

# Operational Configuration Options Evaluation Tables

Operational Configuration Improvement Effectiveness Index	Improve Operational Efficiency						Provide an opportunity for reliable travel times; Create a dependable and consistent route for transit; Facilitate reliable emergency response	
	Reduce Congestion Delay		Optimize Corridor Utilization	Maximize Travel Time Savings			Provide Opportunity for Reliable Travel Time for All Users	
	Corridor Annual Vehicles Hours of Delay Savings	Systemwide (area) Annual Vehicle Hours of Delay Savings	Corridor Daily increase in Throughput (vehicle miles traveled) versus No-Build	AM Travel Time in minutes (GP, EL)	PM Travel Time in minutes (GP, EL)	Travel Time Savings for General Purpose Lane Users compared to No-Build (AM, PM)	95th Percentile AM Travel Time Buffer in minutes (NB GP, EL)	95th Percentile PM Travel Time Buffer in minutes (SB GP, EL)
<b>No-Build (1)</b>	0	0	0	20	22	0, 0	21, n/a	24, n/a
<b>1A (1.38)</b>	370,000	2,974,000	91,000	17, 8	18, 8	3, 4	13, 3	17, 3
<b>1B (1.36)</b>	320,000	3,094,000	99,000	17, 8	18, 8	3, 4	13, 3	17, 3
<b>2A (1.54)</b>	430,000	4,399,000	118,000	16, 8	16, 8	4, 6	12, 3	12, 3
<b>2B (1.52)</b>	320,000	3,584,000	113,000	16, 8	17, 8	4, 5	12, 3	13, 3
<b>2C (1.61)</b>	460,000	3,801,000	117,000	16, 8	17, 8	5, 5	12, 3	13, 3
<b>3 (1.35)</b>	610,000	4,523,000	108,000	16, 9	15, 9	4, 7	12, 3	11, 3

AM: 7 - 9 a.m.

PM: 4 - 6:30 p.m.

Little/no change

Better

Best

# Operational Configuration Options Evaluation Tables

Operational Configurations Improvement Effectiveness Index	Provide consistency with local and regional plans	Be constructive without unnecessary impacts to the natural human environment							Avoid and Minimize Impacts to Water Quality	Deliver relief in a timely manner	Facilitate congestion management by increasing opportunities for pedestrian and bicycle
	Consistent with the CAMPO 2045 Regional Transportation Plan (Yes/No)	Amount of additional bridge over Lady Bird Lake (SF)	Amount of additional bridge over Lady Bird Lake (width)	Waters of the US: Additional number and Area of Bridge Columns in Lady Bird Lake (# of columns, SF)	Park Impacts (acres)	New Visual Element	Maximum Height of New Visual Element over existing mainlanes (feet)	Noise Impacts (Yes/No)	Additional impervious Cover (Acres)	Estimated construction schedule (months)	Length of shared use path and sidewalks (miles)
<b>No-Build (1)</b>	No	0	0	0	0	n/a	n/a	Yes	0	n/a	n/a
<b>1A (1.38)</b>	Yes	22,815	26 Feet	22,316	0.3 acres from Lamar Beach	Elevated lanes & lighting over Lady Bird Lake	34	Yes	61	All configurations would have an estimated construction schedule of approximately 36 months	All configurations include a continuous network of bike/pedestrian facilities from Cesar Chavez Street to Slaughter Lane; approximately eight miles of shared used path and two miles of sidewalk
<b>1B (1.36)</b>	Yes	15,930	26 Feet	17,272	0	none	none	Yes	55		
<b>2A (1.54)</b>	Yes	22,815	26 Feet	22,316	0.3 acres from Lamar Beach	Elevated lanes & lighting over Lady Bird Lake	34	Yes	77		
<b>2B (1.52)</b>	Yes	15,930	26 Feet	17,272	0	none	none	Yes	70		
<b>2C (1.61)</b>	Yes	24,463	34 Feet	18,288	0	Elevated lanes & lighting between Bee Cave Road and Barton Skyway	41	Yes	76		
<b>3 (1.35)</b>	Yes	40,886	84 Feet	28,416	4 acres from Zilker Park and Lady Bird Lake	Elevated lanes & lighting between Bee Cave Road and Barton Skyway	41	Yes	76		

Undesired    Better    Best