

For information and discussion.

Interstate 10/ Interstate 17 Corridor Master Plan

Transportation Policy Committee
February 19, 2014



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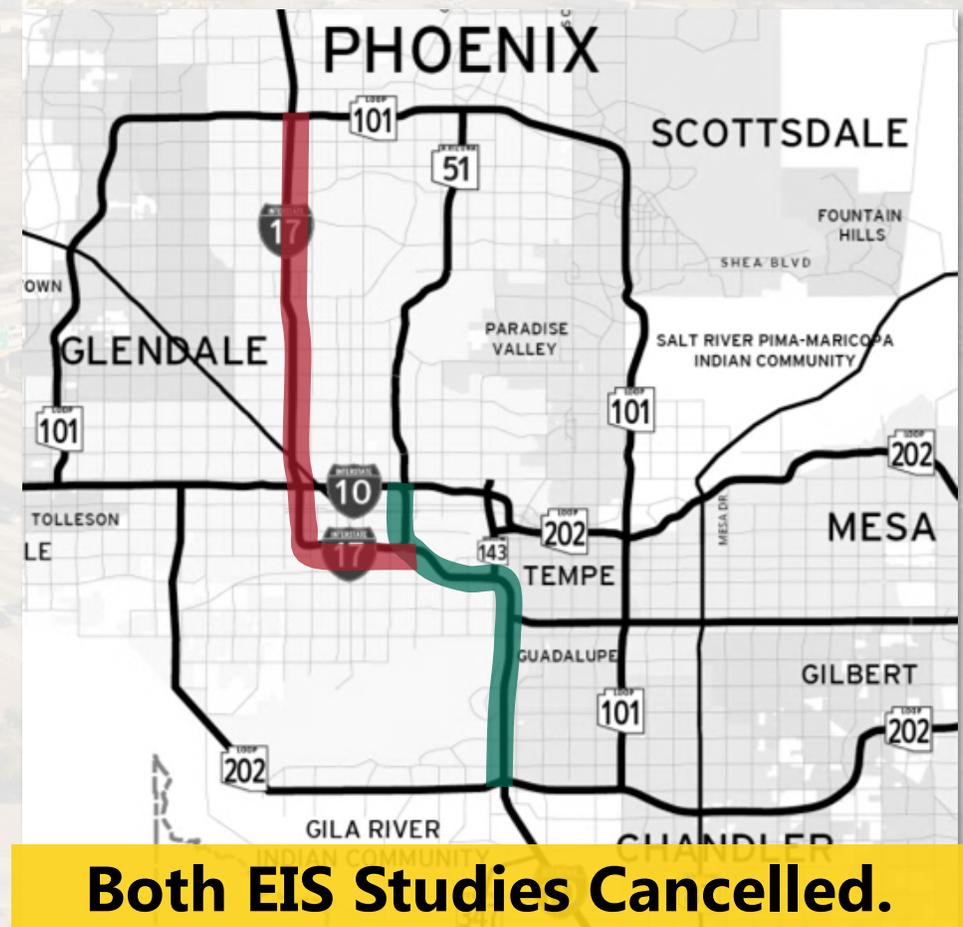
Regional Transportation Plan Program

- 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.**



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.



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 Defined



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



CORRIDOR MASTER PLAN

- **JOINT PROJECT MANAGEMENT BETWEEN ADOT-FHWA-MAG.**
- 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.

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

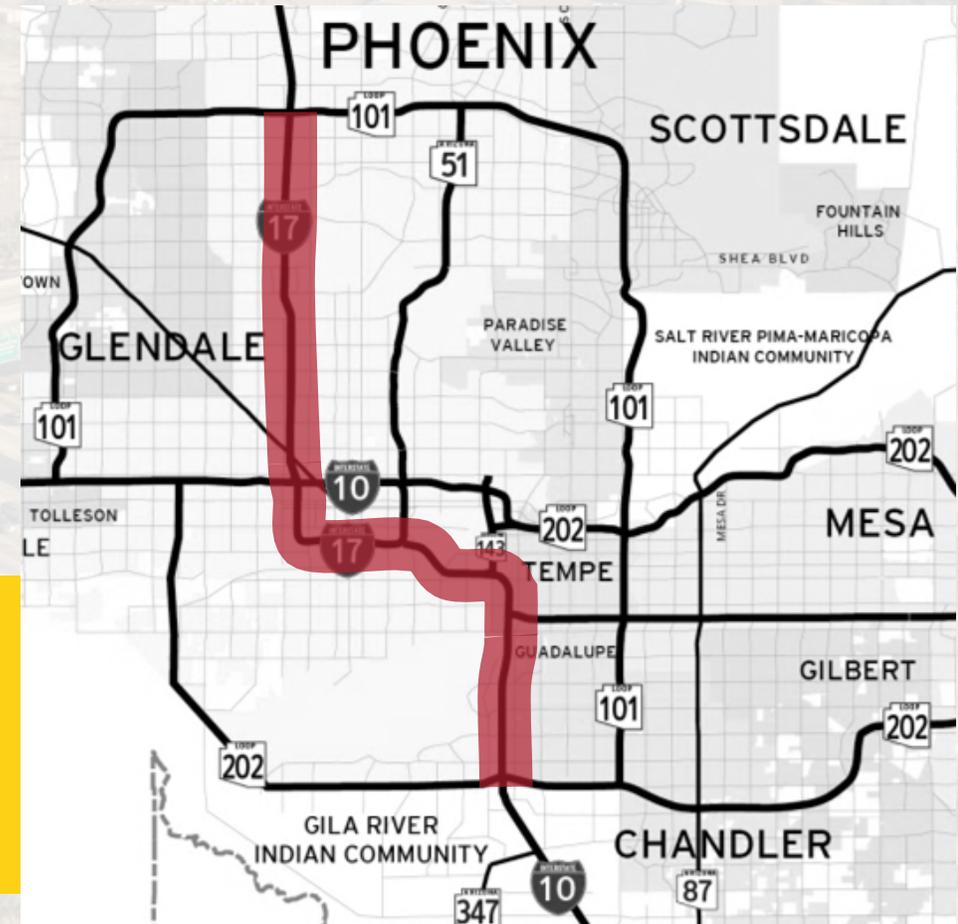
Consensus #9 –
Preferred
Alternative

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

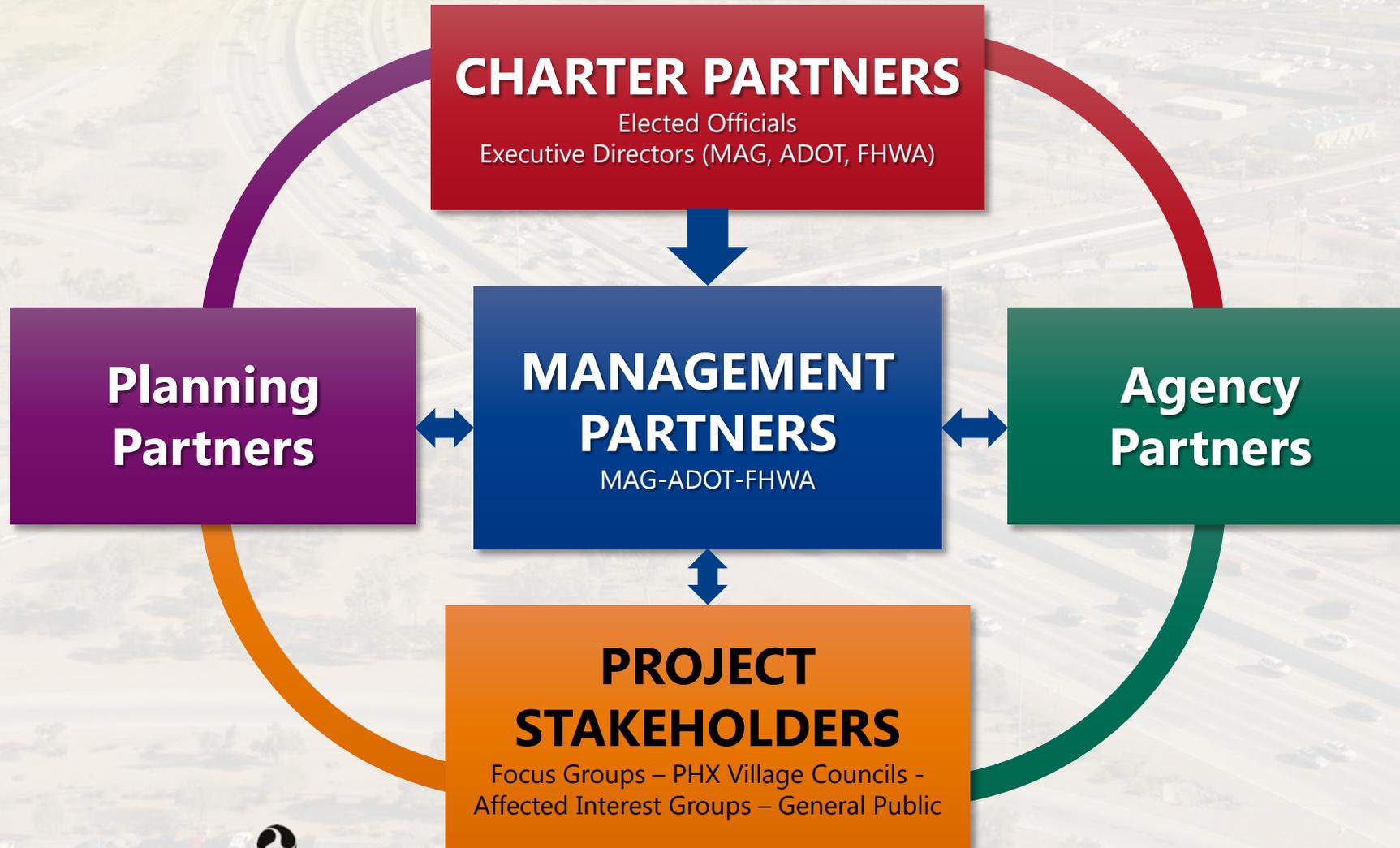
7. Determine Final Master Plan Recommendation

Study Area

- 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.
- Master Plan recommendations will more than likely include **recommendations for the parallel arterial corridors.**



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.



Near-Term 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**.
- Anticipate package by May 2014.



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Next Steps

- Consultant contract signed and notice-to-proceed given.
- Kick-off meetings with ADOT, FHWA, Valley Metro, the Cities of Chandler, Phoenix, and Tempe, and the Town of Guadalupe.
- **Charter Partners being scheduled as soon as possible.**
- Progress report back to Transportation Policy Committee this summer.



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