



Key Findings:

- No environmental “fatal flaws” were found during high-level examination. A fatal flaw is defined as impacts to a human or environmental resource that cannot be mitigated, may be excessively costly to mitigate, or in other ways would prevent dedicated truck lanes from being considered.
- As the idea of dedicated truck lanes progresses, more detailed environmental reviews will be completed, including detailed reviews of impacts on parkland, wetlands, air quality, homes, businesses and farms, along with other elements, consistent with the National Environmental Policy Act.

Identifying Potential Environmental Impacts

The environmental study team, in cooperation with each state’s department of transportation, collected available environmental data including published literature, previously completed environmental documents, maps, aerial photographs, existing statewide geographic information system (GIS) data layers, and digital terrain models. The environmental study team used these resources to identify and map major environmental and community features that could constrain dedicated truck lanes. The team also conducted a visual inspection of the 800-mile corridor to confirm known issues and to identify any new potential issues.

CHINOOK STATE FISH AND WILDLIFE AREA,
TERRE HAUTE, INDIANA



The team then looked for potential impacts in a broad range of categories, community structures and assets; geologically significant areas; hazardous material sites, highway rest areas and other public use areas; historic sites; parks quarries and mining sites; rivers and lakes; and wetland and/or habitat complexes.

Additionally, the study evaluated where I-70 travels through predominantly low-income or minority neighborhoods; federal law prohibits disproportionate impacts on these communities.

There are several locations where historic sites or other environmentally sensitive areas abut I-70. Five of these are significant, and are identified as “pinch-points” in the technical appendix. However, there are alternatives for avoiding or mitigating impacts in each of those areas.

Additionally, the issue of air quality and emissions is a critical component of the environmental evaluation. While more detailed work remains to be done, there are four urban “non-attainment” areas in the study corridor. As such, air quality impacts will be an important consideration. Air quality impacts will remain an important consideration, and will be looked at in detail during the environmental study process, should the concept of dedicated truck lanes move past the feasibility study phase.

Key Findings and Dedicated Truck Lanes

The high-level screening found that environmentally sensitive locations along I-70 can be avoided, addressed or mitigated through engineering, alignment or other feasible means.

As the concept of dedicated truck lanes advances, federally required, detailed environmental studies will need to be conducted to ensure that negative impacts are avoided, minimized or mitigated.

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.