

MULTI JURISDICTIONAL CORRIDORS

I-70 Dedicated Truck Lanes Case Study

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March 13, 2012



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INSTITUTE FOR TRADE AND
TRANSPORTATION STUDIES



Prepared For:

I-70 Coalition



Illinois

Department of Transportation



Indiana

Department of Transportation



Missouri

Department of Transportation



Ohio

Department of Transportation

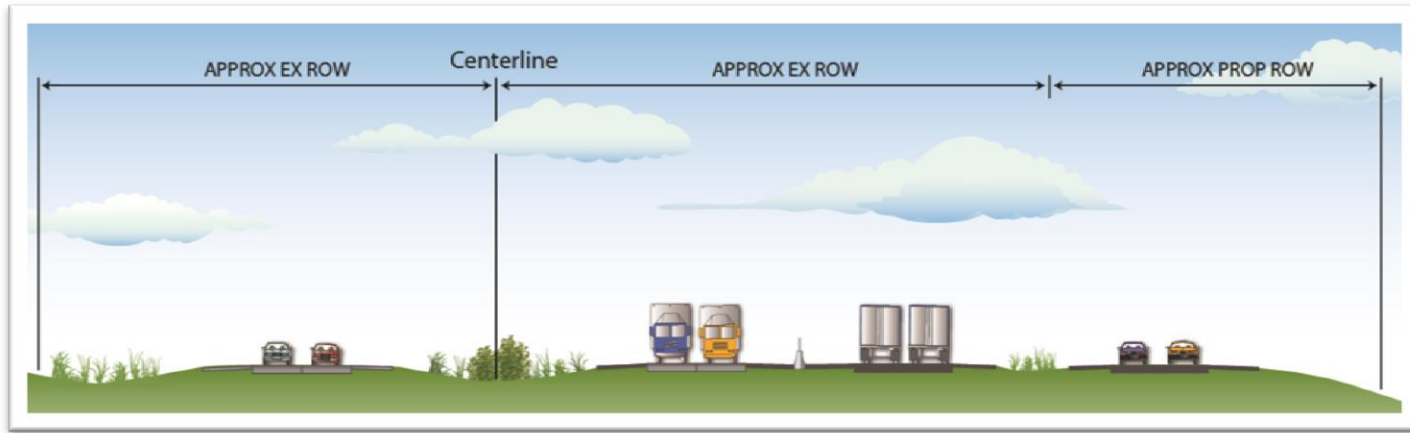


Federal Highway Administration

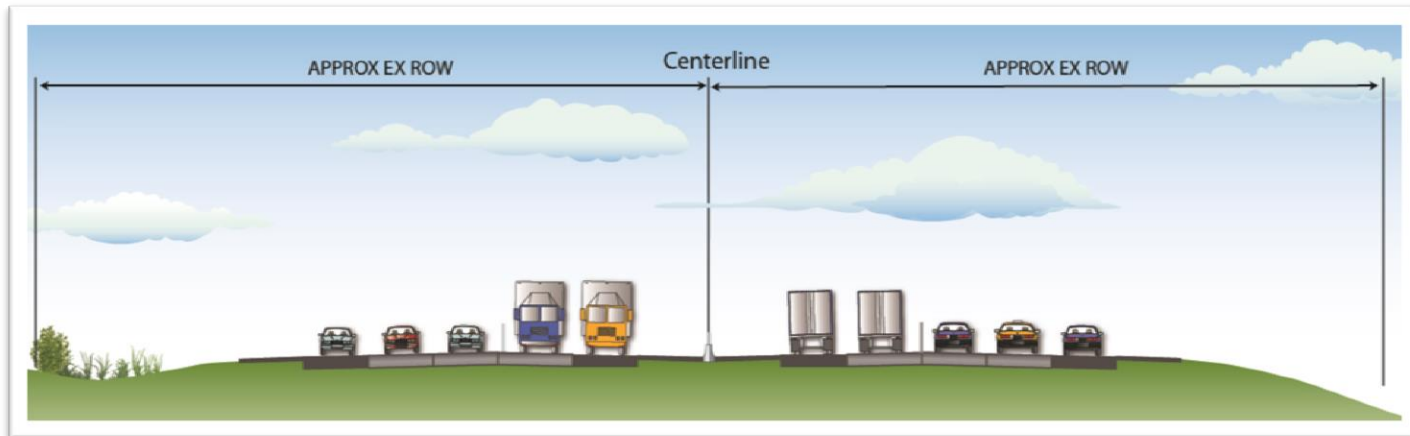


www.i70dtl.org

Dedicated Truck Lanes



Artists' rendering of rural typical section (Scenarios 3A, 3B and 4)



Artists' rendering of urban typical section (Scenarios 3A and 3B)

Understand the Issue

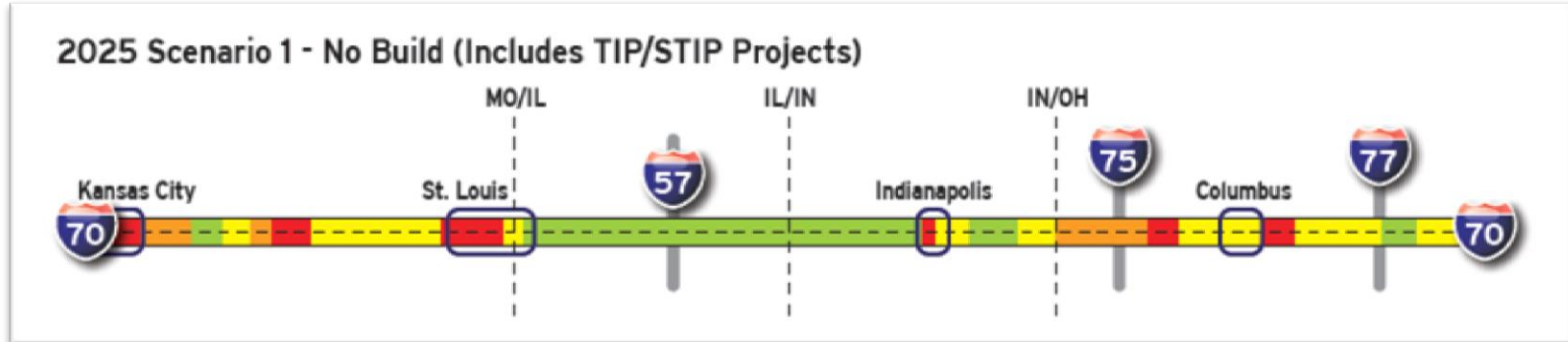
- Challenges & Opportunity:
 - Congestion
 - Safety
 - Economic development



Future Corridor Conditions

Without additional capacity:

- 2025: Congestion is expected to significantly increase
- 2045: 70% will be congested, increasing safety concerns



Red and orange indicate areas of significant congestion; yellow indicates emerging areas of congestion on the I-70 Corridor

Reducing Congestion

Most truck trips of 300 miles or less are between:

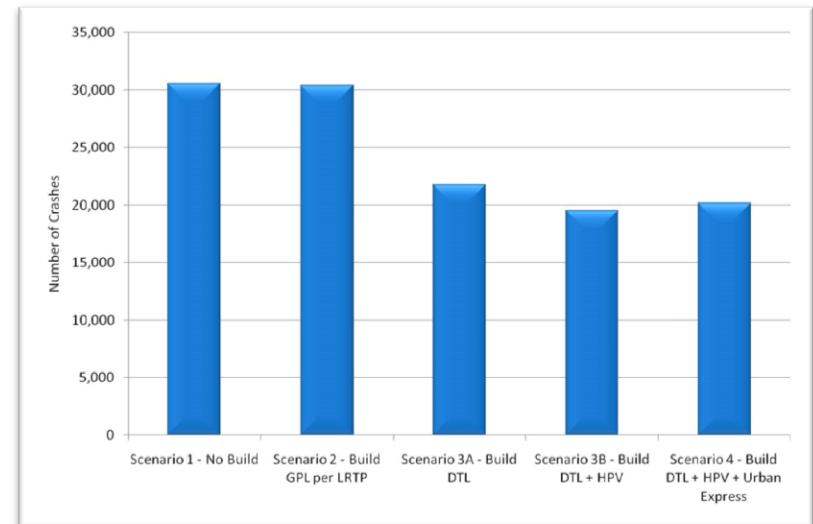
- Kansas City, Columbia and St. Louis, Mo.
- Indianapolis, Ind., and Columbus, Ohio



Improving Safety

By separating trucks from other traffic, DTLs could produce:

- 95%+ reduction in truck/car conflict crashes
- 50% reduction in crashes in the general purpose lanes
- 33% reduction in total annual crashes
- 66% reduction in fatal crashes



*2045 crash rates for I-70 Corridor
Scenarios – all vehicles*

Economic Development

DTLs could positively impact private sector jobs in the region:

- Improved reliability in delivery and shipping times
- Reduced shipping costs/expenses
- Potentially lower shipping costs/expenses related to improved safety



Trucks are responsible for final delivery of most consumer products

Study Hypothesis

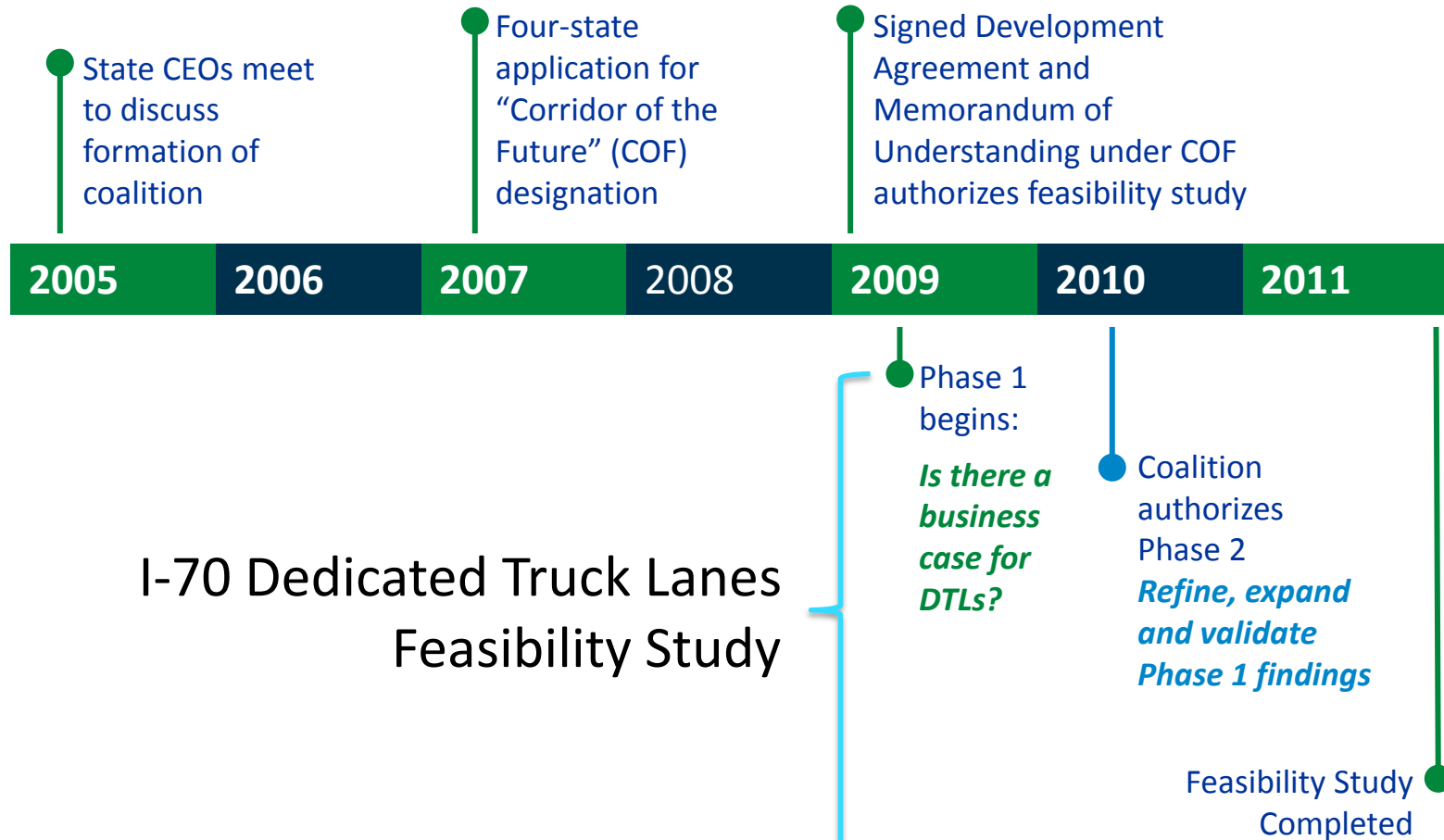
Dedicated Truck Lanes could:

- Address congestion and safety problems on the corridor, and
- Improve the region's economic competitiveness, more than keeping the corridor as-is, or by adding general purpose lanes.



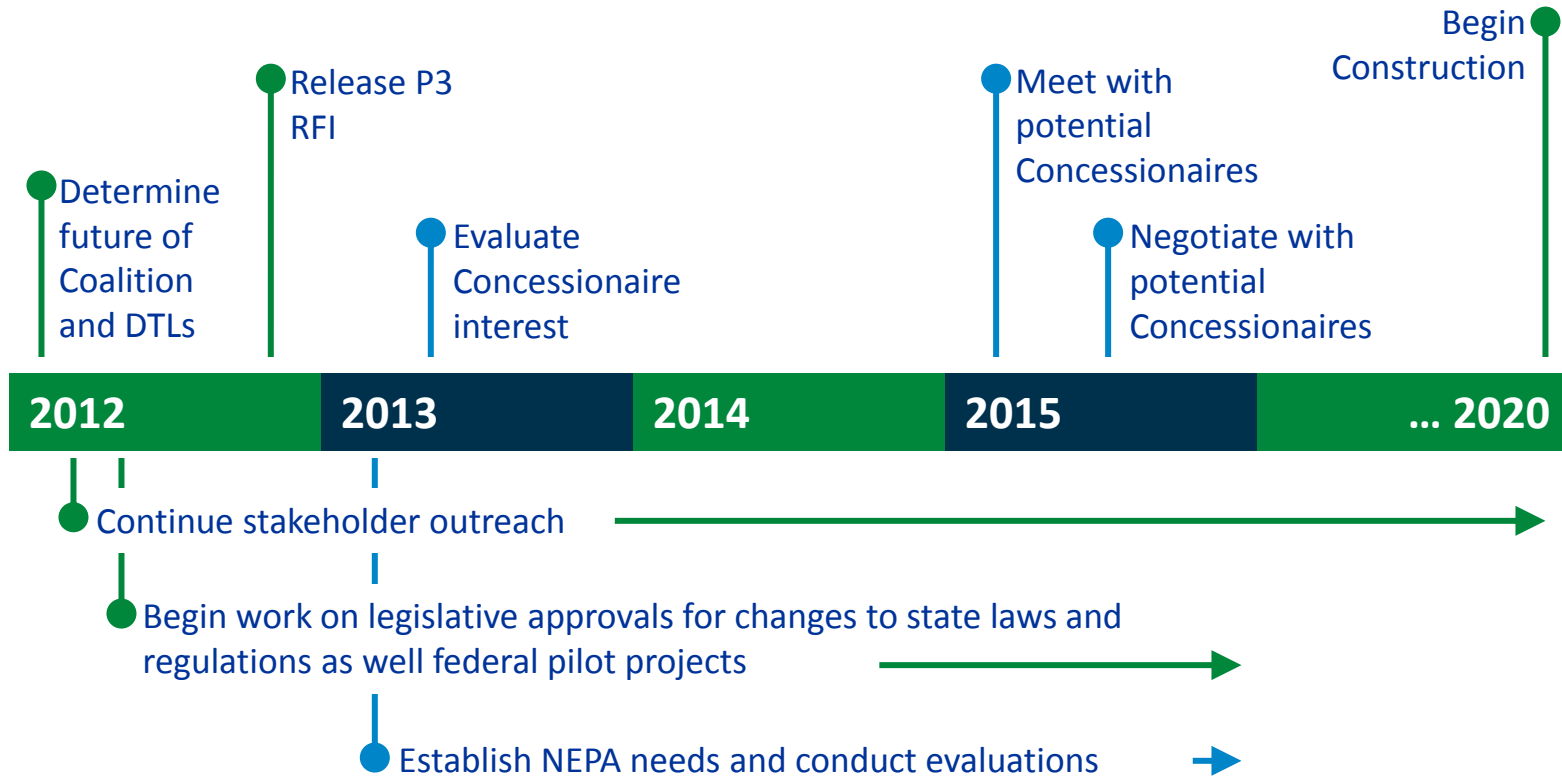
*Congestion on I-70
in rural Missouri*

Creating a Unified Multi-State Coalition



I-70 Dedicated Truck Lanes Feasibility Study

Potential Next Steps



Critical Thinking for Multijurisdictional Corridors



Initiating & Maintain a Multi-State Coalition

- Find the common ground
- Leadership interest & commitment
- Champion the effort
- Get federal support
- Define the project scope
- Document (MOA, CDA, etc.)
- Stay on focus

Coalition Challenges

- Leadership changes
- Action person changes
- Funding
- Competition with other projects
- Perseverance
- Determine next steps

Lessons Learned

- Compress timeline
- Private sector involvement
- Publish info
- Find allies
- Unique ideas require unique efforts
- Simplify the business case
- Sound conclusions

Potential Risks

- Organization
- Policy
- Construction
- Operations
- Maintenance
- Standardization
- Funding



*The I-70 Corridor includes 800 miles of interstate that **must operate cohesively** if DTLS are to be successful*

Conclusions

Dedicated Truck Lanes could:

- Address congestion as well as safety problems on the corridor, and
- Improve the region's economic competitiveness,

more than keeping the corridor as-is, or by adding general purpose lanes.



Artists' rendering of DTLs in an urban area

A Unique Opportunity

The I-70 Corridor Coalition states, acting in concert, have a unique opportunity to:

- Create a highly efficient and effective logistical artery for the region's businesses
- Achieve higher levels of safety and efficiency for everyone



Artists' rendering of DTLs in a rural area

Contact Information

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HNTB



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Roadless Trucking?.....maybe

“There is nothing more difficult...
than to take the lead in the introduction
of a new order of things.”
~ Machiavelli

