Welcome!

We’re glad you’re here!

Please sign in!

The purpose of today's meeting

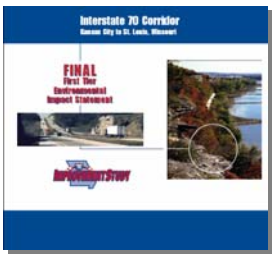
Today's meeting provides an opportunity to tell us how you think I-70 should be improved. The study is considering two strategies for improving I-70:

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

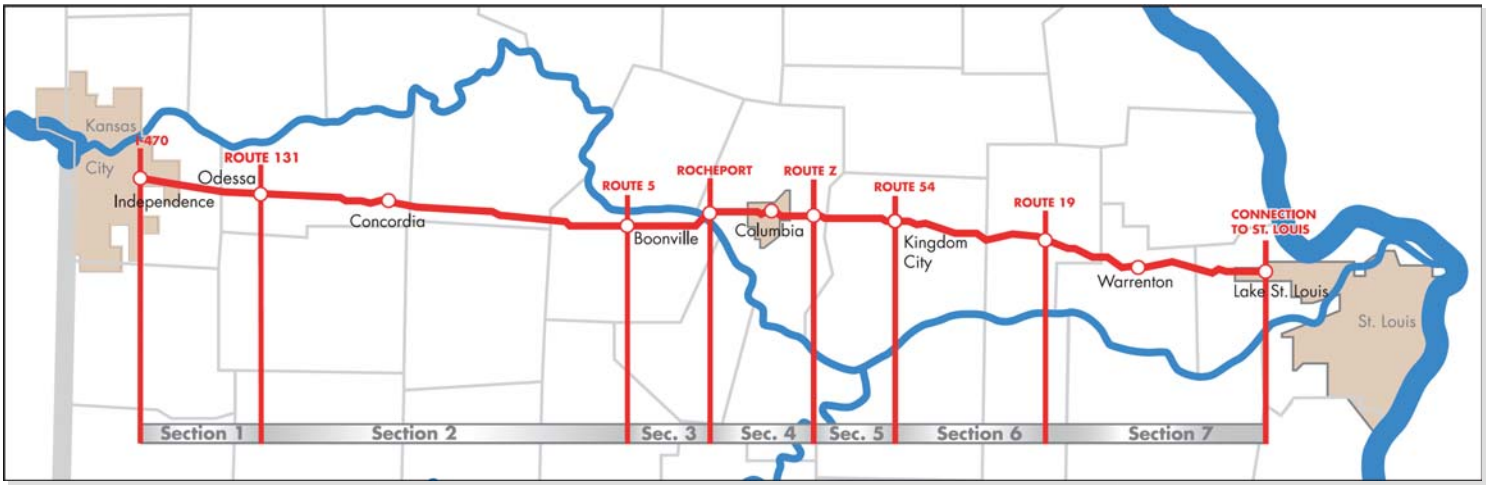
I-70's history

- **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.



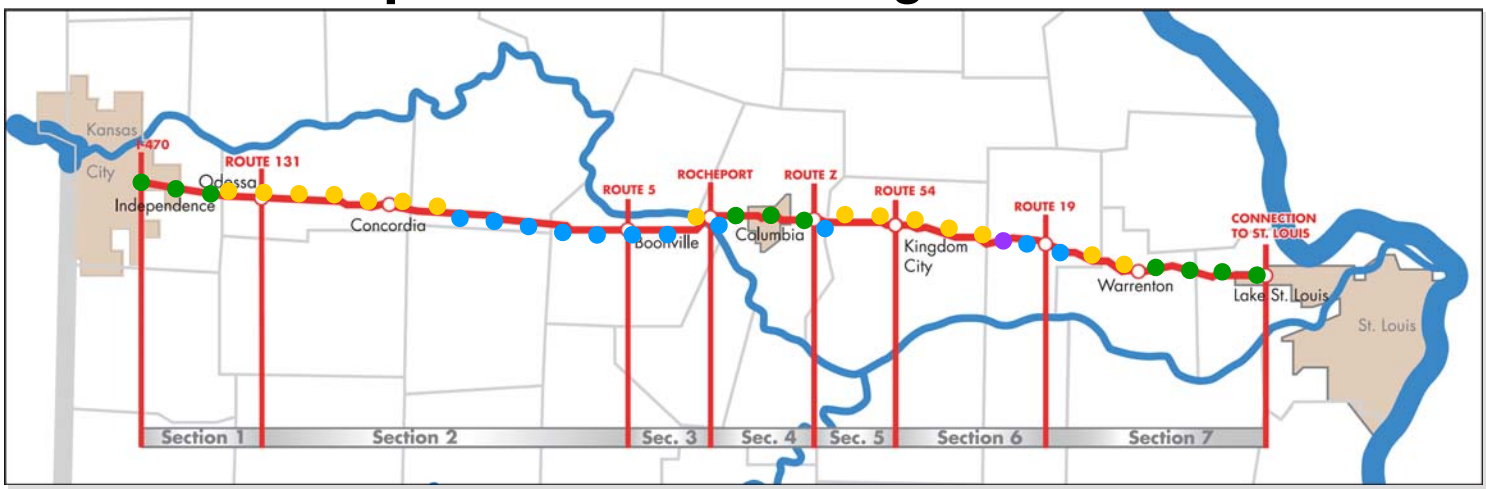
Improve I-70 Second Tier recommendations

- 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



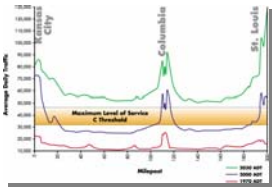
- Urban widening locations using barriers rather than grass medians
- Widening to the north
- Widening to the south
- Improvements on current alignment (Mineola Hill)

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 I70

Please watch this short video about truck-only lanes.

The video will repeat itself throughout tonight's meeting.

MoDOT

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.

IMPROVE i70

MoDOT

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 I-70

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?

MoDOT

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.

www.improvei70.org

1-888-Ask-MoDOT
(1-888-275-6636)

e-mail address:
improveI70@modot.mo.gov

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?
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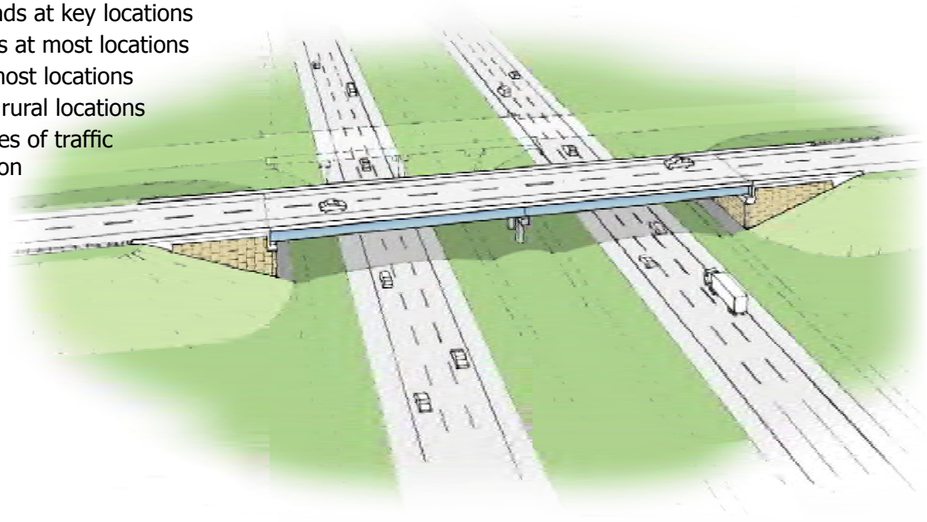
- Which alternative best meets the purpose and need and also has the least over-all negative impacts?

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



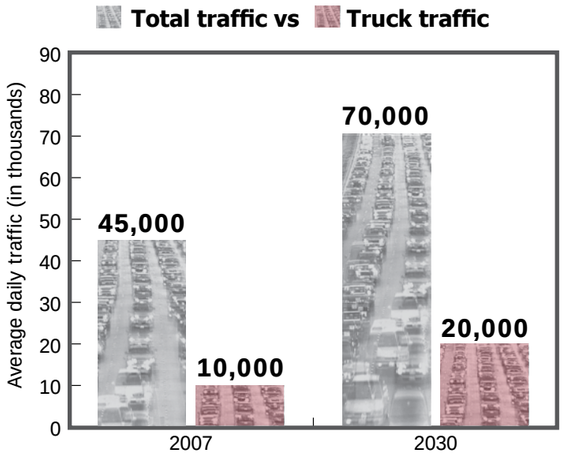
Maintaining I-70

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 i70

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.

I-70 Supplemental Environmental Impact Statement

Current Lane Restrictions for Trucks on I-70 Versus Separate Truck-Only Lanes

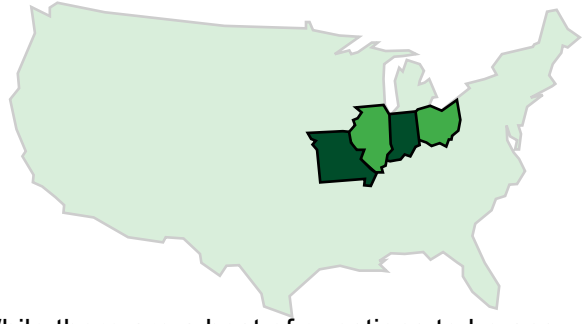
What about the existing lanes on I-70 that don't allow trucks?

Those lanes have been established to prevent trucks from causing congestion by clogging the inside lanes in crowded, urban areas, and to allow cars to pass more easily.

Specifically, the current Missouri law prohibits trucks from driving in the inside left lane where the following conditions are met:

- where there are currently three or more lanes in each direction; and
- are located within three miles of where an interstate highway and a three-digit numbered Missouri Route; and
- are located where the average daily traffic count on the interstate highway is at least 130,000 vehicles.

Three other states have joined Missouri in the exploration of the feasibility and usefulness of truck-only lanes on I-70: Illinois, Ohio and Indiana.



While there are a host of questions to be answered before any decisions can be made, the creation of an 800-mile corridor could provide critical improvements to the nation's highway system.

For more info, go to www.corridors.dot.gov

If Missouri builds truck-only lanes there would be several key differences:

1. Car and truck traffic would be separated across the state.
2. Cars and trucks would be separated from each other by physical barriers or buffers that would provide better separation than highway stripes.
3. Cars would have at least two lanes in each direction, and trucks would have two lanes in each direction.

4. Through most of the state's urban areas (Kansas City, Columbia and St. Louis), cars would have two or more lanes in each direction – plus auxiliary lanes for exits and entrances. Trucks would have two lanes in each direction in most locations.
5. Car and truck traffic would only mix where trucks need to exit and enter the highway, or where trucks are making local trips.
6. By keeping the majority of trucks to the inside lanes, cars would have minimal interaction with trucks, increasing safety and efficiency.
7. Missouri's natural scenery, businesses and attractions along I-70 would be visible and accessible to both cars and trucks.

I-70 Draft Supplemental EIS

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Economic Importance

I-70 is one of Missouri's key economic engines

- Nearly 60 percent of the state's population lives within 30 miles of I-70.
- Twenty-three percent of Missouri's jobs are located along the I-70 Corridor.
- Sixteen percent of Missouri's employers are located along the I-70 Corridor.

I-70 generates:

- $4.3 billion in net general revenue.
- $89.9 billion in gross state product.

Trucking's economic impact in Missouri

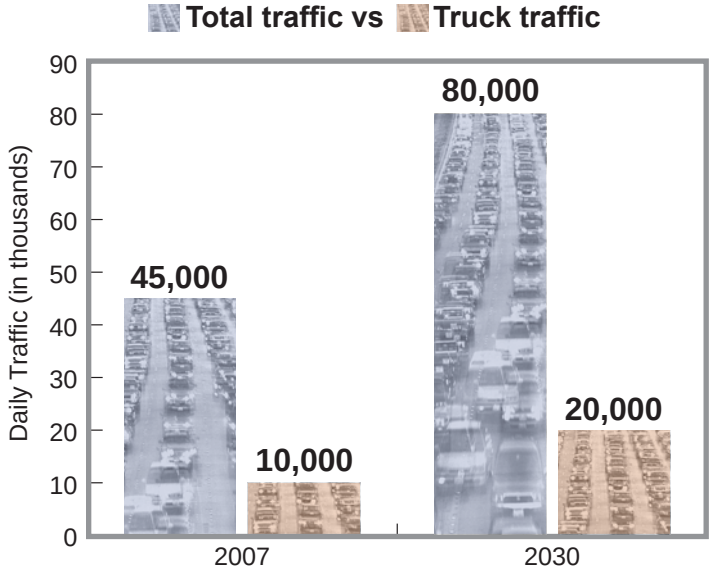
- Eighty-seven percent of Missouri's communities are dependent on trucks to deliver products and raw materials.
- There are approximately 36,600 tractor-trailer trucks in Missouri, each representing not only a job for a driver, but also jobs for those individuals who make their living maintaining or servicing those trucks.
- Trucks in Missouri pay taxes on the more than 900 million gallons of fuel purchased in the state.
- The vast majority of Missouri's stores, restaurants, manufacturers, farmers and other businesses depend on truck deliveries to deliver and ship products.

Trucks on I-70

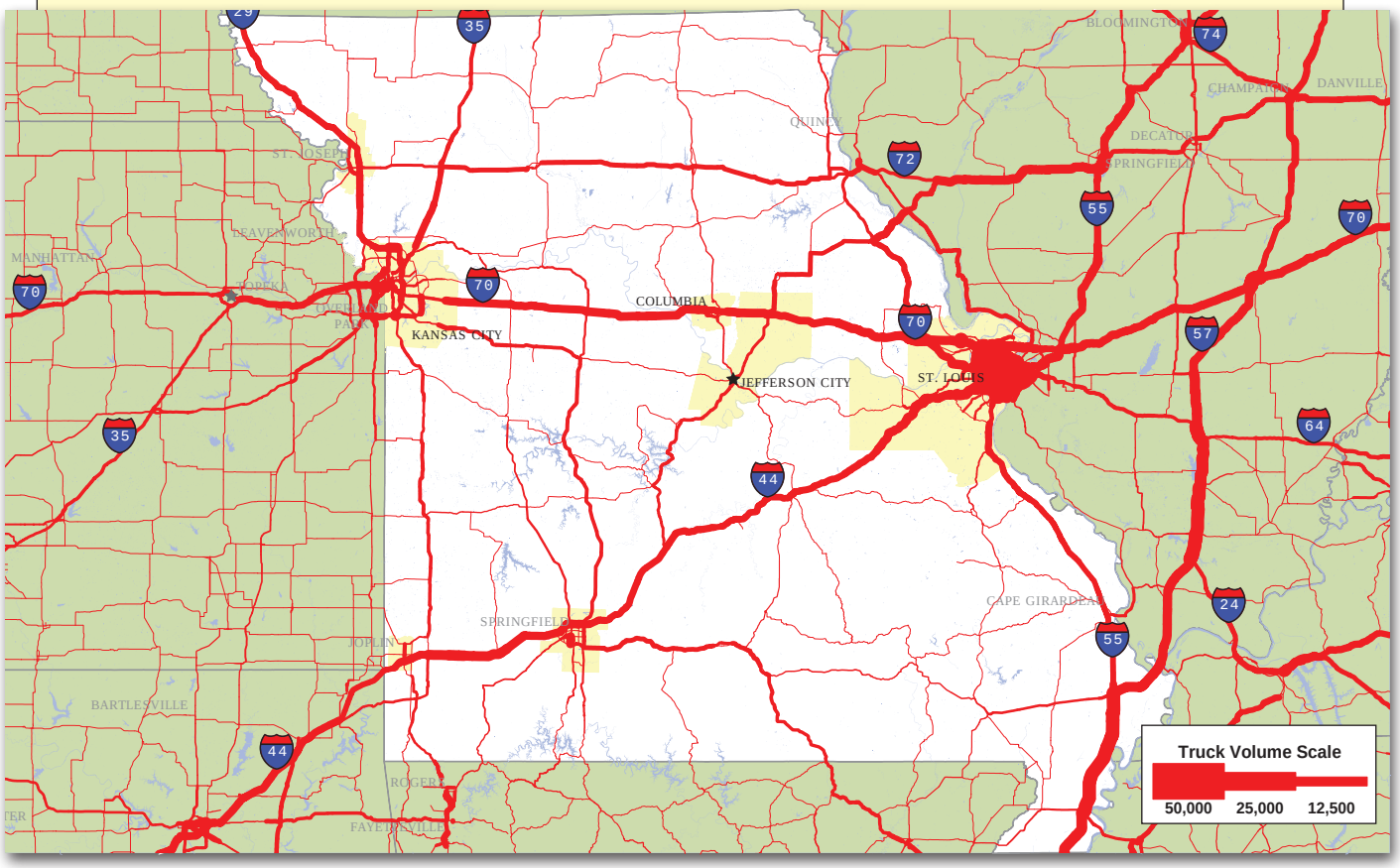
- Approximately 35 percent of the current traffic on I-70 is truck traffic or more than 10,000 trucks per day.
- By 2030, I-70 is forecast to carry more than 20,000 trucks per day.

Ideally located

Because Missouri's I-70 is nearly in the center of the country, and connects with major north-south interstates in both Kansas City and St. Louis, it is understood that truck traffic on I-70 will continue to grow. According to MoDOT's *Tracker*, which is a tool to assess how well MoDOT delivers services and products to its customers, more than 880 million tons were transported by trucks within, from or to Missouri in 2006. A large portion of those shipments were carried on I-70 across the state. *continued on back*



By 2035, the quantity of goods transported annually by truck within, from or to Missouri is projected to increase to 1.1 billion tons. The map below, which projects truck flow across the state for 2020, shows that an average of 20,000 trucks will travel daily on I-70 between St. Louis and Kansas City.



Sources include: Federal Highway Administration's freight operations analysis, Missouri Department of Transportation's *Tracker* analysis and the First and Second Tier I-70 Studies and U.S. Census data.

FAQs

The study and evaluation of truck-only lanes

Why is MoDOT studying I-70 again?

MoDOT is working now so that when funding for I-70 improvements becomes available, the best possible plan is in place. That means making sure that recommendations keep pace with new approaches to ensure safety and manage congestion, like truck-only lanes. The work in the Supplemental Environmental Impact Statement will build on the effort that MoDOT began in 1999 to plan for I-70's future. Not only does this work help create a plan that is efficient, effective and reflects public input, it also means that MoDOT has followed the federally-mandated steps necessary to seek federal funds should they become available. This study will focus on comparing the impacts of the recommended alternative of reconstructing and widening I-70 to six general use lanes versus constructing truck-only lanes.

Why study truck-only lanes now? What's different from what was studied before?

- Truck traffic continues to increase on I-70;
- Missourians have asked if cars and trucks can be separated;
- There are new technologies that make that separation more feasible; and,
- Missouri has an important role in the nation's ability to move freight and support the U.S. economy, as demonstrated by Missouri's designation within the federal "Corridors of the Future" program. Because of Missouri's important role, that program has funded MoDOT's SEIS evaluating the possibility of truck lanes on I-70.

What are the benefits of truck-only lanes?

- Safety – Separating long-haul trucks from other traffic offers the opportunity for safer travel for all by reducing the number of car and truck interactions.
- Freight Efficiencies – Trucks play an increasingly important role in our economy, and truck lanes offer Missouri's – and the nation's – businesses greater efficiencies and reliability as they serve Missouri's businesses, farms and families.
- Redundancy – By having essentially two sets of lanes going each direction (general use lanes and separate truck-only lanes) if either set of lanes needed to be closed for any reason, all traffic could be shifted to the other, allowing traffic to continue to flow on I-70.
- Constructability – We know that closing lanes on I-70 for construction would create significant congestion and delays. The construction of separate, truck-only lanes could be accomplished with

fewer impacts to travelers. There are also a range of design- and construction-staging components that could be expedited by constructing separate lanes.

Trucking's economic impact in Missouri

- Eight-seven percent of Missouri's communities are dependent on trucks to deliver products and raw materials.
- There are approximately 36,600 tractor-trailer trucks in Missouri, each representing not only a job for a driver, but also jobs for those individuals who make their living maintaining or servicing those trucks.
- Trucks in Missouri pay taxes on the more than 900 million gallons of fuel purchased in the state.
- The majority of Missouri's stores, restaurants, manufacturers, farmers and other businesses depend on truck deliveries to deliver and ship products. In fact, 57% of Missouri's outbound and 53% of the state's inbound goods are carried by trucks.

Truck-lane operations

How would truck-only lanes work?

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.

What locations would have separate truck and general-use interchanges?

All traffic would be able to access all of Missouri's interchanges. However, separate truck and general-use interchanges could be constructed only where there is significant truck traffic. The SEIS will develop specific criteria for determining where there would be separate interchanges for trucks, including standards for the amount of truck traffic, the ability of the connecting road system and community to accommodate that traffic, connectivity to inter-modal centers and an evaluation of the impacts of the larger interchanges.

Can trucks still use the general-purpose lanes and local interchanges?

Yes. There will still be some trucks mixed with passenger traffic. Trucks going short distances and those trucks accessing local interchanges will both travel in lanes with passenger vehicles.

Where would truck lanes be built? Will it impact my property?

MoDOT anticipates that the majority of new truck lanes and interchanges could be constructed within the right of way approved in the Improve I-70 Second Tier Environmental Studies; the SEIS will evaluate any additional impacts and weigh that evaluation in the final recommendation.

How would a "truck" be defined?

In the transportation industry, trucks are generally thought of as commercial vehicles used for moving materials, having three or more axles and weighing 22,000 pounds or more. Based on initial conversations with the trucking industry, MoDOT believes there is strong support from drivers and companies for truck-only lanes and their designation for commercial vehicles. As much as 70 percent of the truck traffic on I-70 in Missouri travels through the corridor, without scheduled stops, pick-ups or deliveries in the state.

What percentage of trucks are involved with accidents on I-70?

Trucks are involved in 28% of the accidents and 40% of fatalities on I-70.

How will truck-only lanes be enforced?

As with all highway laws, MoDOT will look to state and local law enforcement officials to enforce laws relating to highway travel. Fines or penalties are possible for improper use of truck-only lanes, but those have not yet been determined or proposed to Missouri's governing bodies for approval. Along with coordination and approval by Missouri's law-makers, regulations will also need to be consistent with federal laws and guidelines.

If the number of trucks continues to increase, how long will two dedicated truck lanes last?

The SEIS will evaluate the usefulness of truck-only lanes for the foreseeable future. Beyond a typical planning horizon of 20 to 30 years, projections become less and less reliable, as they are founded on local land use plans and economic forecast data for job creation, development and the like. MoDOT is evaluating improvements to help ensure that investments in design and construction serve the state of Missouri for as long as possible.

What will happen with truck traffic in St. Louis, Columbia and Kansas City?

- In St. Louis, MoDOT will be 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.

When will construction start?

There is currently no funding for design or construction, so a start date cannot be estimated.

Other alternatives

If multi-modal transportation is so important, shouldn't we be looking at improvements to the rail system instead?

The earlier Improve I-70 Studies looked at the utility of Missouri's rail system for both passenger and freight rail travel to help reduce congestion on I-70. That research, including discussions with the rail industry, indicated Missouri's rail lines are also at or near capacity. MoDOT factored both existing and planned rail services, including ridership estimates, into the conclusion that traffic on I-70 will continue to increase and with that, the recommendation to widen and reconstruct I-70. This SEIS is focused only on evaluating truck-only lanes in comparison to the recommendations from the Second Tier studies that six lanes of new pavement be constructed across most of Missouri.

What about a high-speed rail corridor down the center of I-70?

The high-speed rail option was one of several possibilities identified in the Improve I-70 studies. Because of challenges related to high-speed rail, including establishing safe connections to other rail facilities, there were significant environmental and community impacts, as well as costs, associated with the option and it was not identified as a preferred alternative.

Couldn't trucks travel on other highways?

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. Even significant improvements to other east-west corridors in Missouri would not draw enough traffic off I-70 to reduce the need for improvements to the interstate.

Is the study looking at bypass options in Columbia?

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. If there is not sufficient space, the SEIS will review other options to provide appropriate capacity, although development to the north of Columbia presents significant challenges in creating a bypass in the potential locations previously identified. Additionally, if a bypass alternative is indeed necessary, there will need to be careful consideration of how trucks serving Columbia businesses would access those locations, and the associated needed improvements to the local road and highway system, including U.S. 63.

Funding

How will improvements to I-70 be funded? What are the funding options available and will they be considered in the SEIS?

Funding for either type of improvement to I-70 – truck lanes or rebuilding and widening – has not been identified. There are a range of initiatives at both the state and federal level to fund highway improvements. MoDOT does not have a preferred funding method, but is preparing to hit the ground running with design and construction when those funds become available. The SEIS will only evaluate the general impacts of a range of funding sources; it will not make a recommendation for a preferred method.

What role does tolling play in all of this?

Tolling is one option being considered in the Missouri legislature, but tolls on Interstates and state highways currently are not allowed under Missouri state law. If tolls were to be allowed in Missouri, they would first have to be approved by voters in a public vote, giving their approval for tolling and with that, their approval for rates and guidelines.

Beyond Missouri

What is the "Corridors of the Future" program, and how does that effort affect Missouri?

Nationally, there is growing emphasis on ensuring safe, efficient movement of freight. Designated by the U.S. Department of Transportation as a "Corridor of the Future," I-70 is recognized as a critical artery in getting goods to customers and keeping the U.S. competitive in a global economy. The "Corridor of the Future" designation, and the I-70 SEIS, enables MoDOT to study the benefits and impacts of truck-only dedicated lanes in more detail. Completing this additional analysis will position Missouri at the head of the line should more state and federal transportation funds become available.

How does I-70 in Missouri fit into national transportation plans?

Other states included in the I-70 Corridors of the Future program include Illinois, Indiana and Ohio. These states, along with Missouri and the Federal Highway Administration (FHWA), are working together to look at how to improve this 800-mile corridor. Because its previous efforts have developed detailed, long-term strategies to improve I-70, Missouri is several years closer to implementing long-term improvements than the other three states.

What other states have truck-only lanes?

This innovative solution has emerged recently as a way to deal with truck safety and congestion issues. While there are truck-only lanes that travel short distances in New Jersey, California and Texas, Missouri and Georgia are the first states in the U.S. to look at state- or corridor-wide strategies to separate truck traffic for long distances, but no states have yet implemented truck-only lanes through entire corridors. Because of MoDOT's planning strategies, Missouri is leading the nation in the evaluation of the impacts, costs and benefits of truck-only lanes.

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Rail's role in moving freight and people

Many Missourians have asked whether a new rail corridor could be built alongside, or within, the I-70 corridor for both freight and passengers. A high-speed passenger rail option was one of several possibilities identified to improve conditions in the I-70 corridor as part of the state-wide Improve I-70 study.

During that process, MoDOT factored both existing and planned rail services into rail's ability to reduce traffic on I-70, but concluded that even with rail enhancements, vehicle traffic in the corridor would increase and improvements to I-70 would still be needed.

Additionally, 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.

Improving Rail Service in Missouri:

- The organizations responsible for operating railroads are focusing on ways to **improve existing rail corridors** rather than building new ones. For example, MoDOT's Division of Multimodal Operations-Railroad Section, Amtrak, Union Pacific and a rail passenger advisory committee are working on ways to improve passenger train reliability and the flow of freight rail traffic on the Union Pacific corridor between Kansas City and St. Louis.
- Much like I-70 itself, railroads are already moving as much or more traffic than they were originally designed to carry. Railroads are **investing heavily** to increase their capacity. MoDOT supports this effort, and recently authorized **$84 million** toward making freight and passenger rail improvements.

Missouri Rail Passenger Service

- In Missouri, public funding for rail improvements (the vast majority of rail lines are privately owned) is dependent each year on **action by the Missouri Legislature**, who must appropriate funds for rail improvements to MoDOT in each year's budget. Missouri's constitution states that funds raised by the gas tax – a significant portion of MoDOT's funding – be spent only on highways and bridges.
- Missouri has joined with eight other Midwestern states on a far-reaching planning effort known as the Midwest Regional Rail Initiative – a 3,000-mile high-speed rail system using Chicago as the main hub. As of spring 2008, Congress was considering legislation that would increase funding for Amtrak and introduce **a new funding program for passenger rail** services either being implemented or planned by the states. This type of legislation could move the Midwest Regional Rail Initiative ahead much more quickly.

Missouri Rail Freight Carriers

Even with increased rail service, there will still be a need for improvements to I-70, and for the corridor to safely accommodate trucks. The long-used truck industry slogan, "if you own it, a truck brought it," remains true. Nearly every product you buy – groceries, clothes, electronics – has likely been brought to the local store by one of the 10,000 trucks that travel I-70 each day.

It will take all methods of transportation: truck, rail, water and air, to keep people, freight and our economy moving in the decades to come. MoDOT remains committed to improving how all these modes work together today and in the future.

For more information:
www.modot.org/othertransportation/rail/index.htm
MoDOT Multimodal Operations (573) 526-2169

Glossary

AADT – average annual daily traffic, a measure of the number of vehicles crossing a specified point on an average day during the year.

AASHTO – American Association of State Highway and Transportation Officials.

access control – measures taken to control the flow of vehicles getting on and coming off a roadway, typically includes highways with interchanges.

alignment segmentation – the separation of alignments into short segments that can be evaluated individually.

alluvial soil – soils formed of materials such as clay, silt and sand deposited on land by streams.

ambient – existing or surrounding levels such as ambient noise or air quality levels.

ambient air quality standards – standards set by the Environmental Protection Agency detailing the acceptable levels of air pollutants.

anaerobic conditions – a situation where oxygen is absent or essentially absent from the environment; in terms of wetlands, when water has displaced the oxygen from the soil.

approach improvement – lane capacity improvements made to the roadways which approach an intersection, typically adding left- and/or right-turn lanes.

Army Corps of Engineers – (COE) a branch of the US Army responsible for administration of the Clean Water Act.

arterial – a local roadway that provides a primary route for through traffic.

assign trips – done in computerized traffic modeling, the act of determining what route is typically used for traveling between any two locations, and entering that information in a computerized model.

at-grade intersection – a point where two roadways intersect at the same elevation, typically requiring traffic control such as a stop sign or traffic signals.

auxiliary lane – a non-continuous travel lane on the outside of a roadway used to facilitate the entering or exiting of traffic.

baseline condition – the existing or projected conditions that would exist if improvements were not provided.

benching – a method of cutting a rock formation for roadway excavation that results in a stair-step configuration.

benefited receptors – those locations that would see a positive benefit from a highway improvement; for example, those homes that would experience less highway noise.

berm – a raised, earthen edge or shoulder running alongside a road to create a barrier or screen.

biface fragment – an artifact or portion of a stone artifact which has been worked or chipped on both sides to form an edge.

breakdown flow – a situation when the flow of traffic is beginning to slow due to the large number of vehicles on the road.

breakdown point – the traffic volume at which the capacity of a roadway is exceeded.

calibrate – in traffic modeling, the act of adjusting the model so that it correctly portrays the existing conditions of the area.

capacity – with respect to transportation, the number of vehicles that a roadway can reasonably accommodate over a certain period of time.

chert – the undisolvable remnant of carbonate rock such as limestone and dolomite; residual material.

clear zone area – an area adjacent to the roadway driving surface that should be free of roadside hazards such as trees, boulders and non-breakable sign posts.

CO – carbon monoxide.

COE – *see Army Corps of Engineers.*

collector road – a small roadway that transfers traffic between larger (arterial) streets and local roads.

colluvial soil – soil composed primarily of material which has been deposited at the base of steep slopes, usually by slides or erosion.

commercial land uses – areas of land that generally are used for commercial development.

committed improvement – roadway improvement that has been approved and funded.

consumer surplus techniques – economic analysis techniques used for the estimation of cost savings due to improved travel conditions and safety.

contiguous – adjacent or adjoining.

contingency – in terms of dollar expenditures, an amount that is added to the total cost to account for unforeseen costs.

core – a stone that has been used to create a tool or other artifact, or a stone that has been made into a tool or other artifact.

Corps of Engineers – *see Army Corps of Engineers.*

corridor advisory council – (CAC) a group of local government, civic and residential group representatives assembled by the study team to give advice regarding how study activities are perceived within the community, to suggest how activities could be enhanced, and to help build consensus for the study process.

Cowardin System – a system used in the classification of wetlands.

cultural resource – a generic term for sites and structures that have some historic, archeological or architectural significance.

CWA – Clean Water Act.

decibel dBA Leq(h) – decibel (a-weighted scale or dBA) is the unit of measurement for traffic noise and Leq(h) is the equivalent sound level of traffic for a one-hour duration.

DEIS – *see draft environmental impact statement.*

delisting – the process of removing something from a list.

demarcate – to illustrate a boundary line.

density – the concentration or intensity of something expressed as a rate relative to time or space.

depressed median – the area between separated lanes of a roadway that is lower than the surface of the roadway.

design criteria – a set of particular project guidelines that define the alignment of a roadway and must be followed in the design and construction of the roadway.

design standards – a set of physical standards established by each state, including the roadway size and configuration for highway design and construction.

design year – a year, generally no less than 20 years in the future from when it is expected that a highway project will be constructed, signifying the point in time at which the improvements will operate at their functional capacity.

design-hour traffic – the peak hourly traffic volume for the design year.

diagnostic artifact – an object that has identifiable characteristics allowing it to be categorized according to time period, function, and manufacturing technique.

directional transitions – design elements of a roadway that accommodate changes in the path of travel.

discounted total savings – the projected future dollar savings that are due to a roadway improvement, shown in current dollar value.

draft environmental impact statement – (DEIS) the first draft of an environmental impact statement that is made available to the public and review agencies for their comment.

drum – storage container.

DEIS – *see draft environmental impact statement.*

EIS – *see environmental impact statement.*

elongated/split diamond – an interchange configuration consisting of typical on- and off-ramps but with two cross roads which make frontage roads necessary to connect the beginning and end points of the ramps between the cross roads.

empirical studies – studies with conclusions and findings based on experimental and observational data.

environmental control point – a land area or site that includes natural or man-made resources which would require special studies or permits to use as right-of-way for a highway project; areas to be avoided if practical to do so.

environmental impact statement – (EIS) the disclosure document for a project study that details the known and anticipated impacts on an area's natural, cultural, social and economic environments.

EPA – Environmental Protection Agency (of the United States).

errant vehicles – vehicles that have deviated from the proper course.

evaluation factor – a basis on which to compare two or more alternatives.

expressway – a multi-lane, typically four or more, highway with limited controlled access; access points may consist of intersections or interchanges.

farmland of statewide importance – land that is suitable for crop production, but is susceptible to flooding more often than once in two years during the growing season.

fatal flaw – an impact of an alternative that is of such a magnitude or significance that the alternative is eliminated from further consideration.

FEMA – Federal Emergency Management Agency.

FHWA – Federal Highway Administration.

FIS – *see flood insurance studies.*

flake – a stone artifact that has been removed from its source (a core) by pressure or percussion.

flood insurance studies – studies conducted to identify flood hazards for floodplain management and flood insurance purposes; administered by the Federal Emergency Management Agency (FEMA).

floodplain – portion of a river valley that historically floods or that can presently flood; includes the floodway and floodway fringe.

floodway – calculated portion of a floodplain that cannot be filled or impeded in any way according to regulations of the Federal Emergency Management Agency.

floodway fringe – calculated portion of a floodplain that can be developed subject to regulations of the Federal Emergency Management Agency.

fly-over ramp – interchange ramp that crosses over a roadway and then ties back into the roadway via a normal ramp entrance.

forced flow – a condition when the excessive number of vehicles on a roadway slows the free movement of traffic.

forgiving roadway – a roadway that includes design features to accommodate driver error.

free-flow conditions – a condition when the movement of traffic on a roadway is at a speed that should be expected for the type of facility.

freeway –a multi-lane, typically four or more, highway with access provided only at grade-separated interchanges.

freeway element – the basic components of a freeway.

freight – cargo being transported for commerce, manufacturing or personal use, usually via commercial vehicles.

general purpose lanes – interstate highway lanes used by any type of legal, motorized traffic.

geometric design – the design of a roadway where the horizontal and vertical components, expressed as line segments and curves, are set to specific lengths and directions.

grade – the degree of rise or descent of a surface typically expressed as a percent (change in elevation divided by change in length); in terms of transportation, the change in the longitudinal elevation of a roadway is expressed as a grade.

grade-separated – a roadway crossing which has an overpass or underpass.

HC – hydrocarbons.

HEC-2 modeling – a water surface elevation computer model developed by the Hydraulic Engineering Center of the Army Corps of Engineers.

Hectare – a unit of metric measurement; measures surface area, typically land; one hectare equals approximately 2.47 acres.

horizontal alignment/curve – the configuration of a roadway comprised of curves and straight sections.

hydric soils – soils under the influence of a wetland that are saturated during the growing season.

inclusions – a small amount of a soil type included in but separate from another soil type, often found by its location in the landscape; for example, hydric soils are often inclusions in other soil types and are sometimes found in topographic depressions.

infrastructure – the underlying foundation for development; for example, a city's water, sewer or road systems.

intermittent stream – a stream that does not flow year-round; may have water on a seasonal basis.

intersection control – a mechanism used in controlling and/or directing traffic through an area where two roads converge, for example, traffic signals, left- or right-turn lanes, etc.

interstate freeway – a freeway that traverses through more than one state and is designated as part of the federal interstate system.

interstate standard – a set of criteria that must be met in the design and construction of an interstate freeway.

ISTEA – Intermodal Surface Transportation Efficiency Act, legislation passed by the U.S. Congress in 1991 which emphasizes enhancing a transportation system's efficiency, monitoring and improving its performance, and ensuring that future investments reflect consideration of their economic, environmental, and quality-of-life impacts.

jurisdictional wetlands – wetlands (see definition of wetlands) that could be subject to the provisions of Section 404 of the Clean Water Act and therefore under the jurisdiction of the Army Corps of Engineers.

karstic features – a topography in which the underlying limestone has been dissolved by water in varying degrees and locations forming caverns, sink holes, and depressions that may or may not be connected.

lacustrine – part of the Cowardin classification system of wetlands; an area that includes wetlands and deepwater habitats located in a topographic depression or dammed river channel; lacking trees and shrubs.

land use – the categorization of land according to its use; for example, commercial, recreational.

LCV – *see long combination vehicle.*

leach-type septic field system – a wastewater treatment system that disperses waste materials through a series of horizontal pipes buried underground and extending from the septic tank.

level of service – (LOS) a measure of a highway's ability to serve a specific volume of traffic, defined by letters A through F.

line source dispersion model – a model that determines the concentrations of pollutants entered into the environment from traffic.

link – term used by planners to define the individual roadway alignments within a segment *(see alignment segmentation)*.

lithic procurement zone – an area used in prehistoric or historic times to obtain stone materials which were later worked into tools; an area with one or more of these sites, similar to a quarry.

local road – a roadway that primarily serves local traffic.

long combination vehicle – freight carriers made up of more than two trailers and/or over 90 feet in length.

LOS – *see level of service.*

losing stream – a stream that drains into underground channels or loses its flow to groundwater, typically found in karst topography (see karstic features).

major investment study – (MIS) a transportation study, usually conducted in an urban area, to identify transportation needs (for example, the need for more bus service) and strategies to address those needs.

matrix / matrices – a method of displaying values in columns and rows that makes it easy to compare information.

MDC – Missouri Department of Conservation.

MDNR – Missouri Department of Natural Resources.

measures of effectiveness – (MOE) a group of factors that measure the effectiveness of a roadway, such as vehicle miles traveled, vehicle hours traveled, average speed, accident cost, travel cost, etc.

memorandum of agreement – (MOA) a document of agreement between different reviewing government agencies that stipulates the responsibilities and procedures to be undertaken with regard to a particular issue or element.

metropolitan planning organization – (MPO) an organization that oversees the development of an urban area; similar to a regional planning commission. There are seven MPOs in Missouri: St. Joseph, Kansas City, Joplin, Springfield, Jefferson City, Columbia and St. Louis.

minimize impact – the act of decreasing the negative effects of a particular action.

MIS – *see major investment study.*

mitigation – measures taken to eliminate or reduce the effects of a problem.

MOA – *see memorandum of agreement.*

MOBILE5a – a computer modeling program designed by the Environmental Protection Agency to calculate average vehicle emission rates.

mobility provider – transportation facility (road, highway, bus route) that allows people to travel from one point to another.

MoDOT – Missouri Department of Transportation.

MOE – *see measures of effectiveness.*

mosaic – in transportation, an aerial photograph of a land surface.

MPO – *see metropolitan planning organization.*

MSS – Missouri Speleological Survey, a survey conducted to locate and characterize caves within the state of Missouri.

multi-modal – involving more than one form of transportation.

multiple regression equation – an equation that contains multiple variables to determine a best fit solution for a given number of cases.

NAC – *see noise abatement criteria.*

national ambient air quality standards – the criteria for measuring pollutants in the air, ambient air meaning the general conditions over an area.

natural feature – a generic term used to indicate outstanding geological features or rare terrestrial or aquatic communities or species.

neotropical (forest interior birds) – birds that migrate from locations throughout the U.S. to tropical regions during winter; birds that nest primarily in large forested areas, especially in the Midwest.

NFIP – National Flood Insurance Program.

noise abatement criteria – guidelines established by the Federal Highway Administration for measuring and mitigating noise related to highway construction and operation.

noise contour width – the width of the area, generally centered along the roadway where the noise is generated, where noise levels exceed a specified level.

noise receptor – a structure or site (house, business, church, park, etc) in which highway noise is audible.

non-diagnostic – an object or artifact with characteristics allowing it to be classified according to function, time period or manufacturing technique; a non-diagnostic artifact may have one or two of these characteristics, but not all three.

NOx – nitrogen oxide.

NRCS – Natural Resources Conservation Service.

NRHP – National Register of Historic Places.

NWI – National Wetlands Inventory.

O&M Cost – operations and maintenance costs, the costs involved in operating and maintaining a highway.

overtopping – the flow of water over a highway.

overtopping protection – measures taken to prohibit the flow of water over a highway.

P3 – *see public private partnership.*

parent rock – the mineral materials from which soil forms.

partially-folded diamond – an interchange configuration consisting of one loop ramp and three standard ramps.

passive retention treatment pond – a low-maintenance treatment pond used in the storage of storm-water runoff.

palustrine – part of the Cowardin classification system of wetlands; includes all non-tidal wetlands dominated by trees and shrubs.

perennial stream/wetland – a stream that has measurable flow of water all year long.

physiography – the study of the physical characteristics of an area's natural features.

plate – a series of exhibits showing the location of improvement alternatives.

point – an artifact that has been completely manufactured for its intended use (arrowhead).

pollutant loading –the amount of pollutants being released into the environment.

PPP – *see public private partnership.*

preferred alternative – based on the evaluation of the alternatives and their impacts, the option for improving a roadway that has been recommended in the DEIS for implementation by AHTD, in coordination with the FHWA and MoDOT.

prevailing conditions – the present climate of the social, economic and natural environments.

primary impact – those impacts which are a direct result of the project.

primary receptors – structures that are directly receiving impacts such as noise, air, water, and etc.

prime farmland – areas of level or nearly level, well-drained soils suitable for crop production; the highest quality cropland in the county.

prime farmland if drained – areas of naturally wet soils normally found on nearly level bottomlands along rivers and streams; can be made suitable for crop production if adequately drained.

profile – a side or elevation view of a road.

proximal impact – an impact on a structure or other element that is due to its close spatial relationship to the highway.

Public Private Partnership – a venture which is funded and operated through a partnership between a governmental agency and one or more private sector companies. These ventures are sometimes referred to as PPP or P3.

que / queues – line.

RCRA – Resource Conservation and Recovery Act, legislation for the management of hazardous waste sites.

recharge – the process of surface water replenishing the sub-surface groundwater supply system (see losing stream).

record of decision – (ROD) a document that states the government's decision to either continue a highway improvement project into design or to postpone the improvement; this document is executed upon the completion of the EIS and provides the authority for federal funds to be utilized in the construction of the improvements.

recovery area – the area of a roadway provided to help drivers regain control of their vehicle.

regional highway – a highway that serves and connects several communities in a region.

regional planning commission – a body or group, typically enabled through state laws, concerned with the economic and development planning of a geographic region.

regulatory stream – a stream that is regulated under the provisions of the Clean Water Act, Section 404 permitting process (see Section 404 of the CWA).

residual soil – soils formed by bedrock that have been worn away by the elements.

retail – the sale of goods or articles directly to the customer.

right-of-way – the property needed for the construction of a roadway.

riparian – term used to classify vegetation that is associated with rivers and streams; water source has had influence over the type of vegetation that is present; similar to riverine.

riverine – term used to classify vegetation that is associated with rivers and streams; water source has had influence over the type of vegetation that is present; similar to riparian.

roadway deficiencies – elements of a roadway that do not meet current state or federal design standards roadway design feature – design characteristics of a roadway.

roadway line – the straight part of a roadway alignment.

roundabout – a type of intersection control where traffic enters a one-way stream around a central island, yeilding to the traffic already within the roundabout.

RPC – *see regional planning commission.*

scoping – the process of gathering information about a project's important issues.

secondary impact – impacts which result from actions caused or influenced by the project; an example would be impacts caused by new development induced by the project.

section (roadway section) – an elevation view of the front of a roadway.

Section 106 – a review process under the National Historic Preservation Act. It requires federal agencies to take into account the effects of their projects on historic properties and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on the project prior to taking action to implement it.

Section 4(f) – a federal procedure for reviewing projects which may affect a public park, wildlife refuge or historic site. The report produced is referred to as the Section 4(f) evaluation. The FHWA may not approve the use of land from a significant publicly owned park or recreation area; wildlife or waterfowl refuge; or any significant historic site unless there is no feasible and prudent alternative to the use of land from the property and the project includes all possible planning to minimize harm to the property resulting from the project.

Section 404 of the CWA – a regulatory program of Clean Water Act; the Clean Water Act regulates discharges of dredged or fill materials into "waters of the United States" which includes jurisdictional wetlands and other special aquatic sites (Section 404 is the permit process).

selected alternative – after public review at an official hearing, the option for improving a roadway that has been selected.

sherd – a fragment of a prehistoric or historic ceramic artifact or vessel.

signalized intersection control – traffic light used to direct and control traffic where two roads come together.

slip ramp – a diagonal ramp connecting parallel roads typically traveling in the same direction.

socio-economic data – demographic data relating to the social environment.

solid waste transfer station – a station that receives garbage for transfer to the disposal site.

stabilized shoulders – roadway shoulders that are made of asphalt or concrete and not of gravel.

tangent – in a roadway description, the straight area the connects two consecutive curves.

TAZ – *see traffic analysis zone.*

temporally diagnostic – an artifact which can be placed into a very specific time period due to its distinguishing characteristics.

terrestrial community – an area of the earthly environment defined by the predominant natural feature of the landscape; for example, a forest, prairie or savannah.

theoretical capacity – the calculated or unproven amount of traffic that an arterial roadway can maintain in a given period of time.

through lane – a lane of a roadway that is intended for traffic that does not turn or exit.

through trip – a trip from one point to another that does not stop in a given area.

TOL – *see truck only lanes.*

toll(s) – a user fee paid by a driver for roadway use. It is often based on the mileage traveled on a roadway facility.

topographic data – information related to the surface features of a region such as rivers, lakes, canals or bridges.

topographic depression – an area where the ground sags (i.e. low point).

topography – surface features of a region such as rivers, lakes, canals or bridges.

traffic analysis zone (TAZ) – a geographical unit used to represent homogeneous employment, population and travel characteristics within a certain area.

transportation cost savings – the amount of total monies saved through improved system operations (travel distance, travel time and accidents).

transportation network – the entire group of roadways included in the study area.

transportation systems management (TSM) – measures taken to improve the operations or efficiencies of a transportation system, usually small-scale improvements that focus on improving existing systems such as traffic signals or changes in access travel demand modeling – a computer model procedure that projects the future traffic volumes on the transportation network.

traveled way – the portion of the roadway where vehicles travel.

truck-only lanes – (TOL) dedicated highway lanes for heavy truck usage that are physically separated from the general purpose lanes of a highway.

TSM – *see transportation systems management*

uneconomical remnants – the land remaining after right-of-way acquisition that has less then optimal or only minimal utility for certain activities, such as a very small portion of farmland.

urban arterial roadway – roadway in an urban area that provides a primary route for through traffic.

USDI – United States Department of the Interior.

USEPA – United States Environmental Protection Agency.

USFWS – United States Fish and Wildlife Service.

USGS – United States Geological Survey.

vehicle hours of travel – (VHT) a measure of the amount of time vehicles are on the road on a daily basis within a transportation network; in computerized traffic modeling, this measure is calculated by summing the travel time made by each vehicle trip in the transportation network.

vehicle kilometers (miles) of travel – (VK(M)T) a measure of the aggregated distances vehicles travel between their origin and destination on a daily basis within a transportation network; in computerized traffic modeling, this measure is calculated by summing the travel distances made by each vehicle trip in the transportation network.

vertical alignment/curve – the configuration of a roadway comprised of changes in vertical slope or elevation.

VHT – *see vehicle hours of travel.*

VK(M)T – *see vehicle kilometers (miles) of travel.*

wetlands – areas that are saturated or inundated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions; generally includes marshes, fens, swamps, bogs and similar areas.

windshield survey – a cursory, drive-by review conducted from a vehicle from nearby public right-of-way.

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. 1st 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
   - City of Columbia
   - East West Gateway
   - Jackson County
   - Mid America Regional Council
   - Missouri Agribusiness Showcase
   - Missouri Motor Carriers Association
   - Missouri Petroleum Makers
   - OOIDA
   - Scenic Missouri
   - Sierra Club
   - State of Missouri

   Declined/No Response
   - AAA
   - Lafayette County
   - Marshall, MO
   - Missouri Agribusiness Association
   - Missouri Department of Tourism
   - Missouri Farm Bureau
   - Missouri Tow Truck Association
   - Montgomery County
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	Response
This could have significant impacts on traffic in St. Louis. Why isn't MoDOT including the City of St. Louis in the study?	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/
Rail down the median would be a better solution – cheaper, safer and better for the environment.	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 the 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

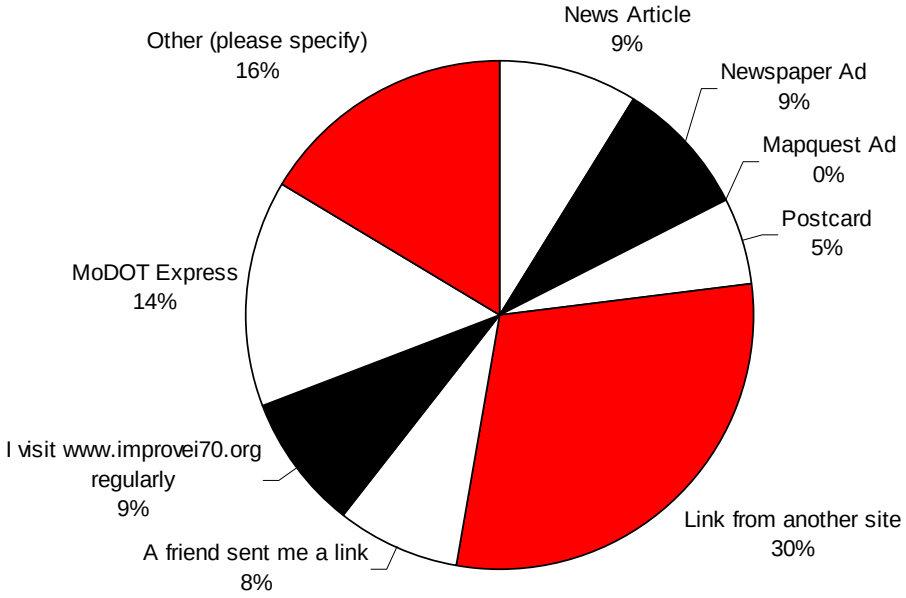
driver regulations to be relaxed? (e.g. the “8-hour driving” rule.) Is the National Highway Insurance Institute a part of this conversation?

- 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-feet 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.

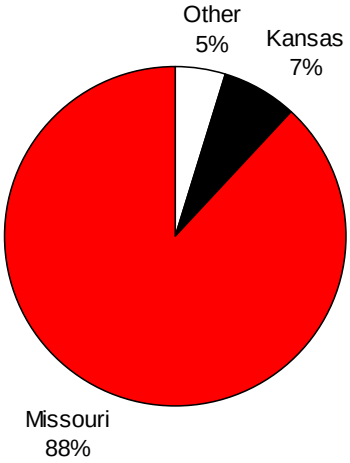
How did you find out about our on-line public meeting?



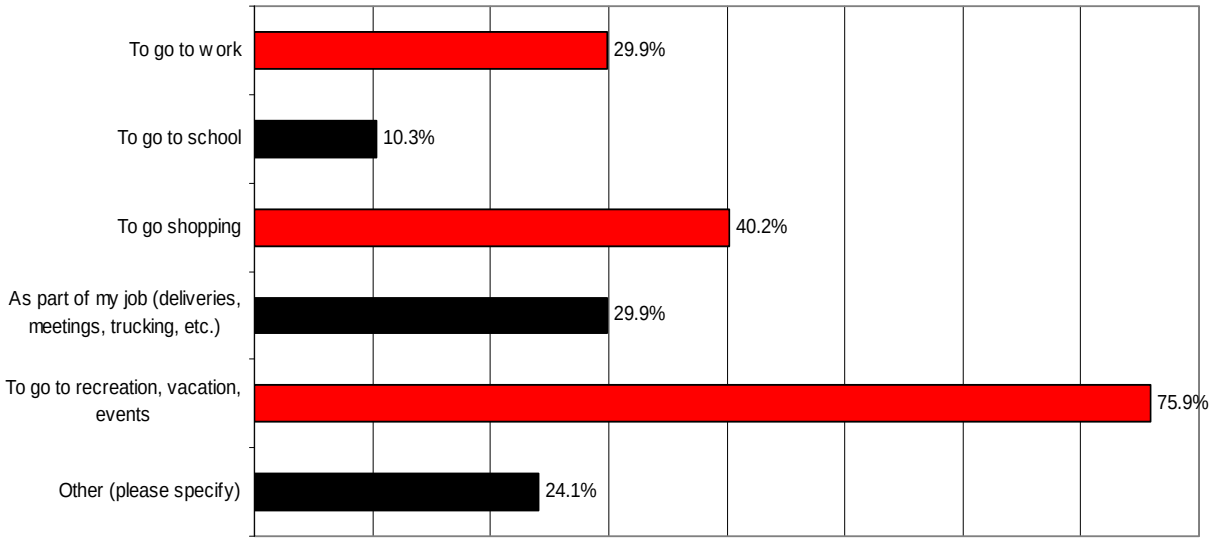
Other responses:

- 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)

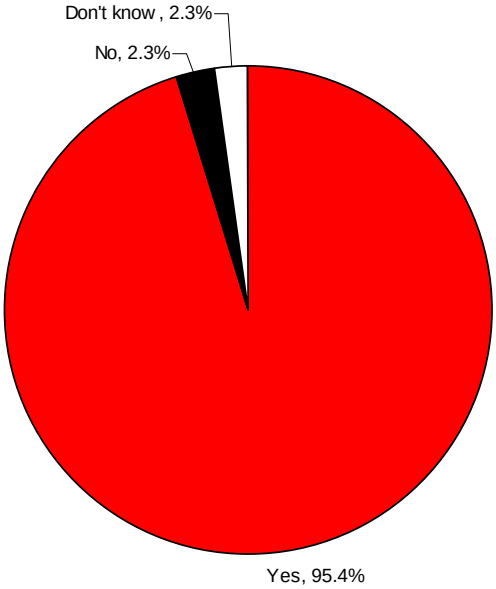


Other responses:

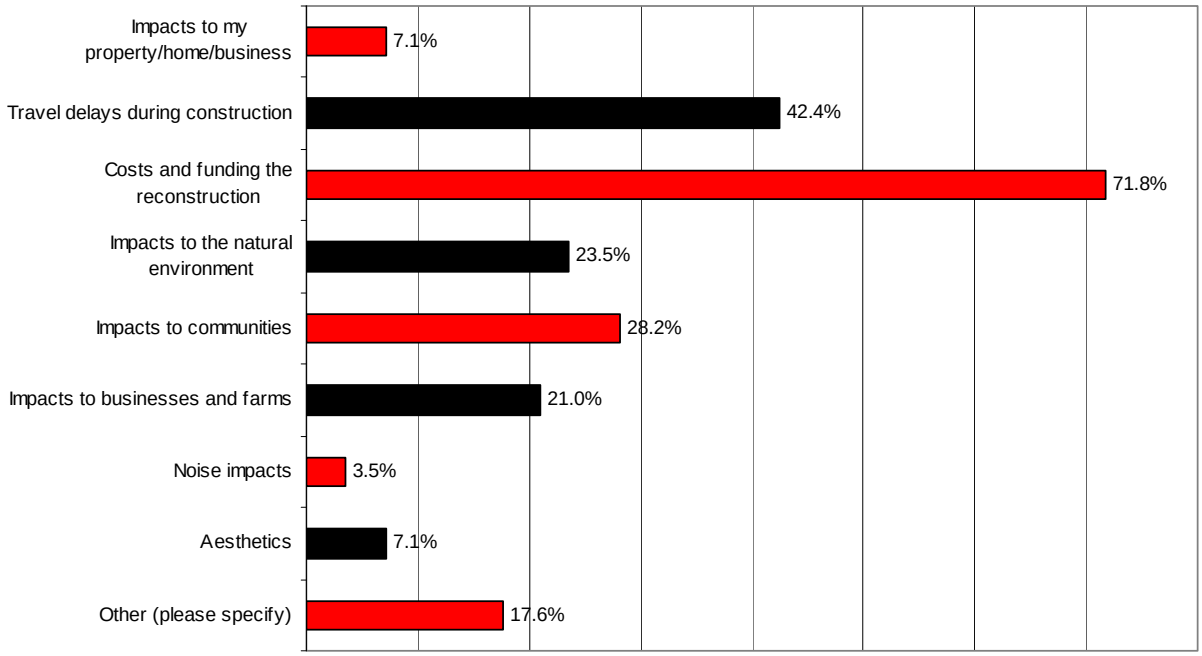
- occasional meetings
- visit family
- attend meetings in other cities, including the Capitol
- to visit friends and family in other parts of state
- own trucking co along i 70
- Volunteer work (boards in Jefferson City), take kids to camps and athletic events
- Visit relatives
- Travel between offices 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?



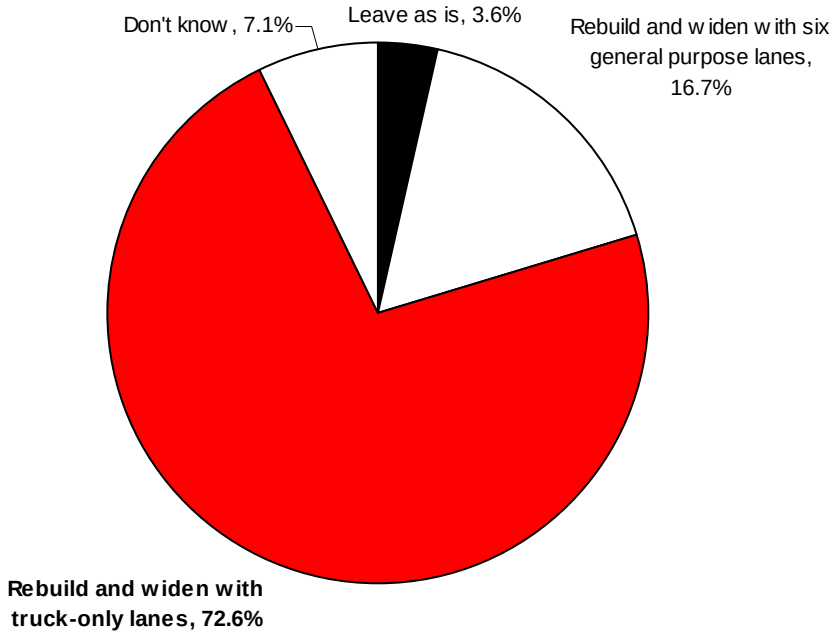
What concerns you most about rebuilding I-70? (check all that apply)



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 buisness 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 accomodating 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 accoringly? 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 worsten 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).
- Anumber 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 commen 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 shear 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 additon to the grass medians.
- Please keep this moving forward trave.lled 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 apears that truck only lanes would be safer for wide loads, however, how dificult 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 expidite construction. The trick, of course, will be to not cause traffic issues during construction.

Welcome!

Thank you for participating in our on line public hearing.

We hope you'll offer comments at the end of this presentation. The comment period ends March 16, 2009.

Throughout this presentation, there are links to more information about many topics. Click on the green boxes below the magnifying glass to activate the links.

Links look like this!

We're looking for your input.

We need to know what you think about recommendations to improve I-70.

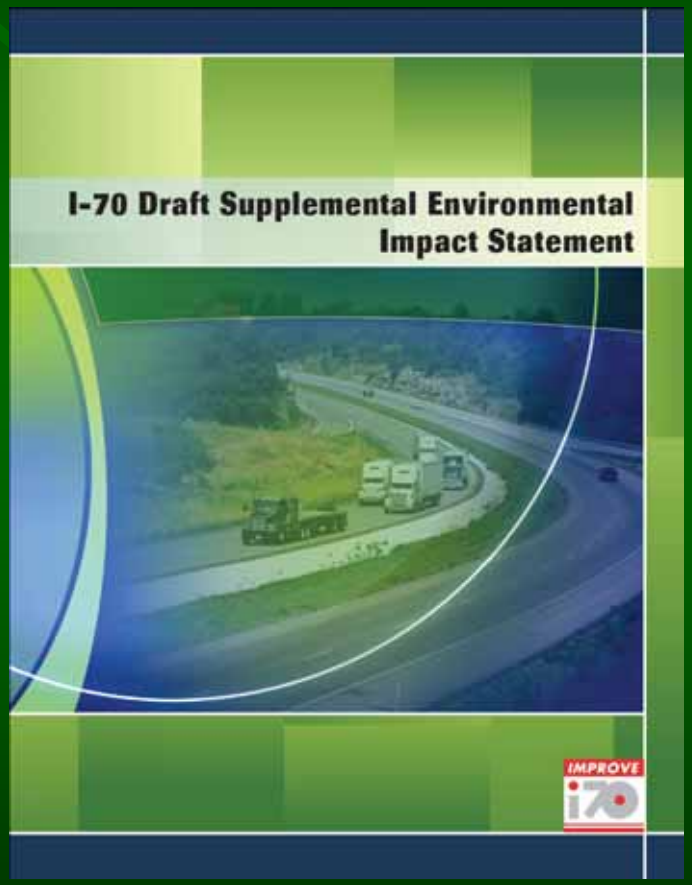
Your input will help MoDOT decide if the recommendations should be different in any way.

Draft Recommendations

The recommendations for I-70 came out of a study process called a Supplemental Environmental Impact Statement.

Right now, the recommendations are in draft form.

Once we hear from you and others interested in the study outcomes, the recommendations will be updated and finalized.

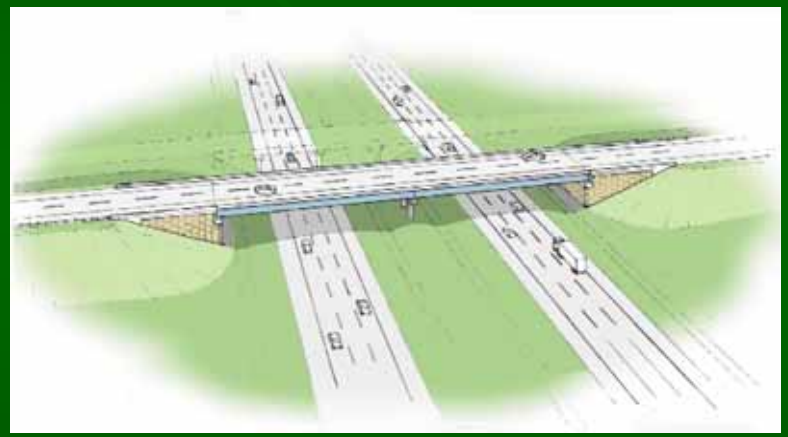


Links
What is an SEIS?
Read the Draft I-70 SEIS

Isn't there already a plan for I-70?

In 2006, MoDOT recommended widening I-70 with:

- 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;



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

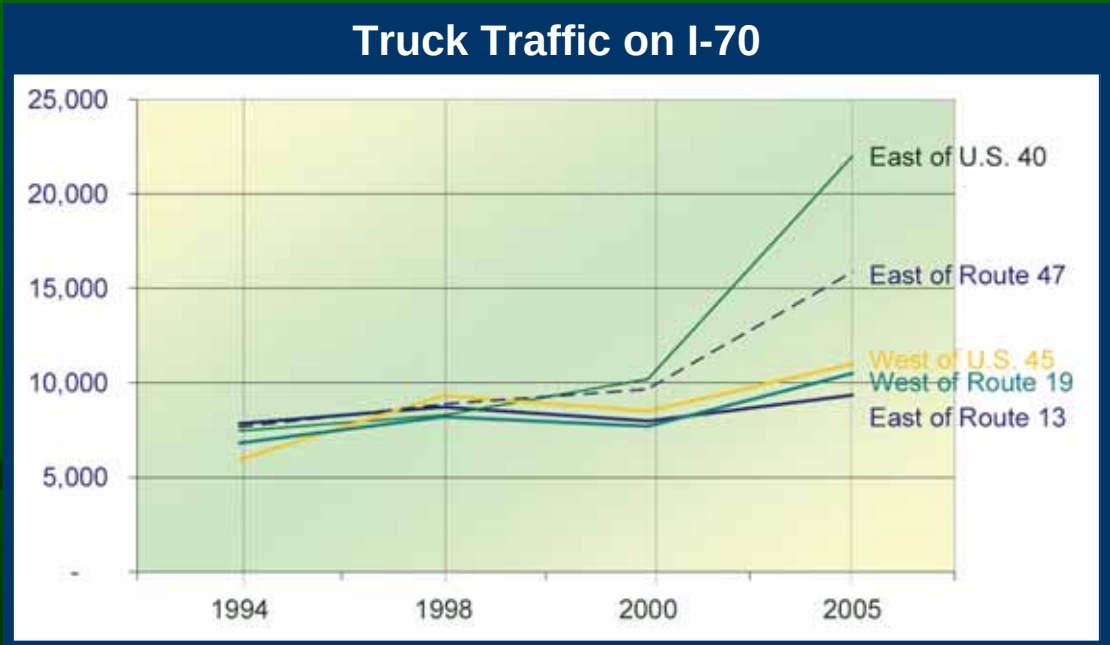
- wide medians in rural locations; and
- a staged construction plan that would allow at least four lanes of traffic to remain open during construction.

Why is MoDOT looking at truck-only lanes now?

During the course of the I-70 studies, Missourians asked if cars and trucks could be separated.

There are new technologies that make truck lanes more feasible.

Truck traffic across Missouri is growing.



Links
Truck Lanes Fact Sheet
Video: Truck Lanes

Why is MoDOT looking at truck-only lanes now?

Missouri has a key role in the country's transportation system – and its economy – as freight moves from producers to users.

Missouri is also a key player in the national "Corridors of the Future" program, which is a federal initiative to develop multi-state transportation corridors to help reduce congestion.

National Corridors of the Future Map

Links

Corridors of the Future

Why another study?

To answer the question, “Are truck-only lanes a better idea than simply widening I-70?” MoDOT is completing a Supplemental Impact Statement. The I-70 SEIS process:

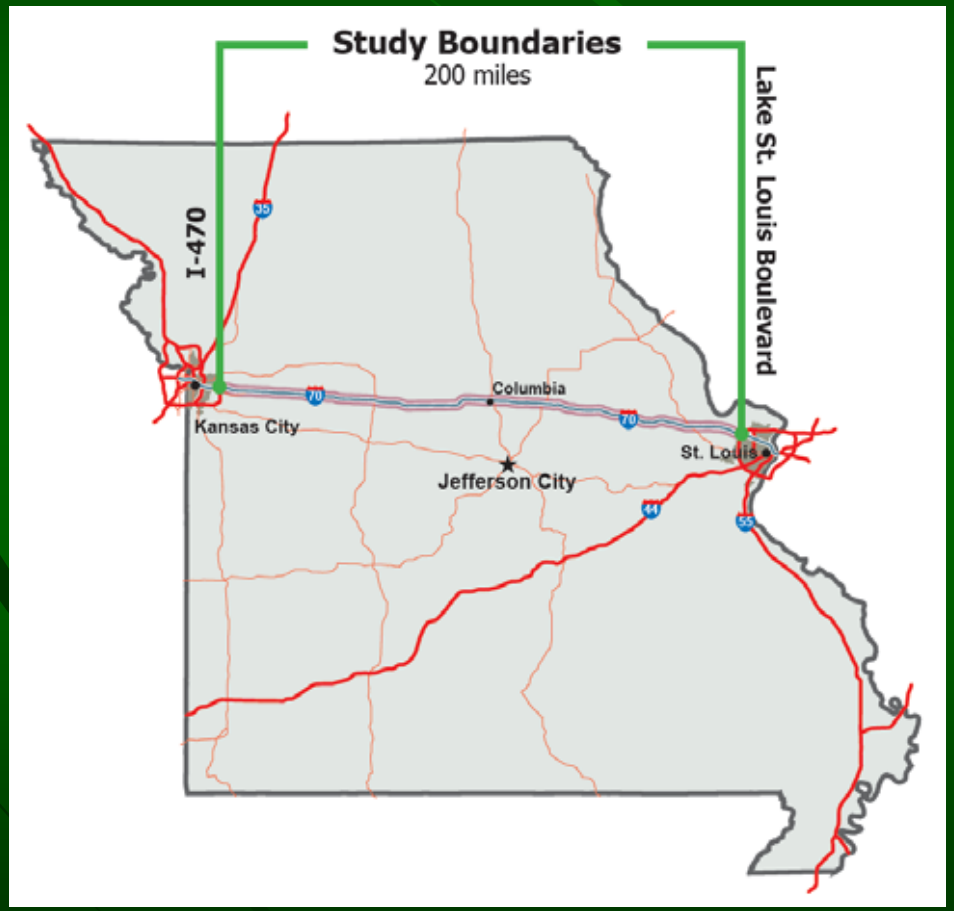
- Compares truck-only lane options to the widening I-70 strategy.
- Helps ensure good decision making in a way that is open to the public.
- Is required for federal approval and to be eligible for federal dollars for design and construction.

Why another study?

The Draft SEIS answers the following questions:

- Purpose and Need: Why do we need improvements?
- Alternatives Development: What strategies might work?
- Impacts: How would the strategies affect the natural environment? What about businesses, homes, farms and communities? How do the strategies compare?
- Comments: What questions and concerns does the project raise?
- Recommendation: What is best?

Study Area


Study Boundaries
200 miles
I-470
Lake St. Louis Boulevard
Columbia
Kansas City
St. Louis
Jefferson City

Project Purpose and Need: Why do we need improvements?

I-70 needs to be rebuilt from the ground up

MoDOT has been able to improve I-70 in many locations with:

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

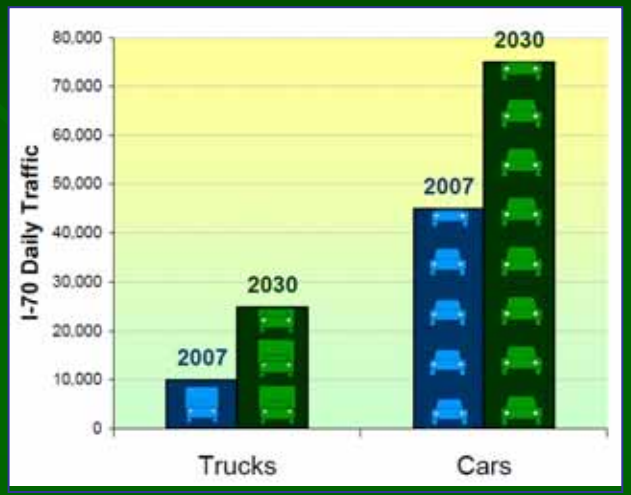
I-70 needs to be rebuilt from the ground up

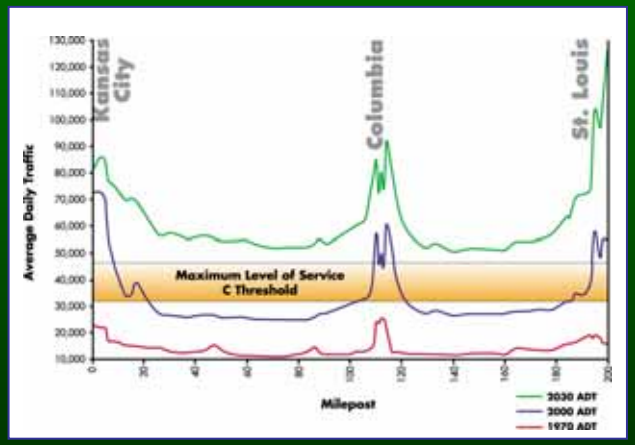
These steps have helped, but ultimately, the highway needs to be rebuilt. Rebuilding will help ensure safety and long-term cost efficiency.

- The highway's foundation is well past its planned life and needs to be replaced.
- Since the 1950s and 60s, when the highway was designed, engineering standards have evolved to make highways safer.
- Once rebuilt, MoDOT estimates that maintenance costs for I-70 will be much lower.

I-70 needs more capacity

- Parts of I-70 are already congested. Based on the best available data, traffic on I-70 will continue to increase. From 2007 to 2030 there will be more than twice as many trucks and a nearly 70 percent increase in cars
- Even with planned improvements to rail service, MoDOT expects traffic on I-70 to continue to increase
- Most traffic using I-70 will stay on I-70, even if other Missouri highways are improved.





Links

Gas Price Impacts | Rail Service | Improvements to Parallel Highways

Goals for I-70 Improvements

- Roadway Capacity: Provide enough space on the road for safe and efficient travel.
- Traffic Safety: Reduce the number and severity of accidents.
- Roadway Design: Upgrade the highway, bridges and interchanges to meet current standards.
- System Preservation: Use existing I-70 as efficiently as possible.
- Goods Movement: Improve Missouri's economy through the efficiency of freight shipments.
- Recreation: Provide access to tourism and recreation facilities.
- National Security: Improve I-70 to move personnel and equipment in national emergencies.

Links

Draft SEIS Purpose and Need

Alternatives Considered

Improve I-70 Environmental Studies (2002-2006)

1. Perform only ongoing maintenance
2. Use transportation system and demand management systems
3. Widen existing I-70
4. Build a new parallel facility
5. Build a new parallel toll road
6. Use high-occupancy vehicle (HOV) lanes
7. Use high-speed passenger rail

Improve I-70 SEIS (2008-2009)

1. Widen existing I-70
2. Build truck-only lanes
3. Improve freight rail
4. Improve ports and water ways

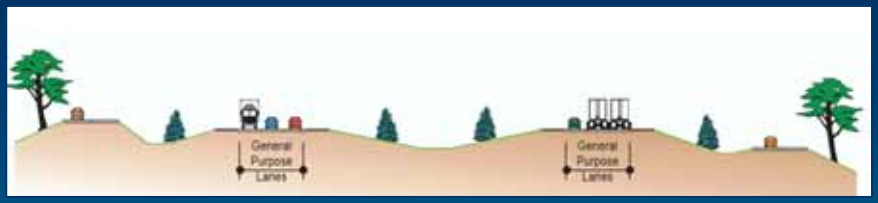
Although rail, port and waterway improvements would not significantly improve conditions on I-70, MoDOT is committed to making appropriate improvements to those systems as part of Missouri's overall transportation program.

Rebuild and Widen

compared to

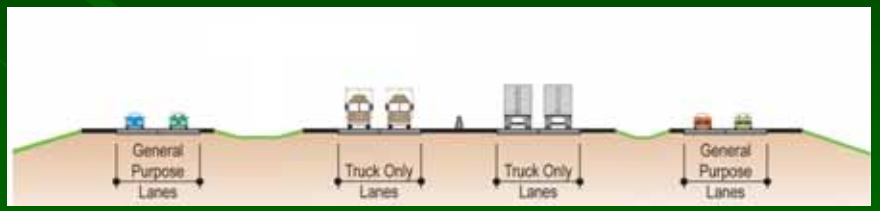
Rebuild with Truck-Only Lanes

Typical Rural Sections



Rebuild and Widen

- At least six lanes (three in each direction);
- New frontage roads at key locations;
- New interchanges at most locations;
- New bridges at most locations;
- Wide medians in rural locations; and
- A staged construction plan that would allow at least four lanes of traffic to remain open during construction.

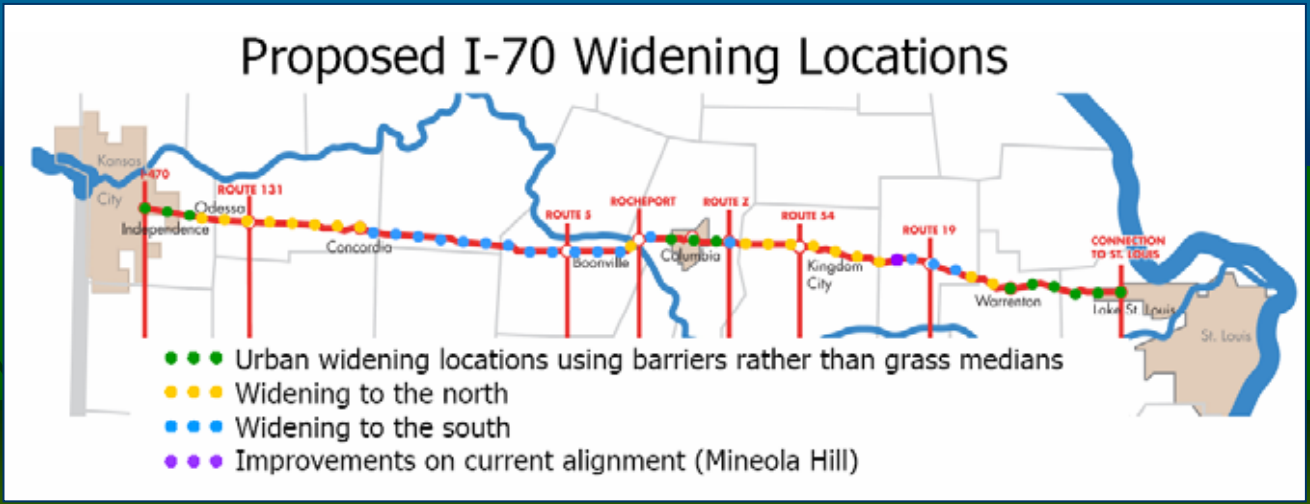


Rebuild with Truck-Only Lanes

- At least eight lanes (at least two for cars and local trucks, and two truck-only in each direction);
- New interchanges at most locations;
- Separate truck and car interchanges at key locations;
- New bridges at most locations; and
- A staged construction plan that would allow at least four lanes of traffic to remain open during construction.

Where would the highway be widened?

Rebuild and Widen



Rebuild with Truck-Only Lanes

For the vast majority of the corridor, truck-only lanes **can be built within the area planned for the rebuild and widen concept**.

Links
2006 Improve I-70 Studies
Additional widening impacts – Truck-only Lanes

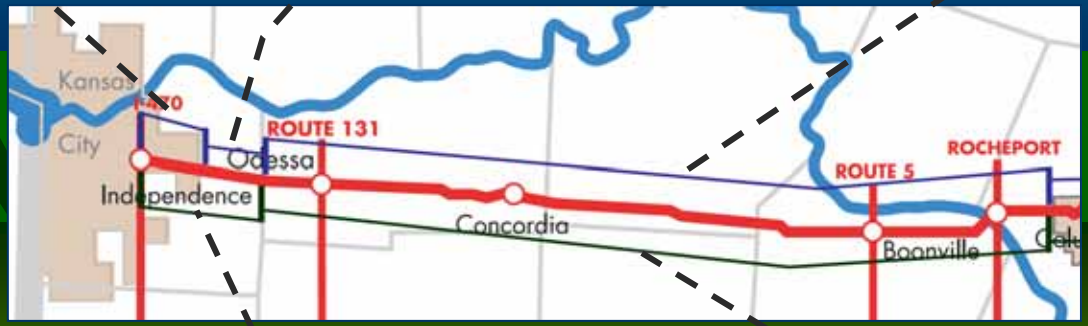
How Many Lanes?

Rebuild and Widen

8 Urban = 4 lanes in each direction + auxiliary lanes and/or frontage roads in key locations

6 Urban = 3 lanes in each direction + auxiliary lanes and/or frontage roads in key locations

6 Rural = 3 lanes in each direction + wide median + frontage roads



Rebuild with Truck-Only Lanes

10 Urban = 3 car/local truck lanes + 2 truck-only lanes in each direction + auxiliary lanes and/or frontage roads in key locations

8 Rural = 2 car/local truck lanes + 2 truck-only lanes in each direction + grass median

The truck-only lanes concept fits in the same space planned for the rebuild and widen concept in most places.

Links

Widening Location Maps

How Many Lanes?

Rebuild and Widen

8 Urban = 4 lanes in each direction + auxiliary lanes and/or frontage roads in key locations

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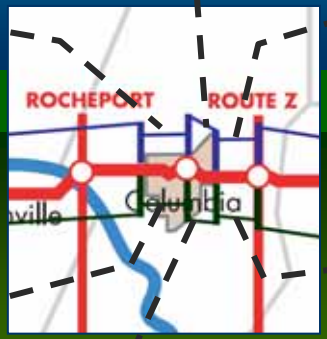

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Links
Widening Location Maps

How Many Lanes?

Rebuild and Widen

6 Rural = 3 lanes in each direction + wide median + frontage roads

8 Urban = 4 lanes in each direction + auxiliary lanes and/or frontage roads in key locations

6 Urban = 3 lanes in each direction + auxiliary lanes and/or frontage roads in key locations

For both options, lanes at Mineola Hill would be configured to minimize impacts.

Rebuild with Truck-Only Lanes

8 Rural = 2 car/local truck lanes + 2 truck-only lanes in each direction + grass median

10 Urban = 3 car/local truck lanes + 2 truck-only lanes in each direction + auxiliary lanes and/or frontage roads in key locations

8 Urban = 2 car/local truck lanes + 2 truck-only lanes in each direction + auxiliary lanes and/or frontage roads in key locations + transition to six general purpose lanes

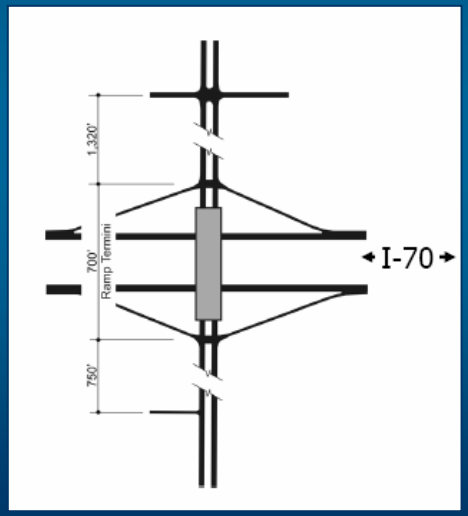
The truck-only lanes concept fits in the same space planned for the rebuild and widen concept in most places.

Links
Widening Location Maps

How would trucks enter and exit I-70?

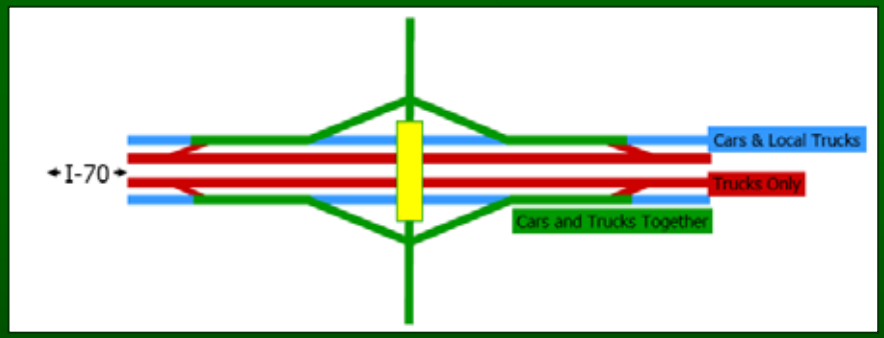
Rebuild and Widen

Trucks would use the same interchanges as all other traffic. New interchanges would be built at virtually every interchange between Kansas City and St. Louis.



Rebuild with Truck-Only Lanes

At most locations, trucks would access interchanges via slip ramps that lead trucks to and from the interchanges.

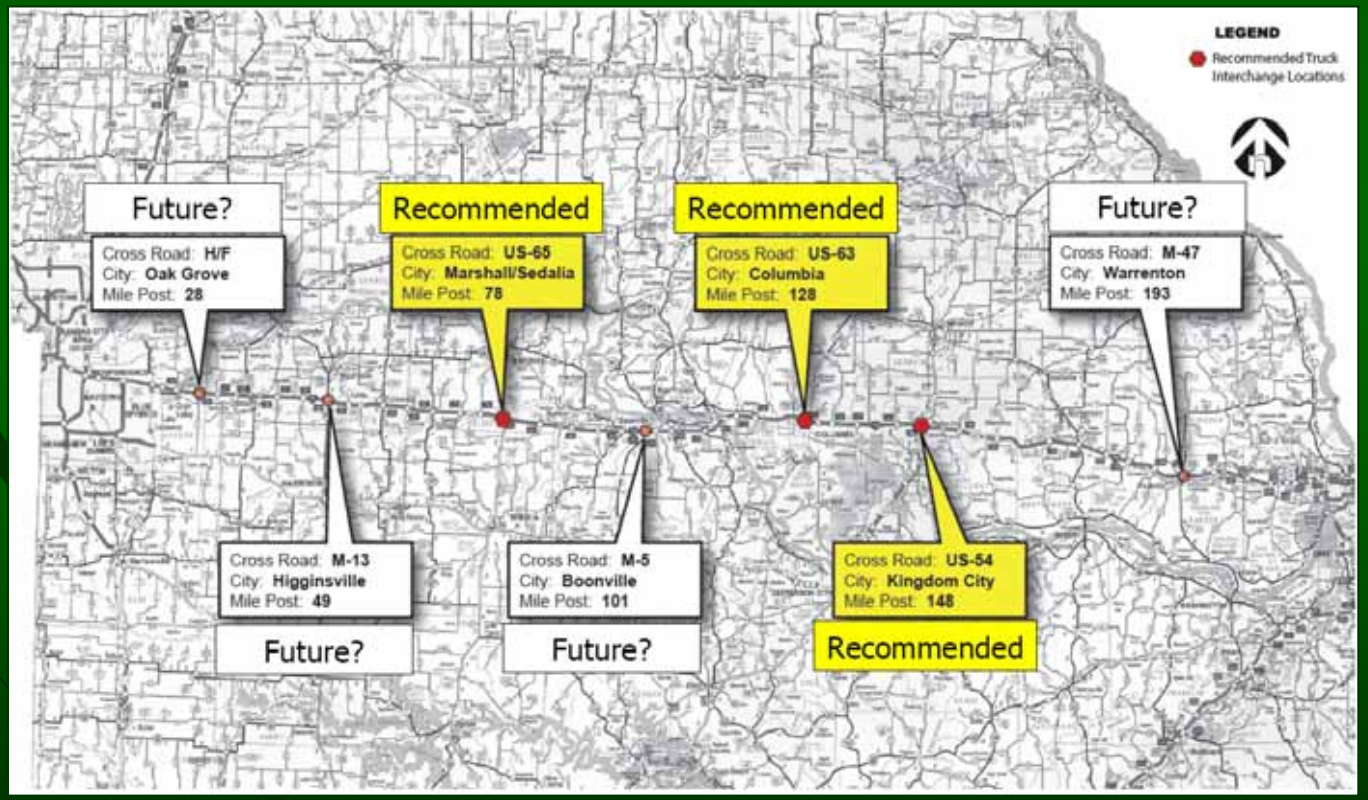


Interchanges for the truck-only concept would largely be located within the same space planned for the widening.

Links
2006 Interchange Type Recommendations

Truck-Only Lanes: Separate Car and Truck Interchanges Locations

MoDOT has identified several locations where there could be separate interchanges for cars and trucks to enter and exit the highway.



Truck-Only Lanes: How would trucks enter and exit I-70?

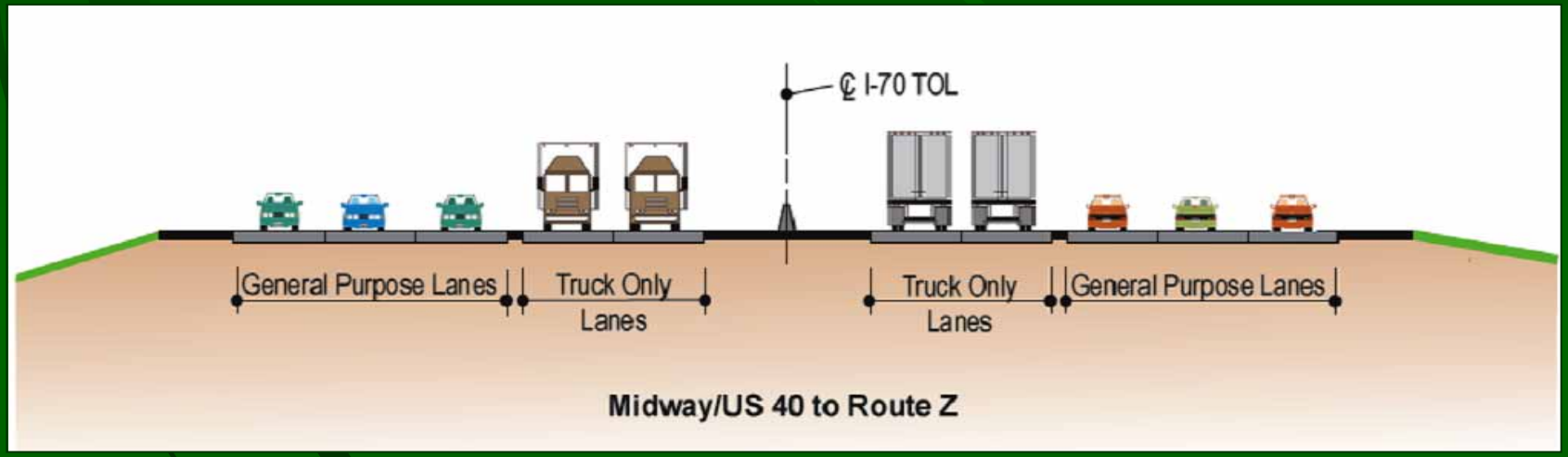
Separate Car Truck Interchange Type Evaluation

	Slip Ramps	Braided Ramps	Double Roundabout	Single Point	Single Point Roundabout	Double Diamond	System to System
Route H/F Oak Grove	◆			◆	◆	◆	
Route 13 Higginsville	◆			◆	◆	◆	
U.S. 65 Marshall Sedalia		◆	◆	◆	◆		
Route 5 Booneville	◆			◆	◆	◆	
U.S. 63 Columbia							◆
U.S. 54 Kingdom City		◆	◆			◆	
Route 47 Warrenton	◆			◆		◆	

LEGEND
Cars Only
Trucks Only
Cars & Truck Lanes
Bridges

◆ - Interchange types carried forward for this location. Interchange type to be decided during final design.

Truck-Only Lanes: What about I-70 in Columbia?



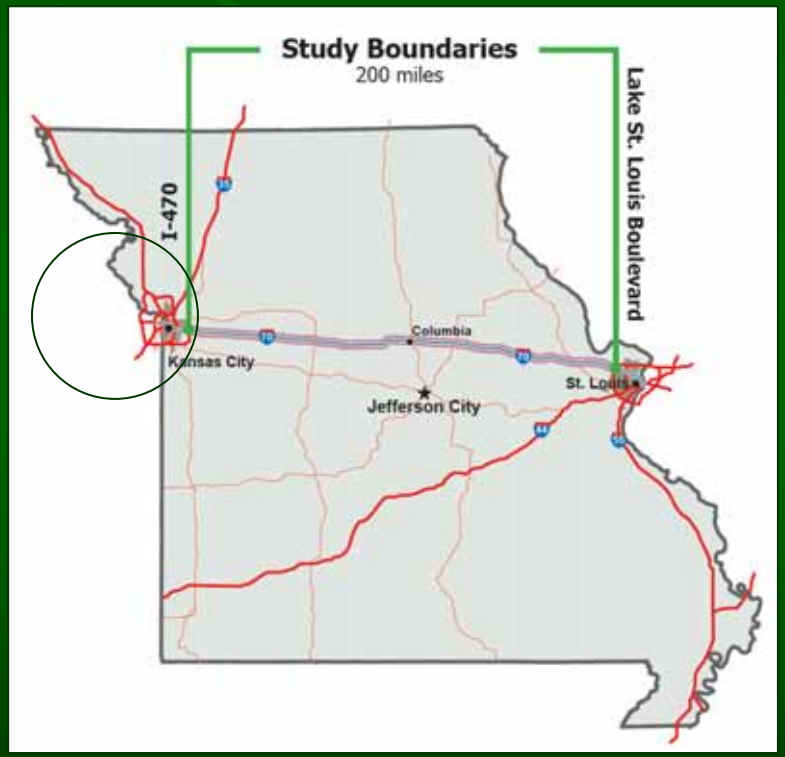
There would be two truck-only lanes and three general purpose lanes in each direction (two between Providence and Paris) built on the current I-70 location. Auxiliary lanes and multi-lane frontage roads would also be needed at many locations between Stadium Boulevard and St. Charles Road.

Links

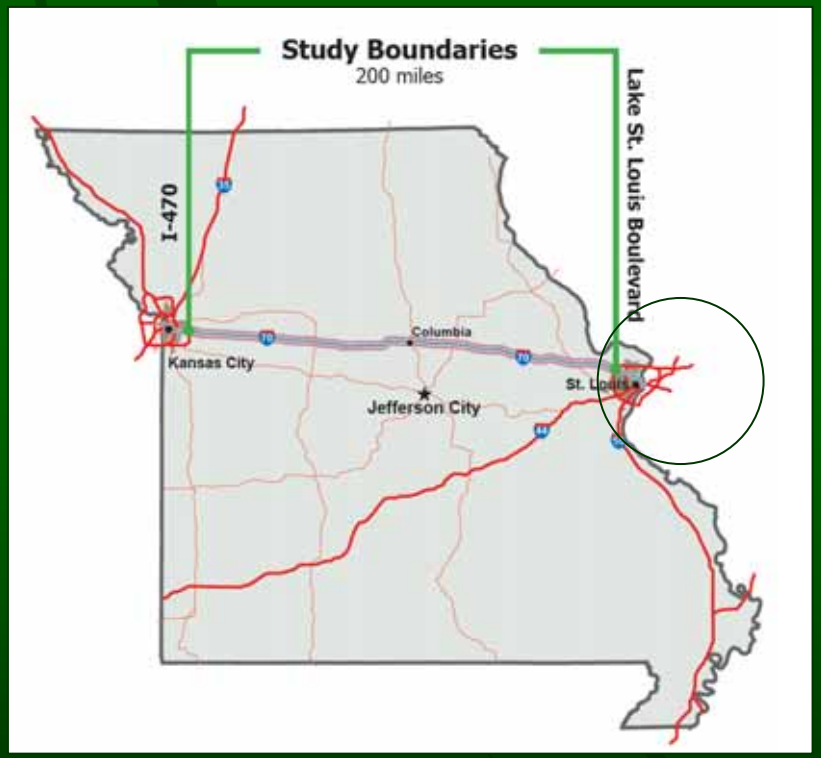
Truck-Only Lanes: What about where truck-only lanes end?

Kansas City: At the western edge of the project near I-470, I-70 would switch back to a typical interstate with mixed car and truck traffic.

A study of where trucks travel to and from in the area helped MoDOT decide that transitioning to a standard lane configuration there could work successfully.



Truck-Only Lanes: What about where truck-only lanes end?



St. Louis: West of St. Louis, I-70 would transition back to a a typical interstate with mixed car and truck traffic. The exact location of that transition will be decided during the detailed design phase.

If the federal Corridors of the Future project moves forward in states to the east, truck-only lanes could continue through or around the metro area. The location for those lanes has not been decided.

Key Differences

EVALUATION FACTOR	UNIT	Rebuild and Widen	Rebuild with Truck-Only Lanes
Costs			
New Construction (2008 Dollars – Billion)	$Billion	$3.0 to $3.5	$3.5 to $4.0
Right of Way (2008 Dollars – Billion)	$Billion	0.04 to $0.05	0.04 to $0.05
Capital Costs Total:	$Billion	**$3.04 to $3.55**	**$3.54 to $4.05**
Annual Maintenance and Preservation Cost (millions)	$Million	$10.0	$12.0
Constructability			
Construction Staging	Rating	○	●
Maintenance of Traffic (Construction Delay)	Rating	◐	◗
Implementation	Rating	●	◖

more benefits … **more adverse impacts**

● Benefits>>Adverse impacts ◗ Benefits>Adverse impacts ○ Benefits=Adverse impacts ◖ Benefits<Adverse Impacts ● Benefits<< Adverse Impacts

continued on next slide

Key Differences

EVALUATION FACTOR	UNIT	Rebuild and Widen	Rebuild with Truck-Only Lanes
Change in 2030 Crashes (Total Corridor):			
Study Corridor Crash Rate	Rating		
Construction Work Zone Crashes	Rating		
Incident Management	Rating		
Impact to Emergency Services	Rating		

more benefits — **more adverse impacts**

 Benefits>>Adverse impacts

 Benefits>Adverse impacts

 Benefits=Adverse impacts

 Benefits<Adverse Impacts

 Benefits<< Adverse Impacts

continued on next slide

Key Differences

EVALUATION FACTOR	UNIT	Rebuild and Widen	Rebuild with Truck-Only Lanes
Social and Economic Impacts			
Impacts to Existing Structures	Rating	●	●
Noise Impacts	Rating	●	●
Compatibility with Land Use	Rating	○	○
Impacts to Existing I-70 Business Operations:			
During Construction	Rating	◖	○
Long Term	Rating	○	○
Environmental Justice	Rating	○	○
Cost-Effectiveness			
User Cost Savings	Rating	◗	◗
Benefit/Cost Ratio	Rating	◗	◗

more benefits — **more adverse impacts**

●	◗	○	◖	●
Benefits>>Adverse impacts	Benefits>Adverse impacts	Benefits=Adverse impacts	Benefits<Adverse Impacts	Benefits<< Adverse Impacts

continued on next slide

Key Differences

EVALUATION FACTOR	UNIT	Rebuild and Widen	Rebuild with Truck-Only Lanes
ENVIRONMENTAL			
Natural Resource Impacts	Rating	○	○
Missouri River Impacts	Rating	○	○
Cultural Resource Impacts	Rating	○	○
Hazardous Waste Impacts	Rating	○	○
Parklands Impacts	Rating	○	○
Floodplains	Rating	○	○
Secondary Impacts	Rating	◖	●
Joint Development Opportunities	Rating	◗	◗

more benefits — more adverse impacts

●	◗	○	◖	●
Benefits>>Adverse impacts	Benefits>Adverse impacts	Benefits=Adverse impacts	Benefits<Adverse Impacts	Benefits<< Adverse Impacts

Draft Recommendation

After careful evaluation of impacts, benefits and Missouri's long-term transportation needs, the Draft SEIS recommends that I-70 be rebuilt with truck-only lanes.

Why does MoDOT think truck-only lanes are a good idea?

1. I-70 needs to be rebuilt. Building truck-only lanes addresses many of the issues related to congestion on I-70.
2. Truck-only lanes could help make the highway even safer. Trucks are involved in 40 percent of all fatalities on I-70.
3. I-70 grows more congested each year. Trucks make up 25-30 percent of I-70's traffic, and truck traffic is projected to double in 20 years.

Why does MoDOT think truck-only lanes are a good idea?

4. The truck-only lane configuration would help allow traffic on I-70 to keep moving during construction or closures for accidents, etc.

5. I-70 is key to moving Missouri's people, goods and economy. Eighty-seven percent of Missouri's communities are dependent on trucks to deliver products and raw materials.

Why does MoDOT think truck-only lanes are a good idea?

6. Truck-only lanes provide for future efficiencies in freight movement. Missouri needs a freight system that integrates trucks with other modes of transportation.

7. Missourians have shown strong support for the concept of truck-only lanes.

Links

See Earlier Public Comments

When could construction begin?

There is no funding for design or construction, so there is no estimated start date for construction.

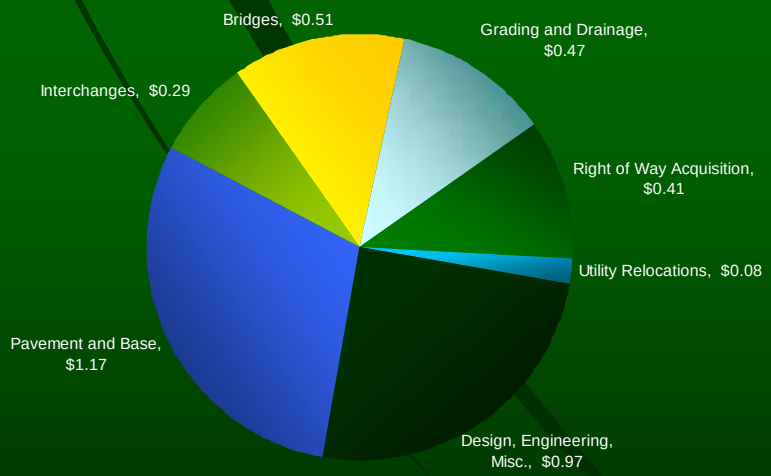
MoDOT is working to make sure that it can respond quickly and efficiently to address I-70's needs when funding becomes available.

Funding Notes:

- Any federal funding would likely require matching dollars from state or local sources.
- The Missouri State Legislature is exploring a range of options that could help pay for improvements to I-70.

What will it cost?

In 2009 dollars, rebuilding I-70 with truck-only lanes would cost $3.9 billion, or roughly 11 percent more than the rebuild and widen concept (estimated at $3.5 billion)



How could Missouri pay for improvements?

MoDOT looks to Missouri's elected officials to make funding decisions. Federal dollars usually require local matching funds. Options that might be considered include:

- Fuel Tax
- Tolls
- Sales Tax

We need your input!

- What do you think about the draft recommendation to build truck-only lanes?
- Are there impacts that we missed?
- What other comments and questions do you have?

Thank you for taking time to participate in our on line public hearing. The comment period ends March 16, 2009.

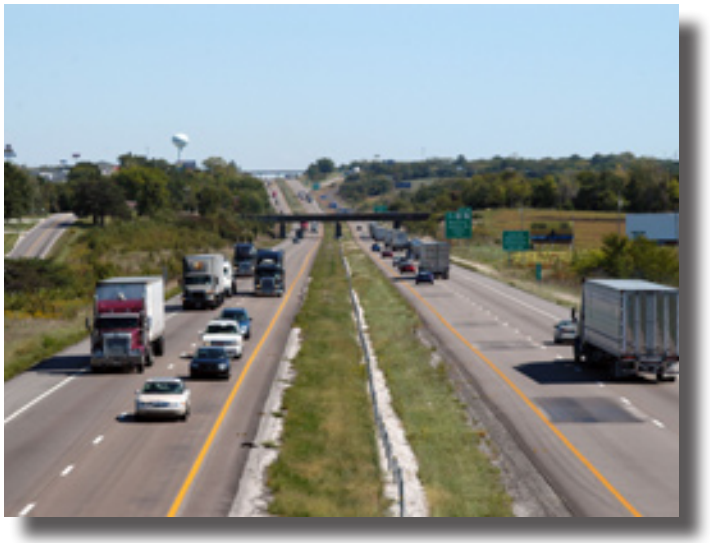
Welcome!

Thank you for taking the time to participate in our on-line public meeting! It provides a summary of the progress we've made in studying whether or not truck-only lanes can improve travel on I-70.

The presentation lasts about 15 minutes. You can move through the presentation at your own pace.

Please click on the navigation icons in the lower-right corner to move backward and forward through the presentation.

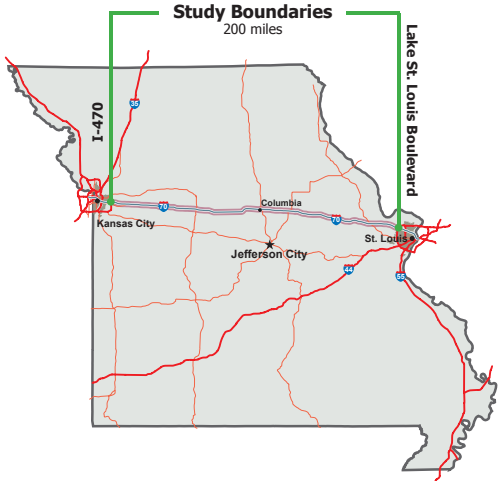
IMPROVE i70



We appreciate your feedback

As you review this project update, you can ask questions or send comments via e-mail by clicking on the pencil icon. Common questions and comments, along with study team responses and answers, will be posted regularly.

Click on "Q&As" to see frequently asked questions about the project.



Ask questions in person

If you would prefer to talk to someone in person, you can meet informally with members of the study team at Q&A sessions we're hosting:

O'Fallon - September 9
4:00 – 6:00 pm
Wentzville-Middendorf-Kredell Library
2750 Highway K

Columbia - September 10
11:00 – 1:00 pm
Columbia Public Library
100 W. Broadway

Oak Grove - September 10
4:00 – 6:00 pm
Oak Grove Petro Truck Stop
301 S.W. 1st St.

If you represent a group or organization, and would like to schedule a presentation, click here.

What is an SEIS?

A Supplemental Environmental Impact Statement is used to study new issues related to completed Environmental Studies. The environmental study process:

- is designed to help the public, agencies and elected officials make informed decisions,
- shows how improvements would affect both the natural and man-made environment,
- is required by the federal National Environmental Policy Act of 1969 (NEPA), and
- is one type of environmental document needed to get federal funding or permits for improvements.

Click here to view the document "A Citizen's Guide to NEPA."

Click here for more information on NEPA and Transportation projects.

The I-70 SEIS is comparing the impacts of rebuilding and widening I-70 to six lanes with rebuilding with truck-only lanes.

When completed, the SEIS will compare impacts on nature, as well as people, homes, businesses and communities.

Rebuild and widen

Rebuild and widen with truck-only lanes

Click here for more information on the I-70 SEIS.

When would improvements happen?

- There is currently no funding to rebuild I-70.
- There is no targeted start date for design or construction of major improvements to I-70.
- MoDOT looks to state and federal lawmakers along with citizens to determine funding sources.

MODOT FUNDING

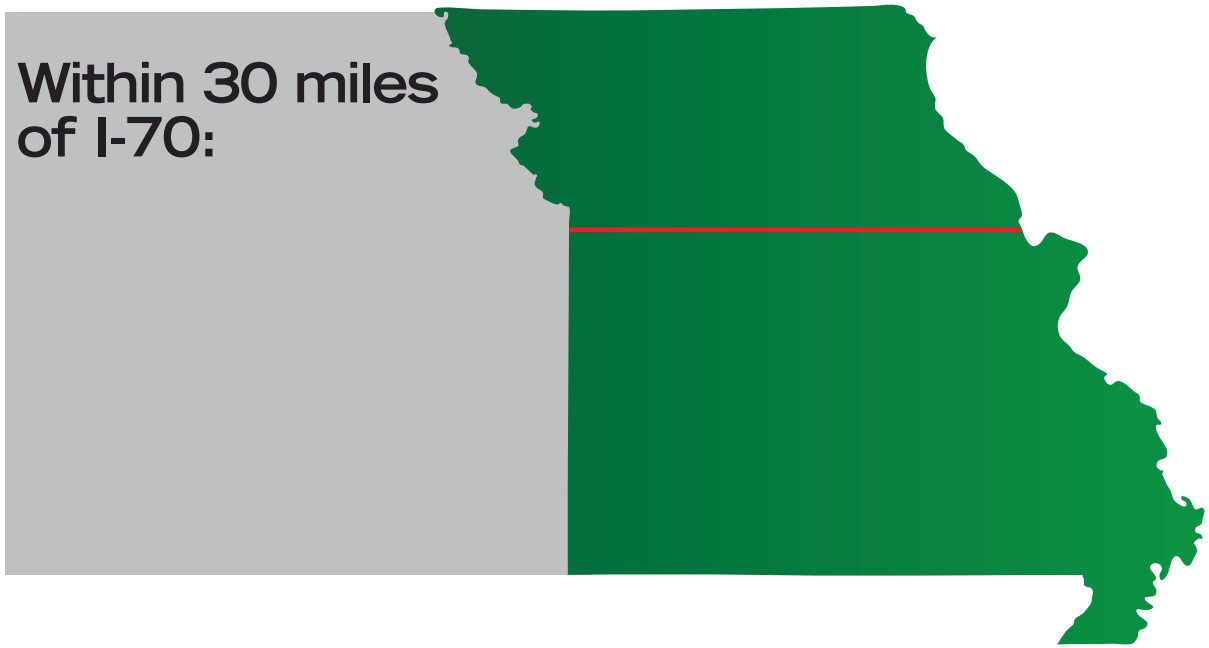
Click here for more information about MoDOT's funding sources.

Why are we studying potential I-70 improvements?

- I-70 is critical to Missouri's economy,
- I-70 has served Missouri well past its planned life, and
- I-70 is carrying more traffic than it was designed for, and even more traffic is expected in the future.

I-70 is critical to Missouri's economy

- A large portion of Missouri's families and businesses depend on the ability to travel and ship items on I-70.

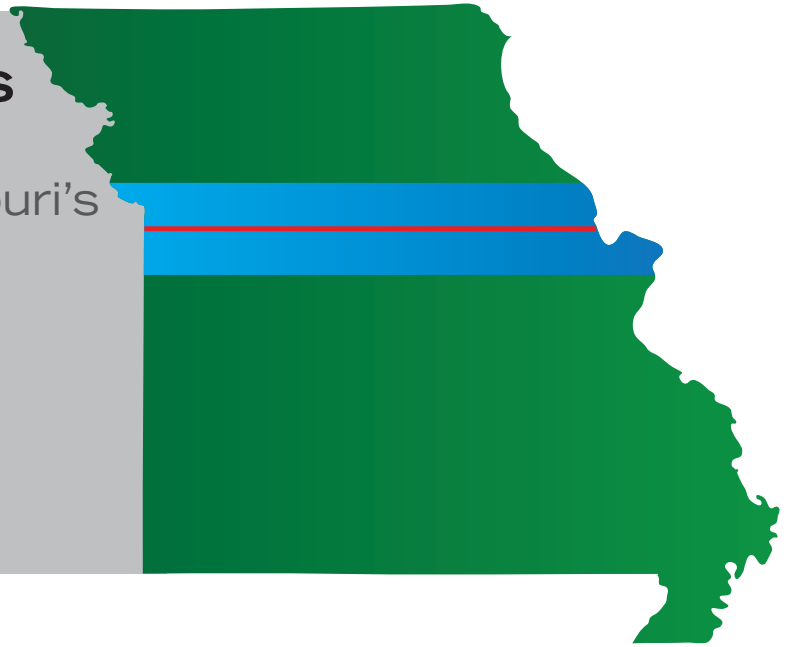


I-70 is critical to Missouri's economy

- A large portion of Missouri's families and businesses depend on the ability to travel and ship items on I-70.

Within 30 miles of I-70:

- 16% of Missouri's employers

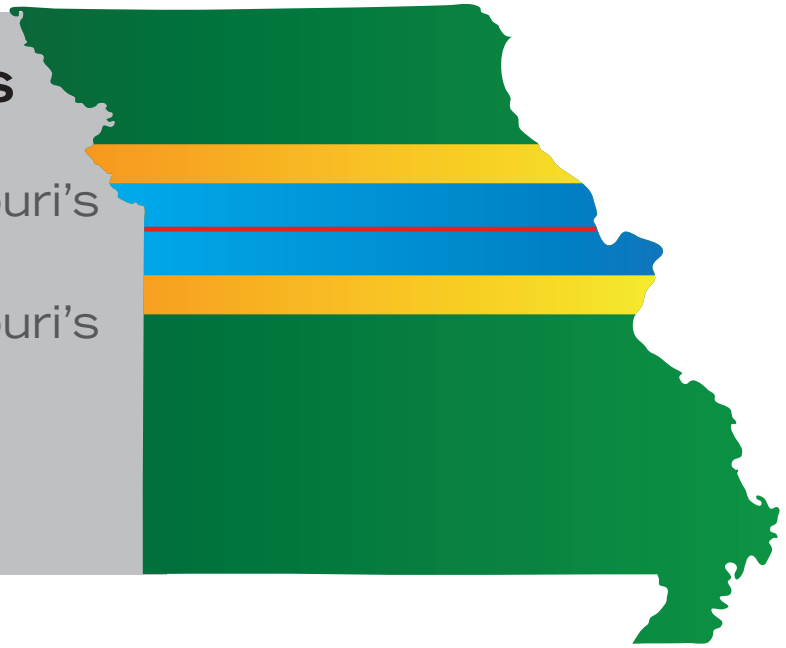


I-70 is critical to Missouri's economy

- A large portion of Missouri's families and businesses depend on the ability to travel and ship items on I-70.

Within 30 miles of I-70:

- 16% of Missouri's employers
- 23% of Missouri's jobs



I-70 is critical to Missouri's economy

- A large portion of Missouri's families and businesses depend on the ability to travel and ship items on I-70.

Within 30 miles of I-70:

- 16% of Missouri's employers
- 23% of Missouri's jobs
- 60% of Missouri's population

I-70 is critical to the nation's economy

- I-70 is also part of the national "Corridors of the Future" Program.

Click here for more information on the national "Corridors of the Future" program.

I-70 is showing its age

Missouri's "Main Street" was built in the 1950s and '60s.

I-70 is showing its age

In the 1970s it reached its original design life of 20 years.

I-70 is showing its age

Today, good maintenance has added nearly 40 years of extra use.

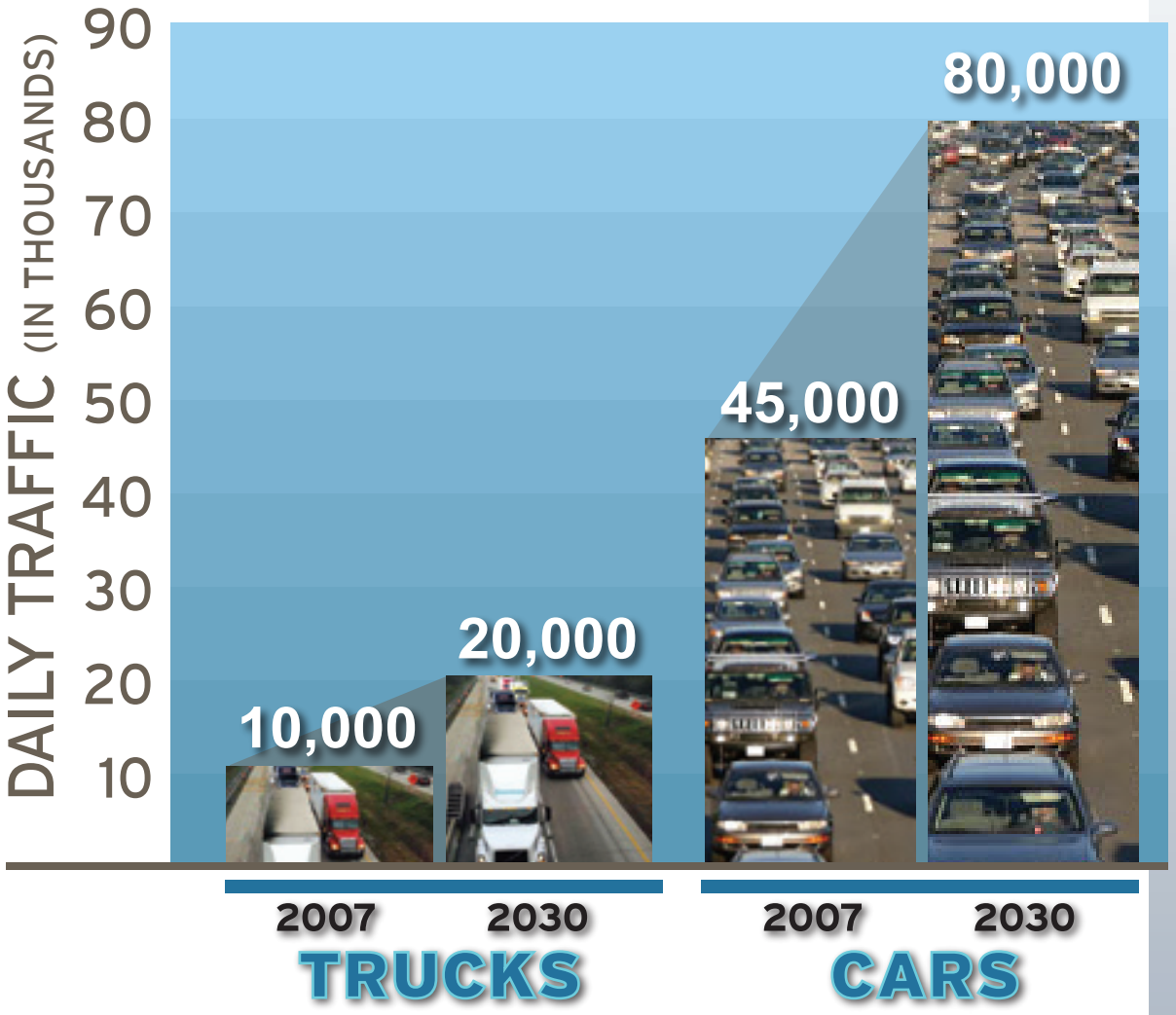
Recent work has temporarily improved the driving surface, but the foundation needs to be re-built.

MoDOT must prepare for the future

I-70 traffic is projected to continue increasing despite rising gas prices.

Truck traffic will double by 2030 based on current estimates.

Auto traffic is also expected to increase by more than 70% by 2030.



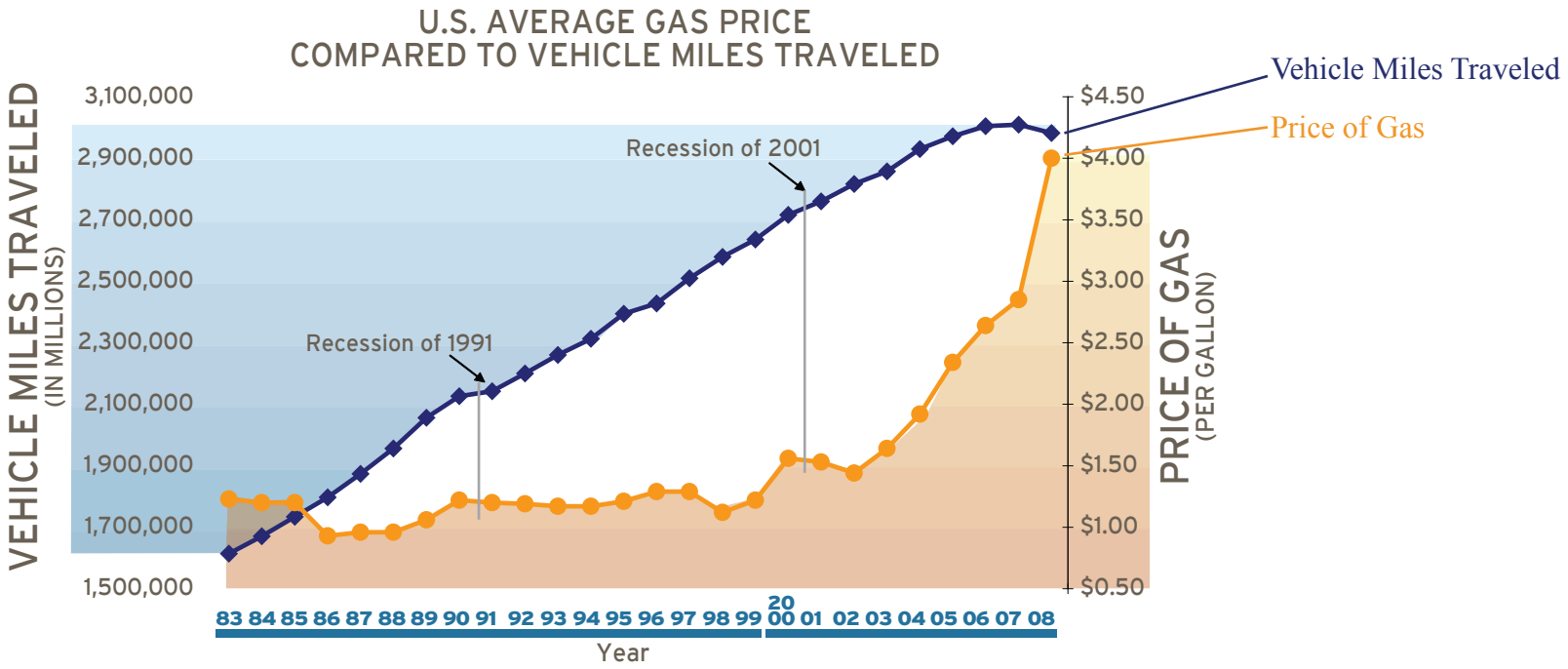
MoDOT is monitoring how rising gas prices change travel

The full impact of rising gas prices is still unknown.

In the past, travel has quickly returned to the nation's highways – and then increased – despite higher gas prices.

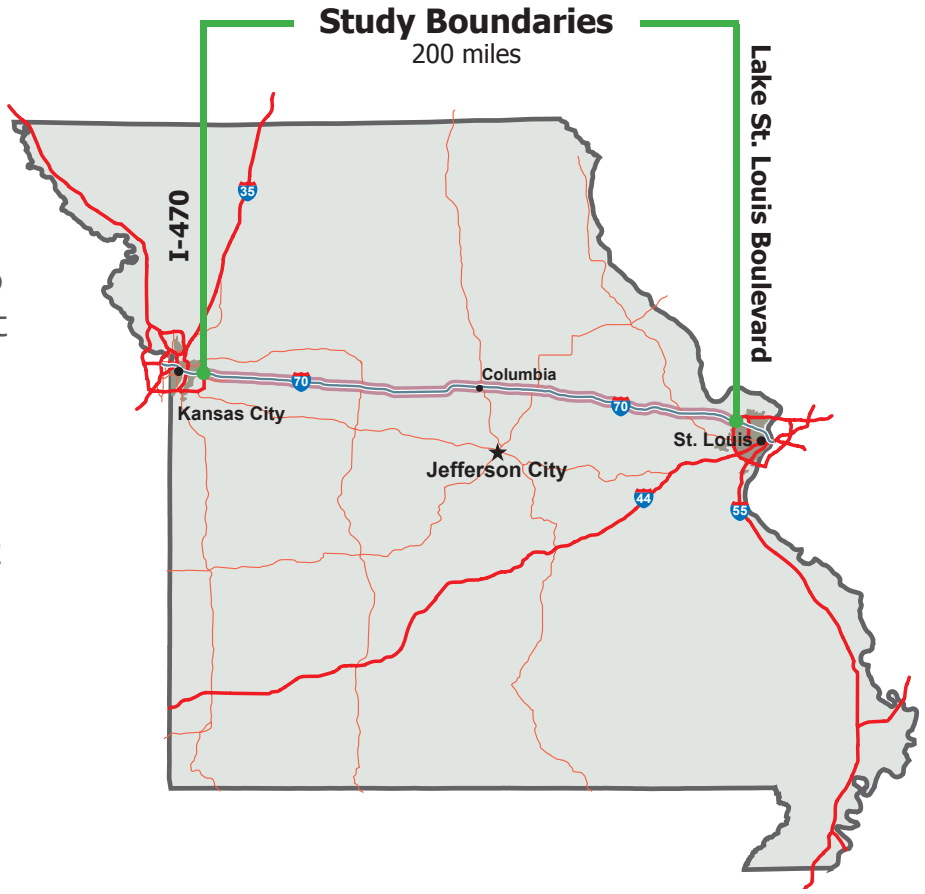
It would take a 75% reduction in traffic to eliminate congestion on key sections of I-70.

Even then, the highway's aging foundation would still need to be rebuilt.

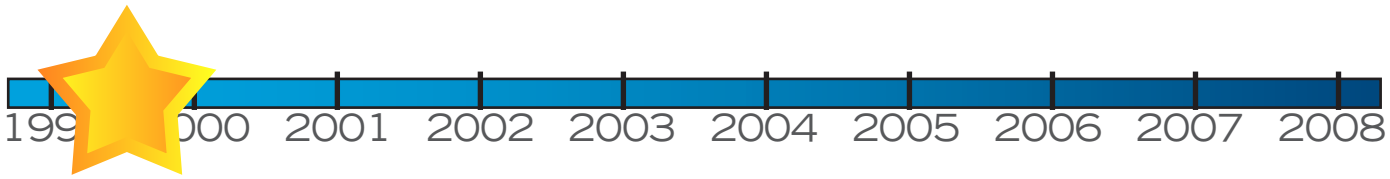


Making smart decisions

- Designing and building 200 miles of highway, 56 interchanges and 130 bridges on and over I-70 is a complex task.
- MoDOT has a responsibility to taxpayers to make sure that it makes smart investments.
- MoDOT will carefully analyze and plan improvements.
- Projects like this must be part of a formal environmental study to get needed federal funding and permits.



What options have been considered?



Early ideas to improve I-70

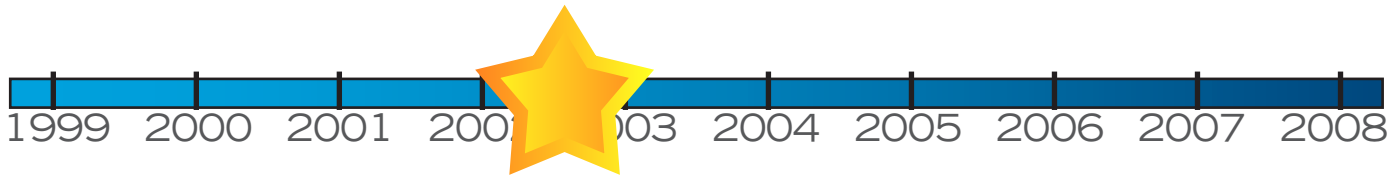
MoDOT started the process by looking at a range of options, including:

- improvements to other highways,
- building a new highway parallel to I-70,
- high-speed passenger rail, and
- rebuilding and widening I-70.

Click here for more information on Missouri's rail service.

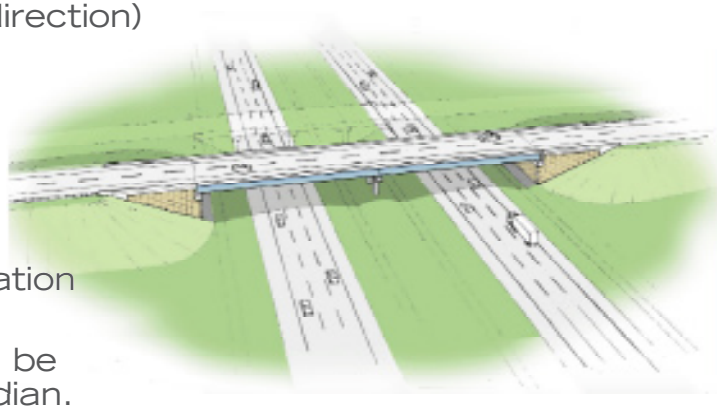
Click here for more information on rail solutions related to I-70.

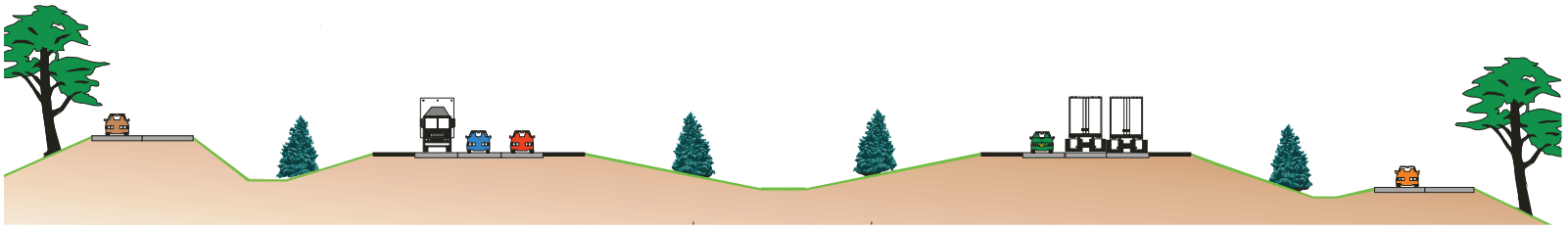
Click here for more information on early ideas to improve I-70.



Plan to rebuild and widen I-70

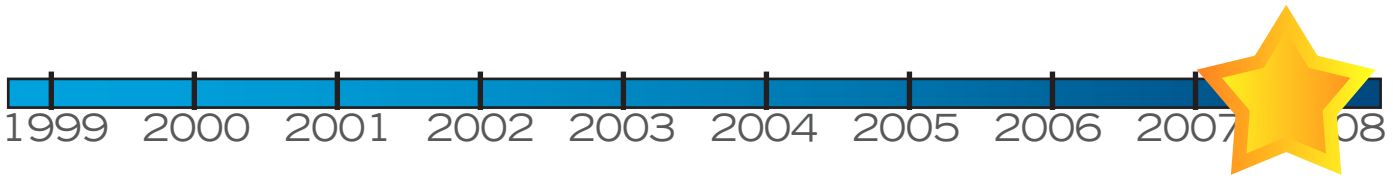
- There would be at least six lanes (three in each direction) between St. Louis and Kansas City.
- Wide medians would separate east- and west-bound traffic in rural areas. This allows:
  - improved safety,
  - four lanes of traffic during construction, and
  - space for future expansion or other transportation options.
- In larger cities, east- and west-bound lanes would be separated by a concrete barrier instead of a median.
- All interchanges and I-70 bridges would be rebuilt.





Click here for more information on the plan to rebuild and widen I-70.

What are the current options?

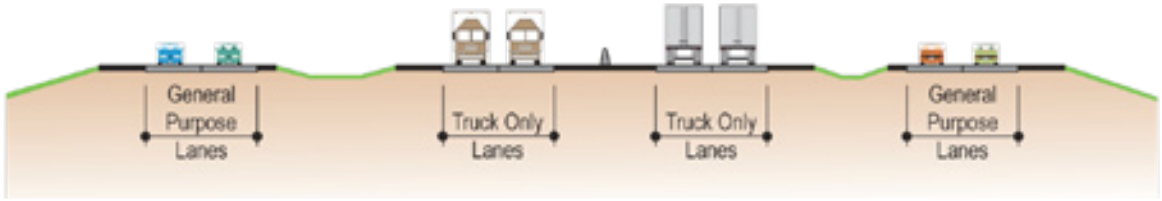


MoDOT is currently comparing two options for improving I-70 statewide

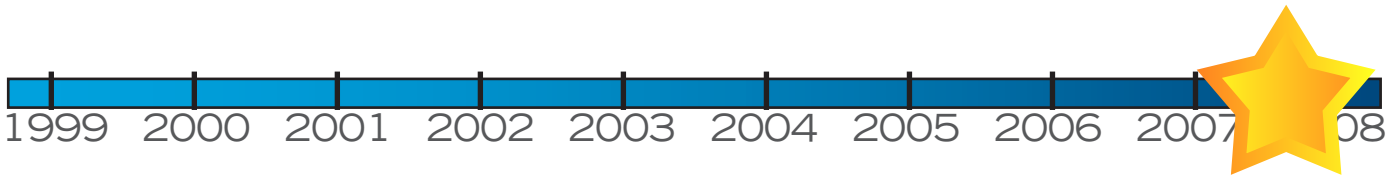
1. Rebuild and widen

Click here for more information on planned widening locations.

2. Rebuild and widen with truck-only lanes



How would truck-only lanes work?



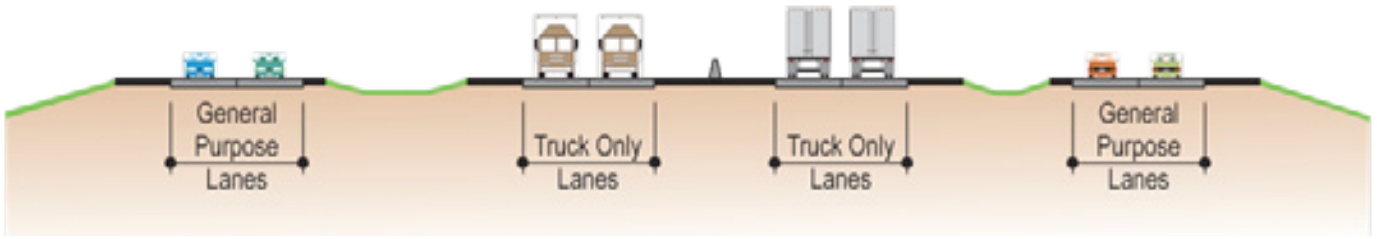
Truck-only lanes

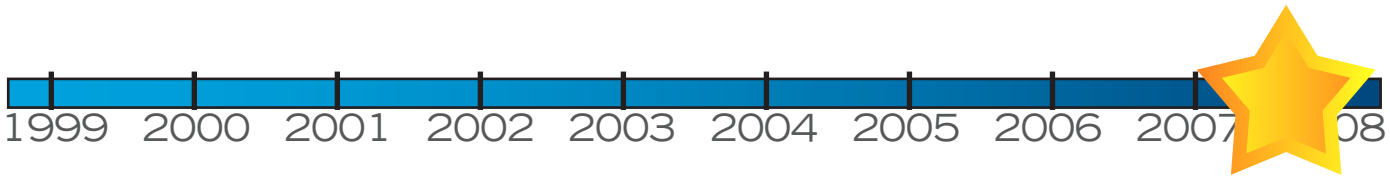
- There would be at least eight lanes (four each way) between St. Louis and Kansas City.
- Most trucks would travel on lanes separated from other traffic.
- On much of I-70, grass medians would be used to separate cars and trucks traveling in the same direction.

Trucks would travel on inside lanes.

Trucks would share lanes with cars:

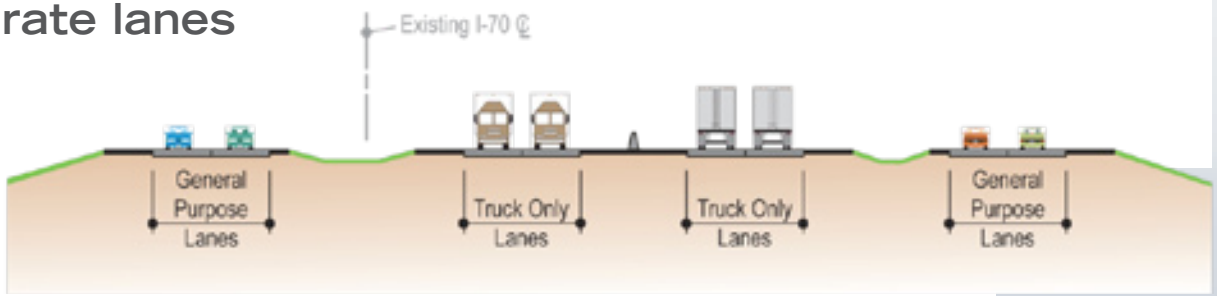
- to enter and exit the highway, and
- for short-distance travel.





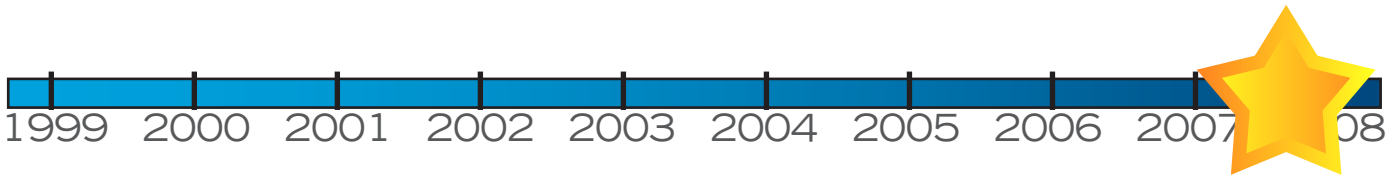
Trucks would travel on separate lanes

Truck would travel on lanes on the inside lanes of the highway. MoDOT is recommending that trucks travel on inside lanes because:



Recommended lane configuration

- truck noise is further away homes and businesses on I-70,
- most trucks on I-70 are long-haul vehicles that travel across the state and have limited needs to exit the highway,
- trucks would mix with other traffic to exit or enter the highway, rather than making cars mix with heavy truck traffic to exit or enter, and
- other states that are looking at truck lanes are planning for trucks to travel on inside lanes.

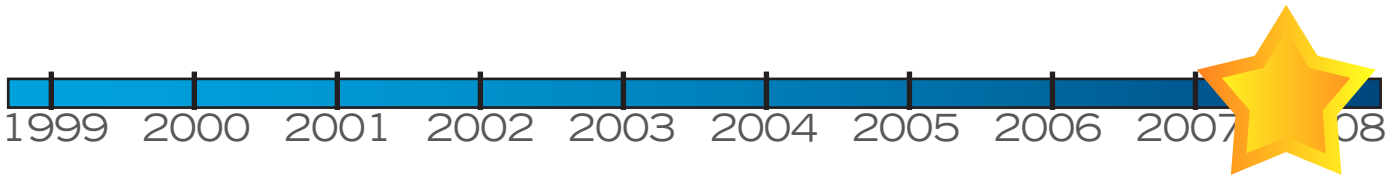


Cars would use general purpose lanes, with limited truck traffic

Cars would:

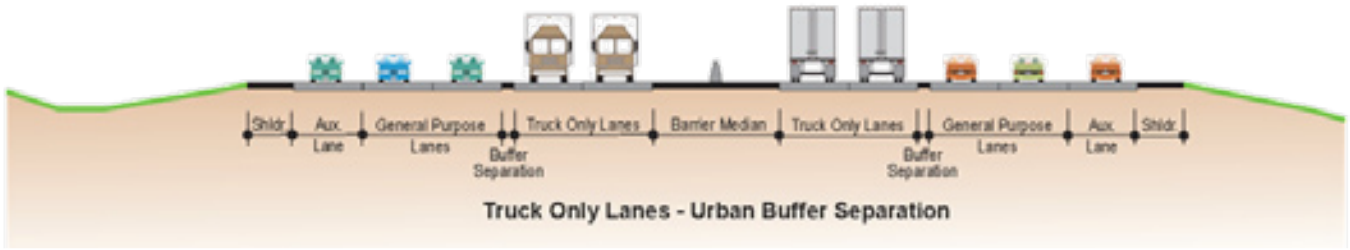
- travel in lanes with few trucks,
- be separated from truck lanes, and
- see exits, businesses and destinations better.

By separating trucks on dedicated lanes, cars would have limited locations where they would interact with trucks.



Truck lanes in cities

- Long-haul trucks would be separated by a buffer rather than a median. A buffer could be a wide paint or rumble stripe, or other type of separation, depending on local conditions. A buffer separation allows:
  - additional lanes with minimal additional property needs,
  - better access for maintenance and emergency vehicles,
  - lane shifts as needed to meet changing travel demands, and
  - reduced construction costs.
- In Kansas City, MoDOT is looking at truck travel patterns to help determine how to manage traffic and truck-only lanes.
- In Columbia, it appears that truck-only lanes can fit within the planned right-of-way on existing I-70.
- In St. Louis, engineers are studying possible routes for trucks that will maximize safety and efficiency while allowing for connectivity and consistent operations with I-70 states to the east.



Truck Only Lanes - Urban Buffer Separation

How would trucks on truck-only lanes enter and exit the highway?

In most locations, trucks would join non-truck traffic for a brief period to go to and from exits.

SLIP RAMP EXAMPLE

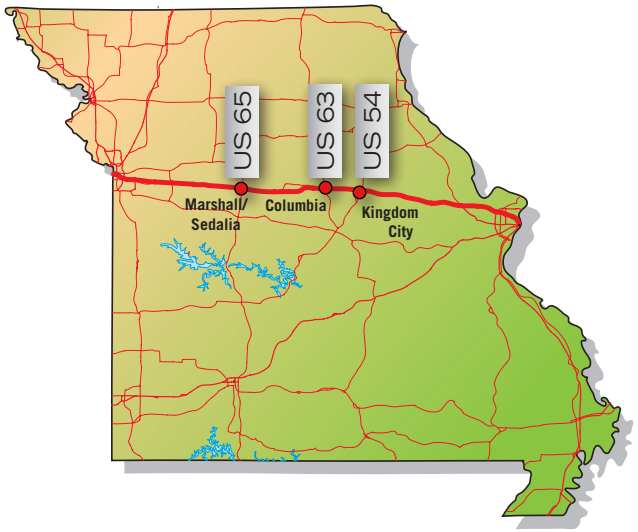
How would trucks on truck-only lanes enter and exit the highway?

In some locations there would be a separate interchange for trucks.

TRUCK INTERCHANGE EXAMPLE

What locations would have separate truck-only interchanges?

- MoDOT currently is looking at separate interchanges for trucks at:
  - US 65 (Marshall/Sedalia)
  - US 63 (Columbia)
  - US 54 (Kingdom City)
- These interchanges have significant truck traffic and link to other key roads.
- Other separated truck interchanges could be added in the future, depending on the amount of truck traffic and other criteria.

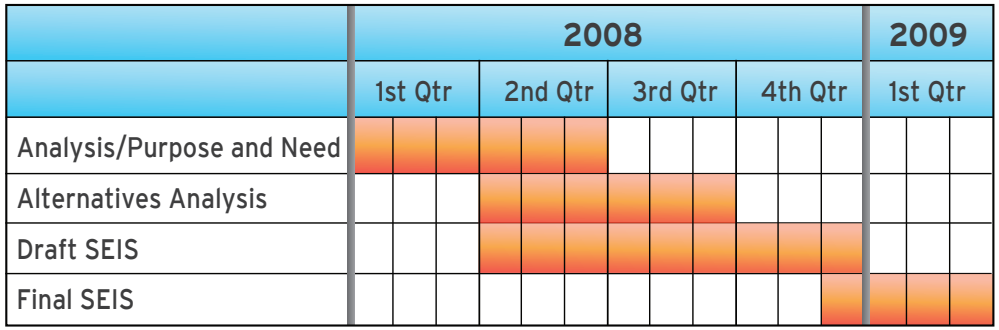


How do the two options under study compare with each other?

	Rebuild and Widen	Rebuild and Widen with Truck-Only lanes
 Lanes	Rural – 6 lanes Urban – 8 to 10 lanes	Rural – 8 lanes Urban – 8 to 10 lanes
 Safety	Improves safety by: • lessening congestion, • widening lanes and shoulders, and • upgrading interchanges	Improves safety by: • lessening congestion, • widening lanes and shoulders, • upgrading interchanges, and • separating trucks and cars
 Lanes open during construction	Four lanes	Four lanes
 Incident Management	Shift traffic to parallel frontage road system	Shift traffic to truck-only or general use lanes
 Cost	$3.0 to $3.5 billion	$3.5 to $4.0 billion
 Future capacity	Meets capacity and operational needs through 2030	Provides additional capacity by adding a lane in each direction and separating cars and trucks
 Space for future expansion or support of other transportation modes	Via wide central median	Truck-only lanes is one type of a future expansion/use of the wide median
 Natural environment	Minimized impacts to the Missouri River, parks, natural resources, hazardous waste sites and floodplains	To be determined as study continues
 Cultural resources	Avoided or minimized harm to historic properties protected by Sections 4(f) and 106	To be determined as study continues
Additional right-of-way needed	In most locations +/–150 additional feet would be needed, either north or south of the existing highway, less in urban areas.	Seeking to fit within the the same +/–150 additional feet.

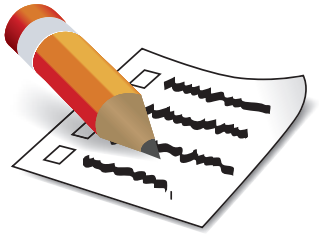
What happens next?

- We're half-way through the study comparing rebuild and widen and rebuild and widen with truck-only lanes.
- It appears that I-70 can be rebuilt with truck-only lanes in the same space planned for widening I-70.
- By late 2008 or early 2009 MoDOT will:
  - know more about potential impacts of truck-only lanes on people, nature and communities,
  - have a draft recommendation regarding rebuilding I-70 with six lanes or with truck-only lanes,
  - present the information and recommendations in the Draft Supplemental Environmental Impact Statement (SEIS), which will be available for public review and comments, and
  - host public hearings on the findings in the SEIS.



Click here to see maps and detailed information on the I-70 Environmental Studies completed in 2006.

What do you think?



IMPROVE i70

Please take a moment to fill out this survey about I-70 and this update.

On-Line
Public Meeting
Questions and Comments

DATE: September 22, 2008

SUBJECT: On-Line Public Meeting Questions **LOCATION:** www.improvei70.org

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

Comment or Question	Response
This could have significant impacts on traffic in St. Louis. Why isn't MoDOT including the City of St. Louis in the study?	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 inofrmation on Corridors of the Future, go to www.corridors.dot.gov/
Rail down the median would be a better solution – cheaper, safer and better for the environment.	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 frieght 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.

On-Line
Public Meeting
Questions and Comments

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.

On-Line
Public Meeting
Questions and Comments

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.

Schedule

		2008				2009
Step	**Task**	**1st Qtr**	**2nd Qtr**	**3rd Qtr**	**4th Qtr**	**1st Qtr**
Analysis/Purpose and Need*	Notice to Proceed	X				
	Freight Analysis and Data Collection	X X	X X X			
	Purpose and Need Public Review		X			
	Purpose and Need Approval		X			
Alternatives Analysis	Refine Project Alternatives		X X	X X		
	Alternatives Public Review			X		
Draft SEIS**	Development of Draft SEIS		X X	X X X	X	
	Draft SEIS Public Review				X	
	Draft SEIS Public Hearing				X	
Final SEIS	Development of Final SEIS				X X	
	Final SEIS Public Review					X
	Prepare Draft ROD***					X X
	Approved ROD					X

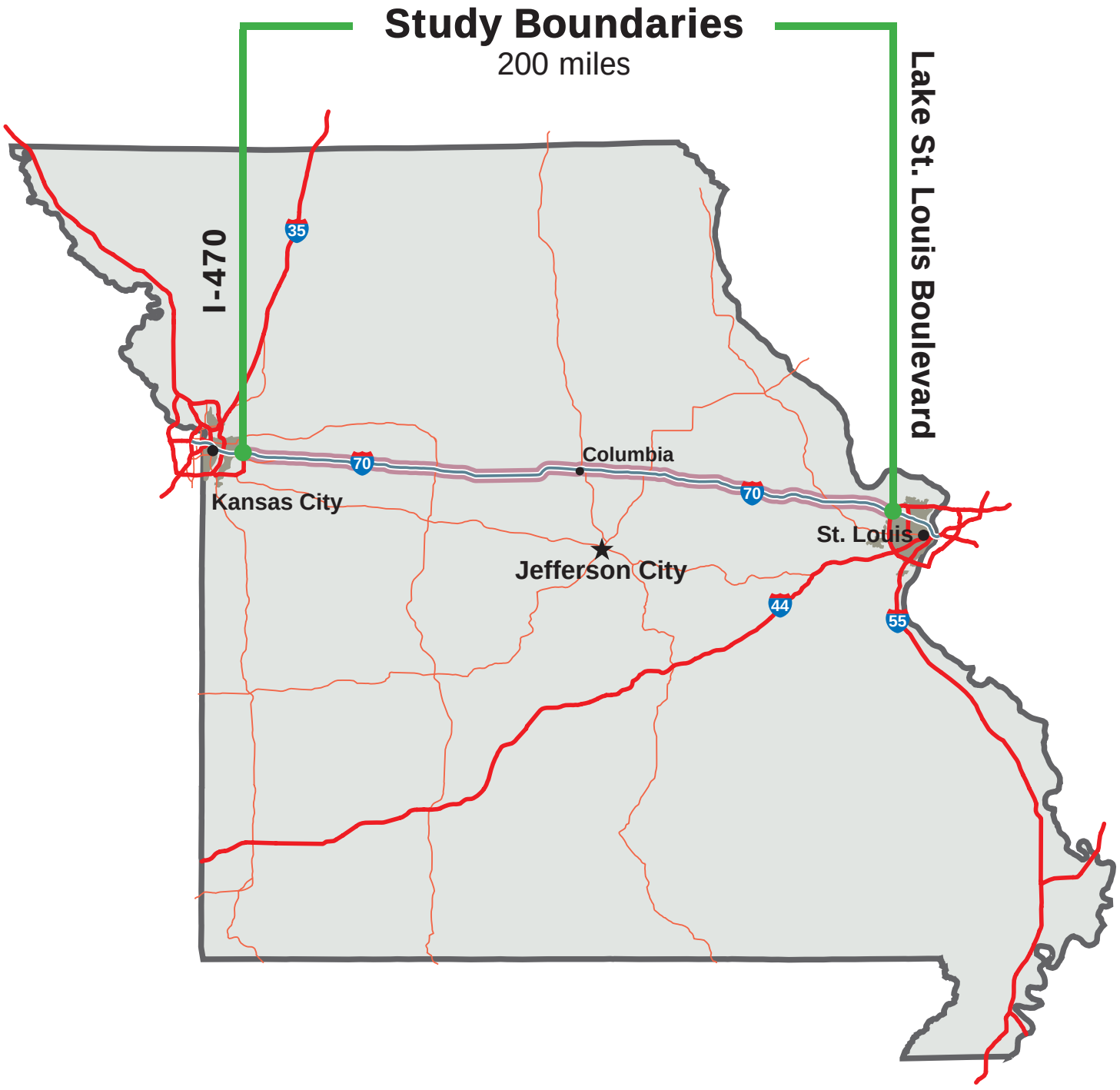
***Purpose and Need:** Formal statement of the purpose for performing the study and the issues to be resolved, as well as the criteria used to evaluate possible solutions.

****SEIS:** Supplemental Environmental Impact Statement. One kind of environmental document used to supplement an existing EIS and evaluate revised or additional alternatives and their impacts on both the natural and man-made environment.

*****ROD:** Record of Decision. Issued by the Federal Highway Administration for this type of environmental project, the ROD announces the selected alternative, and provides the approval needed to proceed to the next phases of project development – design, right-of-way acquisition and construction (all depending on funding availability).

IMPROVE i70

I-70 Supplemental Environmental Impact Statement



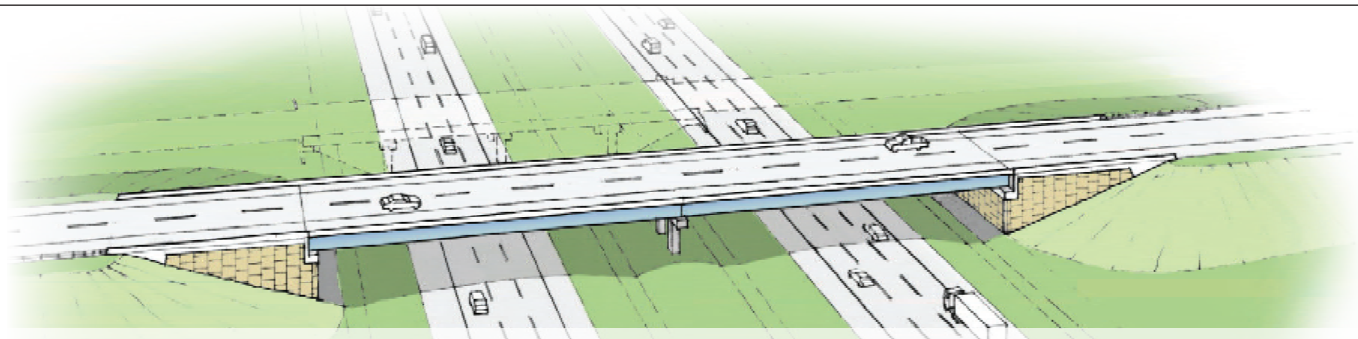
I-70 Supplemental Environmental Impact Statement

I-70 Study History

Interstate 70 in Missouri was largely designed and constructed during the Eisenhower administration of the 1950s, with 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.

In 1999, the Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) conducted a state-wide feasibility study on how best to improve I-70. That study documented the condition of I-70, evaluated its capacity, safety and ease of travel, and outlined how I-70 might operate in the future.

Based on the outcomes of the 1999 feasibility study, MoDOT and FHWA decided to move forward with more detailed evaluations of options for I-70. Because of the size, cost and complexity of the corridor, possible improvements and their impacts were studied in two phases, or tiers. The First Tier Environmental Impact Statement (EIS), completed in 2001, looked broadly at a range of state-wide solutions for I-70 and recommended a general improvement strategy. 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 Second Tier Improve I 70 program divided the interstate into seven different geographic segments, each with their own environmental study. The Second Tier Environmental Studies wrapped up in 2006.



Tier 2 Improve I-70 recommendations:

- Construct a minimum of six lanes (three in each direction) between Kansas City and St. Louis.
- Construct frontage roads along I-70 at key locations. Frontage roads could accommodate interstate traffic, should the highway be temporarily closed for any reason.
- Redesign and rebuild interchanges in the corridor, and rebuild the vast majority of interstate bridges.

Truck lane option

Building on the work of the previous studies, MoDOT and FHWA have initiated a 12-month supplemental study, a Supplemental EIS (SEIS). The SEIS portion of the Improve I-70 process will evaluate the impacts of a new strategy for I-70: dedicated truck-only lanes. It could result in revised recommendations for improvements and new opportunities to make I-70 an even stronger economic engine for the state of Missouri.

First Tier Executive Summary can be found at www.improveI70.org under "Corridor Documents"
Second Tier Studies can be found at www.improveI70.org under "Local Focus"

IMPROVE I-70

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.

I-70 Supplemental Environmental Impact Statement

What is a Supplemental Environmental Impact Statement?

What is a Supplemental Environmental Impact Statement (SEIS)?

A SEIS reviews the findings in an existing Environmental Impact Statement (EIS). A SIES considers new or additional environmental impacts, based on the introduction of new improvement options and/or major changes in the natural environment or communities. The I-70 SEIS will evaluate if – and how – truck-only lanes alter the impacts and recommendations previously identified through the Improve I-70 EIS process.

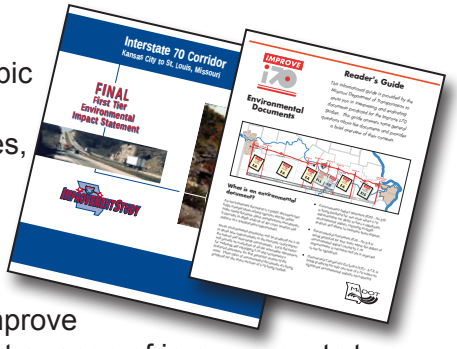
What will the SEIS do?

This SEIS will help Missouri evaluate a new option to improve I-70 – dedicated truck lanes – to ensure that I-70 continues to serve as Missouri's economic engine.

The I-70 SEIS will:

- Supplement previous I-70 environmental documents,
- Establish formal project goals (called "Purpose and Need"),
- Review existing conditions for significant changes since the completion of previous Improve I-70 studies,
- Evaluate the impacts of truck-only lanes to the natural and man-made environment,
- Provide multiple opportunities for public input, including public hearings,
- Recommend options for improvements,
- Set the stage to seek funding to design and construct those improvements and
- Be submitted as a draft document for public comment, then finalized and submitted for formal federal approval, called a "Record of Decision" (ROD).

Background



I-70 has been the topic of a series of environmental studies, each going into further detail on possible solutions and their impacts. Most recently, the Improve I-70 studies looked at a range of improvements to I-70 and ultimately recommended the construction of six lanes across the state, including new bridges, interchanges and continuous frontage roads. The studies and evaluations completed in that process will be used as the starting place for the SEIS. For information about the Improve I-70 recommendations, see the "Study History" fact sheet, or go to www.improveI70.org under "Local Focus."

An Environmental Impact Statement (EIS):

- Is designed to help agencies, elected officials and the public make sound decisions,
- Documents how improvements would affect both the natural and human-made environment,
- Is prescribed by the federal National Environmental Policy Act of 1969 (NEPA) and
- Is one type of environmental document necessary to secure federal funding for transportation improvements (federal dollars typically pay 80 percent of the cost of major highway projects).