

# I-70 TRUCK LANES

Updated: June 23, 2011

## TRUCK TRAFFIC ON I-70

Truck travel on I-70 makes up nearly 30% of the daily traffic. Currently, truck traffic is growing more than twice as fast as passenger traffic and is projected to double on I-70 by 2030.

## TRUCK LANES

Truck lanes are specifically dedicated for use by qualifying trucks. The lanes are built to handle the additional weight from trucks. The lanes can either be physically separated or using special lane markers. Special truck interchanges could be located at locations that have heavy truck traffic, with separate entrance and exit ramps.

## WHAT IS IT, AND WHY IS IT SO IMPORTANT?

Currently, I-70 between West Virginia and Kansas City is one of the busiest freight corridors in the United States. The I-70 corridor throughout the 4 states is over 750 miles with approximately 240 miles traversing through urban areas. The volume of freight movement is growing.

Current truck volumes are such that truck traffic is 21.5 percent in urban areas

and 28 percent in the rural sections. Recognizing the importance of the I-70 corridor the states of Missouri, Illinois, Indiana, and Ohio have formed a partnership to study the potential of adding truck-only-lanes (TOLs) to the existing roadway. Separating trucks and personal vehicles would reduce congestion, improve safety, and decrease maintenance costs of the general purpose lanes. The benefits of truck-only-lanes go well beyond the public sector. The added reliability of this major corridor will improve the predictability of goods movement, a critical facet of a just-in-time supply chain, which is the prevalent production method throughout the world.



## CHALLENGES

There are several challenges to building truck-only-lanes. Transportation funding is becoming increasingly limited. A project the size of the I-70 truck-only-lanes would have a significant cost. While this corridor has been identified by the Federal Highway Administration as a Corridor of the Future, public funding for the development and construction lanes will be limited. However, there are other funding opportunities that the study will identify. A major source of funding for this project may come from tolling the new facility. In addition to tolling, the study will explore the possibility of using a public/private partnership coupled with tolling the facility. There are also design challenges that must be overcome as the facility travels through the urban areas along the route. The truck-only-lanes will present major challenges as the route goes from rural areas to urban areas where it will become increasingly more costly to acquire right-of-way.