

IMPROVE



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?

END

LEFT LANE

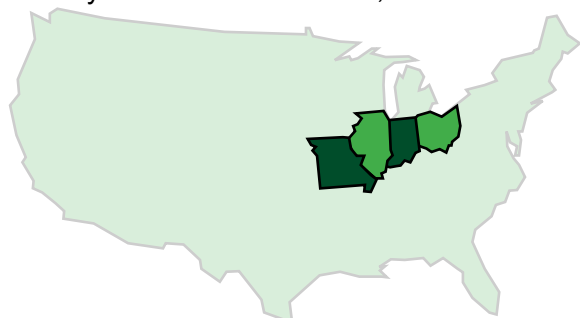
NO TRUCKS LICENSED OVER 24T

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.