

Potential Improvements to I-35 Identified

Over the past 20 months the I-35 Trade Corridor study team has been working to identify ways to improve traffic and trade flows along the I-35 corridor. The I-35 Trade Corridor Study was commissioned to assess the need for improved local, intrastate, interstate and international service along I-35 and to clearly define a general, feasible improvement plan to address those needs. The Trade Focus Strategy has been identified as the most efficient and cost-effective strategy to improve traffic flow along I-35.

Developing the Trade Focus Strategy for I-35

A base case and five candidate improvement strategies were developed, combining the most desirable features of various scenarios such as, efficiency improvements to 135; increasing use of railroads, expedining international freight processing; improving commercial vehicle operations; improving intermodal transfers; oabile transportation strategies; and also online (base case) strategy.

Based on improvement objectives defined in the study, the base case and five candidate strategies were evaluated. Three strategies, which were considered the most viable, were carried forward for further study.

Those strategies were presented at a series of public meetings held in April of this year. Once public comments were reviewed and the more detailed evaluation completed, the Trade Focus Strategy was recommended.

The Trade Focus Strategy

The Trade Focus Strategy is a combination of several strategies used to address undifferent causes of traffic congestion along the 1-35 Coriofic. Components of the Trade Focus Strategy include widening the corridor within the existing right-of-way, including a rauckway from Larendo, Texas to Dallas. Fit. Worth; elevating the interstates where needed in highly developed urban areas; building relief routes in Intelligent Transcortation Swterns.

The Federal Highway Administration (FHWA) and the Departments of Transportation in Texas, Oklahoma, Kansas, Missouri, Iowa and Minnesota combined their efforts to conduct The I-35 Trade Corridor Study.

Why the Trade Focus Strategy?

The Trade Focus Strategy has a number of important advantages over the other alternatives. These include providing good overall movement of traffic in the coridor, as well as the best economic benefits of the alternatives studied. Additional advantages include the best reduction in travel times for traffic on 1-35, the best reduction in accident coats, the best benefit-to-cost relationships, and fewer reduction in accident coats, the best benefit-to-cost relationships, and fewer

What's Next?

We Appreciate Your Input

The I-35 Steering Committee would

like to thank those of you who took

meeting, or by mailing or phoning

in a comment. Public participation

was viewed as a very important

part of the study and we heard from nearly 1,000 people along the corridor.

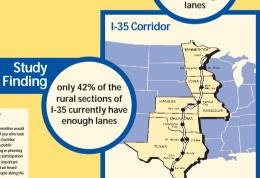
part in the I-35 Trade Corridor Study by attending a public

What happens now that the study team has recommended the Trade Focus Strategy as the best investment strategy for the 1.52 Corridor? The purpose of the strategy is to guide future improvements to 1.53. Any decision to implement any parts of this corridor strategy will be made by the individual states through their planning processors, at conditions womant and funds become a valiable. The strategy provides regarding specific 1.53 projects to be understaten in the future do decisions.

Executive Summary

An executive summary of the study has been drafted and will be available for review on the department of transportation web sites for Texas, Oklahoma, Kansas, Missouri, and Iowa after November 1. You also may obtain a copy by writing your local department of transportation. (See back nase for web site and U.S. mail addresses.)

only 5% of the urban and transitional sections of I-35 currently have enough



Notes from lowa



Dennis Tice Director, Planning & Programming Division Iowa Department of Transportation



We are excited and optimistic concerning several upcoming opportunities with I-35 and related corridors in Iowa.

This year low a received a \$3,000,000 grant out of the National Corridor Planning and Development (NCPD) program. The grant has been earmarked to help fund the reconstruction of a 2.6-mile segment of Interstate highway 35/80 in the Des Moines metropolitan area. The Department is entering the final phase of

a five-year long Interstate 35/80 reconstruction

An additional \$800,000 in NCPD funding was awarded to carry out a multi-state, international corridor coordination and planning study or the North American International Trade corridor. Iowa, along with 10 other states and the province of Manitoba are contributing to this study by providing the necessary matching funds. Missouri is the lead state and the actual recipient of the \$800,000 arrant.

In September the state Transportation Commission approved several Intelligent Transportation Systems (ITS) early winner projects for funding. One of these positively impacts 1-35. It will integrate our Road Weather Information System and our Automated Weather Observing Stations into the current lowa DOT web site for use by travelers and shippers. This will provide real time information on weather and road conditions

The 1999 Midwest Transportation Conference (to be held on October 25, 26, and 27 in Des Moines) will have a main session on freight planning and corridor studies. Fourteen states have been invited to this conference with a productive discussion anticipated. For information on this conference contact the Des Moines Area MPO at 515-227-136.

The Iowa DOT is completing our Freight Transportation Report, which will outline issues, trends, and options for improving goods shipments throughout the state, including the I-35 corridor. The final report should be available in early 2000.

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Newsletter

This is the fifth and final newsletter created in conjunction with the 1-35 Trade Corridor Study. Volumes I, II, III, and IV of the 1-35 Trade Corridor Study newsletter are currently available for review on the department of transportation web sites for Texas, Oklahoma, Kansas, Missouri and Iowa

www.dot.state.tx.us/mis/mis.htm

Oklahoma www.okladot.state.ok.us/whatsnwg.htm

Kansas www.state.ks.us/nublic/kdnt/nubinfo

Missouri www.modot.state.mo.us/info/pubs.htm

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Texas

www.dot/state.ia.us/sitemap.htm#newslet

