concrete Median Barrier	Buffer to Barrier	Shoulder	High Occupancy Vehicle	General Purpose	Auxiliary	Shoulder	Buffer to Barrier	Retaining Wall with Barrier	Offset (Minimum)	Frontage Road (Minimum)								
50	2	6	2	8	11	11	11	11	11	11	12	2	2	2	2	2	12	11	11	11	11	11	11	8	2	6	2	50

### Scenario C – Express Lanes – Dual Lane

10-lane freeway segment with 2-lane HOV and Frontage Roads (5+2) [Right-of-way width = 202 ft; 302 ft with Frontage Road]

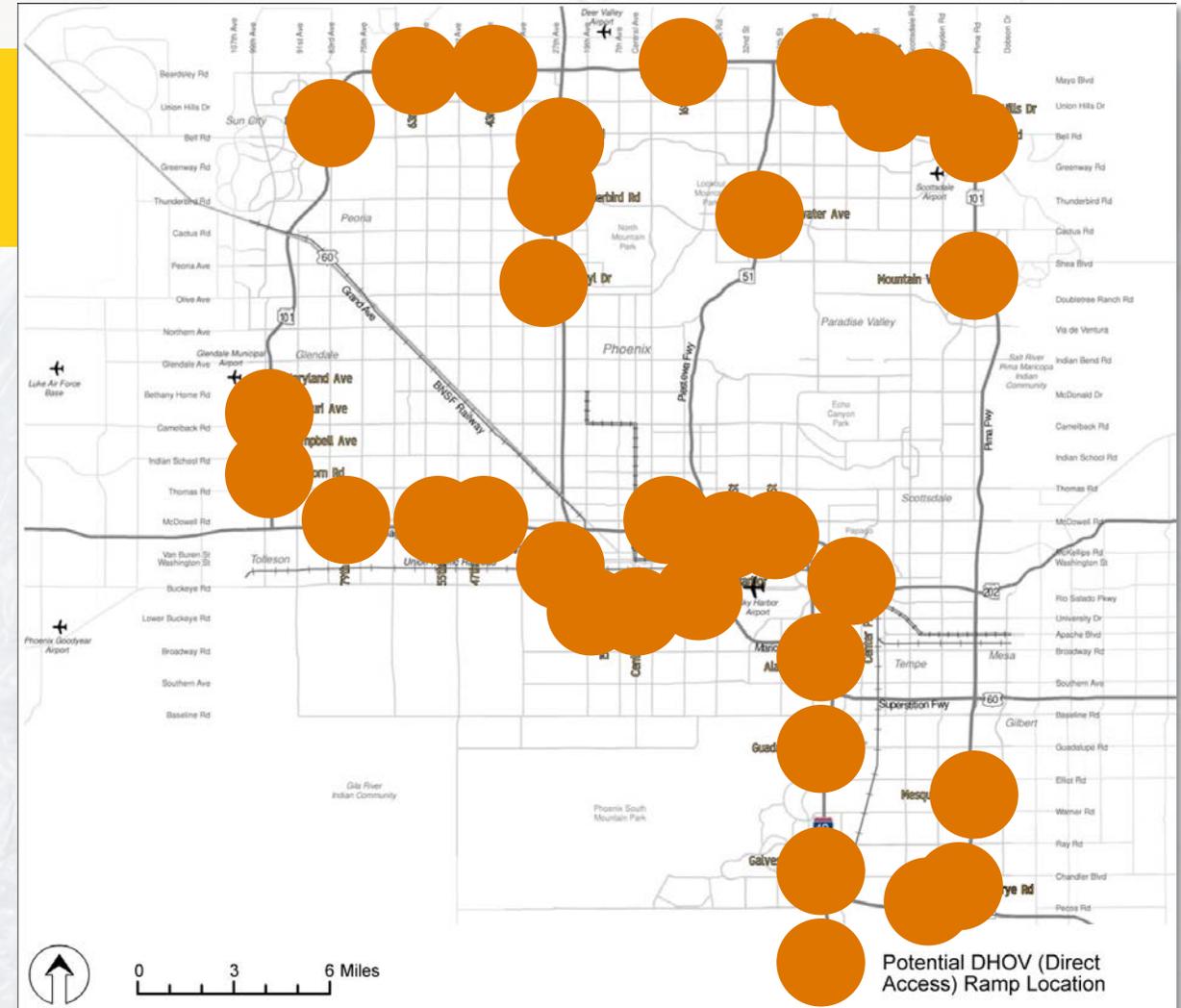
Frontage Road (Minimum)	Offset (Minimum)	Retaining Wall with Barrier	Buffer to Barrier	Shoulder	Auxiliary	General Purpose	Shoulder	Buffer - Barrier - Buffer	Shoulder	High Occupancy Vehicle	High Occupancy Vehicle	Shoulder	Buffer to Barrier	Concrete Median Barrier	Buffer to Barrier	Shoulder	High Occupancy Vehicle	High Occupancy Vehicle	Shoulder	Buffer - Barrier - Buffer	Shoulder	General Purpose	Auxiliary	Shoulder	Buffer to Barrier	Retaining Wall with Barrier	Offset (Minimum)	Frontage Road (Minimum)									
50	8	12	10	10	11	11	11	11	11	11	2	6	10	12	12	4	2	2	2	4	12	12	10	6	2	11	11	11	11	11	11	11	10	10	12	8	50

# SR-30 Corridor Extension



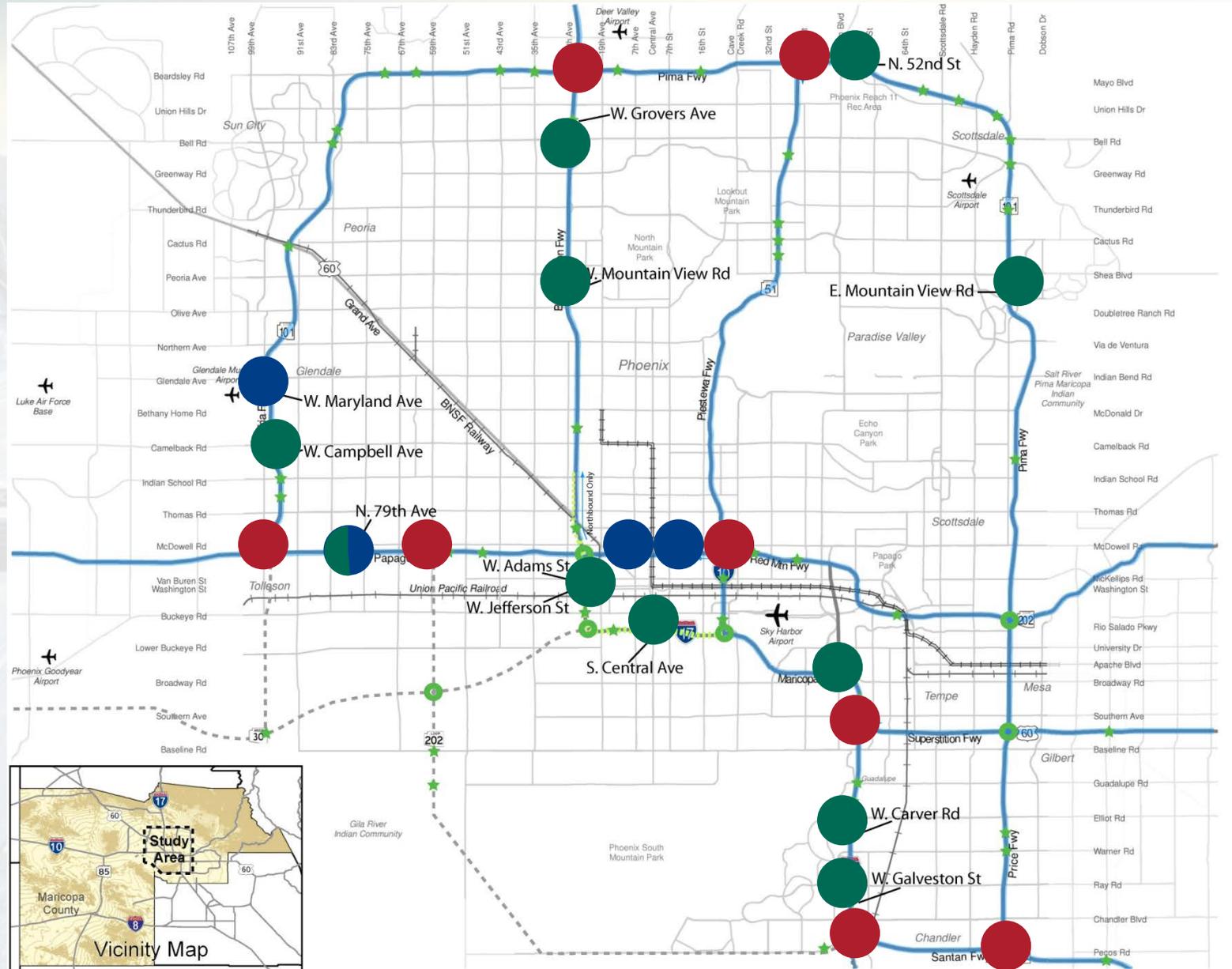
# Direct High-Occupancy Vehicle (DHOV) Ramps

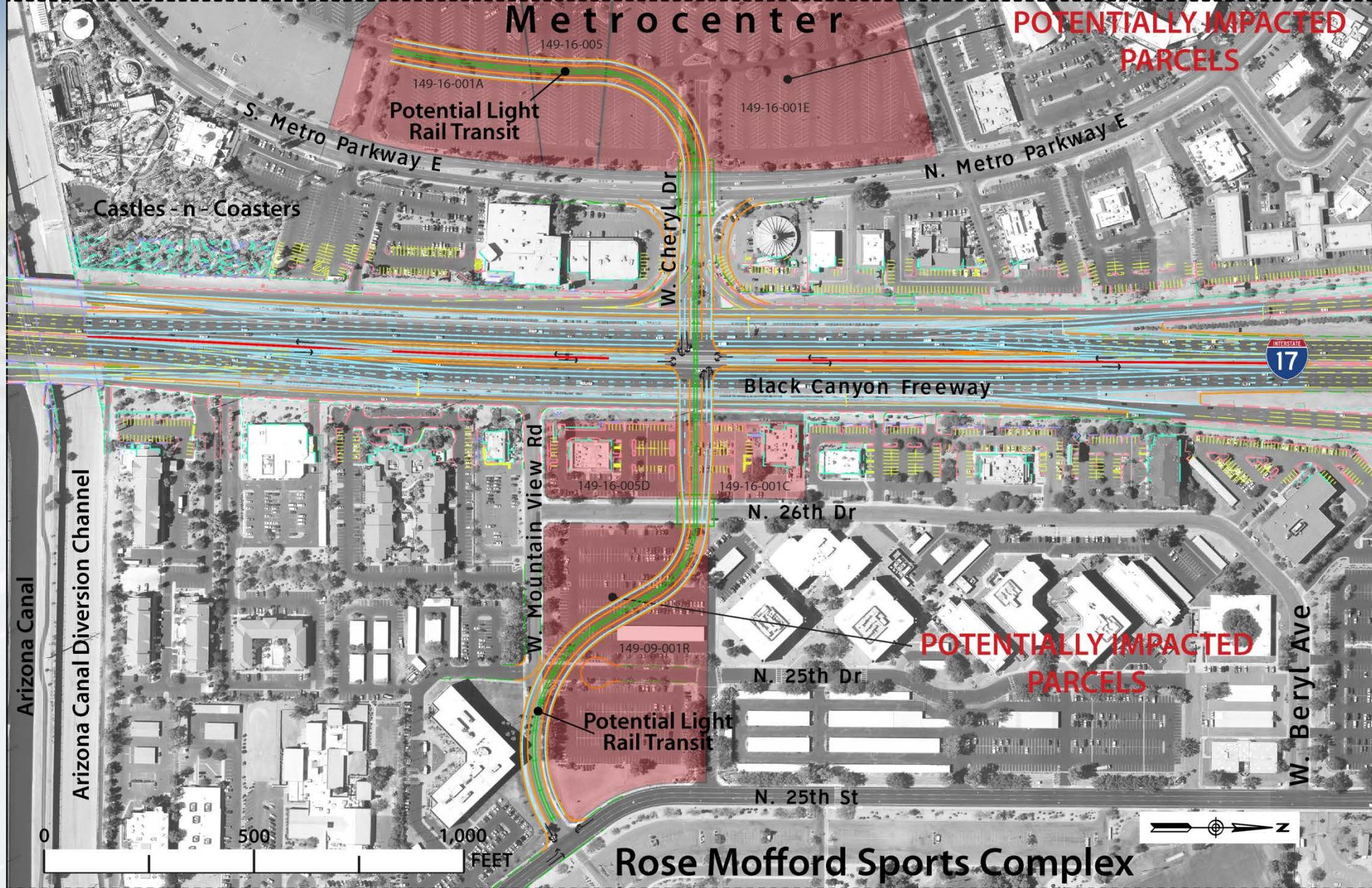
- Over **35 locations** identified from the Planning Charette.
- Narrowed to best candidate locations based on system and land use compatibility.
- Concept drawings developed to illustrate connectivity with arterial road system and possible park-and-ride lots.



# DHOV Ramps

- RTP existing and proposed DHOV ramp locations.
- RTP existing and proposed DHOV ramp arterial locations.
- Candidate DHOV ramp locations.





# Elements to Corridor Operating Principles



## Transit Integration

- Integrated Bus-DHOV Operations.
- Connected Park and Ride Facilities.
- High Capacity Transit Options.



## Freight Considerations

- Better Commercial Vehicle Connections to enhance staging and operations.
- Providing reliable traffic data for freight routes.



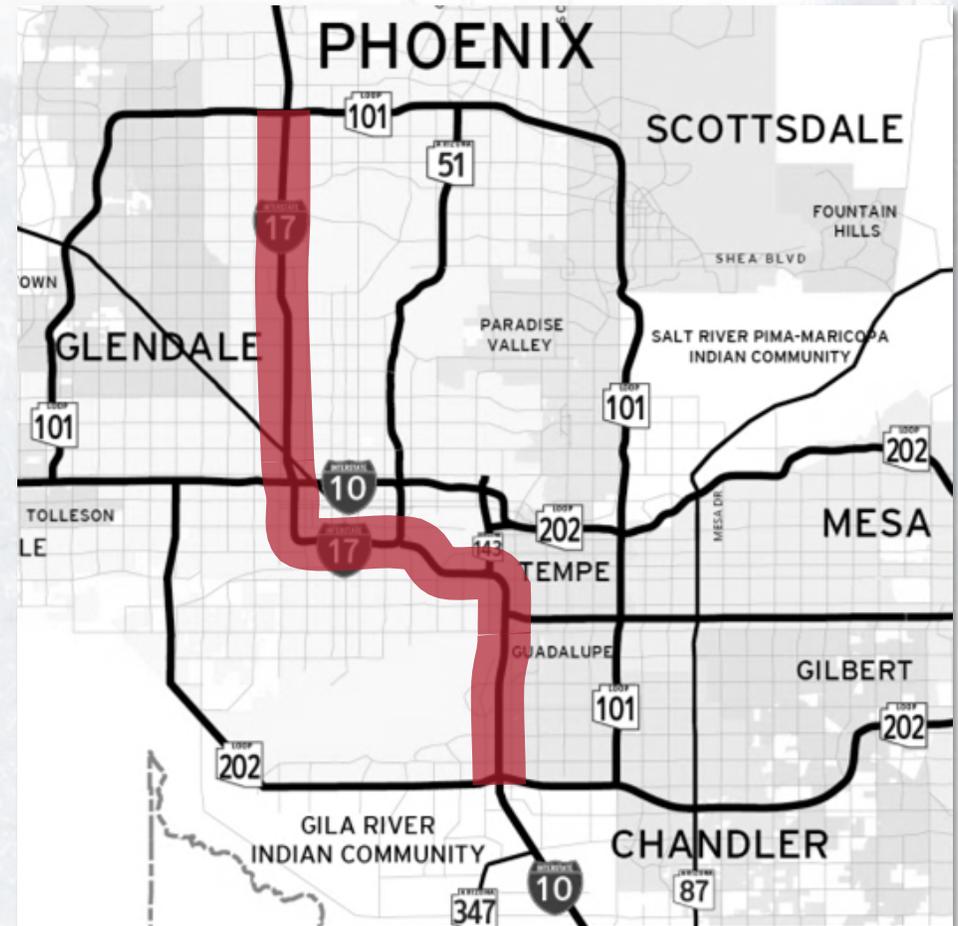
## Advanced Traffic Management

- Coordinated Ramp Metering.
- Integrated Corridor Management.
- Commuter Data and Response.
- Improved HOV Management.

# Study Area

## INTERSTATE 10/INTERSTATE 17 CORRIDOR MASTER PLAN

- Generally, one mile to either side of Interstate 10 between the Interstate 17 Split Interchange and SR-202L Pecos Stack, and Interstate 17 between the Interstate 10 Interchange and SR-101L North Stack.
- Could vary depending upon the data discovery phase.



# Project Direction



# Tentative Project Goals and Objectives

- Establish a **system** of overall corridor operating principles to effectively identify the Spine's long-term character.
- **Optimize** the corridor to improve its travel time reliability to accommodate existing and long-term demand.
- Examine **opportunities** for incorporating alternative transportation modes wherever possible.



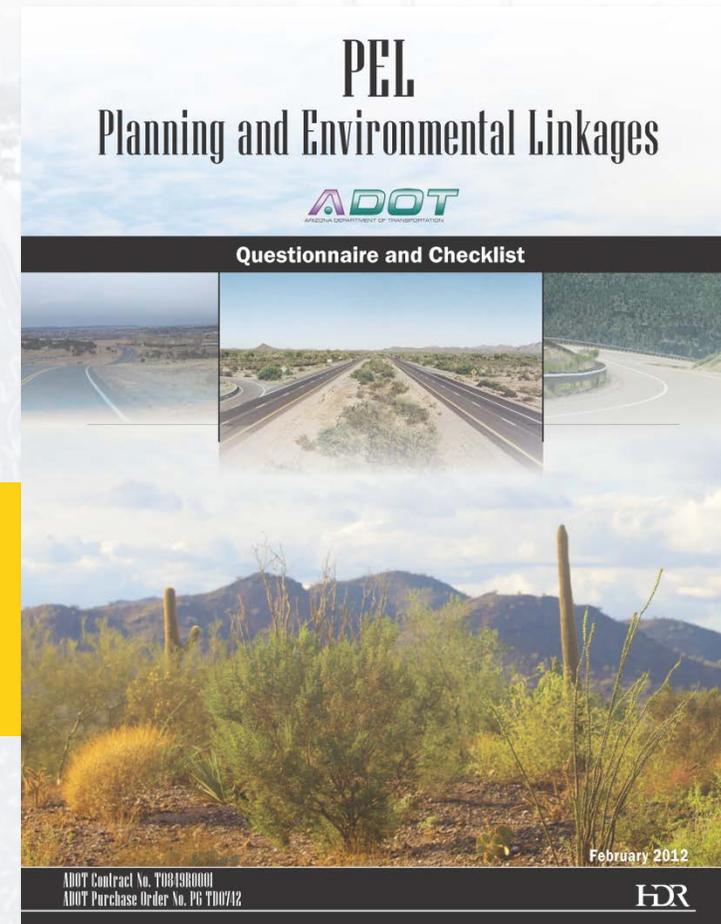
# Tentative Project Goals and Objectives

- Establish an **implementation strategy** for delivering this project's recommendations.
- **Coordinate** with the project's Partners and Stakeholders on a continuing basis to receive consent for the project's proposed actions.



# Proposed Environmental Planning Extents

- Key Outcome is the **Improvement and Implementation Strategy**.
- **Understanding NEPA is essential.**
- Corridor Master Plan is NOT being developed as a NEPA-specific project.
- Work program should include every **reasonable effort to address as many NEPA planning resources** as possible.
- ADOT Planning and Environmental Linkages checklist will be developed.



# Corridor Master Plan

## 1. Initiate Project

## 2. Develop Corridor Base and Future Conditions

Concurrence #1/  
Consensus #2 –  
Statement of  
Purpose and Need  
and Corridor  
Program Operating  
Principles

## 3. Establish Preliminary Purpose and Need Statement

Consensus #3 – First  
Level Screening  
Criteria

## 4. Select Reasonable Alternatives

Consensus #4 –  
Fatal Flaw  
Elimination of  
Solutions

Consensus #5 –  
Identification of  
Additional Data  
Needs *(to conduct  
Environmental Studies)*

Consensus #6 –  
Second-level  
Screening Criteria

Concurrence #2/  
Consensus #7 –  
Alternatives for  
Draft Plan

## 5. Evaluate Alternatives

Consensus #8 –  
Decision to publish  
Draft Plan

## 6. Recommend Draft Corridor Master Plan

Consensus #9 –  
Preferred  
Alternative

Concurrence #3/  
Consensus #10 –  
Preferred  
Alternative and  
Mitigation Concept

## 7. Determine Final Master Plan Recommendation

# Proposal Requirements

- **Twenty (20) copies.**
- One must be an **Original Copy with original signatures.**
- Due at **10:45 a.m. (MST)** at the MAG offices.
- Opening at **11:00 a.m. (MST)** in the Cholla Room at the MAG offices.



# Proposal Content

**CONSULT PROPOSER'S CHECKLIST ON PAGE 18 OF RFP.**

- Limited to 35-pages.
- Tabloid, 11" x 17" as appropriate.
- Proposer's Organization.
- Work Plan.
- Preliminary Schedule.
- Staffing Plan that includes organization chart.
- Résumés.
- Recent Experience.
- Certify compliance with A.A.C. R4-30-301.
- Labor Cost Allocation budget.
- Proposer's Registration form.
- **Document potential conflicts of interest.**



# Proposal Evaluation and Selection Process

## CRITERIA

- Demonstrated project understanding.
- Proposal clarity, realistic approach, technical soundness, and potential enhancement elements.
- Project Manager experience.
- Proven track record.
- Key personnel availability.
- Ability and commitment to timely completion.
- **Recognition of work priorities.**



# Proposal Evaluation and Selection Process

## INTERVIEWS

- **May** be scheduled for **Tuesday, October 29, 2013.**
- Notifications will be made in the prior week (by afternoon of Tuesday, October 22).
- **Question and Answer format.** Proposal is the selection team's introduction to your firm and capabilities.
- **Selection** scheduled for MAG Regional Council Executive Committee on Monday, November 18.
- **Notice to Proceed** by January 1, 2014.



# Questions and Answers

RECEIVED AS OF WEDNESDAY, SEPTEMBER 11

1. Page 7, Under Task 1 of the RFP – states “The CONSULTANT will develop a Public Involvement Plan...” We assume the CONSULTANT is also responsible for managing the Public Involvement Process and implementing/developing, finalizing, and producing the materials and techniques recommended in the Public Involvement Plan. Is this a correct assumption?
2. Page 7, Task 2 of RFP – While we believe there is much information available about baseline environmental conditions (due, in part, to the work done on the two EISs), we also believe some additional data will be necessarily collected due to the expanded study limits described in the RFP. Consequently, there will be a degree of "discovery" required; will it be sufficient to disclose assumptions in the proposal in regards to the magnitude of environmental data collection (exclusions and inclusions)?
3. Page 8, 2nd paragraph of RFP – States “MAG will provide travel demand, microsimulation model, and Regional Transportation data. The CONSULTANT will need to examine demand and microsimulation forecasts...” Does this mean that MAG will self-perform all model runs (travel demand and microsimulation) as needed by the Spine Study and the CONSULTANT will examine the results, or does this mean that the CONSULTANT will perform all microsimulation modeling efforts with the data delivered by MAG?
4. Page 12 – How many hard copies of each deliverable should we assume are being submitted?
5. Page 16, item 1 of RFP - We assume that the cover and back cover are also not counted in page count, correct?
6. Page 16, item 6 of RFP – States we should include resumes of major staff members. Our interpretation is that we should include short bios in the proposal of key staff (which counts in page count), but full resumes in the appendix (which do not count in the page count). Is this an acceptable interpretation?
7. Page 16, item 8 - Appendix A certification form – Is this required for all team members or just prime?
8. Page 16, item 9 - Appendix B – Labor Cost Budget Allocation Form - Should we assume that hourly and loaded rates we propose cover the entire 30 month contract duration, starting 1/1/14?
9. Page 17, item 12 - Appendix F - Debarment & Suspension Form – Is this required for all team members or just prime?

# Housekeeping Items

- Important . . . **Last day to submit any questions on the Request for Proposals is Friday, September 20 at 4:30 p.m.**
- Sign-in sheet and this presentation will be available on the MAG website by Friday, September 13.
- Questions and Answers FAQs will be available on:
  - Friday, September 13.
  - Tuesday, September 24.



**YOUR PROPOSAL IS DUE AT 10:45 a.m.  
on Thursday, October 3, 2013**

# **Interstate 10/ Interstate 17 Corridor Master Plan (FY2014)**

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