



I-70 Supplemental Environmental Impact Statement

Truck Lanes

Truck traffic on I-70:

- Makes up nearly 30 percent of the daily traffic,
- Is growing more than twice as fast as passenger traffic and
- Is projected to double on I-70 by 2030.

Truck lanes:

- Are dedicated specifically for use by qualifying trucks,
- Are designed to handle the additional weight of the vehicles,
- Are typically separated from other passenger vehicle traffic by barriers or grass medians,
- Could have their own interchanges at locations that have heavy truck traffic, with separate entrance and exit ramps and
- Could be used by all traffic during specific time periods for incident management, like lane closures for accidents or construction.

What kinds of vehicles typically use truck lanes?

- Commercial vehicles for moving materials,
- Three or more axles and
- Typically weigh 22,000 lbs. or more.



Truck lane benefits

With millions of tons of goods moving across the country by truck every year, truck-only lanes could offer Missouri:

- Enhanced safety,
- System redundancy for incident management,
- Increased efficiency and lower travel times for passenger vehicle and truck travel,
- More efficient movement of goods and
- Less truck traffic on other routes not designed for heavy truck traffic.



The idea of separating trucks from other vehicles on interstates and highways is gaining national attention. Currently, there are no dedicated U.S. highways for trucks, but some states, like Georgia, have created lanes dedicated for trucks. In addition, many states are studying the need for truck-only lanes and the possibility of enhanced safety and improved overall traffic flow.