

Where would trucks enter and exit I-70?

Trucks could access most Missouri locations via interchanges that would serve both trucks and other vehicles. Trucks would move between truck-only lanes and general use lanes (where trucks would travel with other vehicles) on slip ramps. They would access interchanges from general use lanes. 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;
- An assessment of additional impacts; and
- Connectivity to multi-modal centers.



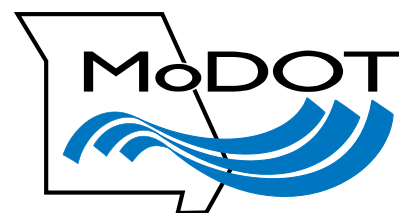
When could construction begin?

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 but currently, there is neither local nor federal funds for the project.

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Improve I-70 Supplemental Environmental Impact Statement

Spring 2008

I-70's History

1950s & '60s – Parts of I-70 in Missouri were first designed and constructed during the Eisenhower administration of the 1950s, and the balance constructed in the 1960s. The interstate at that time had a planned design life of approximately 20 years. In the decades since, through ongoing care and maintenance, the Missouri Department of Transportation has been able to extend the effective life of this highway. However, it remains apparent that a long-term solution is needed to ensure that Missouri's "Main Street" continues to support Missouri's economy and motorists.

1999-2001 – The Improve I-70 First Tier Study identified the state-wide need for reconstruction and additional capacity. Leading up to that recommendation, MoDOT evaluated a range of options, including building additional lanes in the median and alternative transportation modes. Based on an evaluation of costs, impacts, needs and effectiveness, MoDOT made an initial recommendation to reconstruct and widen I-70.



2002-2006 – The Second Tier Studies, known collectively as Improve I-70, looked more specifically at the recommended strategies and their local impacts. In order to ensure an appropriate level of detail, the Improve I-70 Second Tier program divided the interstate into seven different geographic sections, each with their own environmental study and recommendations. The Second Tier Environmental Studies wrapped up in 2006.

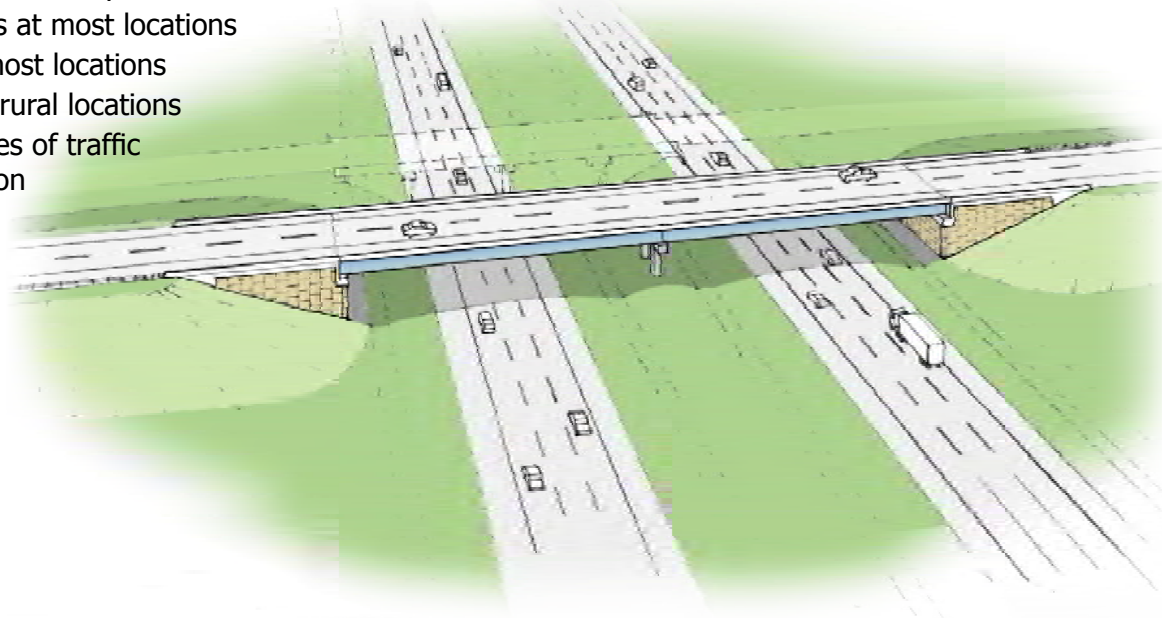
What is a Supplemental Environmental Impact Statement?

A SEIS reviews the findings in an existing Environmental Impact Statement. It considers the new or additional impacts created by new alternatives and/or significant changes in the surrounding environment or 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 least over-all negative impacts?

Improve I-70 Second Tier recommendations

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



Maintaining I-70

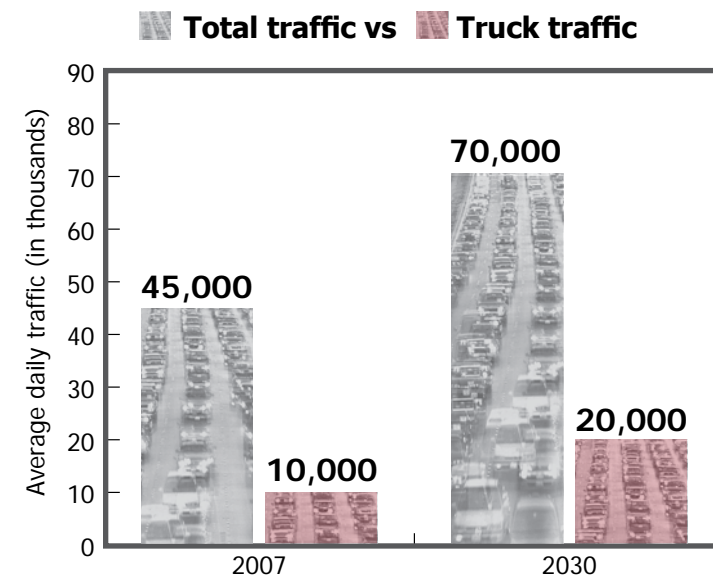
The following MoDOT projects have helped maintain and improve I-70:

- Guard cable installation
- Resurfacing
- Improved striping
- Rumble stripes
- Larger signs



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 40 to 50 years ago. Approximately 25 to 30 percent of the current traffic on I-70 is truck traffic – or more than 10,000 trucks per day. By 2030, I-70 is forecast to carry more than 20,000 trucks per day, growth that has been spurred by changes in how companies in Missouri, the U.S. and around the globe store and deliver goods.



Why does I-70 need to be rebuilt?

While resurfacing and other work has improved I-70 in many locations, the underlying highway structure has been in use well past its design-life. The highway needs to be rebuilt 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. Additionally, design standards have become more stringent over the years, and some highway locations need to be updated to meet those higher safety standards.

- Interstate 70 is Missouri's "Main Street." It is used by more than 45,000 cars and trucks daily.
- I-70 is an important corridor critical to our state's vitality. It is home to almost one-fourth of all Missouri jobs and generates nearly \$90 billion in economic activity annually.
- I-70 will become even more important as our future economy becomes even more dependent on trucks to ship goods and products. By 2030, truck traffic on I-70 is expected to double.
- MoDOT's good stewardship and maintenance have extended I-70's effective life via safety and efficiency solutions such as guard cable, rumble stripes and pavement resurfacing.



Trucks make up as much as 30 percent of I-70's traffic.

Why study truck-only lanes now?

As noted above, truck traffic across Missouri is growing twice as fast as car traffic and is projected to double in the next 20 years. As truck traffic continues to increase, Missourians have asked MoDOT if cars and trucks could be separated. At the same time, there are emerging technologies that make that separation more feasible. Additionally, because of Missouri's prominent role in the United State's transportation system, 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, this study will help MoDOT be ready to move forward with the best possible plan when funding does become available.

IMPROVE



2008 – What will the Improve I-70 SEIS do?

Over the next several months, MoDOT and its team will focus on evaluating the impacts of truck-only lanes in comparison to the recommendations in the Second Tier Improve I-70 studies. A final recommendation and federal approval of those findings is anticipated in late 2008 or early 2009. Along with evaluating impacts to the natural and man-made environment, the SEIS also will evaluate the social and environmental impacts of different funding scenarios.