

How do the alternatives compare?

ALTERNATIVE CHARACTERISTICS	NO BUILD ALTERNATIVE	ALTERNATIVE 2	ALTERNATIVE 6
Key Project Details	Congestion will continue to increase. Potential increase in neighborhood cut-through traffic.	Most expensive in the short term. Eight lanes are not needed until 2033. Noise walls not in key locations. Builds to the inside and outside.	Relieves congestion in the short term (Interim), but would require additional lanes in the future to keep pace with growth. Builds to the outside first. Walls provided along full length of project limits. Walls will contain construction noise/debris. Leaves median open at most bridge locations until Ultimate configuration. Minimal reconstruction required for Ultimate.
Number of Lanes	4 lanes	8 lanes Adds 2 lanes in each direction	Interim – 6 lanes Adds 1 lane in each direction on the outside Ultimate (2033) – 8 lanes Adds another lane in each direction on the inside
Congestion Relief	None	Short and Long Term	Interim – Short Term Adds 1 lane in each direction Ultimate (2033) – Long Term Adds 2 lanes in each direction
Noise & Sound/Safety Walls	None	Linear Feet of Noise Walls 1,428 LF per noise analysis	Linear Feet of Noise Walls 2,284 LF per noise analysis Additional Commitment by THEA for Sound/Safety Walls 43,163 LF
Distance from Edge of Roadway to Property Line	22.5 feet	13.6 feet	13.6 feet
Widens Roadway & Bridges to Outside	No	Yes	Yes
Widens Bridges to Inside	No	Yes	Interim – No Ultimate – Yes
Estimated Total Cost (Paid by Toll Revenue & Toll Bonds)	None	Total: \$211M	Total: \$244M Interim: \$179M Ultimate (2033): Additional \$65M
Social, Environment & Cultural Resources	No right of way impacts or relocations. No impacts to historical or archaeological sites.		
Natural Resources Wetlands/Habitat	None		