

# PRELIMINARY RANGE OF ALTERNATIVES

## ALTERNATIVE / DESCRIPTION

1

No Build (Existing):

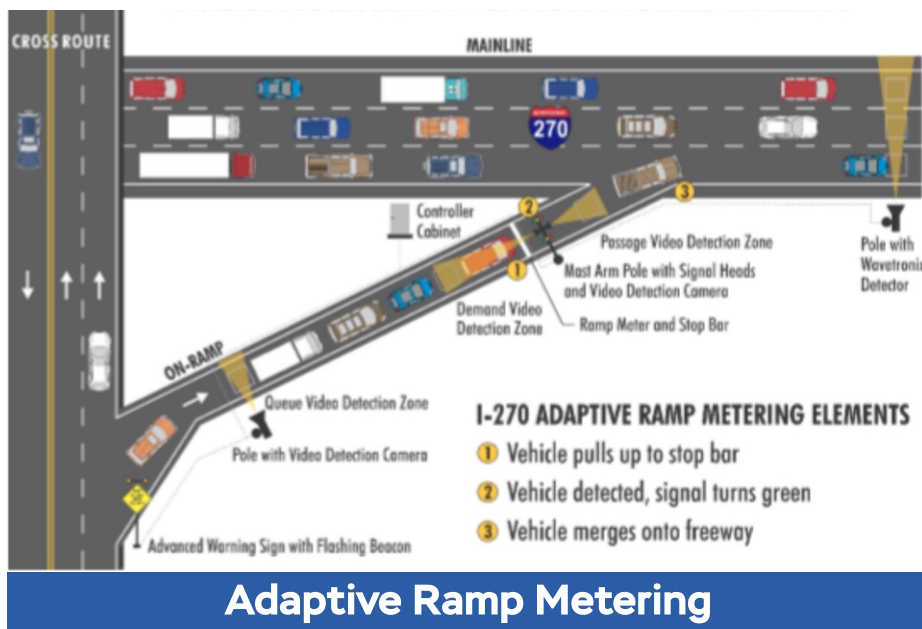
All projects in Constrained Long-Range Plan (CLRP) (including I-270 Innovative Congestion Management (ICM) improvements)



2

Transportation Systems Management (TSM) / Travel Demand Management (TDM):

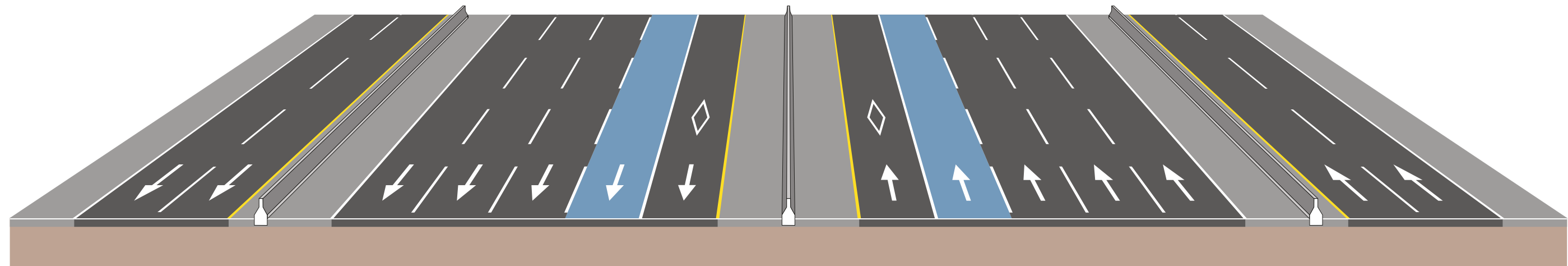
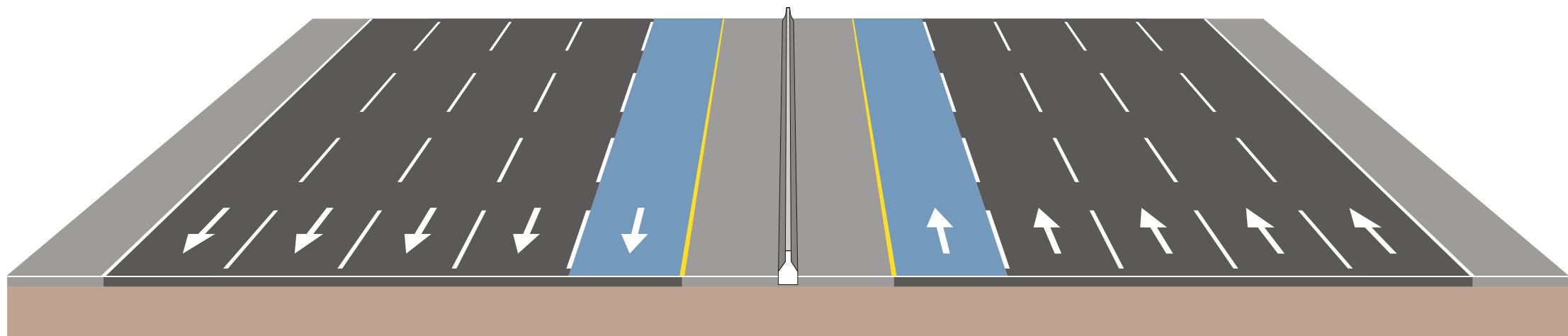
Solutions along I-495 and I-270: restriping within existing pavement, peak period shoulder use, ramp metering and Active Traffic Management (ATM) strategies



3

Add 1- General Purpose (GP) Lane:

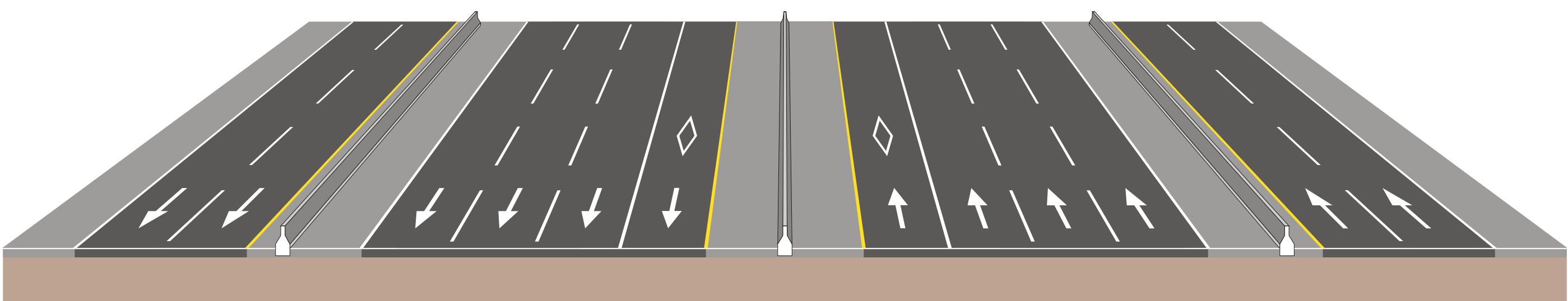
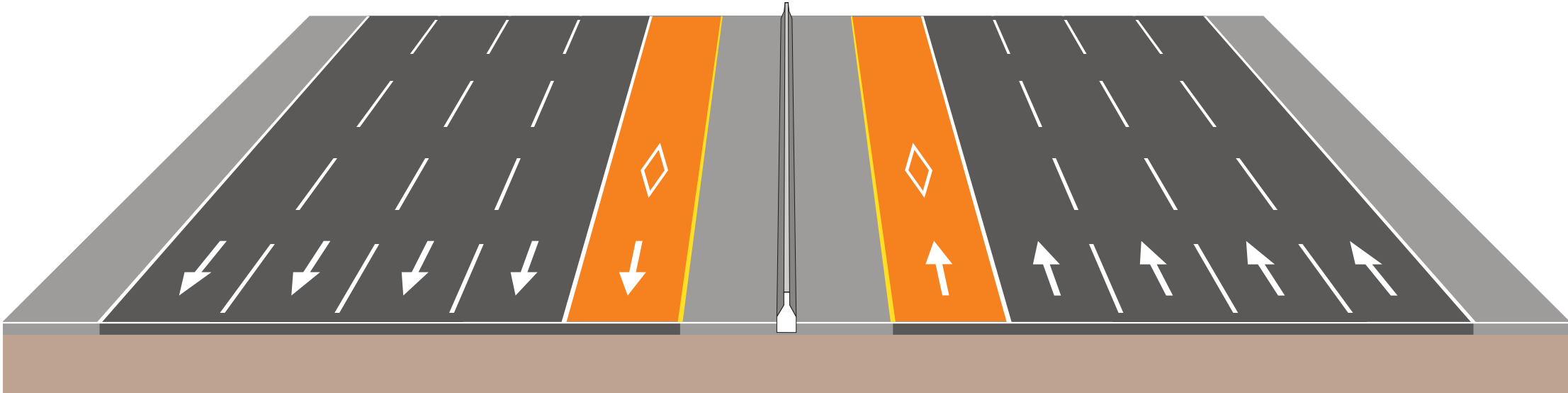
Add one general-purpose lane in each direction on I-495 and I-270



4

1-Lane, High-occupancy Vehicle (HOV) Managed Lane Network:

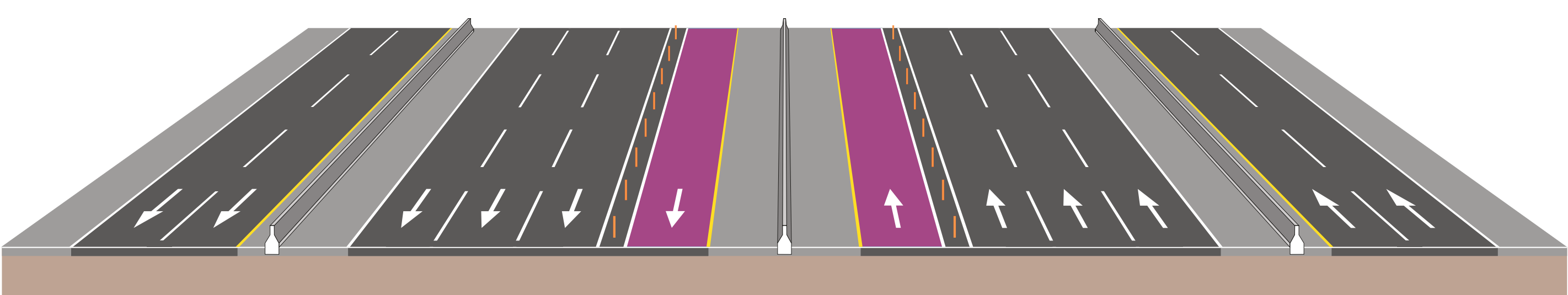
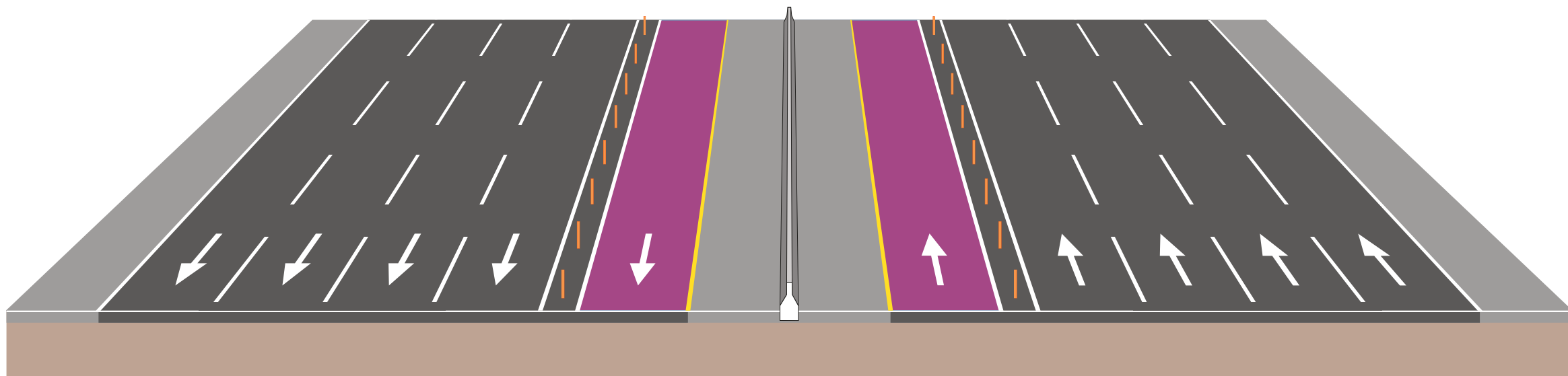
Add one HOV lane in each direction on I-495 and retain existing HOV lane in each direction on I-270



5

1-Lane, Priced Managed Lane Network:

Add one priced managed lane in each direction on I-495 and convert one existing HOV lane in each direction to a priced managed lane on I-270



### Legend

- New GP Lanes
- New HOV Managed Lanes
- New Priced Managed Lanes
- Contraflow Lanes

\* **Note:** Managed Lanes Could Include Buses

NOT TO SCALE



# PRELIMINARY RANGE OF ALTERNATIVES (continued)

## ALTERNATIVE / DESCRIPTION

6

Add 2 General Purpose (GP) Lanes:

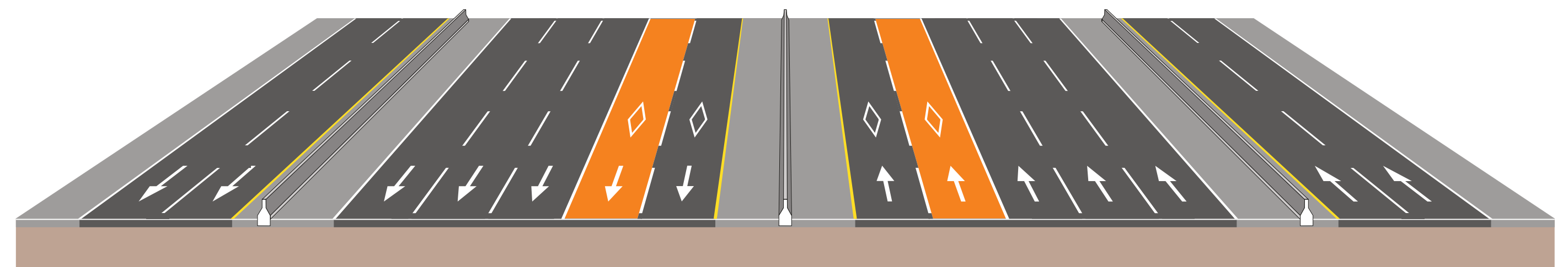
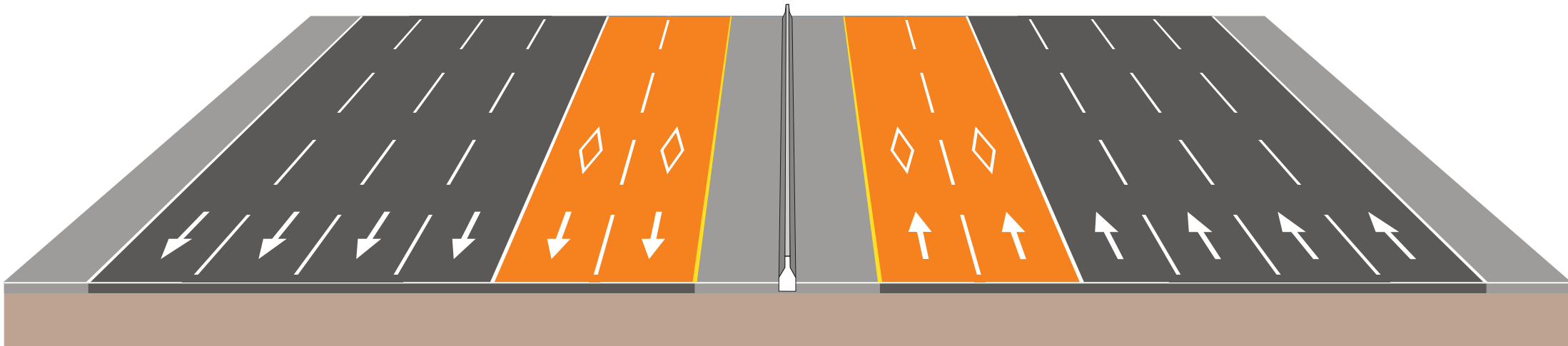
Add two general-purpose lanes in each direction on I-495 and I-270



7

2-Lane, High-occupancy Vehicle (HOV) Managed Lane Network:

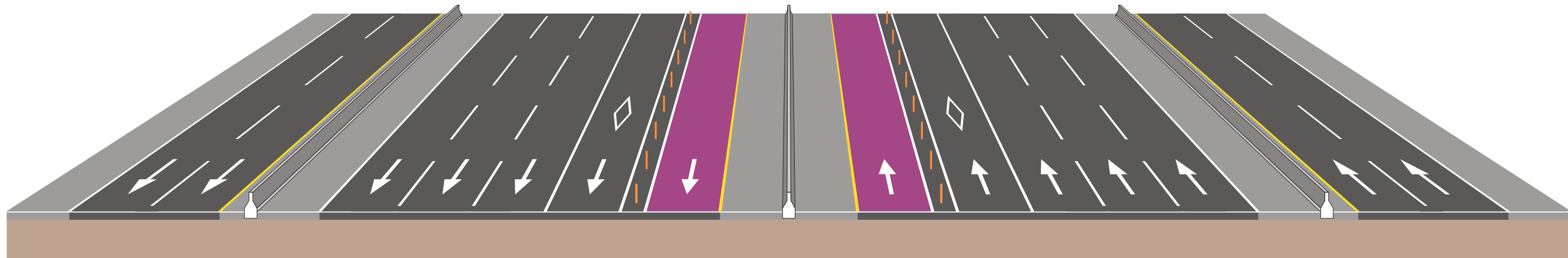
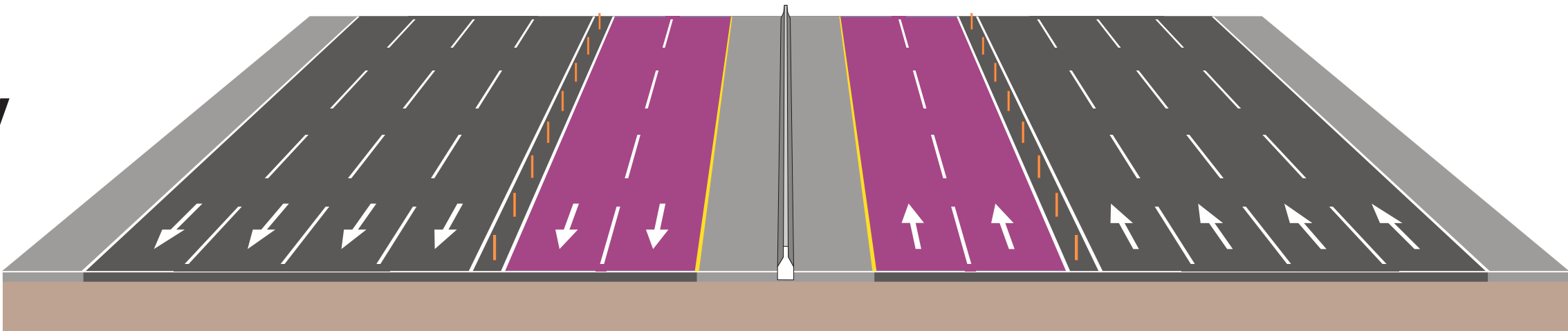
Add two HOV managed lanes in each direction on I-495 and retain one existing HOV lane and add one HOV managed lane in each direction on I-270



8

2-Lane, Priced Managed Lanes Network on I-495, 1-Lane Priced and 1-Lane, HOV Managed Lane network on I-270 only

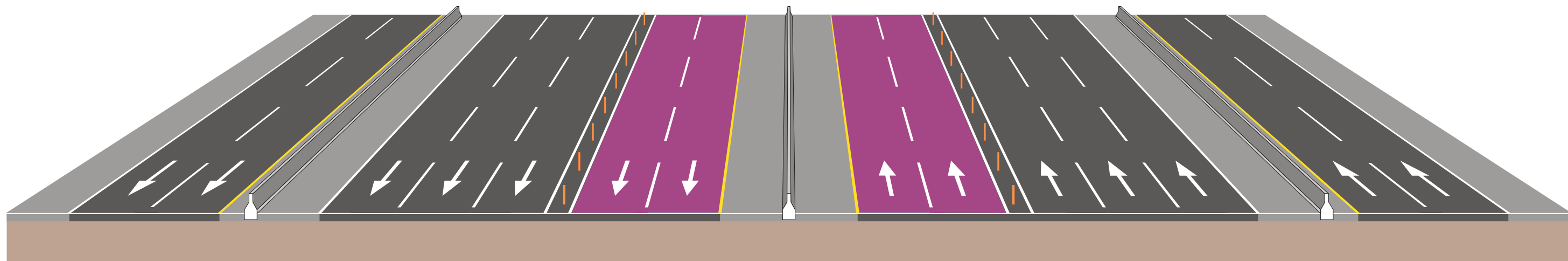
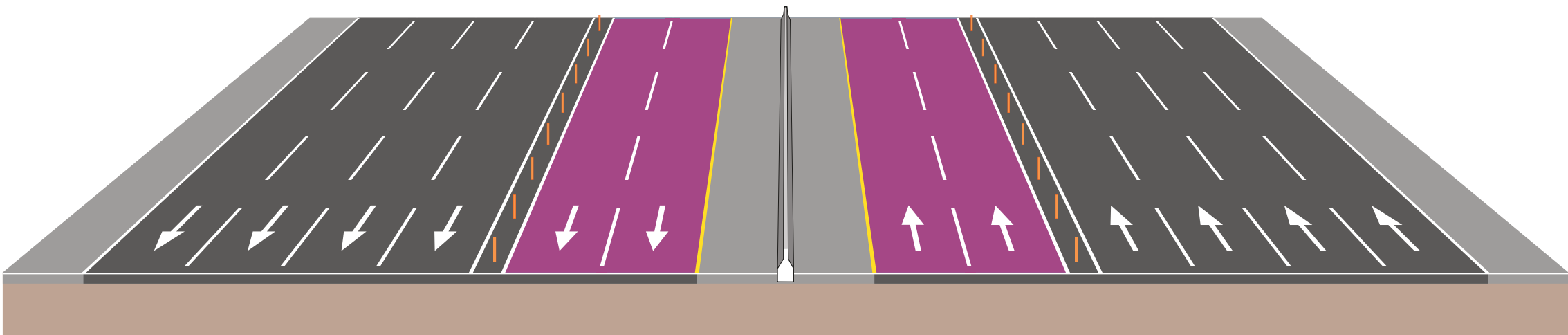
Add two priced managed lanes in each direction on I-495 and add one priced managed lane and retain one HOV lane in each direction on I-270



9

2-Lane, Priced Managed Lane Network:

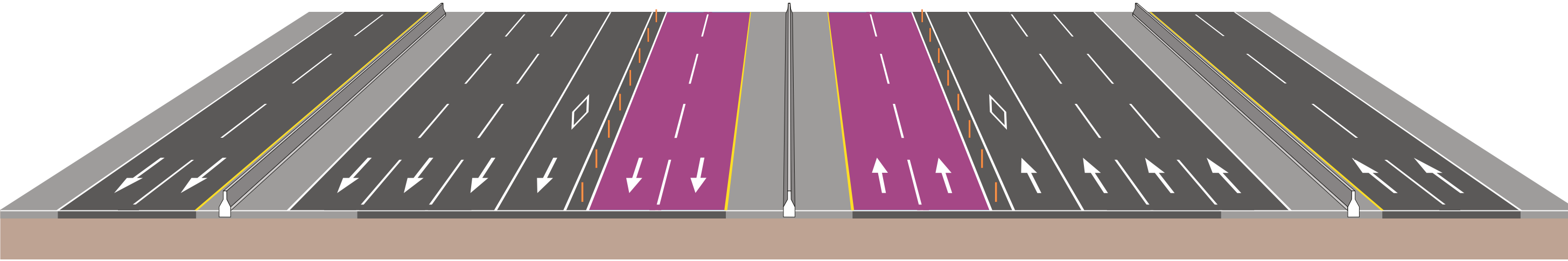
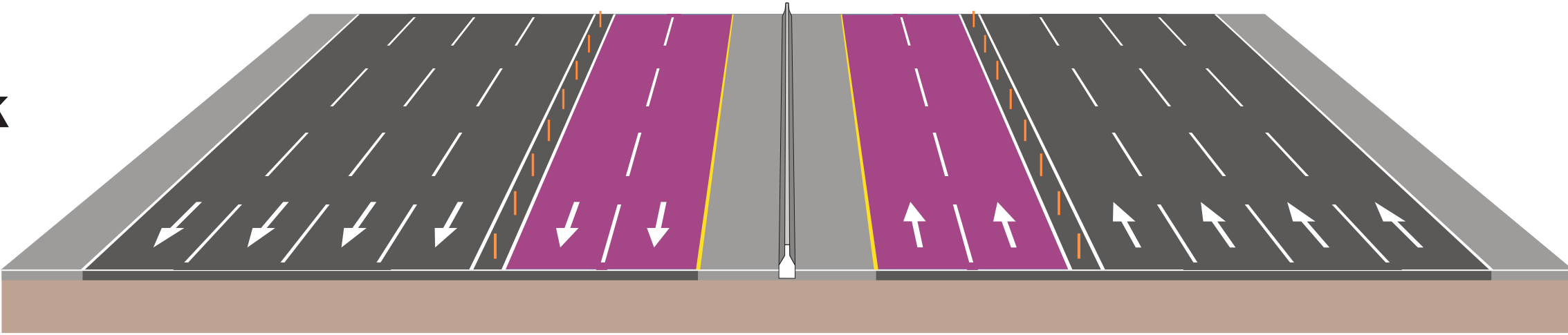
Add two priced managed lanes in each direction on I-495 and convert one existing HOV lane to a priced managed lane and add one priced managed lane in each direction on I-270



10

2-Lane, Priced Managed Lane Network and 1-Lane HOV Managed Lane Network on I-270 only

Add two priced managed lanes in each direction on I-495 and on I-270 and retain one existing HOV lane in each direction on I-270 only



Legend

New GP Lanes

New HOV Managed Lanes

New Priced Managed Lanes

Contraflow Lanes

\* Note: Managed Lanes Could Include Buses



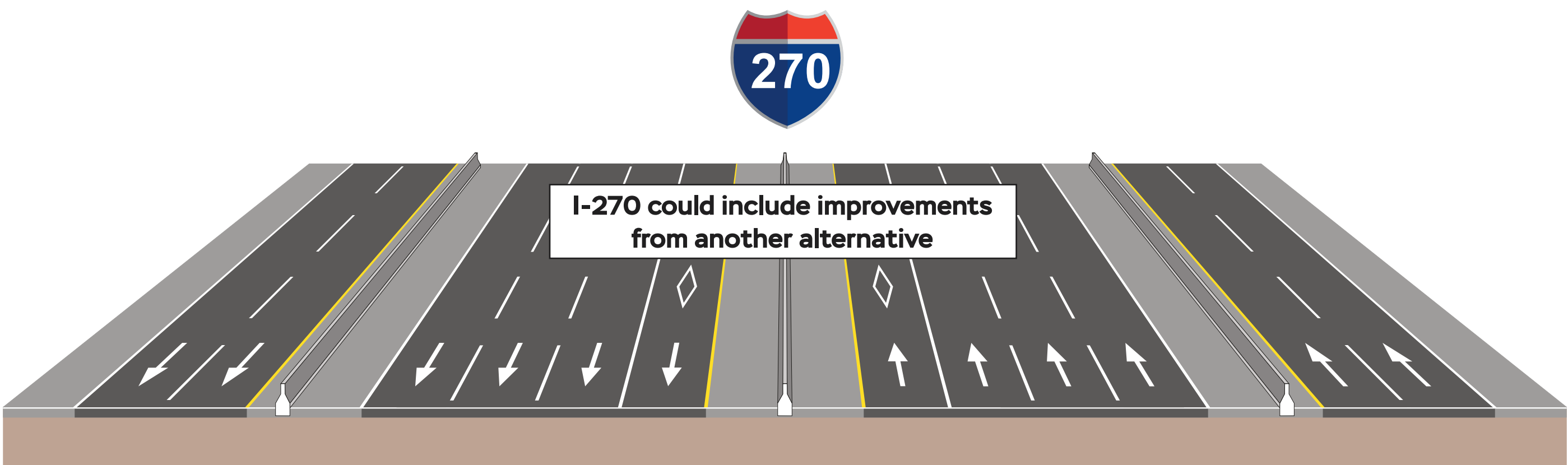
# PRELIMINARY RANGE OF ALTERNATIVES (continued)

## ALTERNATIVE / DESCRIPTION

11

**Collector/Distributor on I-495:**

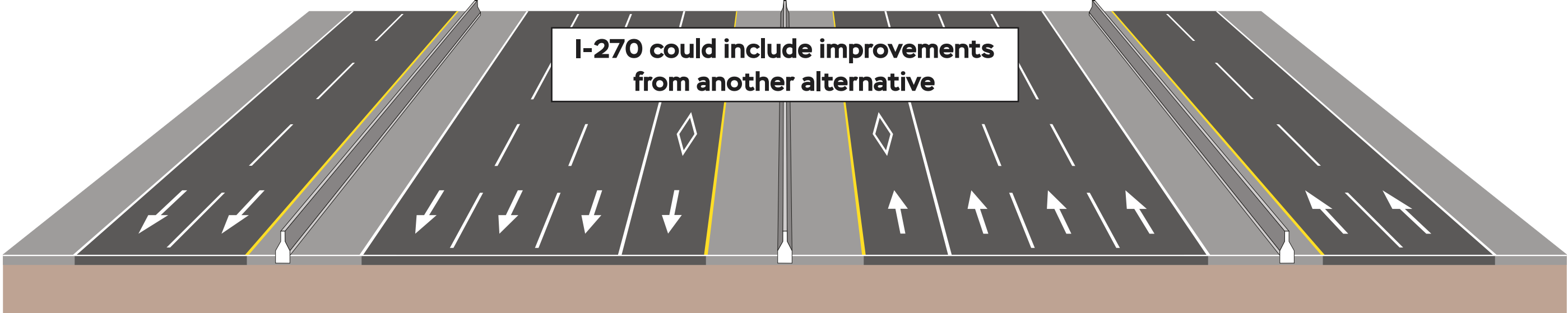
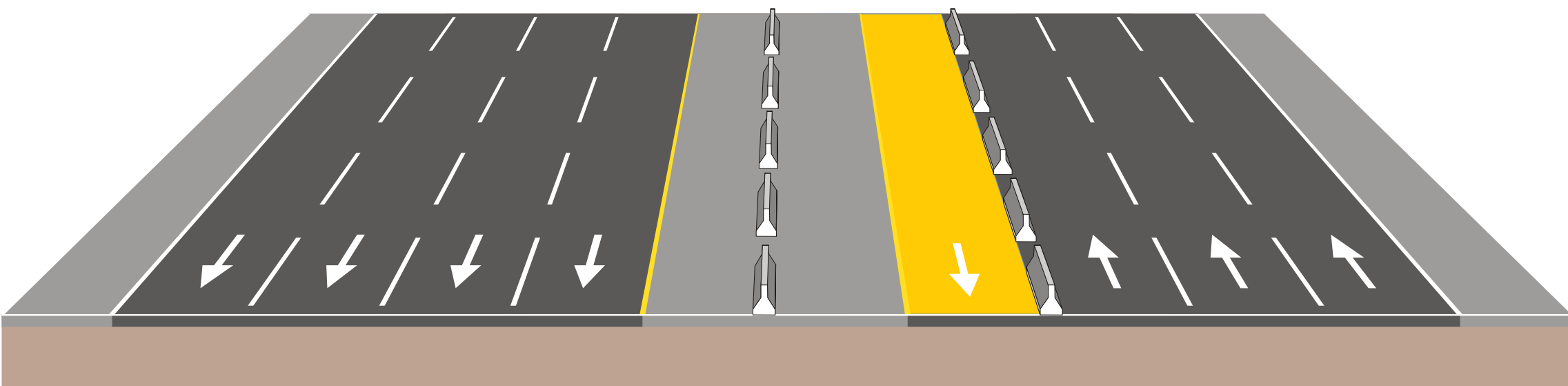
Physically separate traffic using collector-distributor (C-D) lanes, adding two GP lanes in each direction **on I-495**; retain existing lanes **on I-270**



12A

**Contraflow on I-495:**

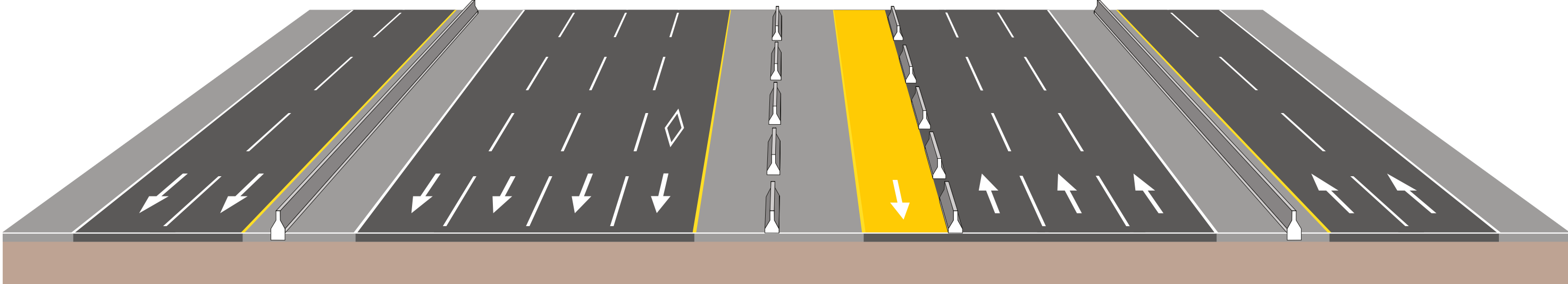
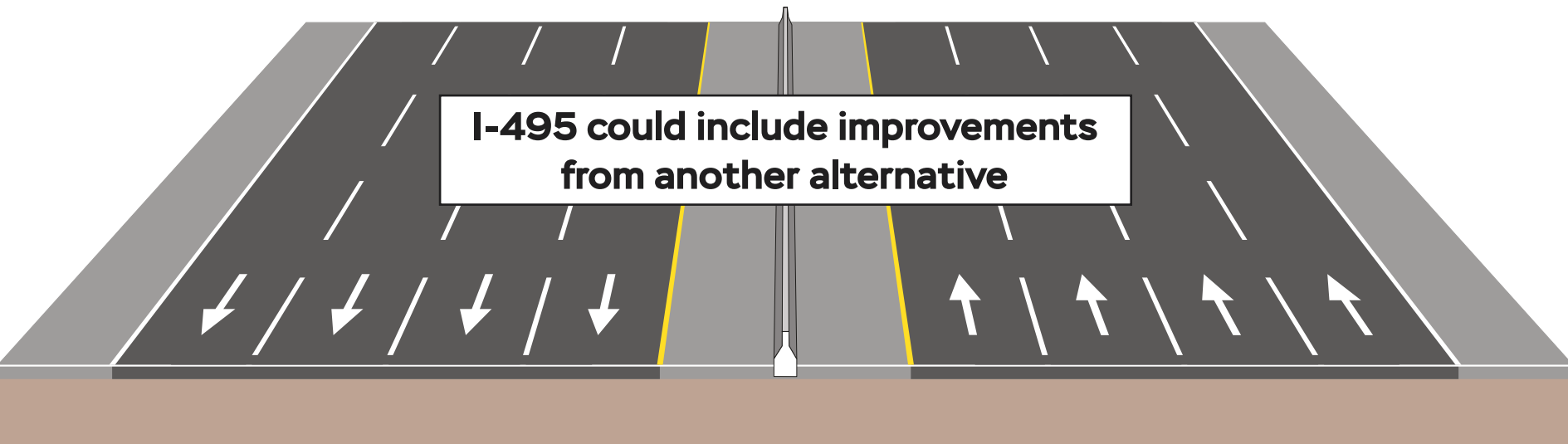
Convert existing general-purpose lane **on I-495** to contraflow lane during peak periods



12B

**Contraflow on I-270:**

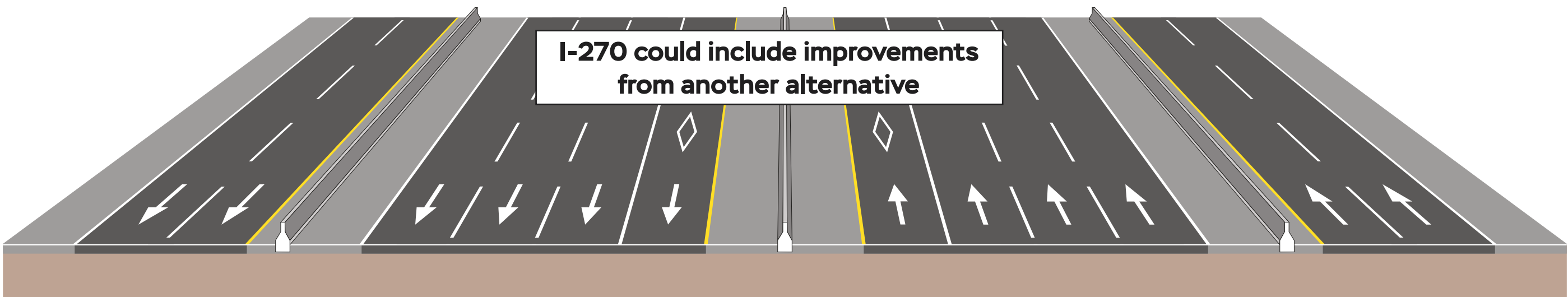
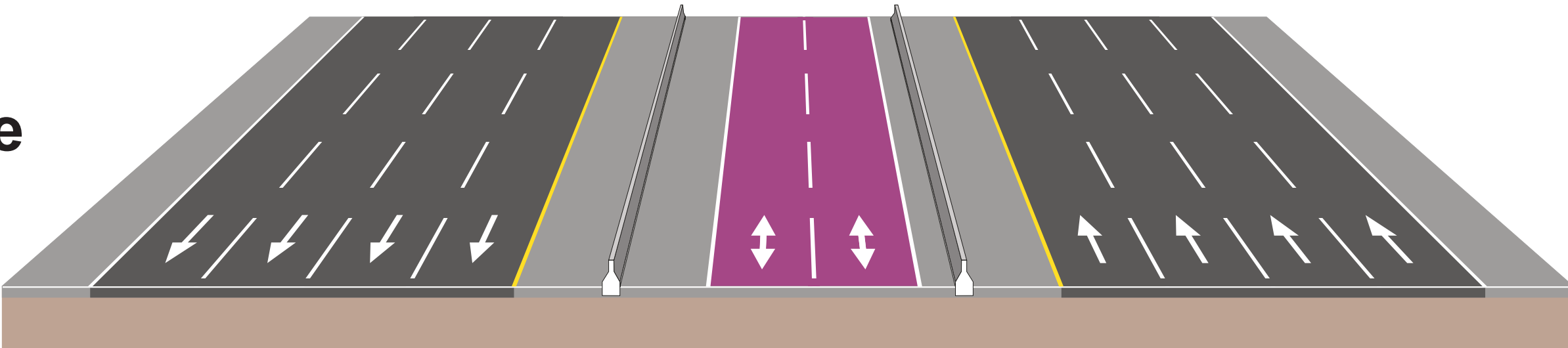
Convert existing HOV lane **on I-270** to contraflow lane during peak periods while maintaining GP lanes



13A

**Priced Managed, Reversible Lane Network on I-495:**

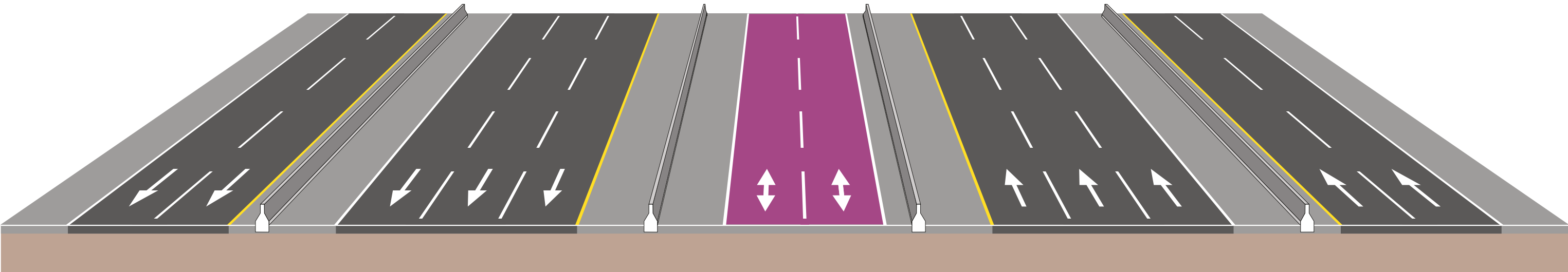
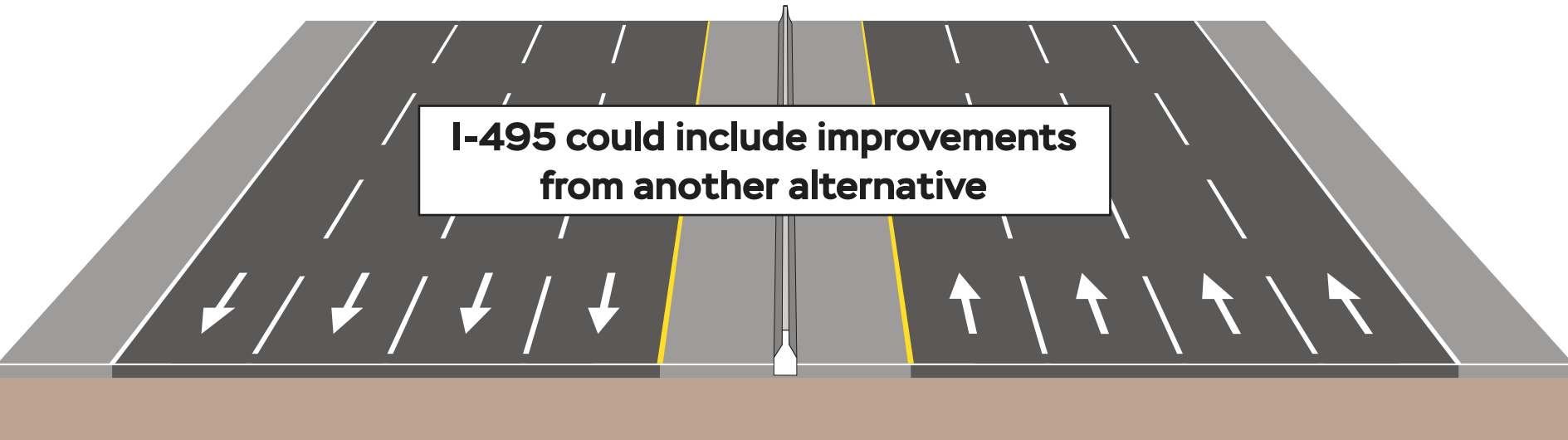
Add two priced managed reversible lanes **on I-495**



13B

**Priced Managed, Reversible Lane Network on I-270:**

Convert existing HOV lanes to two priced managed reversible lanes **on I-270** while maintaining GP lanes



Legend		
	New GP Lanes	
	New HOV Managed Lanes	* <b>Note:</b> Managed Lanes Could Include Buses
	New Priced Managed Lanes	
	Contraflow Lanes	



# PRELIMINARY RANGE OF ALTERNATIVES (continued)

## ALTERNATIVE / DESCRIPTION

14A

Heavy Rail

This alternative considers heavy rail transit parallel to the existing I-495 and/or I-270 corridors. Heavy Rail is a mode of transit service (also called metro, subway, rapid transit, or rapid rail) operating on an electric railway with the capacity for a heavy volume of traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails.

14B

Light Rail

This alternative considers light rail transit parallel to the existing I-495 and/or I-270 corridors, such as the Purple Line currently under construction. Light Rail is a mode of transit service (also called streetcar, tramway, or trolley) operating passenger rail cars singly (or in short, usually two-car or three-car, trains) on fixed rails. Light rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph and driven by an operator on board the vehicle.

14C

Fixed Guideway Bus Rapid Transit (Off Alignment)

This alternative considers fixed guideway bus rapid transit (BRT) along a new alignment parallel to the existing I-495 and/or I-270 corridors. Bus Rapid Transit is a high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations.

15

Dedicated Bus Managed Lane on I-495 and I-270 Roadways