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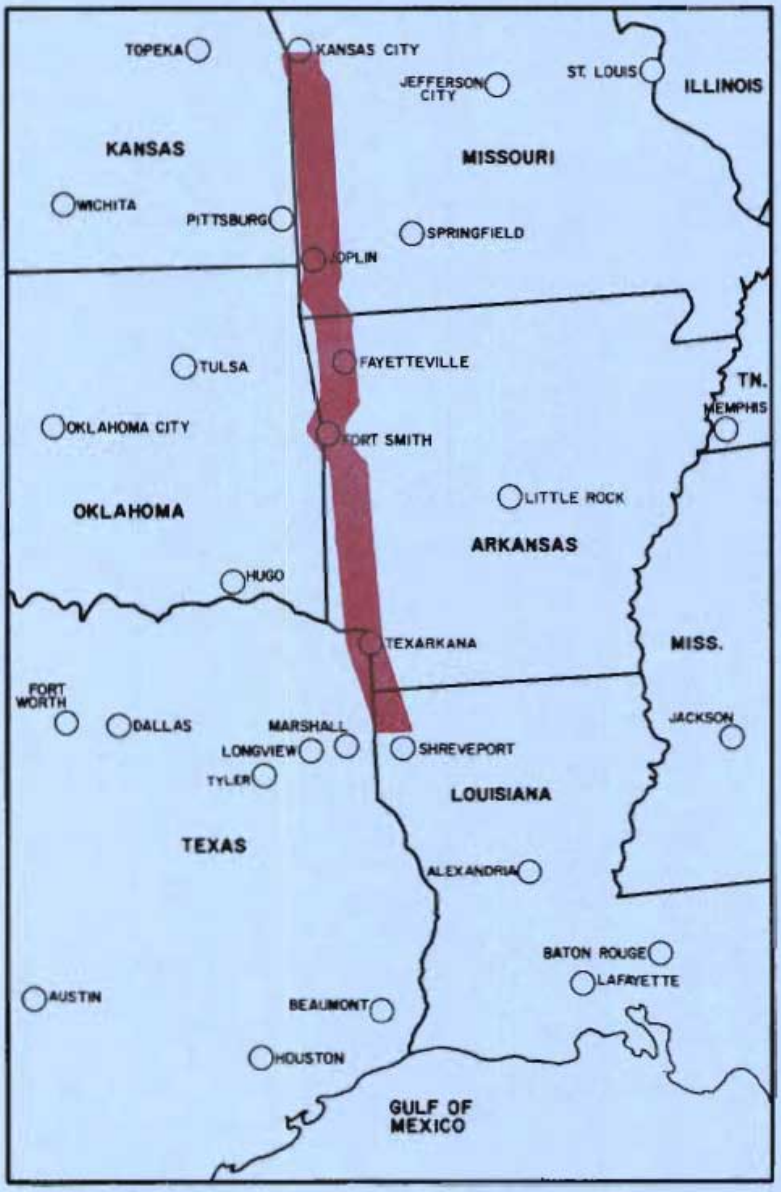

KANSAS CITY, MISSOURI TO SHREVEPORT, LOUISIANA HIGHWAY FEASIBILITY CORRIDOR STUDY

PREPARED IN RESPONSE TO
SECTION 166 OF
THE FEDERAL-AID HIGHWAY
ACT OF 1987

APRIL 1988

Kansas City, Missouri to Shreveport, Louisiana
Highway Feasibility Corridor Study

Prepared in Response to Section 166 of
The Federal-Aid Highway Act of 1987

This corridor traverses the States of
Arkansas, Louisiana, Missouri, and Texas

Data furnished by:
Arkansas State Highway and Transportation Department
State of Louisiana Department of Transportation and Development
Missouri State Highway and Transportation Department
Oklahoma Department of Transportation
Texas State Department of Highways and Public Transportation

Report prepared by:
Arkansas State Highway and Transportation Department
in cooperation with
U.S. Department of Transportation
Federal Highway Administration

April 1988

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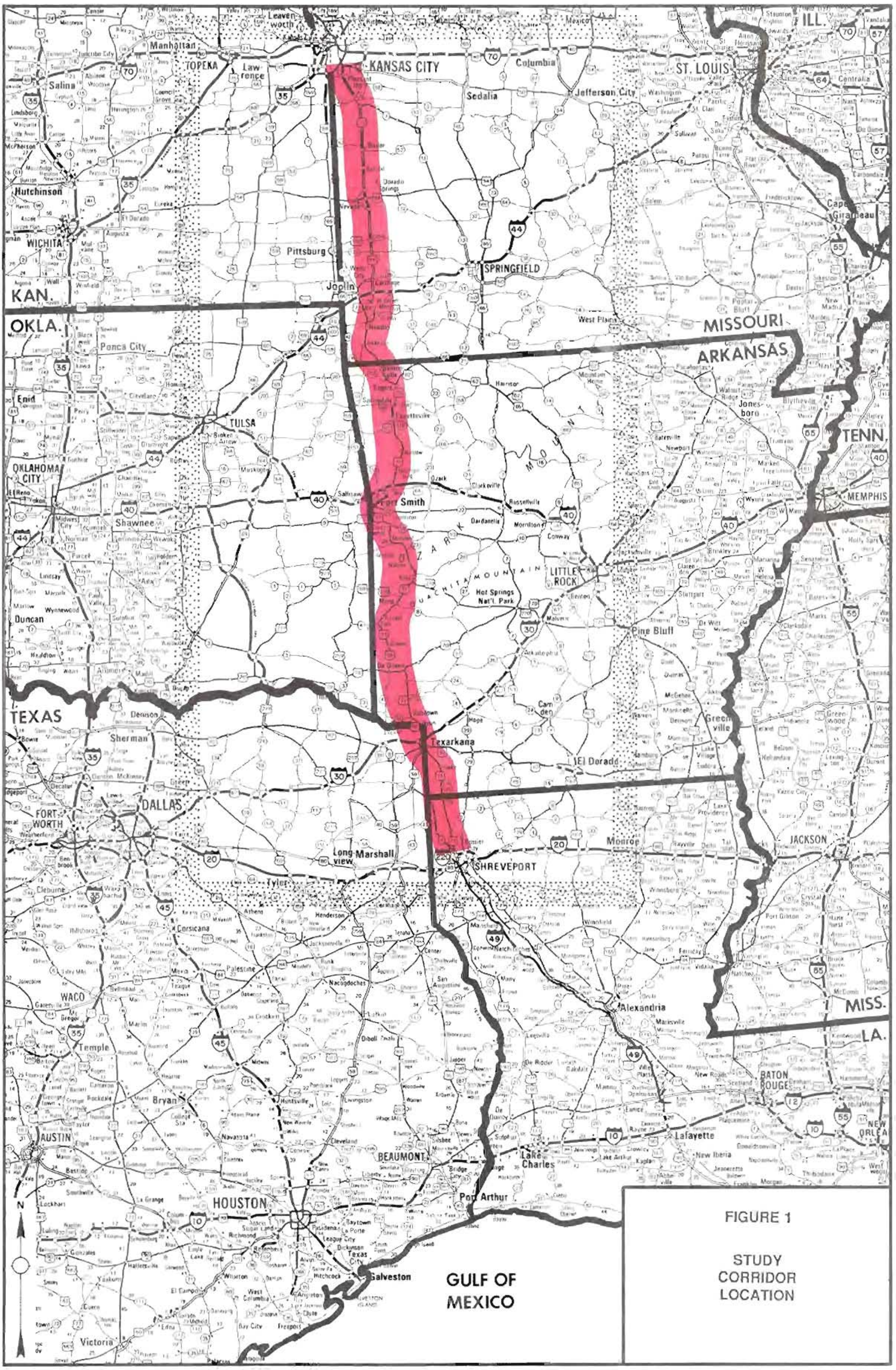
SECTION I

STUDY SYNOPSIS

This document was prepared in response to Section 166 of the Federal-Aid Highway Act of 1987, which directed the Secretary of Transportation to report to the Congress of the United States on the feasibility and necessity of constructing a proposed highway to appropriate standards from Kansas City, Missouri to Shreveport, Louisiana (refer to Figure 1). The document is the product of a cooperative effort by the Arkansas, Louisiana, Missouri and Texas State Highway Departments.

Two alternative routes for the proposed north-south highway were identified and studied. Figure 2 shows the study route alternatives by sections and Table 1 describes the routes on a multi-state level. Major topography features such as the Arkansas River, the Ouachita and Ozark Mountains limited the number of alternatives that could be considered. The two alternative routes are designated as 01 and 01A, their alignments are identical except in the vicinity of Texarkana where Alternative 01 loops to the west of the city and Alternative 01A to the east. Due to environmental constraints, cost consideration, and possible right-of-way acquisition problems, the east Alternative 01A was considered less favorable.

The preferred route of Alternative 01 begins at Kansas City, Missouri at the junction of I-435 and follows a southerly direction to the Missouri-Arkansas State Line north of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ST. LOUIS
ILL.
Centralia
Cape Girardeau
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ARKANSAS
OKLA.
Ponca City
Enid
TULSA
Broken Arrow
OKLAHOMA CITY
Shawnee
Fort Smith
Clarksville
Russellville
Dardanelle
Morrilton
Conway
LITTLE ROCK
Hot Springs Nat'l. Park
Pine Bluff
Harrison
Jonesboro
Batesville
Newport
TENN.
MEMPHIS
Duncan
Lindsay
Wynnewood
TEXAS
Denison
Sherman
DALLAS
FORT WORTH
Texarkana
El Dorado
Camden
Greenville
Monroe
SHREVEPORT
Longview
Marshall
Tyler
JACKSON
Corsicana
Henderson
Palestine
Nacogdoches
WACO
Temple
Bryan
AUSTIN
HOUSTON
BEAUMONT
Port Arthur
Lake Charles
Lafayette
New Iberia
Alexandria
MISS.
LA.
BATON ROUGE
NEW ORLEA
Victoria
Galveston
Texas City
Pasadena
La Porte
Baytown
GULF OF MEXICO
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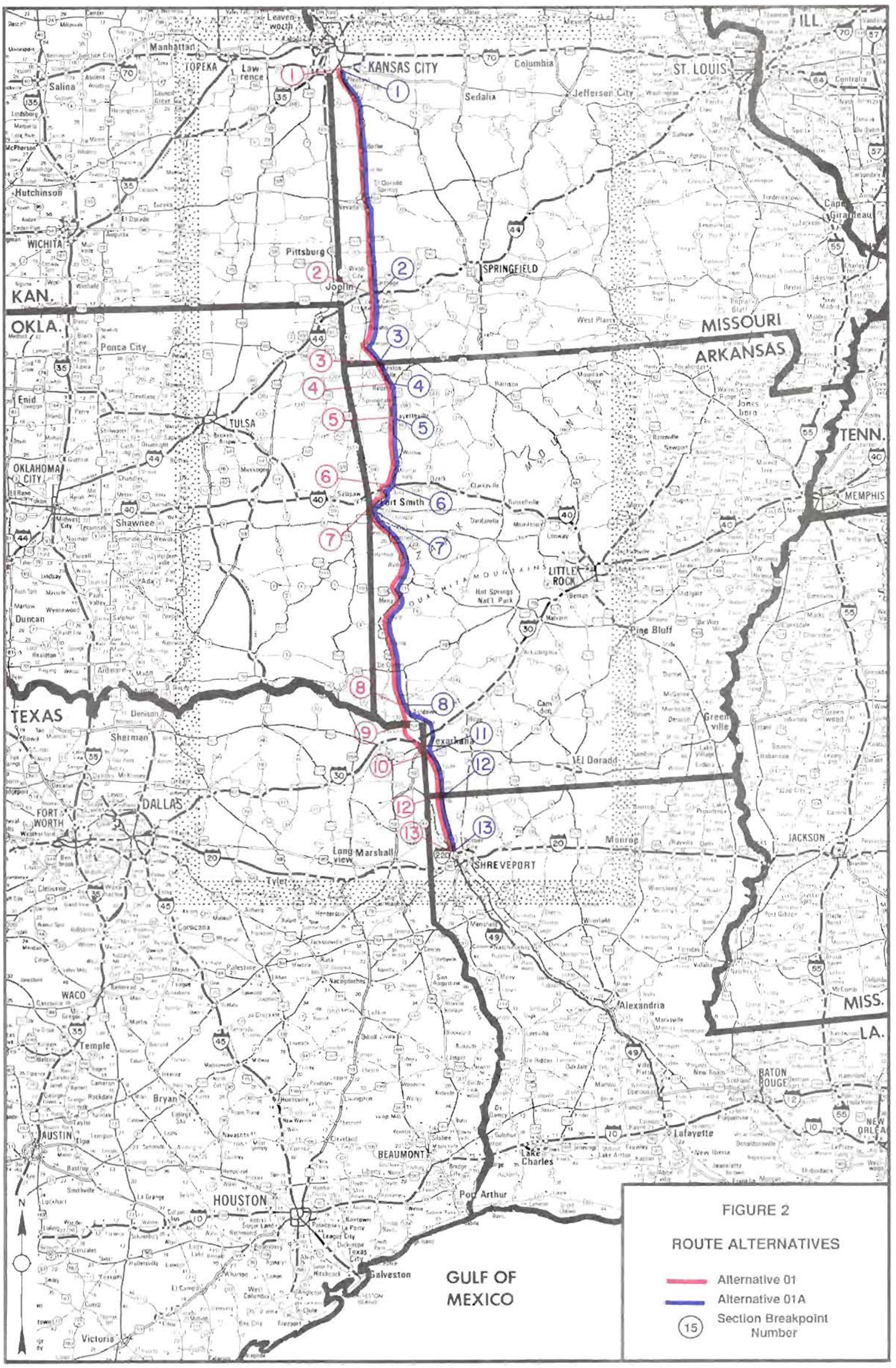
FIGURE 1
STUDY CORRIDOR LOCATION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Fayetteville
Jonesboro
TENN.
OKLAHOMA CITY
Shawnee
MEMPHIS
LITTLE ROCK
Hot Springs Nat'l Park
Pine Bluff
Duncan
TEXAS
Denison
Sherman
Texarkana
El Dorado
Greenville
FORT WORTH
DALLAS
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SHREVEPORT
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Temple
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BATON ROUGE
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GULF OF MEXICO
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FIGURE 2
ROUTE ALTERNATIVES
Alternative 01
Alternative 01A
15
Section Breakpoint Number

MULTI-STATE

TABLE 1 - ROUTE DESCRIPTION

OMB No. 04-S-74006

Sheet 1 of 3 Sheets

Route and Alternative Number	Breakpoint Sequence and Number	Route Description	Length	
			Section	Route
01	01	From the Junction of U.S. 71 and I-435 in Kansas City, Missouri, south via U.S. 71 and A71 on existing location to	137.5	
	02	Junction of A71 and I-44, south of Carthage, then via Missouri A-71, U.S. 60 and U.S. 71 on existing and new location to	47.7	
	03	Missouri-Arkansas State Line, near Bella Vista Village, southeasterly on existing alignment and new location to	9.7	
	04	Arkansas U.S. 71 west of Rogers, via Arkansas U.S. 71 on existing alignment to	24.6	
	05	Junction of Arkansas S.H. 471 southwest of Fayetteville, then via on new location parallel to Arkansas U.S. 71 to	43.6	
	06	Junction of Arkansas I-40 near Alma, then southwesterly through Fort Smith via Arkansas I-40 and Arkansas I-540 to	16.8	
	07	Junction of Arkansas U.S. 271 and Arkansas S.H. 253, southwest of Fort Smith near the Oklahoma State Line, then via on new location parallel to Arkansas U.S. 71 to	120.6	
	08	Sevier-Little River County Line, northwest of Ashdown, south on new location to	20.1	

TABLE 1 - ROUTE DESCRIPTION

OMB No. 04-S-74006

Sheet 2 of 3 Sheets

Route and Alternative Number	Breakpoint Sequence and Number	Route Description	Length	
			Section	Route
	09	Arkansas-Texas State Line, northwest of Texarkana, then southeasterly, crossing Texas I-30 west of Texarkana, then south on Texas U.S. 59 and east on Loop 151 to	16.2	
	10	South of Texarkana at the Arkansas-Texas State Line, southeast, via new location parallel to Arkansas U.S. 71 to	32.2	
	12	Arkansas-Louisiana State Line, near Ida, south on new location to	34.2	
	13	Junction of Louisiana I-220 at Shreveport, Louisiana		503.2
01A	01			
	02			
	03			
	04			
	05			
	06			
	07			

TABLE 1 - ROUTE DESCRIPTION

OMB No. 04-S-74006

Sheet 3 of 3 Sheets

Route and Alternative Number	Breakpoint Sequence and Number	Route Description	Length	
			Section	Route
	08	Then southeasterly, via new location parallel to Arkansas U.S. 71, crossing Arkansas I-30 east of Texarkana to		
	11	Junction of Arkansas U.S. 71, south of Texarkana to	38.8	
	12			
	13			
				505.7

Fayetteville, Arkansas; the route continues south crossing the western edge of Arkansas to the Arkansas-Texas State Line, north of Texarkana; then circles Texarkana to the west through Texas and remains on a southerly direction to I-220 at Shreveport, Louisiana, a distance of 503.2 miles. The route alignment maximizes access along the corridor to major employment and retail areas, population centers, Department of Defense installations, recreational sites, and farming, forestry and mining operations.

The study evaluated the needs and advantages of providing full access control to the entire length of the proposed facility. Based on the analysis, it was concluded that the total length of the proposed highway should be fully access controlled. This geometric feature was adopted to ensure that the facility would provide a high quality of service and for continuity of design. Specific factors considered were motorists' safety, the forecasts of travel demands, the mountainous terrain in sections of the corridor, the need to complement the planned highway improvements, protection of National Forest lands, overall travel speeds, possible legal problems, and future construction costs in upgrading from partial access control to fully controlled access.

The proposed highway directly traverses a four-state area - Missouri, Arkansas, Texas and Louisiana and would serve motorists from Kansas and Oklahoma since its alignment parallels the eastern edge of these states. The Highway would also benefit the entire central states area; states of Iowa, Minnesota, North

Dakota, South Dakota and Nebraska along with sections of Canada by providing a continuous north-south route for the movement of grains and manufactured goods to southern market areas and the Gulf of Mexico ports for international trade shipments.

In Louisiana, I-49 is now under construction from I-10 at Lafayette to I-20 in the city of Shreveport and with the proposed freeway northward to Kansas City, a continuous freeway route from Canada through the central states to the Gulf of Mexico would be possible. Currently, a gap exists for a north-south freeway between I-35 in central Oklahoma and I-55 along the Mississippi River (see Figure 3). The distance between these two Interstates is approximately 500 miles. The proposed freeway would fill this gap and augment the Interstate System serving the midwest and central states area. The facility would also complement the east-west Interstate system already in place within the study corridor - I-70 and I-44 in Missouri, I-40 and I-30 in Arkansas, Oklahoma and Texas and I-20 through Louisiana and Texas.

The proposed facility would foster millions of dollars in land development, increase property values, improve access between rural areas with high unemployment to urban employment centers, and enhance motorists' safety. It would also assist in attracting new commercial and industrial activities to the region and decrease travel time between major population centers. Existing travel time from Kansas City to Shreveport is approximately eleven hours. On the proposed new freeway the travel time would be eight hours, a savings of three hours.

FIGURE 3

INTERSTATE GAP LOCATION

A cost-effectiveness analysis showed that the preferred route would provide nearly $154 million dollars annually in road user benefits resulting from decreased travel time and accident rate reduction. A benefit/cost ratio of 1.29 is derived when the road user benefit is compared to construction costs.

There are thirteen Department of Defense installations within a 50 mile range of the proposed highway corridor that would benefit from improved access and a reduction in response time; they include, Whiteman Air Force Base, Missouri and the Barksdale Air Force Base, Louisiana; Fort Chaffee, Arkansas; Camp Crowder and Camp Clark, Missouri; the Richards-Gebaur Military Airport, Missouri; and the Army Ammunition Plants of Longhorn, Red River and Lone Star, Texas, Kansas, and Sunflower, Kansas; Lake City, Missouri, and Louisiana AAP, Louisiana. There are ten additional Department of Defense installations within a 100 mile range of the proposed highway alignment; they include, Lake Charles, Louisiana Naval Station; Fort Polk, Louisiana; Fort Leonard Wood, Missouri; Fort Riley, Kansas; Little Rock Air Force Base, Arkansas; Camp Robinson, Arkansas; Camp Maxie, Texas; Pine Bluff Arsenal, Arkansas; Conway Defense Fuel Supply Point, Arkansas; and the McAlester, Oklahoma Army Ammunition Plant. The highway corridor between Kansas City, Kansas and Lake Charles, Louisiana is presently included in the Strategic Highway Corridor Network (STRAHNET). This corridor is supported by The Department of Defense because it would strengthen defense strategic mobility by adding flexibility for units mobilizing to staging areas and

deploying to air and sea ports of embarkation. It would also aid during readiness exercises and defense emergencies as well as adding to the safety and convenience of military personnel, dependents, and civilians living and working in the corridor.

The existing north-south highways in this region are primarily two-lane facilities with high traffic volumes, insufficient passing sight distance and undesirable alignment. The mountainous terrain in sections of the study corridor restrict normal traffic flow. Motorists must negotiate 90 degree turns, steep inclines and contend with segments of highway that have a narrow surface width of 10 feet per lane and no shoulders. Motorists' safety is a major issue on these existing north-south routes with over 800 personal injury accidents and thirty-four fatalities occurring annually. A new freeway will reduce the accident and fatality rates between 30 and 76 percent based on the American Association of State Highway and Transportation Officials (AASHTO) Policy of Geometric Design of Highways and Streets.

State funds are insufficient to reconstruct these routes to four lanes with full access control under present levels of funding. This is shown in Table 2 and detailed in Table 3 which reveal that the states are able to obligate only a restricted amount of funds to improve the existing north-south routes by the Year 2000. This amount, $408 million, is not sufficient to construct the safe, efficient facility required to satisfy the

TABLE 2

Comparative Cost Estimates
of Route Alternates

Route	Alternate Route Numbers	Length		Weighted ADT (2010)	AASHTO Standards		Year 2000 Current Program	
		Non Interstate	Total		Cost Estimate	Average Per Mile	Cost*	Average Per Mile
01	MO - 01 AR - 01 TX - 01 LA - 01	486.4	503.2	21,280	1,700,161	3,495	408,732	840
01A	MO - 01 AR - 01A LA - 01	488.9	505.7	20,800	1,752,061	3,584	357,832	732

NOTE: The only column containing Interstate data is total length column.

* Estimated costs for programmmed improvement to the Year 2000.

OMB No. 04-S-74006
SHEET 1 OF 1 SHEETS

MULTI-STATE TOTAL

TABLE 3- ROUTE SUMMARY DATA

		01				01A							
1. Study Route Number													
2. State		MO-01, AR-01, TX-01, LA-01				MO-01, AR-01A, LA-01							
		Rural	Small Urban	Urbanized	Total	Rural	Small Urban	Urbanized	Total	Rural	Small Urban	Urbanized	Total
5. Total Length		418.6	22.3	62.3	503.2	422.3	22.0	61.4	505.7				
6. Interstate Mileage Included (Note: Exclude data on this mileage for all subsequent lines)		3.8	--	13.0	16.8	3.8	--	13.0	16.8				
For Non-Interstate Section Mileage Only	7. (a) 1987 Weighted ADT (DVMT/Mile)	7,200	10,980	27,160	9,400	7,030	10,990	22,590	8,700				
	(b) 2010 Weighted ADT (DVMT/Mile)	17,360	23,410	53,330	21,280	17,220	23,450	50,580	20,800				
	8. (a) Average Annual Injuries (1984-1986)	389	63	392	844	384	63	399	846				
	(b) Average Annual Fatalities (1984-1986)	23	2	9	34	22	2	9	33				
	9. Present Road Type Mileage (a) <4 Lanes	266.5	5.4	0.2	272.1	275.6	5.4	0.2	281.2				
	(b) 4 or More W/O FAC 1/	88.1	11.0	7.8	106.9	82.7	10.7	13.7	107.1				
	(c) Freeways	60.2	5.9	41.3	107.4	60.2	5.9	34.5	100.6				
	10. Condition - Miles Critically Deficient	220.0	7.6	3.0	230.6	229.2	7.6	--	236.8				
	11. Mileage of Proposed Improvements by Location (a) AASHTO Standards												
	(1) Existing Location	166.1	6.0	40.0	212.1	166.1	6.0	36.2	208.3				
	(2) New Location	248.7	16.3	9.3	274.3	252.4	16.0	12.2	280.6				
	(b) 2000 Plan												
	(1) Existing Location	359.4	15.1	42.7	417.2	364.2	14.8	44.2	423.2				
	(2) New Location	55.4	7.2	6.6	69.2	54.3	7.2	4.2	65.7				
	12. Future Road Type Mileage (a) AASHTO Standards												
	(1) <4 Lane	--	--	--	--	--	--	--	--				
	(2) 4 or More W/O FAC 1/	--	--	--	--	--	--	--	--				
	(3) Freeways - 4 lane	400.3	19.7	33.4	453.4	404.0	19.4	34.8	458.2				
	6 or More	14.5	2.6	15.9	33.0	14.5	2.6	13.6	30.7				
	(b) 2000 Plan												
	(1) <4 Lane	165.5	4.3	--	169.8	178.6	4.3	--	182.9				
	(2) 4 or More W/O FAC 1/	111.8	8.8	2.1	122.7	103.5	8.5	8.0	120.0				
	(3) Freeways - 4 Lane	137.5	9.2	35.7	182.4	136.4	9.2	31.2	176.8				
	6 or More	--	--	11.5	11.5	--	--	9.2	9.2				
	13. Improvement Costs ($000) (a) AASHTO Standards	1,467,450	53,323	179,388	1,700,161	1,525,593	58,230	168,238	1,752,061				
	(b) 2000 Plan	333,657	18,479	56,596	408,732	319,357	18,479	19,996	357,832				
Weighted Average Truck ADT - 2010		4,170	5,620	12,800	5,110	4,130	5,630	12,140	4,990				

1/ W/O FAC - Without Full Access Control

* Items 3 and 4 intentionally omitted from this form for line number consistency with table 3.

corridor travel demands. Traffic forecasts showed that a freeway facility through the study corridor would average 21,280 (weighted) vehicles per day by the Year 2010, of which 24 percent would be truck traffic. The cost for constructing the proposed freeway to appropriate AASHTO standards is approximately $1.7 billion.

No major environmental or social impediments were identified along the proposed corridor except that public water supplies of several small urban areas are to be avoided.

SECTION II

CHARACTERISTICS OF THE REGION AND HIGHWAY CORRIDOR

The proposed north-south multi-state highway directly traverses a four-state area - Missouri, Arkansas, Texas and Louisiana. The study corridor is comprised of these four states plus the states of Kansas and Oklahoma. Motorists from Kansas and Oklahoma will benefit from the proposed facility due to its alignment which parallels the eastern edge of these states. The highway would also serve the entire central states area of Iowa, Minnesota, North Dakota, South Dakota, and Nebraska by providing a continuous north-south route for the movement of goods and products from this region to the southern states and the Gulf of Mexico ports. This is achieved by the proposed freeway-type facility connecting with I-29 and I-35 via I-435 at Kansas City and with I-49 at Shreveport.

Regional Population:

The 1980 population of the midwest/central states area is 40.9 million people or 22 percent of the nation's population. For the period 1970 to 1980, the eleven-state population increased 10.5 percent as compared to a national increase of 11.4 percent.

Principal Corridor:

Corridor Population

The 1986 estimated principal corridor population (the area

directly served by the proposed Highway) is almost 3.1 million persons (refer to Table 4). The population of the Corridor is expected to reach 3.8 million persons by the Year 2010, a 25 percent increase. Urbanized areas will experience the greatest growth with a 30.6 percent increase. Small urban areas are expected to increase by 10.1 percent and rural areas by 4.3 percent.

TABLE 4

PRINCIPAL CORRIDOR POPULATION
EXISTING AND PROJECTED

Distribution	1986	2010	Percent Change
Rural (includes towns less than 4,999)	333,359	347,686	+4.3
Small Urban (5,000-49,999)	322,494	355,061	+10.1
Urbanized (50,000+)	2,427,703	3,171,228	+30.6
TOTAL	3,083,556	3,873,975	+25.6

Source: Statewide Planning Section, AHTD

Population Distribution

There are eight Metropolitan Statistical Areas located along the principal corridor. Their total estimated 1986 population is over 2 million people (see Table 5).

TABLE 5

METROPOLITAN STATISTICAL AREA
PRINCIPAL CORRIDOR POPULATION

Metropolitan Statistical Area	1986 Population
Kansas City, Missouri-Kansas	1,380,286
Joplin, Missouri	132,900
Fayetteville/Springdale, Arkansas	107,400
Fort Smith, Arkansas-Oklahoma	141,100
Texarkana, Arkansas-Texas	120,266
Shreveport, Louisiana	223,277
Longview/Marshall, Texas	170,366
Tyler, Texas	152,108
	2,427,703

Source: Bureau of Census

Income and Employment Statistics

Tables 6 and 7 shows income levels and employment statistics for the principal corridor. Sections of the corridor are substantially below the national average in per capita income (Arkansas is currently ranked 47th) and has an unemployment rate well above the national rate (the rate for the Louisiana portion is 11.9, the national rate is 6.0). These tables illustrate the strained economic situation within sections of the corridor; due in part to current low oil and gas prices, a major element of the corridor economy, and less than desirable highway transportation facilities. However, there are areas experiencing significant commercial and industrial growth. For example, national companies like Ford, General Motors and Western Electric have manufacturing plants in the metropolitan area of Kansas City.

TABLE 6

PRINCIPAL CORRIDOR
PER CAPITA PERSONAL INCOME

Arkansas Corridor Average	$ 9,438
Texas Corridor Average	$ 7,718
Louisiana Corridor Average	$ 7,206
Missouri Corridor Average	$10,484
National Average	$12,772

Source: Employment Security Division

TABLE 7

PRINCIPAL CORRIDOR LABOR FORCE, 1986
EMPLOYMENT AND UNEMPLOYMENT RATE

State	Total Labor Force	Employment	Unemployment Rate
AR Corridor	214,100	200,775	7.3
TX Corridor	337,909	301,898	11.4
LA Corridor	129,800	114,300	11.9
MO Corridor	1,290,917	1,215,092	5.7
National			6.0

Source: Employment Security Division

Economic Characteristics and Potential:

The total corridor shares similar economic characteristics. Many of the manufacturing and commercial activities are interrelated with the agricultural operations and the region's natural resources such as gas, oil, lignite and timber. Commercial and

industrial activities have increased over the years and economic growth is expected to continue in the future decades. This expectation is predicated on the fact that the area is richly endowed with a wealth of natural resources, recreational opportunities, educational institutions, available labor force, and a favorable centralized geographic location.

The area is predominately rural and includes numerous small towns that are economically linked to farming, mineral production and forestry operations. Residents' livelihood depends directly upon the highway system and the area's economy suffers from existing deficiencies in the highway network.

One of the keys to future economic development of the area is the addition of a north-south freeway facility to the existing highway network. This facility would assist in the full development of both natural and human resources, the magnet to entice tourists to the numerous lakes and rivers within the region (tourism is Arkansas', Missouri's and Louisiana's second leading industry) and a possible stimulus for major manufacturing. Inquiries by the Arkansas Industrial Development Commission on the possible effects of a freeway-type facility on industrial development of the area revealed that existing major manufacturers would likely increase production and vend their products more intensely in the major market areas, especially the areas of Kansas City, St. Louis, Dallas and Houston.

Internal and External Transportation and Commercial Ties:

Reliance by industries on highways as the primary mode of transport has increased in recent years due to the impact of declining railroads and the numerous advantages of trucking in raw materials and trucking out the finished goods to market. The Interstate Highway System has accelerated this trend because industries tend to locate at that point where they will have the lowest aggregate transportation cost. Surveys conducted by the Arkansas Industrial Development Commission revealed that communities in this state that are served by a four-lane highway have significantly higher numbers of manufacturing plants than those communities not served by this type of highway. The Missouri Department of Economic Development has researched factors involved in manufacturing plants locating in that state. Their data shows that transportation is the third most important factor to companies considering a Missouri location, with available building site as number one and labor as number two.

The existing highway system is the principal mode by which goods are moved within, and out of, the corridor. Commodity flow studies conducted by the Arkansas State Highway and Transportation Department revealed that the highest commodity desire flow patterns through the state occur from St. Louis to Dallas and from the Kansas City area southbound toward the Gulf of Mexico. Kansas City is one of the largest Interior Foreign Trade Zones in the country. Research by the Missouri Department of Economic Development indicate that a major benefit from the

proposed north-south multi-state highway would be to increase the exporting of products produced in western Missouri and the central states to the Gulf of Mexico via the international port at New Orleans.

A north-south freeway facility would strengthen the economic ties of the region by decreasing travel times between manufacturing centers and retail areas, and improve the transport of agricultural products to the market place. The facility would also complement existing inland river ports and rail terminals leading to increased trade with areas outside the region.

Major Defense, Commerce, Employment, Resources, and Recreation:

The highway corridor between Kansas City, Kansas and Lake Charles, Louisiana is presently included in the Strategic Highway Corridor Network (STRAHNET). This corridor is supported by the Department of Defense because it would strengthen defense strategic mobility by adding flexibility for units mobilizing to staging areas and deploying to air and sea ports of embarkation. It would also aid during readiness exercises and defense emergencies as well as adding to the safety and convenience of military personnel, dependents, and civilians living and working in the corridor.

There are twenty-three Department of Defense installations within a 100 mile range of the proposed study corridor (refer to Figure 4). The Whiteman Air Force Base in Missouri, the largest of the military installations and part of the Strategic Air

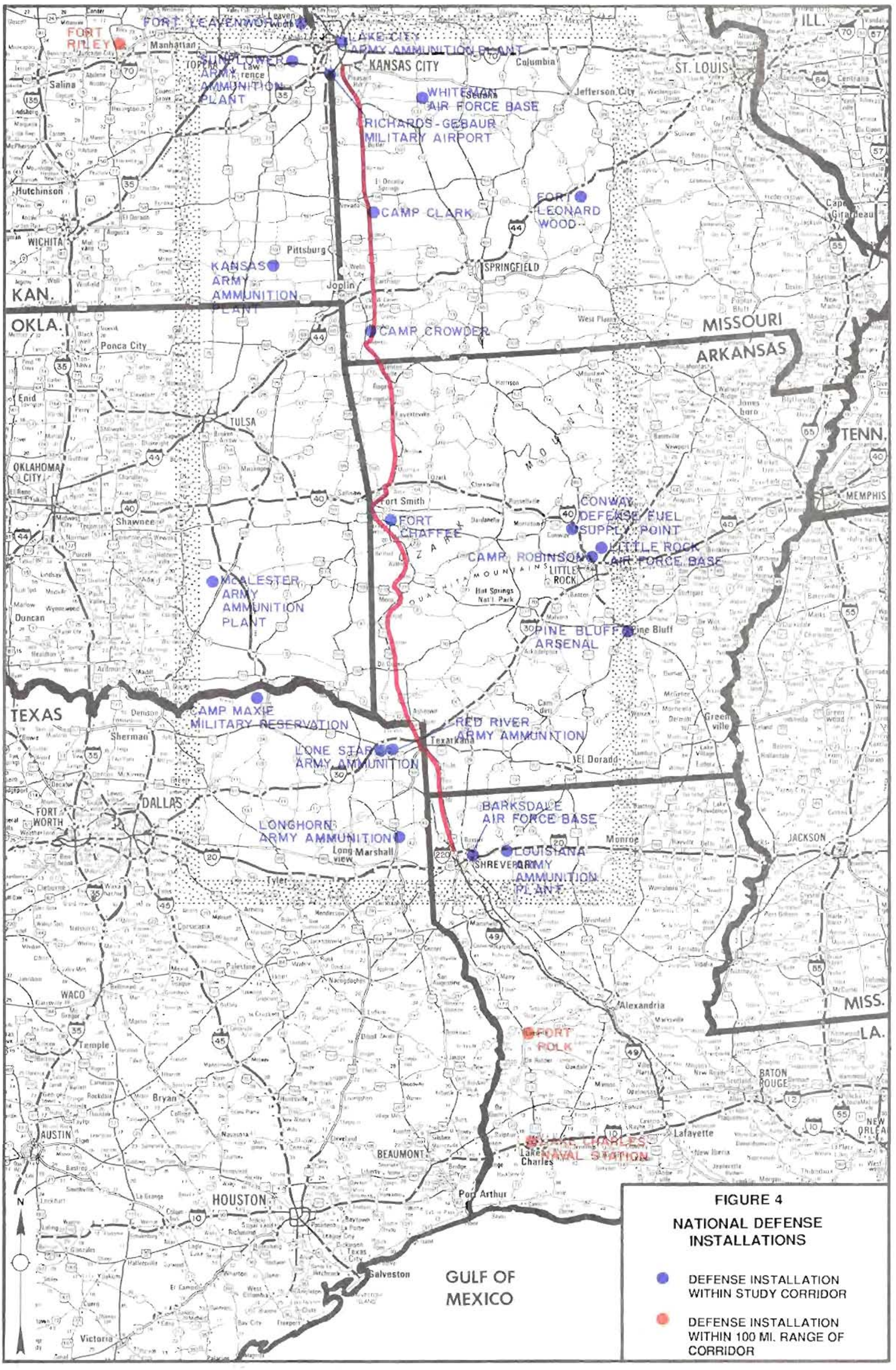


FIGURE 4

NATIONAL DEFENSE INSTALLATIONS

- DEFENSE INSTALLATION WITHIN STUDY CORRIDOR
- DEFENSE INSTALLATION WITHIN 100 MI. RANGE OF CORRIDOR

Command, will experience considerable increase in activity by 1990 when it becomes the home of the new Stealth Bomber. The Barksdale Air Force Base located in Shreveport, Louisiana, is also a Strategic Air Command base and is schedule to intensify its role in national defense. The Air Force Base at Little Rock, Arkansas is a part of the Military Airlift Command and is being considered as a MX Missile installation. There are several military camps throughout the study corridor used by the Army and Air National Guards. Fort Leonard Wood in Missouri is a major Army infantry training facility. Fort Riley in Kansas is a Mechanized Infantry facility and Fort Polk, Louisiana a Basic Training Center. Camp Chaffee, located at Fort Smith, Arkansas is currently the nation's only JRTC - Joint Readiness Training Center, a field training center for active service units. The major defense plants in the study corridor are located near Texarkana, Texas. The Lone Star Army Ammunition Plant is the manufacturer of explosives, i.e., bullets, warheads, and grenades. The Red River Army Depot has two missions - repair of equipment such as the Bradley troop transport, Hawk Missiles and M-13 troop carriers; and the supply of equipment to the Army. Longhorn Army Ammunitions Plant produces solid rocket fuel, flares, button bombs, and ammunition rounds.

There are thirteen major commercial areas in the study corridor: Kansas City, Columbia, Springfield and Joplin, Missouri; Topeka and Pittsburg, Kansas; Tulsa, Oklahoma; Little Rock and Fort Smith, Arkansas; Longview/Marshall, Tyler and

Texarkana, Texas; and Shreveport, Louisiana. These commercial areas are linked with other major market areas by the existing east-west Interstates.

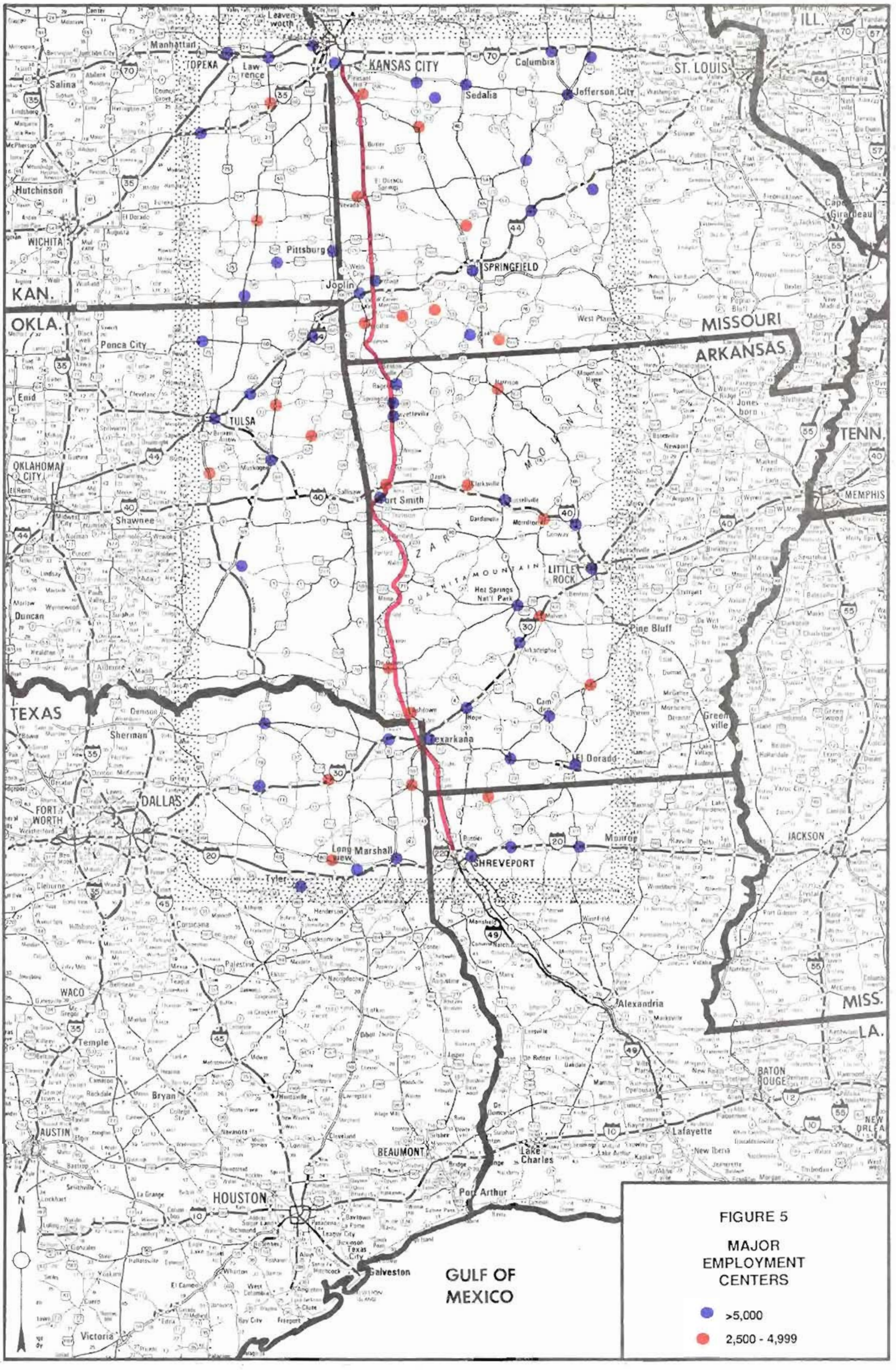
The major employment centers in the study corridor are shown on Figure 5. National parent companies and subsidiaries are located at these centers. Manufacturing and related activities account for approximately 32 percent of the total employment in the study corridor.

The study corridor is endowed with a wealth of mineral resources (refer to Figure 6). Major mineral resources consist of coal, zinc, lead, slate, gypsum, limestone, oil and gas fields. These resources are refined and shipped throughout the nation.

Tourism and recreation is a major industry in all of the states and holds practically unlimited potential for development. The major recreational sites are located in or near the National Forests (see Figure 7). There are numerous lakes, rivers and points of interest along the entire proposed highway route. Since tourism is an industry which brings new money to an area, one of the greatest economic advantages of the proposed Highway is the opening up of these recreational sites to more convenient use by people throughout America.

Terrain and Land Use:

The north-south highway route falls within five physiography regions as shown on Figure 8. The study corridor near Kansas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Harrison
Mountain Home
Batesville
Newport
Marked Tree
Ozark
Clarksville
Russellville
Morrilton
Conway
LITTLE ROCK
Pine Bluff
Hot Springs Nat'l Park
OUACHITA MOUNTAINS
OZARK MOUNTAINS
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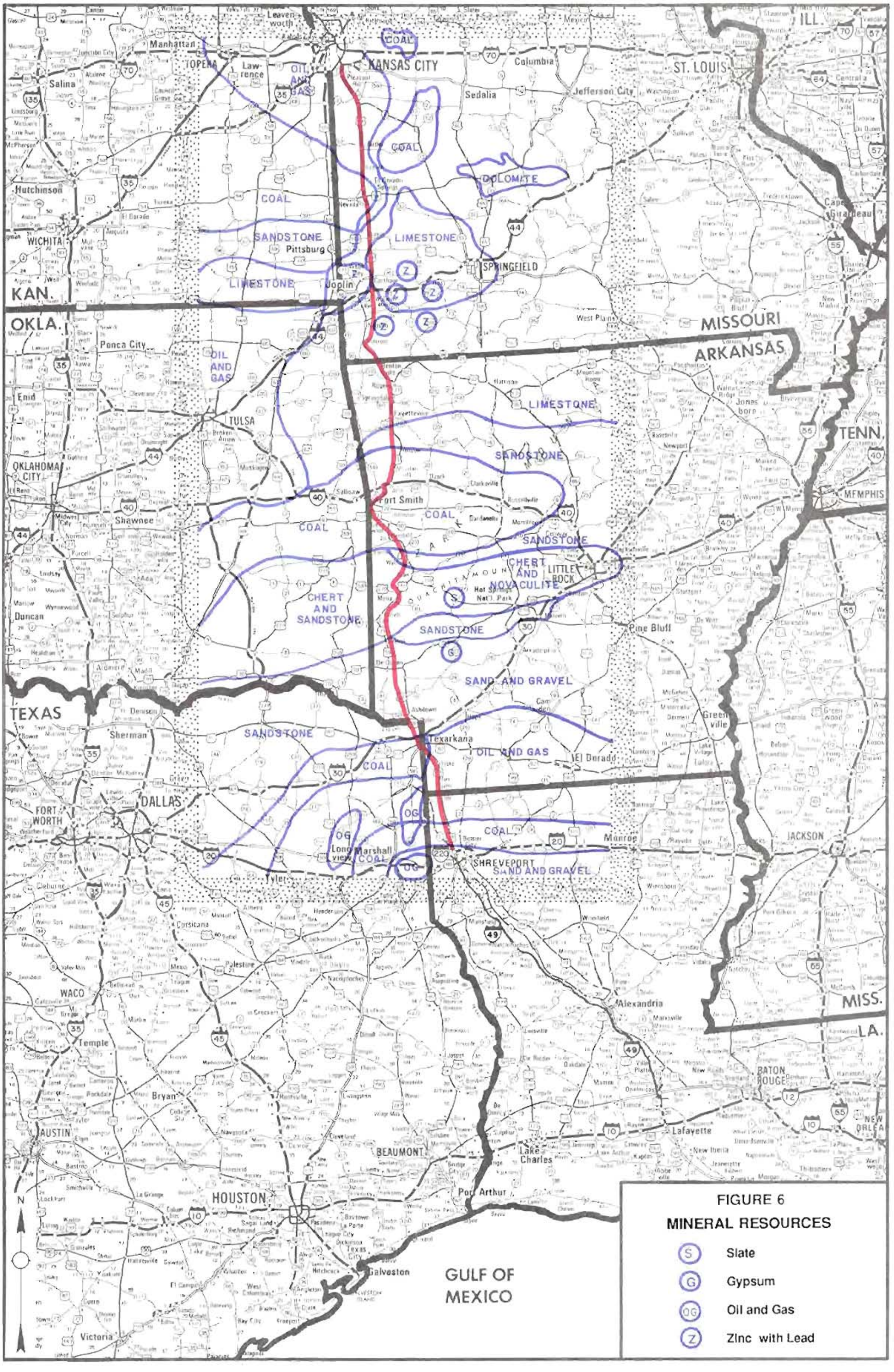
FIGURE 5
MAJOR EMPLOYMENT CENTERS
>5,000
2,500 - 4,999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Long Marshall view
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FIGURE 6
MINERAL RESOURCES
S Slate
G Gypsum
OG Oil and Gas
Z Zinc with Lead

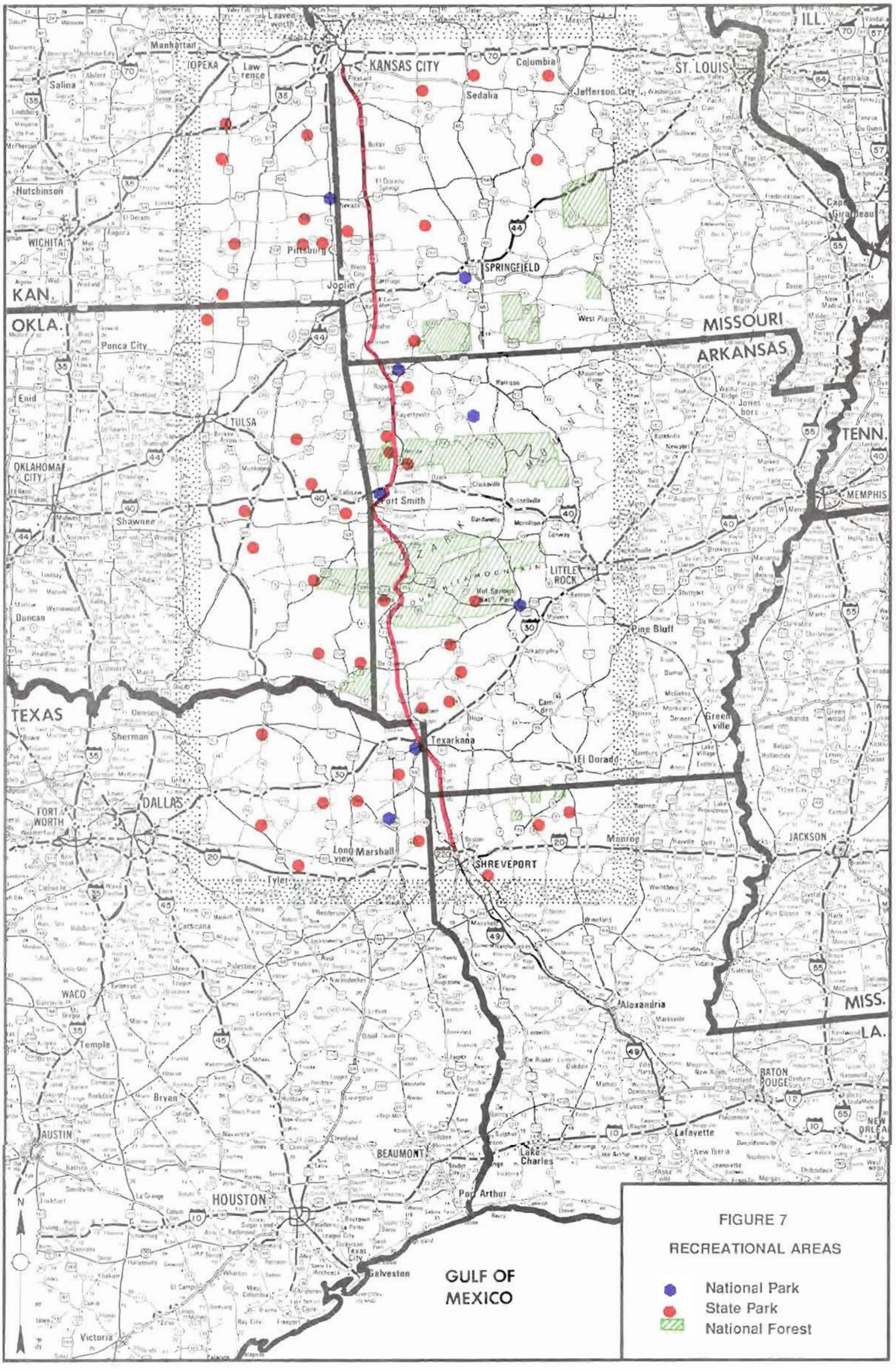
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FIGURE 7
RECREATIONAL AREAS
National Park
State Park
National Forest

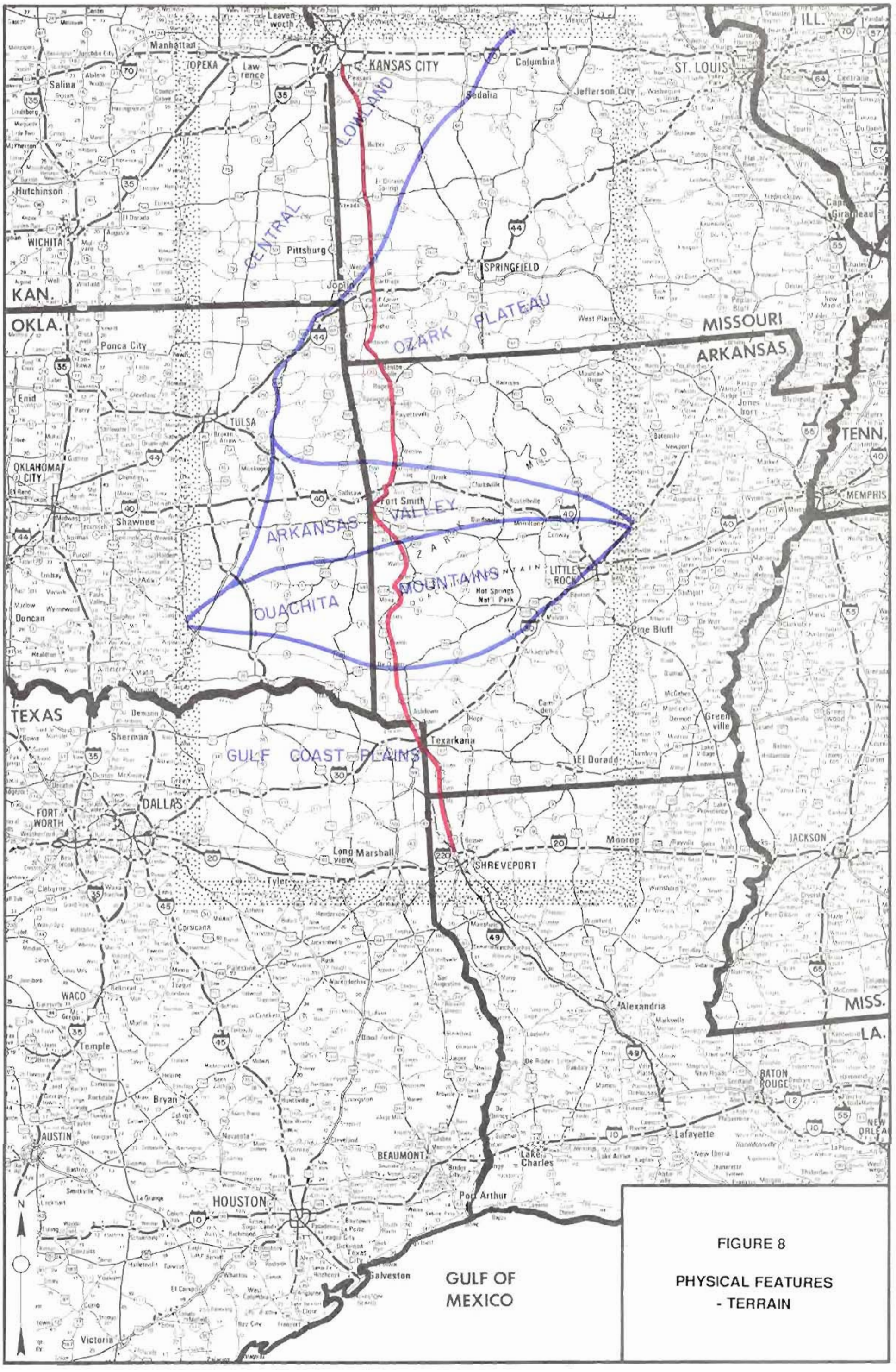


FIGURE 8

PHYSICAL FEATURES
- TERRAIN

City lies in the Central Lowlands characterized by mature plateaus with isolated mountains, old plains and intrenched stream valleys. The corridor in southern Missouri, north Arkansas and parts of Oklahoma falls within the Ozark Plateaus Region characterized by mountains and high level plateaus with generally narrow stream valleys. The central section of the study corridor rests within two physiography regions, Arkansas Valley and the Ouachita Mountains. The Arkansas Valley has gently folded mountains separated with intermountain basins of rolling hills and broad stream valleys. The Ouachita Mountains Region is characterized by east to west tightly folded mountain ridges and valleys. The corridor in southern Arkansas, northern Louisiana and northeast Texas lies in the Gulf Coastal Plain Region typified by rolling hills and broad flat alluvial plains.

Agricultural land uses is the primary land use pattern along the southern section of the corridor. Forest lands combined with diversified agricultural uses dominate the remainder of the corridor. Urban areas, industry and mining, and military reservations comprise only a small percent of the total corridor land use.

Areas of Special Concern:

Environmental assessments were conducted in the principal corridor. No major environmental obstacles are apparent along the highway alignment except that public water supplies of several urban and small urban areas are to be avoided (see Figure

9).

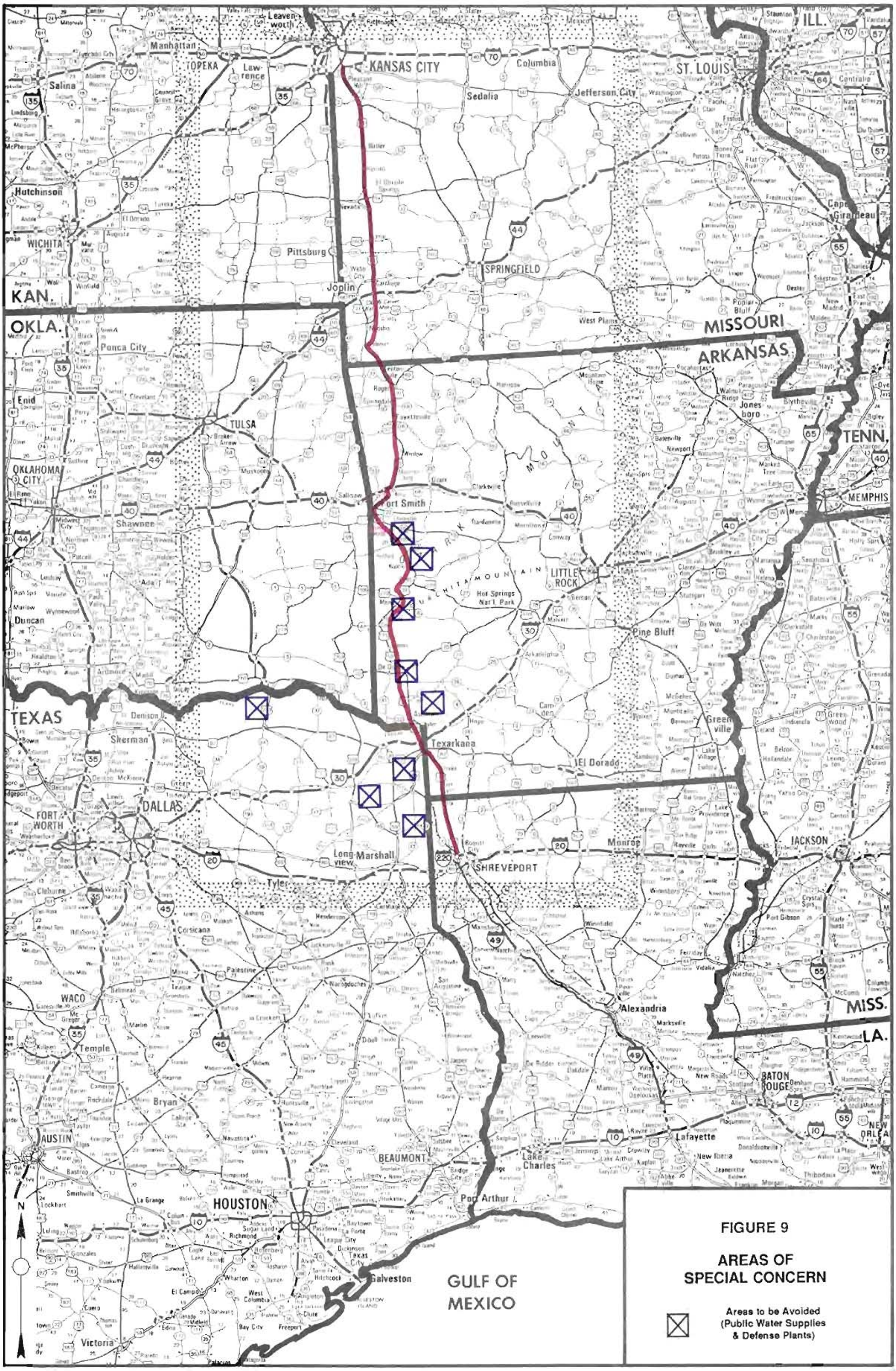
Development Plans:

There are three categories of development plans that are interrelated with the proposed north-south highway facility: Interstate system extension, demonstration projects and river and port development.

Interstate System Extension - In the state of Louisiana, an extension of the Interstate System, I-49, is now under construction and is scheduled for completion by the Year 1990. This highway from the junction of I-10 at Lafayette to I-20 in the city of Shreveport will provide, along the proposed highway facility northward to Kansas City, a continuous route from Canada through the central states to the Gulf of Mexico.

Demonstration Projects - A study to establish the basis for further extension of I-49 north of I-20 to connect with I-220 near its junction with U.S. 71 in Shreveport, is being prepared as a demonstration project under the Federal-Aid Act of 1987. In the states of Arkansas and Missouri, a demonstration project to study methods to improve highway safety and highway construction on U.S. 71 from I-40 near Fort Smith, Arkansas north to I-44 at Carthage, Missouri was authorized as Section 149 of the Act.

River and Port Development - The Red River Waterway Project in Louisiana is scheduled for completion in 1993. The project will improve navigation on this river linking the Shreveport area with the inland ports at Baton Rouge and New Orleans. A new port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Russellville
Conway
LITTLE ROCK
Hot Springs Nat'l. Park
Pine Bluff
Duncan
Ada
Ardmore
Texarkana
El Dorado
TEXAS
Sherman
Denison
DALLAS
FORT WORTH
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FIGURE 9
AREAS OF SPECIAL CONCERN
Areas to be Avoided (Public Water Supplies & Defense Plants)

is now under construction in Shreveport. There are two other legs of the Red River Waterway Project, one that extends westward to Texas and the other northward to Arkansas. These projects are now being studied to determine feasibility. The proposed north-south freeway would provide the connection between manufacturing plants located in the region to these inland river ports.

SECTION III

TRANSPORTATION SYSTEMS AND SERVICE IN THE CORRIDOR

Overview:

Public highways are the principal means of transportation within the study corridor. Motor vehicular transportation is the foundation of the corridor's socio-economic structure and the common denominator in all of its transportation needs. The highways are used to transport raw and finished products, are the link to agricultural areas and the market place and the avenue to retail and employment centers. Other forms of transportation exist in the region, they are railways, airlines, waterways and pipelines. However, the importance of public highways cannot be overemphasized.

Level-of-service provided by the existing north-south highways is inadequate in the context of providing efficient, rapid and safe movement of people, goods and service. The mountainous terrain in sections of the corridor restricts normal traffic flow. Motorists must negotiate 90 degree turns and steep inclines, contend with segments of highway that have a narrow surface width of 10 feet per lane and no shoulders, and experience indirection of travel caused by separation of routes between major focal points. The problem is compounded by the presence of high truck traffic that further reduces the overall travelling speed. Truck traffic currently represents approximately fifteen percent of the average daily traffic along the

corridor route. The critical segments in the current network exists from I-44 south of Carthage, Missouri to north of Fayetteville, Arkansas; south of Fayetteville to I-40 near Fort Smith, Arkansas and from south of Fort Smith to Texarkana, Texas.

Motorists' safety is a major issue on the existing north-south highways. The proposed freeway facility through full access control would enhance motorists' safety. The following is a comparison by states of the accident rates for a full access control facility, a typical two-lane rural road and the closest highway to the proposed freeway.

Accident Rates

	Full Access Control	Typical 2-Lane Rural Road	Current Highway
Arkansas	0.45	1.59	1.66
Missouri	0.64	1.78	1.11
Texas	0.73	1.48	1.64
Louisiana	0.44	2.05	1.39

This current level-of-service problem points out a critical need for a north-south highway that would provide the area with a rapid and efficient transportation system and would likewise complement the east-west Interstate System already in place. The proposed multi-state highway would provide this needed service and would link the existing east-west Interstates within the region by filling the gap for a north-south freeway route between I-35 in central Oklahoma and I-55 along the Mississippi River. This gap needs to be closed to complete the Interstate System

serving the entire midwest. The distance between I-35 and I-55 is approximately 500 miles.

Highways:

The highway system within the corridor is the major transportation mode and provides for the greatest portion of all transportation movements within and through the study area. (See Figure 10a). The most significant component of this system is the Interstate Highway Network (Interstates 70, 44, 40, 30 and 20) which provides good east-west service. Because of the lack of a north-south freeway type facility, travel between various parts of the region is significantly restricted. There are north-south arterial type highways but they are primarily physically inadequate two-lane facilities that cause indirection of travel. Forecasts of travel demands indicate that traffic volumes along this corridor will continue to increase, especially truck traffic.

Railways:

Rail freight service through the corridor is an essential part of the overall transportation requirements. Major terminals are located at the cities of Joplin, Springfield and Kansas City, Missouri; Topeka, Kansas; Tulsa, Oklahoma; Fort Smith and Little Rock, Arkansas; Texarkana and Longview/Marshall, Texas; and Shreveport, Louisiana. Major commodities transported include forestry products, grains, chemicals and petroleum items, and

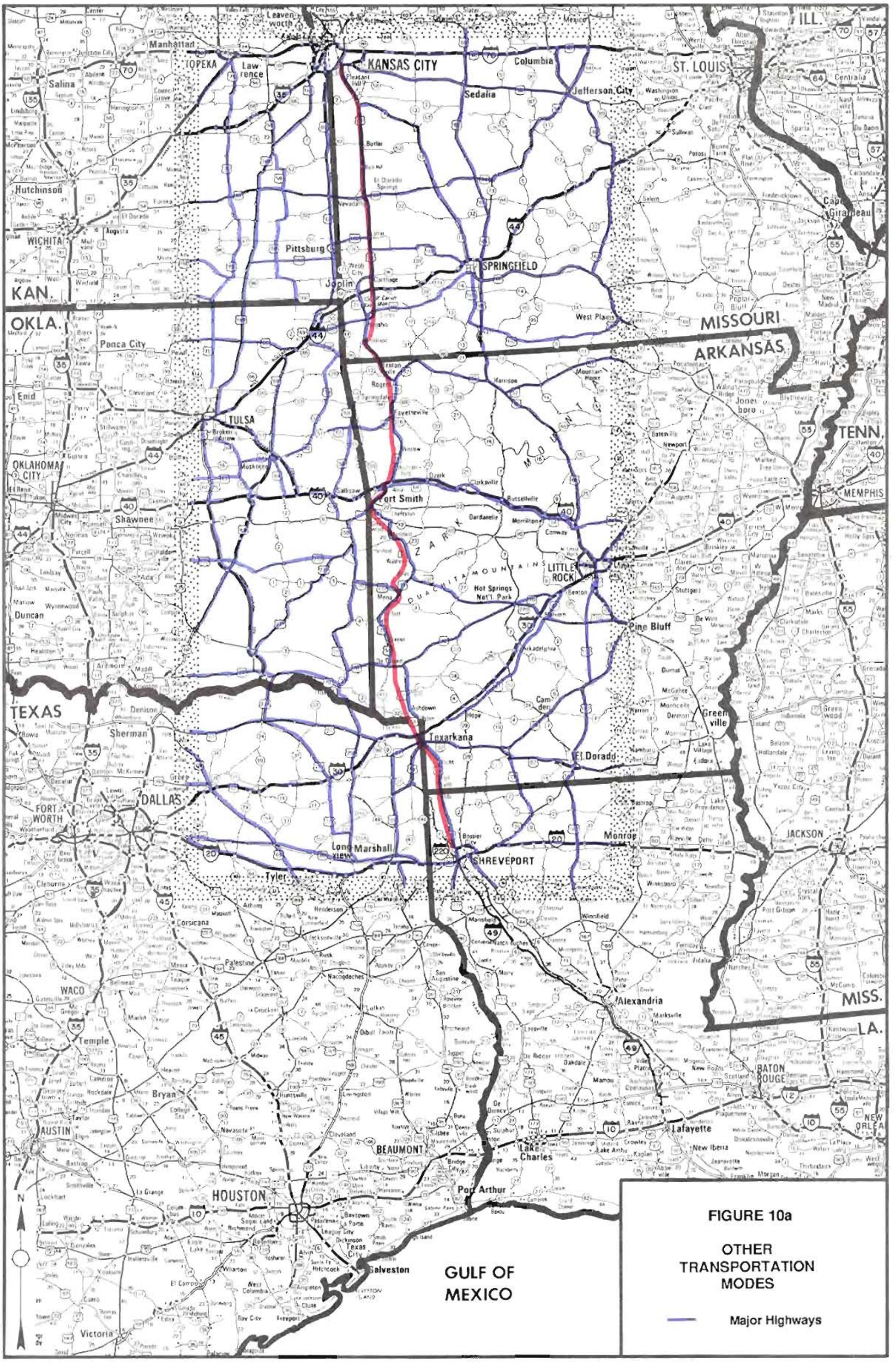

FIGURE 10a

OTHER TRANSPORTATION MODES

Major Highways

coal. The proposed north-south highway could interface with this existing rail service and improve the total distribution of freight within the corridor. The need for improved distribution is illustrated by the recent burden placed upon industries in the Fort Smith area where four rail abandonments have occurred within the past five years (see Figure 10b). The problem is compounded due to the abandonment of the Rock Island lines in this state which resulted in leaving only one east-west continuous line from Oklahoma to Little Rock, Arkansas.

Passenger service is provided by Amtrack which crosses the corridor at Texarkana. The route runs north to south from St. Louis, Missouri through Little Rock, Arkansas and Dallas, Texas to San Antonio, Texas.

Airlines:

The corridor is served by eight commercial airports with scheduled service that fulfills the demand for both passenger and freight service from the urbanized areas (refer to Figure 10c). The largest of these airports is Kansas City International which had 4.1 million enplanements in 1986 and is expected to have 7.9 million enplanements by the Year 2000. There are also numerous smaller airports which tend to the needs of commuters and private air travel.

Airline deregulation has adversely impacted the rural areas by eliminating service to the smaller urban centers. Travel time from the rural areas to existing passenger terminals inhibit

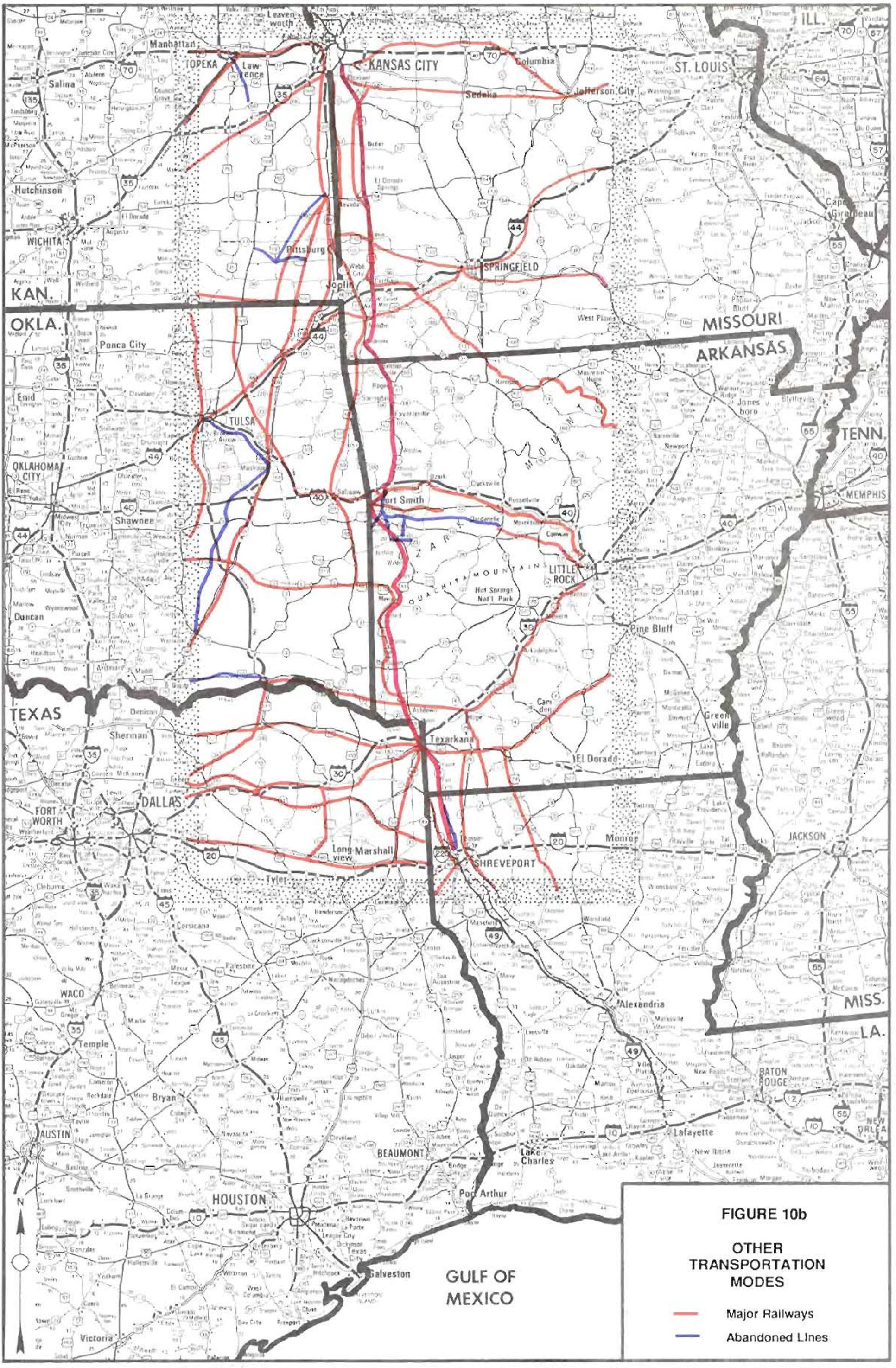

FIGURE 10b

OTHER TRANSPORTATION MODES

Major Railways

Abandoned Lines

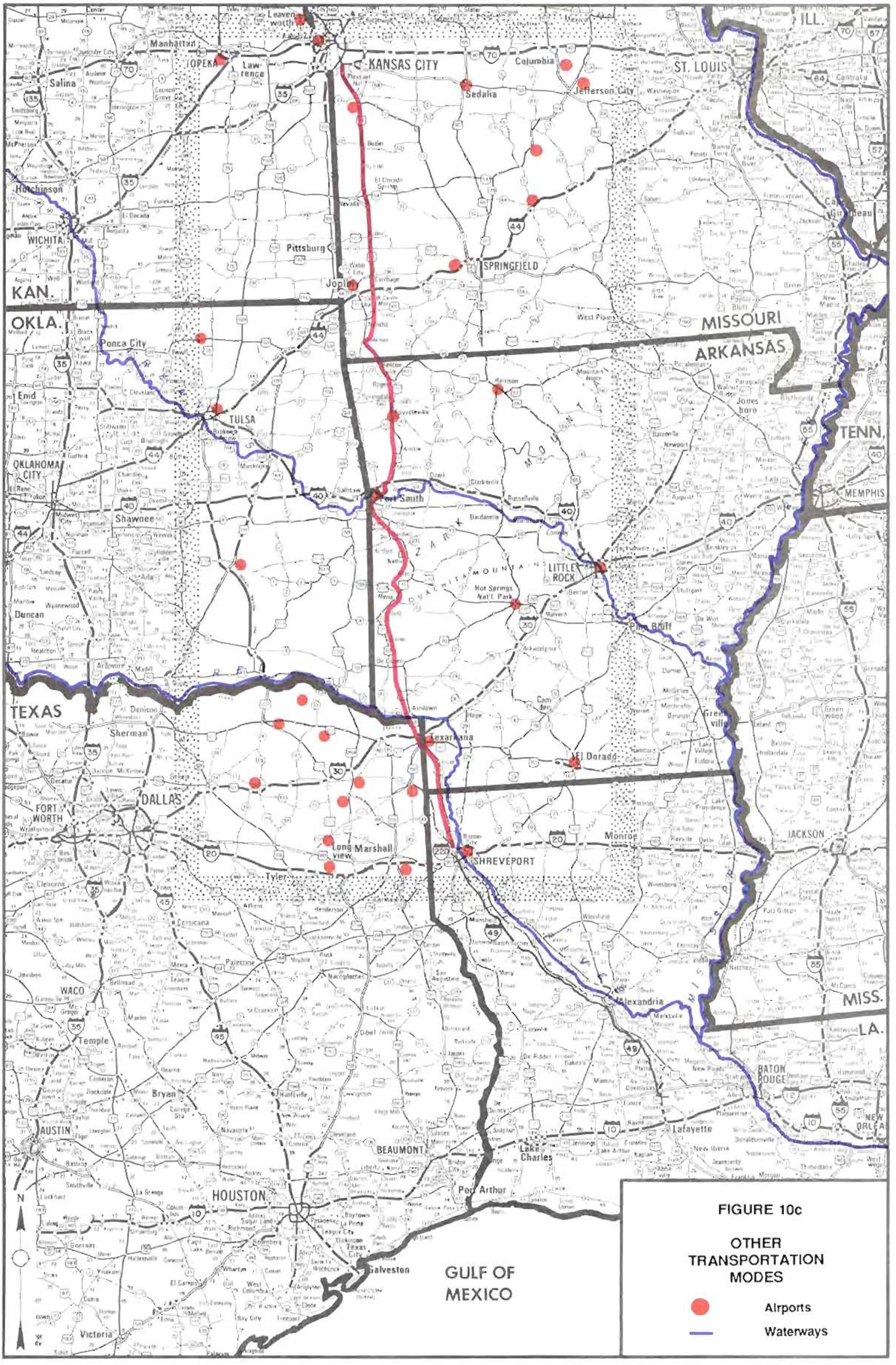

FIGURE 10c

OTHER TRANSPORTATION MODES

Airports

Waterways

use of this transportation mode.

Waterways:

Waterways are now a viable part of the freight transportation service (see Figure 10c). Terminals along the Arkansas and Red River provide a direct link to the Gulf of Mexico via the Mississippi River. The Arkansas River is now navigable from Tulsa, Oklahoma southeasterly through the state of Arkansas to the Mississippi River. Currently, there is a federal project to improve navigation on the Red River and a port is being developed at Shreveport, Louisiana.

Pipeline:

Several major pipelines crisscross the corridor in the vicinity of Texarkana, Shreveport and the Longview/Marshall area. Items transported are petroleum, natural gas, and other petrochemical products. These raw products are transported over highways from established collection points.

Conclusion:

Today's transportation of goods and people often requires the use of more than one mode of transportation. Highways are the major link of connecting these modes into a viable and efficient transportation chain. If this region of the country is to become economically competitive, a north-south multi-state facility built to AASHTO standards is essential.

SECTION IV

SELECTION OF ALTERNATIVES

Two alternative routes for the proposed Kansas City to Shreveport Highway were identified. Major topography features such as the Arkansas River, the Ouachita and Ozark Mountains limited the number of alternatives that could be considered. The two alternatives are designated as 01 and 01A. The alignment of Alternatives 01 and 01A are identical except in the vicinity of Texarkana, Texas where Alternative 01 loops to the west of the city and Alternative 01A to the east. Because of environmental constraints, cost considerations and possible right-of-way acquisition problems, the east Alternative 01A was considered less favorable.

Studies show that the preferred route of Alternative 01 will provide maximum access along the corridor to major employment and retail areas, existing transportation terminals, population centers, recreational sites, farming, forestry and mining operations. The following describes the area Alternative 01 will serve with emphasis on the economic and regional importance to the corridor.

Section Breakpoint Numbers 01-02 and 02-03

The proposed 503.2 mile route begins at the junction of U.S. 71 and I-435 in Kansas City, Missouri and follows a southerly direction on existing and new location to the Missouri-Arkansas

State Line, near the community of Bella Vista. The Missouri portion of the total route is 185.2 miles in length. Nearly 75 percent of this mileage is presently a dual lane divided facility, of which 44 percent is built to Interstate Standards.

The route would serve the Metropolitan Statistical Areas of Kansas City and Joplin, and by interfacing with I-44, the cities of St. Louis and Springfield, Missouri and Tulsa, Oklahoma. Major industrial operations are located in these cities. Kansas City and St. Louis importance is illustrated by their designation as Interior Foreign Trade Zones and by their possession of international airports.

Five military installations; Whiteman Air Force Base, Fort Leonard Wood, and three national guard camps would be served by the proposed freeway route. The route would also serve twenty-six institutions of higher education, (See Figure 11) numerous recreational facilities and significant mining and forestry operations.

Section Breakpoint Numbers 03-04, 04-05 and 05-06

Starting at the Missouri-Arkansas State Line, this segment of the route continues south on existing and new location to I-40 near the city of Alma, a distance of 77.9 miles. In 1985, the Arkansas Highway Commission authorized the construction of an Interstate-type facility from I-40 near Alma to the Fayetteville Bypass. The route has been approved for designation as an Interstate Highway if the facility is substantially completed by 1995.

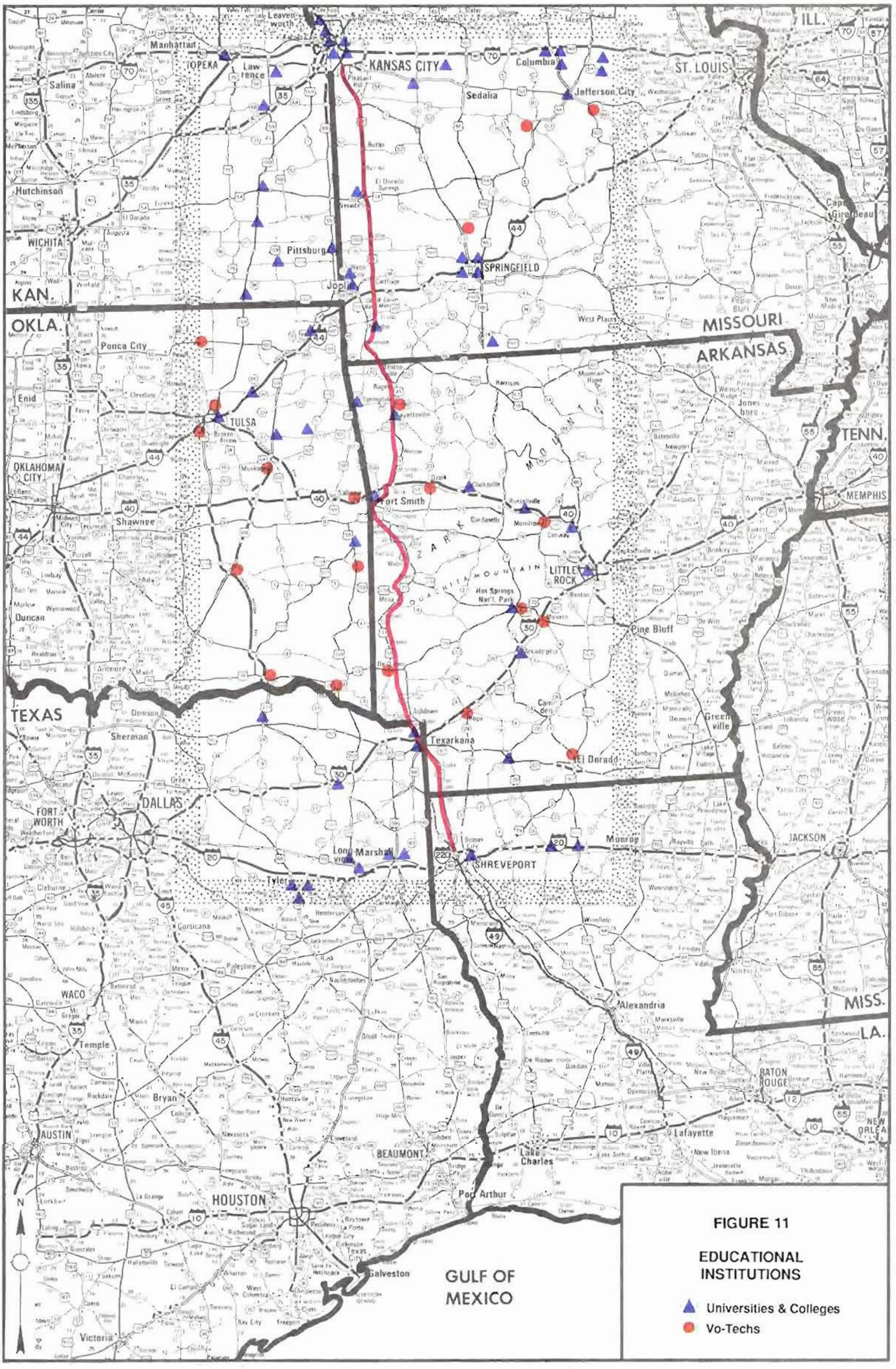
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FIGURE 11
EDUCATIONAL INSTITUTIONS
Universities & Colleges
Vo-Techs

The interchange at I-40 and 5.5 miles of grading north of I-40 has been let to contract. The section from Fayetteville north to Rogers, including the Fayetteville Bypass has been completed and is built to Interstate Standards. Grading and structure work is currently underway north of Rogers.

The most significant area of this proposed alignment is the urbanized region of Fayetteville/Springdale, one of the fastest growing employment centers in the state. This area is the home office and major distribution center for the Wal-Mart discount stores, the center of major poultry industry activities, the base for several trucking firms and the focal point of higher education in the state with the location of the University of Arkansas in Fayetteville.

Two national parks and several outstanding state parks are located along the route corridor. Research conducted by the Arkansas Department of Parks and Tourism for 1986 showed that more than 15 million travelers visited the state and its recreational facilities. The counties comprising this portion of the route corridor were ranked as the number one final destination point of the surveyed travelers.

Section Breakpoint Number 06-07

This 16.8 mile segment of the corridor starts at Interstate 40 near Alma, southwesterly through Fort Smith, via I-540 on existing location to south of the city. This route alignment provides the connection to the metropolitan areas of Little Rock,

Arkansas; Memphis, Tennessee; Tulsa and Oklahoma City, Oklahoma through east-west I-40. The alignment would also provide the link to the inland river ports along the Arkansas River and the international port at New Orleans via the Mississippi River. Access to the Little Rock Air Force Base and Camp Chaffee at Fort Smith would also be improved by this route connection. The city of Fort Smith would be a major traffic generator for the proposed highway since it is recognized as the industrial and commercial hub of the Arkansas River Valley.

Section Breakpoint Numbers 07-08 and 08-09

This part of the alignment is on new location and is 140.7 miles in length from south of Fort Smith to the Arkansas-Texas State Line northwest of Texarkana.

Numerous lakes, rivers, hiking trails and camping facilities are located along the entire corridor. Vast amounts of natural resources (timber, slate, sandstone, gypsum, chert and novaculite) are also located within the corridor. The small towns in this area are economically tied to the forestry and mining operations and recreational activities.

There exists four areas to be avoided during construction, all of which are public water supplies of small towns.

Section Breakpoint Numbers 09-10 and 10-12

This section is 48.4 miles beginning at the Arkansas-Texas State Line on existing and new location, circling the city of

Texarkana to the west, and continuing south on new location to the Arkansas-Louisiana State Line. The route alignment would provide the link with east-west I-30 and the principal commercial areas of Dallas and Houston, Texas.

The alignment serves the urbanized areas of Longview/Marshall, Tyler and Texarkana, the principal city in southwestern Arkansas and northeast Texas. Major oil and gas fields are located in this area of the corridor with Texarkana as the collection and distribution center. Several military defense plants are located in the vicinity of Texarkana and Marshall and would benefit from the proposed freeway facility. These defense plants are involved with equipment repairs and the manufacturing of ammunition and rocket fuel. The defense plants along with two public water supplies were identified as areas to be avoided during construction of the proposed multi-state highway.

Section Breakpoint Number 12-13

This segment of the alignment starts at the Arkansas-Louisiana State Line, near Ida, south on new location to the junction of I-220 at Shreveport, Louisiana, a distance of 34.2 miles. At this locale the route would connect with east-west I-20 providing the avenue to the market areas of Jackson, Mississippi and Dallas, Texas. Upon completion of I-49 between Shreveport and Lafayette, a continuous route from Canada and the central states to the Gulf of Mexico would be available.

This route alignment would serve the major industrial

complexes in Shreveport and the Barksdale Air Force Base, a Strategic Air Command unit. Agriculture, oil and gas operations and tourist related activities in the rural area would benefit from the proposed alignment.

SECTION V

ROUTE IMPROVEMENT STANDARDS, COSTS AND BENEFITS

This section describes the general alignment of the proposed multi-state freeway-type facility; examines the cost estimates for developing the route to AASHTO freeway standards and what the states can physically and financially accomplish; and explains the cost-benefits of the preferred route.

General Alignment:

Due to terrain and environmental constraints, only one alignment for the proposed highway route was studied except in the vicinity of Texarkana where two alternatives were identified. One alternative loops to the west of the city through Texas and the other to the east through Arkansas. Because of environmental issues, higher construction costs, and right-of-way acquisition problems, the east alternative was dismissed. The preferred route is Alternative 01 which traverses the western edges of Missouri, Arkansas and Louisiana and circles Texarkana to the west in Texas.

The alignment begins at Kansas City, Missouri at the junction of I-435 and U.S. 71 and continues south on existing and new location to the Missouri-Arkansas State Line near Bella Vista Village. The route proceeds south on existing and new location through the Fayetteville/Springdale area to I-40 near Fort Smith, then southwesterly through Fort Smith via I-40 and I-540 and

continues south on new location to the Arkansas-Texas State Line, northwest of Texarkana. At this locale, the route bypasses the city to the west crossing Texas I-30 then proceeds southeast to the Texas-Arkansas State Line, south of Texarkana. The route remains on a southerly direction to the Arkansas-Louisiana State Line then southeasterly to I-220 at Shreveport, Louisiana, a distance of 503.2 miles.

Cost Estimates:

Table 8 provides two estimates of route improvement costs for each study route alternative. The first estimate is based on the requirements for developing a freeway-type facility to AASHTO standards that conforms to the State's normal practice for determining lane requirements, consistent with the volume of traffic forecasted for the Year 2010. The second reflects what the states believe can be physically and financially accomplished by the Year 2000, assuming no significant change in current improvement program priorities and financing.

For continuity of design and to ensure that the proposed facility would provide a high quality of service, it was concluded that the entire length of the highway should be fully access controlled. Specific factors considered were motorists' safety, the forecasts of travel demand, the mountainous terrain in sections of the corridor, the need to complement planned highway improvements, protection of National Forest lands, overall travel speeds, and possible legal problems and latent

OMB No 04-S-74006
SHEET 1 OF 4 SHEETS

TABLE 8 - ROUTE SUMMARY DATA

1. Study Route Number	01				01				01			
2. State	ALL				MISSOURI (01)				ARKANSAS (01)			
5. Total Length	Rural	Small Urban	Urbanized	Total	Rural	Small Urban	Urbanized	Total	Rural	Small Urban	Urbanized	Total
	418.6	22.3	62.3	503.2	164.6	10.7	9.9	185.2	214.6	11.6	41.4	267.6
6. Interstate Mileage Included (Note: Exclude data on this mileage for all subsequent lines)	3.8	--	13.0	16.8	--	--	--	--	3.8	--	13.0	16.8
For Non-Interstate Section Mileage Only												
7 (a) 1987 Weighted ADT (DVMT/Mile)	7,200	10,980	27,160	9,400	8,700	10,650	54,690	11,270	5,520	11,280	14,980	6,860
(b) 2010 Weighted ADT (DVMT/Mile)	17,360	23,410	53,330	21,280	19,750	25,630	83,240	23,480	15,410	21,360	41,830	18,680
8. (a) Average Annual Injuries (1984-1986)	389	63	392	844	284	39	137	460	71	24	113	208
(b) Average Annual Fatalities (1984-1986)	23	2	9	34	10	1	3	14	11	1	2	14
9. Present Road Type Mileage (a) <4 Lanes	266.5	5.4	0.2	272.1	42.4	1.3	--	43.7	190.1	4.1	--	194.2
(b) 4 or More W/O FAC 1/	88.1	11.0	7.8	106.9	62.0	3.5	--	65.5	20.7	7.5	3.8	32.0
(c) Freeways	60.2	5.9	41.3	107.4	60.2	5.9	9.9	76.0	--	--	24.6	24.6
10. Condition - Miles Critically Deficient	220.0	7.6	3.0	230.6	25.9	3.5	--	29.4	190.1	4.1	--	194.2
11. Mileage of Proposed Improvements by Location (a) AASHTO Standards (1) Existing Location	166.1	6.0	40.0	212.1	122.1	6.0	9.9	138.0	44.0	--	26.3	70.3
(2) New Location	248.7	16.3	9.3	274.3	42.5	4.7	--	47.2	166.8	11.6	2.1	180.5
(b) 2000 Plan (1) Existing Location	359.4	15.1	42.7	417.2	144.6	8.5	9.9	163.0	206.5	6.6	26.4	241.5
(2) New Location	55.4	7.2	6.6	69.2	20.0	2.2	--	22.2	4.3	5.0	--	9.3
12. Future Road Type Mileage (a) AASHTO Standards (1) <4 Lane	--	--	--	--	--	--	--	--	--	--	--	--
(2) 4 or More W/O FAC 1/	--	--	--	--	--	--	--	--	--	--	--	--
(3) Freeways - 4 Lane	400.3	19.7	33.4	453.4	150.1	8.1	--	158.2	210.8	11.6	28.4	250.8
6 or More	14.5	2.6	15.9	33.0	14.5	2.6	9.9	27.0	--	--	--	--
(b) 2000 Plan (1) <4 Lane	165.5	4.3	--	169.8	14.9	1.7	--	16.6	150.6	2.6	--	153.2
(2) 4 or More W/O FAC 1/	111.8	8.8	2.1	122.7	89.5	3.1	--	92.6	14.0	5.7	2.1	21.8
(3) Freeways - 4 Lane	137.5	9.2	35.7	182.4	60.2	5.9	4.4	70.5	46.2	3.3	26.3	75.8
6 or More	--	--	11.5	11.5	--	--	5.5	5.5	--	--	--	--
13. Improvement Costs ($000) (a) AASHTO Standards	1,467,450	53,323	179,388	1,700,161	305,738	3,640	14,521	323,899	1,023,510	49,633	19,855	1,093,048
(b) 2000 Plan	333,657	18,479	56,596	408,732	99,601	--	11,301	110,902	219,756	18,479	8,695	246,930
Weighted Average Truck ADT-2010	4,170	5,620	12,800	5,110	4,740	6,150	19,980	5,640	3,700	5,130	10,040	4,480

1/ W/O FAC - Without Full Access Control

* Items 3 and 4 intentionally omitted from this form for line number consistency with table 3.

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OMB No. 04-S-74006
SHEET 2 OF 4 SHEETS

TABLE 8 - ROUTE SUMMARY DATA

1. Study Route Number		01				01							
2. State		TEXAS (01)				LOUISIANA (01)							
5. Total Length		Rural	Small Urban	Urbanized	Total	Rural	Small Urban	Urbanized	Total	Rural	Small Urban	Urbanized	Total
		9.4		6.8	16.2	30.0		4.2	34.2				
6 Interstate Mileage Included (Note: Exclude data on this mileage for all subsequent lines)		--		--	--	--		--	--				
For Non-Interstate Section Mileage Only	7. (a) 1987 Weighted ADT (DVMT/Mile)	16,000		33,800	23,470	8,000		33,850	11,170				
	(b) 2010 Weighted ADT (DVMT/Mile)	28,500		61,200	42,230	14,500		47,900	18,600				
	8 (a) Average Annual Injuries (1984-1986)	5		73	78	29		69	98				
	(b) Average Annual Fatalities (1984-1986)	0		3	3	2		1	3				
	9. Present Road Type Mileage (a) <4 Lanes	4.0		--	4.0	30.0		0.2	30.2				
	(b) 4 or More W/O FAC 1/	5.4		--	5.4	--		4.0	4.0				
	(c) Freeways	--		6.8	6.8	--		--	--				
	10. Condition - Miles Critically Deficient	4.0		3.0	7.0	--		--	--				
	11. Mileage of Proposed Improvements by Location (a) AASHTO Standards (1) Existing Location	--		3.8	3.8	--		--	--				
	(2) New Location	9.4		3.0	12.4	30.0		4.2	34.2				
	(b) 2000 Plan (1) Existing Location	8.3		4.4	12.7	--		--	--				
	(2) New Location	1.1		2.4	3.5	30.0		4.2	34.2				
	12. Future Road Type Mileage (a) AASHTO Standards (1) <4 Lane	--		--	--	--		--	--				
	(2) 4 or More W/O FAC 1/	--		--	--	--		--	--				
	(3) Freeways - 4 lane	9.4		4.5	13.9	30.0		0.5	30.5				
	6 or More	--		2.3	2.3	--		3.7	3.7				
	(b) 2000 Plan (1) <4 Lane	--		--	--	--		--	--				
	(2) 4 or More W/O FAC 1/	8.3		--	8.3	--		--	--				
	(3) Freeways - 4 Lane	1.1		4.5	5.6	30.0		0.5	30.5				
	6 or More	--		2.3	2.3	--		3.7	3.7				
	13. Improvement Costs ($000) (a) AASHTO Standards	40,300		43,600	83,900	97,902		101,412	199,314				
	(b) 2000 Plan	14,300		36,600	50,900	0		0	0				
Weighted Average Truck ADT - 2010		6,840		14,690	10,760	3,480		11,500	7,490				

1/ W/O FAC - Without Full Access Control

* Items 3 and 4 intentionally omitted from this form for line number consistency with table 3.

OMB No. 04-S-74006
SHEET 3 OF 4 SHEETS

TABLE 8 - ROUTE SUMMARY DATA

		01A				01A				01A			
1. Study Route Number													
2. State		ALL				MISSOURI (01)				ARKANSAS (01A)			
		Rural	Small Urban	Urbanized	Total	Rural	Small Urban	Urbanized	Total	Rural	Small Urban	Urbanized	Total
5. Total Length		422.3	22.0	61.4	505.7					227.7	11.3	47.3	286.3
6. Interstate Mileage Included (Note: Exclude data on this mileage for all subsequent lines)		3.8	--	13.0	16.8	"Same as Alternative 01"				3.8	--	13.0	16.8
For Non-Interstate Section Mileage Only	7. (a) 1987 Weighted ADT (DVMT/Mile)	7,030	10,990	22,590	8,700					5,670	11,310	15,100	7,100
	(b) 2010 Weighted ADT (DVMT/Mile)	27,220	23,450	50,580	20,803					15,720	21,390	41,480	19,230
	8. (a) Average Annual Injuries (1984-1986)	384	63	399	846					66	24	120	210
	(b) Average Annual Fatalities (1984-1986)	22	2	9	33					10	1	2	13
	9. Present Road Type Mileage (a) <4 Lanes	275.6	5.4	0.2	281.2					203.2	4.1	--	207.3
	(b) 4 or More W/O FAC 1/	82.7	10.7	13.7	107.1					20.7	7.2	9.7	37.6
	(c) Freeways	60.2	5.9	34.5	100.6					--	--	24.6	24.6
	10. Condition - Miles Critically Deficient	229.2	7.6	--	236.8					203.2	4.1	--	207.3
	11. Mileage of Proposed Improvements by Location (a) AASHTO Standards												
	(1) Existing Location	166.1	6.0	36.2	208.3					44.0	--	26.3	70.3
	(2) New Location	252.4	16.0	12.2	280.6					179.9	11.3	8.0	199.2
	(b) 2000 Plan												
	(1) Existing Location	364.2	14.8	44.2	423.2					219.6	6.3	34.3	260.2
	(2) New Location	54.3	7.2	4.2	65.7					4.3	5.0	--	9.3
	12. Future Road Type Mileage (a) AASHTO Standards												
	(1) <4 Lane	--	--	--	--					--	--	--	--
	(2) 4 or More W/O FAC 1/	--	--	--	--					--	--	--	--
	(3) Freeways - 4 lane	404.0	19.4	34.8	458.2					223.9	11.3	34.3	269.5
	6 or More	14.5	2.6	13.6	30.7					--	--	--	--
	(b) 2000 Plan												
	(1) <4 Lane	178.6	4.3	--	182.9					163.7	2.6	--	166.3
	(2) 4 or More W/O FAC 1/	103.5	8.5	8.0	120.0					14.0	5.4	8.0	27.4
	(3) Freeways - 4 Lane	136.4	9.2	31.2	176.8					46.2	3.3	26.3	75.8
	6 or More	--	--	9.2	9.2					--	--	--	--
	13. Improvement Costs ($000) (a) AASHTO Standards	1,525,593	58,230	168,238	1,752,061					1,121,953	54,590	52,305	1,228,848
	(b) 2000 Plan	319,357	18,479	19,996	357,832					219,756	18,479	8,695	246,930
Weighted Average Truck ADT-2010		4,130	5,630	12,140	4,990					3,770	5,130	9,950	4,610

1/ W/O FAC - Without Full Access Control

* Items 3 and 4 intentionally omitted from this form for line number consistency with table 3

OMB No. 04-S-74006
SHEET 4 OF 4 SHEETS

TABLE 8 - ROUTE SUMMARY DATA

1. Study Route Number		01A				01A							
2. State		TEXAS (01)				LOUISIANA (01)							
5. Total Length		Rural	Small Urban	Urbanized	Total	Rural	Small Urban	Urbanized	Total	Rural	Small Urban	Urbanized	Total
6. Interstate Mileage Included (Note: Exclude data on this mileage for all subsequent lines)			N.A.			"Same as Alternative 01"							
For Non-Interstate Section Mileage Only	7. (a) 1987 Weighted ADT (DVMT/Mile)												
	(b) 2010 Weighted ADT (DVMT/Mile)												
	8. (a) Average Annual Injuries (1984-1986)												
	(b) Average Annual Fatalities (1984-1986)												
	9. Present Road Type Mileage (a) <4 Lanes												
	(b) 4 or More W/O FAC 1/												
	(c) Freeways												
	10. Condition - Miles Critically Deficient												
	11. Mileage of Proposed Improvements by Location (a) AASHTO Standards												
	(1) Existing Location												
	(2) New Location												
	(b) 2000 Plan												
	(1) Existing Location												
	(2) New Location												
	12. Future Road Type Mileage (a) AASHTO Standards												
	(1) <4 Lane												
	(2) 4 or More W/O FAC 1/												
	(3) Freeways - 4 lane												
	6 or More												
	(b) 2000 Plan												
	(1) <4 Lane												
	(2) 4 or More W/O FAC 1/												
	(3) Freeways - 4 Lane												
	6 or More												
	13. Improvement Costs ($000) (a) AASHTO Standards												
	(b) 2000 Plan												
Truck ADT													

1/ W/O FAC - Without Full Access Control

* Items 3 and 4 intentionally omitted from this form for line number consistency with table 3.

construction costs in upgrading from partial access control to fully controlled access. Consideration was also given to the necessity for a high speed north-south freeway facility which would augment the existing east-west Interstate system in the study area. Currently, a 500 mile gap exists between the north-south Interstates now serving the region, I-35 in Central Oklahoma and I-55 along the Mississippi River. The proposed multi-state highway through full access control, would provide the region with a rapid and efficient transportation system that would likewise complement the east-west Interstate system already in place. In Appendix A, a detail description of the need and advantages of providing full access control for the total length of the proposed highway is provided by section breakpoint numbers.

Estimate For Route Built to AASHTO Design Standards

This estimate is based upon AASHTO design standards for constructing a fully-controlled access freeway facility. The estimated cost of $1.7 billion, for the preferred route of Alternative 01, includes the cost for design, right-of-way acquisition and construction. The estimated cost for Alternative 01A is 1.75 billion. The roadway costs were derived by applying the latest available unit cost of construction based on actual contracts awarded. Right-of-way costs are based upon state's experience for like facilities.

The location of interchanges were generally placed where the

new route alignment crosses state highways and/or in the vicinity of population centers. Grade separations were located where access to local landowners was limited by the new alignment or where it crossed major features such as county roads and railroads. The location of major structures (50-foot or over) was identified by examining the closest underlying route.

Traffic forecasts were used in determining lane requirements with emphasis on truck useage. It was projected that a freeway facility through the study corridor would average 21,280 (weighted) vehicles per day by the Year 2010, of which 24 percent would be truck traffic. Traffic projections were based upon historical trends, computer aided traffic assignments, origin and destination surveys, special traffic counts and comparison of traffic volumes for like facilities. In Arkansas, yearly historical traffic growth trends for a 20-year period for I-30 was used in determining projected traffic for the proposed highway facility through the state. Segments of Interstate 30 in the vicinity of the urbanized area of Texarkana and along rural sections of the Interstate were analyzed. This highway at these locations presently averages over 12,100 (unweighted) vehicles per day and exhibits an average annual traffic growth rate of nearly 3 percent.

Year 2000 Plan Estimate

Existing north-south highways within the study corridor are primarily two-lane facilities with high traffic volumes,

insufficient passing sight distance and undesirable alignment. Travel time is greatly reduced along these routes by the presence of many small towns, where a speed reduction is required. Because of limited funding, many of the Year 2000 improvements will be on existing alignment consisting of either widening to four lanes, reconstruction and/or resurfacing existing two-lane roadways. The widening projects will primarily be built within existing right-of-way but some projects will require additional easements. The access control for existing routes in the 2000 Plan will remain mostly unchanged. The 2000 Improvement Plan by the states, amounting to $408.7 million, is not sufficient to construct the safe, efficient facility required to satisfy the corridor travel demands.

Benefits vs. Costs:

A benefit/cost analysis was used in accessing the advisability of the preferred route for the proposed highway, Alternative 01, to the existing route from Kansas City to Shreveport. The cost-effectiveness analysis shows that the preferred route would provide nearly $154 million dollars annually in road user benefits resulting from decreased travel time and accident rate reduction (refer to Table 9). A benefit/cost ratio of 1.29 is derived when the road user benefit is compared to construction costs.

The methodology used in calculating the benefits/costs is based upon "A Manual on User Benefits Analysis of Highway and

BC7-F16

ATTACHMENT 2

Table 9
Cost-Effectiveness Analysis

EXISTING ROUTE

CURRENT CPI = 345.70

TIME & RUNNING COST UPDATE FACTOR = $2.21
ACCIDENT COST UPDATE FACTOR = $2.18

ROAD SEGMENT (#)	ADT (VEHICLES)	PERCENT TRUCKS (%)	SPEED (MPH)	LENGTH (MILES)	RUN COSTS AUTO ($/1000 VM)	RUN COSTS TRUCKS ($/1000 VM)	SPEED CHNG. COSTS AUTOS ($/1000 CYC)	SPEED CHNG. COSTS TRUCKS ($/1000 CYC)	ACCIDENT COSTS RATES ($/1000 VM)	TRAVEL TIME (H/1000 VM)	UPDATED TRAVEL TIME COSTS ($)	UPDATED OP. COSTS AUTOS ($)	UPDATED OP. COSTS TRUCKS ($)	UPDATED ACCIDENT COSTS ($)	UPDATED ROAD SEG USER COSTS ($)
SEGMENT 1...2	18055	13.00	55	151.00	76.23	204.19	269.25	2884.50	16.14	16.18	$423,444.53	$381,525.47	$256,152.70	$95,312.27	$1,15[illegible]
SEGMENT 2...3	10574	19.00	50	48.00	74.41	199.91	52.92	544.59	16.14	20.00	$87,943.93	$68,751.30	$42,981.21	$17,855.84	$217,532.27
SEGMENT 3...4	17306	13.00	47	11.90	73.68	173.07	59.08	502.52	16.14	21.28	$36,385.84	$32,287.23	$13,575.75	$7,496.27	$89,745.09
SEGMENT 4...5	24456	9.00	55	24.60	76.23	204.19	71.80	769.20	16.14	18.18	$83,128.39	$95,962.64	$28,234.07	$21,165.10	$228,5[illegible]
SEGMENT 5...6	15524	16.00	48	45.20	73.92	182.68	181.92	1766.52	16.14	20.83	$121,385.50	$101,743.08	$55,137.40	$24,685.49	$303,551.4[illegible]
SEGMENT 6...7	15524	16.00	55	16.80	76.23	204.19	61.03	653.82	3.79	18.18	$33,563.[illegible]	$38,746.54	$13,466.14	$2,154.51	[illegible]
SEGMENT 7...8	7668	14.00	45	146.20	73.20	171.85	603.80	4656.56	16.14	22.22	$203,117.52	$165,628.05	$71,010.64	$39,542.17	$479,299.37
SEGMENT 8...9	9452	14.00	50	18.80	75.13	195.63	630.00	5609.25	16.14	20.00	$28,900.86	$36,767.90	$27,216.24	$6,251.46	$99,136.45
SEGMENT 9...11	31481	18.00	45	10.70	73.20	171.85	42.57	425.92	16.14	22.22	$64,055.05	$47,210.54	$28,420.46	$11,850.37	$151,536.42
SEGMENT 11...12	7022	22.00	53	30.10	75.51	198.49	64.24	704.22	16.14	18.87	$35,821.67	$28,348.33	$22,849.48	$7,435.79	$94,455.28
SEGMENT 12...13	14333	18.00	47	37.00	73.68	179.07	92.05	924.30	16.14	21.28	$96,959.15	$73,560.56	$43,317.26	$18,734.96	$232,67[illegible]
TOTALS				540.30							$1,227,321.65	$1,070,631.62	$611,361.34	$253,084.23	$2,16[illegible]

AVERAGE TRAVEL TIME = 20.12 (H/1000 VM) AVERAGE SPEED = 49.70 (MPH) ACTUAL TIME OF TRAVEL = 10.87 HOURS = 10 HOURS AND 52 MINS.

PREFERRED ALTERNATIVE

ROAD SEGMENT (#)	ADT (VEHICLES)	PERCENT TRUCKS (%)	SPEED (MPH)	LENGTH (MILES)	RUN COSTS AUTO ($/1000 VM)	RUN COSTS TRUCKS ($/1000 VM)	SPEED CHNG. COSTS AUTOS ($/1000 CYC)	SPEED CHNG. COSTS TRUCKS ($/1000 CYC)	ACCIDENT COSTS RATES ($/1000 VM)	TRAVEL TIME (H/1000 VM)	UPDATED TRAVEL TIME COSTS ($)	UPDATED OP. COSTS AUTOS ($)	UPDATED OP. COSTS TRUCKS ($)	UPDATED ACCIDENT COSTS ($)	UPDATED ROAD SEG USER COSTS ($)
NEW LOCATION															
SEGMENT 1...2	15055	19.00	65	137.50	81.37	246.61	120.36	642.94	5.45	15.38	$330,888.87	$365,262.97	$263,493.43	$29,431.23	$989,[illegible]
SEGMENT 2...3	10574	19.00	65	47.70	81.37	246.61	66.00	528.36	5.45	15.38	$67,226.37	$75,252.55	$54,688.98	$5,331.70	$203,[illegible]
SEGMENT 3...4	17506	13.00	65	9.70	81.37	246.61	18.06	94.41	4.07	15.38	$21,445.77	$27,784.23	$12,818.33	$1,540.85	$63,589.19
SEGMENT 4...5	24456	9.00	55	24.60	76.23	204.19	71.80	769.20	3.79	18.18	$83,138.39	$95,962.64	$28,234.07	$4,969.99	$212,305.09
SEGMENT 5...6	15524	16.00	65	43.60	81.37	246.61	80.56	490.68	5.45	15.38	$86,892.87	$104,780.78	$61,843.93	$8,040.50	$261,558.14
SEGMENT 6...7	15524	16.00	55	16.80	76.23	204.19	53.85	576.90	3.79	19.18	$39,569.23	$38,539.19	$22,943.02	$[illegible],154.51	$10[illegible]
SEGMENT 7...8	7668	14.00	65	120.60	81.37	246.61	215.00	1350.90	5.45	15.38	$115,936.92	$14[illegible]	$74,940.31	$1[illegible]	[illegible]
SEGMENT 8...9	5452	14.00	65	20.10	81.37	246.61	21.24	113.46	5.45	15.38	$23,768.71	$29,825.15	$14,358.80	$2,256.30	$7[illegible]
SEGMENT 9...10	31481	18.00	55	16.20	76.23	204.19	39.49	423.06	3.79	18.18	$79,347.72	$72,856.80	$46,820.44	$4,213.07	$203,[illegible]
SEGMENT 10...12	7022	22.00	65	32.20	81.37	246.61	28.32	151.28	5.45	15.38	$31,246.24	$32,124.85	$27,684.86	$2,686.02	$93,741.37
SEGMENT 12...13	14333	18.00	65	34.20	81.37	246.61	38.44	226.85	5.45	15.38	$64,002.38	$73,741.17	$49,691.71	$5,847.50	[illegible]
TOTALS				5[illegible]							$944,[illegible]	[illegible]	$655,217.95	$78,[illegible]	[illegible]

AVERAGE TRAVEL TIME = 15.70 (H/1000 VM) AVERAGE SPEED = 63.67 (MPH) ACTUAL TIME OF TRAVEL = 7.90 HOURS = 7 HOURS AND 54 MIN.

Table 9-Cont.

UPDATED ANNUAL ROAD SEG USER COSTS ($)	AUTOS (1000'S)	AUTOS (1000 VM)	TRUCKS (1000'S)	TRUCKS (1000 VM)	TIME (H/1000VM)
$434,507,766	14.62	2208.30795	3.43	517.99795	2745.45
$79,399,280	8.56	411.11712	2.01	96.43488	960.00
$32,756,957	15.58	185.380818	2.33	27.700582	253.19
$83,402,571	22.25	547.472016	2.20	54.145584	447.27
$110,736,283	13.04	589.415232	2.48	112.269558	941.67
$37,571,789	13.04	219.074688	2.48	41.728512	305.45
$174,243,505	6.61	966.637616	1.08	157.357984	3248.89
$36,184,803	8.13	152.819936	1.32	24.877664	376.00
$55,310,794	25.81	276.214234	5.67	60.632406	237.78
$34,476,177	5.48	164.862516	1.54	46.499684	567.92
$84,935,251	11.80	436.68362	2.59	95.85738	787.23
$1,154,275,578	$144.94	$6,157.97	$27.14	$1,235.50	10870.87

Assumption: This is a conservative estimate of the traffic on the existing U.S. 71. Any increase in the existing traffic will increase the existing road user costs and decrease the existing benefits. Also, the projected volumes assume the existing historical growth and add diversion from other freeways and U.S. Highways.

1) ADT, TRUCK PERCENTAGES AND SEGMENT LENGTH PROVIDED BY INDIVIDUAL STATES
2) SPEEDS: EXISTING - ALL SPEEDS CALCULATED AS A FUNCTION OF PCPH PER FIGURE 8-1 ON PAGE 8-29 OF THE 1985 HCM; EXCEPT
   1...2 - PER RED BOOK, ASSUME POSTED SPEED LIMITS
   6...7 - PER RED BOOK, ASSUME POSTED SPEED LIMITS
   7...8 - FIELD INSPECTION -- JCM
   8...9 - FIELD INSPECTION -- JCM
   9...11 - FIELD INSPECTION -- JCM, MVH
   PROPOSED - SEGMENTS 1...2, 2..3, 3...4, 5...6, 7...8, 8...9, 10...12, 12...13 - DEFAULT TO POSTED RURAL SPEED LIMITS
   SEGMENTS 4...5, 6...7, 9...10 - DEFAULT TO POSTED URBAN SPEED LIMITS
3) RUN COSTS - INTERPOLATED FOR SPEEDS SHOWN FROM TABLES B-1 AND B-3.
4) SPEED CHANGE COSTS - CALCULATED BY COST PER CHANGE CYCLE MULTIPLIED BY THE FREQUENCY. COSTS REFERENCED TO TABLE B-10 AND B-12. SEE ATTACHMENT FOR SPREADSHEETS.
5) ACCIDENT COSTS - DEFAULT TO FACILITY TYPE.
6) AVERAGE TRAVEL TIME IS WEIGHTED BY SEGMENT LENGTH.
7) ANNUAL CONSTRUCTION COSTS CALCULATED ON ATTACHMENT 3. ($119,000,000)

ANNUAL ROAD SEG USER COSTS ($)	AUTOS (1000'S)	AUTOS (1000 VM)	TRUCKS (1000'S)	TRUCKS (1000 VM)	
$351,034,832	14.62	2010.875825	3.43	471.686875	2115.38
$74,153,254	8.56	408.547638	2.01	95.832162	733.85
$23,210,054	15.58	151.108734	2.33	22.579466	149.23
$77,491,359	22.25	547.472016	2.20	54.145584	447.27
$95,468,720	13.04	588.550976	2.48	108.295424	670.77
$37,341,669	13.04	219.074688	2.48	41.728512	305.45
$116,319,889	6.61	797.388628	1.08	129.804192	1855.38
$25,209,993	8.13	163.387272	1.32	26.597928	309.23
$74,181,881	25.81	418.193604	5.67	91.798596	294.55
$34,215,820	5.48	176.364552	1.54	49.743848	495.38
$70,840,571	11.80	403.637292	2.59	88.603308	526.15
$1,000,726,019	$144.94	$5,864.58	$27.14	$1,180.82	7902.66

COST EFFECTIVENESS RATIO CALCULATION

$$\text{COST EFFECTIVENESS RATIO} = \frac{\text{ANNUAL R.U.C. EXISTING} - \text{ANNUAL R.U.C. PROPOSED}}{\text{ANNUAL CONSTRUCTION COSTS}}$$

$$= \frac{1,154,275,578 - 1,000,726,019}{119,000,000}$$

$$= 1.29$$

Bus-Transit Improvements", 1977 published by AASHTO.

A current CPI-Consumer Price Index was used in updating road user cost factors. Percent trucks, traffic volumes and segment lengths were provided by the individual states. All autos were grouped together as 4-Kip passenger cars and all trucks were considered as 54-Kip diesel trucks.

The speeds on the existing route used in the cost-effectiveness analysis were obtained from the individual states and their highway inventories. For the proposed construction, a speed was estimated based on the type of facility, its location relative to urbanized areas, and the terrain through which it passes. The travel time was calculated by segment and presented as hours per 1000 vehicle miles. The average travel time for the existing route is 20.12 h/1000 vm. This results in an average speed of 49.70 mph on the existing route. The average travel time for the preferred alternative is 15.70 h/1000vm. The average speed for the preferred alternative is 63.67 mph. The travel time savings or the difference in the travel time for the two alternatives is 2 hours and 58 minutes (10 hours 52 minutes for existing vs. 7 hours 54 minutes for the preferred route). The dollar value annually for these savings is $103,293,000, the difference in the travel time costs ($447,972,000 - 344,679,000).

In addition to travel time costs, the length and speed of each segment have a direct bearing on the operating costs. The unit costs are referenced in the 1977 AASHTO publication, "A Manual on User Benefit Analysis of Highway and Bus-Transit

Improvements". The difference of annual auto operating costs between the two alternatives is $2,433,000 ($390,781,000 - $388,348,000). The difference in annual truck operating costs is $16,008,000. The actual costs of operation are $223,147,000 for the existing and $239,155,000 for the preferred route. This reflects an increase in auto and truck operating costs due to higher speeds on the preferred route than on the existing route. The total operating costs, autos and trucks, reflects a difference of $13,575,000 (613,928,000 - 627,503,000). The increase is due to higher speeds and therefore higher unit operating costs. The operating costs also include the speed change costs.

The final component included in the road segment costs is the accident cost. The unit costs of accidents found in the 1977 AASHTO publication "A Manual on User Benefits Analysis of Highways and Bus-Transit Improvements" is based on the type of facility. Where access control is provided the accident cost rate is much lower than where it is not provided. The actual dollar value of the accidents is calculated by applying the accident rate cost to the vehicle miles travelled. The existing route provides an annual accident cost of $92,376,000. The preferred route provides an annual accident cost of $28,545,000 and an annual savings of $63,831,000.

The combination of the road user, accident and travel time costs gave a total road segment user cost. The annual road segment user costs for the existing route are $1,154,276,000

(447,972,000 + 390,781,000 + 223,147,000 + 92,376,000). The annual road segment user costs for the preferred route are $1,000,726,000 (344,678,000 + 388,348,000 + 239,155,000 + 28,545,000). This results in a net road user cost annual savings of $153,550,000.

To complete the cost-effectiveness ratio, the savings in the Road User Costs were divided by the construction costs. The annual costs are used for this analysis. The total construction cost is $1,700,000,000. This computes to an annual cost of $119,000,000. Table 10 provides a detailed explanation of the annualized construction costs. The final comparison provides a cost-effectiveness ratio of 1.29.

TABLE 10

Annualized Construction Costs

Total Construction Cost = $1,700,000,000

Breakdown of Construction Costs in Arkansas

Major Structures	$ 54,819,000	(5.02%)
Grade Separations	36,000,000	(3,29%)
Interchanges	61,710,000	(5.65%)
Roadway Costs (including ROW)	940,471.000	(86.04%)
	$1,093,000,000	(100.00%)

Roadway - Amortized: 4% Capitol Recovery Factor
20 years = 0.0736
$940,471,000 x 0.0736 = $69,218,666

Structures - Amortized: 4% Capitol Recovery Factor
50 years = 0.0466

$ 54,819,000
$ 36,000,000
$ 61,710,000
$152,529,000 x 0.0466 = $7,107,851

Arkansas Annual Cost $76,326,517

Arkansas Percentages Applied to Total Costs:

$1,700,000,000 x 0.8604 = 1,462,680,000 x 0.0736 = 107,653,248

$1,700,000,000 x 0.1396 = 237,320,000 x 0.0466 = 11,059,112

Total Annual Costs = $118,712,360

APPENDIX A

Full Access Control

The following details the requirements for providing full access control, by section breakpoint numbers, for the total length of the proposed freeway facility (refer to Figure 2, Red Route).

MISSOURI:

Section Breakpoint Numbers 01-02 and 02-03

These segments comprise the Missouri portion of the total route which is 185.2 miles in length, consisting of approximately 160 miles of existing U.S. 71 and the remainder on new location. Nearly seventy-five percent of the existing U.S. 71 mileage is dual lanes that are divided, with forty-four percent built to Interstate standards. U.S. 71 is functionally classified as a Principal Arterial.

A study completed by the Missouri Highway Department prior to the subject study, provided that U.S. 71 when improved by state funding sources, would be designated as an Expressway-type facility with full access control. This limitation of access was determined necessary to enhance the highway primary future function of providing mobility. This policy impacted the decision to recommend full access control for the proposed highway in Missouri.

The recommended highway route would directly serve the Metropolitan Statistical Areas of Kansas City and Joplin and by interfacing with Interstate 44, the cities of St. Louis and Springfield, Missouri. Five military installations, three

national guard camps and significant manufacturing plants would be served by the proposed Freeway alignment. These traffic generators will produce a mixture of traffic ranging from passenger cars to tractor trailor trucks. Unless interstate-type design features are applied to the proposed highway, extreme traffic congestion will occur from the improper mixing of vehicles of different sizes and weights. The projected 2010 average daily traffic for the proposed highway is over 23,400 (weighted) vehicles.

For Missouri, the position that the proposed highway should be fully access controlled is consistent with prior policy decisions, in alignment with forecasted travel demands and existing high percent of freeway type mileage, and AASHTO design recommendations for high type arterial highways.

ARKANSAS:

The Arkansas part of the total proposed highway mileage is 267.6 miles consisting of seven sections as defined below. The proposed route parallels U.S. 71, a Principal Arterial, on existing and new location.

Section Breakpoint Numbers 03-04, 04-05 and 05-06

This segment is 77.9 miles in length and would serve the urbanized region of Fayetteville/Springdale, one of the fastest growing employment centers in the state, and traverse over 48 miles of rural area. Traffic volumes on the proposed highway are

expected to exceed 40,000 (weighted) vpd in the urbanized area and 15,670 (weighted) ADT in the rural sections. A significant part of the rural projected traffic volume is through traffic of which 24 percent would be truck traffic. In the rural mountainous sections truck traffic now affects normal traffic flow and motorists' safety by reducing overall travelling speeds and sight distance for faster vehicles trying to pass. For example, there exists a 17 mile rural section through a mountain ridge where sixteen fatalities have occurred within the past three years. Motorist safety would be improved by the placement of a freeway-type facility in the rural sections as determined by studies reported by AASHTO. Interstate-type freeway facilities accidents, injury and fatality rates are between 30 and 76 percent of comparable rates of conventional highways.

The need and justification for full access control of the proposed multi-state highway is also demonstrated by planned highway improvements for the region, potentially latent higher construction costs and possible legal problems.

As authorized by the Arkansas Highway Commission, a freeway type facility with full access control is under construction from I-40 near Alma north to Fayetteville, a distance of approximately 50 miles. This commitment signifies the need that the proposed Freeway should be a high type fully access controlled facility.

Research by the Legal Division of the Arkansas Highway and Transportation Department revealed that if full access control is not provided for initially, commercial and other development will

occur haphazardly. This situation often leads to higher costs and legal cases when full control of access is imposed. Arkansas Statutes entitles affected landowners for compensation for the loss of access, which has historically proven to be extremely costly.

Section Breakpoint Number 06-07

This 16.8 mile part of the proposed route is currently fully access controlled consisting of segments of I-40 and I-540. The present weighted average daily traffic is 20,110 vehicles and is projected to reach 39,700 (weighted) vpd by the year 2010.

Section Breakpoint Numbers 07-08, 08-09 and 10-12

This portion of the alignment is on new location and traverses National Forest land, mountainous terrain and sparsely developed rural areas. The total length of these sections is 172.9 miles of which approximately 30 miles are through the National Forest. This area will require special highway design consideration. Vast amounts of natural resources and recreational sites are located along the corridor. The rough terrain aggravates traffic flow on the existing two-lane highways due to steep inclines and 90-degree turns.

The necessity for full access control is manifested by poor travelling speeds through the mountain regions, the presence of environmental sensitivity areas which lend themselves to total access control, and legal considerations for highways to be built

on new location.

The proposed freeway-type facility through this segment of the corridor is intended to serve mainly through traffic at relatively high speeds. This objective can only be achieved by full control of access which gives preference to through traffic. The proposed highway would be immensely dangerous if entering traffic was not controlled. At-grade intersections would cause points of conflicts and encourage unorthodox maneuvers such as U-turns. The projected weighted ADT by the year 2010 is 13,900 vehicles.

Research has shown that freeway type facilities will decrease travel times, fuel consumption and pollution emissions. According to AASHTO design standards, a highway like the proposed multi-state freeway can and should be located and designed to complement its environment and serve as a catalyst to environmental improvement. Through full access control, the proposed highway will provide the necessary protection entitled to the National Forests, game management areas and other environmental sensitivity areas.

The primary cost/legal consideration in planning for the proposed highway in this region, which will be built on new location, is to eliminate future costs of upgrading from partial access control to fully controlled access. Under Arkansas Statutes, if a fully controlled access highway is placed where no such road existed before, abutting landowners cannot recover damages by reason of lack of access to the road, because no such

right existed before its construction.

In Arkansas, highway capacity analysis, anticipated future traffic needs, corridor development plans and standard planning practices was applied to AASHTO design standards resulting in the recommendation that the multi-state highway through the state would be four lanes with full access control. The necessity for full access control was demonstrated by the need to avoid potentially latent construction costs and possible legal problems, the obligation to preserve environmental sensitivity areas and the exigency of providing for improved motorists' safety.

TEXAS:

Section Breakpoint Number 09-10

This segment is 16.2 miles consisting of the Texas' portion of the proposed route which is primarily within the Texarkana urbanized area. Over twelve miles are on new location and 4.0 miles on existing alignment of U.S. 59, a four-lane divided full access control facility with frontage roads. This route alignment would provide the link with east-west I-30 and the principal commercial areas of Dallas and Houston, Texas. Several military defense plants are located in the area of the corridor and would benefit from the proposed freeway facility through a reduction in response time. The projected traffic volume is 42,230 (weighted) vehicles per day by the year 2010, 28,500 ADT in the rural area and 61,200 ADT in the urban area. This

forecasted traffic prompted the recommendation that full access control should be employed to ensure that the proposed highway will accommodate the expected traffic requirements and to encourage consistency and uniformity in planned highway improvements. Plans are now being developed for the construction of an interstate-type facility with full access control, from U.S. Highway 59 to South State Line, a distane of 6.3 miles.

LOUISIANA:

Section Breakpoint Numbers 12-13

This segment of the alignment is 34.2 miles of new location beginning at the Arkansas-Louisiana State Line south to I-220 at Shreveport. The proposed highway would connect with I-49 at this locale and become the final link in providing the continuous route from Canada and the central states to the Gulf of Mexico. Traffic volumes of near 18,600 (weighted) vehicles per day is predicted by the year 2010, 14,500 ADT rural and 47,900 ADT urban.

Full access control of the proposed highway is needed to ensure continuity of design and suitable traffic circulation between existing I-49 and the proposed highway at Shreveport. In the rural area, full control of access is necessary for protecting vehicles from entering the roadway from abutting roadside development which causes higher accident rates. In Louisiana, controlled access highways in rural areas exhibit much lower accident rates than partial access controlled facilities.

APPENDIX B

States Synopsis

KANSAS CITY, MISSOURI TO SHREVEPORT, LOUISIANA
HIGHWAY FEASIBILITY STUDY

HIGHWAY ROUTE STUDY - SECTION 166 OF
THE FEDERAL-AID HIGHWAY ACT OF 1987

Overview:

The proposed freeway-type facility would traverse the states of Missouri, Arkansas, Texas and Louisiana starting at the junction of I-435 in Kansas City, Missouri and terminating at I-220 in Shreveport, Louisiana. The route would provide a continuous highway from Canada and the mid-western states to New Orleans and other Gulf of Mexico ports.

The facility would complement existing east-west Interstates and other modes of transportation such as rail and waterways, improve access between rural areas and employment centers and open up new market areas for raw and processed products. It would also attract new commercial and industrial activities to the region and increase tourism by improving access to the numerous recreational sites within the four state area. The facility would greatly enhance motorists' safety which is a major issue along the existing north-south routes. Several major military installations and defense facilities would benefit from improved access provided by the proposed facility. The Department of Defense supports the improvement of the Kansas City to Lake Charles highway corridor because it is included in the Strategic Highway Corridor Network.

The following tables provide route section data per state.

A summary of the improvement standards, costs and impact of the proposed highway for each state is also included.

MISSOURI

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TABLE 11 - ROUTE SECTION DATA

1. Study Route Number		01			01								
2. State		Missouri			Missouri								
3. Section Breakpoint (beginning - end)		01-02			02-03								
4. Closest Underlying Route(s)		U.S. 71 & A71			A71, U.S. 60 & U.S. 71								
5. Total Length		Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized
		121.7	5.9	9.9	42.9	4.8							
6. Interstate Mileage Included (Note: Exclude data on this mileage for all subsequent lines)		--	--	--	--	--							
For Non-Interstate Section Mileage Only													
7. (a) 1987 Average ADT		9,620	12,100	54,690	6,090	8,870							
(b) 2010 Average ADT		20,540	25,630	83,240	17,500	--							
8. (a) Average Annual Injuries (1984-1986)		157	13	137	127	26							
(b) Average Annual Fatalities (1984-1986)		5	1	3	5	--							
9. Present Road Type Mileage	(a) <4 Lane	--	--	--	42.4	1.3							
	(b) 4 or More W/O FAC 1/	61.5	--	--	0.5	3.5							
	(c) Freeways	60.2	5.9	9.9	--	--							
10. Condition - Miles Critically Deficient		7.8	--	--	18.1	3.5							
11. Mileage of Proposed Improvements by Location	(a) AASHTO Standards												
	(1) Existing Location	121.7	5.9	9.9	0.4	0.1							
	(2) New Location	--	--	--	42.5	4.7							
	(b) 2000 Plan												
	(1) Existing Location	121.7	5.9	9.9	22.9	2.6							
	(2) New Location	--	--	--	20.0	2.2							
12. Future Road Type Mileage	(a) AASHTO Standards												
	(1) <4 Lane	--	--	--	--	--							
	(2) 4 or More W/O FAC 1/	--	--	--	--	--							
	(3) Freeways - 4 Lane	107.2	3.3	--	42.9	4.8							
	6 or More	14.5	2.6	9.9	--	--							
	(b) 2000 Plan												
	(1) <4 Lane	--	--	--	14.9	1.7							
	(2) 4 or More W/O FAC 1/	61.5	--	--	28.0	3.1							
	(3) Freeways - 4 Lane	60.2	5.9	4.4	--	--							
	6 or More	--	--	5.5	--	--							
13. Improvement Costs ($000)	(a) AASHTO Standards	92,738	3,640	14,521	213,000	--							
	(b) 2000 Plan	11,438	--	11,301	88,163	--							

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TABLE 11 - ROUTE SECTION DATA

1. Study Route Number		01			01			01			01		
2. State		ARKANSAS			ARKANSAS			ARKANSAS			ARKANSAS		
3. Section Breakpoint (beginning - end)		03-04			04-05			05-06			06-07		
4. Closest Underlying Route(s)		U.S. 71			U.S. 71			U.S. 71			I-40 & I-540		
5. Total Length		Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized
		6.4	3.3				24.6	41.9		1.7	3.8		13.0
6. Interstate Mileage Included (Note: Exclude data on this mileage for all subsequent lines)		--	--				--	--		--	3.8		13.0
For Non-Interstate Section Mileage Only	7. (a) 1987 Average ADT	11,400	16,720				14,240	11,640		14,240			
	(b) 2010 Average ADT	21,500	29,660				42,000	19,750		42,000			
	8. (a) Average Annual Injuries (1984-1986)	31	1				313	74		13			
	(b) Average Annual Fatalities (1984-1986)	33	1				5	7		0			
	9. Present Road Type Mileage (a) <4 Lane	--	1.6				--	36.3		--			
	(b) 4 or More W/O FAC 1/	6.4	1.7				--	5.6		1.7			
	(c) Freeways	--	--				24.6	--		--			
	10. Condition - Miles Critically Deficient	--	1.6				--	36.3		--			
	11. Mileage of Proposed Improvements by Location (a) AASHTO Standards (1) Existing Location	2.1	--				24.6	41.9		1.7			
	(2) New Location	4.3	3.3				--	--		--			
	(b) 2000 Plan (1) Existing Location	2.1	--				24.6	41.9		1.7			
	(2) New Location	4.3	3.3				--	--		--			
	12. Future Road Type Mileage (a) AASHTO Standards (1) <4 Lane	--	--				--	--		--			
	(2) 4 or More W/O FAC 1/	--	--				--	--		--			
	(3) Freeways - 4 Lane	6.4	3.3				24.6	41.9		1.7			
	6 or More	--	--				--	--		--			
	(b) 2000 Plan (1) <4 Lane	--	--				--	--		--			
	(2) 4 or More W/O FAC 1/	2.1	--				--	--		--			
	(3) Freeways - 4 Lane	4.3	3.3				24.6	41.9		1.7			
	6 or More	--	--				--	--		--			
	13. Improvement Costs ($000) (a) AASHTO Standards	13,758	10,590				0	204,695		8,305			
	(b) 2000 Plan	5,335	13,759				0	204,695		8,305			

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TABLE 11 - ROUTE SECTION DATA

1 Study Route Number		01			01			01					
2. State		ARKANSAS			ARKANSAS			ARKANSAS					
3. Section Breakpoint (beginning - end)		07-08			08-09			10-12					
4. Closest Underlying Route(s)		U.S. 71			U.S. 71			U.S. 71					
5. Total Length		Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized
		114.2	4.3	2.1	16.1	4.0		32.2					
6. Interstate Mileage Included (Note: Exclude data on this mileage for all subsequent lines)		--	--	--	--	--		--					
For Non-Interstate Section Mileage Only	7. (a) 1987 Average ADT	3,720	8,230	24,250	4,200	10,070		3,400					
	(b) 2010 Average ADT	13,600	16,250	39,700	16,300	20,000		14,500					
	8. (a) Average Annual Injuries (1984-1986)	193	52	14	28	19		27					
	(b) Average Annual Fatalities (1984-1986)	10	0	0	2	1		2					
	9. Present Road Type Mileage (a) <4 Lane	114.2	2.5	--	7.4	--		32.2					
	(b) 4 or More W/O FAC 1/	--	1.8	2.1	8.7	4.0		--					
	(c) Freeways	--	--	--	--	--		--					
	10. Condition - Miles Critically Deficient	114.2	2.5	--	7.4	--		32.2					
	11. Mileage of Proposed Improvements by Location (a) AASHTO Standards (1) Existing Location	--	--	--	--	--		--					
	(2) New Location	114.2	4.3	2.1	16.1	4.0		32.2					
	(b) 2000 Plan (1) Existing Location	114.2	2.6	2.1	16.1	4.0		32.2					
	(2) New Location	--	1.7	--	--	--		--					
	12. Future Road Type Mileage (a) AASHTO Standards (1) <4 Lane	--	--	--	--	--		--					
	(2) 4 or More W/O FAC 1/	--	--	--	--	--		--					
	(3) Freeways - 4 Lane	114.2	4.3	2.1	16.1	4.0		32.2					
	6 or More	--	--	--	--	--		--					
	(b) 2000 Plan (1) <4 Lane	111.0	2.6	--	7.4	--		32.2					
	(2) 4 or More W/O FAC 1/	3.2	1.7	2.1	8.7	4.0		--					
	(3) Freeways - 4 Lane	--	--	--	--	--		--					
	6 or More	--	--	--	--	--		--					
	13. Improvement Costs ($000) (a) AASHTO Standards	628,100	23,650	11,550	62,157	15,443		114,800					
	(b) 2000 Plan	9,466	4,720	390	260	0		0					

1/ W/O FAC - Without Full Access Control

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TABLE 11 - ROUTE SECTION DATA

1. Study Route Number		01A			01A			01A			01A	
2. State		ARKANSAS			ARKANSAS			ARKANSAS			ARKANSAS	
3. Section Breakpoint (beginning - end)		03-04			04-05			05-06			06-07	
4. Closest Underlying Route(s)		U.S. 71			U.S. 71			U.S. 71			I-40 & I-540	
5. Total Length		Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized
6. Interstate Mileage Included (Note: Exclude data on this mileage for all subsequent lines)		Same as	Alternative 01		Same as	Alternative 01		Same as	Alternative 01		Same as	Alternative 01
For Non-Interstate Section Mileage Only	7. (a) 1987 Average ADT											
	(b) 2010 Average ADT											
	8. (a) Average Annual Injuries (1984-1986)											
	(b) Average Annual Fatalities (1984-1986)											
	9. Present Road Type Mileage (a) <4 Lane											
	(b) 4 or More W/O FAC 1/											
	(c) Freeways											
	10. Condition - Miles Critically Deficient											
	11. Mileage of Proposed Improvements by Location (a) AASHTO Standards (1) Existing Location											
	(2) New Location											
	(b) 2000 Plan (1) Existing Location											
	(2) New Location											
	12. Future Road Type Mileage (a) AASHTO Standards (1) <4 Lane											
	(2) 4 or More W/O FAC 1/											
	(3) Freeways - 4 Lane											
	6 or More											
	(b) 2000 Plan (1) <4 Lane											
	(2) 4 or More W/O FAC 1/											
	(3) Freeways - 4 Lane											
	6 or More											
	13. Improvement Costs ($000) (a) AASHTO Standards											
	(b) 2000 Plan											

1/ 11/87

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TABLE 11 - ROUTE SECTION DATA

1. Study Route Number		01A			01A			01A					
2. State		ARKANSAS			ARKANSAS			ARKANSAS					
3. Section Breakpoint (beginning - end)		07-08			08-11			11-12					
4. Closest Underlying Route(s)		U.S. 71			U.S. 71			U.S. 71					
5. Total Length		Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized
					29.2	3.7	5.9						
6. Interstate Mileage Included (Note: Exclude data on this mileage for all subsequent lines)		Same as	Alternative 01		--	--	--	Same as	Alternative 01				
For Non-Interstate Section Mileage Only	7. (a) 1987 Average ADT				5,990	10,070	15,700						
	(b) 2010 Average ADT				18,300	20,000	39,800						
	8. (a) Average Annual Injuries (1984-1986)				3	18	141						
	(b) Average Annual Fatalities (1984-1986)				0	1	1						
	9. Present Road Type Mileage (a) <4 Lane				20.5	--	--						
	(b) 4 or More W/O FAC 1/				8.7	3.7	5.9						
	(c) Freeways				--	--	--						
	10. Condition - Miles Critically Deficient				20.5	--	--						
	11. Mileage of Proposed Improvements by Location (a) AASHTO Standards												
	(1) Existing Location				--	--	--						
	(2) New Location				29.2	3.7	5.9						
	(b) 2000 Plan												
	(1) Existing Location				29.2	3.7	5.9						
	(2) New Location				--	--	--						
	12. Future Road Type Mileage (a) AASHTO Standards												
	(1) <4 Lane				--	--	--						
	(2) 4 or More W/O FAC 1/				--	--	--						
	(3) Freeways - 4 Lane				29.2	3.7	5.9						
	6 or More				--	--	--						
	(b) 2000 Plan												
	(1) <4 Lane				20.5	--	--						
	(2) 4 or More W/O FAC 1/				8.7	3.7	5.9						
	(3) Freeways - 4 Lane				--	--	--						
	6 or More				--	--	--						
	13. Improvement Costs ($000) (a) AASHTO Standards				160,600	20,350	32,450						
	(b) 2000 Plan				260	0	0						

1/ W/O FAC - Without Full Access Control

OMB No. 04-S-74006

SHEET 1 OF 1 SHEETS

TABLE 11 - ROUTE SECTION DATA

1. Study Route Number		01											
2. State		Texas											
3. Section Breakpoint (beginning - end)		09-10											
4. Closest Underlying Route(s)		U.S. Highway 59											
5. Total Length		Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized
		9.4		6.8									
6. Interstate Mileage Included (Note: Exclude data on this mileage for all subsequent lines)		--		--									
For Non-Interstate Section Mileage Only													
7. (a) 1987 Average ADT		16,000		33,800									
(b) 2010 Average ADT		28,500		61,200									
8. (a) Average Annual Injuries (1984-1986)		5		73									
(b) Average Annual Fatalities (1984-1986)		0		3									
9. Present Road Type Mileage	(a) <4 Lane	4.0		--									
	(b) 4 or More W/O FAC 1/	5.4		--									
	(c) Freeways	--		6.8									
10. Condition - Miles Critically Deficient		4.0		3.0									
11. Mileage of Proposed Improvements by Location	(a) AASHTO Standards												
	(1) Existing Location	--		3.8									
	(2) New Location	9.4		3.0									
	(b) 2000 Plan												
	(1) Existing Location	8.3		4.4									
	(2) New Location	1.1		2.4									
12. Future Road Type Mileage	(a) AASHTO Standards												
	(1) <4 Lane	--		--									
	(2) 4 or More W/O FAC 1/	--		--									
	(3) Freeways - 4 Lane	9.4		4.5									
	6 or More	--		2.3									
	(b) 2000 Plan												
	(1) <4 Lane	--		--									
	(2) 4 or More W/O FAC 1/	8.3		--									
	(3) Freeways - 4 Lane	1.1		4.5									
	6 or More	--		2.3									
13. Improvement Costs ($000)	(a) AASHTO Standards	40,300		43,600									
	(b) 2000 Plan	14,300		36,600									

OMB No. 04-S-74006

SHEET 1 OF 1 SHEETS

TABLE 11 - ROUTE SECTION DATA

1. Study Route Number		01												
2. State		Louisiana												
3. Section Breakpoint (beginning - end)		12-13												
4. Closest Underlying Route(s)		U.S. 71												
5. Total Length		Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	Rural	Small Urban	Urbanized	
		30.0		4.2										
6. Interstate Mileage Included (Note: Exclude data on this mileage for all subsequent lines)		--		--										
For Non-Interstate Section Mileage Only	7. (a) 1987 Average ADT	8,000		33,850										
	(b) 2010 Average ADT	14,500		47,900										
	8. (a) Average Annual Injuries (1984-1986)	29		69										
	(b) Average Annual Fatalities (1984-1986)	2		1										
	9. Present Road Type Mileage (a) <4 Lane	30.0		0.2										
	(b) 4 or More W/O FAC 1/	--		4.0										
	(c) Freeways	--		--										
	10. Condition - Miles Critically Deficient	--		--										
	11. Mileage of Proposed Improvements by Location (a) AASHTO Standards (1) Existing Location	--		--										
	(2) New Location	30.0		4.2										
	(b) 2000 Plan (1) Existing Location	--		--										
	(2) New Location	30.0		4.2										
	12. Future Road Type Mileage (a) AASHTO Standards (1) <4 Lane	--		--										
	(2) 4 or More W/O FAC 1/	--		--										
	(3) Freeways - 4 Lane	30.0		0.5										
	6 or More	--		3.7										
	(b) 2000 Plan (1) <4 Lane	--		--										
	(2) 4 or More W/O FAC 1/	--		--										
	(3) Freeways - 4 Lane	30.0		0.5										
	6 or More	--		3.7										
	13. Improvement Costs ($000) (a) AASHTO Standards	97,902		101,412										
	(b) 2000 Plan	0		0										

MISSOURI STUDY SYNOPSIS

The Missouri segment of the proposed route is 185.2 miles in length. Nearly 75% of this mileage is presently a dual lane divided facility of which nearly 44 percent is constructed to Interstate Standards. Average daily traffic on this segment is currently 11,270 with volumes over 90,000 recorded in Kansas City. Truck travel is heavy and constitutes 19 percent of the traffic at the Missouri-Arkansas line.

It is expected that traffic will more than double by the year 2010. Additional lanes will be needed on 27 miles of the facility from I-435 to Route 7. The 47.7 mile segment from I-44 to Arkansas will need to be upgraded from a two-lane facility to a dual divided facility and will probably need to be constructed on new location.

Missouri has plans to upgrade a portion of the segment south of I-44 by the Year 2000. However, it is not anticipated to be constructed to Interstate Standards and may not fit into a future Interstate concept. Hearings are presently being conducted. A decision on the proposed Freeway Route is needed to facilitate this process.

The proposed route is physically feasible. Terrain in Missouri ranges from rolling to rugged and is well suited for road construction. Most of the corridor is rural in nature and there are no obvious environmental or social concerns.

Route Improvement Standards, Costs and Impacts:

Work currently planned by the Year 2000 consists of providing additional capacity from I-435 to Richards-Gebaur, reconstruction of two sections of substandard roadbed near Carthage, and the construction of a dual lane facility from I-44 to Route 59. The total cost of this work, in present dollars, is estimated to be $111 million. The dual portion south of I-44 is not planned to be constructed to Interstate Standards and probably will not follow alignment that would be used for the proposed route.

Work required to upgrade the present facility to freeway standards, by 2010, and accommdate travel at an acceptable level of service, will require additional lanes from I-435 to Route 7, conversion of 61.5 miles of limited access control to full access control on intermittent segments between Route 7 and I-44, and construction of a new facility on probable new alignment from I-44 to Arkansas. The estimated cost in today's dollars is $324 million. With Missouri's Highway Funds already earmarked for the next 15 years, the success of this proposal will hinge on the ability to secure interstate gap type funding.

In Missouri, the travel distance between Kansas City and Arkansas would be reduced by nearly five miles. This reduction in mileage and the increased speed limit on rural portions of Interstate Routes would result in travel time savings of 34 minutes per vehicle trip between the above two mentioned points.

There would also be additional savings resulting from the replacement of 43.7 miles of existing two lane facility with a dual divided roadway that would eliminate problems related to passing opportunity.

Safety would also be enhanced. There are presently 14 fatalities and 460 injuries occurring annually on the existing facility. If the proposed freeway facility were in place today, it would reduce fatalities by an estimated 29 percent and injuries by 37 percent.

ARKANSAS STUDY SYNOPSIS

The Arkansas portion of the proposed freeway-type facility consists of two alternate routes, 01 and 01A. Their alignments are identical except in the vicinity of Texarkana where one alternative loops to the west of the city and the other to the east. The corridor comprises a nine county area that is predominantly rural. There are three urbanized areas and a number of communities that are economically and socially tied to agricultural and foresty operations.

Existing highways within the corridor are to a large degree inadequate two-lane facilities with high traffic volumes. Motorists safety is a major issue. Along the closest underlying route to the proposed highway (on a yearly basis) six traffic accidents occur per average mile resulting in 3.2 injuries per mile and one death every 4.7 miles. State funds are insufficient to improve this route to appropriate standards under present

levels of funding and any improvement less than that proposed would not properly serve the area.

No major environmental or social obstructions are apparent along the corridor except public water supplies of several small urban areas are to be avoided. During construction, caution will be exercised in the vicinity of national parks and forests, military reserves and game management areas.

Route Improvement Standards, Costs and Impact:

Two estimates of route improvement costs were prepared. The first estimate is the costs associated with developing an freeway-type facility to AASHTO design standards and the second estimate reflects what the state will be able to accomplish without supplementary fundings.

AASHTO Standards Estimate

The estimates developed in Arkansas for each section were based on AASHTO design standards for constructing a fully-controlled access freeway facility.

The total estimated cost to design, purchase right-of-way and construct Alternative 01 is approximately $1.093 billion. The estimated cost of Alternative 01A is $1.228 billion.

Estimated roadway costs were derived by using the latest available unit cost of construction based on actual contracts awarded. Using this information, $2.5 million per mile was estimated for the construction of a four-lane facility on new location in non-mountainous sections while $4.5 million per mile

was used for mountainous areas. Added to this were structures and interchanges. Right-of-way costs were estimated at $200,000 per mile in non-mountainous sections and $400,000 per mile in the mountainous sections.

Because plans are being developed for the construction of an interstate-type facility from Interstate 40 north to near the Missouri line, estimates for these sections had previously been prepared and used in this report.

In consultation with the Department's Roadway Design Division, the locations of interchanges were generally placed where the new route alignment crosses a state highway or population center. A cost of $1.4 million was used for the construction of a diamond interchange and $8.3 million for a fully-directional interchange. Grade separations were placed where access to local landowners was limited by the new alignment or where it crossed major features such as county roads or railroads.

Major structures were placed on the new route by identifying existing structures 50 feet or over in length on existing Highway 71. A unit cost of $80 per square foot was used in estimating bridge and approaches cost.

The impact of developing this route to freeway standards on the region's existing transportation service, economic and land use development and environmental character will be positive. All existing transportation modes will benefit by improved access resulting in increased useage. The more densely populated areas

will receive economic benefits soon after the project is initiated by money channelling into the local economies and by the expansion and relocation of business and industries adjacent to the facility. Since the proposed route transcends a sparsely developed area, air and noise pollution should not be a serious problem.

Year 2000 Plan Estimate

The second estimate reflects the best evaluation of progress both physically and financially expected on the nearest underlying routes by the Year 2000. This amount, $247 million, is not sufficient to construct the type of facility needed in the corridor. Anticipated Federal funding for accomplishing these improvements is structured around the assumption that trends of recent years in the traditional Federal-Aid Highway Program will continue. If any diversion of highway trust fund revenues for non-highway purposes should occur, the proposed improvement program will have to be re-evaluated and the program revised.

TEXAS STUDY SYNOPSIS

The Texas corridor comprises eighteen counties that are a mixture of small urbanized and rural areas. There are three urbanized areas and numerous small urban and rural communities that are economically and socially tied to forestry, mineral production, defense plants, and manufacturing operations.

Existing highways within the corridor are predominately two-

million per mile was used for urban sections with one-way frontage roads. Added to this cost were structures, interchanges, grade separations, and preliminary engineering.

Right-of-way costs were estimated at $200,000 per mile in rural locations and various costs in the urban areas, depending on the location.

Because work is being developed for construction of an interstate-type facility from U.S. Highway 59 to South State Line on proposed Loop 151, estimates for this section had previously been prepared and were used in this report.

Locations of interchanges had already been established on the Loop 151 portion of the project. Other locations were chosen where the new route alignment crossed an existing state highway. A cost of $1.4 million was used for the construction of a diamond interchange, and $20.0 million was estimated to redesign the existing trumpet interchange at Interstate Highway 30 with an interstate-to-interstate direct connecting interchange. Grade separations were placed where the new alignment crossed major features such as county roads or railroads. The unit cost of construction of these grade separations were from $.7 million to $.8 million each. The cost of structures was estimated at $35 per square foot.

The impact of developing this route to freeway standards on the region's existing transportation modes, economic and land use development, effect on unemployment rates of the region, added mobility for the three major defense plants in northeast Texas,

lane facilities. Motorist safety is a major issue along the closest underlying route (U.S. Highway 59) to the proposed freeway facility near Texarkana. A yearly average of 40.1 accidents occurs per mile, resulting in 7.1 injuries per mile and one death every 3.3 miles on this parallel route in Texarkana.

There are no apparent major environmental or social obstructions along the corridor except public water supplies of several urban areas which will be avoided. Caution will be exercised in the vicinity of cultural and historic facilities, military reserves, parks, and game management areas to maintain their proper functions.

Route Improvement Standards, Costs and Impact:

Estimates developed in Texas for the proposed north-south highway are based on Texas State Department of Highways and Public Transportation design standards for constructing a fully-controlled access freeway facility.

The total estimated cost to design, purchase right-of-way, and construct this project through the Texas corridor is approximately $84 million. This average cost per mile through Texas is approximately $5.2 million. There were no alternate routes considered in Texas.

Estimated roadway costs were derived by using the latest available unit cost of construction based on actual awarded contracts. Using this information, $2.5 million per mile was estimated for the construction of a four-lane rural facility on new location without continuous frontage roads, while $4.5

and environmental character will be positive. All existing transportation modes - air, pipelines, rail, and highways - will benefit by improved access and reduced travel time. The proposed facility will help local economies and encourage existing businesses and industries to expand their markets. Air and noise pollution should not be a serious problem in this region of the state.

Year 2000 Plan Estimate:

The second estimate reflects the best evaluation of what is to be constructed on the nearest underlying routes (U.S. Highway 59, Loop 151, and Interstate Highway 30) by the Year 2000. Anticipated federal funding for accomplishing these improvements is based on the assumption that trends of recent years in the Federal-Aid Highway Programs and state programs will continue. If any diversion of federal highway trust funds or state highway funds for non-highway purposes should occur, the proposed improvement program will have to be re-evaluated and the program revised.

LOUISIANA STUDY SYNOPSIS

Louisiana's portion of the proposed freeway route linking Shreveport and Kansas City occupies the corridor paralleling U.S. 71 in Caddo Parish. This 34.2 mile segment extends from the junction of I-220 north to the Arkansas State Line and traverses an area that is predominately rural except for some 4.2 miles in

the urbanized area of Shreveport.

In Louisiana, the route will connect with routes I-20 and I-220 and will serve as an extension of I-49 south of Shreveport. This Interstate Highway was added to the original Interstate System as a substitute for I-410 in the New Orleans area. Upon completion in 1990, it will connect I-20 in Shreveport with I-10 some 207 miles to the south of Lafayette, Louisiana.

Overall movement of people and goods within the corridor will be greatly improved by the proposed highway with considerable benefits to motorists safety. In Louisiana, controlled access Interstates in rural areas exhibit much lower accident rates than rural two-lane highways. Accident data for the calendar year 1986 reveals rates of 1.39 and 0.44 accidents per million vehicle miles for U.S. 71 and rural Interstates in Louisiana, respectively.

There are no major environmental concerns in the Louisiana corridor. Efforts will be made to mitigate impacts in the areas affected, especially in the city of Shreveport where several relocations and displacements will be required.

Route Improvement Standards, Cost and Impact:

Estimates developed for the proposed north-south multi-state highway route in Louisiana are based on actual costs to design, purchase right-of-way and construct similar sections of I-49 now under construction. The total estimated cost for the Louisiana segment is $200 million. This estimate was derived from costs to

construct rural four-lane sections of freeway type highways at $2.3 million per mile and rural diamond interchanges at $3.5 million each. Other estimates were developed from actual costs to construct similar highway segments in the Shreveport area.

As stated previously, constructing this route to full access-control freeway standards will positively impact transportation service and economic development. Existing transportation modes - air, rail, waterways and highways will benefit from improved access, safety and reduced travel time. Environmental impacts will be minimal as will air and noise pollution.

The State of Louisiana does not have plans to upgrade any of existing U.S. 71 in the foreseeable future and any approval to proceed with construction of a controlled access highway would entirely depend upon supplementary funding.

SELECTED REFERENCES

1. Arkansas State Parks Plan, October 1981, Arkansas Department of Parks and Tourism - Division of State Parks

2. Statewide Comprehensive Outdoor Recreation Plan - 1985, Arkansas Department of Parks and Tourism

3. The Natural State - Arkansas, 1986 Travel and Tourism Report

4. Arkansas State Rail Plan, January 1985, Arkansas State Highway and Transportation Department

5. Directory of Arkansas Mineral Producers and Production, Arkansas Geological Commission, March, 1980

6. Highway 71 Relocation, Fayetteville - McKissick Creek, Environmental Impact Statement, FHWA-ARK-EIS-75-02-F, FAP-ARK-011-3

7. U.S. Highway 71 Relocation (Interstate 40 to Fayetteville), Environmental Impact Statement, FHWA-AR-EIS-84-03-F, FAP-FFIR-075-1(19)

8. City and Town, Arkansas Municipal League, 1987

9. U.S. Department of Commerce, Bureau of Economic Analysis, 1984

10. Research and Analysis, Arkansas Employment Security Division, 1986

11. An Analytical Perspective On The Determination of Highway Commodity Flow Corridors In Arkansas, April 1975, Arkansas State Highway and Transportation Department

APPENDIX C

Support Letters

STATE HIGHWAY DEPARTMENTS SUPPORT LETTERS

Robert G. Graves
Secretary

Department of Transportation and Development

P. O. BOX 94245
BATON ROUGE, LA. 70804-9245

(504) 379-1200

Edwin W. Edwards
Governor

October 29, 1987

KANSAS CITY, MISSOURI TO SHREVEPORT, LOUISIANA
INTERSTATE HIGHWAY

Mr. Ray Barnhardt, Administrator
Federal Highway Administration
Room 4218 - HOA-1
Washington, D.C. 20590

Dear Mr. Barnhardt:

The Louisiana Department of Transportation and Development wishes to go on record as supporting the above referenced project. We urge adoption of the recommendations contained in the study report prepared in response to Section 166 of the Federal-Aid Highway Act of 1987 and in particular, the immediate designation and funding of this route as an interstate highway.

The benefits of such a project to the Shreveport-Caddo Parish area and the State in general are innumerable. It would greatly enhance the economic growth potential of the area and provide a needed freeway link between Interstates 20, 220 and 49 in Shreveport with the State of Arkansas and points north. With the completion of I-49, a north-south interstate highway would connect the north central region of our Country with the gulf south and beyond.

Through copies of this correspondence, we are urging members of our Congressional Delegation to work with your Agency and other members of the United States Congress to appropriate the needed funds to enable the project to proceed at an early date. We are further requesting Governor Edwin Edwards and Governor Elect Buddy Roemer to add their support to this much needed project.

With kindest regards, I remain

Sincerely,

ROBERT G. GRAVES

LAG/lrp

cc: On next page

cc: Governor Edwin W. Edwards
Governor Elect Buddy Roemer
Louisiana Congressional Delegation
Mr. Henry C. Gray - Arkansas
Mr. Wayne Muri - Missouri
Mr. R. E. Stotzer, Jr. - Texas
Mr. J. N. McDonald
Mr. Roy Mitchell
Mr. Charles M. Higgins
Mr. Lacey A. Glascock
Mr. J. L. Wax
Mr. Henry Barousse

COMMISSION
ROBERT H. DEDMAN, CHAIRMAN
JOHN R. BUTLER, JR.
RAY STOKER, JR.

STATE DEPARTMENT OF HIGHWAYS
AND PUBLIC TRANSPORTATION
DEWITT C. GREER STATE HIGHWAY BLDG.
11TH & BRAZOS
AUSTIN, TEXAS 78701-2483

ENGINEER-DIRECTOR
R. E. STOTZER, JR.

November 16, 1987

IN REPLY REFER TO
MLY

The Honorable James H. Burnley, IV
Deputy Secretary
Department of Transportation
400 Seventh St., SW
Washington, DC 20590

Dear Mr. Burnley:

In response to Section 166 of the 1987 Federal-Aid Highway Act, the states of Arkansas, Missouri, Texas, and Louisiana are jointly preparing a study to demonstrate the feasibility of constructing an Interstate Highway from Kansas City, Missouri to Shreveport, Louisiana.

The Texas Department of Highways and Public Transportation fully supports this project, and requests that this route be designated and funded as an Interstate Highway. Although only a small portion of this proposed highway will be in Texas, looping just west of Texarkana, it will greatly benefit this northeast Texas region. It will enhance the economic growth potential of the area, and improve travel time and traffic safety. The highway will also improve tourism, as there are numerous recreational facilities in the surrounding area.

The route through Texas provides another important benefit: the major defense plants in the study corridor are located near Texarkana, Texas. The Lone Star Ammunition Plant is a manufacturer of explosives. The Red River Army Depot repairs equipment, such as the Bradley troop transport and Hawk Missiles, and supplies equipment to the Army. The Longhorn Army Ammunitions Plant produces solid rocket fuel, flares, button bombs, and ammunition rounds.

Through other correspondence, we are urging members of our Congressional delegation to work with your Department and other members of the United States Congress to appropriate the needed funds to enable the project to proceed at an early date.

Thank you for your attention to this matter.

Sincerely,

R. E. Stotzer, Jr.
Engineer-Director

cc: The Honorable William P. Clements, Jr.
Mr. Robert H. Dedman
Mr. John R. Butler, Jr.
Mr. Ray Stoker, Jr.
Mr. Ray Barnhart, FHWA

CUS/cus

ARKANSAS STATE HIGHWAY COMMISSION

BOBBY HOPPER, Chairman
SPRINGDALE
RAYMOND PRITCHETT, Vice Chairman
MAUMELLE
RON HARROD
PRESCOTT
RODNEY E. SLATER
JONESBORO
L.W. "BILL" CLARK
HOT SPRINGS

P.O. BOX 2261
LITTLE ROCK, ARKANSAS 72203
(501) 569-2000

MAURICE SMITH
DIRECTOR OF
HIGHWAYS AND TRANSPORTATION
DAN FLOWERS
ASSISTANT DIRECTOR OF
HIGHWAYS AND TRANSPORTATION
CHARLES VENABLE
CHIEF ENGINEER

February 26, 1988

Mr. James H. Burnley
Secretary of Transportation
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

Pursuant to Section 166 of the Federal-Aid Highway Act of 1987, the Arkansas State Highway and Transportation Department in cooperation with the state highway agencies of Missouri, Texas and Louisiana, prepared a report on the feasibility of constructing a freeway facility from Kansas City, Missouri to Shreveport, Louisiana. Our Department strongly supports this highway project. The proposed facility would greatly improve traffic flow and safety which is a major issue within the study area.

If we may provide any additional information on this project, please contact me. Thank you for your attention to this matter.

Sincerely,

Maurice Smith
Director of Highways
and Transportation

MS:CM:tw

cc: Senator Dale Bumpers
Senator David Pryor
Representative John Paul Hammerschmidt
Representative Tommy Robinson
Representative Bill Alexander
Representative Beryl Anthony

GOVERNORS AND LT. GOVERNORS SUPPORT LETTERS

State of Louisiana
EXECUTIVE DEPARTMENT
Baton Rouge
70804-9004

EDWIN W. EDWARDS
GOVERNOR

POST OFFICE BOX 94004
(504) 342-7015

November 13, 1987

Mr. Ray Barnhardt
Administrator
Federal Highway Administration
Room 4218, HOA-1
Washington, D.C. 20590

Dear Mr. Barnhardt:

I wish to express my full support for approval of the Kansas City, Missouri to Shreveport, Louisiana Interstate Highway project. I am advised by our Secretary of Transportation and Development, Mr. Robert G. Graves, that a recent feasibility study by the state highway agencies of Louisiana, Arkansas, Missouri and Texas and the Federal Highway Administration indicates that the route is highly needed and recommends that it be designated and funded as an interstate highway.

Construction of a north-south freeway from the City of Shreveport north to Kansas City, Missouri will greatly benefit transportation needs in this area of our state and country and serve to stimulate the economic well-being of our citizens which is so badly needed at this time. It will further provide a basis for improved commerce between the rich agricultural, industrial and shipping interests of our States.

We trust that you are fully aware of our transportation needs and will work with the United States Congress in the forthcoming approval of this route. Please let us know of any action on our part that may assist in the early approval and funding of this most needed project.

Kindest personal regards.

Sincerely,

EDWIN W. EDWARDS

EWE/stm

c: Louisiana Congressional Delegation
Governor Bill Clinton
Governor John Ashcrost
Governor William P. Clements
Mr. J. N. McDonald
Mr. Robert G. Graves

STATE OF ARKANSAS
OFFICE OF THE GOVERNOR
State Capitol
Little Rock 72201

Bill Clinton
Governor

November 4, 1987

Secretary of Transportation
U. S. Department of Transportation
400 Seventh Street SW
Washington, D.C. 20590

To the Secretary:

I am writing to solicit your support for the construction of an Interstate Highway from Kansas City, Missouri to Shreveport, Louisiana.

The states of Arkansas, Missouri, Texas and Louisiana have jointly worked on this project that would provide a critical link in the Interstate Highway System through the central portion of the United States. This route would greatly aid north-south travel with resulting benefits for economic development, shipping and tourism. Presently there is a 500 mile gap in the link from Canada to the Gulf of Mexico ports which would be remedied by this proposal.

I urge your assistance in our efforts to see this proposal become a reality. If you need more information or any further assistance from this office, please do not hesitate to contact me.

Sincerely,

Bill Clinton

BC/cts/vm

EXECUTIVE OFFICE
STATE OF MISSOURI

JOHN ASHCROFT
GOVERNOR

November 30, 1987

Mr. R. A. Barnhart
Federal Highway Administrator
Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. Barnhart:

The 1987 Surface Transportation Act required that a feasibility study be made for an interstate route from Kansas City, Missouri to Shreveport, Louisiana. The proposed route would close a 500 mile gap between north-south interstate highways in central United States. In Missouri, this route would incorporate some sections of Route 71 and parallel Route 71 in other areas. This study is in its final stages of completion and will show the proposed route to be of considerable benefit in all the affected states. The study will be completed and in your office in the very near future.

I want to lend my strong personal support for the establishment of this interstate route as it will mean that western Missouri could realize a substantial increase in economic development by providing a good shipping route to the gulf ports.

I have advised Missouri's congressional delegation that this proposal will be presented to Congress before April 1, 1988 and have urged them to give this proposal their support.

Sincerely,

John Ashcroft

GOVERNOR

cc: Secretary of Transportation

P.O. BOX 720 JEFFERSON CITY, MISSOURI 65102

STATE OF LOUISIANA
OFFICE OF THE LIEUTENANT GOVERNOR

ROBERT L. "BOBBY" FREEMAN
LIEUTENANT GOVERNOR
AND
COMMISSIONER
DEPARTMENT OF CULTURE,
RECREATION AND TOURISM

P. O. BOX 44243
BATON ROUGE, LOUISIANA 70804
(504) 342-7009

November 12, 1987

Mr. Ray Barnhardt, Administrator
Federal Highway Administration
Room 4218-HOA-1
Washington, D. C. 20590

RE: Kansas City, Missouri to
Shreveport, Louisiana
Interstate Highwav

Dear Mr. Barnhardt:

As the elected official responsible for pursuing industrial and tourism development in Louisiana, this is to express my support for an interstate type highway connecting Kansas City, Missouri to Shreveport, Louisiana. The recent feasibility study by the State Highway Agencies of Louisiana, Arkansas, Missouri and Texas and the Federal Highwav Administration indicates that the route is highly needed and recommends that it be designated and funded as an interstate highway. I urge your support in this matter.

Construction of a north-south freeway from the City of Shreveport north to Kansas City, Missouri will be responsive to transportation needs in this area of our State and Country and serve to stimulate economic activity which is badly needed at this time. It will also provide for improved commerce between the rich agricultural, industrial and shipping interests of our States.

I know that you stay abreast of our transportation needs and will work with the United States Congress for approval of this route. Please let me know of any action on our part that may assist in the early approval and funding of this most needed project.

Sincerely,

ROBERT L. "BOBBY" FREEMAN
Lieutenant Governor

RLF:as

UNITED STATES SENATORS AND REPRESENTATIVES SUPPORT LETTERS

BILL ALEXANDER, M.C.
ARKANSAS

COMMITTEE ON
APPROPRIATIONS

233 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4076

GATHINGS BUILDING, ROOM 211-A
615 SOUTH MAIN
JONESBORO, AR 72401
(501) 972-4600

FEDERAL BUILDING, ROOM 202
BATESVILLE, AR 72501
(501) 698-1761

ST. FRANCIS COUNTY COURTHOUSE, ROOM 3
FORREST CITY, AR 72335
(501) 633-5226

Congress of the United States

December 18, 1987

ACTION
Assigned to
FHWA
CONTROL NO.
871221-010
SIMS S-10

The Honorable James Burnley, IV
Secretary of Transportation
U.S. Department of Transportation
Washington, D.C. 20590

Dear Mr. Secretary:

The enclosed correspondence for the Chairman of the Arkansas Industrial Development Commission calls attention to the continuing need for a major north-south interstate highway from Kansas City, Missouri to Shreveport, Louisiana.

This highway would pass through a region, including sections of my home state of Arkansas, which urgently require a major transportation artery to facilitate economic development. I want you to know of my support for such a project. Additionally, it would be appreciated if you could provide me with your thoughts on this proposal. I look forward with interest to receiving your reply.

With kindest regards, I am

Sincerely,

Bill Alexander

BILL ALEXANDER
Member of Congress

BA/gj

Enclosure

ALAN WHEAT
5TH DISTRICT, MISSOURI

MEMBER
COMMITTEE ON
RULES

SELECT COMMITTEE ON
CHILDREN, YOUTH,
AND FAMILIES

Congress of the United States
House of Representatives
Washington, DC 20515-2505

1204 LONGWORTH BUILDING
WASHINGTON, DC 20515-2505
(202) 225-4535

811 GRAND AVENUE, #935
KANSAS CITY, MO 64106-1997
842-4545

301 WEST LEXINGTON, #221
INDEPENDENCE, MO 64050-3724
833-4545

December 23, 1987

Mr. Ray A. Barnhart
Administrator
Federal Highway Administration
400 Seventh Street, SW
Washington, DC 20590.

Dear Mr. Barnhart:

As you know, the Federal Highway Administration (FHA) is currently undertaking a study on the feasibility of a proposed interstate route between Kansas City and Shreveport, Louisiana. Pursuant to the provisions of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Public Law 100-17), this study will evaluate the projected cost and potential benefits of such a highway and is expected to be submitted to Congress by the Secretary of Transportation on or before March 17, 1988.

Recently I was contacted by the Governor of Missouri, the Chief Engineer of the Missouri Highway and Transportation Commission, and the Executive Director of the Mid-America Regional Council (MARC) regarding this proposal. Because of the impact of such a project on this region and the interest of the State of Missouri and MARC in such developments, their input could provide useful insights for the planning and implementation of such a project. I hope that they would both be provided with opportunities to include their views during any further consideration of this proposal. I would also appreciate five copies of the conclusions of this study when they are available.

Thank you for your assistance and for your consideration of the views of these interested parties in this matter. Please don't hesitate to contact me if I may be of assistance to you in the future.

Sincerely,

Alan Wheat
Member of Congress

JIM CHAPMAN
FIRST DISTRICT
TEXAS

428 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4301
TELEPHONE: (202) 225-3035

PUBLIC WORKS AND TRANSPORTATION
SCIENCE, SPACE, AND TECHNOLOGY
DEMOCRATIC STEERING AND POLICY

Congress of the United States
House of Representatives
Washington, DC 20515-4301

February 29, 1988

Mr. James Burnley, IV
Secretary of Tranportation
Department of Tranportation
400 Seventh Street, S.W.
Washington, D. C. 20590

Dear Secretary Burnley:

I wish to express my full support for approval of the Kansas City, Missouri to Shreveport, Louisiana Interstate Highway project. I have had an opportunity to examine the preliminary feasibility study prepared by the states of Arkansas, Missouri, Louisiana and Texas. I feel that this project, as described in the feasibility study, is deserving of construction.

I fully support this project and request that this route be designated and funded as an Interstate Highway. Although two alternatives are pending, I am confident that the Department of Transportation will recognize the critical value of ensuring the proposed highway be as efficient and convenient to Texas transportation needs as possible, and will include, as recommended in the study, a portion of East Texas in the route. Although only a small portion of this proposed route will be in Texas, looping just west of Texarkana, it will greatly benefit this northeast Texas region. It will enhance economic growth potential for the area and improve travel time and traffic safety.

As a member of the House Committee on Public Works and Transportation, I recognize the need for a highway of this nature. This project is badly needed to complete the national interstate system and I urge you to consider the positive impact it would have on this region so badly in need of just such a boost.

Sincerely,

Jim Chapman
Member of Congress

STATE LEGISLATOR AND MAYORS SUPPORT LETTERS

T. MARK ELLIOTT
th District State Representative
P.O. Box 567
Carthage, Missouri 64836
(417) 358-4645

Room 103B-B — State Capitol
House Post Office
Jefferson City, Missouri 65101
(314) 751-5458

MISSOURI
HOUSE OF REPRESENTATIVES
JEFFERSON CITY 65101

November 23, 1987

James Burley, IV
Secretary of Transportation Department
400 7th. St. S.W.
Washington, DC 20590

Dear Secretary Burley:

I am sending this letter to seek your help in efforts to obtain interstate highway status for what is now U. S. 71 Highway.

We here in southwest Missouri feel it is vital that our area work toward continuing the growth we are experiencing now and growth we will experience well into the next century. Interstate status for U. S. 71 is an important ingredient in this picture.

It is also important to know that in this effort the possibility of linking a system that starts at the Canadian border in the north and ends at the Gulf of Mexico in the south will streamline our transportation system and create an environment in the very center of our country that would be one which would encourage commerce, tourism, and all of the other things that revolve around a good transportation system.

I understand that our southern neighbor, Arkansas, is well advanced in the construction of its part of U. S. 71, and hopefully, we will soon be there thanks to your efforts.

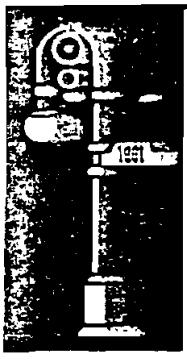
To close, I would just thank you for your efforts that you give us for our country. I lend my efforts to you if there is anything that I might do.

My very best,

T. Mark Elliott
State Representative
District 126

TME/tdr

c.c. Tracey Osborne
Carthage Chamber of Commerce
129 E. Third St.
Carthage, MO 64836

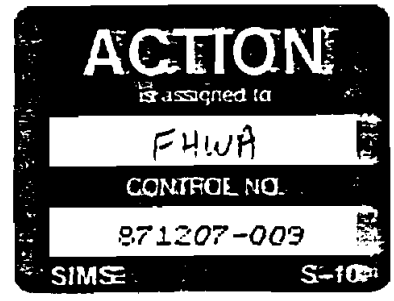


City of Butler, Missouri

A Municipally Owned Light and Water System

101 North Lyon Street 64730-2199 (816) 679-4182

John Mills, Mayor



November 24, 1987

Secretary of Transportation
Washington, DC

Honorable Secretary of Transportation:

I am writing this letter in the interest of a Legislative Study of Highway I-29 from the Canadian Border to Sweetwater, Louisiana.

I believe that a project of this kind would be a big help in the economic impact by this proposed interstate going through the middle of our country. It seems to me that along the interstate is where a great many of the industries like to locate, which would be a very good asset to this area.

We also know that Highway 71 has a high traffic count and upgrading it would be very beneficial in a variety of ways to our particular area.

Thank you for your consideration in this matter.

Sincerely,

John R. Mills

John R. Mills
Mayor

mu

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION
P O BOX 745 — SPRINGDALE, ARKANSAS 72764 — (501)—751—7125

ACTION
FHWA
CONTROL NO.
880119-013
SIMS S-10

January 14, 1988

Mr. James Burnley
U.S. Secretary of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

Dear Secretary Burnley:

The states of Arkansas, Louisiana, Missouri and Texas, under a provision in the 1987 Federal Aid Highway Act, are cooperatively working toward a program to complete an interstate type highway from Kansas City, Missouri to Shreveport, Louisiana. The completion of this approximately five hundred mile length of highway improvements, will provide a vital interstate highway connection through the heartland of the United States, linking the Canadian border to the Gulf of Mexico or the Mexican border.

The Northwest Arkansas Regional Planning Commission has worked for eighteen years to improve highway access to western Arkansas and we fully support this cooperative four state program. We urge your full support of this effort and hope that you will help expedite these vital highway improvements.

Thank you for your consideration of this matter.

Charles N. McKinney
Mayor

Chairman
NW Arkansas Regional Planning Commission

cc: Maurice Smith
Senator Dale Bumpers
Senator David Pryor
Representative Bill Alexander
Representative Tommy Robinson
Representative Beryl Anthony
Representative John Paul Hammerschmidt

OTHER SUPPORT LETTERS

SHEFFIELD NELSON, P.A.
ATTORNEY AT LAW
1610 TOWER BUILDING
LITTLE ROCK, ARKANSAS 72201
(501) 375-7500

November 20, 1987

Honorable Jim Burnley, IV, Secretary
United States Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Secretary Burnley:

I am Chairman of the Arkansas Industrial Development Commission. I've been asked to address the need for a north-south interstate highway from Kansas City, Missouri to Shreveport, Louisiana.

We have no greater need in the State of Arkansas. If we are to keep a significant number of industries that are currently in the state, and if we are to have any hope of adding new industries in the future, it is imperative that we have such a highway.

It has been conclusively shown that access to a four-lane highway has become the single most important issue in keeping and attracting industry. I have just completed a year of labor serving as Chairman of the Economic Expansion Study Commission, which took an in-depth look at what our problems and opportunities are in industrialization in Arkansas. The most commonly cited deficiency was a four-lane, north-south highway. We were told in very clear terms that we have to cure the problem, or we are going to lose industry that located in outlying towns before transportation became the critical issue it is today.

In a poor state such as Arkansas, where the per capita income ranks among the lowest and where unemployment generally runs well above the national average, we simply cannot afford to lose existing industry. Additionally, many of the areas which are hurting the worst, with unemployment exceeding 20%, would be served by a north-south highway, and would give us hope of securing industries for those areas.

With this in mind, I offer my total support to the concept, and encourage you to put the considerable power of your office behind such a proposal. You would render a great service to many people who are in dire need of assistance.

Thank you for any consideration you may give this request.

Sincerely,

Sheffield Nelson

SN/bab

cc: Senator Dale Bumpers
Senator David Pryor
Representative John Paul Hammerschmidt
Representative Bill Alexander
Representative Beryl Anthony
Representative Tommy Robinson
Mr. Henry Gray

THE NATURAL STATE
Arkansas®
DEPARTMENT OF PARKS AND TOURISM ■ One Capitol Mall, Little Rock, Arkansas 72201 ■ (501) 371-7777

• Bill Clinton
Governor
• Jo Luck Wilson
Executive Director

State Parks, Recreation &
Travel Commission

• Ken Bowen
Chairman
• Dean Murphy
Vice Chairman
• Steve Chyrchel
• Ed Falwell
• Jim Gaston
• Karen Lackey
• Cone Magie
• Montine McNulty
• Olden Murry
• Ness Sechrest
• J.D. "Bud" Shamburger
• Ovid Switzer
• R.M. "Mickey" Twyford
Lee Zachary

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Administration
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• Joe Rice
Tourism
• Judy Stough
Great River Road
• John L. Ferguson
History Commission
• Wesley Creel
Museum Services

November 5, 1987

James Burnley
Secretary of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

Dear Secretary Burnley:

In these changing times, tourism is emerging as an even more important component of the Arkansas economy. If we're even to approach the travel industry's potential, a comprehensive transportation system will be required. In short, tourists demand good roads.

For this reason I'm very pleased to endorse a proposed interstate highway along Arkansas's western border. This alignment would eliminate a significant gap in a north-south interstate route through the central portion of our country, connecting the Kansas City area to Shreveport, Louisiana. At the same time it would make an underutilized and underdeveloped tourist area easily accessible to the traveling public.

Therefore I am encouraging you to act favorably on the proposal. This link would contribute significantly to improved economic conditions along its entire 500-mile route.

Sincerely,

Jo Luck Wilson

Jo Luck Wilson

cc: Governor Bill Clinton
Senator Dale Bumpers
Senator David Pryor
Representative Bill Alexander
Representative John Paul Hammerschmidt
Representative Beryl Anthony
Representaive Tommy Robinson
Henry Gray

An Equal Opportunity/Affirmative Action Employer

November 19, 1987

Mr. Jim Burnley
Secretary of Transportation
400 7th Street S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

I appreciate the opportunity to comment on the proposal to construct a new north-south link on the Interstate Highway System through Western Arkansas which would eventually complete the north-south corridor from the Gulf to Canada under the 1987 Federal-Aid Highway Act.

The implications for industrial development have always been fairly obvious, but now that the Arkansas Interstate system has been in place for several years, we have very sound evidence of the importance of this highway transportation factor in the location of industry. This importance is indicated in the list of criteria provided by industrial prospects which, in many cases include access (within 30 miles) of the interstate highway system.

Communities in Arkansas with 4-lane highway service have attracted 2 1/2 times more manufacturing operations than those without it. Those with 4-lane service have an average of 1,518 manufacturing jobs compared to only 579 in those towns without the service. Those with 4-lane service have an average of 17.8 plants compared to 6.5 for those towns without the service.

The most obvious gap in this service in Arkansas is the lack of a north-south corridor to serve those cities in the western part of the state. Shippers in that part of the state need much better access to the Kansas City, St. Louis, Chicago, and Minneapolis areas. This new link would also drastically improve the flow of goods south to the Gulf Coast; a major factor for exporters in Western Arkansas. Conversely, importers and firms purchasing raw materials from the Gulf Coast area will also benefit from shorter shipping times and lower costs.

In addition to benefits to the industrial sector, an interstate link would have a major influence on tourism, agriculture, retirement, and the timber industry. Many of those rural Arkansas counties are incapable of attracting much in the way of

Arkansas Industrial Development Commission
One State Capitol Mall / Little Rock, Arkansas USA 72201
(501) 371-1121 / FAX 501-371-7691 / Telex 215866 AIDC UR

industry, but can improve their economies drastically in other sectors with a better transportation network.

This agency and all other development interests in Arkansas heartily endorse the proposal and will work with you in any manner to get it approved and constructed.

Sincerely,

Dave Harrington

Dave Harrington
Executive Director

DH:rs

J. B. HUNT TRANSPORT, INC.
P.O. BOX 130, LOWELL, ARKANSAS 72745
PHONE: 501-659-8800

November 5, 1987

Mr. James H. Burnlee, IV
U. S. Secretary of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnlee:

It is my understanding that in response to the 1987 Federal Aid Highway Act, the states of Arkansas, Missouri, Texas, and Louisiana are jointly preparing a study to demonstrate the feasibility of constructing an Interstate Highway from Kansas City to Shreveport.

As you know, this route would include Western Arkansas and, particularly as far as we are concerned, Northwest Arkansas. Currently, we operate 2,435 tractors throughout the United States. A good deal of that number regularly travel U. S. 71 between Lowell and Alma and on many instances continuing either north to Kansas City or south to Texas and Louisiana points.

As you also know, U. S. 71 is a dangerous and overworked artery that is woefully inadequate for the fastest growing region in the state.

Due to the growth in the nation's mid-section and, particularly, in the region that would be affected by a north-south interstate highway and due to the unsafe and inadequate existing highway, I urge you to promptly consider lending your support to this extremely worthwhile project.

Sincerely,

Kirk Thompson
President and
Chief Executive Officer

KT/bg
cc: Senator Dale Bumpers
Senator David Pryor
Representative John Paul Hammerschmidt
Representative Bill Alexander
Representative Beryl Anthony
Representative Tommy Robinson
Mr. Henry Gray, Arkansas State Highway Commission

ARKANSAS BEST
CORPORATION

H L HEMBREE
CHAIRMAN OF THE BOARD
AND CHIEF EXECUTIVE OFFICER

November 10, 1987

The Honorable Jim Burnley
U.S. Secretary of Transportation
400 7th Street, S.W.
Washington, DC 20590

Dear Mr. Secretary:

It has recently come to my attention that the states of Missouri, Arkansas, Louisiana and Texas are conducting a study on the possibility of constructing an interstate highway from Kansas City, Missouri, to Shreveport, Louisiana, in response to the 1987 Federal-Aid Highway Act.

The proposed highway would fill a 500-mile gap that currently exists in the northern and southern interstate system which would greatly benefit travel in this area of the country for individuals, as well as industry. Naturally, it would be of great economic development value for the entire region since it would provide reliable surface transportation to areas which are void of this service now.

Therefore, I personally support this proposed highway and urge you to consider the positive impact it would have on our state and region.

Sincerely,

H. L. Hembree

xtue/d

cc: Senator Dale Bumpers
Senator David Pryor
Representative John Paul Hammerschmidt
Representative Bill Alexander
Representative Beryl Anthony
Representative Tommy Robinson

CORPORATE CENTER P O BOX 48 / FORT SMITH, ARKANSAS 72902 / (501) 785-6000

FIRST COMMERCIAL BANK N.A.

November 5, 1987

The Honorable James Burnley
Acting Secretary
United States Department of Transportation
400 7th Street, S.W.
Washington, DC 20590

RE: Critical Link North and South in the Interstate Highway System from Canada to the Gulf of Mexico Ports via Kansas City, Missouri, to Shreveport, Louisiana

Dear Mr. Secretary:

Study is underway, I am advised, under the 1987 Federal-Aid Highway Act for construction of the captioned critical link from Missouri through Arkansas to Louisiana and Texas.

Dr. Robert Reich, of the John F. Kennedy School of Government at Harvard, testified May 5, 1987, before the U.S. Senate Agriculture Committee, about our so-called bi-coastal economy. The picture painted is one of prosperity on either coasts and recession/depression in the heartland of America. He suggests four remedies, the foremost of which is an improved transportation system. He also observes that there is a remarkable imbalance of Federal spending in the populations centers on either coasts in support of an intra-inter city transit system as compared to spending in middle America. I understand the ratio is 28 to 1 in favor of megalopolis over the heartland of America.

I urge your favorable consideration of the captioned link as imperative if middle America is to survive, much less do well.

Very truly yours,

William H. Bowen
Chairman of the Board

WHB:ccb
d3a/g

cc: The Honorable David Pryor
The Honorable Dale Bumpers
The Honorable Beryl Anthony
The Honorable Tom Robinson
The Honorable John Paul Hammerschmidt
The Honorable William V. Alexander
Mr. Henry Gray

CAPITOL AND BROADWAY LITTLE ROCK, ARKANSAS 72201 501/371-7000

November 25, 1987

Secretary of Transportation
Department of Transportation
400 7th Street S. W.
Washington, D. C. 20590

Dear Mr. Secretary:

Enclosed are copies of correspondence we have directed to Congressman Ike Skelton, Senator Christopher Bond and Senator John Danforth, in support of upgrading U. S. Highway 71 to interstate status and further developing of that system to provide the interstate route from Kansas City to Shreveport, Louisiana.

If there is anything else we can do to encourage this project, please let us know. We would like to be advised of any pending action on this project.

Sincerely,

Donna Thomas

Donna Thomas
Director

DT:ss

enc.

Nevada means business

Donna Thomas · Local Program Coordinator
Nevada Area Economic Development Commission
P.O. Box 807 Nevada, Missouri 64772 (417) 667-6084

November 25, 1987

Congressman Ike Skelton
2453 Rayburn House Office Building
Washington, D. C. 20515

Dear Congressman Skelton:

The Nevada Area Economic Development would like to let you know of our official support for the proposal to upgrade U.S. 71 Highway to interstate status. I believe that I-29 is the proposed name of that interstate.

It is understood that the 1987 Federal Transportation Act required that a feasibility study be undertaken on the establishment of a route from Kansas City to Shreveport, Louisiana. We would like to see that route utilize the existing 71 Highway, upgrading it to the proposed I-29 status. While further limited accesses would have to be constructed, many intersections are already "limited", with right-of-way already purchased. It would be much more economical to upgrade the existing 4-laned 71 Highway than to construct a totally new four-laned highway in another area.

Any efforts that you have toward obtaining this designation would be greatly appreciated.

Sincerely,

Donna Thomas

Donna Thomas
Director

DT:au

Nevada means business

Donna Thomas · Local Program Coordinator
Nevada Area Economic Development Commission
P.O. Box 807 Nevada, Missouri 64772 (417) 667-6084

November 25, 1987

Senator Christopher Bond
708 Hart Building
Washington, D. C. 20510

Dear Senator Bond:

The Nevada Area Economic Development would like to let you know of our official support for the proposal to upgrade U.S. 71 Highway to interstate status. I believe that I-29 is the proposed name of that interstate.

It is understood that the 1987 Federal Transportation Act required that a feasibility study be undertaken on the establishment of a route from Kansas City to Shreveport, Louisiana. We would like to see that route utilize the existing 71 Highway, upgrading it to the proposed I-29 status. While further limited accesses would have to be constructed, many intersections are already "limited", with right-of-way already purchased. It would be much more economical to upgrade the existing 4-laned 71 Highway than to construct a totally new four-laned highway in another area.

Any efforts that you have toward obtaining this designation would be greatly appreciated.

Sincerely,

Donna Thomas

Donna Thomas
Director

DT:au

Nevada means business

Donna Thomas · Local Program Coordinator
Nevada Area Economic Development Commission
P.O. Box 807 Nevada, Missouri 64772 (417) 667-6084

November 25, 1987

Senator John C. Danforth
497 Russell Building
Washington, D. C. 20510

Dear Senator Danforth:

The Nevada Area Economic Development would like to let you know of our official support for the proposal to upgrade U.S. 71 Highway to interstate status. I believe that I-29 is the proposed name of that interstate.

It is understood that the 1987 Federal Transportation Act required that a feasibility study be undertaken on the establishment of a route from Kansas City to Shreveport, Louisiana. We would like to see that route utilize the existing 71 Highway, upgrading it to the proposed I-29 status. While further limited accesses would have to be constructed, many intersections are already "limited", with right-of-way already purchased. It would be much more economical to upgrade the existing 4-laned 71 Highway than to construct a totally new four-laned highway in another area.

Any efforts that you have toward obtaining this designation would be greatly appreciated.

Sincerely,

Donna Thomas

Donna Thomas
Director

DT:au

Nevada means business

Donna Thomas Local Program Coordinator
Nevada Area Economic Development Commission
P.O. Box 807 Nevada, Missouri 64772 (417) 667-6084

FHWA

CROWDER COLLEGE
NEOSHO, MISSOURI 64850

Office of the President

December 11, 1987

James H. Burnley
Secretary of Transportation
U. S. Department of Transportation
400 Seventh St. S.W.
Washington DC 20590

Dear Mr. Burnley:

I am writing to add my support to that which has already been expressed for the expansion of U. S. Highway 71 into a new I-29 corridor through Southwest Missouri. U. S. 71 now serves as one of the major north-south expressways through the midwest, but remains largely a two-lane highway from the Missouri-Arkansas border north to Carthage, Missouri. With this region serving as a hub to much of the trucking industry in the midwest, this small stretch of U.S. 71 creates both a major traffic hazard and a bottleneck to much of the commerce that flows through this area.

There are also a number of positive reasons for expanding the highway link. With I-44 moving east to west through this region, a major north-south artery will add considerably to the economic potential of southwest Missouri and northeast Oklahoma. Labor is reliable and inexpensive, the climate is attractive, and I believe that as we work to draw foreign investors and industry to the United States, this could be a very popular area if transportation were improved.

I would strongly encourage you to support this expansion project as soon as possible. Thank you for your consideration.

Sincerely,

Kent A. Farnsworth
President

KAF/gl

SHEFFIELD NELSON, P.A.
ATTORNEY AT LAW
1610 TOWER BUILDING
LITTLE ROCK, ARKANSAS 72201
(501) 375-7500

November 20, 1987

Honorable Jim Burnley, IV, Secretary
United States Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Secretary Burnley:

I am Chairman of the Arkansas Industrial Development Commission. I've been asked to address the need for a north-south interstate highway from Kansas City, Missouri to Shreveport, Louisiana.

We have no greater need in the State of Arkansas. If we are to keep a significant number of industries that are currently in the state, and if we are to have any hope of adding new industries in the future, it is imperative that we have such a highway.

It has been conclusively shown that access to a four-lane highway has become the single most important issue in keeping and attracting industry. I have just completed a year of labor serving as Chairman of the Economic Expansion Study Commission, which took an in-depth look at what our problems and opportunities are in industrialization in Arkansas. The most commonly cited deficiency was a four-lane north-south highway. We were told in very clear terms that we have to cure the problem, or we are going to lose industry that located in outlying towns before transportation became the critical issue it is today.

In a poor state such as Arkansas, where the per capita income ranks among the lowest and where unemployment generally runs well above the national average, we simply cannot afford to lose existing industry. Additionally, many of the areas which are hurting the worst, with unemployment exceeding 20%, would be served by a north-south highway, and would give us hope of securing industries for those areas.

With this in mind, I offer my total support to the concept, and encourage you to put the considerable power of your office behind such a proposal. You would render a great service to many people who are in dire need of assistance.

Thank you for any consideration you may give this request.

Sincerely,

Sheffield Nelson

SN/bab

cc: Senator Dale Bumpers
Senator David Pryor
Representative John Paul Hammerschmidt
Representative Bill Alexander
Representative Beryl Anthony
Representative Tommy Robinson
Mr. Henry Gray

LA-Z-BOY MIDWEST / *4301 Howard Bush Drive, Neosho, Missouri 64850. Phone (417) 451-5400*

December 10, 1987

JAMES H. BURNLEY
SECRETARY OF TRANSPORTATION
U.S. DEPARTMENT OF TRANSPORTATION
400 SEVENTH ST., S.W.
WASHINGTON, D.C. 20590

Secretary Burnley:

I want to express strongly my support for upgrading the highway 71 corridor to inter-state status.

This highway improvement can have a material positive economic impact on this generation and many generations to come.

The time to make this happen is now, please do not let this opportunity pass.

Sincerely,

Earl W. Bryan
Vice-President

EWB/lw

tsmt®

General Commodities Between All Points in U.S.

Harold F. Nickels
President-Chief Executive Officer

December 3, 1987

Department of Transportation
Mr. James H. Burnley IV
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

We write this letter in support of the placement of Interstate 29 South from Kansas City down the Highway 71 corridor through Missouri, Arkansas and into Louisiana.

We are a nationwide irregular route specialized carrier with corporate headquarters in Joplin, Missouri. We operate a large number of trucks from this location, and approximately 1100 nationwide.

We avoid routing our equipment south on Highway 71 because of the very narrow and heavily traveled conditions that exist. We are very safety conscious and do not feel Highway 71 in its present form to be a safe route for our equipment.

Sincerely,

TRI-STATE MOTOR TRANSIT CO.

Harold F. Nickels
President and
Chief Executive Officer

HFN:lsk

Tri-State Motor Transit Co.
Post Office Box 113
Joplin, Missouri 64802
417 624 3131

UNITED MISSOURI BANK
of Joplin

December 2, 1987

Department of Transportation
Mr. James H. Burnley IV
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

I understand that feasibility studies are currently underway for the future placement of Interstate 29. I also understand that one possible location for the new Interstate is the Highway 71 Corridor.

I would like to express my support for this project and would be very much in favor of the new Interstate running through Joplin, The impact of a major North-South Interstate running through Joplin and Southwest Missouri would be of tremendous help in expanding the Joplin economy.

Sincerely,

Mark S. Cochran

MSC/tlc

2300 East Seventh Street
Fourth Street and Range Line Road : 21st and Maiden Lane
P.O. Box 1365
Joplin, Missouri 64802
417-781-1300
Member FDIC

FHWA

C.B. SCHOEBERL M.D. (RETIRED) 3811 FOURTH STREET JOPLIN MISSOURI 64801

December 4, 1987

Department of Transportation
Mr. James H. Burnley IV
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

It is my understanding that studies are now in progress to determine the future placement of I-29.

As far as Missouri is concerned the ideal procedure would be to use 71 south out of Kansas City, Missouri. It would save a bundle of money and avoid the costly and time consuming procedures needed to obtain right of ways etc. Using the established Highway 71 would really only entail upgrading the already existing road.

Another consideration to be considered but hopefully would never be needed is this, I-29 using Highway 71 south through Missouri, Arkansas, and Louisiana would make an ideal straight run from Canada to the waterways of Louisiana in event of a war. Smooth and efficient transportation of war materiel is of the essence in this instance.

True, this routing of I-29 would be a boon to Southwest Missouri in many ways. However the more important reason to use Highway 71 south of Kansas City through Missouri, Arkansas, and Louisiana and to the Gulf has been outlined in the first two paragraphs of this letter.

Your consideration of the contents of this letter will be greatly appreciated.

Sincerely,

C.B. Schoeberl

THE
EMPIRE
DISTRICT
ELECTRIC
COMPANY

December 2, 1987

Department of Transportation
Mr. James H. Burnley IV
400 7th Street, S. W.
Washington, D. C. 20590

RE: Interstate 29 Route Selection

Dear Mr. Burnley:

It is my understanding that feasibility studies are currently being performed in regards to the future placement of Interstate 29. Please allow me a few minutes of your time to express my opinion concerning this project.

As a lifelong resident of Southwest Missouri and as District Manager of a public utility which serves 142 communities in a four state area, I believe that I have a good grasp of how vitally important this project could be to this area.

The existing Highway 71 corridor would provide the safest and most convenient Interstate location for the people of the four state area. In addition, this location would create the greatest opportunities for positive economic development of this area.

Your consideration and support in using the existing Highway 71 corridor is greatly appreciated.

Sincerely,

Rick Hendricks
District Manager

:kg

P.O. BOX 127 • JOPLIN, MISSOURI 64802 • (417) 623-4700

December 2, 1987

Department of Transportation
Mr. James H. Burnley IV
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

It is my understanding that a feasibility study is currently in progress for the future placement of an interstate going South out of Kansas City and running through Arkansas into Louisiana. It is my feeling that, in order to be cost effective, U. S. 71 which is a divided highway to Carthage, Missouri, should be upgraded to interstate status and then be completed South to the Arkansas border to hook up with a divided highway going around Fayetteville in Northwest Arkansas. In addition to opening up the ports on the Gulf to the North central part of the United State, I think, on a smaller scale, it is very important for Southwest Missouri to eliminate the bottle-neck of traffic on the existing 71 Highway to Northwest Arkansas and would have a positive impact on the economy and tourism for this area.

Thank you for your consideration in this matter, and if there is anything I can do, please don't hesitate to let me know.

Sincerely,

Ron Thompson
Senior Vice President

RT/ssc

802 MAIN STREET
417 623-8860

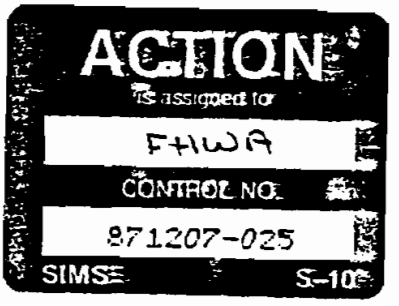
P.O. BOX 1373
JOPLIN, MISSOURI 64802

2433 RANGELINE
417 623-3100

Chamber of Commerce

Butler, Missouri

Post Office Box 167 • 64730
17 South Delaware Street (816) 679-3380



December 1, 1987

Office of the Secretary
James H. Burnley IV
Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

Secretary Burnley:

RE: Leglislative Study regarding Interstate-29 from the Canadian Border to Sweetwater, Louisiana.

As President of the Butler, Missouri Chamber of Commerce, the proposed legislation for I-29, would give our area the economic impact it needs for future development. As you know, the ability of a community to attract industry depends on the roadways serving that community. The present four lane highway continues to have a high traffic count. Upgrading to interstate standards would be very beneficial to Butler, Missouri and the surrounding communities.

Thank you for your consideration in this matter.

Respectfully,

John G. Daniel

Butler Chamber of Commerce
John G. Daniel, President

JGD:sb

Marketing Commission

City of Butler, Mo. P.O.Box 90-64730 (816) 679-6465/679-4182/679-4197

Jim Tiona - Chairman
John Mills - Mayor, City of Butler
Lelan Deems
Joe Dennis
Gene Dines
Richard Everett
Joe Ghere
Martin Levy
Lester Curs
Rom Pitts
Jim Rush
Sally Burg - Secretary

Robert L. Hall
Executive Director

December 1, 1987

Butler Chamber of Commerce
P.O. Box 167
Butler, Missouri 64730

Gentlemen:

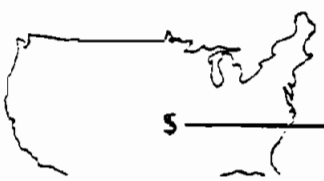
We, of the Butler Marketing Commission, would lilke to stress the great impact an interstate (I-29) highway from Canadian border to Sweetwater, Louisiana would have on this area.

There are no good routes in the Midwest that lead to the North and South. Naturally developing industries always look at that as a drawback for coming to the area. An upgraded 71 highway would be a positive thing for the depressed agri-community in which we live.

Sincerely,

Jim Tiona

Butler Marketing Commission
Jim Tiona, Chm.



PREFERRED MILLWORK, INC.
P.O. BOX 150
710 W. ROBERTA RD.
BUTLER, MO
64730

800-422-4499

816-679-6511

RE: Legislative Study of I-29

As a manufacturer whose raw stock and finished product both must move on interstate highways, we have a vested interest in how functional those highways are.

This project seems to address a need that we have noticed while computing our north-south freight costs. Our material seems to move more quickly east-west at lower costs. We have to assume that better access over all will improve delivery time. Better access will allow lower inventory on our part as well as that of our customer.

Such savings are real dollars which can be devoted to our expansion plans, as well as provide a pay off within the community as a whole.

We wish to pledge our support to any and all efforts to furthur this project.

Respectfully,

Elza Terry
Marketing Director

Tiona
Truck Line

Inn Building
P.O. Drawer 90
Butler, Missouri 64730

816-679-4197

November 30, 1987

Ms. Sally Burg, Executive Secretary
Butler Chamber of Commerce
P.O. Box 167
Butler, Missouri 64730

Dear Ms. Burg:

Thank you for your inquiry in regard to our position concerning the legislative study which relates to I-29, Canada to Sweetwater, Louisiana and the fact that highway 71 would be upgraded.

We, being a nation wide carrier and having our headquarters in Butler, Missouri, located on 71 highway would naturally consider this to be a very positive project. If I-29, Canada to Louisiana could become a reality it would save our company much time and money. The most important aspect would be the added safety features that would be involved in such a project and the probability of the saving of lives and property.

It is a known fact that there are no good routes in the Midwest leading to the North and South. There would also be a very positive impact on the depressed agri-community in the Midwest.

Sincerely,

TIONA TRUCK LINE, INC.

Jim Tiona
President

BOATMEN'S BANK OF CARTHAGE

231 South Main
Post Office Box 637
Carthage, Missouri 64836-0637
417 358-9011

November 30, 1987

Mr. James Burley, IV
Secretary of Transportation Department
400 7th Street S.W.
Washington, Dc 20590

Dear Secretary Burley:

On behalf of Boatmen's Bank of Carthage and its Directors and Officers, we would like to request your support of upgrading the present U.S. Highway 71 Corridor from Kansas City, Missouri to Shreveport, Louisiana, to Interstate status as I-29. Out Bank Board discussed this topic at its last Board Meeting and unanimously agreed to actively support such an upgrade.

The economic climate of the Joplin Metropolitan area, of which Carthage is a major area, is enjoying an increasing growth trend due in past to our geographic location, stable work force and "quality of life". Such an improvement to the highway system through our area would further improve and increase the economic climate, promote tourism, and provide excellent highway facilities for the large volume of auto and truck traffic already using the Highway 71 Corridor.

Any support you could give in providing appropriations to fund improvement of the Highway 71 Corridor would be greatly appreciated.

Respectfully,

BOATMEN'S BANK OF CARTHAGE

Walter W. Gonce
Chief Executive Officer

James R. Bracht
President and
Chief Operating Officer

JRB/sm

Carthage
CHAMBER OF COMMERCE 129 EAST THIRD • CARTHAGE, MO 64836 • 417/358-2373

November 30, 1987

Mr. James Burley, IV
Secretary of Transportation Department
400 7th Street S.W.
Washington, DC 20590

Dear Secretary Burley:

On behalf of the Carthage Area Chamber of Commerce, I would like to request your support of upgrading the present U.S. Highway 71 Corridor from Kansas City, Missouri to Shreveport, Louisiana, to Interstate status as I-29. The Chamber Board of Directors discussed this topic at its last Board Meeting and unanimously agreed to actively support such an upgrade.

The economic climate of the Joplin Metropolitan area, of which Carthage is a major area, is enjoying an increasing growth trend due in past to our geographic location, stable work force and "quality of life". Such an improvement to the highway system through our area would further improve and increase the economic climate, promote tourism, and provide excellent highway facilities for the large volume of auto and truck traffic already using the Highway 71 Corridor.

Any support you could give in providing appropriations to fund improvement of the Highway 71 Corridor would be greatly appreciated.

Respectfully,

CARTHAGE CHAMBER OF COMMERCE

James R. Bracht

James R. Bracht
Chairman of Economic
Development Committee

JRB/sm

sacog

December 3, 1987

Mr. James Burnley
U.S. Secretary of Transportation
400 Seventh Street S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

The Shreve Area Council of Governments (SACOG) would like to express its support of the construction of an Interstate Highway from Kansas City, Missouri to Shreveport, Louisiana. This critical link, now under study in accordance with the 1987 Federal-Aid Highway Act, would greatly aid north-south travel with resulting benefits in economic development and tourism for the region. This proposal would remedy a 500-mile gap between north-south interstate highways in this area of the country.

On behalf of the Shreve Area Council of Governments, I urge your support of this important project. The SACOG Urban Policy Committee has unanimously endorsed the addition of this link to the Interstate Highway System.

Thank you for your assistance in this matter.

Sincerely,

Terry J. Langlois
Director of Planning

TJL:lej

cc: Senator J. Bennett Johnston
Senator John B. Breaux
Representative Charles "Buddy" Roemer

Shreve Area Council of Governments
627 Spring Street Shreveport, Louisiana 71101 (318) 226-6488

GERKEN OIL CO.

Box 366 - Nevada, Missouri 64772
Phone (417) 667-2126

November 30, 1987

Secretary of Transportation
U S Dept. of Transportation
400 7th St. SW.
Washington D C 20590

Dear Secretary:

This letter is in support of the establishment of an interstate route from Kansas City, Missouri, to Shreveport,Louisiana, closing the 500-mile gap that exists between existing North/South interstate routes in the central United States.

In Missouri, we support the feasibility of using I-29 and designating some sections of the existing U.S. 71 Highway as an interstate and having the highway run parallel to 71 Highway in some new locations.

Thank you for your consideration of this matter.

Sincerely,

Gerken Oil Co.
Neil Gerken

November 30, 1987

Mr. James Burley, IV
Secretary of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

My dear Mr. Burley:

On behalf of the Jasper County Development Association, we are asking your support for the extension of Interstate 29 along Highway 71 to Shreveport, Louisiana. As you are aware, this corridor would be through Southwest Missouri.

It is our opinion that the development of Interstate 29 would greatly help the economic development of Southwest Missouri, specifically the Joplin-Carthage area.

Your support of this is greatly appreciated and if we can be of any assistance please do not hesitate to call upon us.

Sincerely,

Mark J. Elliff

1410 South River St.,
Carthage, Missouri 64836

U. S. Dept. of Transportation
400 7th Street S. W.
Washington, D. C.
20590

Dear Sir:

I understand the 1987 Federal Highway Act authorized a feasibility study to extend I-29 South from Kansas City, Missouri, where it now ends.

There certainly is a need for an improved highway facility between Kansas City and the Gulf Coast with the ideal southern terminus in New Orleans.

We would suggest the study, in the interest of keeping costs down, consider using existing four lane US-71 South out of Kansas City through Western Missouri and Western Arkansas. This highway could be brought up to Interstate standards with acceptable costs. This route is now, with all of its shortcomings, especially in Arkansas, a favorite route for trucks to the South.

Western Arkansas is in need of a good North-South highway in the western part of the state to further expand its growth potential.

A North-South 4-lane limited access route South from Kansas City to the Gulf Coast would be a great economic "shot in the arm" for this area and is long overdue.

As our representative in Congress, we ask that you support this proposed new route, preferable in Western Missouri and Western Arkansas.

Yours truly,

Helen E. Barrow

Helen E. Barrow
Marvin L. Barrow
Rt. # 1
Nevada, Missouri
64772

Copies sent to:
Congressman Ike Skelton
Senator Christopher Bond

ALLIED AFTERMARKET DIV.
1200 E. HIGHLAND AVENUE
NEVADA MO 64772 30AM

Western Union Mailgram

1-007148I334 11/30/87 TWX ESL62910678 WSHA
TDWX NEVADA MO

U.S. DEPARTMENT OF TRANSPORTATION
400 7TH STREET S.W.
WASHINGTON DC 20590

ATTN: SECRETARY OF TRANSPORTATION

THE 1987 FEDERAL TRANSPORTATION ACT REQUIRES STUDY OF INTERSTATE HIGHWAY FROM
KANSAS CITY TO SHREVEPORT. PLEASE SUPPORT UPGRADE OF U.S. ROUTE 71 TO INTERSTATE FOR FUTURE SYSTEM.
REGARDS.
T. BOERGER
PLANT MANAGER

15:02 EST

MGMCOMP

TO REPLY BY MAILGRAM MESSAGE, SEE REVERSE SIDE FOR WESTERN UNION'S TOLL-FREE PHONE NUMBERS

INSUROR

SINCE 1932

The Austin Agency

REALTOR®

JIM AUSTIN

DAVE AUSTIN, CIC

Headquarters for the P. S.*
*Personal Service

515 MAIN STREET
P. O. BOX 1328

PHONE (417) 624-7000
JOPLIN, MISSOURI 64802

December 8, 1987

Department of Transportation
Mr. James H. Burnley IV
400 7th Street, S. W.
Washington, D.C. 20590

Re: Interstate 29

Dear Mr. Burnley,

Joplin's economic wherewithal is quickly becoming known around the country.

Primary among our economic appeal is our transportation advantage. This includes central location, excellent highways including Interstate Highway 44 and State Highway 71, and a major trucking industry located here.

The placement of Interstate 29 along the Highway 71 corridor through Missouri, Arkansas and into Louisiana is most logical based on how well it complements and enhances the other transportation facilities already present there.

The addition of a north-south highway will considerably augment our bright economic prospects. Southwest Missouri is most capable of capitalizing on this additional resource. It will mean excellent growth for our area and a logistically important highway for midwestern states.

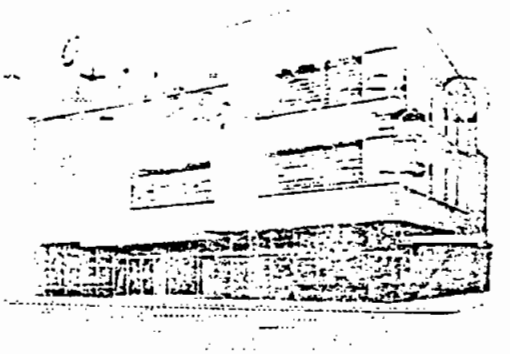
I request your support for the Highway 71 corridor location.

Thank you for your time and consideration.

Sincerely,

David Austin

DA:kmc



December 11, 1987

Mr. James M. Burnley
Secretary of Transportation
United States Department of Transportation
400 Seventh Street, S. W.
Washington, D. C. 20590

Dear Mr. Burnley:

The purpose of this letter is to solict your support in changing the designation of current U. S. Highway 71 to interstate I-29. This change would have a major economic impact on the area between Kansas City, Missouri and Shreveport, Louisiana, with future implications for better connections with Houston, Texas and New Orleans, Louisiana. Much of the highway already exists in a status which with some modification could be brought up to interstate standards. This would obviously reduce the cost versus construction of an entirely new road.

Any assistance which you can provide in this endeavor would not only be appreciated by me personally, but I am sure it would be appreciated by the vast majority of people living along current U. S. Highway 71.

Yours very truly,

Rudolph E. Farber
Chairman of the Board

REF:ss

100 South Wood Street P. O. Box 400 Neosho, Missouri 64850 Area (417) 451-1040

December 10, 1987

James H. Burnley
Secretary of Transportation
U.S. Department of Transportation
400 Seventh St., S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

I would like to take this opportunity to express my support for the designation of the U.S. 71 highway corridor as Interstate 29. Not only would this provide for a direct North-South route from the Canadian border to Shreveport, Louisiana, it would enhance the safety of this heavily traveled route, and promote continued development of this region.

I respectfully request your support of this designation, also.

Sincerely,

Ray Stipp

Ray Stipp
President

RS:cd

100 South Wood Street P. O. Box 400 Neosho, Missouri 64850 Area (417) 451-1[illegible]0

TELEDYNE NEOSHO
3551 DONIPHAN DRIVE
P.O. BOX 648
NEOSHO, MISSOURI 64850-9199
(417) 451-1810 TWX (910) 770-4963

December 16, 1987

Mr. James H. Burnley
Secretary of Transportation
U.S. Department of Transportation
400 Seventh St., S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

Teledyne Neosho provides a turbine engine repair and overhaul service which is dependent upon the need of a good and accessible highway system. Common practice in our industry is to ship engines of various sizes and weight to the overhaul facilities using air-ride trucks.

Our customers often voice concern over the need for an improved highway system in and around the Neosho/Joplin area. The designation of Highway 71 as part of the I-29 Interstate System would provide us with just another positive marketing tool to grow our current business.

I would appreciate your personal support for designating this I-29 corridor through our Joplin and Neosho area.

Regards,

Jim Ritter
President
TELEDYNE NEOSHO

Commerce Bank
of Joplin

Box 970
Third and Main Streets
Joplin, Missouri 64802
417-624-2414

December 15, 1987

Department of Transportation
Mr. James H. Burnley, IV
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

The decision as to where to locate Interstate Highway 29 south out of Kansas City is vital to the national economy.

Joplin, Missouri, Interstate Highway 44 and Highway 71 should be factors in that location decision. Joplin headquarters five major trucking firms, boasts a strong local economy with one of the lowest cost of living levels in the United States, and is a Small Metropolitan Statistical Area. This type of community is ideal for growth resulting from a major cross-roads in our nation.

Highway 71 is already four-lane from Joplin to I-29 in Kansas City, and is being expanded to four-lane going south from Joplin to New Orleans. Significant time and cost savings would be realized by routing I-29 with Highway 71. Additionally, the I-29 (Highway 71) and I-44 cross-roads would create a much needed intersection for Interstate Highways at the center of the nation.

I would appreciate any support you can give to having I-29 intersect with I-44 at Joplin.

Sincerely,

Kerry Johnston
Assistant Vice President

KJ/bp

Sunbeam
LEISURE PRODUCTS COMPANY

ALLEGHENY INTERNATIONAL

4101 Howard Bush Drive
Neosho, Missouri 64850-9164
(417) 451-4550

T. C. Welch
President

December 11, 1987

Mr. James H. Burnley
Secretary of Transportation
U. S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

The purpose of this letter is to convey to you the importance and need for the Highway 71 corridor designated as I-29. A quality highway extending from the Canadian border to Shreveport, Louisiana would, indeed, have a most favorable impact on the safety of those who travel, as well as healthy growth for the whole region.

Sincerely,

Tom Welch

T. C. Welch

TCW:jw

Union Carbide Corporation
Linde Division
1601 Industrial Drive
Neosho, MO 64850
(417) 451-2442

December 15, 1987

James H. Burnley
Secretary of Transportation
U.S. Department of Transportation
400 Seventh St., S.W.
Washington, D.C. 20590

Dear Sir:

In regards to the proposal to designate the present Highway 71 into an I-29 Interstate corridor between the Canadian border and Shreveport, I respectfully request your support.

While I cannot quote you figures and facts on highway usage, I have observed both as a highway user and a trucking fleet manager, the severe overcrowded traffic conditions on the present highway system. These conditions have resulted in many accidents and deaths that could be eliminated by a properly designed and adequate highway system as previously described.

Again I urge your support of this proposal.

Very truly yours,

W. D. Webster
Supt. of Dist.

WDW/vi

KENNETH B. CULKIN
Box 143
Seneca, Missouri 64865

16 December 1987

James H. Burnley
Secretary of Transportation
U.S. Department of Transportation
400 Seventh Street., S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

The purpose of this correspondence is to express my interest and concern with the Highway 71 corridor being designed and designated as I-29.

With the I-29 highway from the Canadian Border to Shreveport, Louisiana, the economy of this particular area in the way of industry, transportation and tourism could not help but be immeasurably benefitted.

My interest and concerns in this matter are supported by the populace of the area in general.

Sincerely,

Kenneth B. Culkin

KENNETH B. CULKIN
Chairman, Newton County
Industrial Development Commission

P.O. BOX A
SENECA, MISSOURI 64865
PHONE 417-776-2221

BILL C. LEE
PRESIDENT & C.E.O

December 16, 1987

James H. Burnley
Secretary of Transportation
United States Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

I cannot express the importance or impact on this areas economy which is currently in a growth stage, that Highway 71 corridor being designated as I-29 would have. With I-29 Highway from the Canadian Border to Shreveport, Louisiana, we could become one of the fastest growing regions in industry, transportation and tourism, to say nothing of the lives this quality of road will save, and would ensure the growth of this part of the country.

Sincerely,

Bill C. Lee
President

BCL/mjl

3014 Moorhead Drive
Joplin, Missouri 64804
December 15, 1987

Honorable James H. Burnley
Secretary of Transportation
U. S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

This letter is written in support of the movement to redesignate U.S. Highway 71 as Interstate 29. Extending I-29 south from Kansas City to Shreveport along the line of US 71 would fill a gap in the north-south interstate system and would be a tremendous stimulant to the economies of the area through which it would pass, as well as saving many lives along this overcrowded highway corridor.

Our own region of Newton County, Missouri, encompassing an important segment of the developing Joplin-Neosho metropolitan area, needs this interstate if it is to continue growing in industry, transportation, and tourism and to avoid reverting to the economic stagnation that once afflicted it.

Sincerely,

G. K. Renner

G. K. Renner
Newton County Economic
Development Commission

RESOLUTION NO. 88-21

RESOLUTION OF THE ARK-TEX COUNCIL OF GOVERNMENTS IN RESPONSE TO THE NEED FOR AN INTERSTATE HIGHWAY FROM KANSAS CITY, MISSOURI TO SHREVEPORT, LOUISIANA.

WHEREAS, the Ark-Tex Council of Governments Board of Directors consists of elected officials from the ten county area of Northeast Texas and Miller County, Arkansas and

WHEREAS, it is the desire of these elected officials to expand the opportunities for economic development in the Ark-Tex Region through industrial development, shipping efficiencies, and enhanced tourism.

NOW, THEREFORE BE IT RESOLVED BY THE ARK-TEX COUNCIL OF GOVERNMENTS:

Section 1 - That the route currently being studied through the States of Arkansas, Louisiana, Texas and Missouri is highly supported as the most expeditious and cost effective route and

Section 2 - That the development of such a route would provide a critical link in the Interstate Highway System of the United States.

PASSED, ADOPTED, SIGNED AND APPROVED THIS 17th **day of** December, 1987.

Willie Giles Smith

Willie Giles Smith, President
Ark-Tex Council of Governments

ATTEST:

James D. Pike

CERTIFICATION

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF

☐ CCG MINUTES ..... Date

☐ RESOLUTION NO. ..... Date

.....

VILLAGE OF STELLA
STELLA, MO. 64867

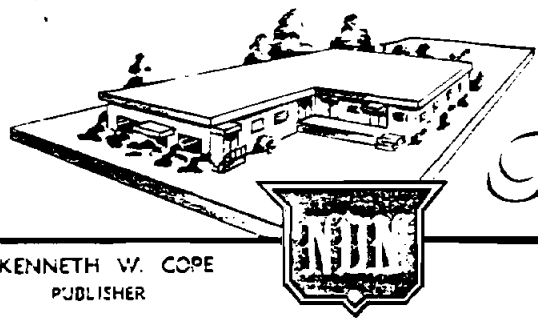
December 14, 1987

James H. Burnley,
Secretary of Transportation
U.S. Department of Transportation
400 Seventh St. S.W.
Washington, D.C. 20590

Dear Mr. Burnley,

I am writing in support of the proposed Highway 71 (being designated as I-29). Residents of this geographic area believe our area has great potential for growth and that a major factor that will influence the potential is an improved highway system. Those of us who must travel the area highways are well aware of the dangerous heavily traveled system as it currently exists and believe it must be viewed as a negative aspect by potential business groups and tourists.

Sincerely,
The Village of Stella Trustees,
Eleanor Umphenour Chm.



The Neosho Daily News

KENNETH W. COPE
PUBLISHER

1006 W. HARMONY • NEOSHO MISSOURI 64850 • 417-451-1520

1-6-88

Mr. James H. Burnley
Secretary of Transpoartation
U. S. Department of Transportation
400 Seventh St., S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

I understand there is to be a hearing concerning the I-29 corridor this month.

There is a serious need for this highway to be extended south to Baton Rouge, Louisiana. As you know, much of Highway 71 is already limited access and could be converted to the I-29 project at a minimum of cost.

I would like to encourage you to give your support to this much needed project.

Sincerely,

Kenneth W. Cope

Kenneth W. Cope

UNITED MISSOURI BANK
of Joplin

Russell G. Cochran
President

December 4, 1987

The Honorable Christopher Bond
United States Senate
293 Russell Senate Office Building
Washington, D.C. 20510

Dear Senator Bond:

Feasibility studies are currently underway with regard to the future placement of Interstate 29. One possibility for its location is south from Kansas City down the Highway 71 corridor through Missouri, Arkansas and into Louisiana. A primary factor for consideration of this route is the fact that there is no major north-south highway between I-35 on the west and I-55 on the east, a distance of over 500 miles. When complete, I-29 would run from Canada south to the shipping ports on the Gulf, and if the 71 corridor route is used, the existing highway would be upgraded and Joplin would be located at the crossroads of two major interstate highways, I-29 and I-44. The positive impact on growth, development, transportation, tourism and the economy would be significant.

I support using the Highway 71 corridor, and solicit your help in any way that you feel that can accomplish this goal.

Sincerely,

Russell G. Cochran
President and Chief Executive Officer

RGC:jrp

2300 East Seventh Street
Fourth Street and Range Line Road • 21st and Maiden Lane
P.O. Box 1365
Joplin, Missouri 64802
417 781-1300
Member FDIC

UNITED MISSOURI BANK
of Joplin

Russell G. Cochran
President

December 4, 1987

The Honorable John Danforth
United States Senate
497 Russell Senate Office Building
Washington, D.C. 20510

Dear Senator Danforth:

Feasibility studies are currently underway with regard to the future placement of Interstate 29. One possibility for its location is south from Kansas City down the Highway 71 corridor through Missouri, Arkansas and into Louisiana. A primary factor for consideration of this route is the fact that there is no major north-south highway between I-35 on the west and I-55 on the east, a distance of over 500 miles. When complete, I-29 would run from Canada south to the shipping ports on the Gulf, and if the 71 corridor route is used, the existing highway would be upgraded and Joplin would be located at the crossroads of two major interstate highways, I-29 and I-44. The positive impact on growth, development, transportation, tourism and the economy would be significant.

I support using the Highway 71 corridor, and solicit your help in any way that you feel that can accomplish this goal.

Sincerely,

Russell G. Cochran
President and Chief Executive Officer

RGC:jrp

2300 East Seventh Street
Fourth Street and Range Line Road or 21st and Maiden Lane
P.O. Box 1365
Joplin, Missouri 64802
417/781-1300

UNITED MISSOURI BANK
of Joplin

Russell G. Cochran
President

December 4, 1987

The Honorable Gene Taylor
United States House of Representatives
2134 House Office Building
Washington, D.C. 20515

Dear Representative Taylor:

Feasibility studies are currently underway with regard to the future placement of Interstate 29. One possibility for its location is south from Kansas City down the Highway 71 corridor through Missouri, Arkansas and into Louisiana. A primary factor for consideration of this route is the fact that there is no major north-south highway between I-35 on the west and I-55 on the east, a distance of over 500 miles. When complete, I-29 would run from Canada south to the shipping ports on the Gulf, and if the 71 corridor route is used, the existing highway would be upgraded and Joplin would be located at the crossroads of two major interstate highways, I-29 and I-44. The positive impact on growth, development, transportation, tourism and the economy would be significant.

I support using the Highway 71 corridor, and solicit your help in any way that you feel that can accomplish this goal.

Sincerely,

Russell G. Cochran
President and Chief Executive Officer

RGC:jrp

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