



I-70 Supplemental Environmental Impact Statement

Mid-Study Update/Public Involvement
August 29 through September 26, 2008

Overview:

In order to maximize public participation, the study team implemented an online public meeting. The meeting was posted on the project web site www.improvei70.org. To ensure a two-way dialogue, visitors to the online meeting were provided with an opportunity to e-mail questions at any point, and to fill out a survey at the conclusion of the meeting. The online public meeting was supplemented by three listening stations in O'Fallon, Columbia and Oak Grove, Missouri.

More than 526 participants downloaded the public meeting from the web site, and 87 completed the survey as of September 29, 2008.

The listening sessions included conversations with four individuals in O'Fallon, and a dozen in Columbia. In Oak Grove, six individuals visited the location specifically for the public meeting, and the study team talked with another dozen who were at the truck stop for other business.

Meeting Dates and Locations

The online public meeting was posted to the project web site on August 29. On September 26, 2008, the home-page headline for the online meeting was removed, but the information still available under the heading of "August '08 Project Update."

Listening sessions were held as follows:

O'Fallon, Missouri	Columbia, Missouri	Oak Grove, Missouri
September 9	September 10	September 10
4 to 6 p.m.	11 a.m. to 1 p.m.	4 to 6 p.m.
Wentzville-Middendorf-Kredell Library	Columbia Public Library	Oak Grove Petro Truck Stop
2750 Highway K	100 W. Broadway	301 S.W. 1 st St.

Meeting Publicity

The online public meeting and listening stations were publicized through the following means (samples are included in the appendix):

1. Press release including links to project web site and on-line meeting location
2. Postcard to 1,200-name project mailing list

3. MoDOT Express Lane e-newsletter
4. Quarter-page paid advertisements the week of September 1, 2008 in:
 - Kansas City Star
 - Concordian
 - Odessan
 - Boonville Record
 - Columbia Daily Tribune
 - St. Charles Journal
 - Warrenton Journal
5. Paid add on Mapquest for those searching for addresses/directions along I-70. The add was shown more than 141,000 times, generating 62 visits to www.improvei70.org
6. MoDOT added a link to the on-line meeting to the following web sites:
 - www.modot.org
 - www.modotblog.blogspot.com
 - I-70 Video YouTube posting
7. The team also requested links and/or announcements about the online meeting from the following organizations' web sites:

Accepted	Declined/No Response
• City of Columbia	• AAA
• East West Gateway	• Lafayette County
• Jackson County	• Marshall, MO
• Mid America Regional Council	• Missouri Agribusiness Association
• Missouri Agribusiness Showcase	• Missouri Department of Tourism
• Missouri Motor Carriers Association	• Missouri Farm Bureau
• Missouri Petroleum Makers	• Missouri Tow Truck Association
• OOIDA	• Montgomery County
• Scenic Missouri	
• Sierra Club	
• State of Missouri	
8. Along with traditional media, the team sought coverage from key topic bloggers. Blog coverage included
 - <http://www.stltoday.com/blogzone/along-for-the-ride/>
 - BoCoMo Buzz
9. Additionally, following the listening session in Oak Grove, the Oak Grove Petro station posted flyers about the online meeting in their drivers' lounge and forwarded the flyer to other Petro stations across the state of Missouri.

Topics Covered

The online meeting was intended as a mid-project update. It reviewed the purpose and need, the findings and recommendations to date and summarized the impact evaluations completed as of

August 2008. Please see the appendix for a copy of the online public meeting.

Input and Comments

Online meeting: Verbatim comments received via the online meeting are included in the survey report. Recurring themes, and the teams' response included:

Check back here to see updates to common questions and comments!

Comment or Question

This could have significant impacts on traffic in St. Louis. Why isn't MoDOT including the City of St. Louis in the study?

Rail down the median would be a better solution – cheaper, safer and better for the environment.

Response

Because of the complexity of moving additional traffic around or through St. Louis, a separate feasibility study is underway to examine alternatives in the St. Louis area. While coordinating closely with the Improve I-70 studies, any plans for major transportation improvements in St. Louis must be evaluated based on local needs, opportunities and coordinated with the region's overall transportation plan, including connections to I-70 in Illinois. Further, as part of the national Corridors of the Future program, Missouri will play a key role in national transportation planning for I-70 from Missouri's western border east to St. Louis, through Illinois, Indiana and Ohio. For more information on Corridors of the Future, go to www.corridors.dot.gov/

MoDOT supports investing in Missouri's rail systems, both for passenger and freight. However, even with improvements to the rail system, there will be a need for additional capacity on I-70.

To be effective, a new rail line in the I-70 corridor would need to connect to existing rail lines through farms, communities and cities, creating significant environmental and community impacts, and at a significant cost.

In terms of rail for both freight and passengers, MoDOT carefully monitors national transportation trends, including shifts in public policies, federal funding and the transportation plans of the nation as a whole. MoDOT is a partner in regional and national transportation planning programs, including the Midwest

Regional Rail Initiative and the Corridors of the Future. The plans that come out of those programs will be factored into major investments in Missouri's transportation system.

Click on "Rail Service" in the bar to the left for more information.

Wouldn't there be more impacts to air and water?

The SEIS is in the process of comparing the existing recommendation to widen I-70 to six lanes with the construction of truck-only lanes. Evaluations, at this point in time, show that in the vast majority of the corridor – including sensitive areas like Mineola Hill and the Missouri river crossing at Rocheport – truck-only lanes can be accommodated within the planned right-of-way for six lanes. Median plantings could be planned to help sequester carbon and address run-off issues.

Is it safe to have the trucks merge with cars on the slip ramps?

The slip ramps would be designed to be long enough, and far enough from exits, to provide trucks room to merge safely with traffic. Those ramps and merge lanes would be longer than many current entrance/exit ramps on I-70 in Missouri.

Couldn't trucks be encouraged to drive at night, when there's less traffic?

Truck operators typically schedule their work so that it maximizes their ability to meet the schedules of their customers and minimize costs and delays. Based on that knowledge, those truckers who can drive at night, when the highway is less congested, are likely doing so already.

Why don't we reduce speed limits for trucks to increase safety?

Many truck companies have already prohibited their trucks from going faster than 65 m.p.h. The larger issue for I-70 in Missouri is the number of vehicles on the highway that create congestion at virtually any speed.

How will we pay for improvements?

Funding decisions will need to be made by elected officials, and the citizens they represent.

Why not just improve rail? It's a better long-term solution.

Rail is an important part of the overall transportation system, but as a part of national and regional system, there is still a demand for additional capacity on I-70, and a need to improve safety. Click on "Rail Service" in

the bar to the left for more information.

In larger cities would there be more than two auto lanes in each direction?

Yes, where needed based on the amount of traffic.

How will you deal with the Missouri River crossing just west of Columbia?

A new river crossing will be added to accommodate additional lanes when I-70 is rebuilt.

Please consider making "truck-only" lanes available to cars during peak periods (holiday weekends, etc.) when the volume of cars plus RVs, campers, and moving vans might impede or overwhelm the proposed "general purpose" lanes as they do now.

In urban areas particularly, there could be some flexibility in lane configurations. Additionally, should truck-only lanes be implemented, "trucks" will be defined in detail. It is possible that some larger RVs and other vehicles could travel in the truck-only lanes.

Could there be a way for smaller forms of wildlife to pass under the highway where there are medians down the middle?

An evaluation of impacts to the natural environment, including migration are part of the SEIS process. Accommodation, including ensuring sufficient space for wildlife at stream crossings will be considered in the SEIS and the design process.

If you are going to build eight lanes, why not make them all general-purpose? That allows the most flexibility for everyone - trucks and cars.

MoDOT is currently comparing the impacts of six general purpose lanes versus separated truck lanes to see which strategy works best for I-70. Truck traffic on I-70 is growing at a faster rate than passenger vehicle traffic and is projected to more than double by 2030. Providing separate lanes for trucks can improve the safety and efficiency of the entire I-70 corridor by reducing truck-car conflicts and varying operating speeds.

Why do you have to have four truck lanes? Why not two truck lanes?

It's possible that in some locations, particularly in cities, that there could only be one truck-only lane each direction. Across much of the state, though, there is enough long-haul truck traffic that two lanes each direction are necessary to safely and efficiently accommodate trucks. Two lanes each direction allows faster trucks to be able to pass slower trucks and allows for passing during a breakdown or incident in one of the

lanes.

Listening Station Comments:

- Rail is the answer.
- Make trucks drive slower. It worked in Oregon.
- How will it be enforced?
- Don't toll truckers; trucking companies don't reimburse promptly if they reimburse at all.
- Cars will want to drive in the faster-moving truck lanes.
- Will you impact the Firefighters Memorial in Kingdom City?
- Will you impact my property?
- Can't you make trucks drive at night? That would solve the problem.
- How would the median be maintained?
- What about run-off and pollution?
- Drivers need better education and to re-test for licenses every five years.
- Need higher penalties for those who are texting or phoning.
- Don't like left-lane restrictions for trucks.
- Trucking companies should pay for it since they benefit the most. Or, use public money to help freight railroads with their infrastructure investments – same with canals and locks. If subsidizing roads, should subsidize other modes of transportation.
- Take into consideration how much trucks wear and tear I-70. They are creating 95 percent of the maintenance issues – they should help pay for it.
- The County of St. Charles likes the project – but is very concerned how Truck Only Lanes – all that capacity – will transition into the St. Charles urban area. How do you move from that high capacity to just six lanes in this area? We will send a letter outlining our questions/concerns on this.
- Discussions at East-West Gateway that express doubts about building so much additional roadway capacity when VMT is shifting to other modes that need greater investment. Travel patterns are changing – we need to be ready to meet these needs of the future.
- TOLS would be a safer option. Cars pull in front of trucks in an unsafe manner, but truckers always get blamed and their insurance has to pay after collisions.
- I like the idea of separating cars and trucks. How do you enforce it?
- Would this help truckers keep insurance rates down? Would this lower rate of insurance provide them an incentive to support/pay for TOLs? Would increased safety allow some

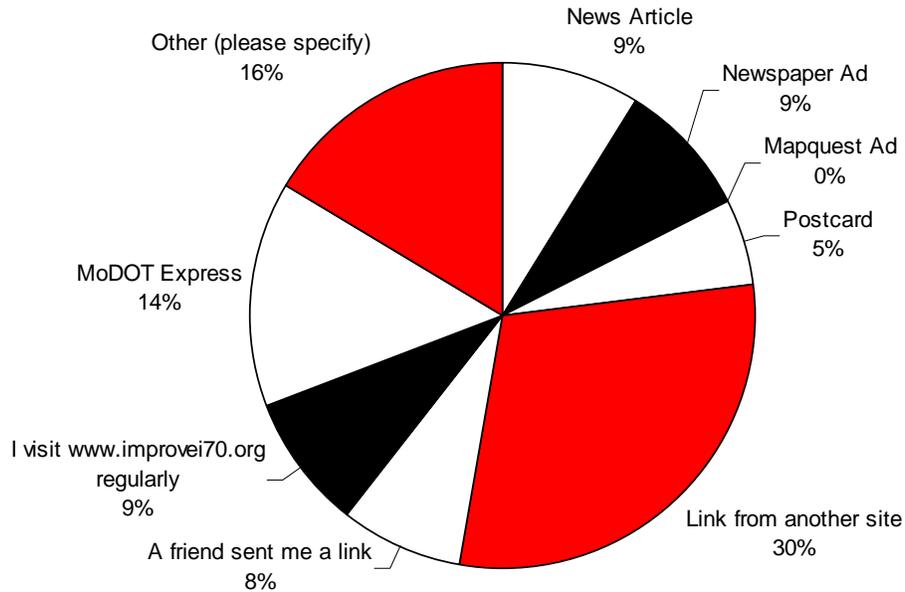
driver regulations to be relaxed? (e.g. the “8-hour driving” rule.) Is the National Highway Insurance Institute a part of this conversation?

- Thanks for redoing Highway 40. It made sense to shut it down while you fixed it. I haven't seen major congestion problems as a result, surprisingly.
- If I-40 was being rebuilt with traffic on it, it would be a nightmare. If you take the traveling capacity off of I-70 while rebuilding it, you'll create havoc. Cost/time savings will be realized if you build the new road on the outside of existing I-70 first, then rebuilding existing I-70.
- I like hearing you explain this project to all of us, where we all get a chance to ask questions as a group. It's much better than an open house format.
- TOLs should have thicker roadbed/asphalt/concrete than general purpose lanes.
- How will you pay for this? If you have Tolls, trucks should pay their fair share.
- What is the future of truck trains? How many trailers will they be able to pull if we have TOLS?
- Does being a part of the Corridor of the Future program make it more likely we'll be able to institute tolls? Or be able to pursue new revenue streams? Could we have Missouri be the “demonstration project” for this effort?
- Regarding truck/car separation. It sounds like the added safety of concrete barriers between the lanes may not be worth the cost/impacts of needing an additional 30 to 40-foot or right of way needed to accommodate them. We can't completely remove the safety risks of driving on the highway – not affordably, anyway.
- Wentzville real estate starts to increase at Pierce Rd. Pierce to Lake St. Louis will be very challenging and expensive – this 15 miles may be the most expensive piece of highway to fix in the entire state.
- Questions about how to make all the transportation modes work together (freight and passenger trains, planes, boats, cars, trucks) better. General lack of understanding about how all modes are funded – desire for freight trains to play a larger role in freight movement but recognition that we will still always need trucks.
- Amtrak, and how Missouri's lack of freight rail capacity has hindered providing convenient passenger service. Discussion about MoDOT's increased role in participating in public-private partnerships with the railroads to improve rail bottlenecks.
- VMTs are decreasing, which causes the state/federal budgets for transportation to decrease due to current funding structure that depends on gas tax. Meanwhile, inflation has driven up asphalt costs from \$310 a ton in January to \$800 a ton today. So – MoDOT has exponentially higher costs while receiving significantly lower income to pay for needed improvements. So funding for transportation is a huge issue to be tackled – nationwide.

Online meeting summary:

IMPORTANT NOTE: Because respondents self-selected, results should not be considered statistically representative.

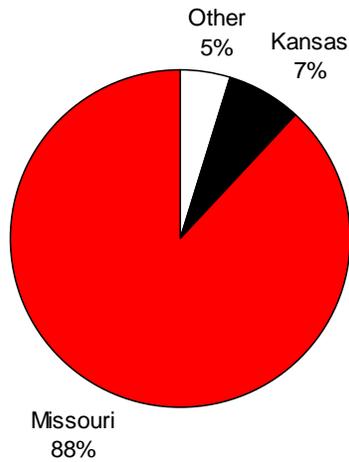
How did you find out about our on-line public meeting?



Other responses:

- serve on regional planning commission
- My State Rep called me
- www.gocolumbiamo.com
- television
- My state representative
- Email from Representative Sally Faith
- Representative Brian Yates
- Phone call, mtg with modot
- email from MARC
- Mid-America Regional Council (MARC)
- Site referred by Brian Yates

Where do you live?



Why do you drive on I-70? (check all that apply)



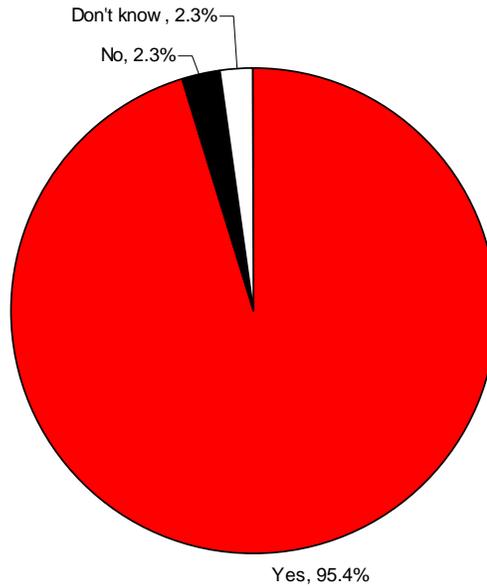
Other responses:

- occasional meetings
- visit family
- attend meetings in other cities, including the Capitol
- to visit friends and family in other parts of state
- own trucking co along i 70
- Volunteer work (boards in Jefferson City), take kids to camps and athletic events
- Visit relatives
- Travel between offices in Kansas City and St. Louis
- visit family across the state
- To visit my mom
- Visit Jefferson City, Columbia, Kansas City
- Only when I have to
- recreational events, although very rarely
- medical appointments
- to go everywhere
- visit family in StL and KC
- To go back to my hometown St. Louis

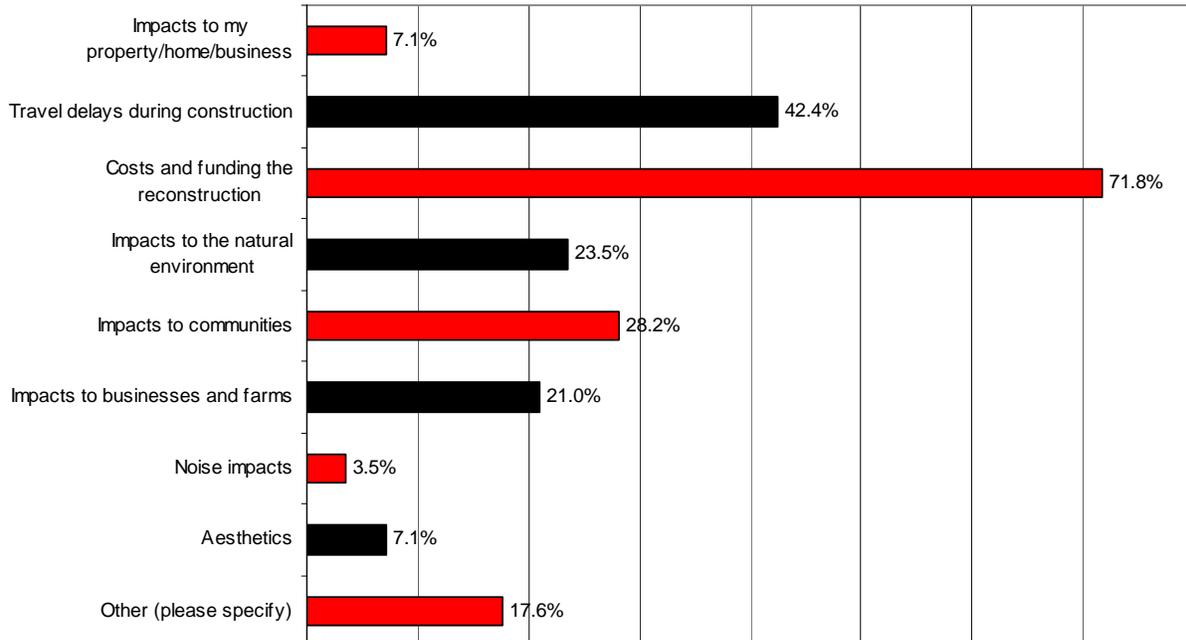
- visit family
- to save time going across town by avoiding so many intersections and stop-n-go traffic

- To go home
- To get to the airport and for car drives to visit family

Did we give a good explanation of why I-70 needs to be rebuilt?



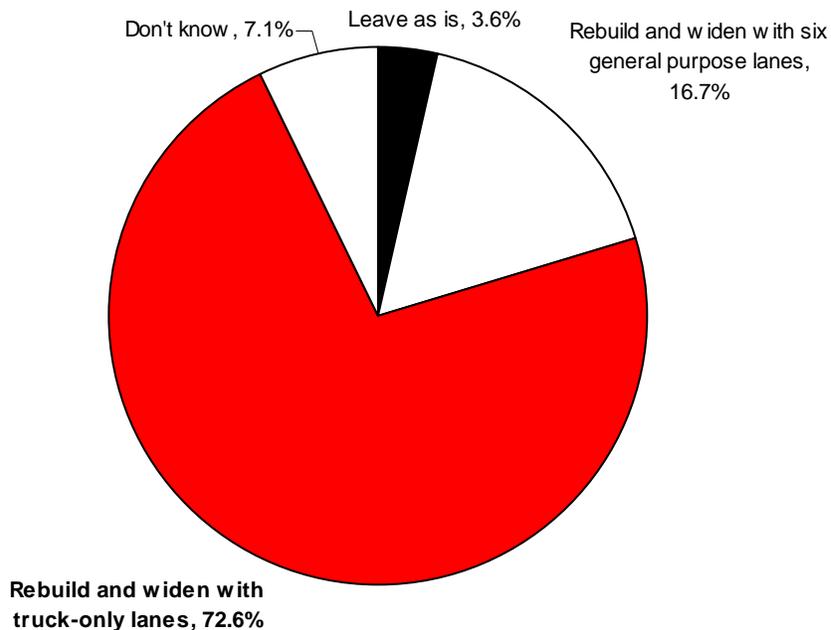
What concerns you most about rebuilding I-70? (check all that apply)



Other responses:

- negative impacts on Mo's economy; unfair distribution of costs and benefits
- It needs to be done NOW but there is no funding planned
- It will not happen soon enough
- Lack of necessity
- Whether there are wide enough medians to prevent crossover accidents
- Must require trucks to use truck lane when possible for this to work.
- How soon can it be done
- Making sure that it fit into a total transporation plan which includes significant improvements in rail service both for passengers and freight which is much more energy efficient and environmentally better
- Highway safety
- That only 10-20% of traffic (trucks) may be dedicated 50%+ of the pavement of the rebuild
- Project limits, I believe the project limits should be extended to the Route 370 interchange in St. Charles County. I-70 between Route 370 and Lake Saint Louis Boulevard is already congested and needs reconstruction.
- the time it will take to complete
- Concern that there will be enough of an impact
- I think it is a necessity, no concerns.
- No concerns, it is absolutely necessary

Which approach to rebuilding I-70 do you prefer?



Other comments and concerns (verbatim) – includes e-mails to MoDOT regarding I-70 during the period the on-line meeting was posted:

- Before destroying business along the ROW and spending billions of dollars, it would be worthwhile to explore the OTHER opportunities of multi-modal transportation. If we keep designing and accommodating for ONE MODE, then that's what the public will do. Invest in more rail, air, port, etc. You can't keep building your way out of a problem. Before you know it, billions would be gone and you're left in the same predicament you were in before because you neglected to diversify transportation. This is a short sided approach and viewpoint. This is not a long term solution.
- As a driver of a Corolla, I have wished for years for trucks to be separated from cars. A car doesn't stand a chance in a collision with a truck.
- Thank you for putting your I-70 Truck-Only-Lanes-across-Missouri study on your website and thereby making it easier for the public to comment on it. However, your Question #6 above doesn't provide enough options to choose from. A few years ago MoDOT received a Record of Decision approving its recommendation in its First Tier Environmental Impact Statement" (FTEIS) favoring rebuilding I-70 as a six-lane highway. Your new study apparently rejects that ROD. However, I am not convinced that in spite of the \$2 million FHWA grant to study the feasibility of Truck-Only Lanes across Missouri, that your Supplemental Environmental Impact Statement has justified overturning your previous conclusion, nor that this new SEIS is an adequate procedure for doing so. For one thing, you have not addressed the impact of the more extensive amount of pavement, nor the impacts of encouraging proportionately more big-truck traffic on Missouri's highways, bridges and roads. Although most folks would rather not have to share the highway with huge trucks, they may agree with me on the following reservations about your proposed Truck-Only Lanes: -- Your proposal doesn't really separate trucks from cars at the most dangerous points, where trucks are changing lanes in order to enter or exit the highway. The same problem would occur if you put the car lanes in the middle rather than the outside lanes unless you provided entirely separate entrance and exit ramps for cars and trucks. But this would be even more expensive than what you are proposing, which itself is extremely expensive (\$3.4 billion). -- That brings up my next question: Who is going to pay for this? At a time when taxpayers are being asked to go into another \$10,000 of debt per family to bail out the consequences of stock and bond mismanagement, on top of the debt we have already assumed during the last 5 years of war, it is asking a lot from taxpayers to also pay (and/or go further into debt) to bail out the mistakes of highway planners who willy-nilly built and expanded highways at the behest of suburban and ex-urban land-development interests rather than putting aside funds for maintaining the bridges and highways we already had, and rather than implementing strategies that would encourage smart growth. Even though tens of millions of dollars per year were moved from Missouri's general revenue to its highway-building fund starting in 2005, we are again at a point where Missouri legislators are proposing an increase of 1% in the sales tax to pay for rebuilding I-70 and I-44. Such a sales tax would be collected statewide, but the "benefits" would be much more narrowly focused. Truckers already do not pay their fair share, based on the damage they do to the roads. They should be asked to pay for separate Truck-Only Lanes, by increasing weight fees and paying tolls for all or most of the cost. -- Your original FTEIS gave short shrift to including rail in the I-70 corridor. Now, incredibly, even though the focus of your replacement plan is on

moving freight, and even though the cost of truck fuel has doubled or tripled, your new SEIS still gives short shrift to rail. Rail is widely acknowledged to be far more energy- and resource-efficient than trucks. Given the challenge of “Climate Chaos,” which is linked to increasing levels of carbon dioxide in the atmosphere (a direct result of burning fossil fuels for transportation and other purposes), I urge you to re-do your study to give adequate attention and priority to increasing freight rail across Missouri. I also urge you to revisit your projections of demand for long-distance freight. Future public policies that address Climate Chaos may encourage more local production of goods and thus less demand for long-distance freight.

- Get rid of the Gas tax nationwide and do a sales tax instead.
- I travel I-70 every day and really like the idea of being separated from the trucks. I would hope there would be crossover barriers.
- I heard from the FHWA that one 80,000 lb. truck does as much damage to the road as 9,600 cars. Will the funding costs be shared accordingly? 2. Will increased truck size and weight be allowed on the truck only lanes? 3. Has an open access rail line for freight been considered as part of the I-70 Corridors of the future program? What would be the difference in cost? What would be the difference in freight capacity?
- It does not say how often truck-only lanes will mix with normal traffic lanes. If truck-only lanes are given too many exits, this could worsen traffic, as they will be merging onto the fast lane. Also, adding truck-only lanes will certainly divert truck traffic from neighboring states to Missouri. That would be good economically, but bad for congestion. We should either tax the trucking companies that use the lanes or make the truck only lanes a toll road.
- I hope the funding for this will NOT come from TOLLS on the truck only lanes our operating cost are high enough
- Instead of subsidizing a new highway for trucking, we should focus on passenger rail and freight improvements. It is far, far more cost effective to use other modes of transportation. While short term fuel prices may fluctuate, there is no doubt that in the long term, single passenger vehicles and relatively inefficient tractor trailers will be phased out. MODOT appears to be planning a project whose time has already past.
- Excellent Web site. However, I couldn't open the video or the PDF.
- #6 depends upon if trucks will be REQUIRED to use truck lanes. If so, rebuild with truck lanes--if not, rebuild with six general purpose lanes. The problem is more the trucks than the cars--they should have the least not the most flexibility.
- We traveled in Eastern Europe this summer, where they have truck-only lanes on the right side. I LOVED them - I felt so much safer. There was also a lower speed limit for the trucks. I am a huge advocate for truck-only lanes. I think the idea of them being on the inside is even better than the right-side lanes I experienced this summer. A GREAT idea.
- Should consider car only lanes in addition to truck only lanes, or reconsider the express/parallel highway alternative using the median or by further upgrades to the US 50 corridor and improving some of the routes connecting US 50 to major destinations on the I-70 corridor between St. Louis and Kansas City (MO 47, MO 19, and MO 5 for example). The future volumes of car traffic will require more than two lanes each direction; should just

widen I-70 to three lanes each way and then restudy other options when volumes make further widening necessary. Not enough detail about rail/intermodal options to remove long haul trucks from the I-70 corridor, particularly resolving rail congestion on the Mississippi River bridges around St. Louis

- In traveling rural I-70 I have thought for a while that having separate lanes for trucks and passenger vehicles would be a wise choice. I think the safety factor is the most important issue. I think there would be cost savings over time with having separate lanes.
- Truck only lanes are interesting--but could be inefficient compared to building 4 lanes each way and restricting trucks to the right two lanes (or something similar). Trucks should pay ALL of the cost of truck only lanes, if they are built. Enforcement to keep trucks off the car lanes is a concern. The downside of two lanes: in even moderate traffic, two poky cars going side by side bottle up traffic (this happens regularly on I-470 between Lee's Summit and I-70).
- A number of states have wider highways with trucks limited to the first two outside lanes, it does combine cars and trucks but it keeps slower traffic in the outer lane. Why is the truck-only lanes better than restricting trucks to outer lanes?
- Not right now
- In my opinion, separating car and truck traffic has beneficial impacts. I would assume the financial burden would be federally funded, which makes me nervous. If our federal funding is already in danger, how confident can we be we will be able to complete the project?
- No
- This is an amazingly progressive effort on the part of MODOT. It is a pleasure driving in other states with truck-only lanes. Driving I-70 is a nightmare in Missouri now.
- I think separating heavy truck traffic from lighter vehicles would improve safety and address concerns about travel in lighter more efficient personal vehicles - BUT NOT IF even heavier/longer trucks are allowed to merge into the left hand (fast) lanes of the shared roadway to exit. I would support putting personal vehicles in the center (to create opportunities for application of emerging guidance technologies and construction of lighter duty pavement in the center lanes) OR requiring all oversized heavy truck to use center lanes with ingress and egress to the center lanes ONLY at locations with dedicated on and off ramps (the center pavement and ramps could be designed to bear heavier loads and located where oversized trucks can be efficiently broken down into smaller loads)
- I like the idea of separating the truck traffic from the passenger vehicles from a safety standpoint. My question would be, what are the safety characteristics of the on/off ramp and weaving regions where the trucks and cars interact? Do you end up with a facility that is quite safe for 90% of its length, but has very high accident zones localized at each truck / car interaction region? Have other states already built such a facility and if so, how is that functioning? You've probably considered this, but how about doing a "test section" for the Truck-Only section? Build a 10 to 20 mile stretch somewhere along I-70 before you commit to a state-wide approach. See how it functions. If it shows a good cost/benefit ratio, move forward with the truck-only approach. If it doesn't work all that great, restripe that test section back to an 8-lane, mixed traffic facility and rebuild the rest of I-70 as a mixed traffic 6-lane. Also, shouldn't your study include the option of rebuilding I-70 as a 4-lane facility? It

seems like going from a "do-nothing" alternative to a reconstruction as a 6 lane facility jumps over the option of the necessary rebuild of the existing 4 lanes currently experiencing a structural failure. Construction costs, R/W and environmental impacts would obviously be lower, but construction sequencing and traffic delays would probably increase significantly. Probably not a good option, but one that should be explored and presented to the public if for no other reason than to say "Yeah, we looked at it, and its a bad idea for the following reasons..." "Thumbs-Up on the presentation. Well laid out and informative. Gives me the basic information without spending an evening at (and driving to) a public meeting.

- Absolutely go for it. Make Truck Lanes a toll-road that will be self sustaining.
- Even if passenger rail systems are not realistically affordable in the initial phase of I-70 reconstruction, all of the new bridges and overpasses should be constructed to carry a corridor for a future rail transit so that they don't have to be rebuilt. Any right of way purchases should take into account the future plans for rail across the state. This, alone, will represent a cost savings in legal expenses for litigation and negotiation related to the land purchase. Light rail systems in both the KS and STL areas should be a priority in order to ease congestion, reduce fuel consumption, reduce wear on new and existing roadways, and lower pollution in the metro areas.
- My reasoning is simple. There's no money to expand, and there are better places to spend the dollars we do have on transportation in MO
- Please consider extending the project limits to Route 370 in St. Charles County. This would facilitate the distribution of truck traffic to I-64, SR 79, Route 364, and Route 370. The Route 370 corridor has become a destination for trucks in both St. Charles County and St. Louis County with the development of industrial parks and distribution centers. Further, this section of I-70 is already congested and forecast indicate that conditions will worsen. Thank your for work on this project and consideration of my comments.
- How are the slip ramps going to effect cars driving... wouldnt trucks rushing across lanes to get on the truck lanes be a cause for more accidents?
- Perhaps some advertising billboards could come down. Less distraction therefore more attention to the road and other drivers.
- Lower the speed limit to force drivers to conserve gas.
- I am scared to death to drive on the highways as they currently are. Everytime I encounter a truck, my anxiety rate goes up. I am also claustrophobic and it is hard to manage if there is a traffic accident and traffic is stopped and I'm behind a truck. Also, when they pass me I am always afraid their tires are going to come off and go through my windshield, so needless to say, I am devastated just being on the highways at the same time as the trucks.
- Finding a way to pay for this will prove to be the hardest part. Missourians hate taxes and change unless they see the benefits for themselves. St. Louis has already been through a major transformation and it will be hard for them to swallow. Make sure not to disrupt traffic while working on project.
- Why do the lanes have to be seperated. Can't the lanes be connected. Two right lanes for trucks and 2-4 lanes for cars?
- I believe the Foristell exit #203 needs to be considered for a truck only exit lane.

- Concern - I-70 is currently beyond capacity at 10,000+45,000=55,000 vehicles a day. If the projected increases you predict are correct, I am concerned that 4 lanes (two each way) of car only traffic will be sufficient. I am also extremely disappointed that there is not funding or a plan for funding yet. We travel by vehicle to all parts of the country and I-70 in Missouri from I-64 to I-470 is easily, by FAR, the least acceptable non-urban Interstate in the country in terms of road quality and congestion.
- In larger cities will there be more than two auto lanes in each direction ?
- I frequently travel on I55 between St.Louis and Chicago. They have the truck-only lanes on this stretch of interstate. I feel so much safer when the big trucks are not barreling in and out between cars. Among many people I70 between St.Louis and Kansas City is called the Death Highway. The interstates would be so much safer for everyone if big trucks were not only limited to one lane but also required to travel at a reduced speed. I do not know why such a common sense ideal has not been enacted long before this. Illinois is way ahead of us on this one.
- Why are we bothering talking about further subsidies for the trucking industry? They can avoid gas taxes by fueling out of state and create the majority of roadway damage and congestion on the interstates. Have they earned their own special highway?!?! Instead, fund Amtrak to allow more than two trains daily, improve transit, and move MODOT into the future.
- what will you do in the areas of i 70 that are beyond the truck only lanes. will those parts of the interstate be rebuilt and widen, or will they stay as is. how will you deal with the missouri river crossing just west of columbia?
- Please consider making "truck-only" lanes available to cars during peak periods (holiday weekends, etc.) when sheer volume of cars plus RV's, campers, and moving vans might impede or overwhelm the proposed "general purpose" lanes as they do now.
- It is so dangerous travelling with the big trucks, especially when it is raining. Each time you are passed by a big truck, the water temporarily blinds you. In addition, I like the idea of putting trucks on the inner lanes to keep cars from having to merge into truck lanes. On occasions, I have had to pull over on the side of the road and wait for a place to get onto the highway, because I ran out of on-ramp. This seems the safest alternative.
- While I prefer the rebuild and widen with truck-lanes only option, I have concerns regarding the trucks entering and exiting the freeway to get to their lanes. I would also like to see concrete medians between the truck lanes and the general use lanes in addition to the grass medians.
- Please keep this moving forward traveled I-70 in Missouri is a heavily travelled, dangerous road.
- With the ever increasing gas prices, believe we need to be looking and improving truck/rail combo. This would cause fewer trucks on road.
- Driving in California recently where trucks are limited to the far right lane except when passing seems to work. For that matter Mo. has laws requiring that that could be enforced. I don't like the 'trucks only' concept unless 'trucks only' pay for the lanes.

- I drive a semi as part of my job descript. My family business builds wood trusses. My question would involve wide loads. It appears that truck only lanes would be safer for wide loads, however, how difficult could it be to merge into the car only lanes to exit??
- If you are going to build 8 lanes, why not make them all general-purpose? That allows the most flexibility for everyone - trucks and cars.
- why do you have to have 4 Truck lanes? Why not 2 Truck Lanes?
- Driving thru Germany, I noticed that trucks and trailers were restricted to the right hand lane and had a reduced speed of about 60 mph (100kph). It allowed a much smoother driving experience for automobiles. Their traffic moves much more effeciently as a result. Their announcements to car radios to announce upcoming traffic problems also help greatly.
- The people of Columbia Missouri never think big enough. All they want to do is put a stop light at the top of the off ramp and cause more congestion. The interchange at Hwy 63 and I-70 should look like Hwy 40-64 and I-270 in St. Louis. You need to be able to flow off of I-70 and go North or South on Hwy 63 without stopping and vice versa. There also needs to be separate lanes for those who want to exit to Clark Lane, etc. Build the new non stop lanes above the existing ones. Hasn't anyone ever been to Los Angeles?? If they can have huge intersections that don't stop the flow of traffic and can withstand earthquakes, surely Columbia, Missouri and the rest of the state can do the same. Maybe we should devote more money to fixing our roads than giving \$20 million to new parks and trails around Columbia! (Which I know is not your department.)
- As a 40 plus year veteran of trucking, with most of those being in Safety, I would like to comment on the proposal for I 70 improvements. Adding car only lanes is the best proposal. for the long run. This is something I have written about many times to anyone that would listen and to public forums like Transport Topics. For the short run, in order relieve congestion and improve safety, enforce a law that has been on the books for many years. KEEP RIGHT EXCEPT TO PASS or turn left. We got a law passed in Arkansas a few years back to try to strengthen this idea. It stated that if you were in the left (most inside) lane and was "blocking" another vehicle that wanted to pass you, even if they were speeding, you were in violation of the Law. The state police publicly refused to enforce this law. I travel a large amount each year in my consulting business and have seen the driving habits of those on the road deteriorate to a scary level. The scariest of those is a string of traffic in the left lane traveling at or near the speed limit. There are only a few vehicle scattered in the right lane. When the leader of the pack in the left lane passes a vehicle in the right lane, they never move to the right lane. This in spit of the fact that it might be a half of a mile or more to the next vehicle in the right lane and they are only traveling a couple of miles faster than the vehicle in the left lane. Then the cars behind the pokey guy in the left lane starts speeding up and passing him in right lane and cutting back in front of him, because they want to go faster. Right or wrong, even though they should not pass on the right, etc. the real problem is the guy in the left lane. Instead of having the troopers spend all their time trying to catch the speeders (to generate easy revenue), charging the guy that goes around the lane blocker, why not get them concentrating on keeping the traffic flowing thereby eliminating safety hazards. I have a lot more more ideas. Things like proper use of merging lanes, etc. if you are interested.

- I'm a Truck Driver Based in Missouri , & Life Long Missouri Resident , I Don't Like Trucks Only Lane Idea , Unless You Separate (Trucks & Buses) , & (Passenger Cars , Minivan Etc.) Like With Jersey Barriers & Have Two Lanes For Each , Each Way . . . & Toll Road No Way , That is a Tax & That Would Be Double Tax on The Same Road , & a waste of Fuel , Stopping & Starting , Braking Wasting Brakes at Each Toll Gate ! Lets Just Pay Once at The Pump . If Fuel Taxes Have to Go Up There's Just Not Much We can about that (& Fuel Tax is The Way to Fund this Project) (Like Even Stop Funding , NonRoad Projects With Road Tax Funds !) ! Thanks for taking My Comment into consideration .
- As you know, traffic between St. Louis and Columbia is much worse (more congested) than between Kansas City and Columbia. I believe that the solution should be multi-phase. The first phase would be to upgrade US-50 to four lane from Jefferson City to I-44 near Gray Summit. This route is not as straight as would be desired so some "new" construction should be considered to make this a more expedient route. Phase two would be to extend US-50 as a four lane to Kansas City. This in affect would provide Missouri with a "Northern" and "Southern" route between St. Louis and Kansas City. You could consider making US-50 six lane so that it becomes the "new I-70". Phase three would be to make any updates to I-70 as required after US-50 is up and running. Much of the problem on I-70 is between Wentzville through St. Louis. I doubt that much can be done since much of the congestion is caused by commercial business traffic. However, many travellers need to just go around St. Louis. Both I-270 and I-370 are congested. Another route, I-470 to the north (far enough north that the sprawl would take a long time to get there) would be nice. Also, another way around St. Louis to the south would be nice. I-64 is okay, but traffic gets worse as you approach downtown. There needs to be a way to get to Illinois without going downtown St. Louis. Yes, this is quite the wish list. My wife and I moved here from Indiana almost 2 years ago, and we are amazed at how much busier I-70 is here in Missouri than it is in both Illinois and Indiana. I, for one, am not opposed to paying a toll for the opportunity to drive on a six lane Interstate if that will improve conditions, help pay for the project, and expedite construction. The trick, of course, will be to not cause traffic issues during construction.