



Iowa Rest Area Management Plan (IRAMP) - Implementation

Commission

May 12, 2020

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History

- 2012-2013 Rest Area Management Study
 - Data collection
 - Focus investment
- 2016 IRAMP Implementation Plan
 - Data consistency check
 - Final recommendations
 - Ranks Rest Areas based on 8 criteria
 - Identifies most critical Rest Areas
- 2018 Implementation Plan Release
 - Proposed Closing 11 Full Service Rest Areas and all 16 Parking only Sites
- 2019 Public Comment Period Closed
 - **Substantial Feedback on Truck Parking Issues**
- 2019 Truck Parking Study Completed
 - Identified Areas of Need and potential
 - Revisit after success of TPIMS strategy can be evaluated.
- **2019 December - Revised Implementation Plan**
 - **Highway Management Team**
- **2020 Targeting May – Public Release**



Figure X: Public Involvement Analytics



Original Implementation Recommendations

- Close 11 Full Service Rest Areas and all 16 Parking Only sites over the next 30 years
- Consider truck parking **strategically** at weigh stations, and the remaining rest areas as funding is available **at the time of closure (No commitment on timing or quantity)**

Original Truck Parking Lost

- Truck parking with the closures would represent the largest service impact to the traveling public
 - Approx. 279 authorized truck parking spaces (approximately 35%) would have been removed

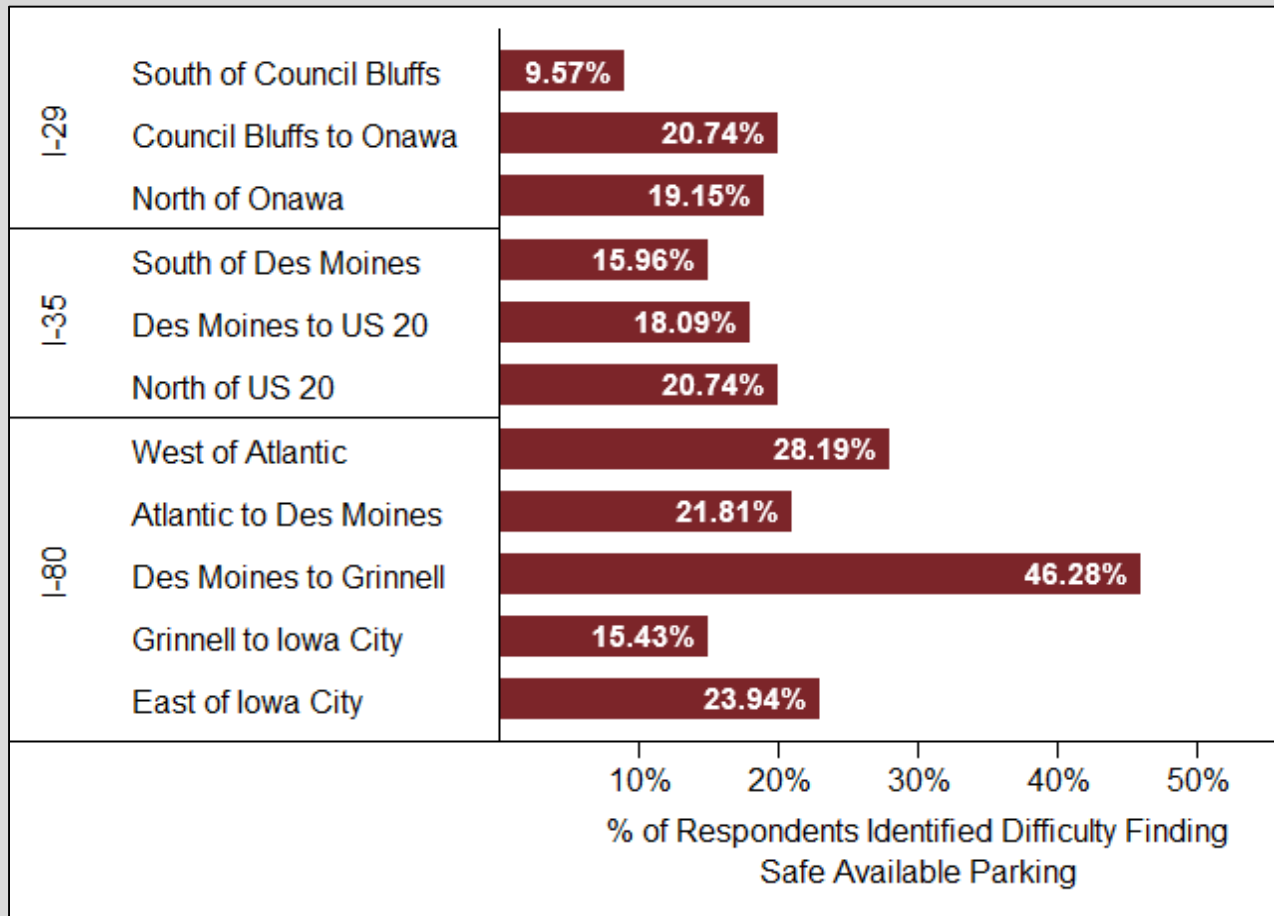


Original Truck Parking - Mitigation

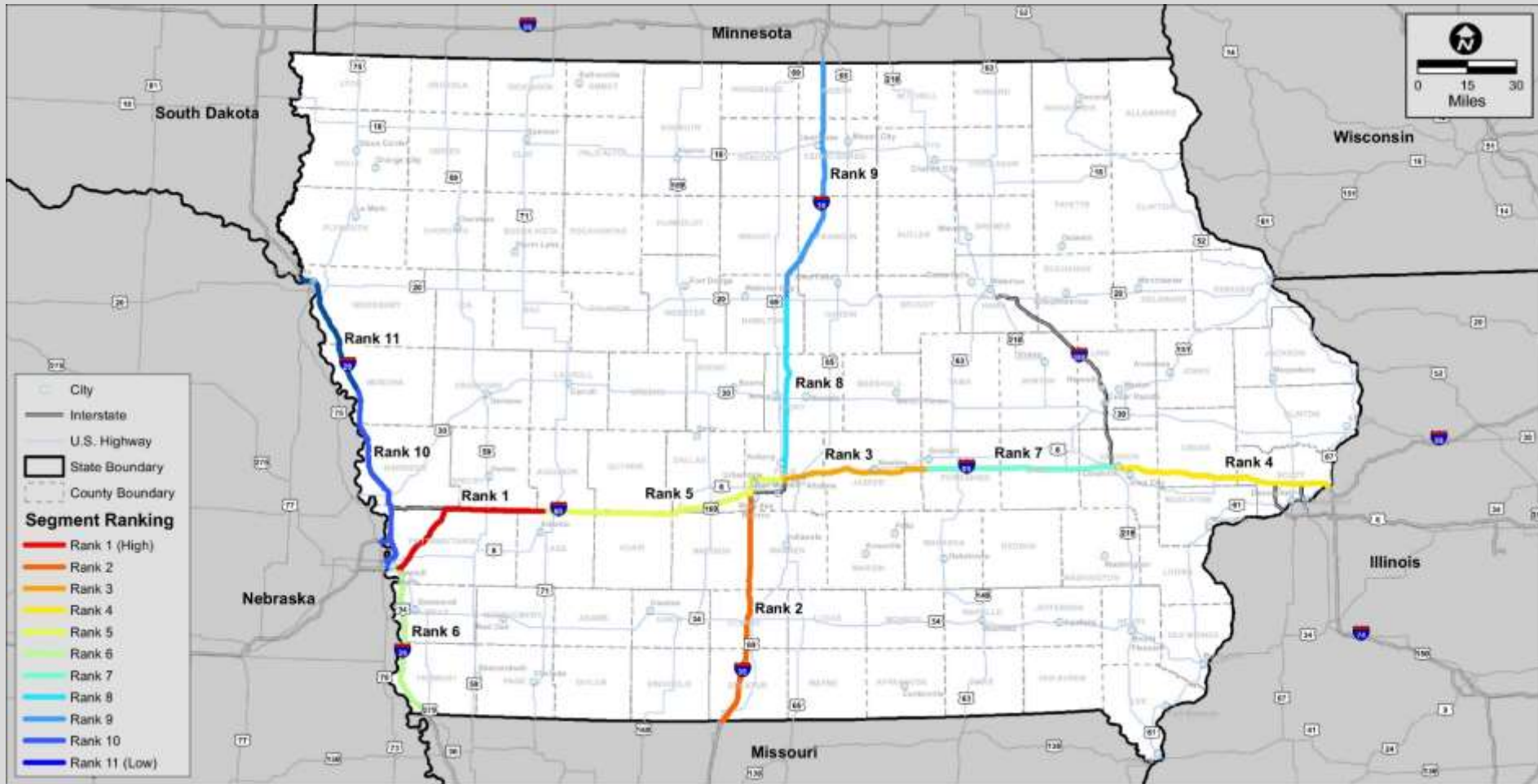
- Truck Parking Availability Cameras in Operation
- Truck Parking Availability Application being developed (TPIMS) through a MAASTO Tiger grant
- Alternative Service Locations (ASL's)
- Implement a targeted Oasis Program
- Automated Truck Technology
- Add Truck Parking to adjacent Rest Areas **at the time of upgrade or replacement...did not address quantity or location**



Interstate Segment Truck Parking Needs



Interstate Segment Truck Parking Needs



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Truck Parking Expansion – Conceptual



- No New (or Minimal) ROW Required
- Accommodations for Oversize Trucks
- Motor Vehicle MVE Accommodations in some more critical locations

Accommodate within existing ROW





30

Full Service Rest Areas
Remain Open



6

Parking Only
Facilities with Upgrades



247

Additional
Truck Parking Spaces

Revised Implementation Recommendations



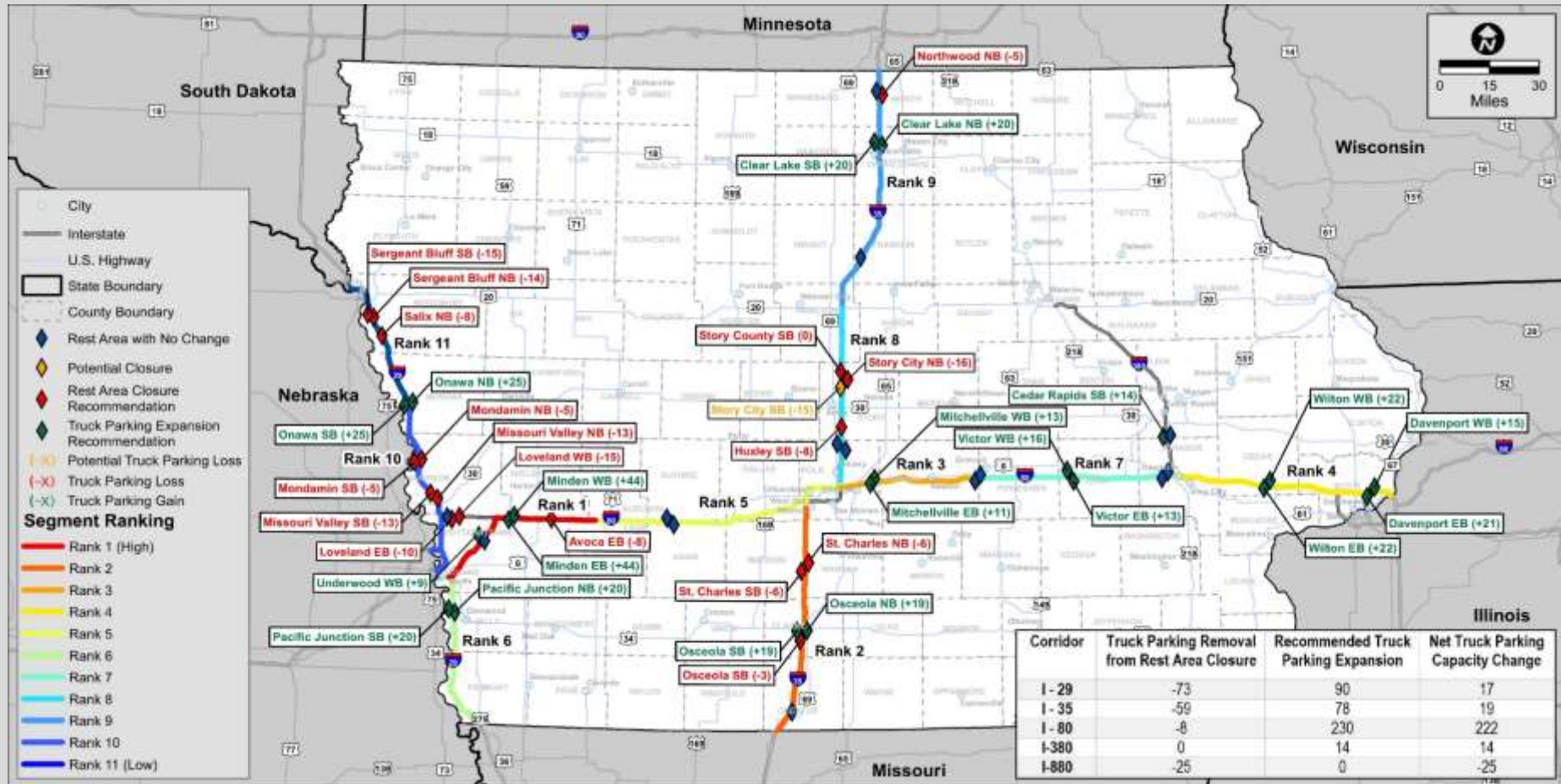
Aging Full Service Rest Area Site

- Close 8 Full Service Rest Areas and 10 Parking Only sites over the next 30 years
 - All 8 proposed closures have buildings approaching or exceeding 50 years in age
- Upgrade the remaining 12 aging FS sites (50 years) between 2022-2033

Revised Truck Parking - Mitigation

- Truck Parking Availability Cameras in Operation
- Continue leveraging and expand Truck Parking Availability Application through (TPIMS) and adding functionality
- Add Approximately 247 (~30%) net additional truck parking spaces
 - +17 along I-29
 - +19 along I-35
 - +222 along I-80
 - +14 along I-380
 - -25 on I-880
- Explore partnerships with public agencies and private companies to supplement truck parking and maximize DOT investment
- Update design standards and templates to increase the number of required truck parking and incorporate oversize truck parking
- Continue to re-evaluate this as new Alternative Service Locations are built throughout the system

Truck Parking Recommendations



Truck Parking Recommendations



COST of Revised Recommendations

- Closures **saves Net \$38.2M** over 30 years
- Upgrades and added parking (to the rest of the system) **costs \$94.5M** over 30 years
- **Net Cost is \$56.2M** for augmented parking and site upgrades over 30 years
 - All closures and upgrades complete (except Story City SB) by 2033
- Most upgrades and closures happen over 15 program years at an **average cost of \$7.2M/program year**

Revised Spacing/Distance

- With the recommended closures, no distances on IDOT's rest areas system exceeds 75 mile spacing



IOWA'S FUTURE REST AREA SYSTEM



30

Full Service Rest Areas
Remain Open



6

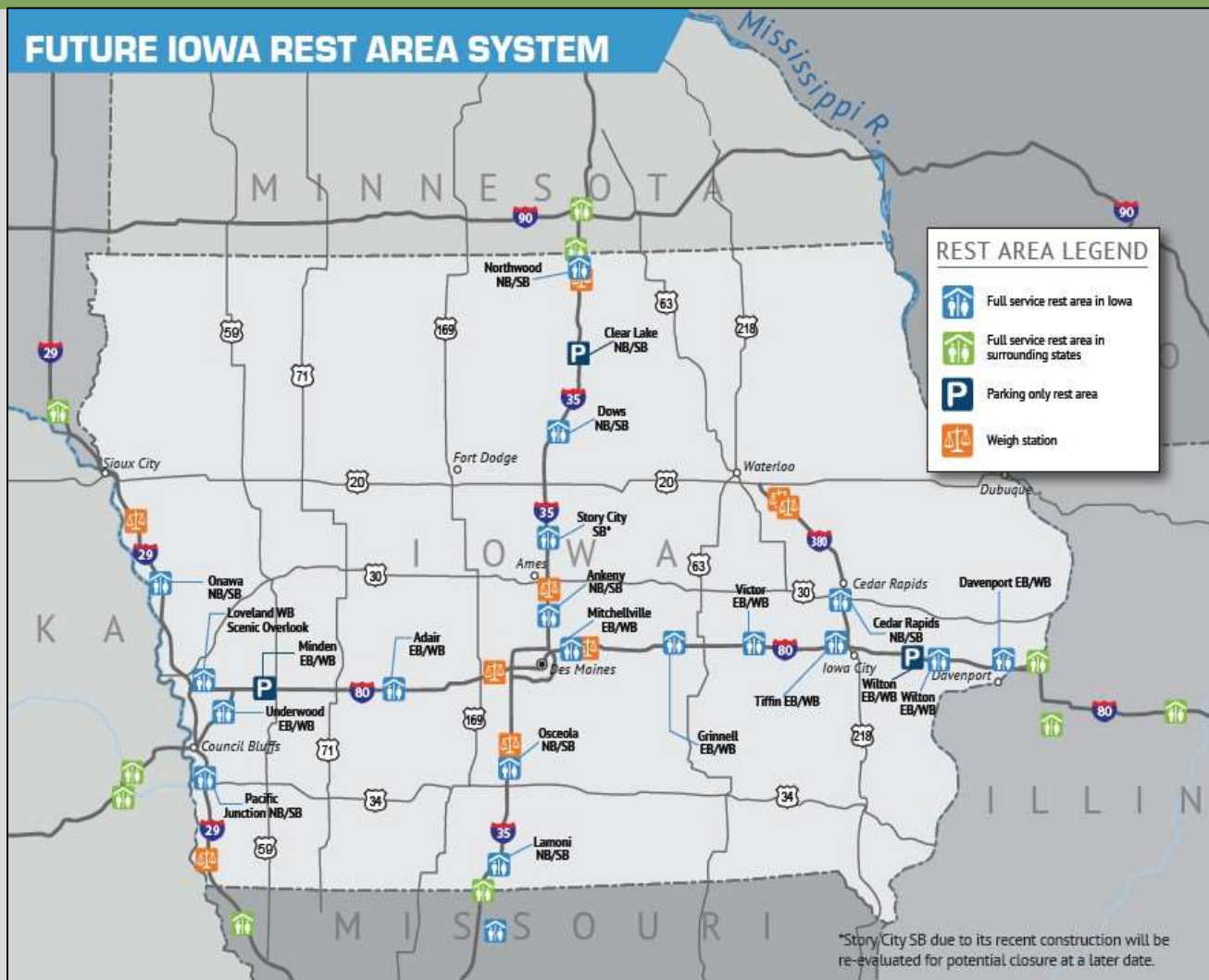
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FUTURE IOWA REST AREA SYSTEM



IOWA DOT
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QUESTIONS ???



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