UPDATE ON ENVIRONMENTAL IMPACT STATEMENTS FOR INTERSTATES 10 AND 17

Transportation Policy Committee

September 19, 2012

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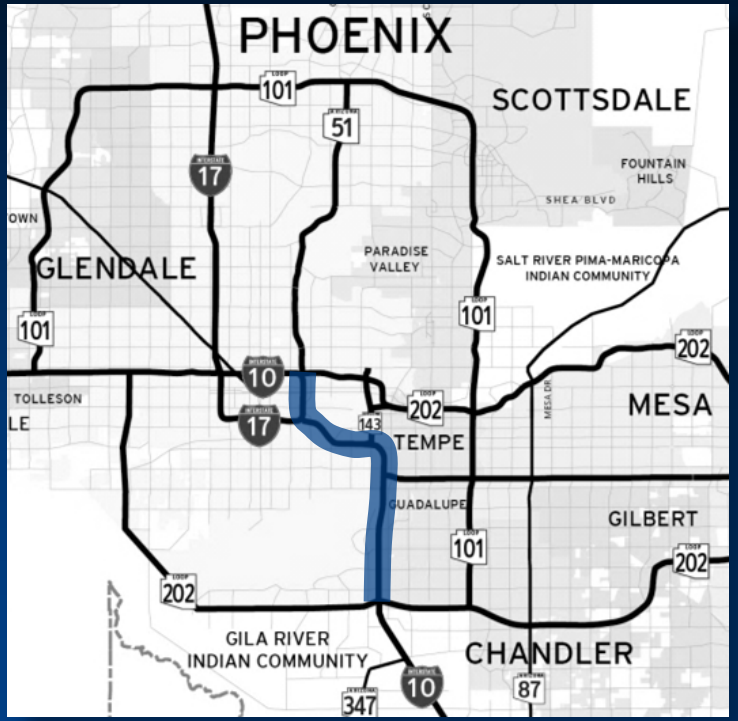
Interstate 10 Corridor Study/EIS

- Study Limits: SR-51/SR-202L "Mini-Stack" to SR-202L "Pecos Stack."
- **Began 2001.**
- Studied widening the corridor and implementing a local-express lane system to mitigate weaving issues between SR-143 and US-60.



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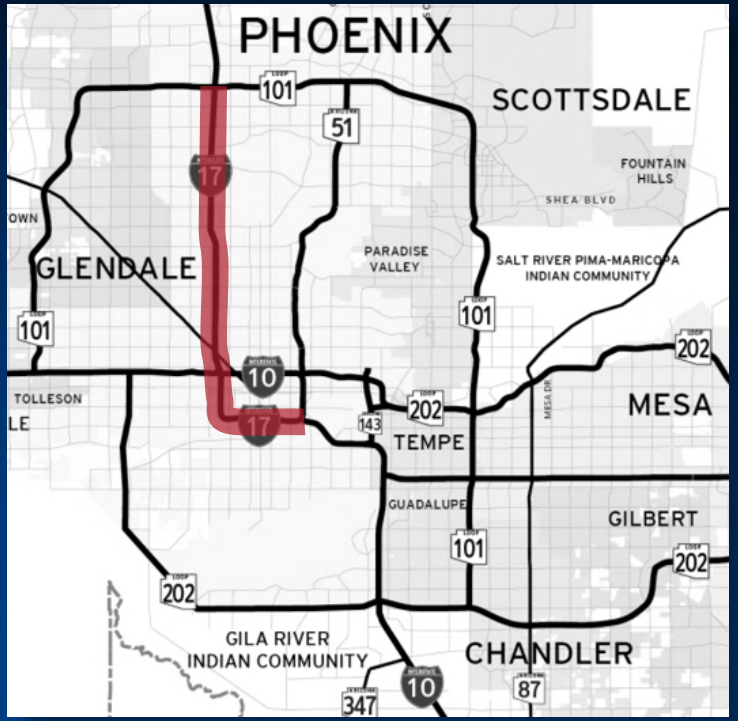
Interstate 17 Corridor Study/EIS

- Study Limits: SR-101L "North Stack" to Interstate 10 "Split."
- **Began 2009.**
- Studied options for widening the corridor to implement either a local-express lane system or add two general purpose lanes in both directions.
- Frontage Roads issue.



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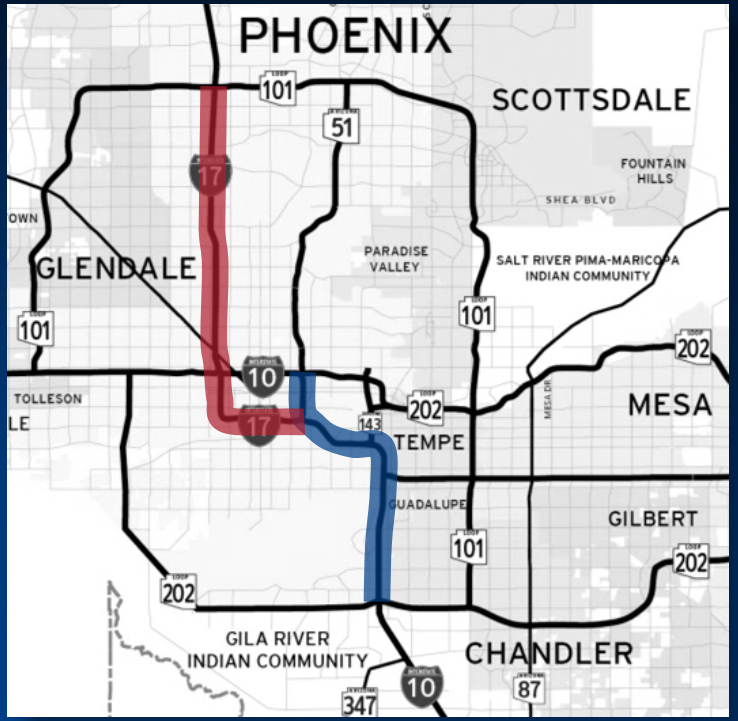
Regional Transportation Plan Program

- 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.**



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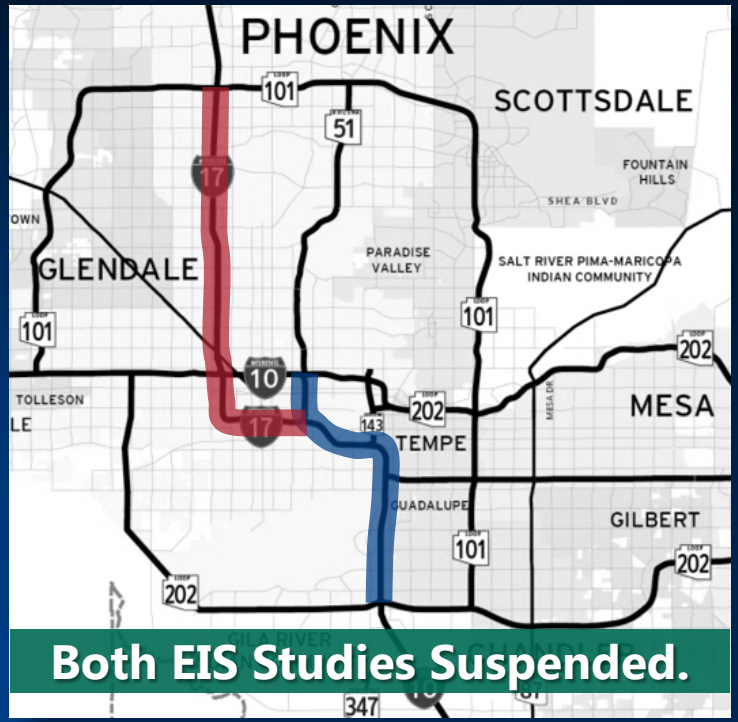
Environmental Process Issues

- EIS alternatives substantially exceed Regional Transportation Plan program amounts.
- 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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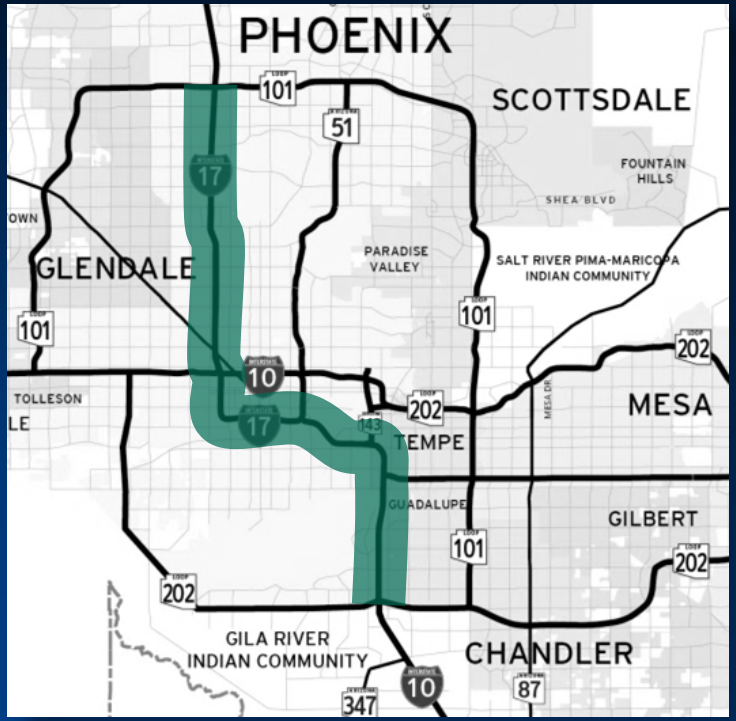
Interstate 10 and Interstate 17

- 35-mile corridor.
- **108,000 to 262,000** average daily traffic on Interstate 10.
- **90,000 to 194,000** average daily traffic on Interstate 17.
- Interstate 10 constructed between **1965** and **1967**.
- Interstate 17 constructed between **1957** and **1964**.



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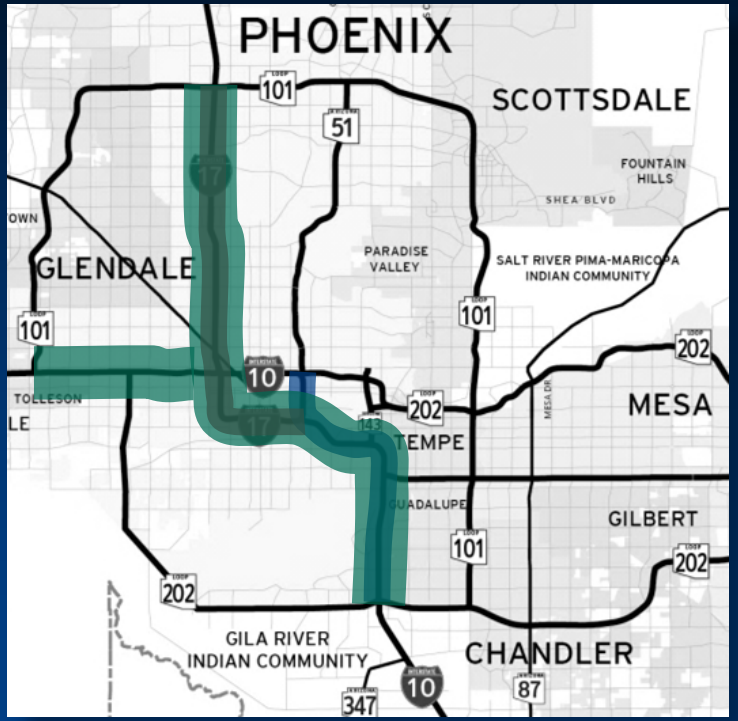
Interstate 10/Interstate 17 Spine

- Recognize this north-south “Spine” as the backbone of the regional transportation system.
- Develop a for **Master Plan for the Spine.**
- Identify **interim spot improvements.**
- Determine manageable environmental study segments.
- Consider alternate project delivery methods and congestion pricing.



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