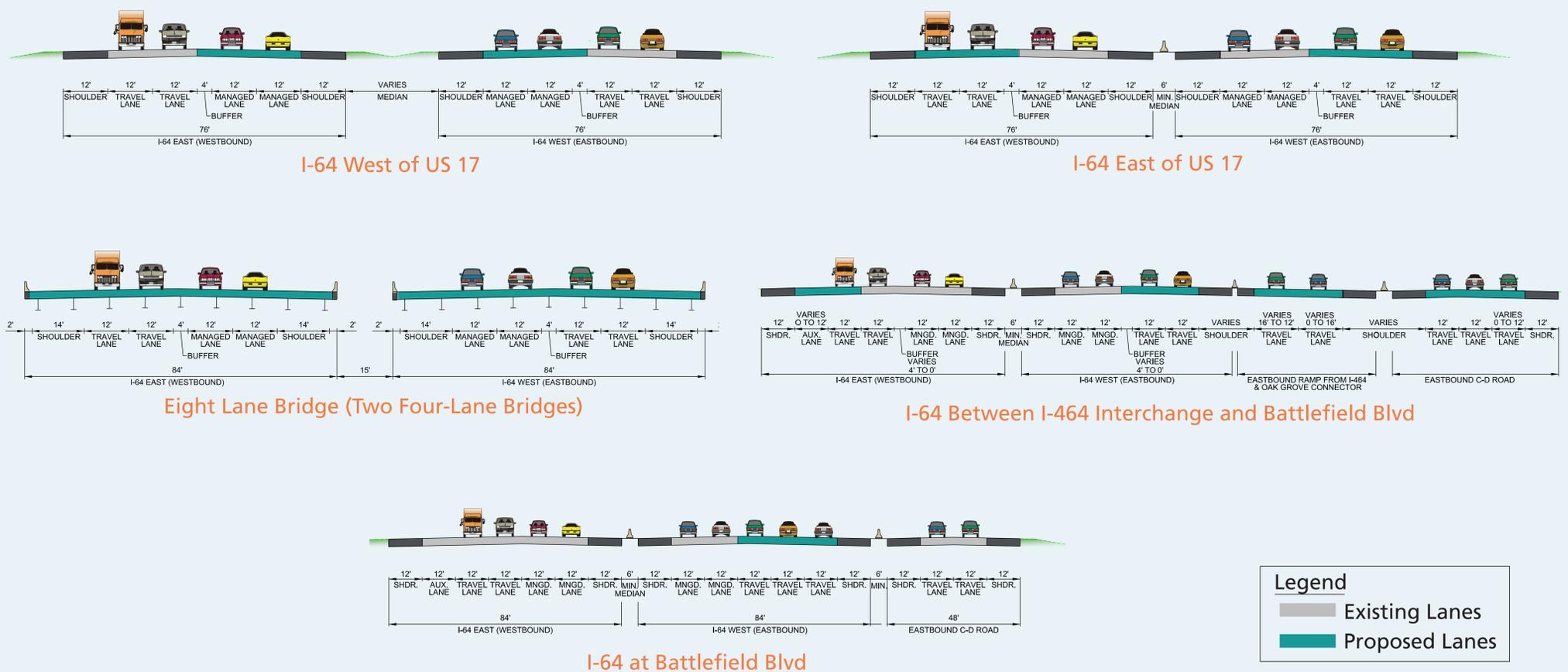


I-64 Typical Sections



The **Eight Lane Build – Managed Alternative** would have four travel lanes in each direction similar to the Eight Lane Build Alternative; however, some or all of the lanes would be managed. Due to the number of possible managed lane scenarios, there have been no specific operational scenarios recommended at this stage of the study. Accordingly, the following three operational scenarios were developed to establish a sample range of travel demand conditions:

- **High Occupancy Vehicle (HOV):** One of the four lanes in each direction within the study area would be converted to an HOV lane. Under this scenario, LOS for general purpose lanes would generally be LOS D while HOV lanes would generally be LOS A.
- **All Lanes Tolled:** All lanes within the study area would be tolled. Under this scenario, LOS would generally be LOS C.
- **Toll Only New Lanes:** The new lanes would be High Occupancy Toll (HOT) lanes in each direction within the study area. Under this scenario, LOS for general purpose lanes would generally range for LOS E to LOS F, while the HOT lanes would generally range from LOS B to LOS C.

This study does not identify what type of managed lanes would be constructed. If this alternative is identified as the Preferred Alternative, subsequent studies could result in the identification of additional costs and impacts not quantified as part of this study, including those associated with providing access between the general purpose and managed lanes at interchanges and/or between interchanges.

Cost Estimate

**From \$1.92 Billion (95-foot bridge)
to \$2.30 Billion (135-foot bridge)**

The increase in cost between this alternative and the Eight Lane Build Alternative is related to the increased pavement required to separate the managed lanes.