

# No Build



- No Build is required in the Environmental Impact Statement as a baseline for comparison.
- Current maintenance and operations would continue into the future.
- There would be no capacity improvements and Loop 1604 traffic would increase by 92% by 2035. Congestion would continue to increase, reducing mobility.
- Roadway conditions would not be improved and the crash rate would likely continue to be above the statewide average for similar roadways.

# Add General Purpose Lanes



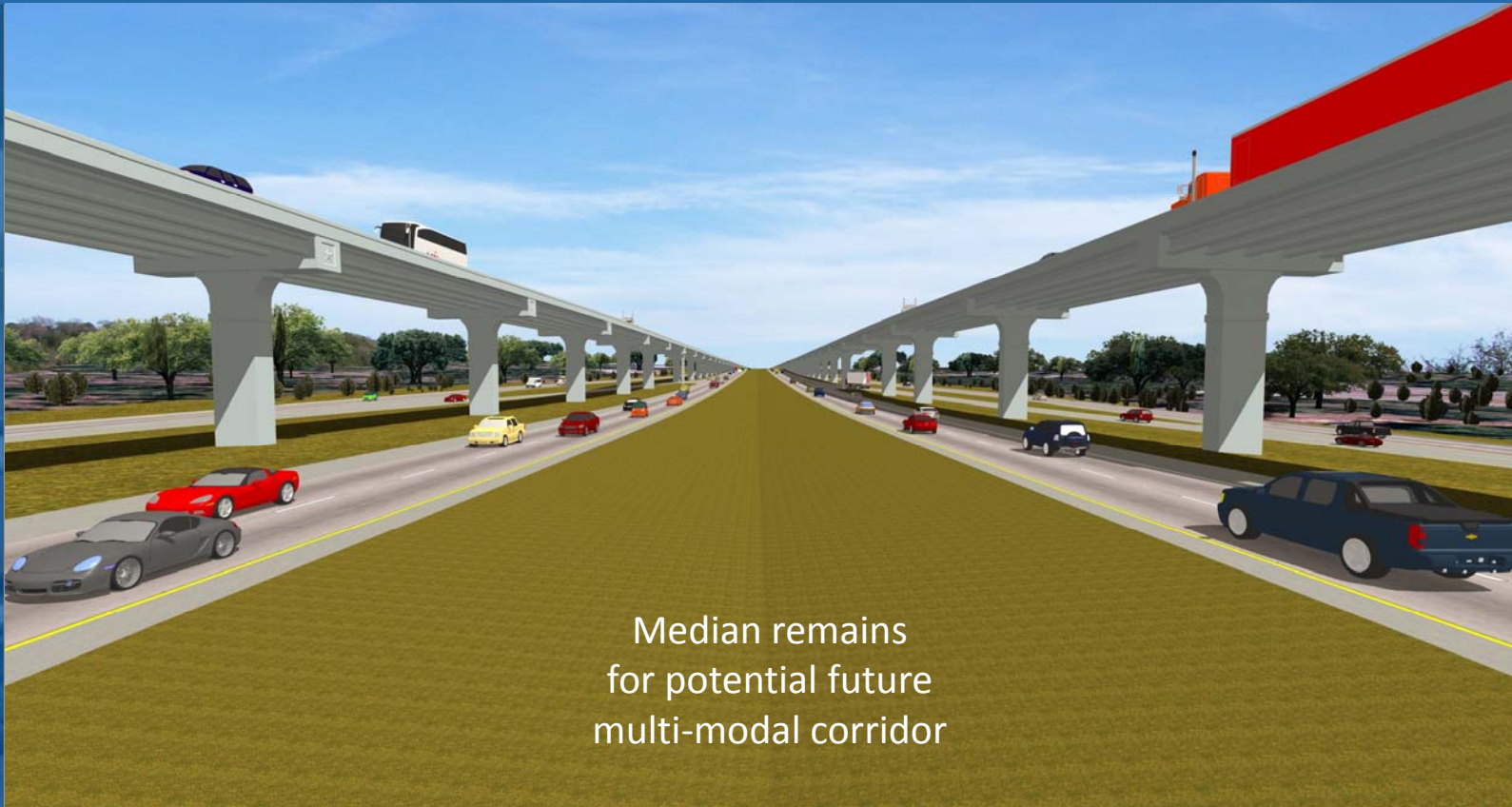
- Loop 1604 would be expanded by increasing the number of main lanes to the inside (median) of existing Loop 1604, not expanding the right-of-way.
- Additional capacity would be able to handle the majority of traffic increases in 2035.
- Additional lane changes, crossing, and weaving traffic would result from traffic in inside lanes trying to access existing exits.
- Multi-modal solutions may be difficult to implement within the existing right-of-way.

# Add Managed Lanes (Inside)



- Loop 1604 would be expanded by adding managed lanes to the inside. A barrier would be used between the managed lanes and existing main lanes.
- Managed lanes are restricted based on a number of vehicle-specific characteristics including type, occupancy and user fees.
- Additional capacity would be able to handle the majority of traffic increases in 2035.
- Multi-modal solutions may be difficult to implement within the existing right-of-way.

# Add Managed Lanes (Outside)



- Loop 1604 would be expanded by adding managed lanes between the existing main lanes and frontage roads.
- Managed lanes are restricted based on a number of vehicle-specific characteristics including type, occupancy and user fees.
- Additional capacity would be able to handle the majority of traffic increases in 2035.
- The median would remain undeveloped for potential use as a multi-modal corridor in the future.