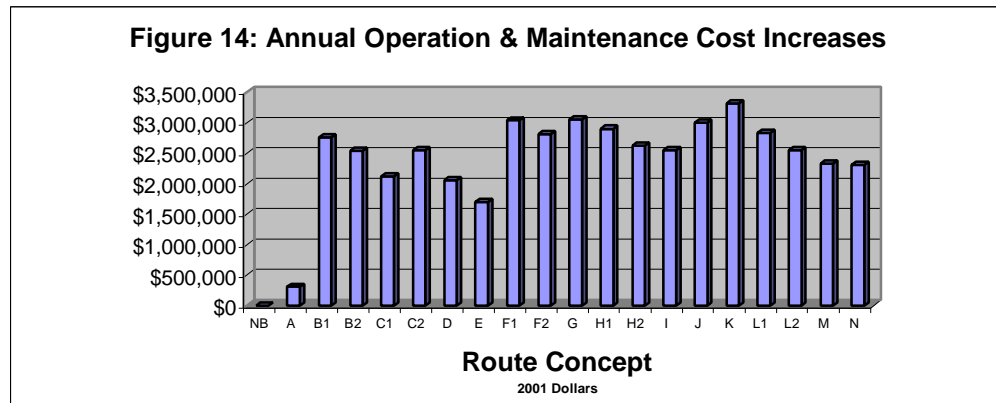




A factor that was incorporated into the cost estimates was the number of lanes that would likely be required to achieve an acceptable standard of traffic flow at any given location along the route during peak-hour conditions in the forecast year, 2025. This standard for traffic flow is an accepted traffic engineering concept known as level of service (LOS) “C”.<sup>1</sup> The lane estimates were developed from computer-modeling 2025 forecasted traffic on each of the route concepts. These lane estimates can be found in the appendix.



In addition to capital costs, I-69 will require an increase in the ongoing operation and maintenance (O&M) cost budgets of INDOT and the Indiana State Police. Figure 14 depicts the estimated O&M costs associated with each alternative. Since Route Concept “A” would result in significantly less new highway mileage than any of the other “build” alternatives, the O&M cost increase associated with it would also be significantly less than those for any other route concept. Note that the unit of measurement in Figure 14 is dollars; it is not a composite score.

<sup>1</sup> A couple of rare exceptions to LOS “C” were allowed on I-70 and SR 37 where the standard was exceeded by a fractional margin.