



ETL in Frederick County

The ETL lanes in Frederick County will extend from I-70 to the Frederick-Montgomery County line (approx. 10 miles). See corridor figure at right.

Typical Section: Two ETL lanes per direction are being evaluated in Frederick County. In addition, one ETL lane per direction will be considered by the team. The number of existing general-purpose lanes will be maintained or increased with the ETLs. Refer to the Buffer Separated typical section figure.

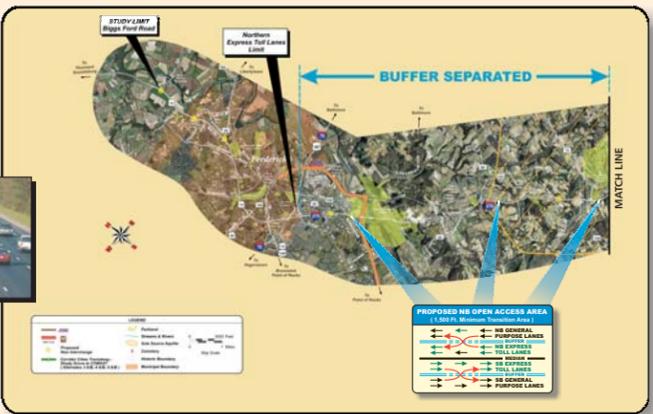


BUFFER SEPARATED

Access Points: Vehicles will access the ETL lanes at the northern terminus (near I-70) or via open access areas (south of MD 85 and MD 80). See corridor figure.

Terminus: The northbound ETL lanes end south of I-70. The team will be investigating where best to end northbound ETL operations south of I-70.

Preliminary Traffic Conditions: The ETL lanes would operate at the level of service (LOS) C/D border. Compared to the 2025 projected traffic conditions, the ETL concept will perform better. See the traffic LOS summary table.

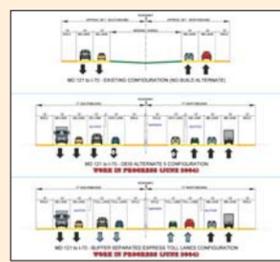


The I-270 Express Toll Lanes (ETL) concept includes two ETL lanes per direction from I-370 to I-70 (approx. 23 miles). The ETLs will be either barrier separated or buffer separated from the general purpose lanes.

2025 Traffic Summary Express Toll vs. No-Build

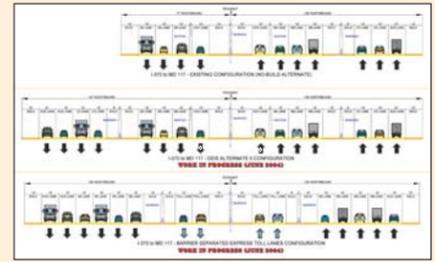
2025 No-Build	2025 Express Toll Lanes	2025 No-Build	2025 Express Toll Lanes
MD 85	1,200	MD 80	1,200
MD 84	1,200	MD 83	1,200
MD 82	1,200	MD 81	1,200
MD 79	1,200	MD 78	1,200
MD 77	1,200	MD 76	1,200
MD 75	1,200	MD 74	1,200
MD 73	1,200	MD 72	1,200
MD 71	1,200	MD 70	1,200
MD 69	1,200	MD 68	1,200
MD 67	1,200	MD 66	1,200
MD 65	1,200	MD 64	1,200
MD 63	1,200	MD 62	1,200
MD 61	1,200	MD 60	1,200
MD 59	1,200	MD 58	1,200
MD 57	1,200	MD 56	1,200
MD 55	1,200	MD 54	1,200
MD 53	1,200	MD 52	1,200
MD 51	1,200	MD 50	1,200
MD 49	1,200	MD 48	1,200
MD 47	1,200	MD 46	1,200
MD 45	1,200	MD 44	1,200
MD 43	1,200	MD 42	1,200
MD 41	1,200	MD 40	1,200
MD 39	1,200	MD 38	1,200
MD 37	1,200	MD 36	1,200
MD 35	1,200	MD 34	1,200
MD 33	1,200	MD 32	1,200
MD 31	1,200	MD 30	1,200
MD 29	1,200	MD 28	1,200
MD 27	1,200	MD 26	1,200
MD 25	1,200	MD 24	1,200
MD 23	1,200	MD 22	1,200
MD 21	1,200	MD 20	1,200
MD 19	1,200	MD 18	1,200
MD 17	1,200	MD 16	1,200
MD 15	1,200	MD 14	1,200
MD 13	1,200	MD 12	1,200
MD 11	1,200	MD 10	1,200
MD 9	1,200	MD 8	1,200
MD 7	1,200	MD 6	1,200
MD 5	1,200	MD 4	1,200
MD 3	1,200	MD 2	1,200
MD 1	1,200	MD 0	1,200

Preliminary 2025 Traffic Conditions: Lane Volume Comparison

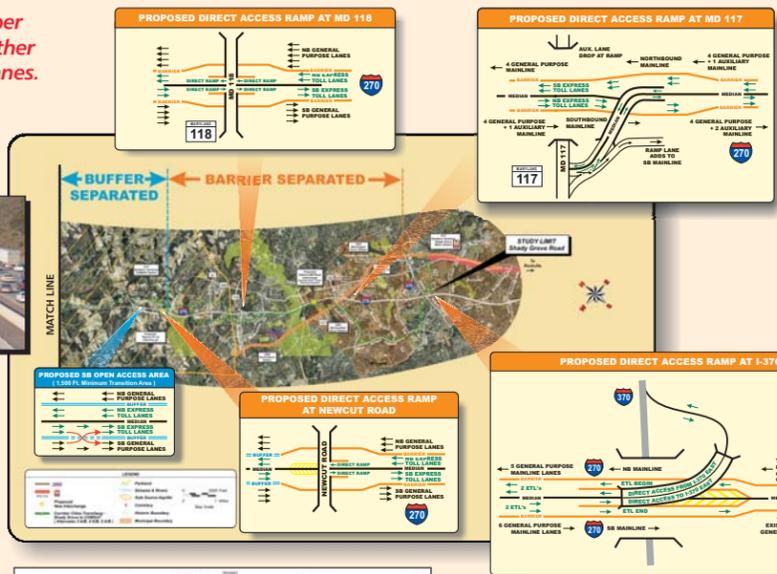


85 to 80	Southbound AM Peak Hour	Northbound PM Peak Hour
2025 No-Build	2,650	2,740
2025 Build (Alt. 5 with 2-ETLs)	2,085	1,445
2025 Build (Alt. 5 with 4-ETLs)	2,870	980

118 to Middlebrook Road	Southbound AM Peak Hour	Northbound PM Peak Hour
2025 No-Build	3,070	2,855
2025 Build (Alt. 5 with 4-ETLs)	2,530	925



BARRIER SEPARATED



ETL in Montgomery County

The ETL lanes in Montgomery County will extend from the Frederick-Montgomery County line to I-370 (approx. 13 miles). See corridor figure at left.

Typical Section: The ETL lanes will be buffer separated from the county line to proposed Newcut Road (approx. 5 miles) and then barrier separated from Newcut Road to I-370 (approx. 8 miles). Two ETL lanes per direction are being evaluated in Montgomery County with one ETL lane per direction north of Newcut Road to be considered by the team. Refer to the Buffer and Barrier Separated typical section figures.

Access Points: Vehicles will access the ETL lanes via open access areas (south of MD 109 and MD 121). In addition, direct access ramps will be provided at Newcut Road, MD 118, MD 124 or MD 117, and I-370. See corridor figure.

Terminus: The ETL lanes end at I-370 with one toll lane leading directly to I-370 east and the remaining toll lane transitioning from ETL usage to HOV enforcement. The team is evaluating geometric and operating scenarios at the southern terminus.

Preliminary Traffic Conditions: The ETL lanes would operate at the level of service (LOS) C/D border. Compared to the 2025 projected traffic conditions, the ETL concept will perform better. See the traffic LOS summary table.

Initial Thoughts On Express Toll Lanes Along I-270

As a result of the following thoughts, the team believes Express Toll Lanes offer a viable option to address corridor congestion and detailed evaluations are required.

Operations: The preliminary 2025 traffic conditions review indicates levels of service (LOS) for the ETL concept is comparable to the Draft EIS alternates and better than the No-Build alternate.

Typical Section: The ETL concept roadway width is similar to the Alternate 5 roadway width, thus limiting new right of way needs.

Environmental Resources: With limited new right of way needs, the environmental impacts of the ETL concept are similar to Alternate 5 prior to adopting the ongoing minimization/avoidance efforts.

