



Key Findings:

- Interstate 70 serves as a critical freight connection for much of the region’s commerce:
 - Half of all of the trucks on I-70 have either a pick up or delivery in Missouri, Illinois, Indiana or Ohio; and
 - More than a third of the trucks on I-70 are staying within the four-state area for both pick up and delivery.
- Growing global trade combined with shifting manufacturing and distribution patterns will significantly increase the amount of freight moving along I-70 in the Midwest from \$75 billion in 2002 to \$140 billion in 2008.

Regional Shipping Will Support Future Freight Growth

Distribution patterns within the corridor - along with its population centers, manufacturing heritage, robust agricultural industry and location - will combine to increase the demand for freight services on I-70.

As part of the study, approximately 800 truck drivers were surveyed at truck stops in four locations along the study corridor. The results underscored the regionally focused use of I-70: most of these freight movements are relatively short in nature, with an average truck trip of 360 miles.

Other research shows that intra-corridor trips represent about 35 percent of goods movement within the corridor, with Indiana and Ohio as key origins and destinations. (Cities on the Great Lakes also account for a large amount of freight on I-70.) As a result, few alternate interstate routes are viable competitors.

Meanwhile, competition from rail and other modes is limited by the short-haul nature of freight movements in the study corridor and the expense of switching between modes. Rail freight tonnage in the study area is expected to rise more than 21 percent between 2002 and 2030. But the overall increase in goods being shipped via truck is projected to be much greater than other modes, including rail.

Global Trade and Future Freight Growth

By the year 2030, the tonnage of freight moving through I-70 will increase by more than 60 percent, with the percentage of goods moving by truck increasing from 74 to 80 percent. Factors poised to impact truck traffic on I-70 include: (1) Increased movement of goods via the Mississippi River Valley triggered by the expansion of the Panama Canal in 2014; and (2) Expanded use of Pacific Coast ports in Mexico and British Columbia that results in increased rail shipments to the Midwest for regional distribution by truck.

Key Findings and Dedicated Truck Lanes

The data indicates that a truck-based solution could enhance the efficiency of freight movements on I-70 by increasing the:

- Speed and predictability for freight movements, which is important to shippers, receivers and manufacturers looking to maximize productivity and minimize operations costs;
- Flexibility and speed for high-value products that are shipped short- and medium-distances. This is particularly important in terms of widespread demand for just-in-time delivery; and
- Freight-carrying capacity of I-70 to meet the growing demand from businesses to serve local, national and international customers.

INTRA-CORRIDOR FREIGHT MOVEMENTS BY MODE				
Mode	Weight			
	2002		2030	
	Kilotons	Share (%)	Kilotons	Share (%)
Truck	931,808	74.0%	1,501,219	80.0%
Rail	67,629	5.4%	82,183	4.4%
Air & Truck	24	0.0%	31	0.0%
Truck & Rail	976	0.1%	418	0.0%
Other Intermodal	1,122	0.1%	1,965	0.1%
Water	24,545	2.0%	26,693	1.4%
Pipeline/Unknown	233,346	18.5%	264,593	14.1%
Total	1,259,451	100.0%	1,877,103	100.0%

Source: Wilbur Smith Associates/FHWA FAF

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.