



DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION



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County: Frederick **Project Number:** FR192_11
IS 0270 SHADY GROVE METRO TO NORTH OF BIGGS FORD ROAD

[When will this impact me?](#)

Project Name:

I-270, Eisenhower Highway, and US 15, Frederick Freeway

Location of Project:

SHADY GROVE METRO TO NORTH OF BIGGS FORD ROAD

Description:

Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (27.90 miles).

Scope:

The I-270/US 15 Multi-Modal Corridor Study is a project jointly sponsored by the State Highway Administration (SHA) and the Maryland Transit Administration (MTA).

In response to existing and projected growth within the Corridor, the purpose of this project is to investigate options that address congestion, increase mobility, and improve safety conditions along the Corridor.

If nothing is done transportation congestion, traffic operations, and safety conditions will worsen, with many roadways and intersections being forced to handle more volume than the current capacity allows, thus substantially increasing travel times.

The project extends from the Shady Grove Metro Station in Montgomery County north to the US 15/Biggs Ford Road intersection area in Frederick County (approximately 30 miles). The transit component, known as the Corridor Cities Transitway (CCT), extends 14 miles from the Shady Grove Metro Station in Rockville through Gaithersburg and Germantown where it terminates at the COMSAT facility just south of Clarksburg.

Additional information is also available at the project website: www.i270multimodalstudy.com.

What is under study:

Alternatives Under Consideration:

Several alternatives were presented in the Draft EIS and during the June 2002 Public Hearing. In brief format, these alternatives included:

Alt. 1 No-Build

Alt. 2 Transportation Systems Management (TSM)/Transportation Demand Management (TDM)

Alt. 3A/3B Master Plan HOV/LRT or BRT

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Alt. 4A/4B Master Plan General Purpose/LRT or BRT

Alt. 5A/B/C Enhanced Master Plan HOV/General Purpose/LRT, BRT or Premium Bus

Note: A=Light Rail Transit along the CCT; B=Bus Rapid Transit along the CCT; C=Premium (or Express) Bus along I-270

Additional Alternatives were developed and presented in the 2004 Express Toll Lane (ETL) Open House, which included ETL lanes in lieu of HOV lanes while maintaining the transit components mentioned in the DEIS.

Existing interchanges would be upgraded or reconstructed and four new interchanges would be installed along I-270 and US 15. If HOV lanes or ETL lanes are chosen as the preferred alternative, direct access ramps would be implemented at up to five interchanges between I-370 and MD 121. Direct access ramps would also be considered for areas better served by transit pending the alternative selected and the transit mode choice.

The ETL alternatives will be presented in an Environmental Assessment (EA) document, which is currently being prepared. It is anticipated that the EA will be complete in Spring 2009. The impacts for these new alternatives will be documented in the EA and will ultimately be incorporated into the Final Environmental Impact Statement (FEIS).

Alt. 6 2 ETL lanes in Montgomery County and 1 ETL lane in Frederick County (2+1)

Alt. 7 - 2 ETL lanes in Montgomery County and 2 ETL lanes in Frederick County (2+2)

In most areas, the transitway is fully separated from vehicular traffic, either in the median, along one side of an existing roadway, or along new alignment. At-grade or overpass/underpass options exist for major roadway crossings. As proposed, the CCT includes 18 stations and provides direct transfers to the MARC Brunswick line at Metropolitan Grove and the Metrorail Red Line at Shady Grove.

Unique Design Features:

- <http://www.i270multimodalstudy.com>
- http://www.mdot.state.md.us/Planning/Completed_Studies

Detailed Project Information:

[MO426 11](#)

Associated Improvement Projects:

- [MD 85 Project Planning Study](#)
- [MD 85 Project Planning Study](#)
- [US 15 at Monocacy Boulevard Interchange](#)
- [US 15 at Monocacy Boulevard Interchange](#)

Project Type:

MISCELLANEOUS

Current Phase:	Planning
Funded Year :	1998 How much will this project cost?
Funding Source(s):	State/Federal

Last Updated On : 11/3/2009