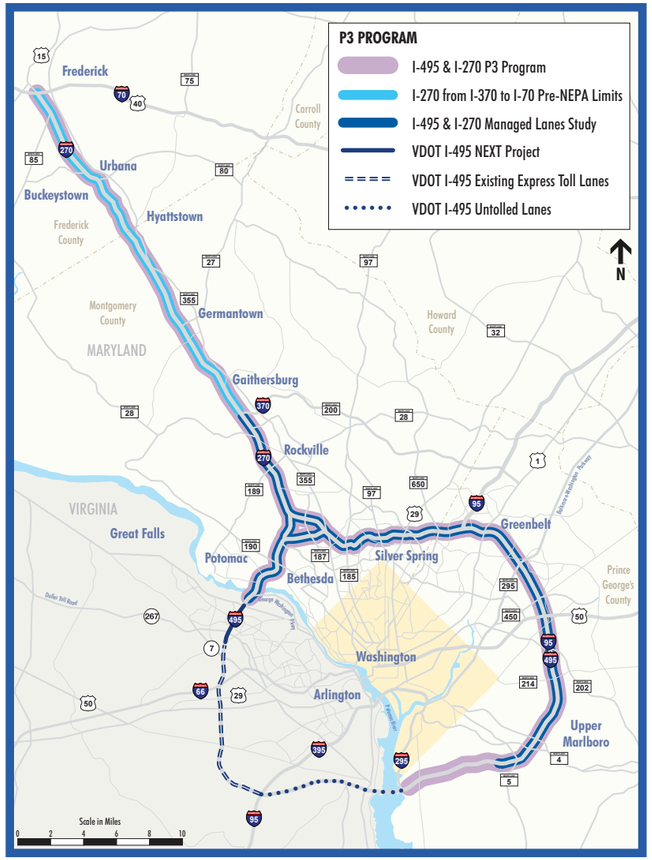
MANAGED LANES STUDY

I-495 & I-270 MANAGED LANES STUDY



PRE-NEPA ACTIVITIES UNDERWAY ON I-270 FROM I-370 TO I-70

The MDOT SHA, in coordination with the Federal Highway Administration, is conducting Pre-NEPA activities to evaluate potential transportation improvements for congestion relief along I-270 in Montgomery and Frederick Counties. As part of the Pre-NEPA activities, MDOT SHA will:

- Engage the public and agency partners
- Collect data on existing traffic and environmental conditions
- Develop the Draft Purpose and Need
- Develop recommended preliminary alternatives
- Evaluate alternatives to determine if they will be advanced for further review in NEPA

Four public workshops were held in November 2019 in the I-270 corridor to introduce the Pre-NEPA activities to the public, learn more about existing environmental conditions, and solicit input on the transportation needs and potential solutions. To view the meeting materials from the public workshops, visit **495-270-p3.com/your-participation/i270-meeting-materials**.

To learn more about the I-270 from I-370 to I-70 Pre-NEPA activities, go to **495-270-p3.com/i270-environmental**.

STAY CONNECTED

Visit **495-270-p3.com**

Email Study team **495-270-p3@mdot.maryland.gov**

Call toll free **833-858-5960**

Sign up for email notifications on the website **495-270-p3.com**

I-495 & I-270 MANAGED LANES STUDY SCHEDULE

Spring 2018	Summer 2018	Fall 2018 - Spring 2019	Summer 2019 - Summer 2020	Fall 2020
Scoping Public Meetings April 2018	**Preliminary Range of Alternatives and Screening** Public Meetings July 2018	**Alternatives Retained for Detailed Study (ARDS)** Public Meetings Spring 2019	**Draft Environmental Impact Statement (EIS)** Public Hearing	**Combined Final EIS/Record of Decision (ROD)**

WE ARE HERE

TRAFFIC RELIEF PLAN

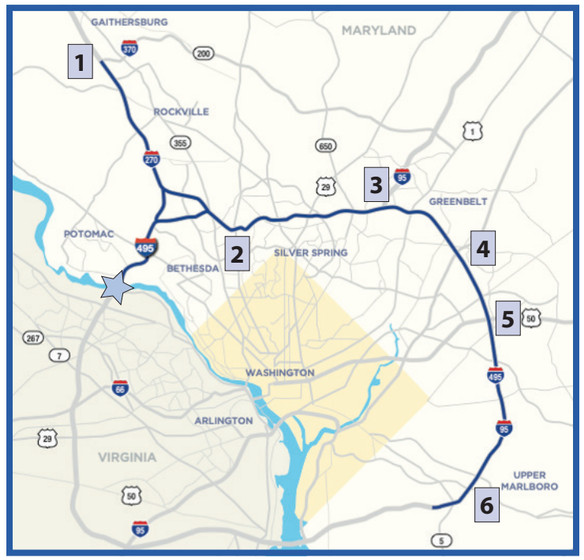
495-270-p3.com **November 2019**

STUDY OVERVIEW

I-495 & I-270 P3 Program and I-495 & I-270 Managed Lanes Study

The overall I-495 & I-270 Public-Private Partnership (P3) Program will include improvements to over 70 miles of interstate in Maryland. The P3 Program is needed to address existing and future traffic conditions.

The I-495 & I-270 Managed Lanes Study, required to follow the National Environmental Policy Act (NEPA) process, is the first element in the I-495 & I-270 P3 Program. Ultimately the I-495 & I-270 Managed Lanes Study Environmental Impact Statement (EIS) will document the existing and future traffic, roadway, and environmental conditions used to identify alternatives and assess potential effects.



Study Need

Traffic congestion in the National Capital Region is among the worst in the nation. On I-495 and I-270, heavy traffic lasts between seven and 10 hours every day. This gridlock extends onto local roads, as drivers look for ways to avoid the congestion.

With regional population expected to grow by nearly 1.2 million people by 2040, the travel time for everyone's trip on I-495 and I-270 is expected to increase, further stressing the system.

Transportation studies show that both transit and highway improvements are required to meet future travel needs. For a highway system as extensive and vital as I-495 and I-270, the necessary investment for improvements must be large-scale and sustainable, or we will be stuck in never-ending traffic. The consequence of inaction will severely impact the quality of life for Maryland's citizens, and dampen the State's economy.

The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) have undertaken the I-495 & I-270 Managed Lanes Study to evaluate alternatives that could accommodate traffic growth and provide more reliable travel times. Concurrent with the Study, MDOT SHA has begun a separate Public-Private Partnership (P3) process to enable the use of resources and innovation from the private sector to design, build, finance, operate, and maintain these potential transportation improvements to address the Study goals.

Travel Times American Legion Bridge - PM Peak

#	Destination Point	2040 Travel Time No-Build	Travel Time HOT or ETL Lanes / Gen. Purpose (GP) Lanes	Minutes Saved in HOT or ETL Lanes	Minutes Saved in GP Lanes (Max. Time Savings for All Alternatives)
1	I-270 at I-370	30	12/18	18	12
2	I-495 at Conn. Ave.	73	8/20	65	53
3	I-495 at I-95	103	16/36	87	67
4	I-495 at BW Pkwy.	112	20/40	92	72
5	I-495 at US 50	123	23/45	100	78
6	I-495 at MD 4	139	31/54	108	85

Notes: Times are in minutes, for year 2040, one way only. "GP" means "General Purpose" (non-toll lanes that all travelers can use for free)

U.S. Department of Transportation Federal Highway Administration

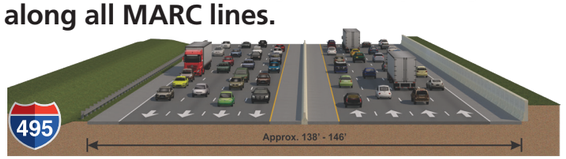
MDOT MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

ALTERNATIVES RETAINED FOR DETAILED STUDY (ARDS)

After additional traffic, financial and environmental analysis, six alternatives are being retained for detailed study in the Draft Environmental Impact Statement because they meet the Study's Purpose and Need.

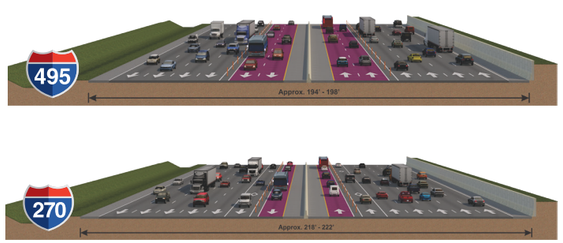
ALT 1: No Build (Existing)

All projects in the Financially Constrained Long Range Transportation Plan (CLRP) including I-270 Innovative Congestion Management (ICM) Improvements, Purple Line, Corridor City Transitway BRT, and increased trip capacity and frequency along all MARC lines.



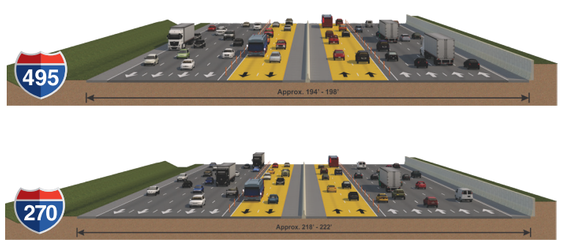
ALT 8: 2 ETL Managed Lanes on I-495 and 1 ETL and 1 HOV Managed Lane on I-270

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



ALT 9: 2 HOT Managed Lanes

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



What are High-Occupancy Toll Lanes (HOT)?

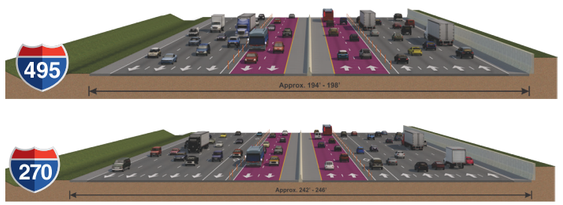
Dedicated managed lanes within highway rights-of-way that single-occupancy vehicle (SOV) motorists may use by paying a variably priced toll and high-occupancy vehicle (HOV) motorists may use by paying a discounted toll or no toll at all. Toll payments may vary by time of day and level of congestion.

What are Express Toll Lanes (ETL)?

Dedicated managed lanes within highway rights-of-way that any motorist, regardless of vehicle occupancy, may use by paying a variably priced toll.

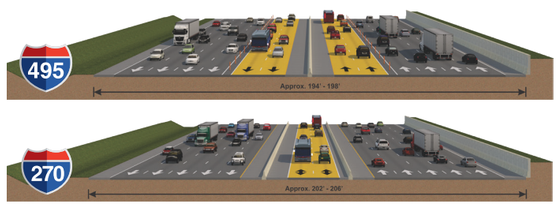
ALT 10: 2 ETL Managed Lanes and 1 HOV Managed Lane (I-270 only)

Add two ETL 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



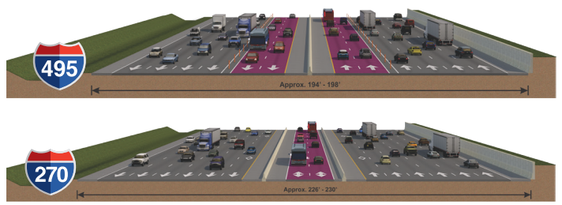
ALT 13B: 2 HOT Managed Lanes on I-495 and 2 Reversible HOT Managed Lanes on I-270

Add two HOT managed lanes in each direction on I-495 and convert existing HOV lanes to two HOT managed reversible lanes on I-270 while maintaining General Purpose lanes



ALT 13C: 2 ETL Managed Lanes on I-495 and Reversible ETL Managed Lane plus 1 HOV Managed lane on I-270

Add two ETL managed lanes in each direction on I-495 and add two managed, reversible ETLs on I-270 while retaining HOV lanes adjacent to General Purpose lanes.



How do Managed Lanes Improve Options and Opportunities for Carpools and Transit?

- Options for reliable travel that incentivize carpooling
- Options for new bus routes and extended travel service
- Opportunities to use managed lanes for reliable bus service
- Opportunities to serve suburb-to-suburb transit markets and needs