

7.0 CONCLUSIONS AND RECOMMENDATIONS

1. The Problem Statement properly reflects the existing conditions within the study area.
2. The **Central Corridor** should serve local traffic and operate as an interim regional facility for through traffic.
 - Construction of the Central Corridor improvements should occur within the next ten years. (2000-2010)
 - Improvements on IH 35 and the connections to FM 93 will be developed, evaluated, and coordinated with Central Corridor improvements.
 - Right-of-way acquisition could occur within the next five years. (2000 – 2005)
 - Schematic design and environmental documentation could occur within the next two years. (1999 – 2001)
 - The redesignation of US 190 should be deferred until the location and operation of a long-term regional highway has been determined.
3. The **Southern Corridor** should contain the long-term regional facility in addition to FM 436 providing local access.
 - Construction of the Southern Corridor improvements should occur in the next ten to twenty years. (2010 – 2020)
 - Right-of-way acquisition could occur within the next five to ten years. (2005 – 2010)
 - Schematic design and environmental documentation could occur within the next two to six years. (1999 – 2005)
4. The major investment study process should conclude now so that the environmental document preparation and the schematic design can immediately commence.
5. Separate environmental documents and separate schematic designs should be prepared for each corridor according to the two separate Purpose and Need Statements contained within the major investment study.