

Build-8 Managed Alternative

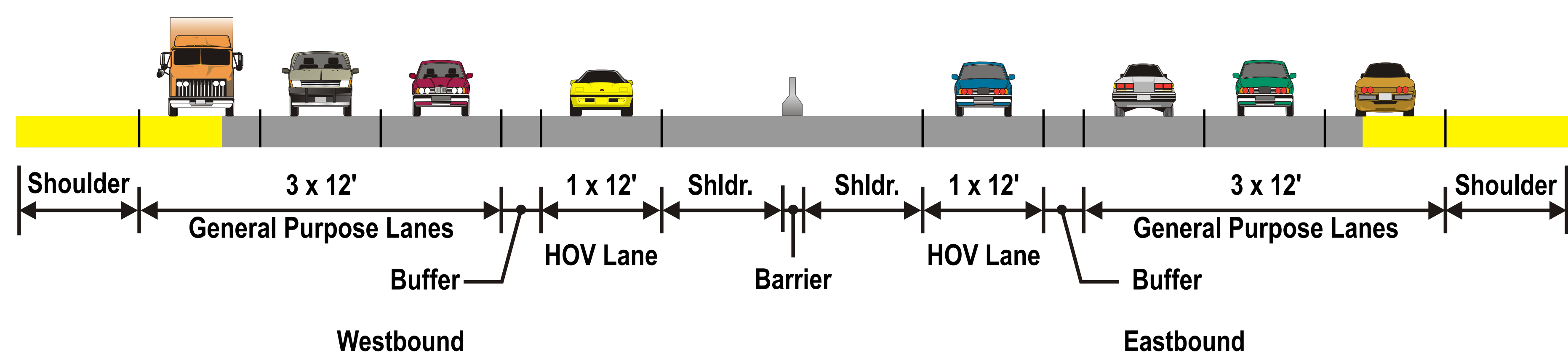
Potential Management Scenarios

Lane Configuration

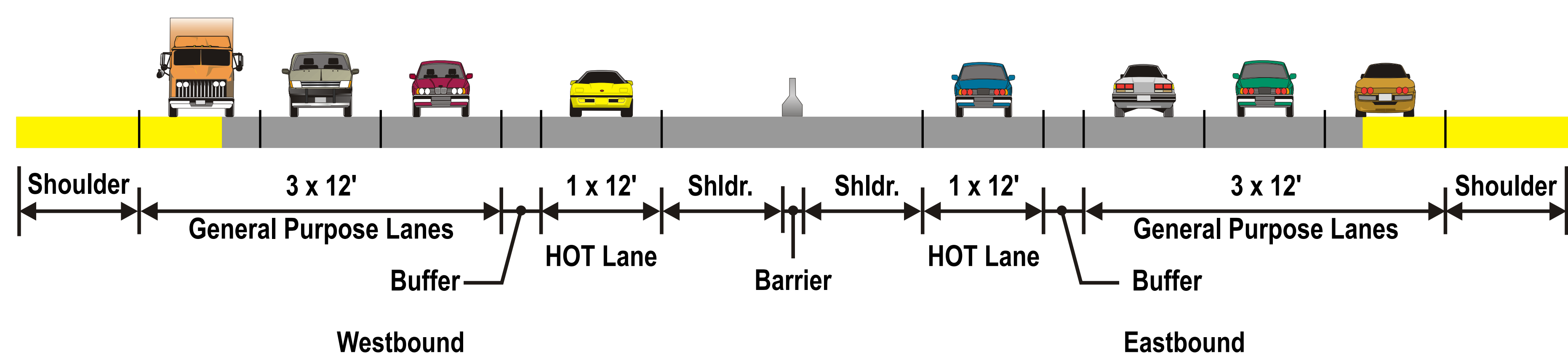
The Build-8 Managed Alternative would have a similar lane configuration to the Build-8 Alternative. However, some or all of the lanes would be managed using tolls or vehicle occupancy restrictions to provide more reliable travel times.

Example typical sections of four lane management scenarios are shown. Level of service for one high occupancy toll (HOT) lane and three general purpose lanes is shown below.

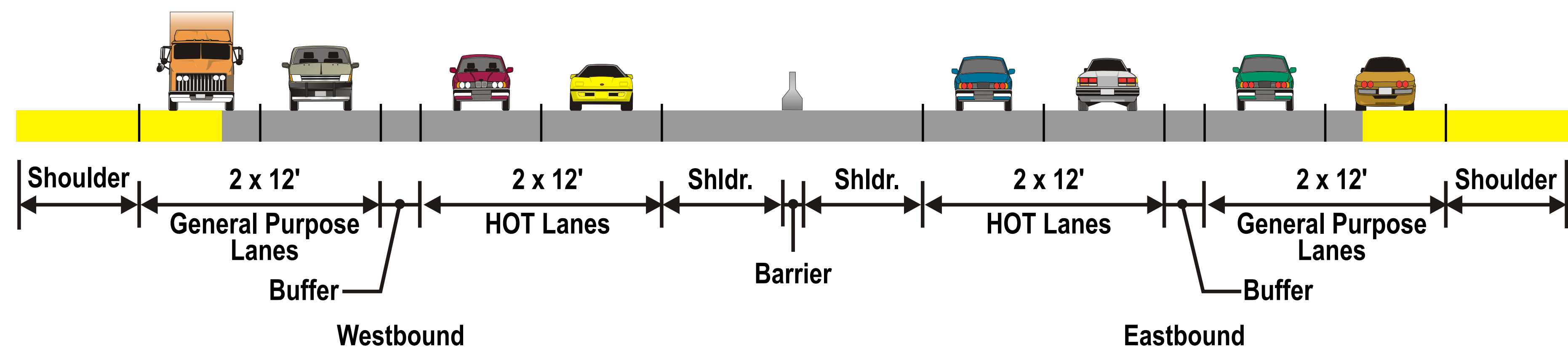
Projected Level of Service



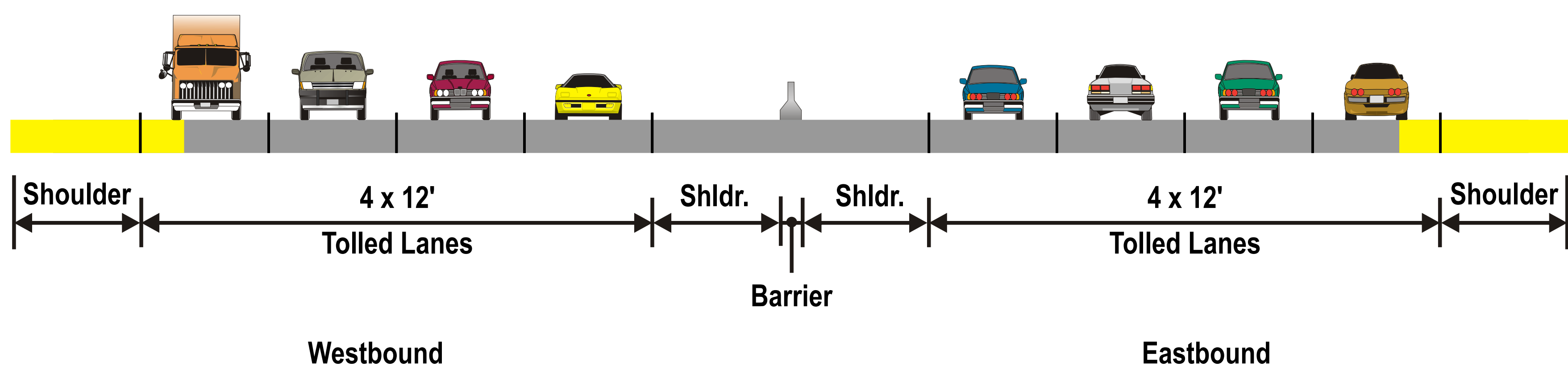
1 High Occupancy Vehicle Lane + 3 General Purpose Lanes



1 High Occupancy Toll Lane + 3 General Purpose Lanes



2 High Occupancy Toll Lanes + 2 General Purpose Lanes



All Lanes Tolled

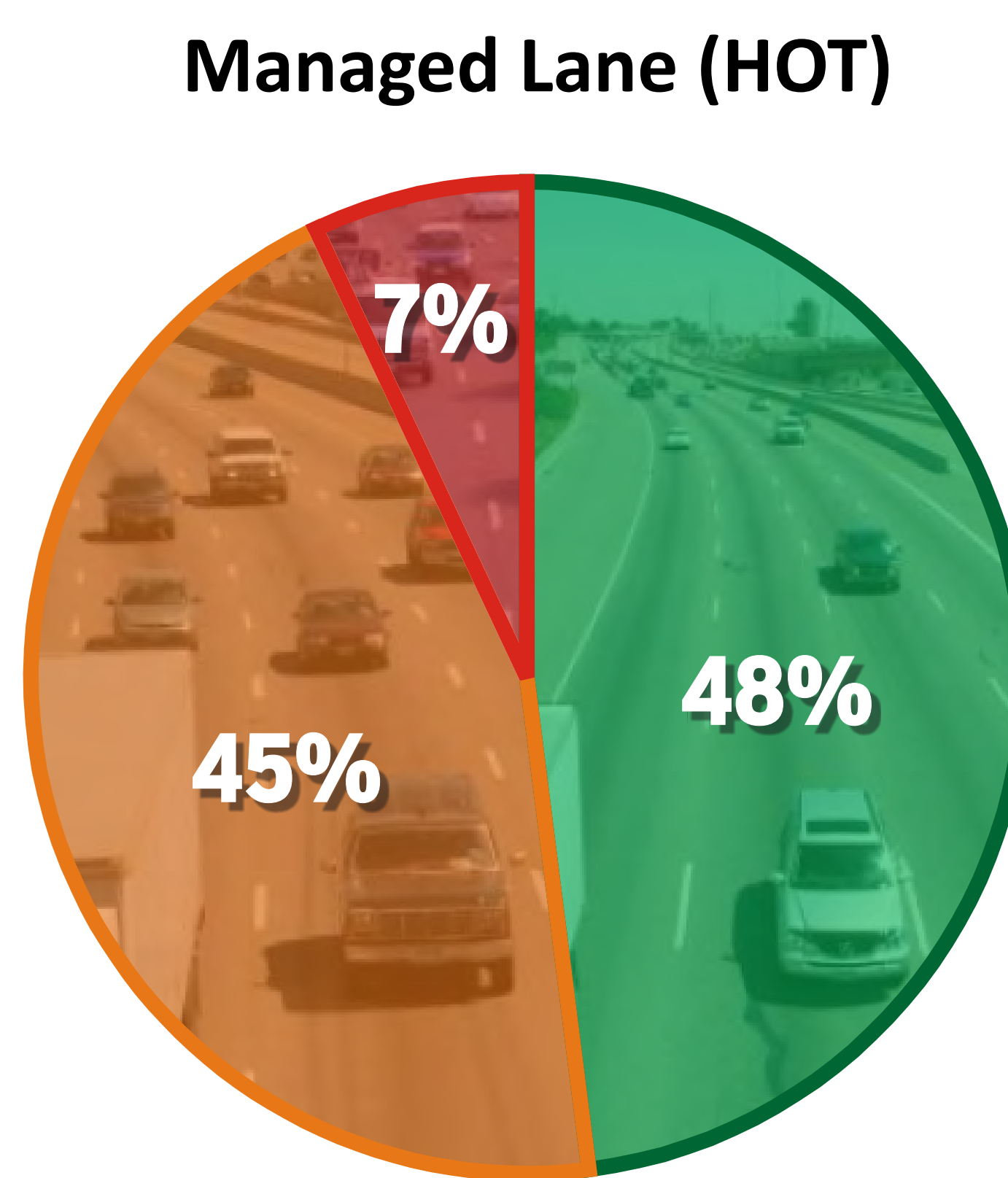
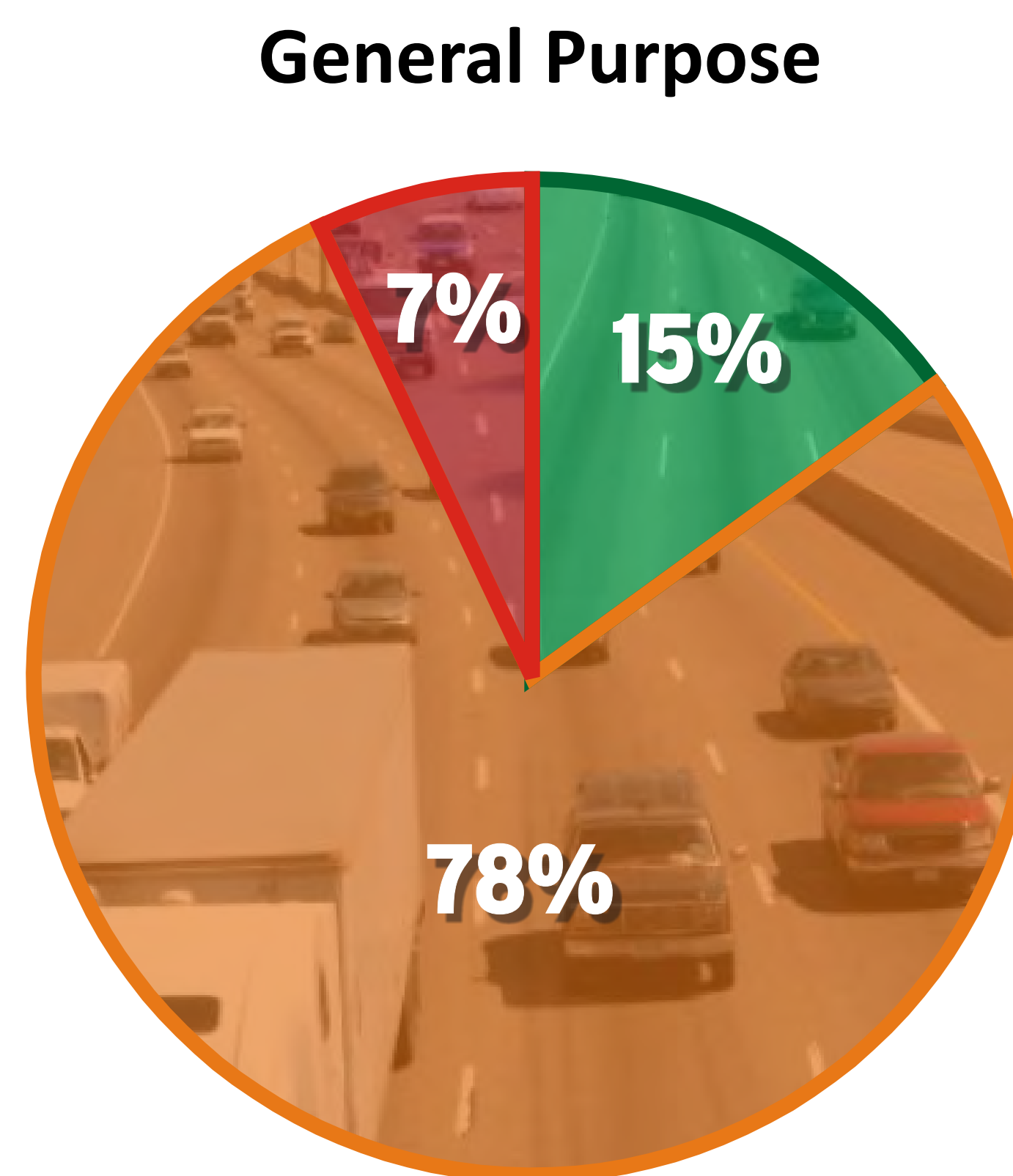
LEGEND
 Existing Roadway
 Widening (Hampton example)

Cost Estimate: \$4.8 Billion to \$6.6 Billion

Typical sections are not to scale
 Bus service could operate in managed lanes

Year 2040 Level of Service

Worst Case Percentage of the Study Corridor



Level of Service Definitions

<p>LOS A-C</p> <p>No or minimal congestion; Speeds at or near free-flow</p>	<p>LOS D</p> <p>Acceptable Operations; Slight reduction in speed</p>	<p>LOS E</p> <p>Significant Congestion; Noticeable reduction in speed</p>	<p>LOS F</p> <p>Failing Congestion; Unpredictable speed; stop-and-go traffic</p>
--	---	--	---