



Welcome!

We're glad you're here!
Please sign in!



The purpose of today's meeting

Today's meeting provides an opportunity to tell us how you think I-70 should be improved. The study is considering two strategies for improving I-70:

- Widen and rebuild the highway
- Add dedicated truck-only lanes to the highway

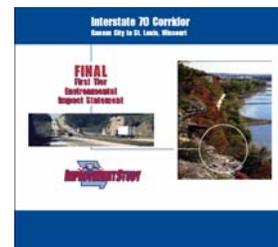


I-70's history

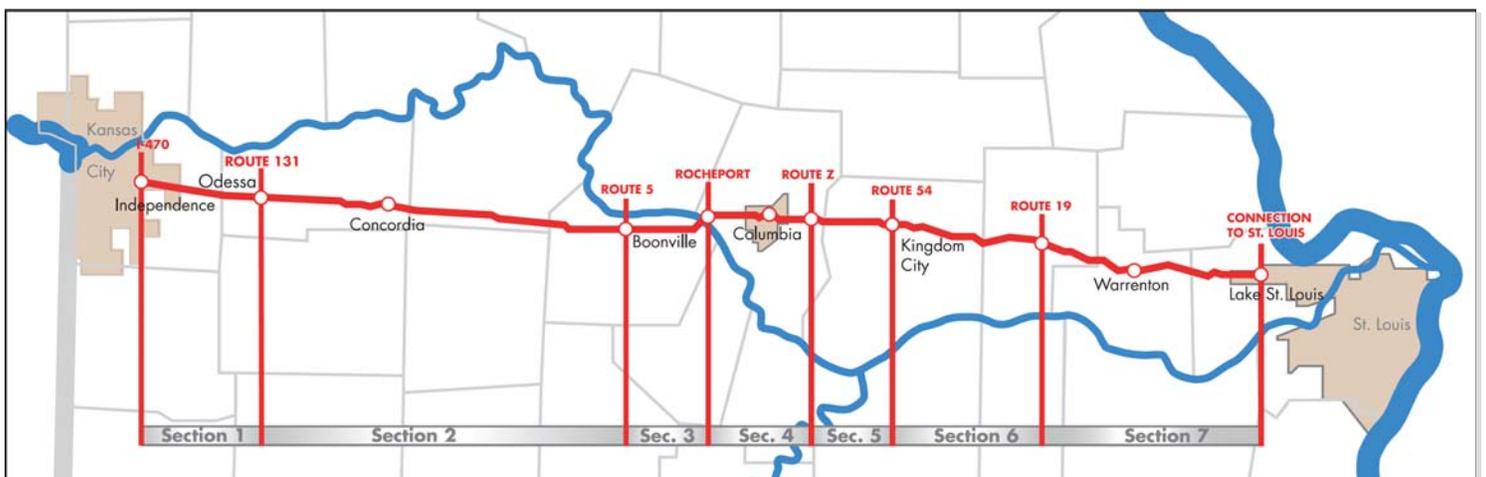
- **1950s & '60s** – I-70 is constructed with a planned design-life of 20 years.



- **1999-2001** – The Improve I-70 First Tier Study identified the state-wide need for reconstruction and additional capacity.



- **2002-2006** – The Improve I-70 Second Tier Studies evaluated impacts and constructability of First Tier recommendations in seven separate sections that encompassed 200 miles of I-70 in Missouri.



Improve I-70 Second Tier recommendations

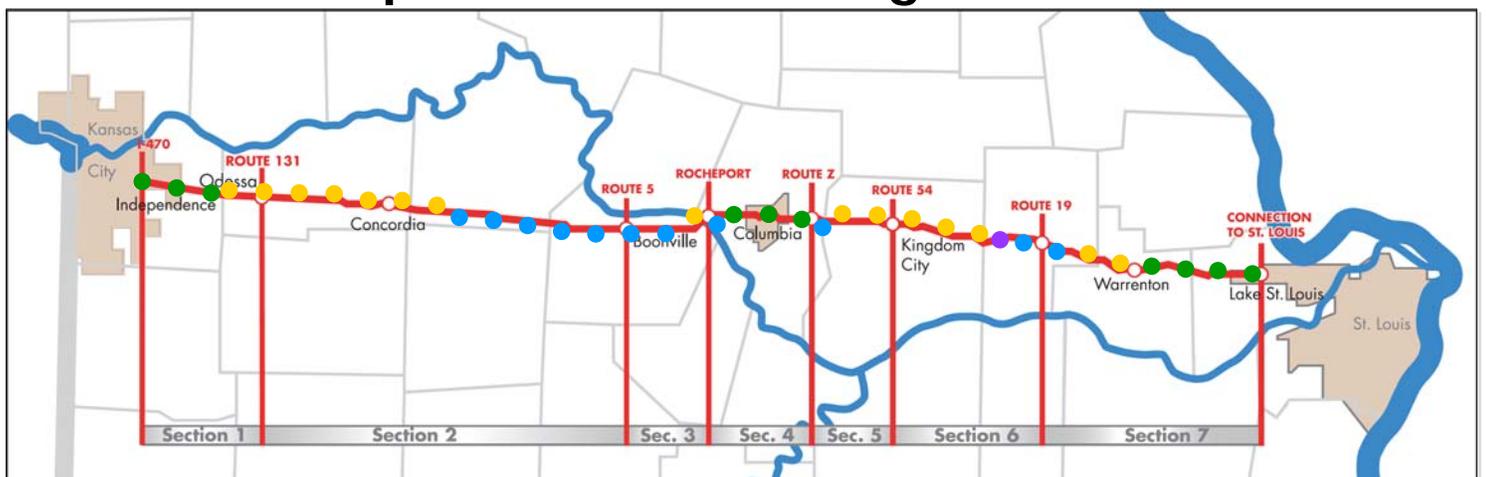
- A minimum of six lanes (three in each direction) between St. Louis and Kansas City



Rendering of proposed six-lane rural section of I-70.

- New frontage roads at key locations
- New interchanges at most locations
- New bridges at most locations
- Wide medians in rural locations
- Maintain four lanes of traffic during construction

Improve I-70 widening locations



- ● ● Urban widening locations using barriers rather than grass medians
- ● ● Widening to the north
- ● ● Widening to the south
- ● ● Improvements on current alignment (Mineola Hill)

Maintaining I-70

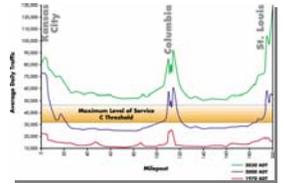
- **2005-2007** – The following MoDOT projects have helped maintain and improve I-70:
 - Guard cable installation
 - Resurfacing
 - Improved striping
 - Rumble stripes
 - Larger signs



Even with these improvements, I-70 still needs **additional capacity** and **reconstruction.**

Why does I-70 need more capacity?

- More trucks and cars are traveling on I-70 each day – far more than anticipated when I-70 was designed and constructed 40 to 50 years ago.
- Changes in how companies store and deliver goods mean that truck traffic is increasing.
- Missouri's rail lines are also at or near capacity. Planned and existing rail services have been factored into the conclusion that truck traffic will continue to increase.
- MoDOT has explored diverting traffic to other highway facilities, but as part of the national interstate highway system, long-distance and local travelers will continue to use I-70.



Why does I-70 need to be rebuilt?

- While resurfacing has improved I-70 in many locations, the underlying highway structure is significantly past its design-life and ultimately needs to be replaced to ensure a safe and smooth driving surface in the future.
- Once rebuilt, MoDOT anticipates that maintenance costs for I-70 will be significantly reduced.
- Design standards have become more stringent over the years, and some highway locations need to be updated to meet those higher safety standards.



Why study truck-only lanes now?

- Truck traffic across Missouri is growing twice as fast as car traffic and is projected to double in 20 years. Trucks currently make up 25 to 30 percent of I-70's traffic in Missouri.
- Missourians have asked if cars and trucks could be separated.
- There are new technologies that make that separation more feasible.
- Because of Missouri's key role in the country's transportation system and economy, the national "Corridors of the Future" program has funded the study of truck-only lanes in Missouri.
- While there is currently **no funding** to rebuild or widen I-70, the SEIS will help MoDOT be ready to move forward with the best possible plan when funding does become available.



IMPROVE



**Please watch this
short video
about truck-only lanes.**

The video will repeat itself
throughout tonight's
meeting.



What is a Supplemental Environmental Impact Statement?

A SEIS reviews the findings in an existing Environmental Impact Statement. It considers the new or additional impacts created by new alternatives and/or changes in the surrounding environment or in communities. These studies help agencies and the public make well-informed decisions about public investments. These studies are also required for projects that receive federal funding. The EIS process answers the following questions:

- What is the purpose and need for improvements?
- How would the proposed improvements function?
- How might improvements impact the natural environment?
- How might improvements impact the historic, cultural and social environment?
- Which alternative best meets the purpose and need and also has the smallest negative impact?



What will the Improve I-70 SEIS do?

- It will only focus on the impacts of truck-only lanes in comparison to the recommendations in the Second Tier Improve I-70 studies.
- It also will evaluate the social and environmental impacts of different funding scenarios.
- It will provide an outline of where improvements would take place, and outline the types of interchanges that could be constructed.
- It will identify potentially affected properties and weigh those impacts during the evaluation process. An important note: an initial analysis suggests that truck-only lanes would be able to fit in the right of way identified in the Second Tier Study.



Project Purpose and Need

The goal of I-70 improvements between Kansas City and St. Louis is to provide a safe, efficient, environmentally sound and cost-effective transportation facility that responds to the needs of travelers in the corridor.



Specifically:

- Increase capacity to meet projected travel demands.
- Reduce the number and severity of accidents.
- Upgrade design to current standards.
- Improve the efficiency of freight movement.
- Provide access to regional recreational facilities.
- Improve I-70 as a key corridor for moving personnel and equipment for deployment and emergency response in times of national emergencies.

Where would trucks go in urban areas?

- In **St. Louis**, MoDOT is conducting a feasibility study to identify options for continuing separated truck lanes from I-70 west of St. Louis to I-70 in Illinois. 
- In **Columbia**, the SEIS will evaluate if there is enough space for both the additional needed capacity and separate truck lanes on the current I-70 alignment, as recommended in the Second Tier studies. 
- In **Kansas City**, MoDOT is conducting a special study to see where trucks are traveling to and from, and with that information, identify and evaluate general options for trucks leaving the truck-only lane system. 
- In most urban areas, there is not enough space for grass medians to separate truck-only lanes from general traffic. The SEIS will evaluate a range of options to safely separate trucks and cars on I-70 in urban areas.

Trucks and the City

When people first see the concept of dedicated truck-only lanes, many ask: “What happens when the trucks and their dedicated lanes reach an urban area?” The study team will answer this question in more detail in the next stage of this study if truck-only lanes are determined to make sense for Missouri.



Where would trucks enter and exit I-70?

- Trucks would access most Missouri locations via interchanges that would serve both trucks and other vehicles. Slip ramps could provide trucks access between truck-only lanes, general use lanes (where trucks would travel with other vehicles) and interchange locations. Please see the nearby display for more information.
- Some locations could have interchanges that would keep trucks separated from other traffic. The criteria for separate truck interchange locations is still in development, but will likely include:
 - High numbers of trucks entering and exiting I-70;
 - The ability of connecting roads and communities to accommodate heavy truck traffic;
 - Connectivity to intermodal centers; and
 - Additional environmental impacts.



When could construction begin?

- There is no funding for design or construction, so there is no estimated start date for construction.
- The Missouri State Legislature is exploring a range of options that could help pay for improvements to I-70.
- There is currently no federal matching funding for the project. Federal funding typically requires significant state or local investments as well.
- MoDOT is working to make sure that it can respond quickly and efficiently to address I-70's needs when funding becomes available.



Help us chart a new direction for I-70

Please join us at upcoming I-70 SEIS public meetings – announced through advertising and the media - and give us your input on many important topics, including:

- Should truck lanes be located in between or outside of the car lanes?
- How should we configure truck lanes as they go through urban areas?
- Should the new truck lanes be built north, south or on both sides of the existing highway?

We hope you will continue to participate in this study, which will help determine how we can better improve I-70 to meet the needs of all Missourians.

IMPROVE



We need your input!

- What do you think about building truck-only lanes compared to widening and rebuilding I-70?
- What do you think about the project's Purpose and Need statement?
- What other questions do you have?

