



Key Findings:

- Over the next 20 years, as traffic volumes grow, drivers and passengers along Interstate 70 will encounter dramatic increases in congestion.
- As a result, truck crashes may triple in heavily congested urban areas, with auto accident increases not far behind. And because of greater congestion, fatality crash rates for trucks are projected to increase to almost six times the fatality crash rates for all vehicles.

Age and Demand Strain I-70, Increasing Crashes and Congestion

I-70 has served the United States well past its planned life. At the time construction began, in the mid-1950s, the pavement was designed to last 20 years and bridges for 50 years. In the nearly 60 years since, the state department's of transportation (DOTs) have worked hard to maintain I-70's roadway and bridges. But as the highway's foundation continues to age, highway and bridge maintenance becomes more costly to the state DOTs – and to the drivers and businesses who depend on I-70 to operate smoothly.

Additionally, in some locations there is more traffic than the highway was designed to handle, including more large trucks. In major urban areas, the highway carries as many as 250,000 vehicles a day; about 10 percent of those are trucks. In rural areas, the interstate carries an average of 50,000 vehicles per day, and truck traffic makes up nearly 50 percent of the traffic in those areas. Where the traffic flow is poorest (measured as Level of Service E or F), crashes involving trucks increase significantly.

Working with data from the state DOTs, metropolitan planning organizations and transportation planning agencies across the corridor, the study found that the number of miles with congestion, slower speeds and potentially more crashes (measured as LOS E or F) will significantly increase between 2009 and 2030.

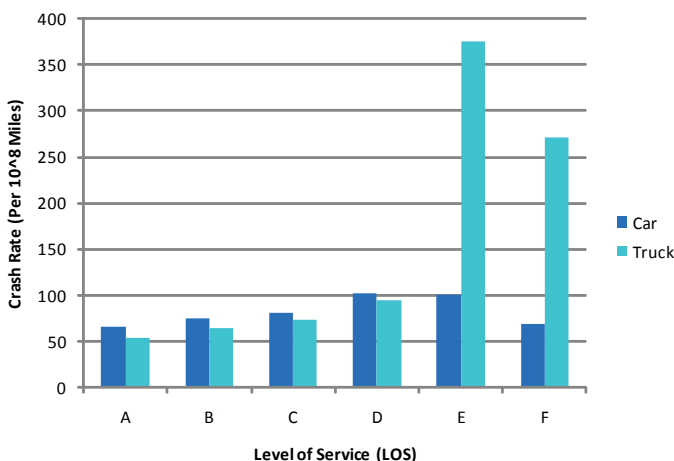
By 2030, the parts of I-70 with good traffic flows (LOS A, B and C), will decline 61 percent from 655 miles in 2009 to 402 miles in 2030. Meanwhile, the number of miles at the lower service levels (LOS D, E and F) will nearly triple; from 135 miles in 2009 to 388 miles in 2030.

Key Findings and Dedicated Truck Lanes

Weighing the existing conditions and the impacts of projected increases in traffic, dedicated truck lanes could help improve traffic flow on I-70 in a number of ways:

- Reducing congestion and improving traffic flow by increasing the total number of lanes available to all traffic on I-70;
- Making I-70 safer and reducing crashes – the majority of injuries and fatalities on I-70 are crashes that involve both cars and trucks; and
- Improving travel time reliability by reducing congestion.

TOTAL CRASH RATE VS. LEVEL OF SERVICE



On I-70, where traffic flow is poorest (LOS E and F), crashes involving trucks increase significantly.

*This document summarizes one of 12 technical appendices prepared for the first phase (of two) for the I-70 Dedicated Truck Lane Feasibility Study. The study is part of the U.S. Department of Transportation's Corridors of the Future Program, which provided matching funds to Indiana, Missouri, Ohio and Illinois DOTs to evaluate the business case (need, cost, risk, financing and practicality) for dedicated truck lanes on I-70. The 800-mile study area includes I-70 from just east of Kansas City, Missouri, east through Illinois and Indiana to Ohio's eastern state line.*