

NATIONAL STRATEGY TO REDUCE CONGESTION

CORRIDORS OF THE FUTURE PHASE II APPLICATION



INTERSTATE 70 DEDICATED TRUCK LANES
MISSOURI : ILLINOIS : INDIANA : OHIO



Project Overview

I – 70

Dedicated Truck Lanes

June 10, 2009

American Road &
Transportation Builders
Association

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Corridors of the Future Program (CFP)

- CFP is an initiative under USDOT's "National Strategy to Reduce Congestion"
 - Explore innovative financing
 - Improve flow of goods
 - Enhance quality of life
- I-70 one of 6 corridors selected and funded
- \$5 million discretionary grant from FHWA
 - \$2 million to Missouri DOT
 - \$3 million for corridor feasibility study



CFP Project Overview

- I-70 through MO, IL, IN, OH
- Approx. 800 miles
- Dedicated Truck-Only-Lanes (TOLs)
 - Freight movement focus
 - Reduce congestion & enhance mobility
 - Improve safety for trucks and passenger vehicles
- Four state coalition
 - INDOT serves as lead state

Goal: An Efficient, Reliable and Sustainable World Class Transportation System

- Primary Objectives:
 - Reduce Congestion
 - Improve Quality of Life
 - Incorporate existing and future ITS
 - Enhance Mobility & Improve Reliability
 - Strengthen and Sustain national and global supply chains.
 - Incorporate information management solutions
 - Improve Safety
 - Minimize crashes
 - Reduce fatalities and injuries

Goal: An Efficient, Reliable and Sustainable World Class Transportation System

- Secondary Objectives:
 - Enhance Economic Development
 - Improve Quality of Life
 - Motor carrier productivity
 - Reduce impacts to environment, communities and public health
 - Improve Security
 - Freight/Cargo security
 - National Security: Economics and Military
 - Facilitate Multimodal Integration – all modes
 - Improve access and interchangeability
 - Provide seamless connectivity

Project Area



Source: Wilbur Smith generated map using National Transportation Atlas Databases (NTAD) 2006 - Bureau of Transportation Statistics

I-70 Corridor project area connects to:

- 17 passenger and air cargo airports
- All 7 class 1 U.S. Railroads (cross or parallel I-70)
- Water ports on the Missouri, Mississippi, and Ohio Rivers

Intermodal Facilities



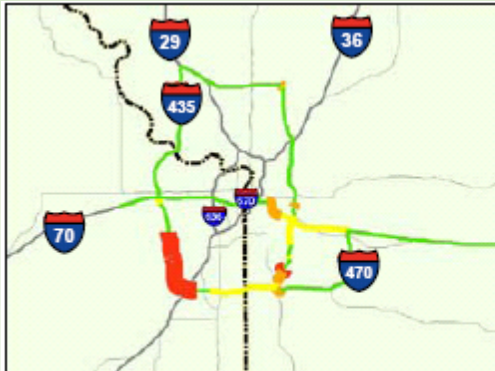
Source: Wilbur Smith Generated Map

Corridor Conditions - Truck Flows 2035



Source: FHWA FAF 2

Corridor Conditions - 2030 Urban Area Congestion



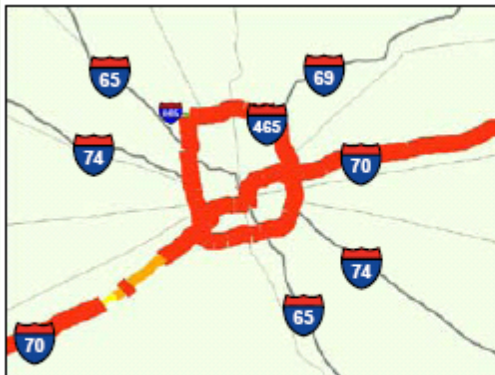
Kansas City



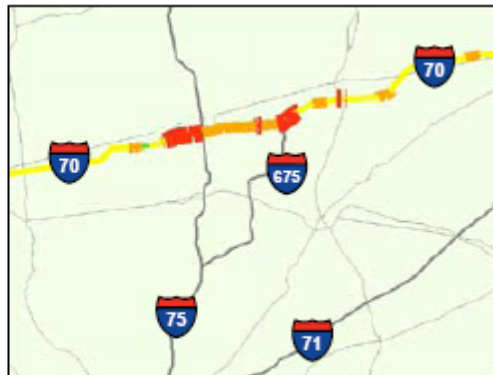
Saint Louis



	Urban	Rural
2004 MVMT	55,379	18,527
% of VMT Deficient in 2004	21.55%	0.00%
2030 MVMT	98,173	35,651
% of VMT Deficient in 2030	73.05%	43.90%
Growth	77.27%	92.43%



Indianapolis



Dayton



Columbus

Source: Wilbur Smith Associates, 2007

Corridor Conditions - Safety

In 2004 – the I-70 project area had:

- More than 10,000 crashes
- 18 % were truck involved crashes
 - 36% of the truck involved crashes involved fatalities mainly to passenger car drivers and occupants
- 2.3 million vehicle hours of incident-induced delay

Separation as a Solution

Separating trucks from passenger cars

- Improves safety
 - Ex. Conflicts and fatalities will be reduced
- Reduces congestion
 - Ex. vehicles accelerate and decelerate at different speeds

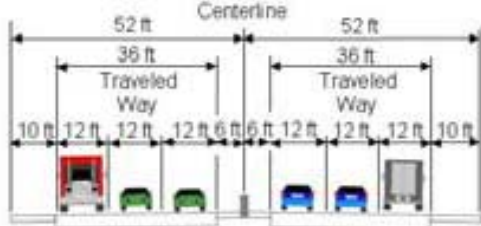
Design and Technology - Concepts



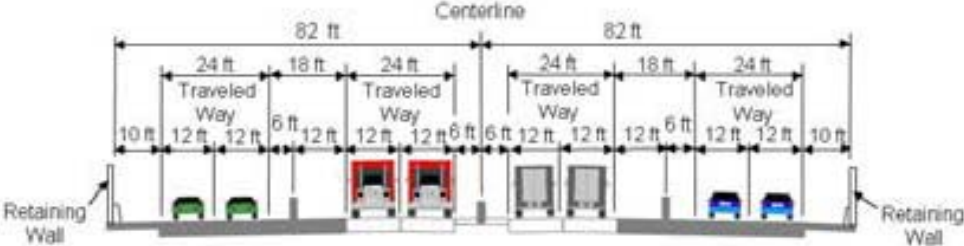
Technology Integration

- ITS
- Advanced Traffic Management Systems
- Traveler Information
- Emergency Management
- Weigh-in-Motion / Virtual Weigh-in-Motion
- Vehicle Infrastructure Integration (VII)
- Electronic Tolling / Congestion Pricing
- Roadside Parking
- Virtual/wireless vehicle & operator inspections

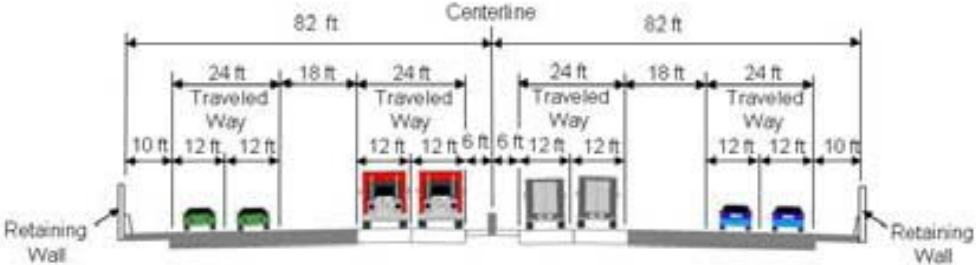
Urban Typical Section



EXISTING I-70 TYPICAL SECTION THROUGH URBAN SEGMENTS



I-70 TRUCK ONLY CONCEPT TYPICAL SECTION MEDIAN BARRIER SEPERATION

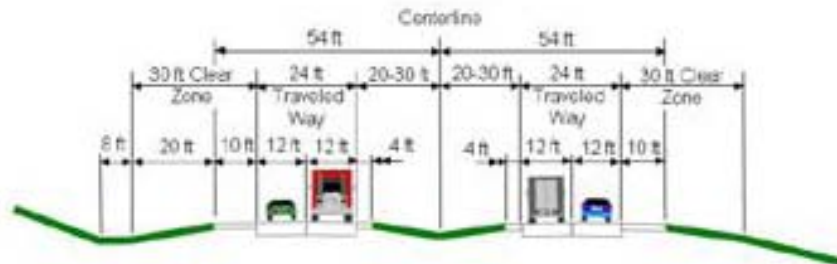


I-70 TRUCK ONLY CONCEPT TYPICAL SECTION 18 FT PAVED SEPERATION

LEGEND

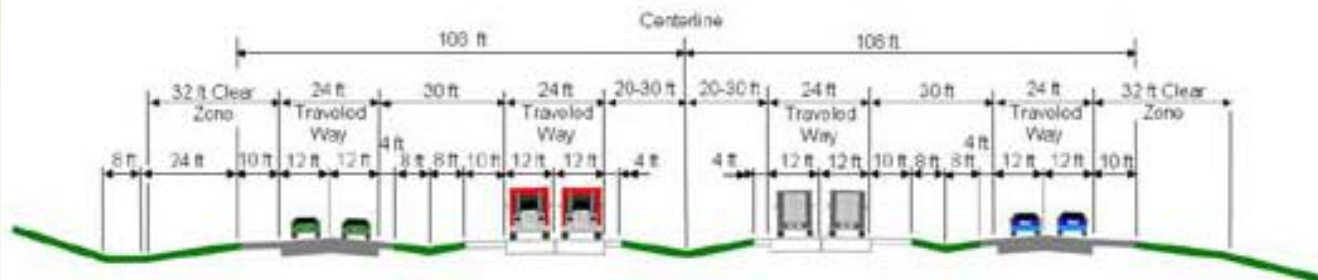
	New Driving Lane		Existing Driving Lane
	New Shoulder		Existing Shoulder

Source: Wilbur Smith concept



EXISTING I-70 TYPICAL SECTION
THROUGH RURAL SEGMENTS

Rural Typical Section



I-70 TRUCK ONLY CONCEPT TYPICAL SECTION
20 TO 30 FT GRASS MEDIAN SEPERATION

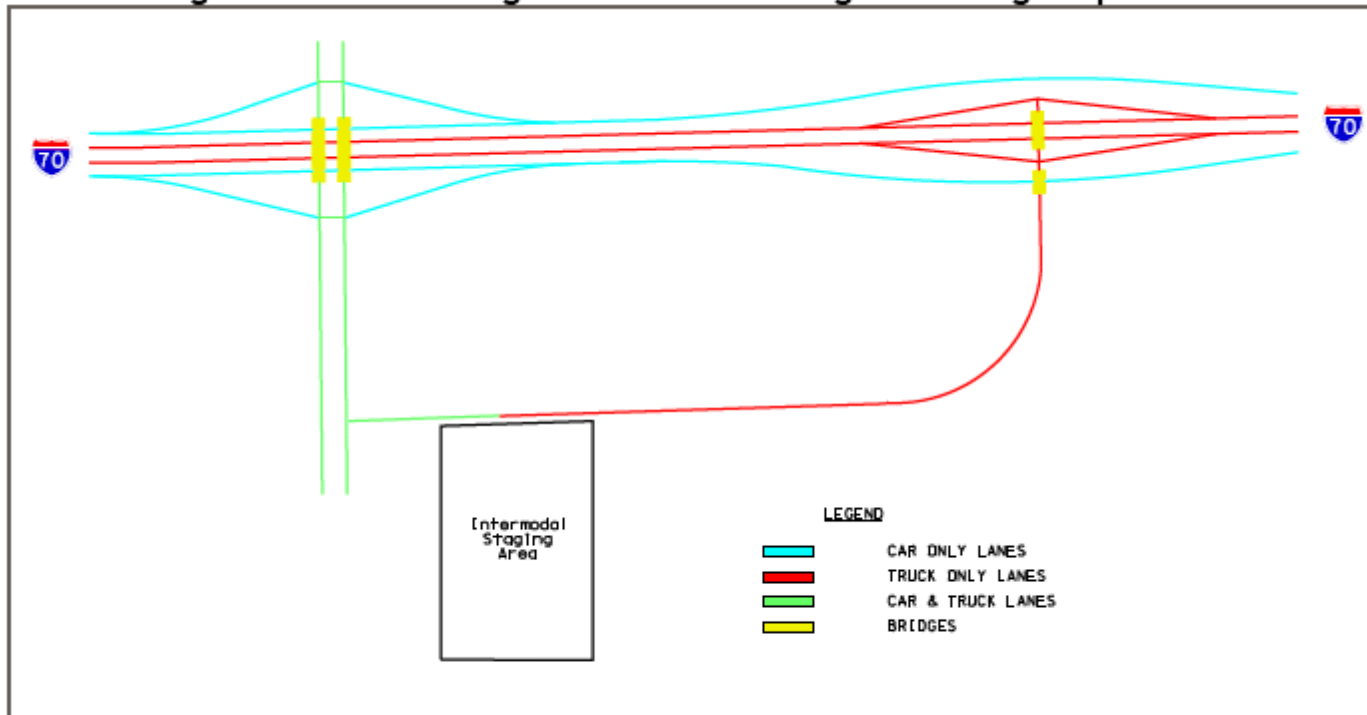
LEGEND

-  Side Slope/Ditch
-  New Driving Lane
-  Existing Driving Lane
-  New Shoulder
-  Existing Shoulder

Source: Wilbur Smith concept

Interchange Concepts

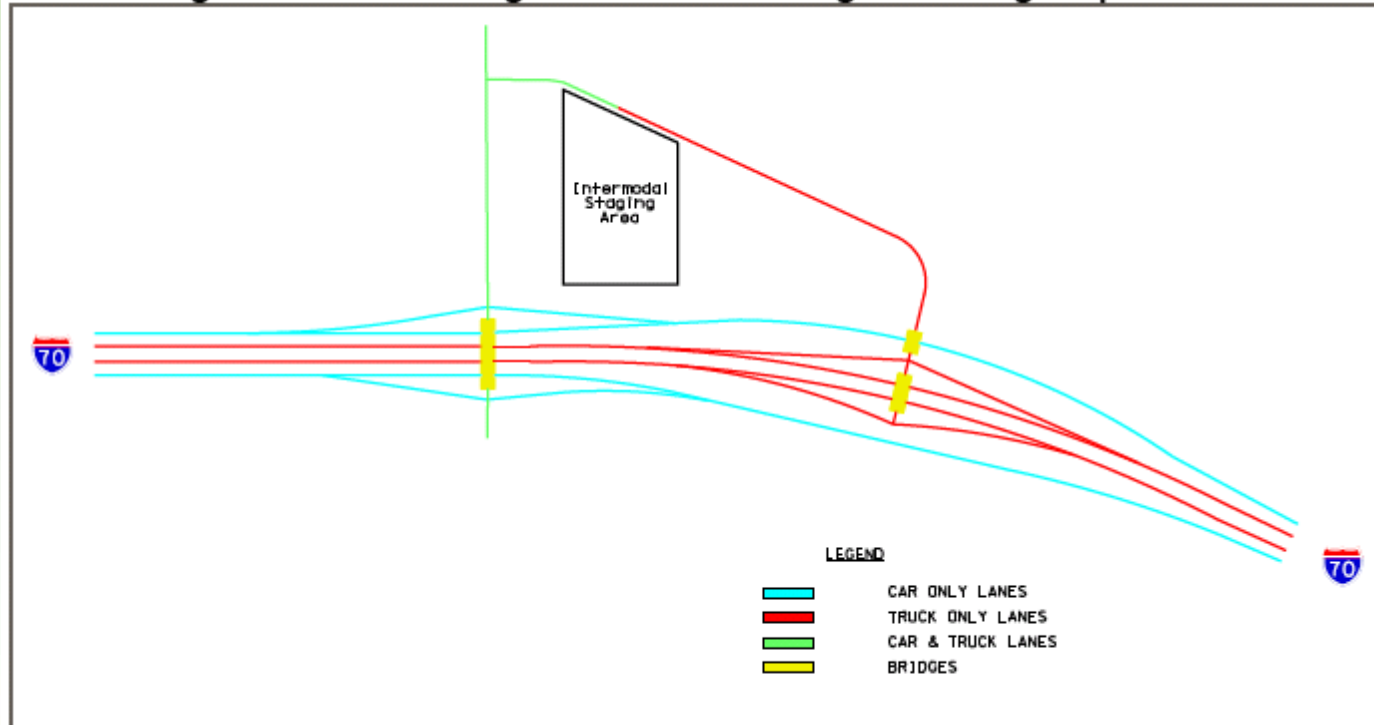
Figure 2-5: Interchange Schematic Showing Interchange Separation



Source: Wilbur Smith concept

Interchange Concepts

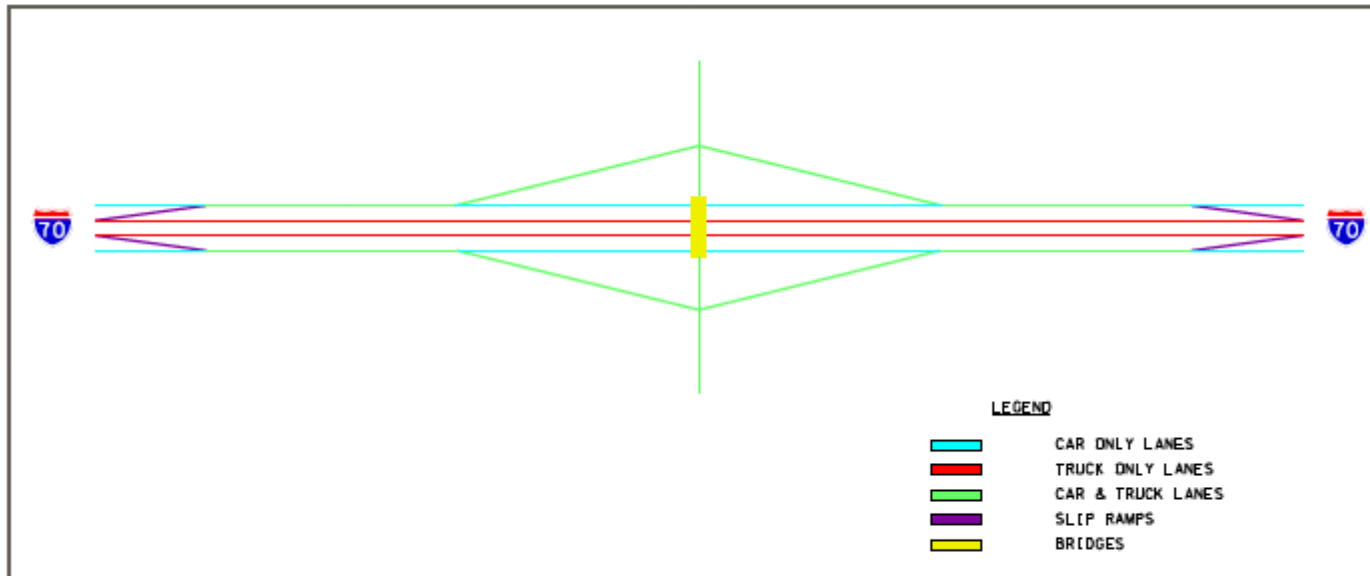
Figure 2-6: Interchange Schematic Showing Interchange Separation



Source: Wilbur Smith concept

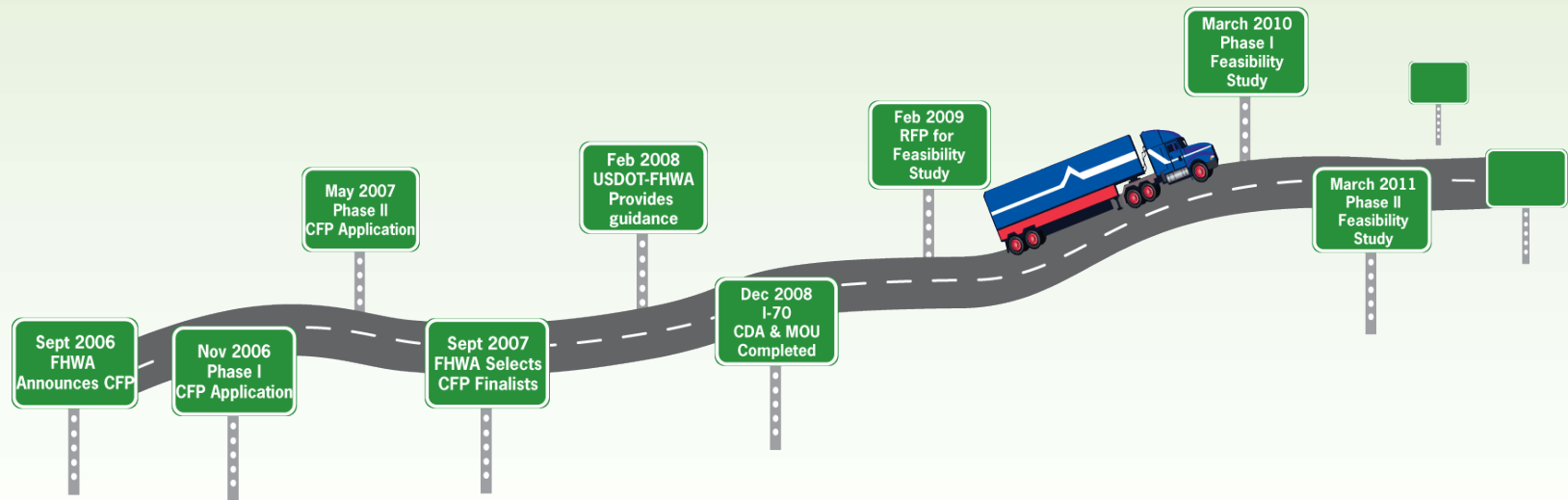
Interchange Concepts

Figure 2-7: Interchange Schematic Showing Slip Ramp



Source: Wilbur Smith concept

I-70 Dedicated Truck Lanes - Milestones



MO, IL, IN, OH-State DOT Coalition

- DOTs were partners in submission of CFP Phase 1 and 2 Applications
- Completed:
 - Corridor Development Agreement (CDA)
 - Memorandum of Understanding (MOU)
 - Selected Consultant
 - Signed Contract

Next Steps

- Commence Feasibility Study:
 - Initial workshop 25-26 June 2009
 - Two Phase study – what it includes:
 - Purpose and need document
 - Initial environmental analysis
 - Conceptual design – cost estimates
 - Technology integration
 - Financing options
 - Legislative changes needed
 - Public information and involvement
 - Coordination with MoDOT SEIS

Political Issues

- Financing & Funding Source(s)
 - Public-private Partnership?
 - Public Toll Road?
 - Free access roadway?
- Routing *through or around* metro areas
- Standardization: Size & Weight limits for LPVs
- Limited CMV access on/off facility
- No commodity and/or industry restrictions
 - Full commercial use.
- Significant land acquisition for r/w expansion

Internal Issues

- Maintaining cohesive multi-state coalition
- Consistent user assessment plan:
 - IF tolled, then single fee for use
- Standardized:
 - Weights & Lengths for LPVs
 - CMV speed limits
- Truck parking:
 - Staging & breakdown facilities
 - Public – private – shared responsibility?
 - CMV parking facilities

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THANK YOU

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