

**SH 45 SW Committee
Matrix of Lane Configuration Options
May 13, 2009**

Option	Lanes in Each Direction by Type		Costs				Pros	Cons
	Non-Tolled	Tolled	Construction	Design	Toll Features	Total		
#1	3	0	\$90 million	\$6 million	\$0 million	\$86 to \$115 million	<ul style="list-style-type: none"> Provides ultimate capacity identified in CAMPO 2030 Mobility Plan Constructs ultimate roadway identified in CAMPO 2030 Mobility Plan, thereby eliminating future disruption from construction Preliminary traffic models indicate congestion relief to Brodie Lane 	<ul style="list-style-type: none"> Requires change to or deletion of CAMPO Resolution #8 (July 12, 2004) Requires an amendment to the CAMPO 2030 Mobility Plan Relies on fewer options for funding, i.e. State, City or County or a combination of State and local funding. Overbuilds facility for near and medium term Higher maintenance costs over the life of the roadway Requires Federal Environmental Processes to use Federal Funding Uncertainty of State Funding Commitment
#2	0	3	\$91 million	\$6 million	\$8 million	\$96 to \$127 million	<ul style="list-style-type: none"> Provides ultimate capacity identified in CAMPO 2030 Mobility Plan Constructs ultimate roadway identified in CAMPO 2030 Mobility Plan, thereby eliminating future disruption from construction May include more funding options – State, City, County, TIFIA, Toll Revenue Bonds, Subordinated Debt Preliminary traffic models indicate congestion relief to Brodie Lane 	<ul style="list-style-type: none"> Requires change to or deletion of CAMPO Resolution #8 (July 12, 2004) Requires an amendment to the CAMPO 2030 Mobility Plan Not Toll Viable to build 6 lane roadway initially Requires Federal Environmental Processes to maximize funding sources Overbuilds facility for near and medium term Higher maintenance costs over the life of the roadway Uncertainty of State Funding Commitment
#3	2	1	\$91 million	\$6 million	\$4 million	\$92 to \$122 million	<ul style="list-style-type: none"> Eliminates future disruption for construction Provides ultimate capacity identified in CAMPO 2030 Mobility Plan Preliminary traffic models indicate congestion relief to Brodie Lane 	<ul style="list-style-type: none"> Requires change to or deletion of CAMPO Resolution #8 (July 12, 2004) Most likely requires an amendment to the CAMPO 2030 Mobility Plan Relies on fewer options for funding, i.e. State, City or County or a combination of State and local funding Not toll viable with non-tolled lanes Insufficient revenue stream to pay for debt service of revenue bonds or maintenance Overbuilds facility for near and medium term Higher maintenance costs over the life of the roadway Uncertainty of State Funding Commitment

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#4	1	2	\$92 million	\$6 million	\$6 million	\$94 to \$126 million	<ul style="list-style-type: none"> Eliminates future disruption for construction Provides ultimate capacity identified in CAMPO 2030 Mobility Plan Preliminary traffic models indicate congestion relief to Brodie Lane 	<ul style="list-style-type: none"> Relies on fewer options for funding, i.e. State, City or County or a combination of State and local funding Not toll viable with non-tolled lanes Insufficient revenue stream to pay for maintenance Overbuilds facility for near and medium term Higher maintenance costs over the life of the roadway Uncertainty of State Funding Commitment
#5	2	0	\$65 million	\$4 million	\$0 million	\$63 to \$83 million	<ul style="list-style-type: none"> Incrementally smaller total project costs while satisfying travel demand – better balance between existing and future demand May allow for economies of scale for improved water quality management with future construction Preliminary traffic models indicate congestion relief to Brodie Lane 	<ul style="list-style-type: none"> Requires change to or deletion of CAMPO Resolution #8 (July 12, 2004) Requires an amendment to the CAMPO 2030 Mobility Plan Requires future construction to complete ultimate facility Requires Federal Environmental Processes to maximize funding sources Uncertainty of State Funding Commitment
#6	0	2	\$66 million	\$4 million	\$6 million	\$69 to \$92 million	<ul style="list-style-type: none"> Incrementally smaller total project costs while satisfying travel demand – better balance between existing and future demand More funding options – Federal, State, City, County, TIFIA, Toll Revenue Bonds, Subordinated Debt May allow for economies of scale for improved water quality management with future construction Preliminary traffic models indicate congestion relief to Brodie Lane 	<ul style="list-style-type: none"> Most likely requires an amendment to the CAMPO 2030 Mobility Plan Requires future construction to complete ultimate facility Uncertainty of State Funding Commitment
#7	1	1	\$67 million	\$4 million	\$4 million	\$68 to \$91 million	<ul style="list-style-type: none"> May allow for economies of scale for improved water quality management with future construction Preliminary traffic models indicate congestion relief to Brodie Lane 	<ul style="list-style-type: none"> Requires change to or deletion of CAMPO Resolution #8 (July 12, 2004) Requires an amendment to the CAMPO 2030 Mobility Plan Requires future construction to complete ultimate facility Not toll viable with non-tolled lane Uncertainty of State Funding Commitment

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#8	0	1	\$41 million	\$3 million	\$4 million	\$43 to \$57 million	<ul style="list-style-type: none"> • May allow for economies of scale for improved water quality management with future construction • More funding options – Federal, State, City, County, TIFIA, Toll Revenue Bonds, Subordinated Debt • Incrementally less total project cost • Preliminary traffic models indicate congestion relief to Brodie Lane 	<ul style="list-style-type: none"> • Requires change to or deletion of CAMPO Resolution #8 (July 12, 2004) • Most likely requires an amendment to the CAMPO 2030 Mobility Plan • Requires future construction to complete ultimate facility • Uncertainty of State Funding Commitment • Requires Federal Environmental Processes to maximize funding options • Insufficient facility for near and medium term
#9	1	0	\$40 million	\$2 million	\$0 million	\$39 to \$52 million	<ul style="list-style-type: none"> • May allow for economies of scale for improved water quality management with future construction • Incrementally less total project cost • Preliminary traffic models indicate congestion relief to Brodie Lane 	<ul style="list-style-type: none"> • Requires change to or deletion of CAMPO Resolution #8 (July 12, 2004) • Most likely requires an amendment to the CAMPO 2030 Mobility Plan • Requires future construction to complete ultimate facility • Uncertainty of State Funding Commitment • Insufficient facility for near and medium term
HOV	0 Non-Tolled HOV Booth	2	\$66 million +	\$4 million +	\$6 million +	\$69-\$92 million	<ul style="list-style-type: none"> • Creates an incentive to carpool, thus reducing traffic congestion and pollution on the highway and other accompanying roads • Establishes a free lane for those who carpool • May not require an amendment to the CAMPO 2030 Mobility Plan • Incrementally smaller total project costs while satisfying travel demand – better balance between existing and future demand • More funding options – Federal, State, City, County, TIFIA, Toll Revenue Bonds, Subordinated Debt • May allow for economies of scale for improved water quality management with future construction • Preliminary traffic models indicate congestion relief to Brodie Lane 	<ul style="list-style-type: none"> • Requires future construction to complete ultimate facility • Uncertainty of State Funding Commitment • Establishment of enforcement mechanisms : Automated Occupancy Monitoring Systems vs HOV lane registration tags