



**Key Findings:**

- Based on a high-level discussion and analysis, the recommended Build Scenario to study in more detail calls for:
  - Separated truck lanes on the existing I-70 alignment;
  - Dedicated truck lanes located in the center of I-70, separated from cars and other vehicles traveling on the highway's outside lanes.
  - In urban areas, use of existing beltways for dedicated truck lanes, wherever possible.
- More than two dozen design and operations options were also evaluated. The options identified for further study:
  - Truck access to exits and entrances via either a combination of slip ramps and truck-only interchanges, or via separated truck interchanges;
  - Electronic tolling systems for all vehicles;
  - Opportunities for longer, heavier or other high-efficiency trucks;
  - Uniform regulations across the corridor; and
  - Flexibility to utilize new technologies, fuels and operating scenarios yet to be identified or implemented.

**Developing a Corridor Scenario**

Several scenarios were developed with input from the I-70 Coalition (Indiana, Missouri, Ohio and Illinois DOTs and the Federal Highway Administration), along with stakeholders and freight industry representatives, along with evaluation criteria, including safety; freight movement productivity; cost and financial feasibility; economic benefit; and stakeholder acceptance.

Other criteria included environmental impacts, the ability to integrate technology, pavement life cycle, as well as the ability to create incentives, build necessary amenities and intermodal connectivity.

The ability to accommodate longer, heavier and more efficient vehicles was also an important consideration. These vehicles could play a significant role in the feasibility and success of dedicated truck lanes.

**Some of the other scenarios and options considered for I-70 dedicated truck lanes:**

- Develop dedicated truck lanes on a new alignment.
- Improve parallel roadways and designate them for truck-only use.
- Construct dedicated truck lanes only in rural areas.
- Design dedicated truck lanes outside the general-purpose lanes, either on each side or next to I-70, entirely to the north or south of the existing lanes.
- Design a closed truck lane system with a very limited number (three to five) of access points.

**Key Findings and Dedicated Truck Lanes**

The Build Scenario selected for further study was chosen based on its potential to:

- Improve safety;
- Reduce congestion;
- Increase efficiency of freight movements;
- Be financially responsible, providing a revenue stream to fund the project;
- Offer the lowest long-term maintenance costs; and
- Provide the amenities and access necessary to serve stakeholders appropriately.

The Build Scenario identified for further study is not a final conclusion or recommendation.

*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.*