

1. **No Build (Existing):** All projects in Constrained Long-Range Plan (CLRP) including I-270 Innovative Congestion Management (ICM) Improvements
2. **Transportation System Management (TSM) / Travel Demand Management (TDM):** 22 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 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 price managed lane on I-270
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 managed lane and add one HOV 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 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
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 and on I-270
12. **Contraflow on I-495:** A) Convert existing general-purpose lane on I-495 to contraflow lane during peak periods or B) Convert existing HOV lane on I-270 to contraflow lane during peak periods
13. **Priced Managed, Reversible Lane Network on I-495:** A) Add two priced managed reversible lanes on I-495 or B) Convert existing HOV lanes to two priced managed reversible lanes on I-270
14. **Heavy Rail:** A) This alternative considers heavy rail transit parallel to the existing I-495 and/or I-270 corridors, or B) **Light Rail:** This alternative considers light rail transit parallel to the existing I-495 and I-270 corridors, such as the Purple Line currently under construction, or C) **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 I-270 corridors

**15. Dedicated Bus Managed Lane:** Dedicated Bus Managed Lane  
on I-495 and I-270 Roadways