



Table 3: Daily Truck Vehicle-Hours Saved in 2025 by Alternative Route Concept (rounded to the nearest 100)

Alternative	Daily Truck-Hours Saved
NB	0
A	900
B1	2,700
B2	3,300
C1	2,000
C2	3,000
D	2,500
E	1,300
F1	2,900
F2	3,900
G	2,300
H1	2,900
H2	3,300
I	2,200
J	2,100
K	4,600
L1	2,600
L2	3,100
M	2,700
N	3,500

Source: Bernardin, Lochmueller & Associates, Inc., September 2001.

2. Intermodal Connectivity

The final measure of effectiveness has to do with the potential for the proposed alternatives to service major intermodal facilities. This measure was quantified by developing an accessibility index to the five major intermodal facilities within 100 miles of the I-69 Study Area. These are: the Indianapolis International Airport, the Southwind Maritime Centre in Mt. Vernon Indiana, the CSX Avon Yard in Indianapolis, the CSX Evansville Yard, and Port Clark in New Albany Indiana. The indices are weighted by annual (2000) gross intermodal tonnage serviced by each facility.

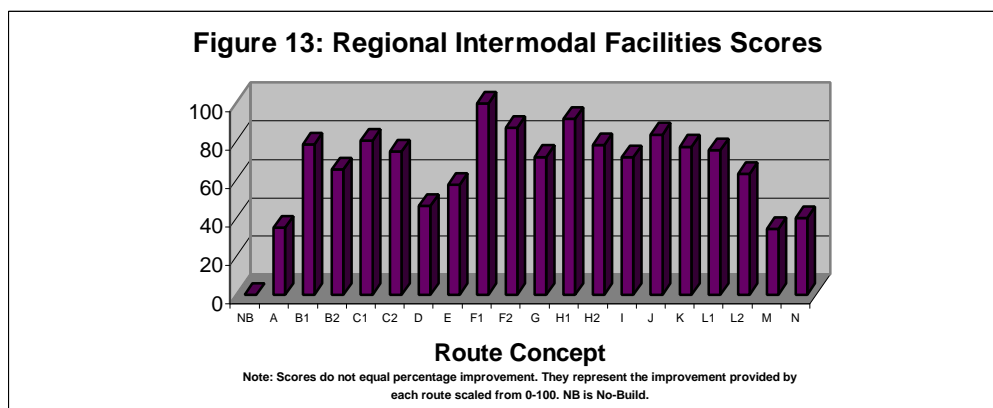




Figure 13 graphs the composite scores for intermodal connectivity. Two route concepts have scores in excess of 90: “F-1” and “H-1”. There is a fairly significant drop in scores following these top two with three routes scoring in the mid-80s: “F-2”, “J”, and “B-1”.

D. Cost and Mileage Estimates

Table 4 provides cost and mileage estimates for each of the route concepts. All of the estimates are provided in ranges due to the uncertainty of many variables that would have to be known in order to make a more exact estimate. Much of the variability in the mileage estimates is based on the uncertainty of where an alignment might be located in the vicinity of towns within the general corridor.

Table 4: Capital Cost and Mileage Estimates of the Route Concepts

(Constant 2001 Dollars)

Rte. Concept	COST RANGE		DRIVING MILES	
	Minimum	Maximum	Minimum	Maximum
A	\$ 805,460,000	\$ 1,056,810,000	155	158
B-1	\$ 1,591,920,000	\$ 1,897,490,000	150	156
B-2	\$ 1,719,100,000	\$ 1,931,150,000	147	151
C-1	\$ 1,153,890,000	\$ 1,453,740,000	146	149
C-2	\$ 1,483,387,000	\$ 1,747,925,000	145	149
D	\$ 1,855,260,000	\$ 2,115,330,000	164	168
E	\$ 1,191,110,000	\$ 1,473,540,000	150	153
F-1	\$ 1,140,270,000	\$ 1,302,010,000	141	142
F-2	\$ 1,422,010,000	\$ 1,566,450,000	137	139
G	\$ 1,166,470,000	\$ 1,329,150,000	142	143
H-1	\$ 1,462,980,000	\$ 1,661,460,000	141	146
H-2	\$ 1,575,900,000	\$ 1,689,810,000	139	140
I	\$ 913,940,000	\$ 966,050,000	143	143
J	\$ 988,340,000	\$ 1,136,270,000	141	142
K	\$ 1,559,650,000	\$ 1,634,020,000	152	152
L-1	\$ 1,401,640,000	\$ 1,619,670,000	148	152
L-2	\$ 1,514,570,000	\$ 1,648,010,000	146	147
M	\$ 865,950,000	\$ 908,580,000	161	161
N	\$ 1,555,320,000	\$ 1,678,640,000	159	161

Source: Bernardin, Lochmueller & Associates, Inc., June 2001.

It should be noted that any costs associated with adding lanes to I-70 between SR 46 / SR 641 in Vigo County and I-465 are excluded from the above cost estimates, due to INDOT’s decision to treat the eventual expansion of I-70 as a “committed” project. Consequently, the cost for any alternative which would use I-70 has been calculated only up to and including a new interchange with I-70.

Similarly, The US 50 corridor between Washington and Bedford has been identified for potential improvement to a four-lane facility in the Statewide Long-Range Plan. Accordingly, the preliminary cost estimate for these improvements has been deducted from the cost of Route Concept “L”.