

I-495 Express Lanes Northern Extension Environmental Assessment

February 2020

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
and
VIRGINIA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL ASSESSMENT

I-495 Express Lanes Northern Extension

Fairfax County, Virginia

State Project No.: 0495-029-419, P101; UPC 113414

Federal Project No.: NHPP-495-5(095)

From: North of Exit 43 George Washington Memorial Parkway

To: Exit 45 Dulles Toll Road (Route 267)

Submitted Pursuant to 42 U.S.C. 4332(2)(C)

Approved for Public Availability

2/24/2020

Date

John Jenkins

Federal Highway Administration

TABLE OF CONTENTS

Chapter 1.0 Purpose and Need.....1-1

- 1.1 Project Limits.....1-1
- 1.2 Study Area1-1
- 1.3 Project History1-4
 - 1.3.1 Other Projects in the Vicinity.....1-7
- 1.4 Needs for the Project.....1-9
 - 1.4.1 Reduce Congestion1-9
 - 1.4.2 Provide Additional Travel Choices.....1-14
 - 1.4.3 Improve Travel Reliability.....1-15
- 1.5 Project Purpose1-20

Chapter 2.0 Alternatives.....2-1

- 2.1 Alternative Development2-1
- 2.2 Alternatives Under Consideration.....2-1
 - 2.2.1 No Build Alternative.....2-1
 - 2.2.2 Build Alternative.....2-2
- 2.3 Ability of Alternatives to Meet Purpose and Need2-7
 - 2.3.1 Ability of the No Build Alternative to Address the Purpose and Need2-7
 - 2.3.2 Ability of the Build Alternative to Address the Purpose and Need2-7

Chapter 3.0 Existing Conditions and Environmental Consequences.....3-1

- 3.1 Introduction and Overview of Environmental Issues.....3-1
 - 3.1.1 Study Area3-1
 - 3.1.2 Limits of Disturbance.....3-1
- 3.2 Communities and Community Facilities.....3-11
 - 3.2.1 Existing Conditions.....3-11
 - 3.2.2 Environmental Consequences3-14
- 3.3 Population and Housing.....3-15
 - 3.3.1 Existing Conditions.....3-15
 - 3.3.2 Environmental Consequences3-16
- 3.4 Economic Resources3-16
 - 3.4.1 Existing Conditions.....3-16
 - 3.4.2 Environmental Consequences3-17
 - 3.4.3 Build Alternative.....3-17

3.5 Land Use3-17

3.5.1 Existing Conditions.....3-17

3.5.2 Environmental Consequences3-19

3.6 Environmental Justice3-20

3.6.1 Existing Conditions.....3-21

3.6.2 Environmental Consequences3-21

3.7 Historic Properties3-22

3.7.1 Existing Conditions.....3-22

3.7.2 Section 106.....3-24

3.7.3 Environmental Consequences3-24

3.7.4 Completion of the Section 106 Process3-24

3.8 Section 4(f).....3-25

3.8.1 Existing Conditions.....3-25

3.8.2 Environmental Consequences3-28

3.8.3 Trails and Bike Facilities within the Study Area3-29

3.9 Section 6(f).....3-30

3.9.1 Existing Conditions.....3-30

3.9.2 Environmental Consequences3-30

3.10 Air Quality3-31

3.10.1 Existing Conditions.....3-31

3.10.2 Environmental Consequences3-32

3.11 Noise3-36

3.11.1 Existing Conditions.....3-40

3.11.2 Environmental Consequences3-40

3.12 Waters of the U.S.3-42

3.12.1 Existing Conditions.....3-42

3.12.2 Environmental Consequences3-45

3.13 Water Quality.....3-46

3.13.1 Existing Conditions.....3-47

3.13.2 Environmental Consequences3-49

3.14 Floodplains.....3-49

3.14.1 Existing Conditions.....3-49

3.14.2 Environmental Consequences3-51

3.15 Wildlife and Habitat.....3-52

3.15.1 Existing Conditions.....3-52

3.15.2 Environmental Consequences3-54

3.16 Threatened, Endangered, and Special Status Species3-55

3.16.1 Existing Conditions.....3-55

3.16.2 Environmental Consequences3-57

3.17 Hazardous Materials3-60

3.17.1 Existing Conditions.....3-60

3.17.2 Environmental Consequences3-60

3.18 Indirect and Cumulative Effects3-62

3.18.1 Indirect Effects.....3-62

3.18.2 Cumulative Effects.....3-67

CHAPTER 4.0 Coordination and Comments4-1

4.1 Agency Coordination4-1

4.2 Agency Scoping Responses4-2

4.3 Stakeholders Technical Advisory Group4-8

4.4 Section 106 Consultation4-9

4.5 Public Involvement4-9

4.5.1 Public Information Meetings4-9

4.5.2 Community Information Meeting4-10

4.5.3 Distribution of the EA.....4-10

4.5.4 Public Hearing4-11

4.5.5 Additional Coordination Efforts4-11

Chapter 5.0 References5-1

Chapter 6.0 Acronyms6-5

APPENDICES

Appendix A: Section 4(f) and 6(f) Technical Memorandum
(Visualization Booklet Attachment to Section 4(f) & 6(f) Technical Memorandum is Included as a Separate Volume)

Appendix B: Agency Correspondence

Appendix C: Responses to Comments Received

EXHIBITS

| | |
|--|------|
| Exhibit 2-1a. Build Alternative Ultimate Configuration Concept Design (Sheet 1 of 5 | 2-17 |
| Exhibit 2-1b. Build Alternative Ultimate Configuration Concept Design (Sheet 2 of 5) | 2-18 |
| Exhibit 2-1c. Build Alternative Ultimate Configuration Concept Design (Sheet 3 of 5) | 2-19 |
| Exhibit 2-1d. Build Alternative Ultimate Configuration Concept Design (Sheet 4 of 5) | 2-20 |
| Exhibit 2-1e. Build Alternative Ultimate Configuration Concept Design (Sheet 5 of 5) | 2-21 |

FIGURES

| | |
|--|------|
| Figure 1-1. I-495 Express Lanes Northern Extension Project Vicinity | 1-2 |
| Figure 1-2. I-495 Express Lanes Northern Extension Project Limits | 1-3 |
| Figure 1-3. Current I-495 Lane Segments | 1-5 |
| Figure 1-4. Average Weekday Hourly Volumes along I-495 Northbound | 1-10 |
| Figure 1-5. Average Weekday Hourly Volumes along I-495 Southbound | 1-10 |
| Figure 1-6. I-495 Northbound Average Daily Traffic: 2018 vs. 2045 No-Build (Forecast) | 1-11 |
| Figure 1-7. I-495 Southbound Average Daily Traffic: 2018 vs. 2045 No-Build (Forecast) | 1-12 |
| Figure 1-8. Average Weekday Travel Times, I-495 Northbound GP Lanes Through Study Area | 1-16 |
| Figure 1-9. Average Weekday Travel Times, I-495 Northbound Express Lanes Through Study Area | 1-17 |
| Figure 1-10. Average Weekday Travel Times, I-495 Southbound GP Lanes Through Study Area | 1-18 |
| Figure 1-11. Average Weekday Travel Times, I-495 Southbound Express Lanes Through Study Area | 1-19 |
| Figure 2-1. Existing Flexible Post Delineators on I-495 Express Lanes..... | 2-3 |
| Figure 2-2. Existing and Build Alternative Typical Sections | 2-4 |
| Figure 2-3. Proposed Shared-Use Path Location..... | 2-6 |
| Figure 2-4: 2045 No Build and Build – AM Peak Period Average Speeds, I-495 GP Lanes | 2-10 |
| Figure 2-5: 2045 No Build and Build – PM Peak Period Average Speeds, I-495 GP Lanes..... | 2-11 |
| Figure 2-6. 2045 No Build and Build – AM Peak Period Person Throughput, I-495 Northbound..... | 2-12 |
| Figure 2-7. 2045 No Build and Build – AM Peak Period Person Throughput, I-495 Southbound..... | 2-13 |
| Figure 2-8. 2045 No Build and Build – PM Peak Period Person Throughput, I-495 Northbound | 2-14 |
| Figure 2-9. 2045 No Build and Build – PM Peak Period Person Throughput, I-495 Southbound ³ | 2-14 |
| Figure 2-10: I-495 Northbound GP Travel Times Observed between July 2017 and June 2018 from Route 123 to ALMB..... | 2-16 |

| | |
|--|------|
| Figure 2-11: I-495 Northbound Express Lanes Projected Future Travel Times in 2045 from Westpark Drive to AMLB..... | 2-16 |
| Figure 3-1. I-495 Express Lanes Northern Extension Project Limits | 3-2 |
| Figure 3-2. Community Facilities within the Study Area..... | 3-12 |
| Figure 3-3. Recreational Trails and Bicycle Facilities within the Study Area | 3-13 |
| Figure 3-4. 2017 McLean Planning District Map..... | 3-18 |
| Figure 3-5. Historic Architecture Resources in the Study Area..... | 3-23 |
| Figure 3-6. Section 4(f) and 6(f) Resources in the Study Area | 3-27 |
| Figure 3-7. MSAT Affected Network shown on 2025 Build Network | 3-35 |
| Figure 3-8. Noise Receivers in the Study Area | 3-39 |
| Figure 3-9. Streams and Wetland Features – Route 267 to Old Dominion Drive..... | 3-43 |
| Figure 3-10. Streams and Wetland Features – Old Dominion Drive to Potomac River | 3-44 |
| Figure 3-11. Impaired Waters | 3-48 |
| Figure 3-12. 100-Year Floodplains | 3-50 |
| Figure 3-13. Available Wildlife Habitat | 3-53 |
| Figure 3-14. Potential Habitat for Threatened and Endangered Species within the Study Area | 3-59 |
| Figure 3-15. Hazardous Materials Sites | 3-61 |
| Figure 3-16. Indirect and Cumulative Effects Report Study Areas..... | 3-63 |

TABLES

| | |
|--|------|
| Table 2-1. No Build Projects within the I-495 Study Corridor..... | 2-2 |
| Table 2-2. 2045 Forecasted Daily Traffic Volumes Along I-495 | 2-8 |
| Table 3-1. Summary of Existing Conditions and Environmental Consequences | 3-3 |
| Table 3-2. Land Use Conversion Under the Build Alternative | 3-20 |
| Table 3-3. Identified Potential Section 4(f) Properties Within the Study Area..... | 3-28 |
| Table 3-4. Impacted Section 4(f) Properties Within the LOD | 3-29 |
| Table 3-5. Annual MSAT Emissions by Year, Scenario and Pollutant on the Affected Network | 3-35 |
| Table 3-6. Summary of Proposed Noise Barrier Details..... | 3-41 |
| Table 3-7. Summary of In-Kind Noise Barrier Extension Details..... | 3-41 |
| Table 3-8. Streams and Wetlands in Study Area and Estimated Impacts of the Build Alternative | 3-45 |
| Table 3-9. 100-Year Floodplains in Study Area and Estimated Impacts of the Build Alternative | 3-51 |
| Table 3-10. Available Wildlife Habitat in Study Area and Estimated Impacts of the Build Alternative... | 3-54 |

Table 3-11. Threatened and Endangered Species Occurrences in Study Area.....3-56

Table 3-12. Estimated Threatened and Endangered Species Impacts Within LOD3-58

Table 4-1. Agency Scoping Responses4-2

CHAPTER 1.0 PURPOSE AND NEED

The Virginia Department of Transportation (VDOT), in coordination with the Federal Highway Administration (FHWA) as the lead federal agency, is evaluating an extension of the Interstate 495 (I-495) Express Lanes along approximately three miles of I-495, also referred to as the Capital Beltway, from their current northern terminus in the vicinity of the Old Dominion Drive overpass to the George Washington Memorial Parkway (GWMP) in the McLean area of Fairfax County, Virginia. The project location is shown in the vicinity map in **Figure 1-1**. Pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended, and in accordance with FHWA regulations¹, this Environmental Assessment (EA) is being prepared to analyze the potential social, economic, and environmental effects associated with the improvements being evaluated.

1.1 PROJECT LIMITS

The project extends from approximately south of the Dulles Toll Road / Route 267 interchange to the GWMP in the vicinity of the American Legion Memorial Bridge (ALMB). Although the proposed lanes would terminate at the GWMP, and the interchange provides a logical northern terminus for this study, additional improvements are anticipated to extend approximately 0.3 miles north of the GWMP to provide a tie-in to the existing road. The project also includes access ramp improvements and lane reconfigurations along portions of the Dulles Toll Road and the Dulles International Airport Access Highway, on either side of the Capital Beltway, from the Spring Hill Road Interchange to the Route 123 interchange. The proposed improvements entail new and reconfigured express lane ramps and general purpose lane ramps at the Dulles Interchange and tie-in connections to the Route 123/I-495 interchange. The project has independent utility since it would provide a usable facility and be a reasonable expenditure of funds even if no additional transportation improvements in the area are made.

1.2 STUDY AREA

In order to assess and document relevant resources that may be affected by the proposed project, the study area for this EA extends beyond the immediate area of the proposed improvements described above. The study area for the EA includes approximately four miles along I-495 between the Route 123 interchange and the ALMB at the Maryland state line. The study area also extends approximately 2,500 feet east along the GWMP. Intersecting roadways and interchanges are also included in the study area, as well as adjacent areas within 600 feet of the existing edge of pavement. The study area is a buffer around the road corridor that includes all natural, cultural, and physical resources that are analyzed in the EA. It does not represent the limits of disturbance (LOD) of the project nor imply right-of-way acquisition or construction impact, but rather extends beyond the project footprint to tie into the surrounding network, including tying into future network improvements. **Figure 1-2** depicts the project termini, study area, and LOD.

¹ NEPA and FHWA's regulations for Environmental Impact and Related Procedures can be found at 42 USC § 4332(c), as amended, and 23 CFR § 771, respectively.

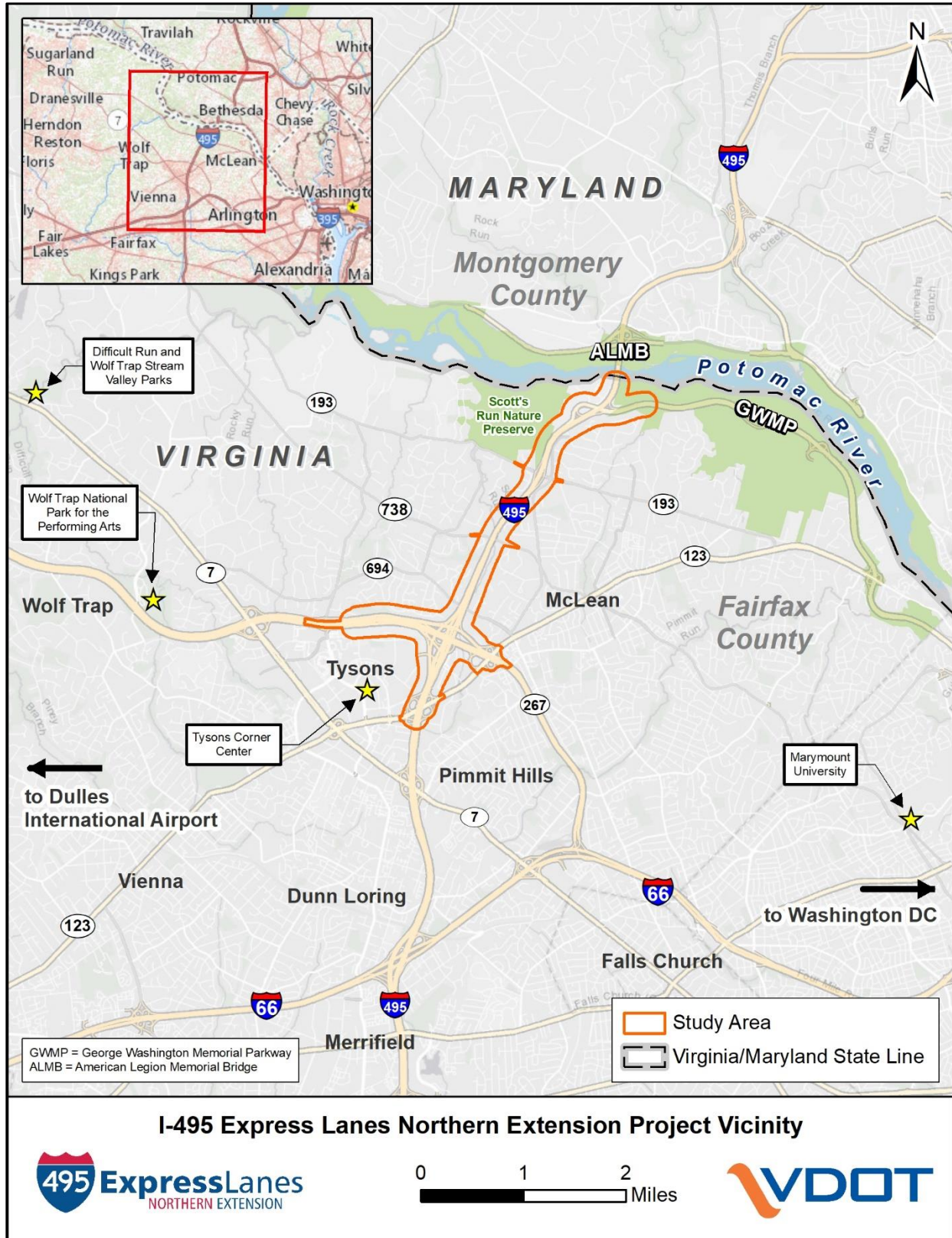


Figure 1-1. I-495 Express Lanes Northern Extension Project Vicinity

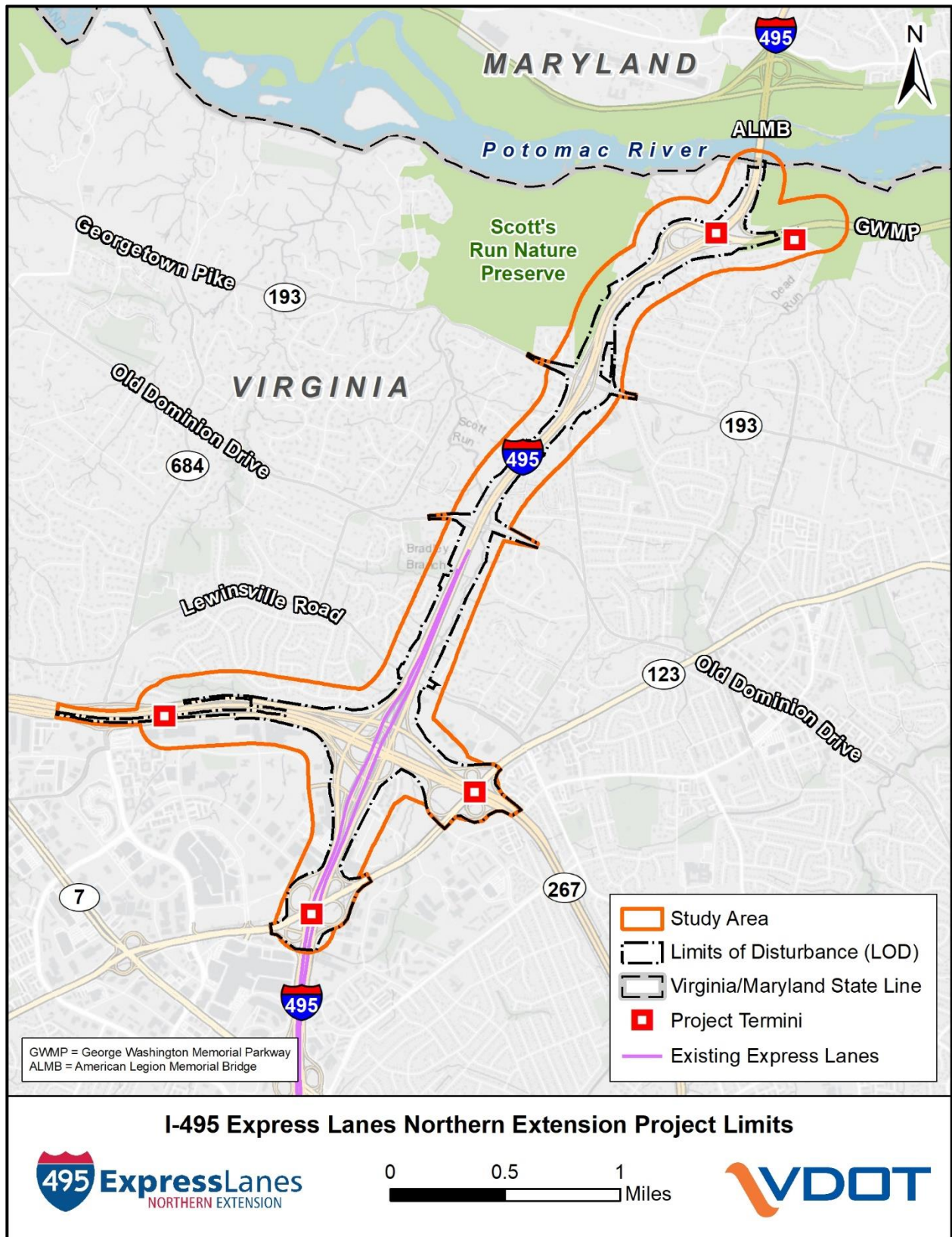


Figure 1-2. I-495 Express Lanes Northern Extension Project Limits

The existing I-495 facility within the study area currently has four northbound and four southbound general purpose (GP) lanes, supplemented in several locations by auxiliary lanes², acceleration/deceleration lanes at on- and off-ramps, and collector-distributor roadways³. Grade-separated interchanges provide access to and from I-495 and the Jones Branch Connector; Chain Bridge Road (Route 123); the Dulles Toll Road (DTR), Dulles Airport Access Road (DAAR), and Dulles Connector Road (DCR), collectively referred to as Route 267; Georgetown Pike (Route 193); and the GWMP. North of the study area, I-495 at the ALMB is a total of 10 lanes, including eight GP through lanes and two auxiliary lanes that connect to Clara Barton Parkway in Maryland and the GWMP in Virginia.

The southbound entrance onto the existing I-495 Express Lanes and northbound exit from the I-495 Express Lanes occur within the study area, approximately 2,000 feet south of Old Dominion Drive, as shown in **Figure 1-1**. Drivers are permitted to use the northbound inside shoulder of the GP lanes during peak travel periods (6 AM - 11 AM and 2 PM - 8 PM Mon - Fri). The shoulder lane terminates by merging into the GP lanes just before reaching the GWMP interchange. All buses and vehicles with two axles can access the I-495 Express Lanes 24 hours a day, seven days a week. The I-495 Express Lanes operate as high-occupancy toll (HOT) lanes where vehicles with three or more occupants are not charged a toll. Trucks are currently prohibited from using the I-495 Express Lanes.

The southern portion of the study area surrounding the I-495/Route 267 interchange is bounded by high-density commercial and residential development associated with the Tysons area. The study area between the Route 267 interchange and GWMP is comprised of suburban neighborhoods and supporting recreational areas that border the interstate, with direct access to I-495 limited to Route 193. North of the GWMP approaching the Maryland state line at the ALMB over the Potomac River is primarily open federal parkland associated with the GWMP to the east and Scotts Run Nature Preserve to the west.

1.3 PROJECT HISTORY

I-495 (also known as the Capital Beltway) is a 64-mile, multi-lane, circumferential freeway centered around Washington, D.C. and passing through Maryland and Virginia. The Virginia portion of I-495 is 22 miles, extending from the Woodrow Wilson Bridge in the City of Alexandria to the ALMB in Fairfax County.

Initial planning for I-495 began in 1950 with the publication of the 1950 Comprehensive Plan for the Washington area (NCPPC, 1952). Construction of I-495 began in 1957 and was completed in 1964. Originally, I-495 consisted of six lanes for most of its length except for 14.5 miles between the northern Potomac crossing (now the ALMB) and Interstate 95 (I-95) in Springfield, which was four lanes. Since its completion in 1964, many modifications and improvements have been implemented, such as the addition of lanes, construction or modification of interchanges, and safety improvements. In 1977, the Virginia side of I-495 was widened from four to eight lanes up to Route 193 (Georgetown Pike). In 1992, a portion of I-

² An auxiliary lane is defined by the American Association of State Highway and Transportation Officials (AASHTO) as the portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic movement. Auxiliary lanes are used to balance the traffic load and maintain a more uniform level of service on the highway. They facilitate the positioning of drivers at exits and the merging of drivers at entrances (AASHTO, 2018).

³ Collector-distributor (C-D) roadways are parallel to freeway lanes, and are usually located where interchanges are closely spaced. The C-D roads provide additional distance for drivers to make weaving and lane-changing movements.

495 between Route 193 and the Interstate 270 (I-270) spur in Maryland was widened to eight lanes, and the ALMB was widened to 10 lanes (eight through lanes and two auxiliary lanes), as shown in **Figure 1-3**.

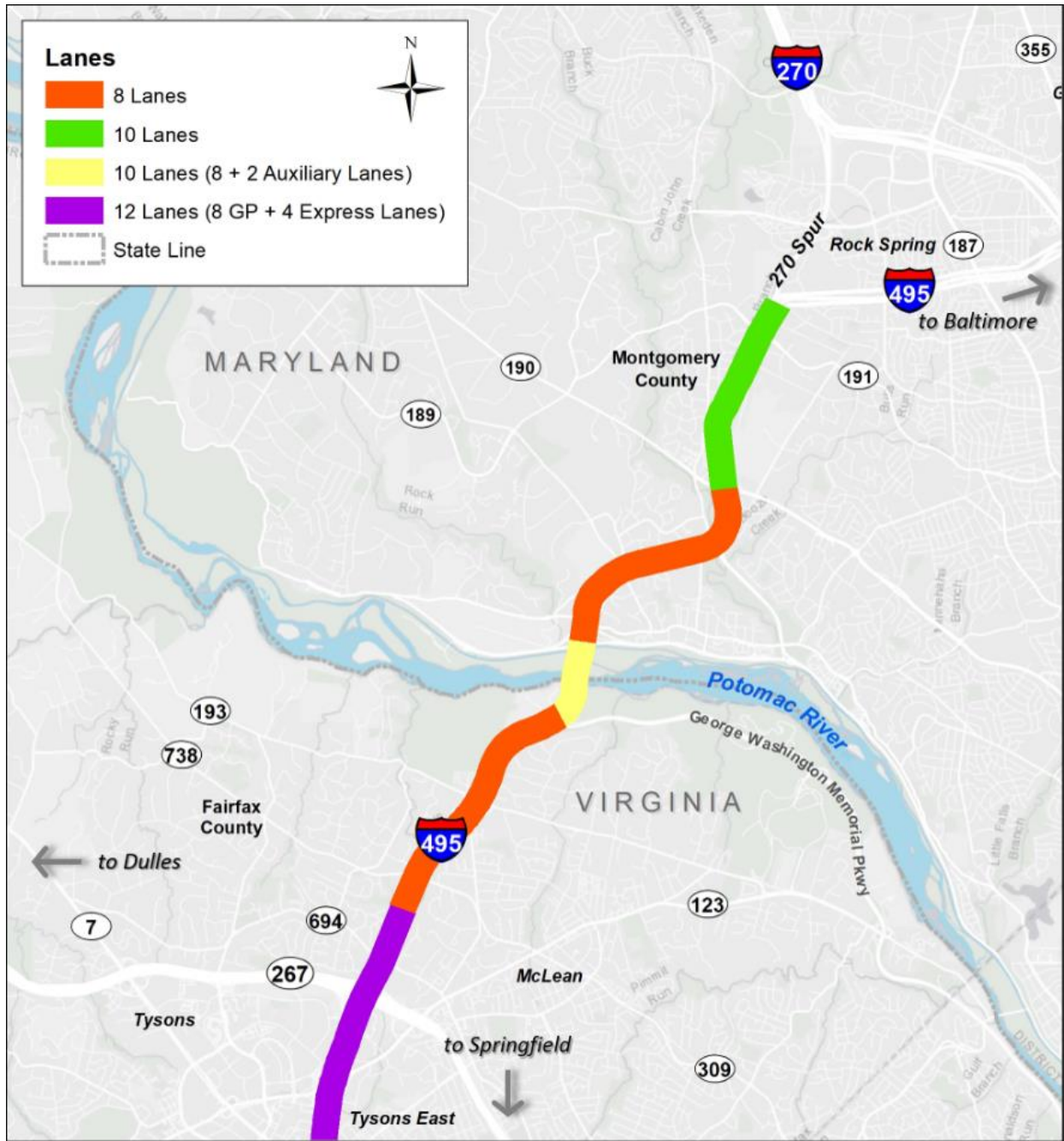


Figure 1-3. Current I-495 Lane Segments

In January 1997, a Major Investment Study (MIS) was completed to evaluate a range of strategies for dealing with transportation deficiencies along the Capital Beltway corridor. The conclusion of the MIS was that highway improvements promoting high-occupancy vehicle (HOV) use, such as designated, non-tolled HOV lanes for vehicles with at least three occupants, would be the most effective transportation investment to serve current and future travel demand on the Capital Beltway (VDOT/FHWA, 2006).

In 1998, following the completion of the MIS, FHWA and VDOT launched preliminary location and environmental studies to evaluate the recommended improvements to the Capital Beltway, including widening for the addition of HOV lanes. Initially, an EA was prepared to determine if preparation of an Environmental Impact Statement (EIS) would be warranted. FHWA and VDOT subsequently determined that due to the large footprint of the project and the potential for environmental consequences, an EIS would be necessary. A Notice of Intent to prepare an EIS was published in the *Federal Register* in June 2000 (VDOT/FHWA, 2006).

FHWA and VDOT prepared the Capital Beltway Study Draft EIS in 2002 to evaluate the expansion and reconfiguration of I-495 from the ALMB to the I-95/I-495/I-395 interchange in Springfield. Initially, only HOV alternatives were proposed: the Concurrent HOV Alternative, in which one HOV lane would be added in each direction with no additional GP lanes; the Express/Local with HOV Alternative, which would separate short- and long-distance trips and provide one HOV lane in each direction; and the Barrier-Separated HOV Alternative, which would provide 12 through lanes in a 4-2-2-4 configuration, with four outer GP lanes and two barrier-separated inner HOV lanes in each direction. In addition, options for interchange configurations and direct access points for HOV traffic to the HOV lanes were evaluated for each alternative. During the public comment period for the Draft EIS, the alternatives were met with opposition from local governments and the general public due to excessive right-of-way acquisition and the displacement of as many as 294 residential properties (VDOT/FHWA, 2006).

Following publication of the Capital Beltway Study Draft EIS in March 2002, VDOT received a proposal pursuant to the Virginia Public-Private Transportation Act (PPTA), which allows for private entities to solicit VDOT to develop and/or operate and maintain transportation facilities that VDOT determines demonstrate a public need and benefit. The PPTA proposal included a plan to add four HOT lanes to 14.5 miles of I-495 between the existing GP lanes from the ALMB to the I-95/I-495/I-395 interchange in Springfield. This option required less right-of-way than the alternatives in the Draft EIS and would substantially reduce relocation impacts. Based on comments received on the Draft EIS and following the submittal of the PPTA proposal for HOT lanes, the three original Build Alternatives and interchange options were substantially revised and re-evaluated with both HOV and HOT lane options, resulting in six “refined” alternatives. Two of these refined alternatives were chosen for further development and more detailed study: the 12-Lane HOT / Managed Lanes Alternative, developed from the Barrier-Separated HOV Alternative presented in the Draft EIS; and a Revised 10-Lane Concurrent HOV Alternative. In January 2005, the Commonwealth Transportation Board (CTB) selected the 12-Lane HOT / Managed Lanes Alternative as the Preferred Alternative to be carried forward in the Final EIS (VDOT/FHWA, 2006). The Final EIS was completed and published in April 2006. FHWA issued a Record of Decision (ROD) in June 2006, approving the selection of the 12-Lane HOT / Managed Lanes Alternative as the Selected Action (FHWA, 2006).

In May 2007, it was determined that a change in the northern project limits was necessary to allow for a transition area between the entrance/exit to the HOT lanes and the ALMB (VDOT, 2007). A NEPA re-evaluation and an Interchange Justification Report (IJR) were completed in 2007 to include design updates and related impacts, and to modify the northern terminus of the HOT lanes from the ALMB to the current terminus south of Old Dominion Drive. Other NEPA re-evaluations were completed in June 2008, December 2008, May 2009, and July 2009 to account for minor design refinements.

Construction of the I-495 Express Lanes commenced in 2008, and the I-495 Express Lanes opened to traffic in November 2012.

In 2009, while construction was underway for the I-495 Express Lanes, the Metropolitan Washington Airports Authority (MWAA) developed the Dulles Interchange Long-Range Plan for the I-495/Route 267 interchange to determine what, if any, changes to the then-current plan for the interchange under the I-495 Express Lanes project may be necessary to accommodate other future interchange improvements. The Long-Range Plan determined that up to 11 additional ramp movements would be necessary to improve I-495 connections to and from the DAAR and DTR. VDOT in partnership with MWAA signed a Memorandum of Understanding (MOA) in May 2009 to incorporate three of these additional ramps into the I-495 Express Lanes project. Specifically, these ramps provided movements for southbound I-495 GP Lanes to westbound DAAR; eastbound DAAR to southbound I-495 GP; and eastbound DAAR to northbound I-495 GP (VDOT/MWAA, 2009). A NEPA Re-evaluation of the Capital Beltway Study EIS was conducted, and the additional ramps were found to be consistent with the findings of the Final EIS (FHWA, 2009). An IJR for the Dulles Interchange was prepared and approved in December 2009 (VDOT, 2009). The ramps were constructed as part of the I-495 Express Lanes project and opened to traffic in September 2012.

1.3.1 Other Projects in the Vicinity

The following ongoing projects and studies are proposed within or in close proximity to the study area:

- **Dulles Interchange Long-Range Plan** – Future phases of the Dulles Interchange Long-Range Plan propose additional ramps at the I-495/Route 267 interchange that are not currently included as part of the proposed project. Future ramps to be constructed within the study area include:
 - **Ramp D1:** Modified access from eastbound DAAR to southbound I-495 and Route 123
 - **Ramp G8:** Modified access from eastbound DTR to southbound I-495 GP lanes
 - **Ramp D4:** New access from northbound I-495 GP lanes to westbound DAAR
 - **Ramp G2:** Modified Access from northbound I-495 GP lanes to westbound DTR
 - **Ramp D3:** New access from southbound I-495 GP lanes to westbound DAAR
 - **Ramp G5:** Modified Access from southbound I-495 GP lanes to westbound DTR

Construction of these new ramps is expected to occur by 2030. The I-495 Express Lanes Northern Extension would be designed to be compatible with the planned construction of these future ramps.

- **I-495 and I-270 Managed Lanes Study and EIS** – The purpose of this study is to address congestion and improve trip reliability on I-495 from south of the ALMB in Fairfax County, Virginia to west of Maryland (MD) 5 and on I-270 from I-495 to I-370, including the I-270 east and west spurs, in Montgomery County, Maryland. A wide range of preliminary alternatives were considered and have been screened down to alternatives that include HOT lanes or Express Toll Lanes (ETL) on I-495. These alternatives include carrying the improvements across the ALMB. This study is the first element of a broader Traffic Relief Plan as announced by Maryland Governor Larry Hogan in September 2017, which considers improvements along the entire length of I-495 and I-270.

On November 12, 2019 Maryland Governor Hogan and Virginia Governor Northam signed an accord to replace the American Legion Bridge and relieve congestion on the Capital Beltway. The new planned infrastructure across the Potomac River includes replacement of existing

lanes in each direction and the addition of two new Express Lanes in each direction for approximately three miles between the George Washington Memorial Parkway in Virginia to the vicinity of River Road in Maryland. New bicycle and pedestrian access would connect trails on both sides of the Potomac River. The I-495 Express Lanes Northern Extension is an independent, stand-alone project that is being closely coordinated and would be compatible with plans for the I-495 and I-270 Managed Lanes Study.

- **Jones Branch Connector** – This project includes the construction of a new link from Jones Branch Drive across I-495 to Route 123 in Fairfax County. The half-mile project includes new roadway and improvements from Jones Branch Drive and the Jones Branch Connector to the intersection of Scotts Crossing Road and Route 123. Project features include: two travel lanes and on-street bike lanes in each direction; three bridges over the I-495 Express and GP lanes; 8- to 12-foot-wide lighted sidewalks, landscaping and other streetscape amenities; and a wide, raised median to accommodate the future Tysons Circulator bus. The project was partially opened to traffic in December 2018 with one lane of traffic in each direction. Construction has been substantially completed as of the end of 2019.
- **Tysons/Old Meadow Road Bike/Ped Improvements** – This project involves construction of a 10-foot shared-use path from the intersection of Route 123 and Old Meadow Road east of I-495 to a location near the intersection of Tysons One Place and Fashion Boulevard west of I-495. The shared-use path would be located along the west side of Old Meadow Road. The first phase of the project includes the construction of a bicycle and pedestrian bridge over I-495. The project is currently in design. Construction is expected to be completed by 2021.
- **2016 GWMP North Section Rehabilitation EA** – This project includes reconstructing the asphalt pavement and constructing new concrete curbs; replacing drainage inlets and culverts; stabilizing erosion at drainage outfalls; improving safety with options including crash-worthy roadside barriers; various options to reconfigure the interchange at Route 123/GWMP; and other smaller project elements such as creation of emergency turnarounds, extension of acceleration and deceleration lanes, and installation of stormwater management practices. The National Park Service (NPS) issued a Finding of No Significant Impact (FONSI) on September 13, 2018. A construction schedule has not yet been established.
- **McLean Area Traffic Analysis** – Since 2017, VDOT and Fairfax County have worked with the surrounding community to identify short-term, intermediate, and long-term solutions to mitigate residential street traffic congestion and I-495 access at the Balls Hill Road and Georgetown Pike intersection. Short-term improvements recently completed include additional signage, pavement markings, traffic cameras, and shoulder improvements for police enforcement. Fairfax County has initiated the cut-through restriction process with the surrounding neighborhood and is currently reviewing improvement options for the Balls Hill Road/Georgetown Pike and Douglass Drive/Georgetown Pike intersections.

1.4 NEEDS FOR THE PROJECT

The following transportation needs have been identified for the study area:

- Reduce congestion;
- Provide additional travel choices; and
- Improve travel reliability.

1.4.1 Reduce Congestion

As demonstrated in the *Traffic and Transportation Technical Report* (VDOT, 2020f), incorporated herein by reference, I-495 within the study area is severely congested during the weekday AM and PM peak periods in both directions, especially along I-495 northbound approaching the ALMB. The AM peak period occurs between 6:45 AM and 9:45 AM. The PM peak period occurs between 2:45 PM and 5:45 PM. Congestion is increasingly spreading beyond these peak periods as motorists either change their departure times to avoid delay or travel during the periods of highest congestion resulting in trips taking substantially longer, especially in the PM peak period.

Traffic Volumes and Travel Demand

Over the past 15 years (2002 to 2017), the Average Annual Daily Traffic (AADT) for I-495 at the ALMB has grown from 197,000 to 233,000, an 18 percent increase (VDOT, 2017). Projected growth in population and employment, particularly in Tysons, is forecasted to substantially increase in future years and additionally strain highway capacity.

Existing (2018) Traffic Volumes

A sample of 2018 mainline I-495 count data is presented in **Figure 1-4** and **Figure 1-5**, representing the average weekday hourly volumes in the northbound and southbound directions, respectively, at four locations along the I-495 corridor. The curves shown in the figures depict the expected distribution of volume during an average weekday in the northbound and southbound directions, with the highest throughput volumes observed during the AM peak period in both directions. Note that especially in the northbound direction, traffic volumes *decrease* over the course of the AM and PM peak periods, as congestion constrains throughput along the corridor (as discussed in the Traffic Operations section in the following pages). This is especially pronounced during the PM peak period, where the throughput along the corridor is much lower than the hypothetical capacity of an eight-to-ten-lane freeway. Corridor traffic volumes are generally highest in both directions over the ALMB between the GWMP and Clara Barton Parkway.

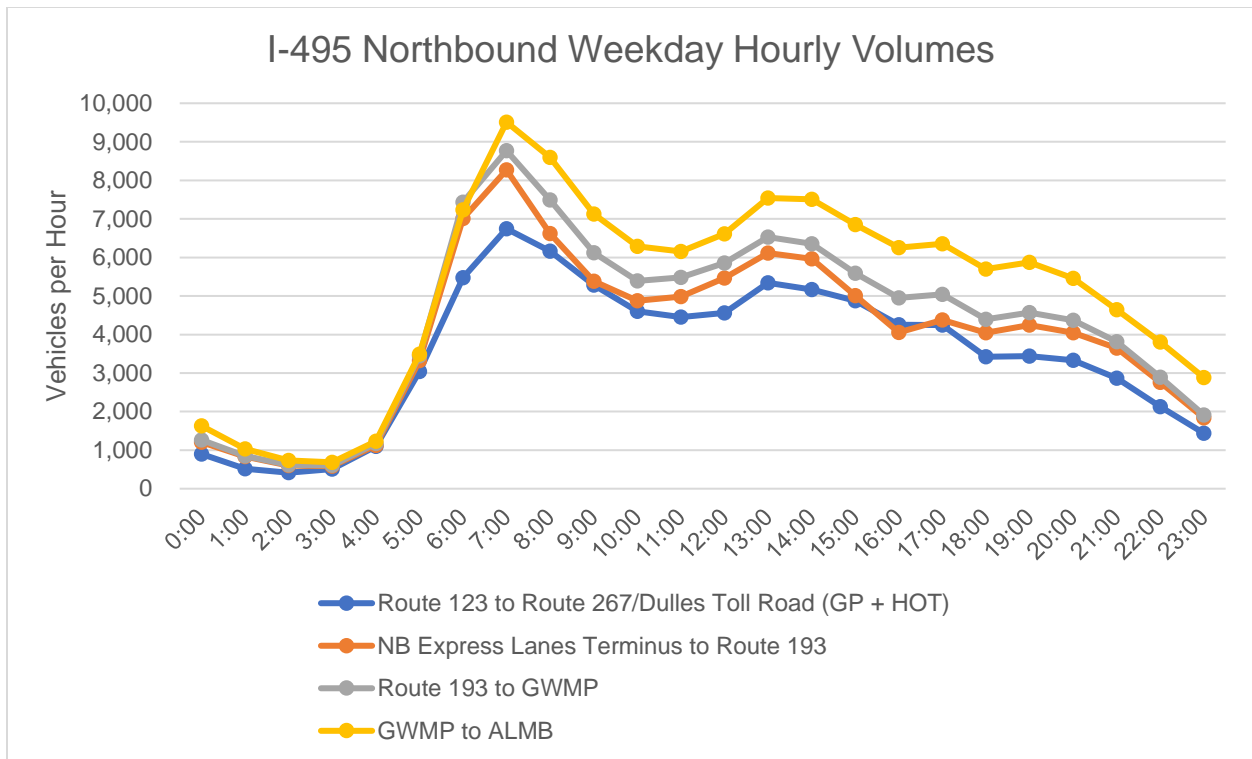


Figure 1-4. Average Weekday Hourly Volumes along I-495 Northbound

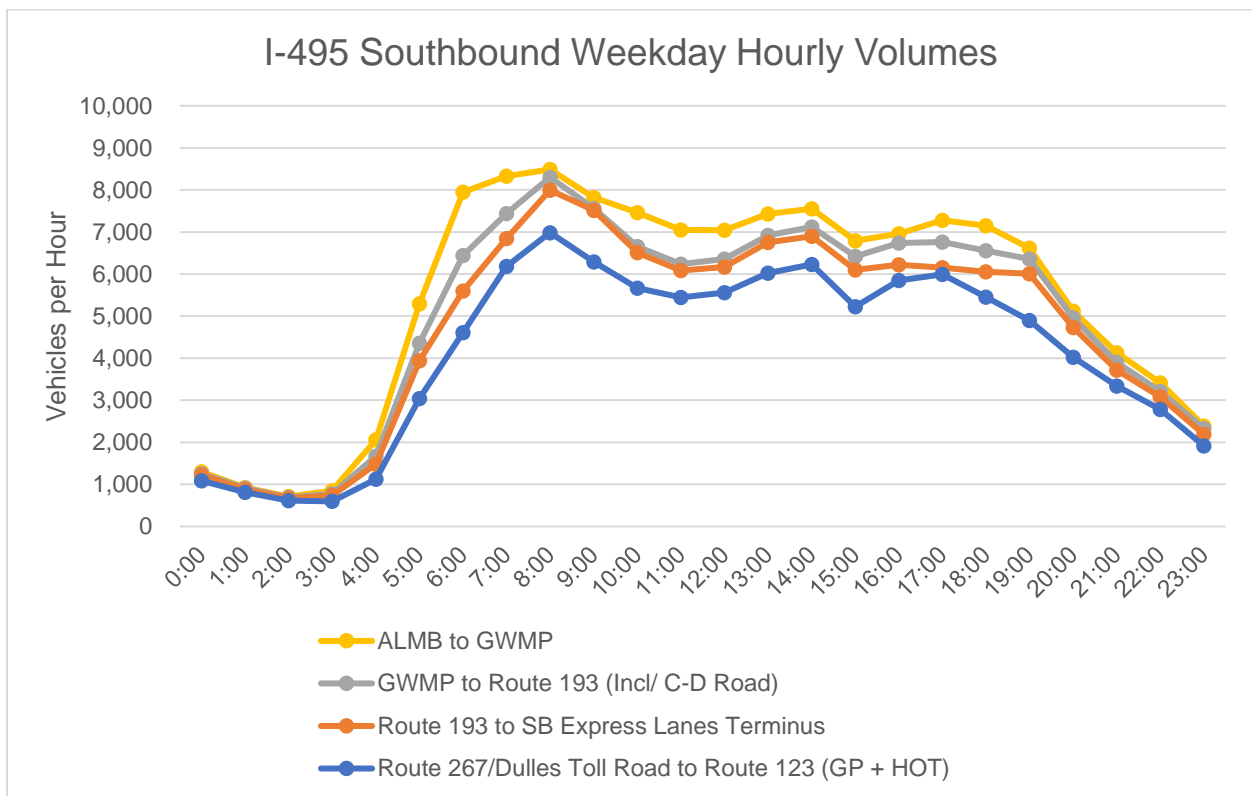


Figure 1-5. Average Weekday Hourly Volumes along I-495 Southbound

The existing high traffic volumes can be partially attributed to the substantial population growth that has occurred in recent years within the study area and the Washington, D.C. region as a whole. The Washington, D.C. region’s population increased from 4.4 million to 5.7 million residents between 2000 and 2018. Fairfax County is the most populous locality in the region, at over 1.1 million residents. As the population has increased, regional employment has followed suit, adding almost 400,000 jobs from 2000 to 2016. As the only direct transportation link between Fairfax and Montgomery Counties, and with no other transit service available, I-495 experiences heavy use by commuters driving private, single-occupant vehicles (Versel, 2013).

Future Traffic Volumes

A comparison of Existing (2018) and 2045 No Build average daily traffic volumes for the northbound and southbound GP and Express Lanes on I-495 is shown in **Figure 1-6** and **Figure 1-7**.

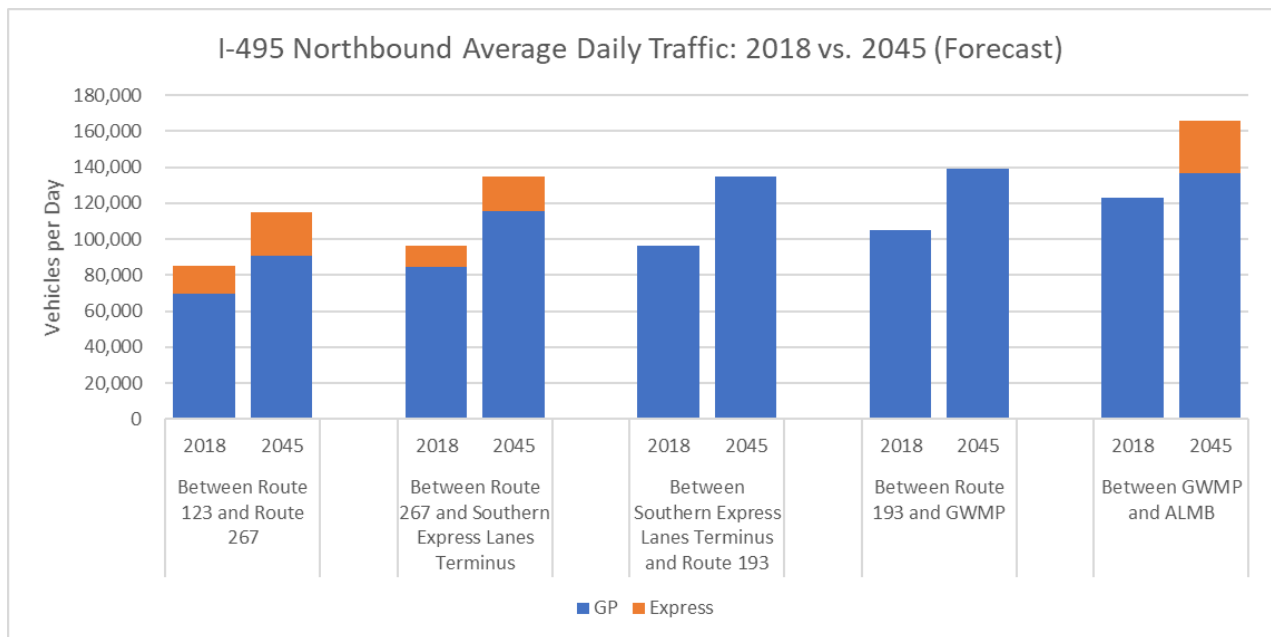


Figure 1-6: I-495 Northbound Average Daily Traffic: 2018 vs. 2045 No-Build (Forecast)

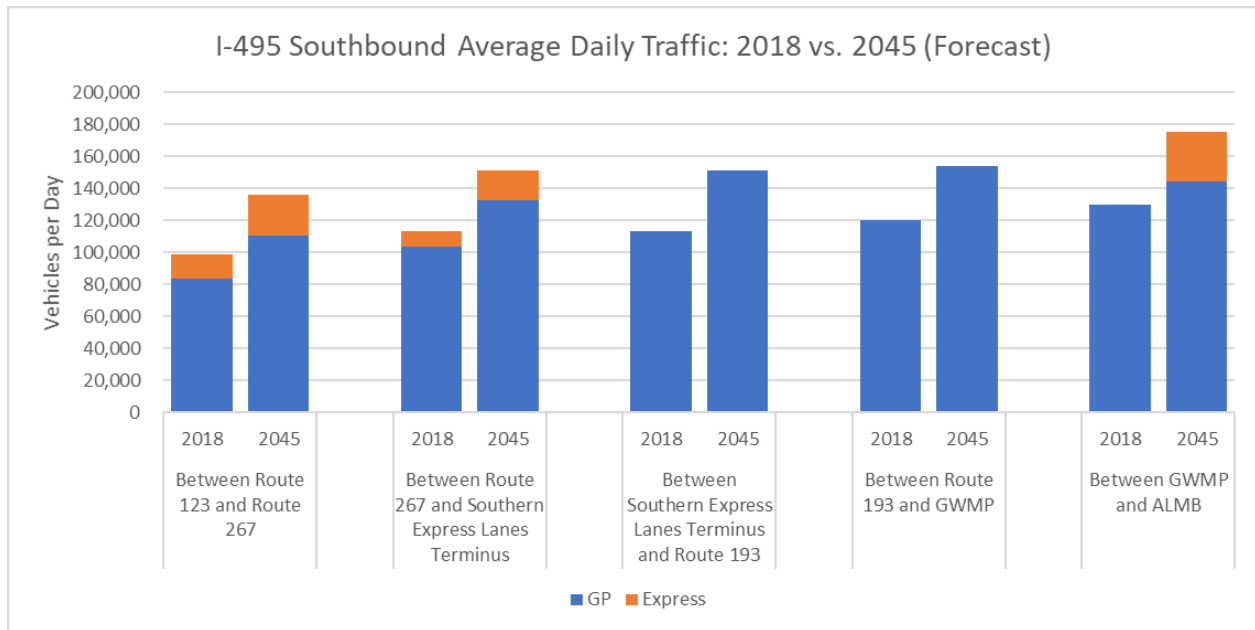


Figure 1-7: I-495 Southbound Average Daily Traffic: 2018 vs. 2045 No-Build (Forecast)

As shown in **Figure 1-6** and **Figure 1-7**, overall and peak period traffic volumes are forecasted to increase in the future and would exceed the carrying capacity of the corridor to a greater degree. These high volumes would be driven primarily by projected population and employment growth in the region. Between 2015 and 2045, the regional population is expected to increase by 1.4 million (26% growth), and the number of jobs by 1 million (32% growth), as project by the Metropolitan Washington Council of Governments (MWCOG) in their October 2018 report on *Cooperative Forecasting in Metropolitan Washington*. In the area adjacent to the project corridor, approximately 96% of the housing units are currently occupied. Due to rapid population growth and limited existing housing available, the MWCOG anticipates that many residents would be forced to find housing further away from employment centers, making transit, bicycling, or walking to work less feasible. Commuting options for these residents would therefore be limited to single-occupancy or high-occupancy personal vehicles, increasing traffic volumes and travel demand on roadways. The increase in traffic volumes would lead to more severe and a longer duration of congestion during both the AM and PM peak periods, as discussed in the next section. Therefore, there is a need to accommodate increased traffic volumes and travel demands for single- and high-occupancy vehicles as population and employment continue to grow within the region.

Traffic Operations

Existing Conditions

Due to the over-capacity conditions along I-495 during peak periods in both directions, the resulting congestion reduces travel speeds and increases travel times for users. The I-495 corridor in the study area does not have a typical commuting traffic pattern where a morning peak occurs in the one direction and an afternoon peak occurs in the opposite direction. Instead, the corridor experiences congestion in both the northbound and southbound directions in both peak periods, with commuters traveling from suburban areas to work and vice versa in both directions, in addition to substantial interstate long-distance travel utilizing the corridor. In both peak periods, congestion is more severe in the northbound direction due to a bottleneck at the ALMB.

Congestion is increasingly spreading beyond these peak periods as motorists either change their departure times to avoid delay or travel during the periods of highest congestion resulting in trips taking substantially longer, especially in the PM peak period.

A study of average weekday (Tuesday-Thursday) travel speeds in 15-minute intervals along I-495 northbound through the study area shows that within the study area, congestion is experienced for nearly 10 hours on an average weekday (approximately four hours during the AM peak period and nearly six hours during the PM peak period). More detail is in the *Traffic and Transportation Technical Report* (VDOT, 2020f).

General characteristics of congestion on the corridor include:

- **Substantial multi-hour queues in both directions.**
 - Bottlenecks created by major merge areas, as experienced in the northern terminus of the study area.
 - Bottlenecks created due to lane drops, such as the I-495 northbound GP merge where the shoulder lane terminates.
 - Bi-directional demand and weaving result in congestion in both directions during both peak periods, such as weaving along I-495 northbound GP between the on-ramp from Route 193 and the off-ramp to GWMP.
 - The on-ramp from the GWMP to I-495 northbound frequently queues back onto the GWMP outbound/westbound mainline for several miles to as far back as the GWMP/Route 123 interchange.
 - In the northbound direction along I-495, the AM peak period lasts almost four hours, and the PM peak period lasts for more than six hours. In the southbound direction, the AM peak period lasts approximately two hours and the PM peak period lasts for approximately five hours.
- **Heavy volumes entering and exiting I-495 at the Route 267 interchange affect traffic in both directions for extended periods.**
 - Heavy demand from Route 267 entering an already congested segment of I-495 results in more congestion and queue spill-backs. The I-495 northbound GP on-ramp from DTR/DAAR eastbound frequently spills back to the DTR/DAAR mainlines due to heavy demand and congestion along I-495 northbound GP. The I-495 southbound GP on-ramp from DTR/DAAR eastbound creates weaving issues along I-495 southbound, as the off-ramp to Route 123 and destinations in Tysons is just downstream of this location.
- **Cut-through traffic on local parallel arterials creates more disturbance along mainline.**
 - Vehicles detouring to avoid I-495 congestion create more disturbance to the flow of traffic by exiting to use parallel arterial facilities, such as Balls Hill Road and Swinks Mill Road, and then entering again at downstream locations along I-495, such as at Route 193.
- **High-Occupancy Toll (HOT) traffic to and from the I-495 Express Lanes weaving in and out from GP lanes results in severe congestion.**
 - The speed differential as well as weaving in and out from the I-495 Express Lanes that have ingress and egress just north of the Route 267 interchange create congestion in the GP lanes.

Future Conditions

Travel times and speeds along I-495 within the study area are forecasted to worsen in the future, as increasing traffic volumes from population and employment growth cause more severe and longer durations of congestion during peak periods. Therefore, there is a need to accommodate increased traffic volumes and travel demand in order to reduce congestion along the corridor as population and employment continue to grow within the region. Future traffic operational conditions are discussed in more detail in the *Traffic and Transportation Technical Report* (VDOT, 2020f).

1.4.2 Provide Additional Travel Choices

Pursuant to Federal regulations, the MWCOG Transportation Planning Board (TPB) encourages the consideration of alternative congestion management strategies for projects that would increase single-occupancy vehicle capacity (TPB, 2018). Furthermore, as determined in the Capital Beltway Study EIS, simply adding capacity to I-495 via additional GP lanes would be extremely costly and would result in excessive property and environmental impacts. Therefore, a more innovative approach is needed for the I-495 corridor in order to manage congestion and travel demand without adding capacity to the GP lanes.

Existing Conditions

According to a commuting survey conducted by MWCOG in 2016, nearly half (48 percent) of those surveyed who use HOV/Express Lanes for commuting said availability of the lanes influenced their mode choice decision. The survey also indicated that the presence of Express Lanes encourages the use of carpooling and vanpooling; nine percent of commuters who had access to an HOV/Express Lane reported carpooling or vanpooling as their primary mode choice, compared with five percent of commuters who did not have access. The existing I-495 and I-95 Express Lanes create a 40-mile HOV and bus network in northern Virginia and provide additional travel choices for a variety of users. However, because the existing Express Lanes end at Old Dominion Drive, travel choices for all northbound travelers are limited. No commuter bus service is offered within the study area or over the ALMB due to the absence of dedicated or managed lanes that would allow buses to travel more efficiently. Both HOV and single-occupant vehicles choosing to use the existing Express Lanes are forced to rejoin the GP lanes north of Old Dominion Drive with no options to bypass congestion or bottlenecks. Therefore, there is no advantage or incentive for travelers to choose carpooling, vanpooling, or transit options because these options are no more efficient than driving alone. Without dedicated transit or HOV/HOT lanes, single-occupant vehicle travel is the dominant mode choice within the corridor. Additionally, there is no opportunity to attract users away from the congested GP lanes, which would reduce the overall trip demand and congestion in the GP lanes. There is a need to provide options for and incentivize high-occupancy travel modes to reduce overall vehicle trips, particularly single-occupancy vehicles, in accordance with TPB recommendations.

Commuter choices are also affected by access. The northbound and southbound I-495 Express Lanes are accessible in both directions from Westpark Boulevard and Jones Branch Drive. From Route 7 and eastbound DTR/DAAR, only the southbound Express Lanes are accessible.

There is currently no direct access to the northbound Express Lanes from the DTR, the DAAR, or Route 7. There is also no direct access to and from the Express Lanes in either direction from GWMP. Users are less likely to use the Express Lanes if the access points are inconvenient and insufficient for their needs. There is a need to facilitate access to high-occupancy travel modes to further encourage users to choose alternatives to single-occupancy travel.

North-south pedestrian trails and bicycle facilities are lacking within the study area. Bicyclists desiring to travel through this corridor currently ride in travel lanes on arterial and local roadways. In the study area and adjacent areas, the existing network of trails and bicycle and pedestrian facilities are fragmented, mainly oriented east-west, and do not connect with each other, nor facilitate north-south travel. As discussed in Chapter 3, under Section 3.3.1, the population in the study area has been growing faster than the surrounding areas within Fairfax County, with increasing demands for multimodal and nonvehicular travel choices. Therefore, there is a need to provide a connected network of trails and pedestrian/bicycle facilities linking together the existing fragmented system.

Future Conditions

As discussed in Section 1.3.1, traffic volumes are forecasted to increase in the future due to expected population and employment growth in the Washington, D.C. area, which would exacerbate existing congestion problems in the corridor. Travel choices for both northbound and southbound travelers would continue to be limited within the study area because all Express Lanes users would be forced to merge into the GP lanes, as they do today, with no incentive to convert to a higher-occupancy mode of travel. Therefore, single-occupant vehicle travel would continue to be the dominant mode within the corridor. The GP lanes would experience no congestion relief from users choosing alternate modes. Under the No Build condition, use of the existing Express Lanes capacity would not be maximized due to lack of convenient access points. Due to expected increases in traffic volumes in the future, there is a need to provide long-term options and incentives for high-occupancy travel modes in order to minimize future increases in overall vehicle trips within the study area.

The *Fairfax County Comprehensive Plan* (Fairfax County, 2017) and *Fairfax County Bike Master Plan* (Fairfax County, 2014) include a new north-south multi-use trail parallel with I-495 to address growing demand for non-motorized travel options. A new north-south trail would improve travel options and be consistent with local approved transportation plans.

1.4.3 Improve Travel Reliability

Existing Conditions

Travel speeds along I-495 within the study area for both the GP and the Express Lanes are highly inconsistent and can vary substantially by hour and by day, with the slowest speeds and heaviest queues occurring along I-495 northbound during both AM and PM peak periods. Average travel times during peak periods can be several multiples of the free-flow travel time. Furthermore, there is substantial variability in travel times, with 95th percentile travel times during peak periods that have been found to be substantially higher than the average or free-flow travel times. The following sections present existing travel times based on INRIX data.

Northbound GP Lanes

Figure 1-8 provides a graph of average weekday travel times throughout the day along the I-495 northbound GP lanes through the study area, between Route 123 and the ALMB. The I-495 northbound GP lanes have the highest travel times and greatest variability of all freeway segments in the study area during both the AM and PM peak periods.

- During the AM peak period, median travel times are approximately 13 minutes, or approximately twice the off-peak travel time of less than six minutes. Travel times can be substantially higher, as evidenced by 95th percentile travel times of approximately 22 minutes.
- During the PM peak period, median travel times are approximately 30 minutes, or more than five times the off-peak travel time of less than six minutes. There is substantial variability in travel times, as evidenced by 95th percentile travel times that approach nearly one-hour for a segment that is less than five miles in length.

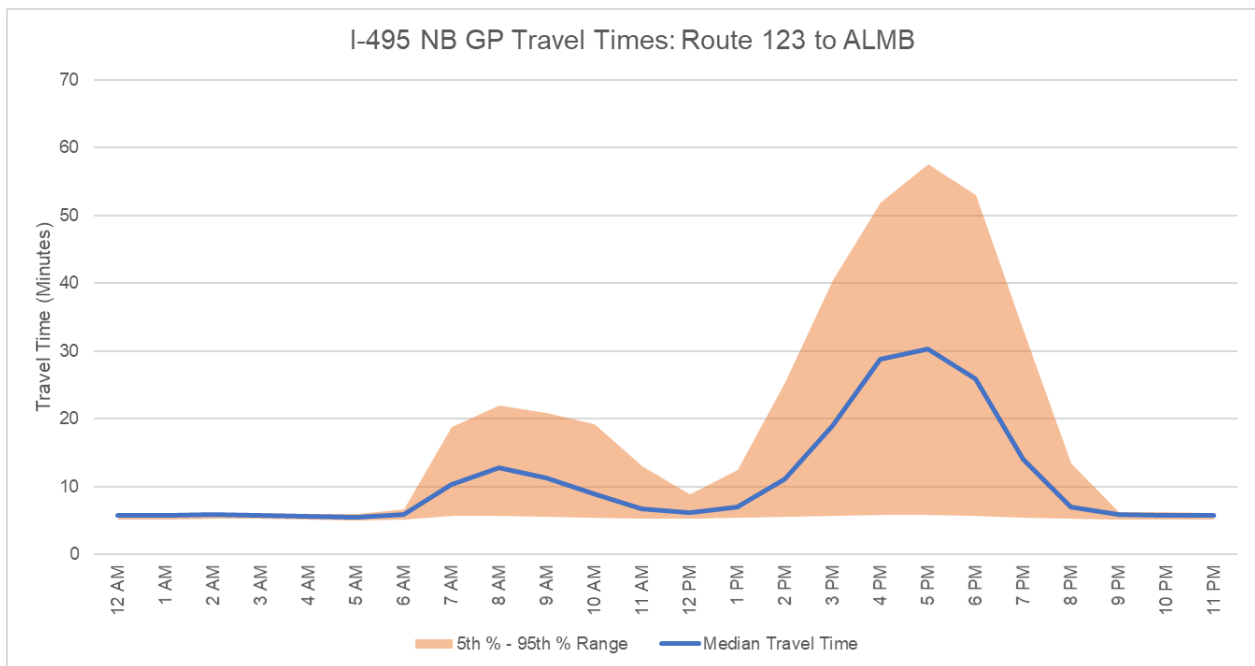


Figure 1-8. Average Weekday Travel Times, I-495 Northbound GP Lanes Through Study Area

Northbound Express Lanes

Figure 1-9 provides a graph of average weekday travel times throughout the day along the I-495 northbound Express Lanes through the 5-mile long study area, from Westpark Drive to the northern Express Lanes terminus. The I-495 northbound Express Lanes experience speeds slower than free-flow during both the AM and PM peak periods (especially in the PM peak period) due to downstream congestion along the I-495 northbound GP lanes, into which the Express Lanes must merge.

- During the AM peak period, median travel times are approximately 2.25 minutes, and can be as high as 4 minutes. The median travel time is approximately 30 seconds longer than free-flow time.
- During the PM peak period, median travel times are approximately 4.5 minutes, and can be as high as 12 minutes. The median travel time is approximately 2.5 times the free-flow travel time.

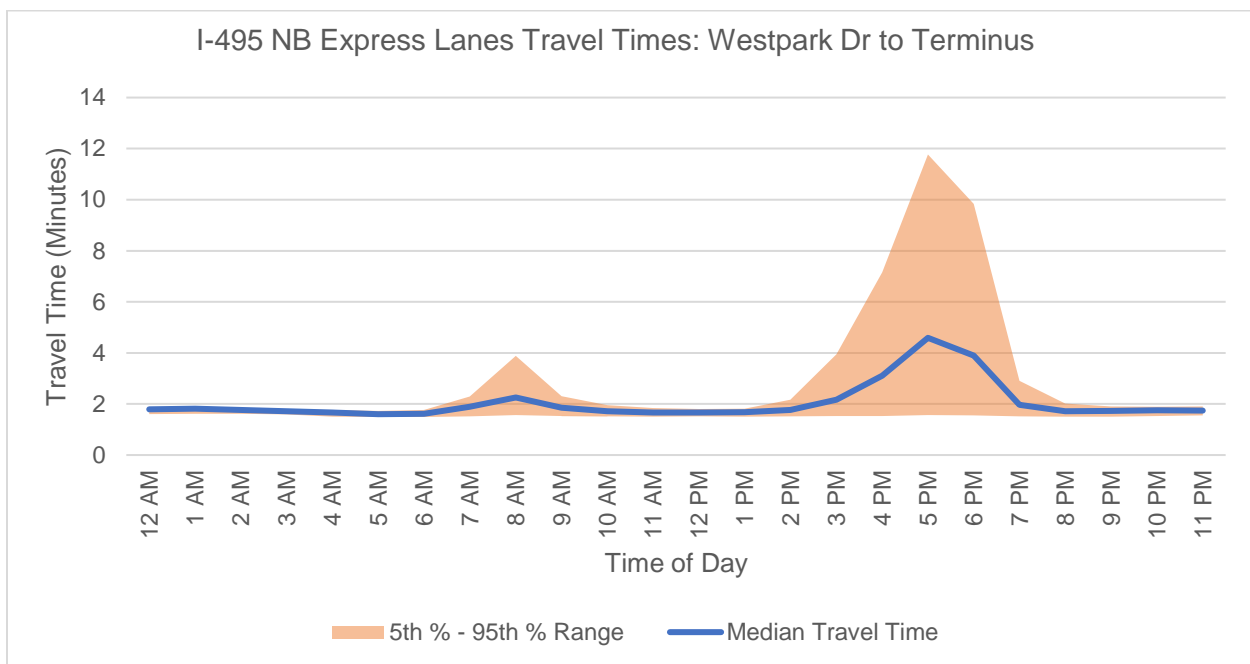


Figure 1-9. Average Weekday Travel Times, I-495 Northbound Express Lanes Through Study Area

Southbound GP Lanes

Figure 1-10 provides a graph of average weekday travel times throughout the day along the I-495 southbound GP lanes through the 5-mile long study area, between Clara Barton Parkway and Route 123. The I-495 southbound GP lanes see increases in median travel times during both the AM and PM peak periods; similar to the northbound GP lanes, congestion is more severe during the PM peak period.

- During the AM peak period, median travel times are approximately 8.5 minutes, and can be as high as 12 minutes. The median travel time is approximately 2.5 minutes higher than the free-flow travel time.
- During the PM peak period, median travel times are approximately 14.5 minutes, and can be as high as 25 minutes. The median travel time is more than twice the free-flow travel time.

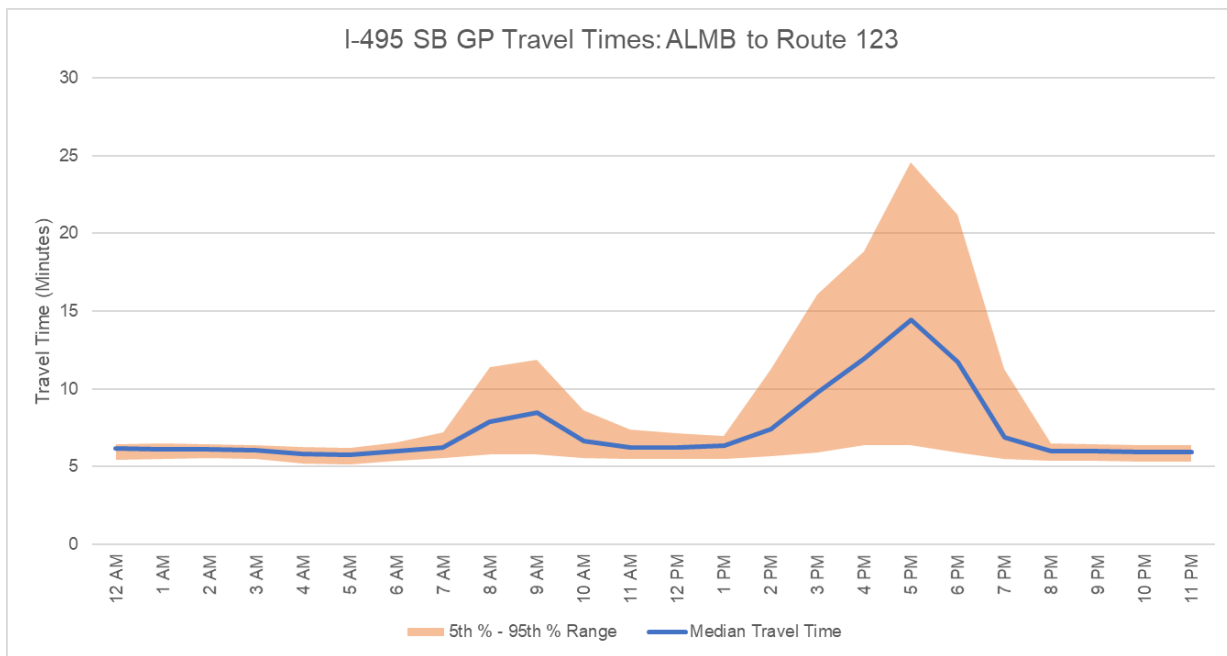


Figure 1-10. Average Weekday Travel Times, I-495 Southbound GP Lanes Through Study Area

Southbound Express Lanes

Figure 1-11 provides a graph of average weekday travel times throughout the day along the I-495 southbound Express Lanes through the study area, between the current northern terminus (just north of Old Dominion Drive) and Westpark Drive. The I-495 southbound Express Lanes see free-flow speeds throughout the day due to congestion pricing; there is no downstream congestion impacting operations.

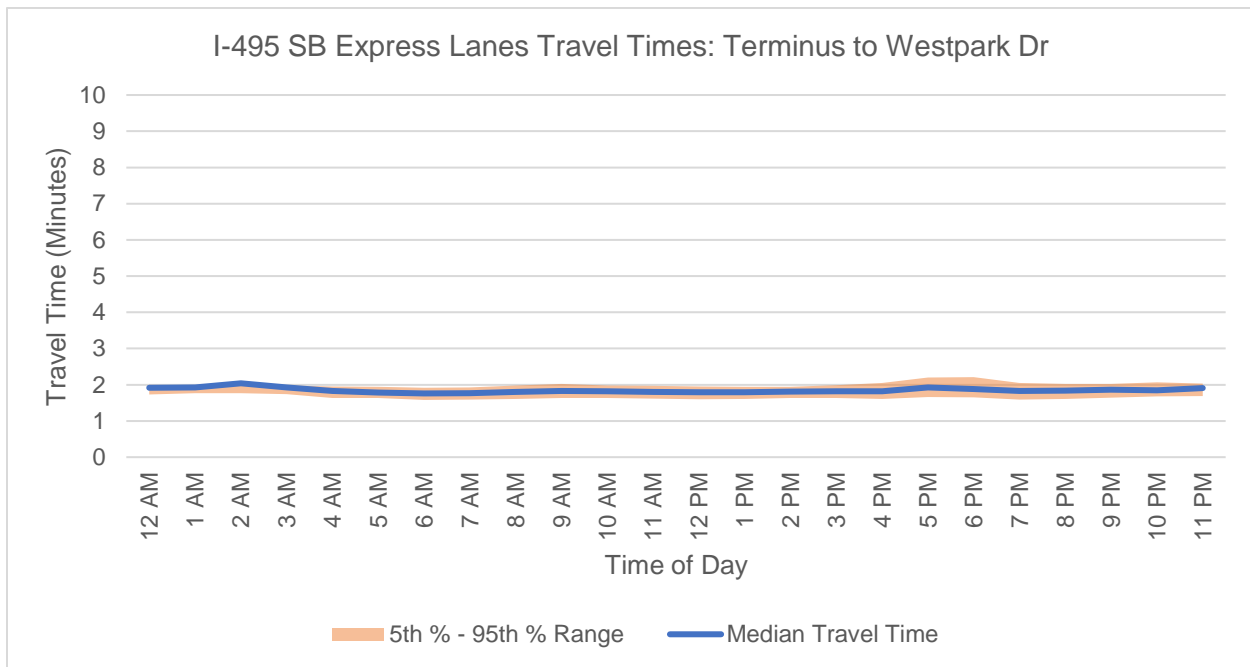


Figure 1-11. Average Weekday Travel Times, I-495 Southbound Express Lanes Through Study Area

As shown in **Figure 1-11**, the southbound Express Lanes allow for a consistent, predictable travel time. However, in the absence of transit or HOV/HOT lanes in the northbound direction, there is no northbound travel option along I-495 between Route 267 and the GWMP that guarantees a consistent travel time regardless of time of day, congestion, crashes, weather events, or other factors. All users within the study area are equally affected by variable travel speeds and times, including single occupancy, HOV, transit, and freight vehicles. Because of the inconsistent traffic flow within the study area, travel times to and from the GWMP and points south are unreliable and difficult to predict, requiring users to allow extra time for travel to guarantee that they would arrive on time. A 2016 commuter survey conducted by MWCOC revealed that over 80 percent of commuters in the region add extra time to their commutes to account for travel time variability (MWCOC, 2016). Motorists who report using HOV or Express Lanes save an average of 20 minutes on their commute; however, due to congestion and reduced travel speeds at the northern terminus of the northbound I-495 Express Lanes, users traveling northbound towards the GWMP are unable to reap the full travel time reliability benefits of the existing Express Lanes, as shown in **Figure 1-9**. There is a need to provide consistent, reliable, predictable travel times for all users of I-495 within the study area.

Future Conditions

As discussed in Section 1.3.1 and above, the duration and extent of congestion within the study area is expected to increase with population, employment, and subsequent traffic volumes. Variability in travel speeds and travel times is therefore expected to worsen in the future. Therefore, there is a need to provide consistent, reliable, predictable travel times for future users of I-495 within the study area.

1.5 PROJECT PURPOSE

Based on the existing and future transportation conditions described above, the purpose for the extension of Express Lanes on I-495 between Route 267 and the GWMP is to:

- **Reduce congestion**—Regional travel demand forecasting shows increased traffic volumes and travel demands as population and employment continue to grow within the region;
- **Provide additional travel choices**—Access to high-occupancy travel modes encourages drivers to choose alternatives to single-occupancy travel as well as provide an option to single-occupancy drivers to use the Express Lanes and free up capacity on the GP lanes, and the addition of north-south pedestrian and bike facilities, which are currently lacking, improves travel choice; and
- **Improve travel reliability**—Duration and extent of congestion is expected to increase along with population and employment growth resulting in the need for commuters to spend additional time traveling to work. Travel times in the GP lanes are expected to continue to be increasingly unreliable, with median peak period travel times notably higher than free-flow travel times.

CHAPTER 2.0 ALTERNATIVES

This chapter describes the alternative development process and detailed descriptions of the No Build and Build Alternative carried forward for evaluation.

2.1 ALTERNATIVE DEVELOPMENT

Based on the established Purpose and Need and coordination with local governments, stakeholders, and the public, one build alternative was developed and evaluated in detail. This conceptual alternative (the Build Alternative) includes extending the Express Lane system on I-495 north to the ALMB. In addition, there may be design options considered when the project advances beyond the NEPA phase to the more detailed permitting and design phases. The evaluation of one Build Alternative in detail in this EA is consistent with FHWA's Technical Advisory T 6640.8A *Guidance for Preparing and Processing Environmental and Section 4(f) Documents* (FHWA, 1987). A No Build Alternative is also under consideration and is described in **Section 2.3.1**.

The following sections summarize the alternatives, which are described in more detail in the *Alternatives Development Technical Memorandum* (VDOT, 2020i) and the *Traffic and Transportation Technical Report* (VDOT, 2020f).

2.2 ALTERNATIVES UNDER CONSIDERATION

2.2.1 No Build Alternative

In accordance with the implementing regulations for NEPA (40 C.F.R. § 1502.14(d)), the No Build Alternative has been retained for detailed study and serves as a benchmark for comparison with the Build Alternative. The No Build Alternative would retain the existing lane configuration through the study area and allow for routine maintenance and safety upgrades, except for those modifications to the roadway network that have been programmed and approved for implementation by 2045, as identified in the most recent *National Capital Region Constrained Long Range Plan* (CLRP).

Prepared by the National Capital Region Transportation Planning Board (NCRTPB), which is the designated Metropolitan Planning Organization for the Washington, D.C. region under the Metropolitan Washington Council of Governments (MWCOG), the current CLRP includes projected transit and traffic, demographic, and air quality conditions through the 2045 horizon year. The most recent 2045 CLRP was adopted in October 2018 (NCRTPB, 2018).

The planned and programmed transportation projects within the study area, included in the MWCOG CLRP and assumed under the No Build Alternative, are identified in **Table 2-1**.

Table 2-1. No Build Projects within the I-495 Study Corridor

| CLRP ID | Project Name | Description | Completion Date |
|----------------|--|---|-----------------|
| 3186/VI4IHOTA | DAAH/I-495 Capital Beltway Interchange Flyover Ramp Relocation (Phase IV DAAH) | Relocate ramp from Eastbound (EB) Dulles Airport Access Road to Northbound (NB) I-495 General Purpose (GP) | 2030 |
| 3186/VI4IHOTA | DAAH/I-495 Capital Beltway Interchange Flyover Ramp Relocation (Phase IV DAAH) | Widen ramp from EB Dulles Toll Road ramp to NB I-495 GP to two lanes | 2030 |
| 3186/VI4IRMP1 | DAAH/I-495 Capital Beltway Interchange Flyover Ramp Relocation (Phase IV DAAH) | Construct flyover ramp from NB I-495 GP to Westbound (WB) Dulles Airport Access Road | 2030 |
| 3208/VI4IHOTB | I-495 Interchange Ramp Phase II, Ramp 3 DAAH | Construct Ramp from SB I-495 GP to WB Dulles Airport Access Road | 2030 |
| 3272/VI4IAUX19 | I-495 Capital Beltway Auxiliary Lanes | Add NB I-495 GP auxiliary lane between on-ramp from WB Dulles Toll Road and off-ramp to Georgetown Pike | 2030 |
| 3272/VI4IAUX20 | I-495 Capital Beltway Auxiliary Lanes | Add Southbound (SB) I-495 GP auxiliary lane from Georgetown Pike on-ramp to WB Dulles Toll Road off-ramp | 2030 |
| 1182/1186/3281 | I-495 Managed Lanes / I-270 Managed Lanes in Maryland | Construct bi-directional Express lanes system on I-495 in Maryland between the AMLB and the Woodrow Wilson Bridge | 2025 |
| 3060 | Jones Branch Connector | Extend Jones branch Connector bridge to provide connection between Route 123 and I-495 Express Lanes | 2019* |

Source: NCRTPB, 2018

* The Jones Branch Connector was under construction during the initial planning phase of the I-495 Express Lanes project, and therefore was included in the No Build Projects list rather than as part of the existing conditions.

2.2.2 Build Alternative

The Build Alternative would consist of five elements described in further detail below: extending the existing I-495 Express Lanes, adding GP auxiliary lanes, adding access to the Express Lane network, improving two interchanges, and reconstruction of overpasses.

The main element of the Build Alternative is extending the existing four I-495 Express Lanes from their current terminus between the I-495/Route 267 interchange and the Old Dominion Drive overpass north approximately 1.6 miles to the GWMP interchange, at which point the Express Lanes would tie back into the Capital Beltway in the vicinity of the ALMB. Express Lanes are designed to keep traffic flowing at 45 miles per hour or faster by dynamically adjusting tolls, allowing transit, high-occupancy, and toll-paying vehicles to have a much more reliable trip.

In order to reduce the limits of disturbance (LOD), the extended Express Lanes would be separated from the GP lanes by flexible post delineators (see **Figure 2-1**), consistent with the configuration of the existing I-495 Express Lanes, requiring approximately an additional four feet per direction in the overall typical section of the roadway (eight feet total). This eliminates the need to provide full shoulders and concrete barrier separation between the GP lanes and Express Lanes in each direction.



Figure 2-1. Existing Flexible Post Delineators on I-495 Express Lanes

Additional GP auxiliary lanes between the Route 267 and Route 193 interchanges are also proposed as part of the Build Alternative. North of the Route 193 interchange, an auxiliary lane is already provided in the northbound direction up to the GWMP; in the southbound direction, an existing collector-distributor (C-D) road would be replaced with an auxiliary lane. Through the entire project area, the Build Alternative would retain the existing number of GP lanes in each direction between the I-495/Route 267 interchange and the GWMP.

The Build Alternative also proposes to make improvements to the I-495 interchanges between Route 123 and GWMP, reconstruct the existing I-495 overpasses in the study area at Old Dominion Drive and Live Oak Drive, and provide additional access to the Express Lanes network. Each of these are described further in this section below.

Exhibits 2-1a through **2-1e** at the end of this chapter provide a plan view of the Build Alternative. **Figure 2-2** shows the existing and proposed typical sections.

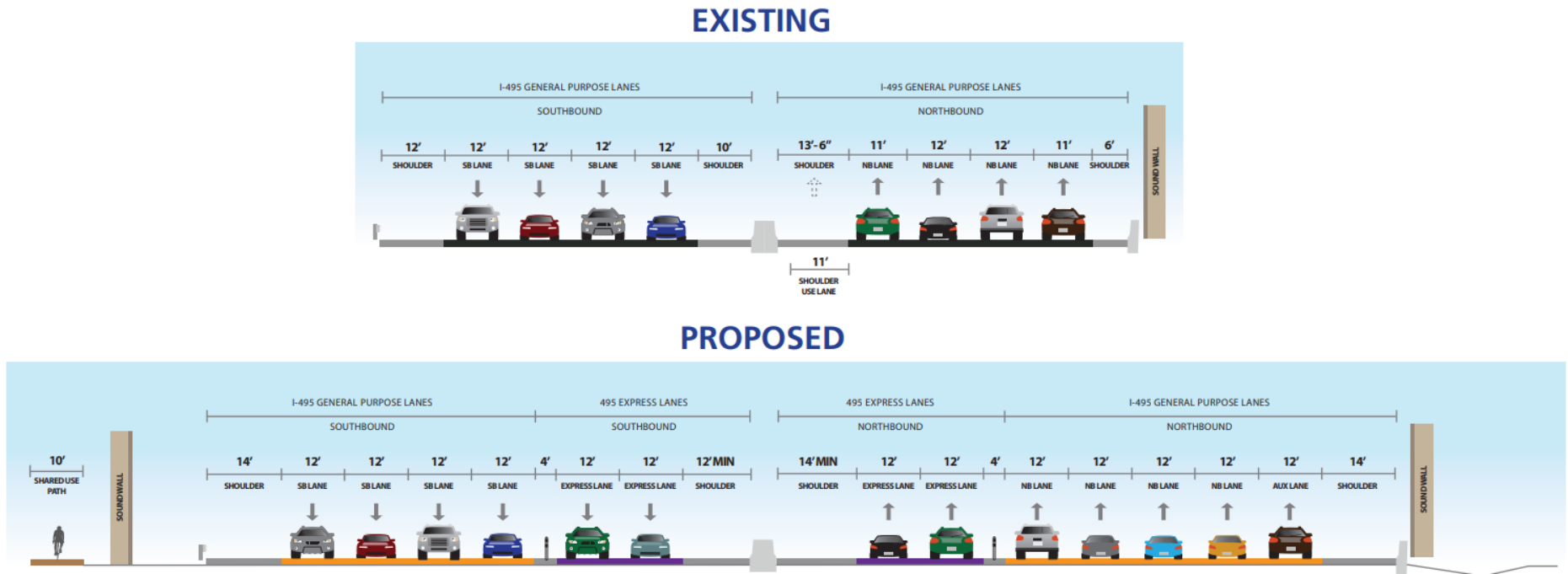


Figure 2-2. Existing and Build Alternative Typical Sections

Proposed Access to the Express Lanes

The Build Alternative would provide the following access to and from the Express Lanes:

Flyover exchange ramps to provide access from the northbound I-495 GP lanes to the northbound I-495 Express Lanes, and from the southbound I-495 Express Lanes to the southbound I-495 GP lanes. These exchange ramps would be located at the Route 267 interchange.

New Express Lanes access to and from Route 267:

- Eastbound Route 267 (Dulles Toll Road (DTR)) to northbound I-495 Express
- Westbound Route 267 (Dulles Connector Road (DCR)) to northbound I-495 Express
- Southbound I-495 Express to eastbound Route 267 (DCR). This movement would tie into an eastbound C-D road along Route 267 at the Route 267/Route 123 interchange, allowing access to both the eastbound Dulles Connector Road and Route 123.
- Note that the southbound I-495 Express to westbound Route 267 (DTR) movement is already provided today; additionally, the northbound I-495 Express to westbound Route 267 (DTR) and eastbound Route 267 (DTR) to southbound I-495 Express movements are also provided today.

New Express Lanes access to and from GWMP:

- Northbound I-495 Express to GWMP
- GWMP to southbound I-495 Express

Note that the Maryland Express Lanes system (assumed to be in place under No Build conditions) would provide access to the movements from GWMP to northbound I-495 Express and from southbound I-495 Express to GWMP.

Other Roadway and Bicycle/Pedestrian Improvements

The Build Alternative includes modifications to the I-495/Route 267 and I-495/GWMP interchange, including reconfiguration of several of the GP ramp connections. The Build Alternative also includes overpass reconstruction. Further details regarding the proposed improvements to the two interchanges and the overpass replacements can be found in the *Alternatives Development Technical Memo* (VDOT, 2020i).

The Build Alternative includes an approximately 3.1-mile, 10-foot-wide shared-use path, consistent with the *Fairfax County Countywide Trails Plan Map* (FCDPZ, 2018) (see **Figure 2-3**). The path is proposed to begin near the south end of the project corridor at Timberly Lane near Lewinsville Road and continue north along the west side of I-495 behind the proposed noise barrier. The path would continue underneath Old Dominion Drive with a spur in the southeast quadrant of the grade separation to access Old Dominion Drive near Dominion Court. The path would also have a spur to the existing Helga Place/Linganore Drive intersection just west of the Georgetown Pike interchange. The path is proposed to then cross I-495 on the south side of the proposed Georgetown Pike bridge and turn north at the Balls Hill Road intersection. The path would then continue along the west side of Balls Hill Road to the GWMP interchange where it may connect in the future to a proposed pedestrian crossing of the Potomac River adjacent to the ALMB. The path would also provide access to the existing sidewalk on Live Oak Drive which crosses I-495 just south of the GWMP interchange.

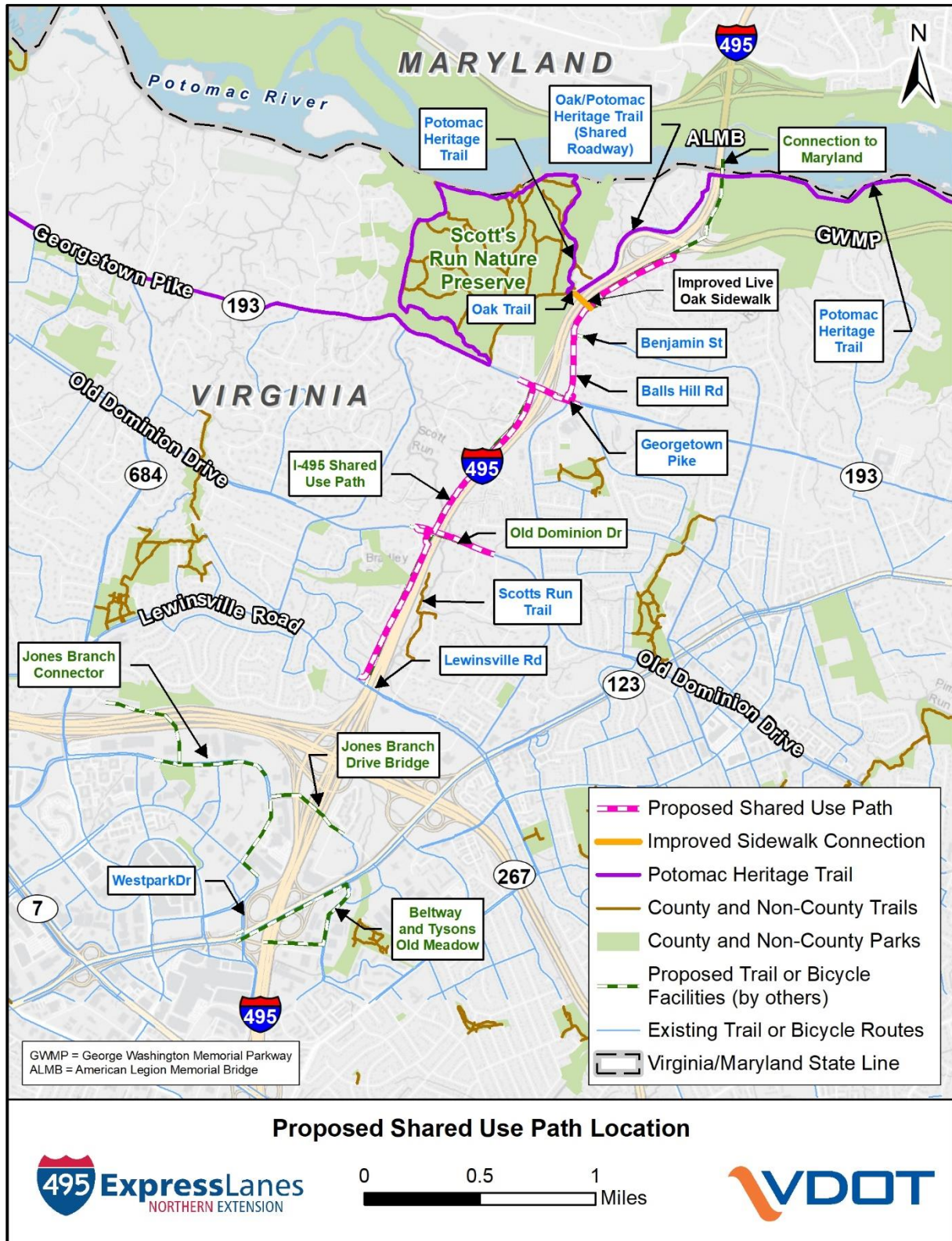


Figure 2-3. Proposed Shared-Use Path Location

2.3 ABILITY OF ALTERNATIVES TO MEET PURPOSE AND NEED

As documented in **Chapter 1**, the purpose for the project is based on the following primary need elements: reduce congestion, provide additional travel choices and improve travel reliability.

2.3.1 Ability of the No Build Alternative to Address the Purpose and Need

As discussed in the *Traffic and Transportation Technical Report* (VDOT, 2020f), I-495 within the study area is a severely oversaturated network during the weekday AM and PM peak periods. The duration and extent of congestion within the study area is expected to increase with population, employment, and subsequent traffic volumes. Variability in travel speeds and travel times is therefore expected to worsen in the future. Routine maintenance and construction of projects programmed in the 2045 CLRP would not reduce congestion, provide new travel choices, or improve travel reliability along I-495 within the project's study area. Therefore, the No Build Alternative would not address the purpose and need for the project as identified in **Chapter 1**.

2.3.2 Ability of the Build Alternative to Address the Purpose and Need

The following sections describe how the Build Alternative would meet the purpose and need, detailed further in the *Traffic and Transportation Technical Report* (VDOT, 2020f).

Reduce Congestion

The proposed project is anticipated to reduce congestion compared with the Existing and 2045 No Build scenarios in three ways as outlined below: optimizing traffic volumes and travel demand, improving traffic operations, and increasing the number of persons moved.

Optimizing Traffic Volumes and Travel Demand

Daily traffic volume projections were modeled along I-495 under Existing Conditions and the 2045 No Build and Build scenarios (**Table 2-2**). Total two-way daily volumes are forecasted to increase from the No Build to Build scenarios by approximately 2.5% across the ALMB to as much as 8% between Route 267 and Route 193, where the existing Express Lanes network currently terminates. Notably, in the segments north of Route 267 where the Express Lanes do not currently exist, forecasted volumes in the GP lanes show a slight decrease in the Build scenario as compared to the No Build scenario, as more trips shift to use the Express Lanes, which would be priced to ensure free-flow operations. This reduction in the GP lanes demand would consequently improve future congestion on these lanes.

Table 2-2. 2045 Forecasted Daily Traffic Volumes Along I-495

| Location | | Existing (2018) | | | 2045 No Build | | | 2045 Build | | |
|---------------------------------|----|-----------------|---------|--------------|---------------|---------|--------------|------------|---------|--------------|
| | | GP | Express | Total Volume | GP | Express | Total Volume | GP | Express | Total Volume |
| South of Route 123 | NB | 78,250 | 14,705 | 198,655 | 96,800 | 23,200 | 260,700 | 99,800 | 24,100 | 267,600 |
| | SB | 89,465 | 16,235 | | 114,000 | 26,700 | | 115,900 | 27,800 | |
| Between Route 123 and Route 267 | NB | 69,565 | 15,115 | 183,150 | 90,600 | 24,400 | 250,500 | 95,400 | 25,600 | 259,400 |
| | SB | 83,485 | 14,985 | | 110,200 | 25,300 | | 112,200 | 26,200 | |
| Between Route 267 and Route 193 | NB | 84,560 | 11,820 | 209,915 | 115,300 | 19,600 | 286,400 | 113,100 | 39,100 | 315,500 |
| | SB | 103,900 | 9,635 | | 132,300 | 19,200 | | 125,600 | 37,700 | |
| Between Route 193 and GWMP | NB | 104,915 | - | 224,795 | 139,100 | - | 293,100 | 110,900 | 39,100 | 316,100 |
| | SB | 119,880 | - | | 154,000 | - | | 128,400 | 37,700 | |
| North of GWMP (ALMB) | NB | 123,190 | - | 253,270 | 136,800 | 29,200 | 341,600 | 126,100 | 46,600 | 356,200 |
| | SB | 130,080 | - | | 144,200 | 31,400 | | 136,100 | 47,400 | |

Northbound = NB; Southbound = SB; GP = General Purpose Lanes; Express = Express Lanes

Improving Traffic Operations

In addition to the increased vehicular traffic volumes for the overall corridor, this project is also anticipated to increase travel speeds and reduce travel times in the study area. The following summarize these improvements to traffic operations under the Build Alternative:

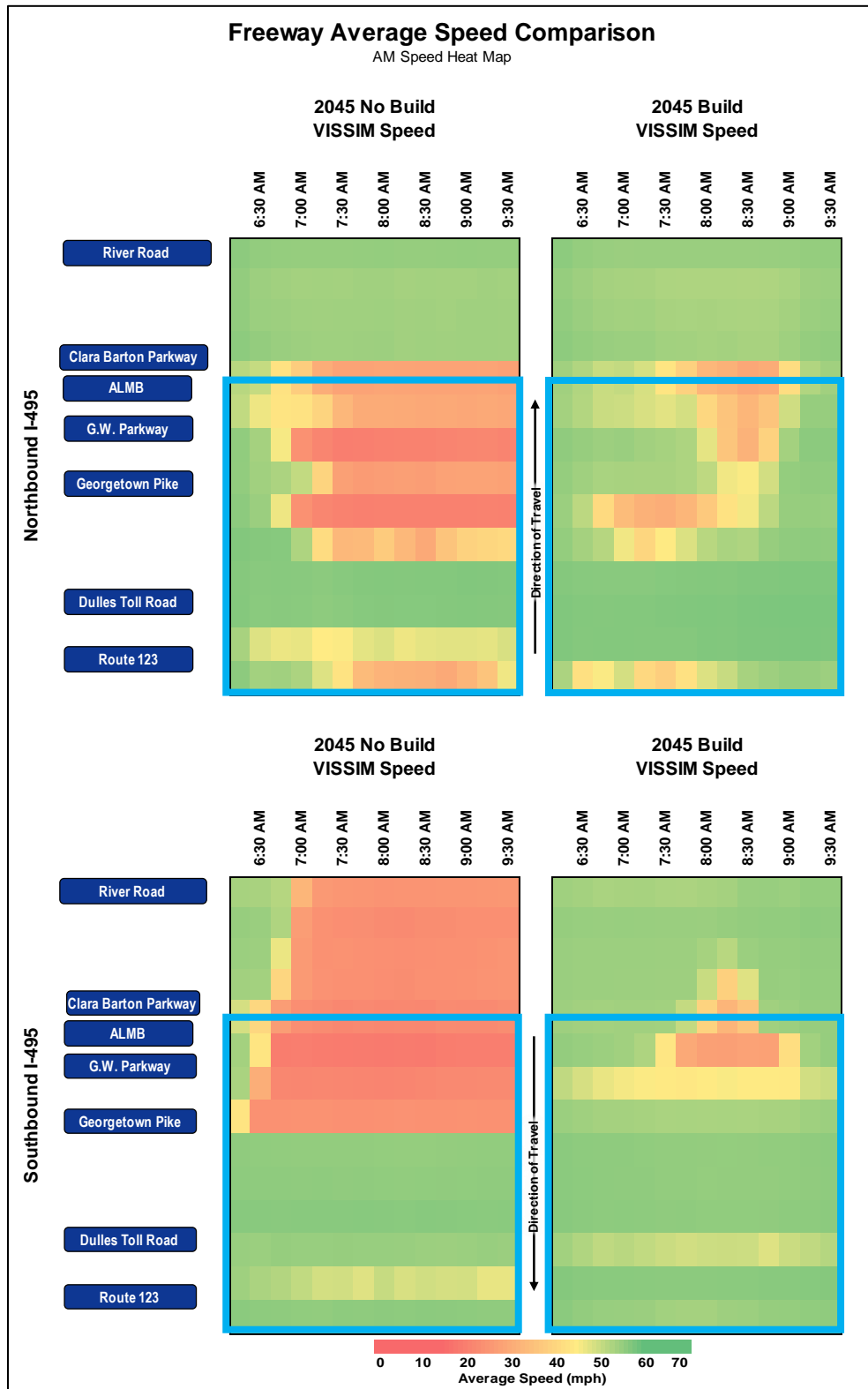
AM Peak Period: General Purpose Lanes—Under 2045 Build conditions, travel times along the northbound I-495 GP lanes between Route 123 and the ALMB decrease by approximately four minutes when compared to 2045 No Build conditions. Similarly, travel times along southbound I-495 GP lanes between the ALMB and Route 123 decrease by approximately four minutes when compared to 2045 No Build Conditions.

AM Peak Period: Express Lanes—Under 2045 Build conditions travel times on northbound I-495 Express Lanes under the Build condition decrease by approximately four minutes between Westpark Drive and the ALMB when compared to the No Build condition, in which the GP lanes must be used between just north of Route 267 and just south of the GWMP. Similarly, travel times on southbound I-495 Express Lanes under the Build condition decrease by approximately two minutes between the ALMB and Westpark Drive compared to the No Build condition. In the No Build condition, no Express Lanes exist between Route 267 and the ALMB, forcing all trips to utilize the congested GP lanes. In the Build condition, the continuous Express Lanes system operates at the posted speed limit, providing a reliable end-to-end travel time in both directions.

PM Peak Period: General Purpose Lanes—Under 2045 Build conditions, travel times along the northbound I-495 GP lanes between Route 123 and the ALMB decrease by approximately five minutes when compared to 2045 No Build conditions. Travel times along southbound I-495 GP lanes between the ALMB and Route 123 remain generally consistent compared to 2045 No Build Conditions.

PM Peak Period: Express Lanes—Under 2045 Build conditions, travel times on northbound I-495 Express Lanes under the Build condition decrease by approximately 10 minutes between Westpark Drive and the ALMB as compared to the No Build condition. Travel times on southbound I-495 Express Lanes between the ALMB and Westpark Drive decrease by approximately one minute compared to the No Build condition. In the No Build condition, no Express Lanes exist between Route 267 and the ALMB, forcing all trips to utilize the congested GP lanes. In the Build condition, the continuous Express Lanes system operates at the posted speed limit, providing a reliable end-to-end travel time in both directions.

Figure 2-4 provides a “heat map” comparison of average speeds between 2045 No Build and Build conditions for the AM peak period along the I-495 GP lanes. **Figure 2-5** provides this same comparison but for the PM peak period. Time of day during the peak period is provided on the horizontal axis while location along the corridor is provided along the vertical axis; the colors signify average speeds for each scenario with red being the lowest speeds (0 mph) and green being the highest speeds (70 mph). The figures are consistent with the noted travel time savings and indicate a greater presence of congestion in the No Build scenario in both directions of the I-495 GP lanes during the PM peak period.



Note: Blue area represents EA study area.

Figure 2-4: 2045 No Build and Build – AM Peak Period Average Speeds, I-495 GP Lanes



Note: Blue area represents EA study area.

Figure 2-5: 2045 No Build and Build – PM Peak Period Average Speeds, I-495 GP Lanes

Increasing the Number of Persons Moved

Average vehicle occupancy rates for Express Lanes facilities in Northern Virginia (1.44 persons per vehicle) are higher than GP lanes (1.1 persons per vehicle). Because future volumes are anticipated to shift from the GP lanes to the proposed Express Lanes as a result of the Build Alternative, the total number of persons moved through the study area would increase. See Chapter 7 of the *Traffic and Transportation Technical Report* (VDOT, 2020f) for more detailed information. **Figure 2-6** and **Figure 2-7** compare 2045 No Build versus Build AM peak period person throughput along I-495 northbound and southbound, respectively (GP and Express combined). These figures show that the number of persons moved increases in the Build scenario across the length of the I-495 corridor in both directions due to the added capacity from the Express Lanes and increased occupancy of vehicles in those lanes.

In the northbound direction, the highest person throughputs are across the ALMB. Increases in throughput from No Build to Build range from 6% to 33%, with the greatest increase in the segments between Route 267 and GWMP where the new Express Lanes add capacity.

In the southbound direction, the highest person throughputs are again across the ALMB. Increases in throughput from No Build to Build range from 29% to 35%, with the greatest increases again in the segments between GWMP and Route 267 where the new Express Lanes add capacity. Note that the southbound throughput in the No Build scenario is heavily constrained due to the merge with the southbound Maryland Express Lanes terminus; this reduces throughput along the length of the corridor.

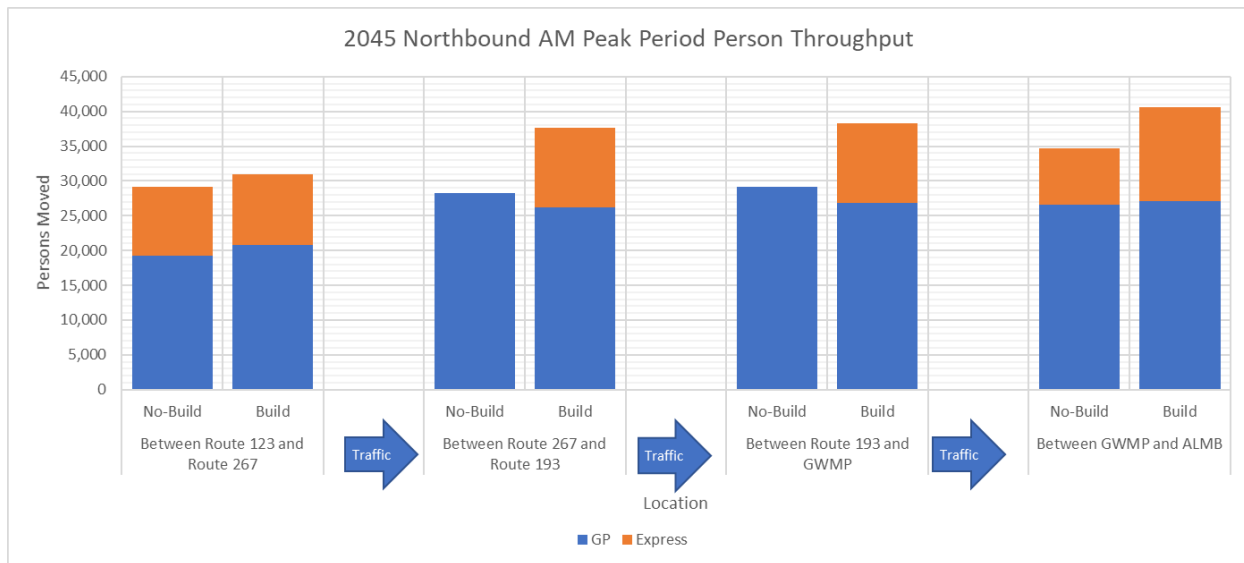


Figure 2-6. 2045 No Build and Build – AM Peak Period Person Throughput, I-495 Northbound¹

¹ These figures show the estimated number of persons moved across a three-hour period based on simulated vehicle throughput and assumed vehicle occupancies for GP and Express Lanes. More information on assumed vehicle occupancies can be found in the associated *Traffic and Transportation Technical Report* (VDOT, 2020f).

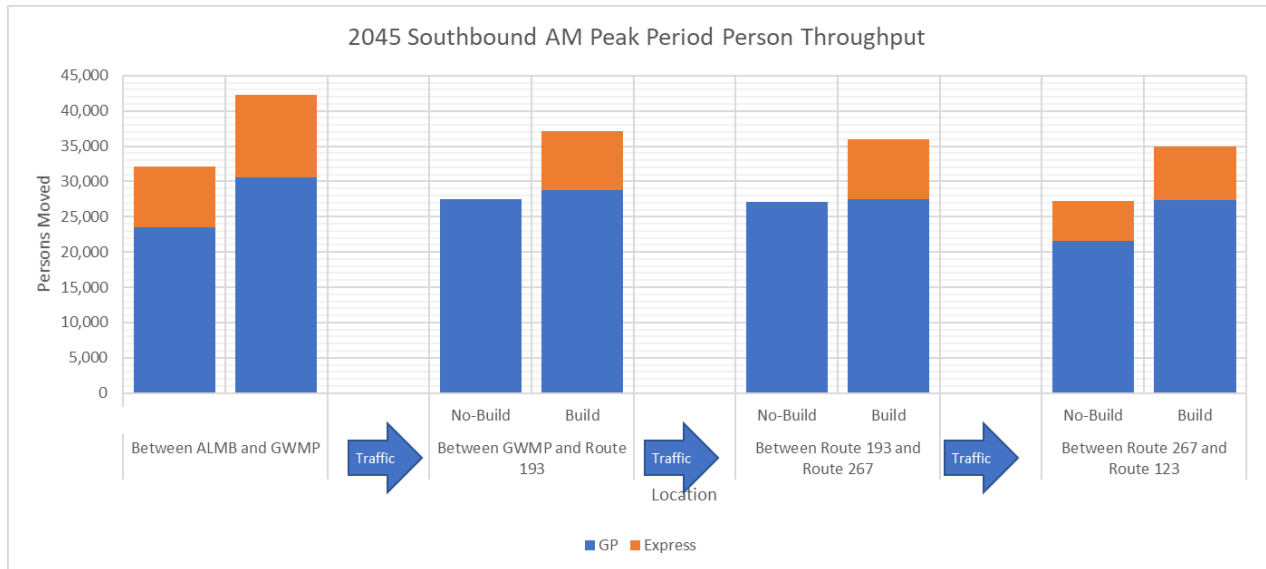


Figure 2-7. 2045 No Build and Build – AM Peak Period Person Throughput, I-495 Southbound²

Figure 2-8 and **Figure 2-9** compare 2045 No Build versus Build PM peak period person throughput along I-495 northbound and southbound, respectively (GP and Express combined). These figures again show that person throughput increases in the Build scenario across the length of the I-495 corridor in both directions due to the added capacity from the Express Lanes and increased occupancy of vehicles in those lanes.

In the northbound direction, the highest person throughputs are across the ALMB. Increases in throughput from No Build to Build range from 10% to 35%, with the greatest increase in the segments between Route 267 and GWMP where the new Express Lanes add capacity.

In the southbound direction, the highest person throughputs are again across the ALMB. Increases in throughput from No Build to Build range from 16% to 32%, with the greatest increases again in the segments between GWMP and Route 267 where the new Express Lanes add capacity.

The same throughput analysis was conducted for the AM Peak Period as well. This analysis indicated that the AM Peak Period would experience similar increases in throughput from the No Build to the Build scenario ranging from 6% to 33% in the northbound direction and 29% to 35% in the southbound direction. Again, the segments between GWMP and Route 267 experienced the greatest increases in throughput where the Express Lanes add capacity.

² These figures show the estimated number of persons moved across a three-hour period based on simulated vehicle throughput and assumed vehicle occupancies for GP and Express Lanes. More information on assumed vehicle occupancies can be found in the associated *Traffic and Transportation Technical Report (VDOT, 2020f)*.

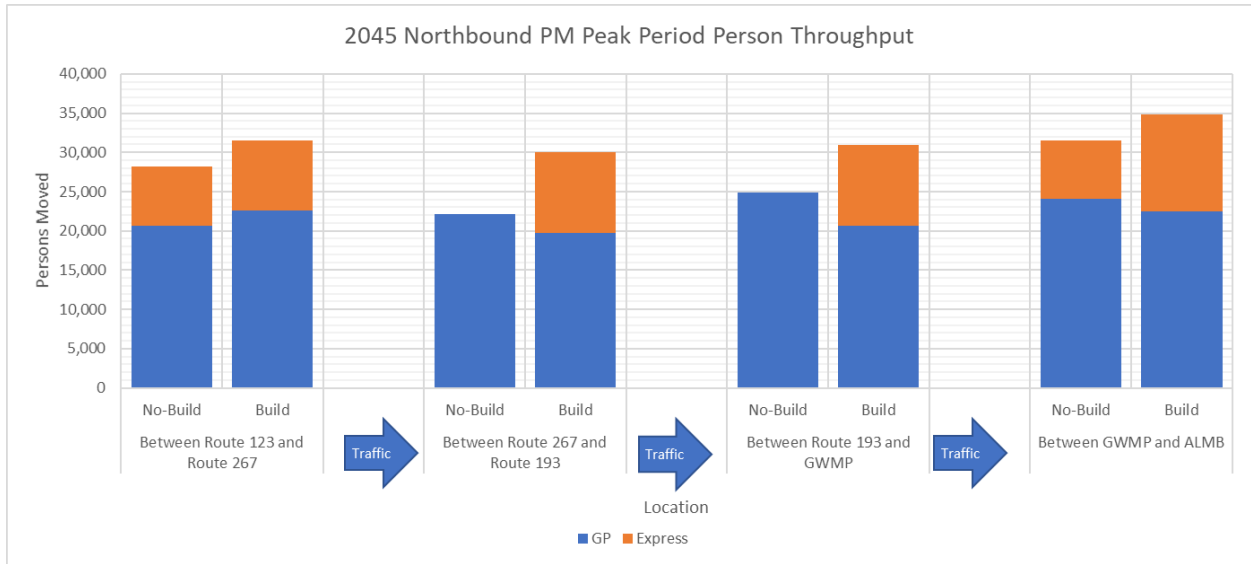


Figure 2-8. 2045 No Build and Build – PM Peak Period Person Throughput, I-495 Northbound³

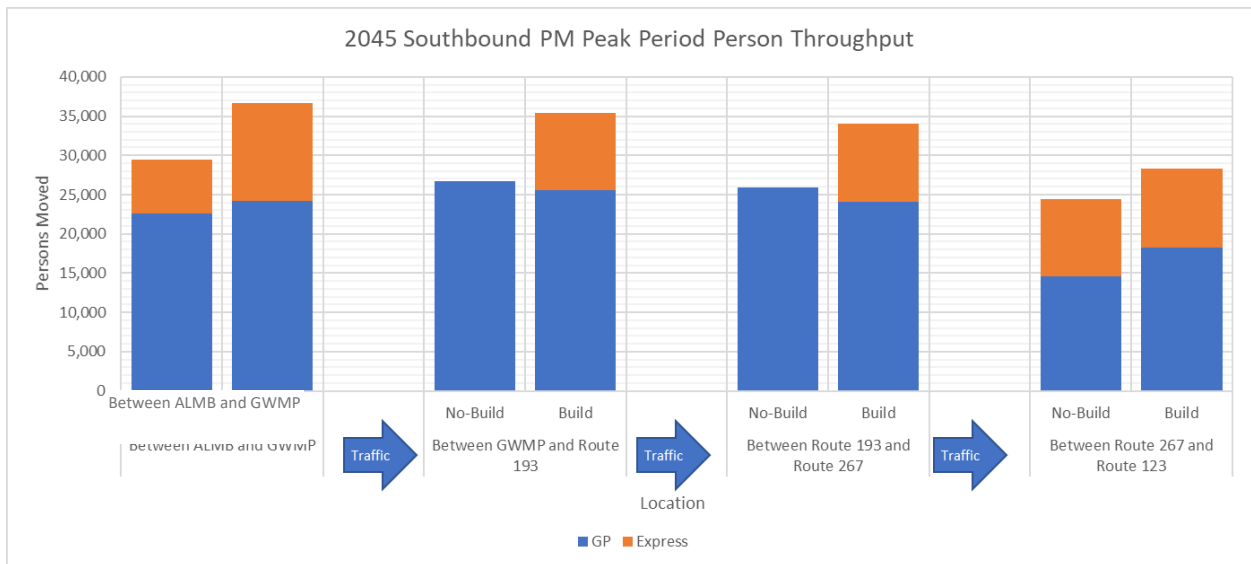


Figure 2-9. 2045 No Build and Build – PM Peak Period Person Throughput, I-495 Southbound³

³ These figures show the estimated number of persons moved across a three-hour period based on simulated vehicle throughput and assumed vehicle occupancies for GP and Express Lanes. More information on assumed vehicle occupancies can be found in the associated *Traffic and Transportation Technical Report (VDOT, 2020f)*.

Provide Additional Travel Choices

As noted in Chapter 4 of the *Traffic and Transportation Technical Report* (VDOT, 2020f), along the existing I-495 Express Lanes through Tysons, approximately 18% of vehicles are HOV-3 during the peak travel periods. This translates to an estimated 1.44 persons/vehicle across the Express Lanes during peak periods, as compared to an estimated 1.1 persons/vehicle observed on non-HOV interstate facilities in northern Virginia. The Express Lanes thus provide an alternative travel option for HOV vehicles and van pools or those wishing to pay a toll, and these options are shown to be utilized when provided. Additionally, as noted in Chapter 3 of the *Traffic and Transportation Technical Report*, no regional bus transit service is currently offered along I-495 through the study area and across the ALMB, in part due to the absence of dedicated or managed lanes that would allow buses to travel more efficiently. A seamless Express Lane system within Northern Virginia, to the final Capital Beltway exit in Virginia, would allow for the running of potential future transit service with reliable travel times.

Further, the proposed shared-use path would provide a new multimodal travel option for local trips that is not currently provided under the existing condition and would not be provided by an extension of the Express Lanes alone. The proposed shared-use path would improve travel choice in the study area by providing a bicycle and pedestrian option for local travelers.

Improve Travel Time Reliability

The I-495 Express Lanes would offer consistent and predictable travel times for all roadway users including HOV motorists and transit buses. Although congestion would still exist during peak hours in the GP lanes, overall travel speeds would increase, and travel times would decrease compared to the No Build Alternative. **Figure 2-10** shows the current range of travel times experienced by drivers on I-495 northbound between Route 123 and the ALMB as observed during a single year between July 2017 and June 2018. During the morning rush hour, the travel times over the course of the year of observation ranged from around five minutes to more than twenty minutes, a difference of about 15 minutes. Likewise, the observed travel times over the course of the year during the evening rush hour ranged between about five minutes and almost sixty minutes, a range of almost fifty-five minutes. For comparison, the travel times for the same segments of roadway on the proposed Express Lanes were projected for the 2045 Build scenario shown in **Figure 2-11**. These results indicated that the travel time would remain at about five minutes throughout the entire day and over the course of a year. This shows that not only would the expected travel time for drivers of the Express Lanes decrease as compared to the No Build scenario, but the range of the observed travel times would also reduce to a very small margin. The range of travel times represents the reliability of a roadway to provide efficient transportation to users. When the range, or difference in expected travel times decreases, the reliability of that roadway can be said to increase or improve.

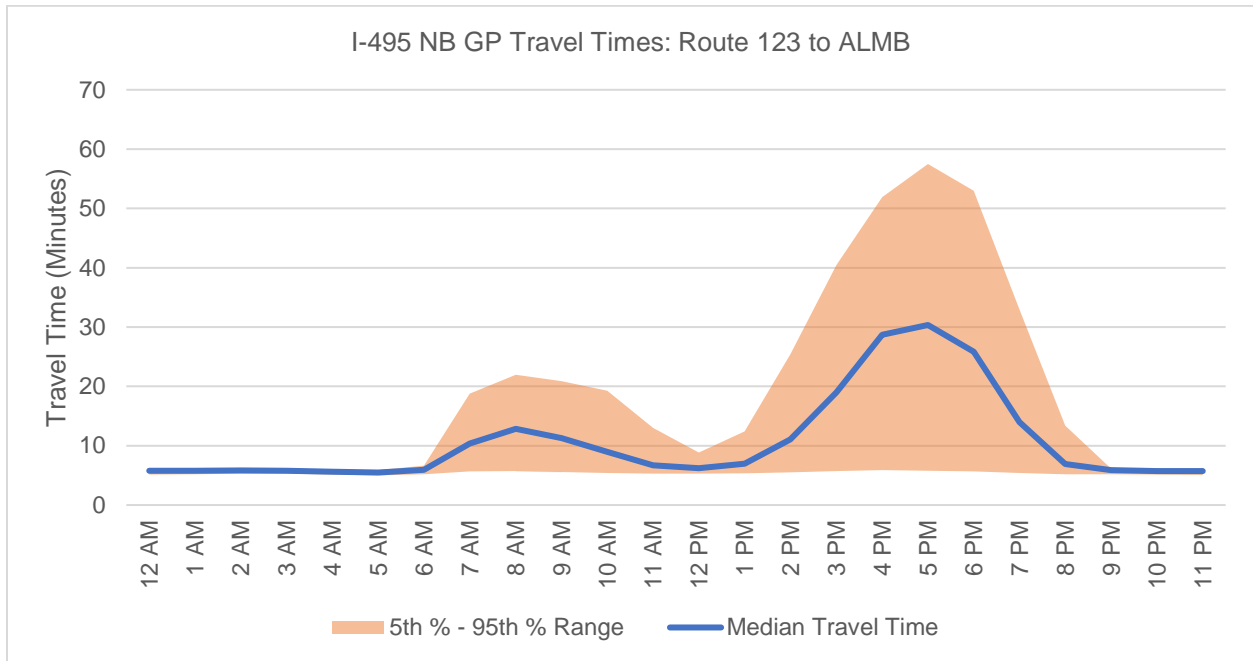


Figure 2-10: I-495 Northbound GP Travel Times Observed between July 2017 and June 2018 from Route 123 to ALMB

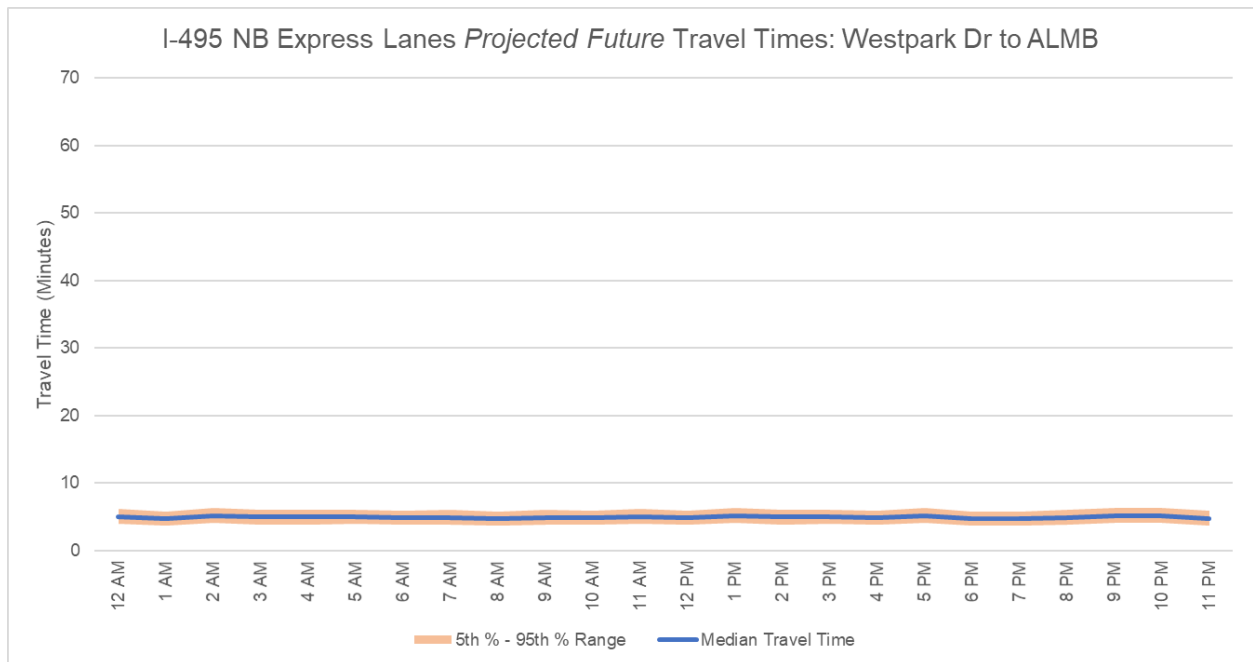
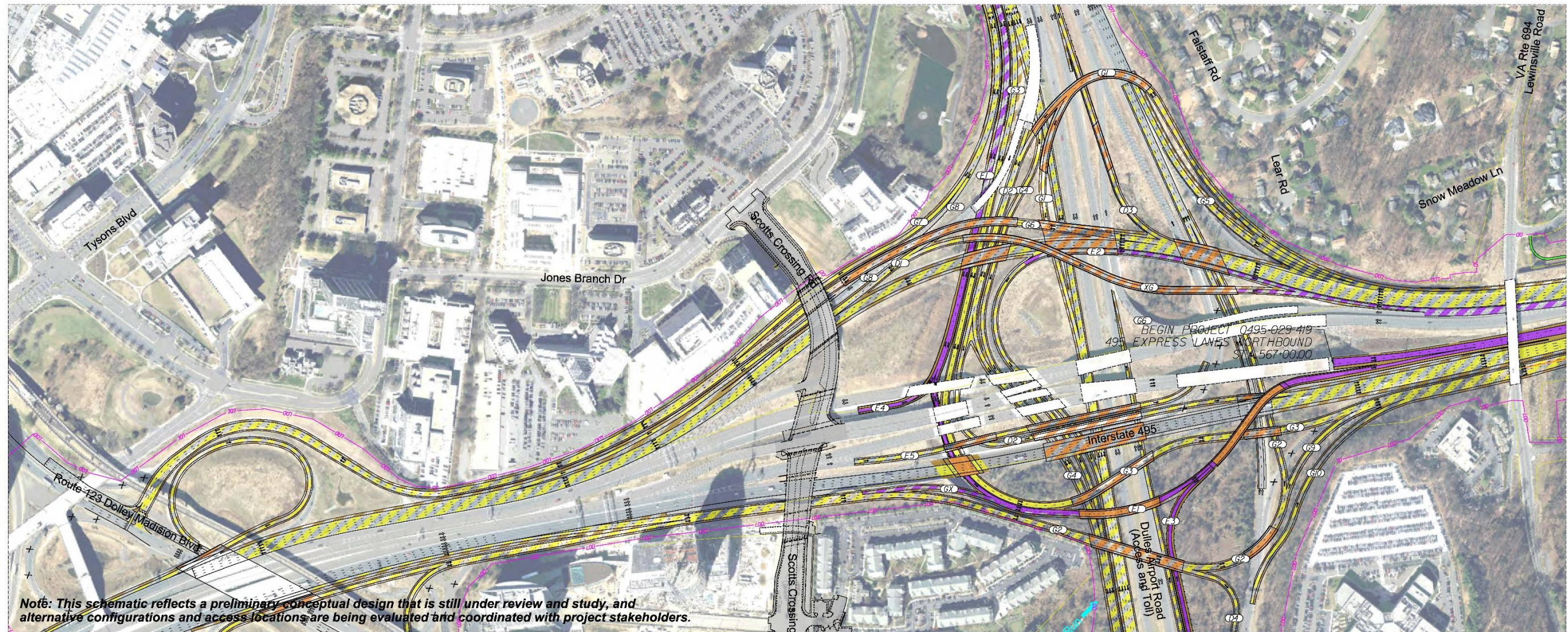


Figure 2-11: I-495 Northbound Express Lanes Projected Future Travel Times in 2045 from Westpark Drive to AMLB



I-495/Dulles Toll Road Area - Design Year (2045)

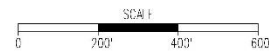
I-495 Express Lanes Northern Extension Study - March 2020



Project Location

North Arrow & Scale

Legend



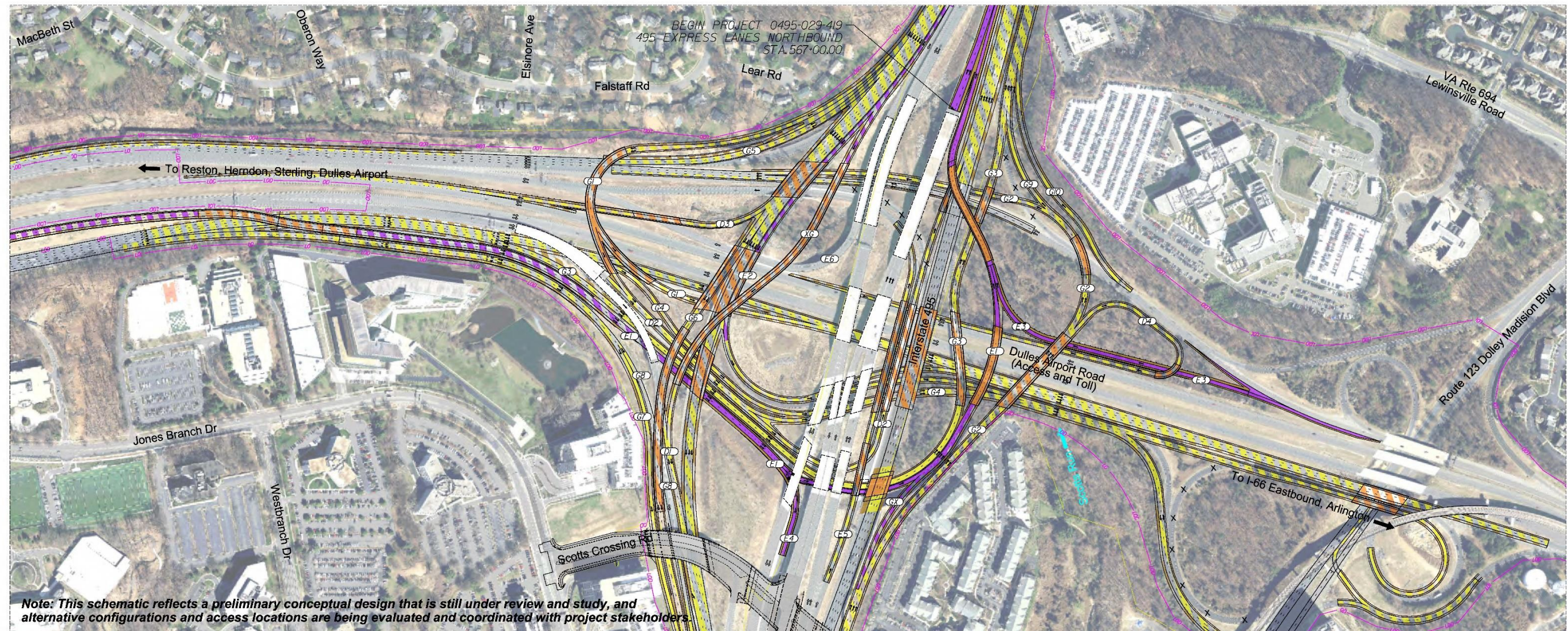
| | | | | | | |
|---|---|---------------------------------------|---|--------------------------|--|--------------------------------|
| Proposed Express Lanes and Ramps | Potential Future Express Lanes and Ramps By Others | Proposed Paved Shoulder/Raised Median | Potential Future Paved Shoulder/Raised Median By Others | Proposed Shared Use Path | Potential Future Shared Use Path By Others | Existing Right of Way |
| Proposed General Purpose Lanes Improvements | Potential Future General Purpose Lanes Improvements By Others | Proposed Bridge | Potential Future Bridge By Others | Signal | Proposed Noise Barrier | Proposed Limits of Disturbance |

Exhibit 2-1a. Build Alternative Ultimate Configuration Improvements Concept Design (Sheet 1 of 5)



Dulles Toll Road Area - Design Year (2045)

I-495 Express Lanes Northern Extension Study - March 2020



| | | | | | | | | | | | | | | | | |
|---|---|--|---|--|--|---|--------------------------|--|-----------------------|---|---|-----------------|-----------------------------------|--------|------------------------|--------------------------------|
| <p>Project Location</p> | <p>North Arrow & Scale</p> | <p>Legend</p> <table border="0"> <tr> <td> Proposed Express Lanes and Ramps</td> <td> Potential Future Express Lanes and Ramps By Others</td> <td> Proposed Paved Shoulder/Raised Median</td> <td> Potential Future Paved Shoulder/Raised Median By Others</td> <td> Proposed Shared Use Path</td> <td> Potential Future Shared Use Path By Others</td> <td> Existing Right of Way</td> </tr> <tr> <td> Proposed General Purpose Lanes Improvements</td> <td> Potential Future General Purpose Lanes Improvements By Others</td> <td> Proposed Bridge</td> <td> Potential Future Bridge By Others</td> <td> Signal</td> <td> Proposed Noise Barrier</td> <td> Proposed Limits of Disturbance</td> </tr> </table> | Proposed Express Lanes and Ramps | Potential Future Express Lanes and Ramps By Others | Proposed Paved Shoulder/Raised Median | Potential Future Paved Shoulder/Raised Median By Others | Proposed Shared Use Path | Potential Future Shared Use Path By Others | Existing Right of Way | Proposed General Purpose Lanes Improvements | Potential Future General Purpose Lanes Improvements By Others | Proposed Bridge | Potential Future Bridge By Others | Signal | Proposed Noise Barrier | Proposed Limits of Disturbance |
| Proposed Express Lanes and Ramps | Potential Future Express Lanes and Ramps By Others | Proposed Paved Shoulder/Raised Median | Potential Future Paved Shoulder/Raised Median By Others | Proposed Shared Use Path | Potential Future Shared Use Path By Others | Existing Right of Way | | | | | | | | | | |
| Proposed General Purpose Lanes Improvements | Potential Future General Purpose Lanes Improvements By Others | Proposed Bridge | Potential Future Bridge By Others | Signal | Proposed Noise Barrier | Proposed Limits of Disturbance | | | | | | | | | | |

Exhibit 2-1b. Build Alternative Ultimate Configuration Concept Design (Sheet 2 of 5)

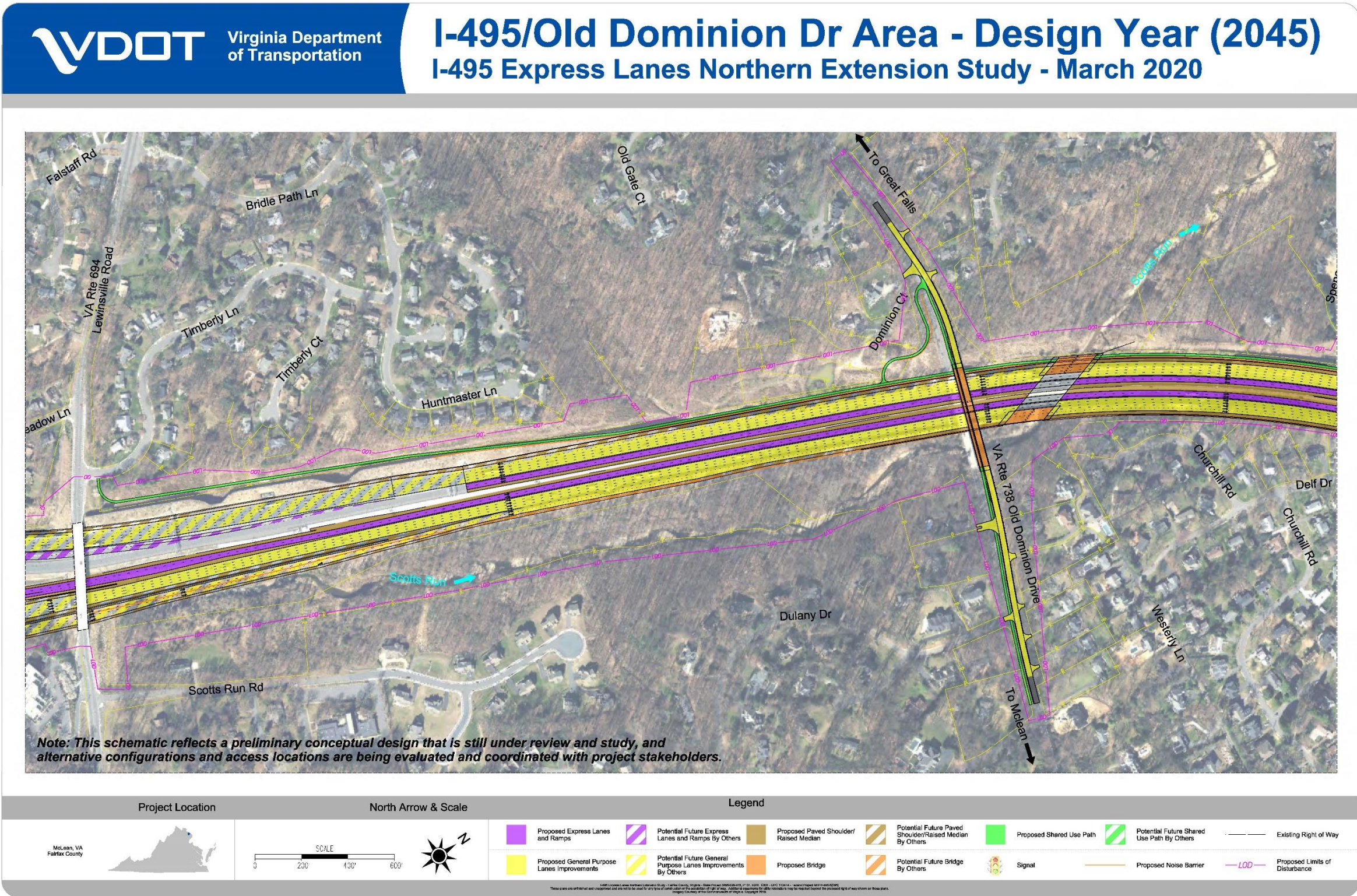
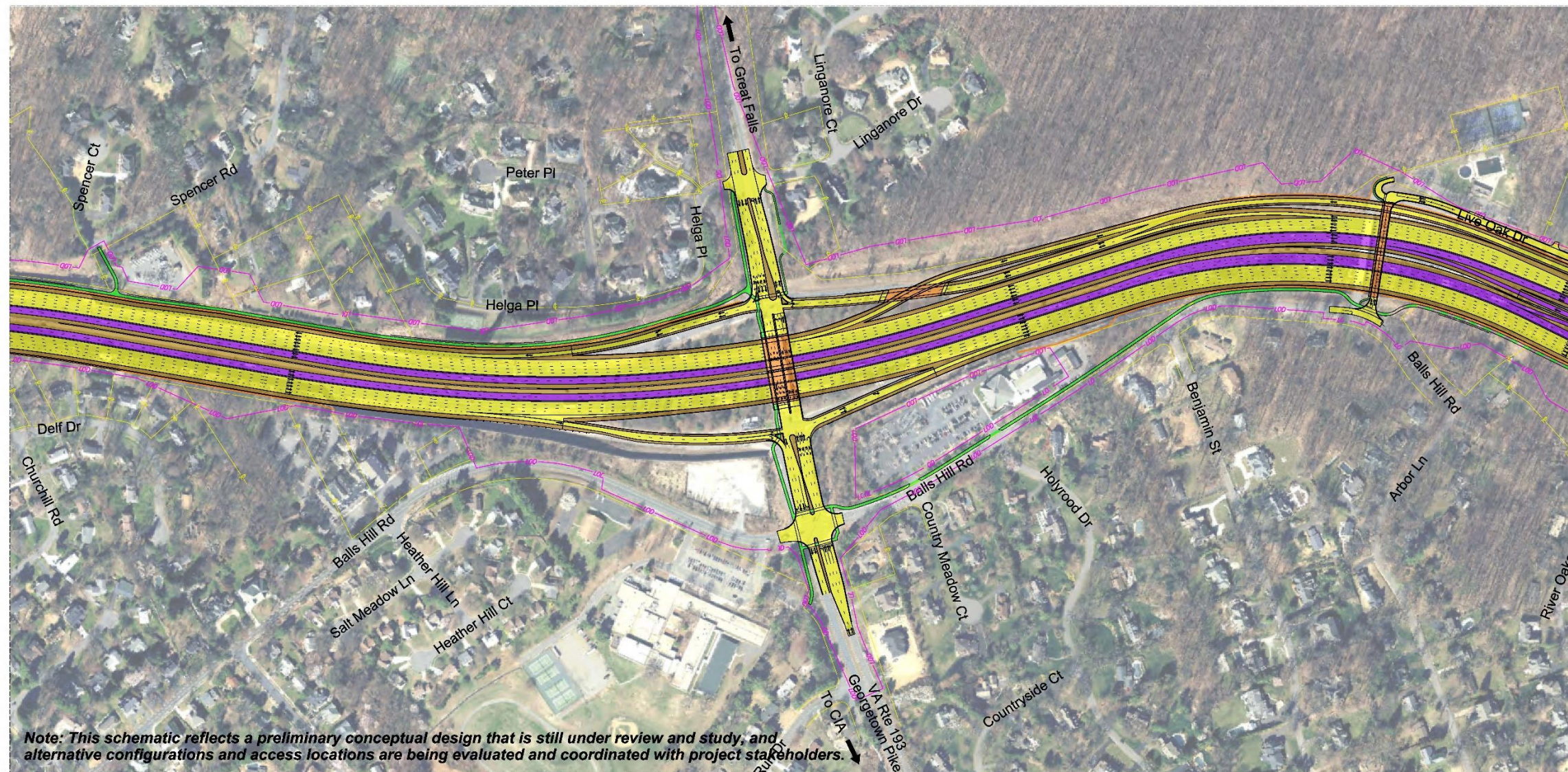


Exhibit 2-1c. Build Alternative Ultimate Configuration Concept Design (Sheet 3 of 5)



I-495/Georgetown Pike Area - Design Year (2045)

I-495 Express Lanes Northern Extension Study - March 2020



| | | | | | | | | | | | | | | | | |
|---|---|--|---|--|--|---|--------------------------|--|-----------------------|---|---|-----------------|-----------------------------------|--------|------------------------|--------------------------------|
| <p>Project Location</p> | <p>North Arrow & Scale</p> | <p>Legend</p> <table border="0"> <tr> <td> Proposed Express Lanes and Ramps</td> <td> Potential Future Express Lanes and Ramps By Others</td> <td> Proposed Paved Shoulder/Raised Median</td> <td> Potential Future Paved Shoulder/Raised Median By Others</td> <td> Proposed Shared Use Path</td> <td> Potential Future Shared Use Path By Others</td> <td> Existing Right of Way</td> </tr> <tr> <td> Proposed General Purpose Lanes Improvements</td> <td> Potential Future General Purpose Lanes Improvements By Others</td> <td> Proposed Bridge</td> <td> Potential Future Bridge By Others</td> <td> Signal</td> <td> Proposed Noise Barrier</td> <td> Proposed Limits of Disturbance</td> </tr> </table> | Proposed Express Lanes and Ramps | Potential Future Express Lanes and Ramps By Others | Proposed Paved Shoulder/Raised Median | Potential Future Paved Shoulder/Raised Median By Others | Proposed Shared Use Path | Potential Future Shared Use Path By Others | Existing Right of Way | Proposed General Purpose Lanes Improvements | Potential Future General Purpose Lanes Improvements By Others | Proposed Bridge | Potential Future Bridge By Others | Signal | Proposed Noise Barrier | Proposed Limits of Disturbance |
| Proposed Express Lanes and Ramps | Potential Future Express Lanes and Ramps By Others | Proposed Paved Shoulder/Raised Median | Potential Future Paved Shoulder/Raised Median By Others | Proposed Shared Use Path | Potential Future Shared Use Path By Others | Existing Right of Way | | | | | | | | | | |
| Proposed General Purpose Lanes Improvements | Potential Future General Purpose Lanes Improvements By Others | Proposed Bridge | Potential Future Bridge By Others | Signal | Proposed Noise Barrier | Proposed Limits of Disturbance | | | | | | | | | | |

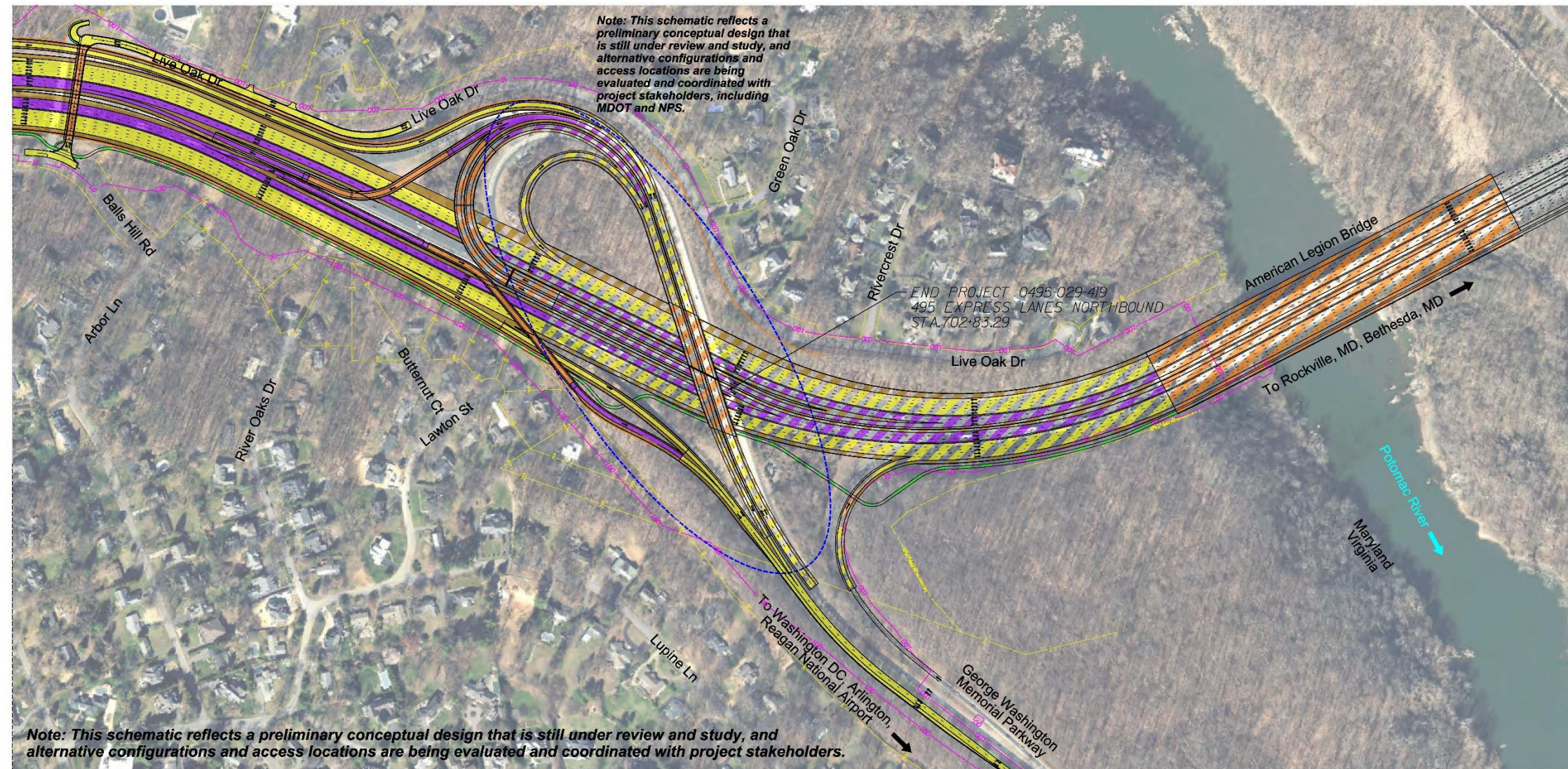
Exhibit 2-1d. Build Alternative Ultimate Configuration Concept Design (Sheet 4 of 5)



Virginia Department of Transportation

I-495/GW Parkway Area - Design Year (2045)

I-495 Express Lanes Northern Extension Study - March 2020



Project Location **North Arrow & Scale** **Legend**

| | | | | | | | | |
|--|--|---|---|---------------------------------------|---|--------------------------|--|--------------------------------|
| | | Proposed Express Lanes and Ramps | Potential Future Express Lanes and Ramps By Others | Proposed Paved Shoulder/Raised Median | Potential Future Paved Shoulder/Raised Median By Others | Proposed Shared Use Path | Potential Future Shared Use Path By Others | Existing Right of Way |
| | | Proposed General Purpose Lanes Improvements | Potential Future General Purpose Lanes Improvements By Others | Proposed Bridge | Potential Future Bridge By Others | Signal | Proposed Noise Barrier | Proposed Limits of Disturbance |

1:495 Express Lanes Northern Extension Study - Fairfax County, Virginia, State Project 0495-029-419, FHLL 1221, C021, UIC 11014 - Revised Project RMP-495-029-419. This plan shows the proposed location and general layout of the project. It is not intended to be used for any other purpose. All construction and other activities must be coordinated with the project engineer. The project engineer is responsible for the final design and construction of the project. The project engineer is not responsible for the design or construction of any other project. The project engineer is not responsible for the design or construction of any other project. The project engineer is not responsible for the design or construction of any other project.

Exhibit 2-1e. Build Alternative Ultimate Configuration Concept Design (Sheet 5 of 5)

THIS PAGE IS INTENTIONALLY BLANK

CHAPTER 3.0 EXISTING CONDITIONS AND ENVIRONMENTAL CONSEQUENCES

3.1 INTRODUCTION AND OVERVIEW OF ENVIRONMENTAL ISSUES

Social, economic, physical and natural resources have the potential to be affected during transportation projects. Therefore, existing environmental conditions and potential impacts are important to identify and understand. The following sections inventory and analyze the potential environmental effects associated with the No Build Alternative and Build Alternative considered in the I-495 Express Lanes Northern Extension (NEXT) Project in Fairfax County, Virginia.

3.1.1 Study Area

To assess and document all resources that may be affected by the proposed project, the study area for this EA extends beyond the immediate area of proposed improvements. This study area is a 600-foot buffer around the road corridor which includes all natural, cultural, and physical resources that are analyzed in the EA. See **Chapter 1** for more details regarding the study area.

3.1.2 Limits of Disturbance

Potential environmental impacts of the Build Alternative were estimated based on the conceptual level of design limits of disturbance (LOD) as shown in **Figure 3-1** which was used for decision-making purposes during the National Environmental Policy Act (NEPA) process and will be refined as design advances. The LOD is smaller than the study area, and accommodates roadway improvements, drainage, stormwater management facilities, utilities, erosion and sediment control, noise control measures, construction methods, and temporary construction easements. Additional signage and maintenance of traffic activities are anticipated to occur beyond the conceptual level LOD. The LOD extends all the way to the American Legion Memorial Bridge (ALMB) due to pipes, drainage, etc., even though the lanes themselves would not extend that far north.

Impact values presented for the evaluated resources represent the worst-case scenarios and assume complete direct impact to the resource occurring in the LOD. At this time, it is not possible to anticipate the exact locations of each proposed activity, and final impacts will be reviewed and documented through future NEPA re-evaluations. As design progresses, measures may be taken to avoid and minimize impacts to environmental resources to the maximum extent practicable. Potential minimization and mitigation measures for unavoidable adverse impacts are provided under the Build Alternative sections of each resource that is discussed in this chapter.

Table 3-1 summarizes the environmental conditions within the study area and, where applicable, summarizes the estimated environmental impacts to those resources for the No Build Alternative and Build Alternative within the conceptual level LOD.

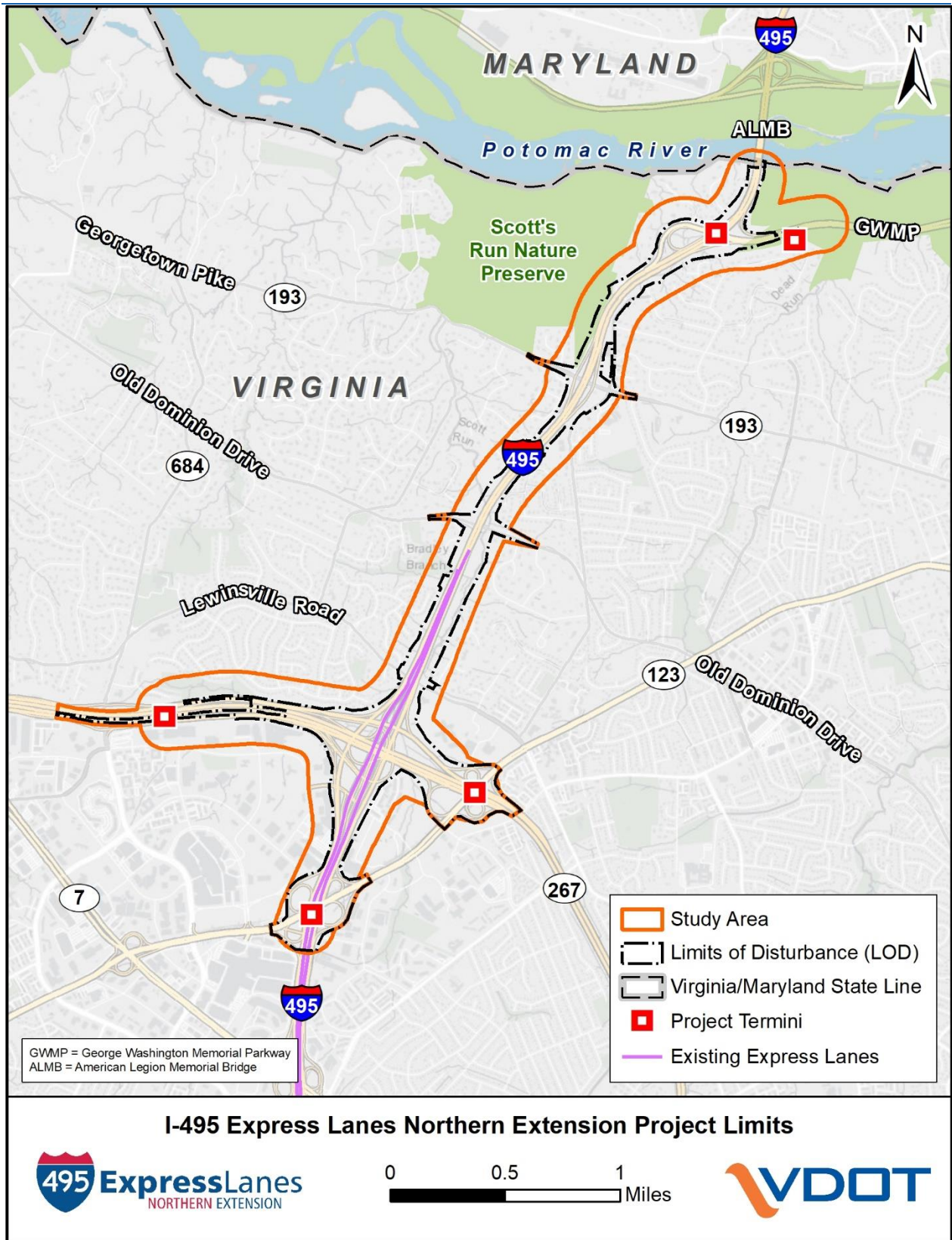


Figure 3-1. I-495 Express Lanes Northern Extension Project Limits

Table 3-1. Summary of Existing Conditions and Environmental Consequences

| Environmental Resource | Existing Resource Summary | Potential Environmental Consequences | | See Section |
|------------------------------------|--|---|---|-------------|
| | | No Build Alternative | Build Alternative | |
| Community and Community Facilities | Tysons, the “downtown” of Fairfax County, is partially located in the study area. A total of 18 residential communities, 12 community facilities, and 13 exiting or proposed trail or bicycle facilities are located in the study area. Some drivers use roadways parallel with I-495 to avoid the I-495 congestion, thereby increasing congestion on those local roads. | No direct physical impact on communities or community facilities. Existing congestion would continue along local streets. | No new fragmentation or isolation of communities are anticipated. Greater transportation mobility and improved congestion relief on local arterials is expected. Partial property acquisition of six community facilities and temporary impacts to 15 existing or proposed trail or bicycle facilities are anticipated. | 3.2 |
| Population and Housing | The population adjacent to the project corridor is anticipated to grow an average of 2.4% annually compared with 0.7% average annual growth in Fairfax County. Approximately 96% of the housing units are occupied and approximately 57% are owner occupied. | No property acquisition or project-related construction. | Partial acquisitions of 28 residential properties would occur. All existing access to properties in the corridor would be maintained throughout construction. | 3.3 |

| Environmental Resource | Existing Resource Summary | Potential Environmental Consequences | | See Section |
|------------------------|--|--|---|-------------|
| | | No Build Alternative | Build Alternative | |
| Economic Resources | The median household income adjacent to the project corridor is \$200,246 compared with \$114,329 in Fairfax County. A total of 4.2% of the adjacent population is unemployed. The largest employer industry type is professional. Most commuters travel alone by car, truck or van. I-495 is a major corridor for daily trips between Tysons, Dulles International Airport, and other destinations north and south of the study area. | No improvements within the study area. Congestion and access needs would not be addressed. | Interstate capacity would be added and access points, travel reliability, and travel choices would be improved. Single-occupancy vehicle users of the Express Lanes would be required to pay a variable toll. Carpooling may increase. No commercial relocations would occur, and existing access would remain. | 3.4 |
| Land Use | The McLean Planning District and Tysons Urban Center are located in the study area. McLean is predominantly low-density residential neighborhoods and Tyson is a large concentration of office and retail development supported by high-density residential communities. Approved local plans expect land uses to remain similar and include the I-495 Express Lanes and improvements at interchanges. Other notable land uses include parks and recreational sites. | No direct impact on land use, property, or right-of-way. Locally approved infrastructure and development projects would continue. Not consistent with local plans. | Approximately 29 acres across 50 properties would be converted to public right-of-way. Consistent with local plans to provide Express Lanes on I-495 and improve interchanges in study area. | 3.5 |

| Environmental Resource | Existing Resource Summary | Potential Environmental Consequences | | See Section |
|--|---|--|--|-------------|
| | | No Build Alternative | Build Alternative | |
| Environmental Justice (EJ) | One block group in the census block groups adjacent to the project corridor has a minority EJ population (52%), defined as a minority population greater than the County’s minority population (45.4%). No block groups meet the low-income EJ threshold. | There would be no relocations and no disproportionate and adverse impacts to low-income or minority populations. No mobility improvement would be realized for EJ populations. | No relocations, fragmentation or isolation of communities would occur therefore no impact to EJ populations is anticipated. Potential temporary right-of-way effects are not considered disproportionately high and adverse. Any potential permanent impacts as a result of the project are anticipated to affect all communities equally, so there would be no disproportionately high and adverse impact on EJ communities. Extended Express Lanes would improve mobility for all users of the Express Lanes and General Purpose Lanes. Transit users and those carpooling along the corridor would receive additional benefits since Express Lanes would be free for those users. | 3.6 |
| Cultural Resources / Historic Properties | Two National Register of Historic Places (NRHP) listed sites are present in the study area—the George Washington Memorial Parkway (GWMP) and Georgetown Pike (Route 193). Two non-contributing structures to the GWMP are also located in the study area. | No temporary, permanent, or constructive uses of existing historic resources would occur. | VDOT is concluding Section 106 consultation with the National Park Service and the Virginia State Historic Preservation Officer (SHPO) concerning effects to historic properties and commitments to avoid adverse effects. | 3.7 |

| Environmental Resource | Existing Resource Summary | Potential Environmental Consequences | | See Section |
|------------------------|--|--|---|-------------|
| | | No Build Alternative | Build Alternative | |
| Section 4(f) | Eight Section 4(f) resources are present in the study area—GWMP, Scott’s Run Nature Preserve, Georgetown Pike Road Bed, McLean Hamlet Park, Potomac Natural Heritage Trail, Preserve at Scotts Run Homeowners Association Parcel (including Preserve at Scotts Run Conservation Easement and Scotts Run Trail), and Timberly Park. | No temporary, permanent, or constructive uses of Section 4(f) resources would occur. | None of McLean Hamlet Park, Potomac Natural Heritage Trail, Scotts Run Trail, or Timberly Park would be impacted by the project. Neither the portions of the Georgetown Pike Roadbed, nor the publicly-owned portion of Scotts Run Conservation Easement, that are subject to Section 4(f) are impacted. A total of 3.01 acres of Scott’s Run Nature Preserve are within the LOD and at this point are assumed to be impacted. Final impacts to the GWMP are yet to be determined, but is within LOD. | 3.8 |
| Section 6(f) | One Section 6(f) resource, Scott’s Run Nature Preserve, is located within the study area | No Section 6(f) impacts would occur. | The LOD would impact approximately 3.01 acres of land from the Scott’s Run Nature Preserve. | 3.10 |

| Environmental Resource | Existing Resource Summary | Potential Environmental Consequences | | See Section |
|------------------------|--|--|--|-------------|
| | | No Build Alternative | Build Alternative | |
| Air Quality | This project is located within the MD-DC-VA Marginal 8-hour Ozone Nonattainment area, and a volatile organic compounds (VOC) and nitrogen oxides (NO _x) Emissions Control Area. The region meets all other Nation Ambient Air Quality Standards (NAAQS) established by the US Environmental Protection Agency (USEPA). | FHWA project-level conformity guidance precludes the need for a No Build evaluation for Ozone. A 2009 Programmatic agreement between FHWA & VDOT for project-level Carbon Monoxide (CO) analysis determined that worst-case CO screening analysis of a Build alternative is applicable to the No Build as well. No meaningful increases in Mobile Source air Toxics (MSATs) were identified as a result of the No-Build or Build Alternatives and are not expected to cause an adverse effect on human health in future years. | A project level assessment was undertaken meeting all applicable federal and state transportation conformity regulatory requirements as well as air quality guidance under the NEPA. The analysis demonstrated that the build alternative would not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of the NAAQS established by the EPA. It was also shown that no meaningful increases in MSATs were identified as a result of the No Build or Build Alternatives and they are not expected to cause an adverse effect on human health in future years. | 3.11 |
| Noise | A total of 1,115 noise receivers were modeled representing 1,441 noise sensitive receptors to predict how the proposed improvements would affect the noise levels within the limits of the noise study. The modeled receptors included 1,263 residential receptors, 131 recreational receptors, seven interior receptors, and 40 commercial receptors. | No constructive uses of Section 4(f) resources would occur. No Build noise levels and impacts are anticipated to be similar to the Existing Conditions. | A total of 148 noise sensitive receptors including 123 residences and 25 recreational sites were predicted to impacted. Noise abatement was evaluated where warranted. Nine of the 13 existing noise barriers identified within the noise study area would be physically impacted and would be required to be replaced in-kind. Extensions to four of the in-kind replacement barriers were evaluated. One proposed barrier was determined to be feasible and reasonable. | 3.12 |

| Environmental Resource | Existing Resource Summary | Potential Environmental Consequences | | See Section |
|------------------------|--|---|--|-------------|
| | | No Build Alternative | Build Alternative | |
| Waters of the U.S. | Resources are part of the Middle Potomac-Catoctin watershed. A total of 49 streams (28,959 linear feet) and 44.6 acres of wetlands were identified in the study area. Many of the streams are fragmented by pipes or culverts. | No changes to streams or wetlands would result. Stormwater management features would not be improved or added where absent. | A total of 26 streams would be crossed and approximately 12,983 linear feet of streams and 19.9 acres of wetlands are anticipated to be impacted. Compensatory mitigation is anticipated and would be coordinated through the permitting process. | 3.13 |
| Water Quality | Dead Run (impaired macroinvertebrate community) and the Potomac River (excess nutrient and sediment inputs) are designated as impaired waters under Section 303(d) of the Clean Water Act (CWA). | No changes in water quality would result. Stormwater management features would not be improved or added where absent. | Potential impacts to Dead Run during construction include erosion, sedimentation, or accidental spills of hazardous materials from construction equipment. The Potomac River is not within the LOD and is not expected to be impacted. | 3.14 |
| Floodplains | Approximately 94.1 acres of 100-year floodplains associated with three waterways are located within the study area. | No changes to floodplains would result. | Approximately 60 acres of floodplains are located within the LOD. The project design would be consistent with federal policies and would not be a “significant encroachment;” therefore no increase in flood levels or probability of flooding are expected. | 3.15 |

| Environmental Resource | Existing Resource Summary | Potential Environmental Consequences | | See Section |
|--|---|--|---|-------------|
| | | No Build Alternative | Build Alternative | |
| Wildlife and Habitat | Available wildlife habitat accounts for approximately 641 acres of the study area, and approximately 35% of this habitat is within existing VDOT right-of-way and is therefore reserved for transportation purposes. Terrestrial habitat is fragmented and edge habitat is low-quality. A total of 68 species are likely to occur or are confirmed to occur within a 2-mile radius of the study area. | No changes to wildlife, existing land use, or habitat fragmentation levels would result. The barrier to wildlife passage created by the existing highway would remain unchanged. | Approximately 234 acres of available wildlife habitat would be impacted, and 78% of this habitat is within existing right-of-way. Increasing the width of the roadway corridor would not likely increase habitat fragmentation as forested land would not be newly separated from contiguous forest. No elimination of existing wildlife passages is anticipated. | 3.16 |
| Threatened, Endangered, and Special Status Species | The following state or federally listed species were identified to have confirmed or historic occurrences within a 3-mile radius of the study area: northern long-eared bat (<i>Myotis septentrionalis</i>), rusty patched bumble bee (<i>Bombus affinis</i> , historic), little brown bat (<i>Myotis lucifugus</i>), tri-colored bat (<i>Perimyotis subflavus</i>), and wood turtle (<i>Glyptemys insculpta</i>). | No changes to populations of threatened or endangered species, or their respective habitats, would result. | Tree clearing could impact potential suitable summer habitat for the three bat species, with the majority occurring along the edge of existing right-of-way resulting in minimal reduction in forested cover and quality of forested habitat. Streams and floodplains that contain potential habitat for the wood turtle would be impacted. Additional mitigation would be determined during permitting and design. | 3.17 |
| Hazardous Materials | Two High Priority hazardous material sites, 29 Moderate Priority hazardous material sites, and 108 Low Priority hazardous material sites were identified. | No impacts to hazardous material sites would result. | Further assessment of Moderate and High Priority hazardous materials sites and the correlation to the final design limits of disturbance is recommended. | 3.18 |

| Environmental Resource | Existing Resource Summary | Potential Environmental Consequences | | See Section |
|---------------------------------|--|---|---|-------------|
| | | No Build Alternative | Build Alternative | |
| Indirect and Cumulative Effects | Past and present actions have shaped the current state of land use and socioeconomic, natural, and historic resources within the indirect and cumulative effects study areas. These actions have been both beneficial and adverse to land use, socioeconomic, natural, and historic resources. | No impacts would result other than those caused by other past, present, and reasonably foreseeable future projects. | <p>Indirect impacts from encroachment or induced growth may include altering access to communities and associated community facilities or services, increased runoff and the consequent increase in pollutant discharge and changes to hydrologic regime, impacts to floodplains through alteration of drainage patterns and flood flows, reduction in forested cover and quality of forested habitat, alteration of landscape habitat, and temporary impacts to historic resources.</p> <p>Overall cumulative effects are anticipated to be low since the region is already developed, protected, or development is slated to continue by the encompassing localities.</p> | 3.19 |

3.2 COMMUNITIES AND COMMUNITY FACILITIES

3.2.1 Existing Conditions

The study area is composed primarily of low-density residential communities within the McLean area with a small section of more dense multiuse development within Tysons Urban Center. Both McLean and Tysons are unincorporated communities of Fairfax County and were well established at the time I-495 was constructed in the early 1960s. Tysons has seen much more rapid growth compared to other locations near the I-495 corridor and now serves as a "downtown" of Fairfax County, with one-quarter of all office space and one-eighth of all retail in the county.

A total of 18 residential communities were identified within or directly adjacent to the study area. Very few of the neighborhoods existed prior to the construction of I-495; most of these neighborhoods were not fully developed until after I-495 was constructed and were platted to make full use of the land up to the I-495 right-of-way. Therefore, there was no fragmentation of these communities as a result of the construction of I-495. Today, with build-out of these areas completed, the edges of several subdivisions now directly abut the I-495 corridor.

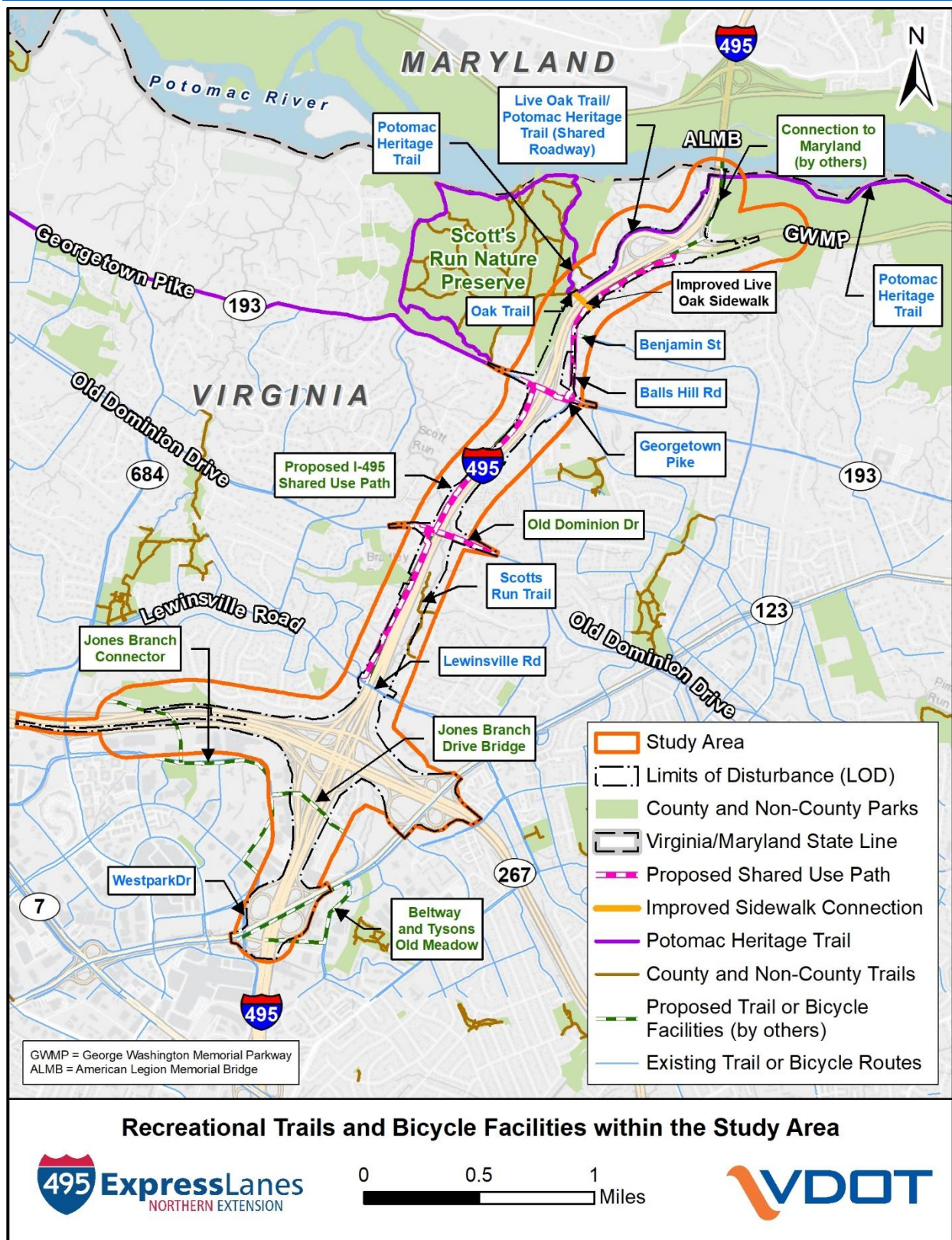
Twelve community facilities are in the study area including three places of worship, an organizational center, two schools, five parks or recreational areas, and a senior living center (see **Figure 3-2**). Nine existing and four proposed recreational trails and bicycle facilities were identified in the study area, as shown in **Source: Fairfax County, 2018a**

Figure 3-3. These include multi-use trails alongside roadways, on-road bike lanes, designated bike routes, and off-street trails. For additional detail, refer to the *Socioeconomic and Land Use Technical Report* (VDOT, 2020d).

The local roads surrounding the study area have seen an increase in congestion and a decrease in community mobility as a result of detouring and cut-through traffic to avoid I-495, especially during peak traffic hours. Additional information regarding traffic and congestion is provided in the *Traffic and Transportation Technical Report* (VDOT, 2020f).



Figure 3-2. Community Facilities within the Study Area



Source: Fairfax County, 2018a

Figure 3-3. Recreational Trails and Bicycle Facilities within the Study Area

3.2.2 Environmental Consequences

No Build Alternative

The No Build Alternative would have no direct impact on communities or community facilities in the study area. The No Build Alternative would not result in any changes to existing recreational trails, bike lanes, and bike routes within the study area.

Build Alternative

Most neighborhoods in the study area were built after the construction of I-495, and those immediately along the interstate corridor were designed to be immediately adjacent to the I-495 right-of-way. Although the Build Alternative would have some physical impacts on some properties within the LOD, no relocations are anticipated, and these impacts would be on the outside edges of the communities rather than through the communities. Therefore, the Build Alternative would not result in new fragmentation or isolation of any communities within the study area. Stormwater and utility alterations would be taking place primarily within existing right of way, and any changes outside of existing right of way would not result in community fragmentation. No further impacts to neighborhood connectivity or cohesion within the study area would occur.

The Build Alternative would result in greater transportation mobility and improved congestion relief along the I-495 corridor, including local arterials, as discussed in the *Traffic and Transportation Technical Report* (VDOT, 2020f). The Build Alternative would provide additional connections between residential communities on either side of the project via a parallel trail (shared-use path). The proposed shared-use path is consistent with local and regional land use and transportation plans.

Access to community facilities would be maintained during construction and operation of the proposed project. The proposed project would have a direct, permanent impact through partial property acquisitions which would not require relocation of buildings or jeopardize the primary use of, or long-term access to, community facilities. The following facilities are within the LOD, with potential impacts in the amounts shown below. See the *Socioeconomic and Land Use Technical Report* (VDOT, 2020d) for more detail on anticipated impacts to community features.

- McLean Presbyterian Church – 0.8 acres
- Holy Trinity Church – 1.7 acres
- Scotts Run Nature Preserve – 3.2 acres
- George Washington Memorial Parkway – To be determined through ongoing coordination with NPS
- Langley Swim and Tennis Club – 0.1 acres

Several existing recreational trails and pedestrian / bicycle facilities in the study area may be temporarily impacted during construction based on the LOD:

- Oak Trail connecting from Scott's Run Nature Preserve to Live Oak Drive – approximately 71 feet within LOD
- Live Oak Trail (and Potomac Heritage Trail)* – These trails primarily follow the same alignment along Live Oak Drive. The on-street portion would be realigned with the roadway,

- but both the road and trail would remain open during construction – approximately 4,241 feet within LOD
- Balls Hill Road – This facility is an existing sidewalk adjacent to the roadway, which would be replaced with a wider asphalt shared use path in the same location. The existing sidewalk would be temporarily closed during this portion of construction – approximately 2,579 feet within LOD
 - Benjamin Street – approximately 56 feet within LOD
 - Georgetown Pike – approximately 660 feet within LOD
 - Lewinsville Road – approximately 730 feet within LOD***
 - Westpark Drive – approximately 540 feet within LOD***
 - Scotts Run Trail- approximately 1,568 feet within LOD***
 - Potomac Heritage Trail (off-street segment at the ALMB)* – approximately 913 feet within LOD**

* To avoid double counting, impact numbers associated with this alignment include Live Oak Trail and Potomac Heritage Trail where they share a common alignment; 493 feet of this impact is solely the Live Oak Trail and sidewalk at the I-495 overpass.

** Although the Potomac Heritage Trail is shown within the LOD, the project is not anticipated to permanently impact this resource. The off-street portion under the ALMB would be maintained during construction.

*** Although these resources are shown within the LOD, they will not be impacted by the I-495 NEXT project.

The following proposed recreational trails and bicycle facilities located in the study area may be temporarily impacted during construction based on the LOD:

- Beltway and Tysons Old Meadow – approximately 3,086 feet within the LOD
- Jones Branch Drive Bridge – approximately 1,110 feet within the LOD
- Jones Branch Connector – approximately 314 feet within the LOD
- Old Dominion Drive – approximately 1,384 feet within the LOD

Safe access for non-motorized users as a result of detours, closures, and other inconveniences during the construction phases would be included in construction phasing plans.

3.3 POPULATION AND HOUSING

3.3.1 Existing Conditions

The population of Fairfax County is estimated to be 1,143,529 people (ACS, 2018). The Metropolitan Washington Council of Governments (MWCOG) projects that the population of Fairfax County would increase an average of 0.7% annually (to 1,469,595 persons in 2045) (MWCOG, 2018). The area more immediately adjacent to the project corridor is anticipated to grow an average of 2.4% annually (to 50,723 persons in 2045). This represents a rate of population growth nearly four times larger than that of the surrounding county. The fastest growing areas within Tysons, anticipated to grow at an average annual rate of up to 30% annually, exceed the growth rate of the county by more than thirty times the county rate.

Approximately 93% of the housing units in the census block groups within the study area are occupied. A mix of housing types ranges from detached single-family homes and townhouses to apartment buildings. Approximately 70% of the housing units are owner occupied, which is lower than the 85% owner occupied rates of McLean (ACS, 2018).

For additional information, refer to the *Socioeconomic and Land Use Technical Report* (VDOT, 2020d).

3.3.2 Environmental Consequences

No Build Alternative

The No Build Alternative would not result in any property acquisitions or project-related construction and therefore no impacts to population or housing would occur.

Build Alternative

A total of 28 residential properties would be partially impacted by permanent right-of-way acquisitions or maintenance easements under the Build Alternative, as detailed in the *Socioeconomic and Land Use Technical Report* (VDOT, 2020d). The partial property acquisitions are not anticipated to jeopardize the primary use of or access to any property. No residential relocations are proposed. All existing access to properties in the corridor would be maintained throughout construction. Therefore, no long-term effects to population or housing would result.

3.4 ECONOMIC RESOURCES

3.4.1 Existing Conditions

Income and Employment

The median household income for the census block groups adjacent to the project corridor is \$165,159 which is greater than Fairfax County (\$121,133) and Tysons (\$102,072). A total of 4.7% of the population in the adjacent census block groups is unemployed compared with 3.7% in Fairfax County, 2.7% in McLean, and 11.9 % in Tysons. The majority of the employed civilian population in the adjacent census block groups is in professional, scientific, management, administrative, and waste management (35%); educational services, health care, and social assistance (17%); and public administration (11%) (ACS, 2018). According to the Fairfax County Economic Development Authority, the top employers in Fairfax County include Inova Health System, Booz Allen Hamilton, Capital One, Freddie Mac, SAIC, Amazon, Constellis, Deloitte, General Dynamics, The MITRE Corporation, Navy Federal Credit Union, Northrop Grumman, and Perspecta (FCEDA, 2019).

Travel to Work

Most commuters originating near the project corridor commute alone by car, truck, or van (71.9%). The next largest portions of the population, 11.2% and 7.3%, work at home or commute via public transit respectively. I-495 is a major regional route connecting employees to jobs and production to consumption sites within the study area and throughout the Washington, D.C. region.

A travel pattern analysis along I-495 in the study area showed that trips through the project corridor have a wide-ranging set of origins and destinations well outside the adjacent properties. One of the most common destinations for southbound traffic along I-495 through the study area is Tysons, the central business and shopping district for Fairfax County and the largest concentration of commercial office space and retail in the Washington, D.C. region. Among the most common origins for I-495 northbound traffic through the study area are Tysons, Dulles International Airport, and the I-95 corridor. I-495 provides the main north-south regional transportation link into and out of Tysons. Additional detail on commuting patterns is in the *Socioeconomic and Land Use Technical Report* (VDOT, 2020d).

Travel speeds along I-495 within the study area for both the GP and the Express Lanes are highly inconsistent and can vary substantially by hour and by day, with the slowest speeds in the northbound direction. Driving times through this 5-mile section of I-495 during the afternoon peak period (“rush hour”) can range from about five to almost sixty minutes. All users of I-495 are equally affected by inconsistent travel speeds and long travel times, including those who drive alone, carpool, drive trucks, or take the bus (VDOT, 2020f). These challenges can affect users’ decisions on when and where to travel, which could decrease opportunities for working, shopping, and other travel purposes.

For additional information on travel speeds, refer to the *Traffic and Transportation Technical Report* (VDOT, 2020f).

3.4.2 Environmental Consequences

No Build Alternative

The No Build Alternative would result in no improvements to this segment of I-495. This alternative would not address congestion, provide improved regional access within or through the study area, or improve travel time reliability and predictability. Therefore, there would be no change in the attractiveness of employment opportunities near the study area for qualified workers in the larger geographic area, or the ease for those workers to travel to nearby employment opportunities.

3.4.3 Build Alternative

The Build Alternative’s reduced travel times and improved travel reliability would make employment opportunities near the study area more attractive to qualified workers in a larger geographic area who were previously deterred by long travel times and unreliability. This could boost employment growth and productivity within the study area and the region as a whole.

3.5 LAND USE

3.5.1 Existing Conditions

Existing Land Use

Land uses in the study area, other than public right-of-way, are primarily low-density residential (23%), commercial (10%), and recreational (11%). There are three major government facilities located in the study area on Tysons McLean Drive: National Counterterrorism Center, Liberty Crossing Intelligence Campus, and National Counterproliferation Center.

There are many parks and recreational uses in the vicinity, including several within the study area. These are particularly concentrated in the northern part of the study area. The largest sites are the GWMP and adjacent parkland, and the Scott’s Run Nature Preserve (shown on **Figure 3-5**). Fairfax County land use data designated these two sites as institutional use because of the agency ownership; these sites have been documented as a recreational use for the purposes of this report. VDOT has coordinated with both Fairfax County Park Authority (FCPA) and the National Park Service (NPS) throughout development of this project and has incorporated several minimization and mitigation measures into the project’s design. These minimization and mitigation measures are anticipated to reduce impacts to recreational properties within the study area. More regarding these recreational resources is provided in **Section 3.8**.

Land Use and Transportation Plans

Land use and development within Fairfax County and the study area is guided by the *Fairfax County Comprehensive Plan* (Fairfax County, 2017). I-495 is a major transportation corridor that surrounds Washington, D.C. and connects the adjacent communities within Maryland and Virginia. The plan includes two unique districts that are within the study area: the proposed project lies mostly within the McLean Planning District, and a portion of the southern terminus of the study area lies within Tysons Urban Center (see **Figure 3-4**).

The McLean Planning District is in the northeast portion of Fairfax County and is bounded on the north by the Potomac River, on the southeast by Arlington County and the City of Falls Church, and on the southwest by Leesburg Pike and Route 7. According to the *Fairfax County Comprehensive Plan*, the McLean Planning District is predominantly composed of stable, low-density residential neighborhoods and the 230-acre McLean Community Business Center (Fairfax County, 2017). Commercial uses are limited, with only a few neighborhood-oriented commercial areas throughout the planning district. The *Comprehensive Plan* recommends maintaining most of the McLean Planning District as Suburban Neighborhoods and Low-Density Residential Areas for future land use.

The Tysons Urban Center is the largest concentration of transit-oriented development and retail in the Washington, D.C. region. Tysons is located at the confluence of I-495, Route 267, Leesburg Pike, and Chain Bridge Road/Dolley Madison Boulevard and is also accessible via four Silver Line Metrorail stations: McLean, Tysons Corner, Greensboro, and Spring Hill. According to the *Fairfax County Comprehensive Plan*, Tysons is comprised of a large concentration of office and retail development that is supported by the adjacent high-density residential communities (Fairfax County, 2017).

Future Land Use

Due to the high level of development throughout the study area, options for future development are limited. Fairfax County's *Concept for Future Development Map* (adopted June 2012) depicts this area as continuing to have mostly suburban neighborhood development (Fairfax County, 2018b). The portion of the study area northeast of Route 193 that borders the Potomac River is proposed to continue as low-density residential.



Source: 2017 Fairfax County Comprehensive Plan

Figure 3-4. 2017 McLean Planning District Map

The *Fairfax County Transportation Plan* (Fairfax County, 2015) and *Fairfax County Comprehensive Plan* (Fairfax County, 2017) depict I-495 within the study area as having Express Lanes and improvements at the GWMP, Route 193, and Route 267 interchanges, including a new highway overpass above I-495.

For additional information, refer to the *Socioeconomic and Land Use Technical Report* (VDOT, 2020d).

3.5.2 Environmental Consequences

No Build Alternative

The No Build Alternative would involve no construction and would not require right-of-way acquisition; therefore, it would have no direct impact on land use, property, or right-of-way. The No Build Alternative is not consistent with the *Fairfax County Transportation Plan* or the *McLean Planning District Plan* because it would not provide Express Lanes or interchange improvements as identified in those plans.

Build Alternative

Table 3-2 shows the proportion of land uses within the study area that would be permanently converted to public roadway right-of-way or permanent maintenance easement under the Build Alternative. It also shows the number of properties of each land use type, classified by Fairfax County GIS, that would be partially affected or fully acquired.

The majority of construction would be limited to the existing right-of-way; however, locations in the vicinity of the Route 267 and GWMP interchanges and overpasses would require property acquisitions. A total of 11.2 acres would be permanently converted from its present use to transportation under the Build Alternative.

No full property acquisitions or relocations of residential, commercial, recreational, or institutional properties are proposed. Partial property acquisitions are not anticipated to jeopardize the primary use of or access to any property. Temporary access easements required for the construction of the Build Alternative would be short-term and returned to the existing land use once construction is completed.

Table 3-2. Land Use Conversion Under the Build Alternative

| Land Use | Acres within Study Area | Acres Converted to Public Roadway Right-of-Way | Acres Converted to Permanent Maintenance Easement | Number of Parcels Partially Converted to Transportation Use** |
|--------------------------------------|-------------------------|--|---|---|
| Commercial | 105 | - | <0.1 | 1 |
| High-Density Residential | 17 | - | - | - |
| Medium-Density Residential | <1 | - | - | - |
| Low-Density Residential | 236 | 0.8 | 2.5 | 28 |
| Institutional | 108 | 0.4 | 0.7 | 2 |
| Open Land, not forested or developed | 63 | 1.6 | 4.4 | 11 |
| Recreational* | 20 | 0.5 | - | 1 |
| Utilities | 4 | 0.2 | - | 1 |
| Total | 553 | 3.6 | 7.6 | 44 |

Source: 2018 Fairfax County Existing Land Use Generalized GIS Open Data

* Includes public, private, and federally owned properties.

**Does not include all properties affected by project. Conversions due to impacts such as permanent utility easements, drainage easements, and temporary construction easements will be identified as designs progress.

In accordance with the Uniform Relocation Assistance and Real Property Policies Act of 1970, as amended, affected property owners would be fairly compensated for acquisition of their property. These calculations are preliminary estimates based on GIS data from Fairfax County. The full right-of-way impacts will be determined during final design. Property impacts may be minimized or converted to temporary use as design progresses.

The Build Alternative would provide Express Lanes along I-495 and improvements at the GWMP, Georgetown Pike, and Route 267 interchanges, as well as non-motorized transportation connections between adjacent neighborhoods via a shared-use path, which would be consistent with the *Fairfax County Transportation Plan* and the *Fairfax County Comprehensive Plan*. The Build Alternative is not anticipated to require relocations or change the overall land use of other parcels, and therefore would be consistent with future land use recommendations of these plans.

3.6 ENVIRONMENTAL JUSTICE

Title VI of the Civil Rights Act of 1964, as amended, requires that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

The Federal Highway Authority (FHWA) Title VI Program is broader than the Title VI statute and encompasses other nondiscrimination statutes and authorities including Section 162(a) of the Federal-Aid Highway Act of 1973, the Age Discrimination Act of 1975, Section 504 of the Rehabilitation Act of 1973 / Americans with Disabilities Act of 1990, Executive Order 13166, and Executive Order 12898 which defines Federal Actions to Address Environmental Justice in Minority and Low-Income Populations (1994).

The FHWA EJ Orders define a minority individual as belonging to one of the following groups: Black, Hispanic or Latino, Asian American, American Indian and Alaskan Native, or Native Hawaiian and Other Pacific Islander. A minority population is present when: (a) the minority population of the affected area exceeds 50% of total population or (b) the minority population percentage in the affected area is “meaningfully greater” than the minority population percentage in the general population or other appropriate unit of geographical analysis (CEQ, 1997). In this EA, the lower of the two average minority population percentages of the MWCOG member localities or of Fairfax County was used.

The FHWA EJ Orders define a “low-income” individual as a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. A low-income population is defined as a block group for which the median household income is below the most current U.S. Department of Health and Human Services poverty guidelines for the average household size in that block group.

3.6.1 Existing Conditions

One census block group meets the threshold for minority EJ, with a total minority population of 52.5% compared with the defined threshold of 45.4% for this project (the Fairfax County minority population). This block group is located in the southeast quadrant of the intersection of the Dulles Toll Road (VA-267) and Route 123 and primarily includes: Asian (31%), Hispanic or Latino (11.3%), and Black or African American (6.3%). The other block groups adjacent to the project corridor range in minority percentage between 17.2% and 44.1%.

None of the census block groups in the study area met the threshold for low-income EJ populations. For additional information, refer to the *Socioeconomic and Land Use Technical Report* (VDOT, 2020d).

3.6.2 Environmental Consequences

No Build Alternative

The No Build Alternative would not result in any property acquisitions. The minority population identified as meeting the EJ threshold could likely experience the same congested conditions and unreliable travel times as the overall population. Therefore, no disproportionately high and adverse impacts to low-income or minority populations would occur.

Build Alternative

No residential or commercial relocations would occur under this alternative. The Build Alternative would not result in new fragmentation or isolation of any communities within the study area. Therefore, no disproportionately high and adverse impacts to EJ populations would occur. The improved transportation mobility and reduced congestion that would occur under the Build Alternative would benefit all users of I-495, including the minority population.

Temporary easements for construction are anticipated to be short-term and would not preclude access to or impact use of properties; therefore, potential temporary right-of-way effects during construction would not be disproportionately high and adverse to EJ populations.

3.7 HISTORIC PROPERTIES

In accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, (16 USC §_470) and the Advisory Council on Historic Preservation’s regulations for compliance with Section 106 (36 CFR §_800), the potential effects to the archaeological and architectural resources that are on, eligible for, or potentially eligible for listing on the NRHP have been analyzed within the Area of Potential Effects (APE) identified for the I-495 NEXT project.

The APE for direct effects to cultural resources is defined by the LOD, while the APE for indirect effects includes tax parcels immediately adjacent to and outside of the direct effects APE and any parcels abutting those parcels.

3.7.1 Existing Conditions

Cultural resources that are listed on the NRHP within the study area are discussed below and are shown on **Figure 3-5**. For the purposes of this discussion, the term non-contributing means that the structure or resource does not contribute to the overall historic significance of the resource. For the GWMP and Georgetown Pike (Route 193), the historic significance of the resource refers to the character-defining features that contribute to the eligibility of the resource to the NRHP.

- George Washington Memorial Parkway— Paved parkway built between the 1930s and 1962. Listed on the NRHP in June 1995.
 - George Washington Memorial Parkway Interchange at I-495, Ramp to I-495 Southbound— Curved, one lane vehicular on-ramp. A non-contributing structure to the NRHP listed GWMP.
 - Potomac Heritage Scenic Trail— Dirt footpath along the bank of the Potomac River. Within the NRHP listed boundary of the GWMP. The Potomac Heritage Trail is a non-contributing resource to the GWMP.
- Georgetown Pike (Route 193)— Two-lane road connection from the District of Columbia to Dranesville that was built between 1813 and 1934. The resource was listed on the NRHP in 2012.
 - Per the 2012 NRHP Nomination Form, the portion of Georgetown Pike associated with the construction of the I-495 interchange is a non-contributing structure. This is the same segment as the 0.53 mile-long section of divided lanes within the APE that provides access ramps to I-495.
 - The Dolley Madison Boulevard connection to I-495 is a non-contributing structure.

Archaeological survey was conducted within the areas that have the potential for direct impacts as a result of the project. No archaeological resources eligible for or listed on the NRHP were identified within the LOD. No further work is recommended.

For additional information, refer to the *Cultural Resources Survey Report* (CHG, 2019).

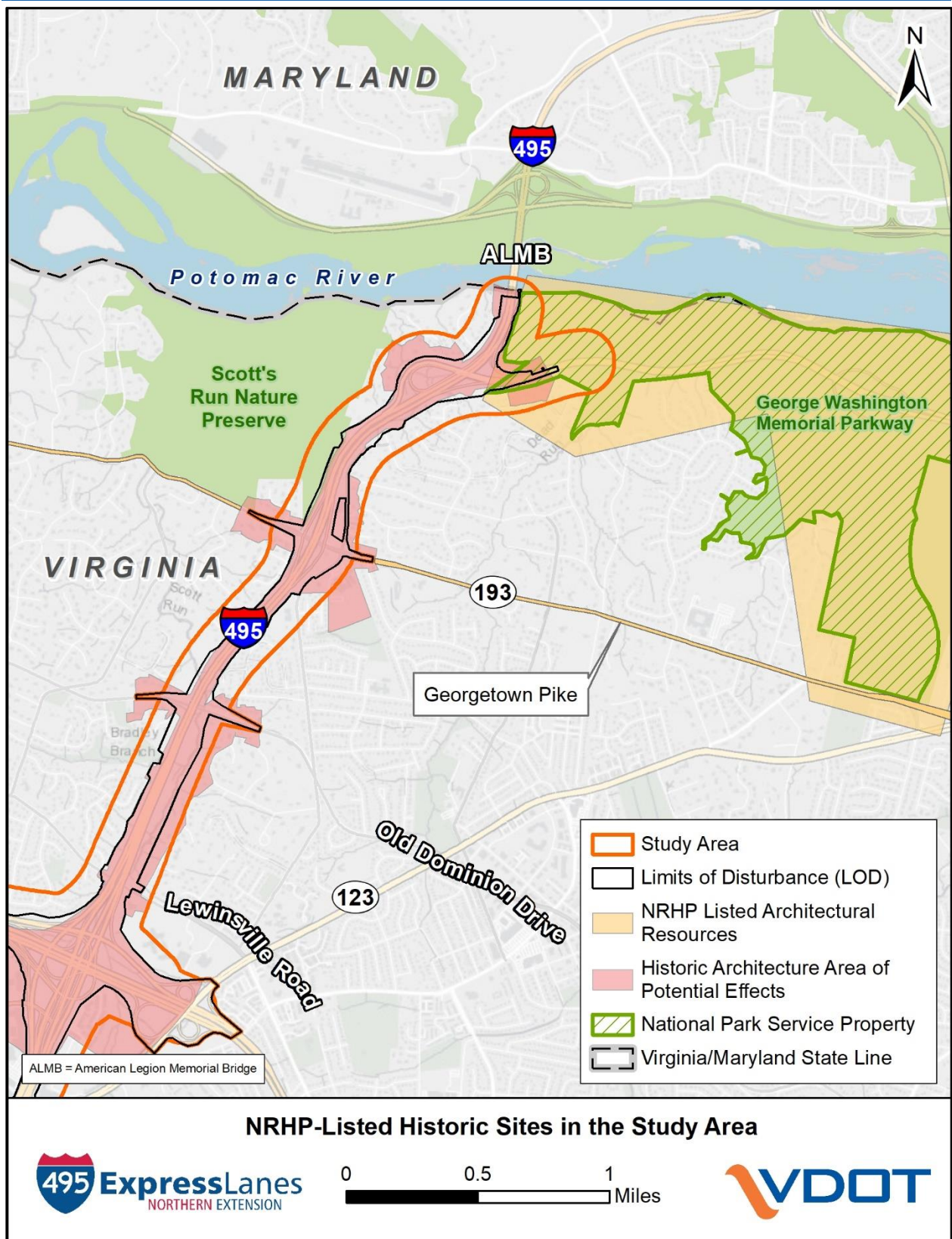


Figure 3-5. Historic Architecture Resources in the Study Area

3.7.2 Section 106

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. §306108) (NHPA), VDOT and FHWA initiated a process of identifying consulting parties on this project. The consulting parties were invited to participate in the process to identify historic properties, evaluate project effects on those properties, and identify measures to avoid, minimize, and mitigate adverse effects to the properties. A final determination of effects will be made prior to the FHWA NEPA decision. If adverse effects to historic properties are identified, a Memorandum of Agreement or Programmatic Agreement would be executed.

The following entities were invited to be consulting parties (those agencies marked in italics below accepted the invitation to participate in consultation for the 495 NEXT project):

- *Charles Cuvelier, George Washington Memorial Parkway Superintendent*
- *Virginia Department of Historic Resources*
- Fairfax County Executive
- *Fairfax County History Commission*
- Historic Fairfax City, Inc.
- Robert Stalzer, City of Fairfax City Manager
- *Tammy Stidham, National Park Service, National Capital Region*
- Chickahominy Tribe Eastern Division
- Chickahominy Tribe
- Delaware Nation
- Monacan Indian Nation
- Nansemond
- Pamunkey
- Rappahannock Tribe
- Upper Mattaponi

3.7.3 Environmental Consequences

No Build Alternative

The No Build Alternative would not result in any temporary or permanent impacts to existing historic resources within the study area.

Build Alternative

VDOT is continuing coordination with the National Park Service and the Virginia State Historic Preservation Office to determine the impacts to historic and archaeological resources.

3.7.4 Completion of the Section 106 Process

The Virginia State Historic Preservation Officer concurred with the National Register eligibility recommendations proposed by VDOT on August 14, 2019 and November 20, 2019. VDOT continues coordination with the National Park Service and the Virginia State Historic Preservation Officer to reach a consensus on the project's effect on historic resources. VDOT believes that the proposed undertaking will not diminish the setting and feeling of the only affected historic resource identified during the course of the fieldwork for this project, the GWMP. Therefore, consistent with 36 CFR §800.5.b of the NHPA, VDOT

anticipates that the undertaking will have no adverse effect, with conditions to avoid adverse effects, on the GWMP.

3.8 SECTION 4(F)

Under the provisions of Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 USC §303 (c)), FHWA may approve the use of land from publicly owned parks or recreation areas, publicly owned wildlife or waterfowl refuges, or historic sites that are listed in, or eligible for listing in, the NRHP for federal-aid highway projects if it determines that there is no feasible and prudent avoidance alternative and the action includes all possible planning to minimize harm to the property. FHWA also may approve the use of land from such properties if it determines that that use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant would have a *de minimis* impact, as identified in 23 CFR § 774.17, on the property. A “use” of a Section 4(f) property occurs:

- (1) when land is permanently incorporated into a transportation facility;
- (2) when there is a temporary occupancy of land that is adverse in terms of the statute’s preservation purpose; or
- (3) when there is a constructive use of a Section 4(f) property.

3.8.1 Existing Conditions

Eight Section 4(f) properties have been identified in the study area associated with the I-495 NEXT Project (see **Table 3-3** and Figure 3-6). Two of the Section 4(f) properties, the George Washington Memorial Parkway and Scott’s Run Nature Preserve, are anticipated to be impacted by the Build Alternative. These properties, as well as the six remaining Section 4(f) properties that would not be impacted by the I-495 NEXT Project are summarized in the text below.

- **George Washington Memorial Parkway (GWMP)**—The GWMP and its associated parks and trails are owned and operated by the National Park Service (NPS) and total 7,600 acres in size. The Parkway was listed on the NRHP in June 1995 under the Multiple Property documentation “Parkways of the National Capital Region, 1913 to 1965.” The Parkway is noteworthy for its landscape architecture and commemoration of George Washington. Approximately, 60 acres of the GWMP are within the study area and approximately 4.7 acres are within the LOD; therefore, Section 4(f) applies to impacts within the GWMP property.
- **Scott’s Run Nature Preserve**—Scott’s Run Nature Preserve is a 336-acre preserve located in McLean, north of Georgetown Pike and west of the I-495 corridor. The Preserve is operated by the Fairfax County Park Authority (FCPA) and is a publicly owned and publicly accessible recreational area. Approximately 25 acres of the Preserve fall within the study area and approximately 3.2 acres are within the LOD; therefore, Section 4(f) applies to impacts within the Preserve.
- **Georgetown Pike Road Bed**— Portions of the Georgetown Pike (Route 193) road bed are listed on the NRHP. Approximately, 10 acres of the entire Georgetown Pike corridor is within the study area and the LOD but is not within the boundaries of the NRHP nomination and therefore consideration under Section 4(f) is not necessary.

-
- **McLean Hamlet Park**—McLean Hamlet Park is an 18-acre neighborhood park that is owned and maintained by the FCPA. Approximately, 16 acres of McLean Hamlet Park property are located within the study area; however, none of the McLean Hamlet Park property falls within the LOD and therefore consideration under Section 4(f) is not necessary.
 - **Potomac Natural Heritage Trail**—The Potomac Natural Heritage Trail is within the boundary of the NRHP listed GWMP but is not independently listed on the NRHP. The trail is a component of the Potomac Heritage National Scenic Trail (PHT), an over 830-mile network of locally managed trails on both sides of the Potomac River between its mouth at the Chesapeake Bay and the Allegheny Highlands in the upper Ohio River Basin. This trail network’s primary purpose is non-motorized recreation. Approximately, 6,372 linear feet of the Potomac Natural Heritage Trail are within the study area and 4,661 feet of the Potomac Natural Heritage Trail falls within the LOD. The Potomac Heritage Trail has been identified as a Section 4(f) resource, but the project improvements have been designed to avoid impacts to the resource.
 - **Preserve at Scotts Run Homeowners Association Parcel** – Located between Old Dominion Drive and Lewinsville Road.
 - Preserve at Scotts Run Conservation Easement- Following purchase of the parcel by the Preserve at Scotts Run Homeowners Association, a Deed of Gift of Easement was established on the property for The McLean Land Conservancy, Inc. that was subsequently transferred to the Northern Virginia Conservation Trust (Nonprofit, Non-Governmental Organization) on December 19, 2013. Approximately 7.69 acres of the conservation easement is within the study area with 7.56 of those acres encompassed within the LOD. Due to the conservation easement being privately owned, it is not subject to Section 4(f).
 - Scotts Run Trail- The FCPA has also acquired an easement within The Preserve at Scotts Run Homeowners Association parcel for the future “Scotts Run Trail” as identified on Fairfax County’s Trail Buddy website (Fairfax County, 2020b). Approximately 3,061 linear feet of the trail are within the study area, and approximately 1,568 linear feet are within the LOD. The Scotts Run Trail has been identified as a Section 4(f) resource, but the project improvements have been designed to avoid impacts to the resource.
 - **Timberly Park**—Timberly Park, owned and maintained by FCPA, is a 23-acre community park located in McLean, west of I-495 and south of Old Dominion Drive. Approximately, 4.5 acres of Timberly Park property are located within the study area; however, none of the Timberly Park property falls within the LOD and therefore consideration under Section 4(f) is not necessary.

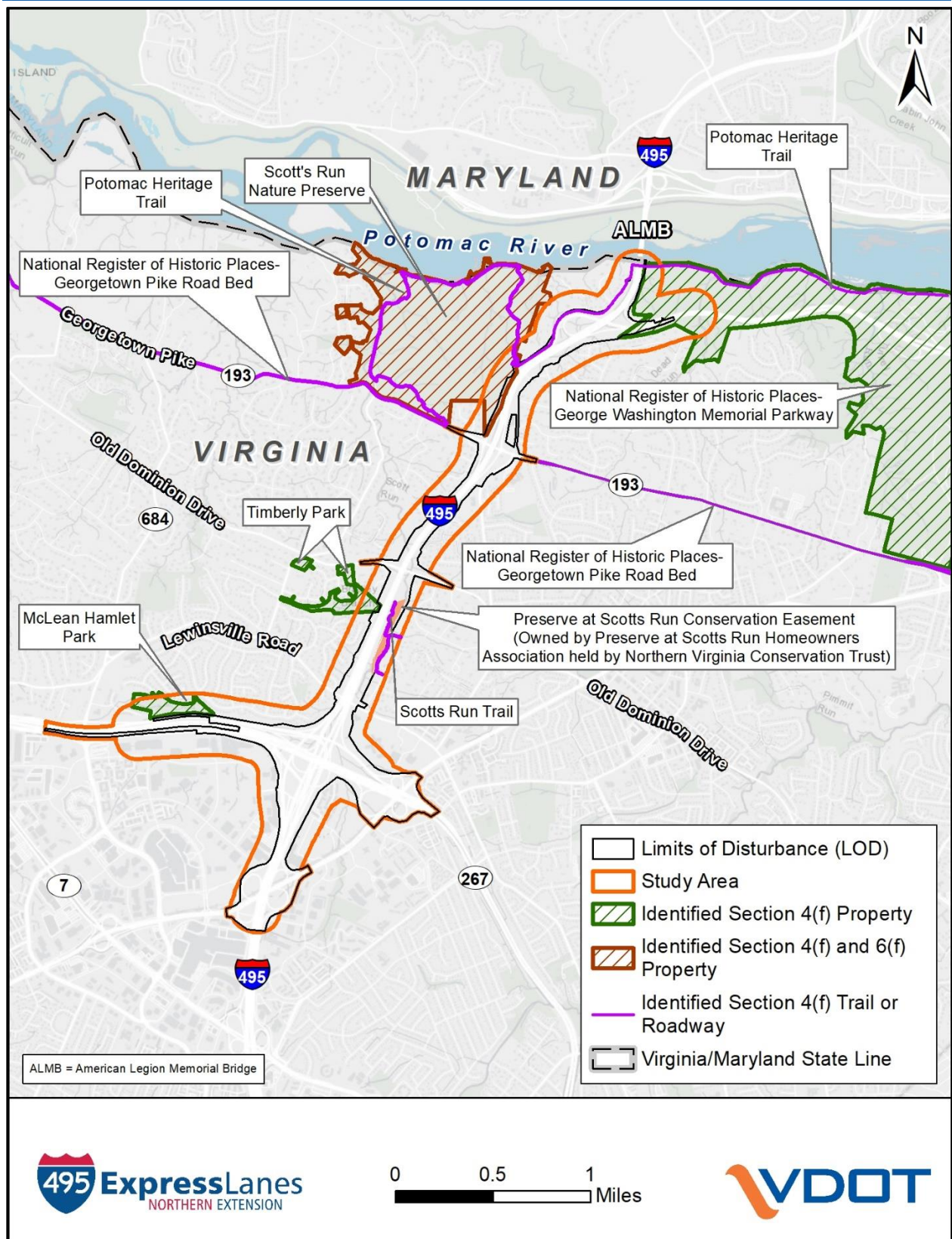


Figure 3-6. Section 4(f) and 6(f) Resources in the Study Area

Table 3-3. Identified Potential Section 4(f) Properties Within the Study Area

| Identified Section 4(f) Properties within the Study Area | Official with Jurisdiction | Type of Facility | Section 4(f) Use |
|--|---|--|------------------|
| George Washington Memorial Parkway | National Park Service | National Register of Historic Places Listed - Recreational Driving and Scenic Parkway, with Attached Park and Trail Facilities | Yes |
| Potomac Heritage Trail | National Park Service | Recreational | No |
| Scott's Run Nature Preserve | Fairfax County Park Authority | Regional Park | Yes |
| Scotts Run Trail | Fairfax County Park Authority (Privately owned within the Preserve at Scotts Run Homeowners Association Parcel) | Trail | No |
| Preserve at Scotts Run Conservation Easement | Owned by Preserve at Scotts Run Homeowners Association/ Northern Virginia Conservation Trust | Conservation Easement | No |
| Georgetown Pike Road Bed | VDOT | National Register of Historic Places Listed - Historic Road | No |
| McLean Hamlet Park | Fairfax County Park Authority | Local Park | No |
| Timberly Park | Fairfax County Park Authority | Local Park | No |

Source: Fairfax County Property Map, 2018; VDHR V-CRIS GIS Data, 2018

3.8.2 Environmental Consequences

No Build Alternative

The No-Build Alternative requires no right-of-way acquisition and has no direct adverse impacts to any Section 4(f) protected properties.

Build Alternative

The Build Alternative would potentially require the use of land from both the GWMP and the Scott's Run Nature Preserve (see **Table 3-4**). The *Section 4(f) and 6(f) Technical Memorandum (VDOT, 2020)* in **Appendix A** contains more detailed information on these properties, the potential impacts, and avoidance and minimization measures.

Table 3-4. Impacted Section 4(f) Properties Within the LOD

| Impacted Section 4(f) Property | Total Size of Section 4(f) Property within Study Area (acres) | Permanent Impact Amount within LOD (acres)* | Temporary Easement Amount within LOD (acres) | Type of Section 4(f) Use |
|------------------------------------|---|---|--|--|
| George Washington Memorial Parkway | 60 | To be Determined | To be Determined | Anticipated Section 4(f) <i>De minimis</i> Impact Determination |
| Scott's Run Nature Preserve | 25 | 1.20 | 2.01 | Anticipated Section 4(f) <i>De minimis</i> Impact Determination and Temporary Occupancy Exemption under Section 4(f) |

Note: Following conclusion of the Section 4(f) review and the issuance of the NEPA decision document, the NPS is anticipated to issue VDOT a permit or a permanent easement within NPS lands for the construction of the I-495 NEXT project.

Source: Fairfax County Property Map, 2018; VDHR V-CRIS GIS Data, 2018

Accordingly, the public and the Officials with Jurisdiction (OWJ) over both the Scott's Run Nature Preserve (i.e., FCPA) and the GWMP (i.e., NPS and SHPO) are hereby notified that FHWA intends to make a *de minimis* impact determination with respect to the proposed project's use of both properties.

3.8.3 Trails and Bike Facilities within the Study Area

Section 4(f) does not apply to trails, paths, bikeways, and sidewalks (see 23 CFR 774.13(f)(3)(4)) that occupy a transportation right-of-way without limitation to any specific location within the right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained, or these facilities are part of the local transportation system which function primarily for transportation.

The following trails, paths, bikeways, and sidewalks were identified within the study area:

- Oak Trail – approximately 71 feet within LOD
- Live Oak Trail and Sidewalk – approximately 4,241 feet within LOD
- Balls Hill Road – approximately 2,579 feet within LOD
- Benjamin Street – approximately 56 feet within LOD
- Georgetown Pike – approximately 660 feet within LOD
- Lewinsville Road – approximately 730 feet within LOD
- Westpark Drive – approximately 540 feet within LOD
- Beltway and Tysons Old Meadow – approximately 3,086 feet within the LOD
- Jones Branch Drive Bridge – approximately 1,110 feet within the LOD
- Jones Branch Connector – approximately 314 feet within the LOD

- Old Dominion Drive – approximately 1,384 feet within the LOD

Since the portions of these facilities within the study area are located within the transportation right-of-way, as there is no known easement (or other instrument) requiring the facilities to be in their specific location and the existing continuity and use of the trails will be maintained, the aforementioned provision is applicable with respect to the permanent impacts. Additionally, as these facilities would remain open and operational during construction, the provision is also applicable to any temporary (construction) impacts related to the proposed action. VDOT maintains safe pedestrian access where it currently exists on roadway projects, and project-specific maintenance of traffic plans would be developed accordingly.

3.9 SECTION 6(F)

Section 6(f) of the Land and Water Conservation Fund Act of 1965 established a funding source for both federal acquisition of park and recreation lands and matching grants to state and local governments for recreation planning, land acquisition, and development. The Act prohibits the conversion of property acquired or developed with Land and Water Conservation Funds (LWCF) to a non-recreational purpose without the approval of the U.S. Department of the Interior (DOI). DOI can approve such conversion only if it is in accordance with the existing comprehensive statewide outdoor recreation plan and only upon such conditions as deemed necessary to “assure the substitution of other recreational properties of at least equal fair market value and of reasonably equivalent usefulness and location” (36 CFR 59.3). Protection of lands under Section 6(f) includes all parks and other sites that have been the subject of LWCF grants to states and localities whether for acquisition of parkland, development, or rehabilitation of facilities.

In Virginia, the LWCF program is administered by the Virginia Department of Conservation and Recreation (VDCR) on behalf of the NPS. Information on Section 6(f) resources in Fairfax County were obtained by contacting the Fairfax County Park Authority (FCPA).

3.9.1 Existing Conditions

The Scott’s Run Nature Preserve was developed with money from the LWCF. Therefore, the park is afforded additional protection under Section 6(f) of the Act.

3.9.2 Environmental Consequences

No Build Alternative

The No Build Alternative requires no right-of-way acquisition and has no direct adverse impacts to any Section 6(f) resources.

Build Alternative

The Build Alternative would both require direct and permanent use of land from one Section 6(f) resource, the Scott’s Run Nature Preserve (see Figure 3-6 and *Section 4(f) and 6(f) Technical Memorandum* [VDOT, 2020] in **Appendix A** for detail on the Preserve, the potential impacts, and avoidance and minimization measures).

If the Section 6(f) resource is impacted after avoidance and minimization measures have been implemented, suitable land replacement will be identified, acquired, and conveyed in coordination with the FCPA, the VDCR, and DOI.

3.10 AIR QUALITY

Under NEPA, federal agencies must consider the effects of their decisions on the environment before making any decisions that commit resources to the implementation of those decisions. Changes in air quality, and the effects of such changes on human health and welfare, are among the effects to be considered. A project-level air quality analysis is performed to assess the potential air quality impacts of the project, document the findings of the analysis, and make the findings available for review by the public and decision-makers.

Pursuant to the Federal Clean Air Act of 1970 (CAA), the EPA is required to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and welfare. Federal actions must not cause or contribute to any new violation of any standard, increase the frequency or severity of any existing violation, or delay timely attainment of any standard or required interim milestone. EPA designates geographic regions that do not meet the NAAQS for one or more criteria pollutants as “non-attainment areas”. Areas previously designated as non-attainment, but subsequently re-designated to attainment because they no longer violate the NAAQS, are reclassified as “maintenance areas” subject to maintenance plans to be developed and included in a state’s SIP.

Changes in air quality, and the effects of such changes on human health and welfare, are among the effects to be considered in an environmental assessment. A project-level air quality assessment of the I-495 Northern Extension indicates the project would meet all applicable air quality requirements of NEPA and federal and state transportation conformity regulations. As such, the project would not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of the NAAQS established by EPA. The methodologies and findings for the air quality analysis are summarized below and described in detail in the Air Quality Technical Report.

3.10.1 Existing Conditions

The Virginia Department of Environmental Quality (VDEQ) provides general comments in regard to ambient air quality issues, and for the jurisdiction in which the project is located (Fairfax County) it states the following:

This project is located within a Marginal 8-hour Ozone Nonattainment area, and a volatile organic compounds (VOC) and nitrogen oxides (NOx) Emissions Control Area. As such, all reasonable precautions should be taken to limit the emissions of VOC and NOx. In addition, the following VDEQ air pollution regulations must be adhered to during the construction of this project: 9 VAC 5-130, Open Burning restrictions; 9 VAC 5-45, Article 7, Cutback Asphalt restrictions; and 9 VAC 5-50, Article 1, Fugitive Dust precautions.

Due to this project’s location within the Washington DC, Maryland and Virginia Marginal 8-Hour Ozone non-attainment area, federal and state transportation conformity requirements apply. Otherwise, the region is classified as attainment for all other NAAQS, with any former maintenance requirements having either been fulfilled or revoked.

3.10.2 Environmental Consequences

Ozone

Federal conformity requirements, including specifically 40 CFR 93.114¹ and 40 CFR 93.115², apply as the area in which the project is located is designated as nonattainment for ozone. Accordingly, there must be a currently conforming transportation plan and program at the time of project approval, and the project must come from a conforming plan and program (or otherwise meet criteria specified in 40 CFR 93.109(b))³.

As stated previously, the project was included in the currently conforming Visualize 2045 LRTP and FY 2019-2024 TIP developed by the National Capital Region Transportation Planning Board (NCRTPB). Since the approval of the LRTP and TIP, VDOT has proposed changes to the project. To ensure that these changes would have no impact on the conformity finding, NCRTPB performed a sensitivity analysis that they documented in a June 30, 2019 letter to VDOT⁴. Based on the results of the sensitivity analysis, NCRTPB drew the following conclusions⁵:

“Since the analysis shows that the proposed changes to the project would (1) result in non-substantive amount of change in regional emissions; (2) result in decreased emissions; and (3) result in emissions that are within the mobile budgets for the 2025 forecast year, we believe it is reasonable to conclude that the pollutant levels for other forecasts years (2030, 2040 and 2045) will also be within the mobile budgets.”

These and other regional changes will be included in the upcoming air quality conformity analysis of the 2020 Amendment to the Visualize 2045 Plan and the FY2021-2024 TIP. This new regional air quality conformity determination is anticipated to be completed by March 2020.

Carbon Monoxide (CO)

A worst-case modeling approach was applied throughout this analysis including the project-level CO air quality assessment. This very conservative approach by design uses worst-case assumptions for modeling inputs so that the results (modeling estimates for emissions and ambient concentrations) will be significantly worse than (i.e., in excess of) what may reasonably be expected for the project. If the applicable NAAQS for CO are still met despite the worst-case modeling assumptions, then there is a high level of confidence that the potential for air quality impacts from the project would be minimal.

¹ See: <https://www.gpo.gov/fdsys/pkg/CFR-2014-title40-vol20/xml/CFR-2014-title40-vol20-sec93-114.xml>

² See: <https://www.gpo.gov/fdsys/pkg/CFR-2014-title40-vol20/xml/CFR-2014-title40-vol20-sec93-115.xml>

³ See: <https://www.gpo.gov/fdsys/pkg/CFR-2014-title40-vol20/xml/CFR-2014-title40-vol20-sec93-109.xml>

⁴ Letter from Kanathur Srikanth, Director, Department of Transportation Planning, Metropolitan Washington Council of Governments to Norman Whitaker, Transportation Planning Director, VDOT Northern Virginia District, June 30, 2019. See: https://www.mwcog.org/events/2019/?F_committee=194, July Item 3 Letter, or <https://www.mwcog.org/file.aspx?&A=aG2FDR8gA2PJr7stqM1MdqSjsI3CpsnEBd9V1uocMps%3d>

⁵ These results may also be considered to support application of 40 CFR 93.122(g), “Reliance on previous emissions analysis” for regional conformity demonstrations, given that the modeled de minimis changes in emissions (of 0.0%, as reported in the June 30, 2019 NCRTPB letter) by definition may be considered to be not significant.

All modeling conducted for this project was consistent with applicable federal requirements and guidance as well as the VDOT Project-Level Air Quality Resource Document. EPA guidance, which is more detailed and technically only required for conformity applications, was also applied for this project for purposes of increased transparency.

Given the downward trend in CO emission from mobile sources, it was ascertained that the year of highest emissions in the project area would be the opening year of the project, 2023. However, the traffic forecasting and operational analysis was done for 2025. This was done deliberately to allow three years for adoption of the express lanes to ramp-up, a phenomenon previously observed on similar projects within the Commonwealth.

Using FHWA recommended procedures, three intersections were identified as most likely to have the highest CO concentrations. Since this project is primarily a freeway project, an additional analysis was done for the highest volume interchange within the project limits. The locations evaluated were as follows:

The intersection of Route 123 and Tysons Boulevard

The intersection of Route 123 and Capital One Tower Drive/ Old Meadow Road

The intersection of Route 123 and Scotts Crossing Boulevard/ Colshire Drive

The interchange of I-495 and Dulles Toll Road (SR 267)

Emission rates were developed using MOVES 2014b and input files from the latest conformity determination at the time of the analysis. The opening year of the project (2023) was not an analysis year for the conformity determination and accurate input files for 2023 specifically could not be easily generated. As CO emission rates will trend significantly downward in the coming years, it was decided to develop emission rates using already assembled MOVES input data for 2021. Emissions and ambient concentrations drop significantly over time (through the opening and design years) due to continued fleet turnover to vehicles constructed to more stringent emission standards. Rather than using forecasted traffic volumes, the theoretical maximum volume of 1,230 vehicles/hour/lane for the arterial roadways and 2,400 vehicles/hour/lane for freeways were used, far exceeding the volume that the any location would realistically experience in any analysis year. These are the most prominent worse-case assumptions used in the analysis. Additional worst-case assumptions are documented in full in the Air Quality Technical Report.

The Air Quality modeling (dispersion modeling) of CO concentrations was performed using USEPA's CAL3QHC model. In all scenarios, forecast peak concentrations for CO are well below the respective one- and eight-hour NAAQS of 35 and 9 ppm respectively.

Mobile Source Air Toxics (MSATs)

FHWA most recently updated its guidance for the assessment of MSATs in the NEPA process for highway projects in 2016. The updated guidance states that "EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers or contributors and non-cancer hazard contributors from the 2011 National Air Toxics Assessment (NATA)."

This project is best characterized as one with "higher potential MSAT effects" as defined in the FHWA guidance since projected design year traffic is expected to exceed the 140,000 to 150,000 Average Annual Daily Traffic (AADT) criteria. Specifically, the 2025 Build scenario is expected to have combined traffic volumes on the I-495 general purpose and express lanes reaching 189,600 Annual Daily Traffic (ADT) at

the southern project boundary to as high as 261,400 ADT just south of the American Legion Bridge. As a result, a quantitative assessment of MSAT emissions was conducted consistent with FHWA guidance.

The MSAT analysis pivoted off the regional travel demand modeling performed for project which included traffic forecasts for the 2018 base year, 2025 “opening year” No Build and Build alternatives, and 2045 design year No Build and Build alternatives. Similar to the CO analysis, the assumed opening year of the project was 2023, but modeling was done for 2025 to allow for a ramp-up period. The combination of the higher 2025 traffic volumes with the higher 2021 MOVES 2014b emission rates yielded conservative (high) estimate of total MSAT emissions.

Total emissions were calculated using the links identified as the “affected network” for the project. FHWA in their NEPA training materials recommends the following criteria for identifying the extent of the affected network:

The affected network is based on traffic projections for the base, opening year and design years

The segments within the study limits were included by default

Changes of $\pm 5\%$ or more in AADT on congested highway links of LOS D or worse

Changes of $\pm 10\%$ or more in AADT on uncongested highway links of LOS C or better

Changes of $\pm 10\%$ or more in travel time

Changes of $\pm 10\%$ or more in intersection delay

Any obvious “modeling artifacts” – i.e. isolated links which meet the criteria but are likely the result of the model’s variability, were excluded from consideration. The extent of the affected network is shown in **Figure 3-7** and the results of the MSAT evaluation are summarized in **Table 3-5**.

Technical shortcomings of emissions and dispersion models and uncertain science with respect to health effects prevent meaningful or reliable estimates of MSAT emissions and effects of this project at this time. While it is possible that localized increases in MSAT emissions may occur as a result of this project, emissions would likely be lower than present levels in the design year of this project as a result of EPA’s national control programs that are projected to reduce annual MSAT emissions by over 80 percent between 2010 and 2050. Although local conditions may differ from these national projections in terms of fleet mix and turnover, Vehicle Miles of Travel (VMT) growth rates, and local control measures, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

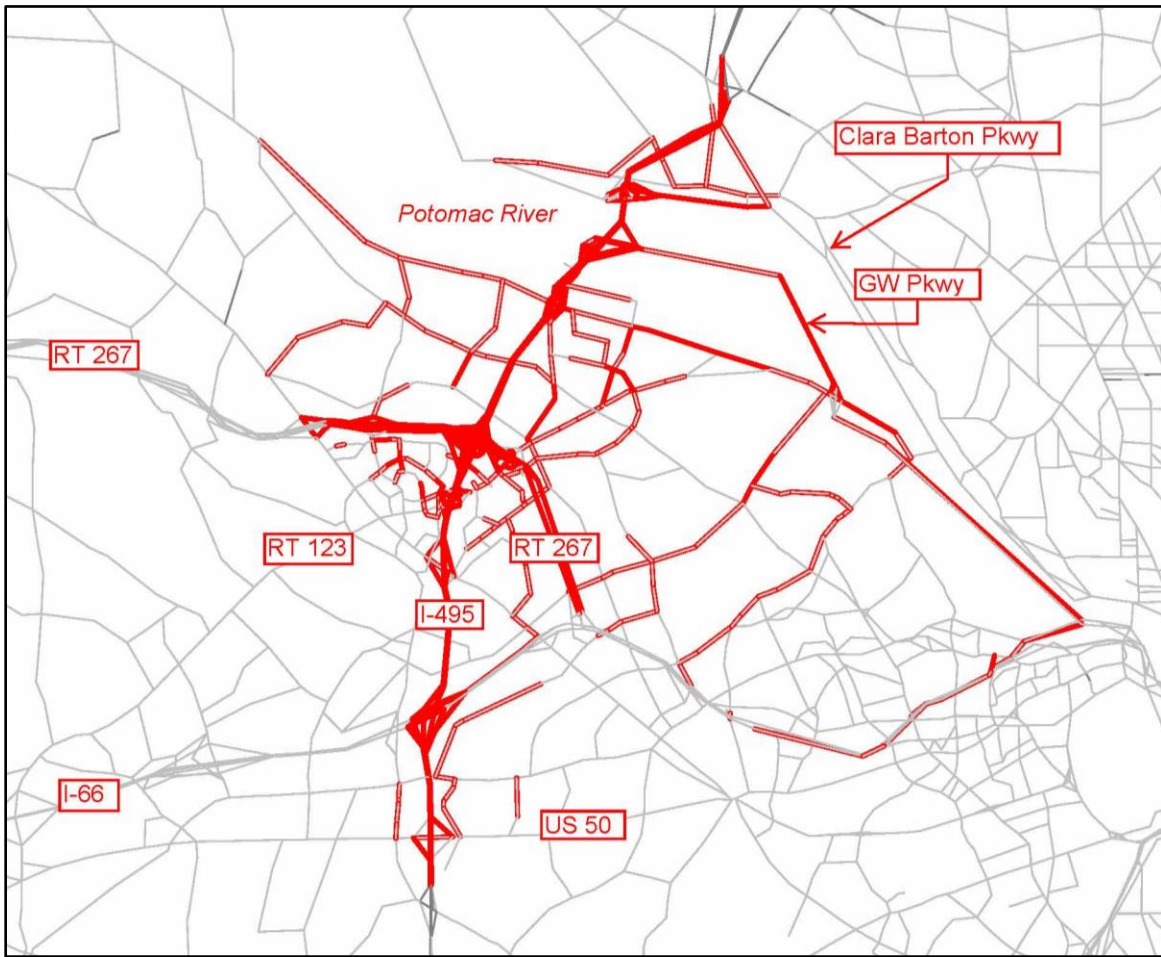


Figure 3-7. MSAT Affected Network shown on 2025 Build Network

Table 3-5. Annual MSAT Emissions by Year, Scenario and Pollutant on the Affected Network

| Pollutant | 2018 (tpy) | 2023 (tpy) | | 2045 (tpy) | |
|-------------------|------------|------------|---------|------------|---------|
| | Base Year | No Build | Build | No Build | Build |
| Diesel PM | 3.687 | 2.283 | 2.235 | 0.549 | 0.523 |
| Benzene | 0.456 | 0.346 | 0.341 | 0.121 | 0.115 |
| 1,3-Butadiene | 0.046 | 0.026 | 0.025 | 0.001 | 0.001 |
| Formaldehyde | 0.729 | 0.575 | 0.531 | 0.279 | 0.265 |
| Acrolein | 0.048 | 0.035 | 0.033 | 0.013 | 0.012 |
| POM | 0.035 | 0.025 | 0.023 | 0.006 | 0.006 |
| Naphthalene | 0.078 | 0.058 | 0.054 | 0.022 | 0.021 |
| Ethyl Benzene | 0.263 | 0.205 | 0.207 | 0.109 | 0.103 |
| Acetaldehyde | 0.340 | 0.257 | 0.238 | 0.099 | 0.094 |
| VMT (million VMT) | 1,400.6 | 1,523.5 | 1,545.4 | 1,791.6 | 1,713.7 |

Greenhouse Gases (GHG)

In the absence of applicable federal guidance, a qualitative GHG assessment was developed for this project for informational purposes only. GHG emissions from this project will be dominated by vehicle emissions, specifically as a result of the increase in VMT over the life of the project. Mitigating this forecast increase in VMT is EPA's GHG emissions standards, being implemented in concert with national fuel economy standards. The Energy Information Administration (EIA) estimates that fuel economy will improve by 65% between 2018 and 2050 for all light-duty vehicles. This improvement in vehicle emissions rates is more than sufficient to offset the increase in VMT.

Construction and subsequent maintenance of the project would generate additional GHG emissions. Typically, construction emissions associated with a new roadway accounts for a relatively minor amount of the total 20-year lifetime emissions from the roadway, although this can vary widely with the extent of construction activity and the number of vehicles that use the roadway.

The addition of new roadway miles within the study area would also increase the energy and GHG emissions associated with maintaining the additional lane miles in the future. The total roadway lane miles that need to be maintained on an ongoing basis would increase by approximately 20% on I-495 relative to the No Build Alternative (based on the increase from a 10 to 12 lane cross section.) The increase in maintenance needs due to the additional lane miles would be partially offset by the reduced traffic on alternate routes that drivers would otherwise take in the No Build Alternative.

Finally, the express lanes would directly encourage carpooling, vanpooling, and improve potential future I-495 bus operations in the corridor that would increase the use of these modes of transport, reducing VMT and resulting in a decrease in GHG emissions.

Air Quality Conclusions

The proposed improvements were assessed for potential air quality impacts and compliance with applicable air quality regulations and guidance. All models, methods/protocols and assumptions applied in modeling and analyses were made consistent with those provided or specified in the VDOT Resource Document. The assessment indicates that the project would meet all applicable NEPA air quality requirements and federal and state transportation conformity regulations. As such, the project would not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of the NAAQS established by the EPA.

3.11 NOISE

Existing and predicted future noise levels within the limits of the noise study under the Build Alternatives were evaluated in accordance with FHWA's Procedures for Abatement of Highway Traffic Noise and Construction Noise (23 C.F.R. § 772) and VDOT's *Highway Traffic Noise Impact Analysis Guidance Manual* (updated February 2018). All traffic noise modeling for this study was conducted using the latest federally required version of the FHWA Traffic Noise Model (TNM). For additional information, refer to the *Noise Technical Report* (VDOT, 2020g).

To determine the degree of impact noise will have on human activity, the FHWA established Noise Abatement Criteria (NAC) for different categories of land use. If noise levels are predicted to approach or exceed the absolute FHWA/VDOT NAC for the design year build scenario at any receptor, then an impact is said to occur, and a noise abatement evaluation is warranted. VDOT defines the word "approach" in

“approach or exceed” as within 1 decibel. The NAC are measured in decibels and denoted as dB(A). The following NAC categories were identified within the limits of the noise study:

Category B – exterior residential. For uses included within Category B, noise impact would occur wherever project noise levels are expected to approach within one decibel or exceed 67 dB(A);

Category C – exterior recreational or institutional, including areas such as campgrounds, libraries, parks, active sport areas, places of worship, and medical facilities. For uses included within Category C, noise impact would occur wherever project noise levels are expected to approach within one decibel or exceed 67 dB(A);

Category D – interior institutional uses which may be noise sensitive, such as auditoriums, day care centers, institutional structures and public meeting rooms. For Category D uses, noise impact would occur where predicted project-related interior noise levels approach or exceed 52 dB(A); and

Category E – exterior commercial areas, including hotels, restaurants and bars, offices, and similar developed lands, properties or activities. For Category E (commercial) land use, noise impact is assumed to occur where predicted exterior noise levels approach or exceed 72 dB(A).

Consistent with FHWA/VDOT noise policy and guidance, the noise study limits defined in the *Noise Technical Report* (i.e., noise study area) is limited to 500 feet from the proposed edge of pavement. The noise study area is shown on **Figure 3-8** along with the locations of potential noise barriers that were determined to be feasible and reasonable. Predicted noise levels for the Existing Conditions and the future design year Build Alternative (2045) were only evaluated at noise sensitive receptors within the limits of the noise study area.

For purposes of the noise study, the Build Alternative is defined as the future design year Build Alternative (2045), which was used to identify noise impacts, including the evaluation and design of potential noise barriers, where warranted. As a result, the Build Alternative (as defined in the *Noise Technical Report*) includes all of the proposed roadway improvements associated with the I-495 Express Lanes Northern Extension, and the following No-Build Projects (i.e., Projects Constructed by Others):

I-495/I-270 Managed Lanes Study - Maryland Department of Transportation State Highway Administration (MDOT SHA);

I-495 Interchange Ramp Phase II, Ramp 3 Dulles Airport Access Road (DAAR);

I-495 Capital Beltway Auxiliary Lanes; and

DAAR/I-495 Capital Beltway Interchange Flyover Ramp Relocation (Phase IV DAAR).

FHWA and VDOT require that noise barriers be both “feasible” and “reasonable” to be recommended for construction. To be feasible, a barrier must reduce noise levels at noise sensitive locations by at least five dB(A), thereby “benefiting” the property. VDOT requires that at least 50 percent of the impacted receptors receive five dB(A) or more of noise reduction from the proposed barrier. Additionally, constructability issues such as safety, barrier height, topography, drainage, utilities, maintenance of the barrier, and access to adjacent properties must be assessed. In addition to any potential engineering conflicts that are evaluated, VDOT’s noise policy states that noise barrier panels cannot exceed the maximum allowable panel height of 30 feet.

Barrier reasonableness is based on three factors: cost-effectiveness, ability to achieve VDOT’s noise reduction design goal, and voting results of the benefited receptors. To be “cost-effective,” a barrier’s surface area cannot exceed 1,600 square feet per benefited receptor. The second reasonableness criterion

is the ability to achieve VDOT's noise reduction design goal of seven dB(A) for at least one of the impacted receptors. The third reasonableness criterion requires that 50 percent or more of the benefited receptors (owners and residents of the potentially benefited properties) vote in favor of the barrier for it to be considered reasonable to construct. In order to assess community views, a survey of benefited receptors would be conducted during the final design phase.

Note, this preliminary analysis was performed with conceptual engineering data; a more detailed review will be completed during detailed design. As such, noise barriers that were found to be feasible and reasonable during the preliminary design phase (Preliminary Noise Analysis) may be found to be not feasible and/or not reasonable during the Final Design Noise Analysis (FDNA) to be documented in the Noise Abatement Design Report (NADR). Conversely, noise barriers that were not considered feasible and reasonable during preliminary design may meet the established criteria during detailed design and be recommended for construction. Thus, any conclusions derived in the Noise Technical Report should be considered preliminary in nature and subject to change.

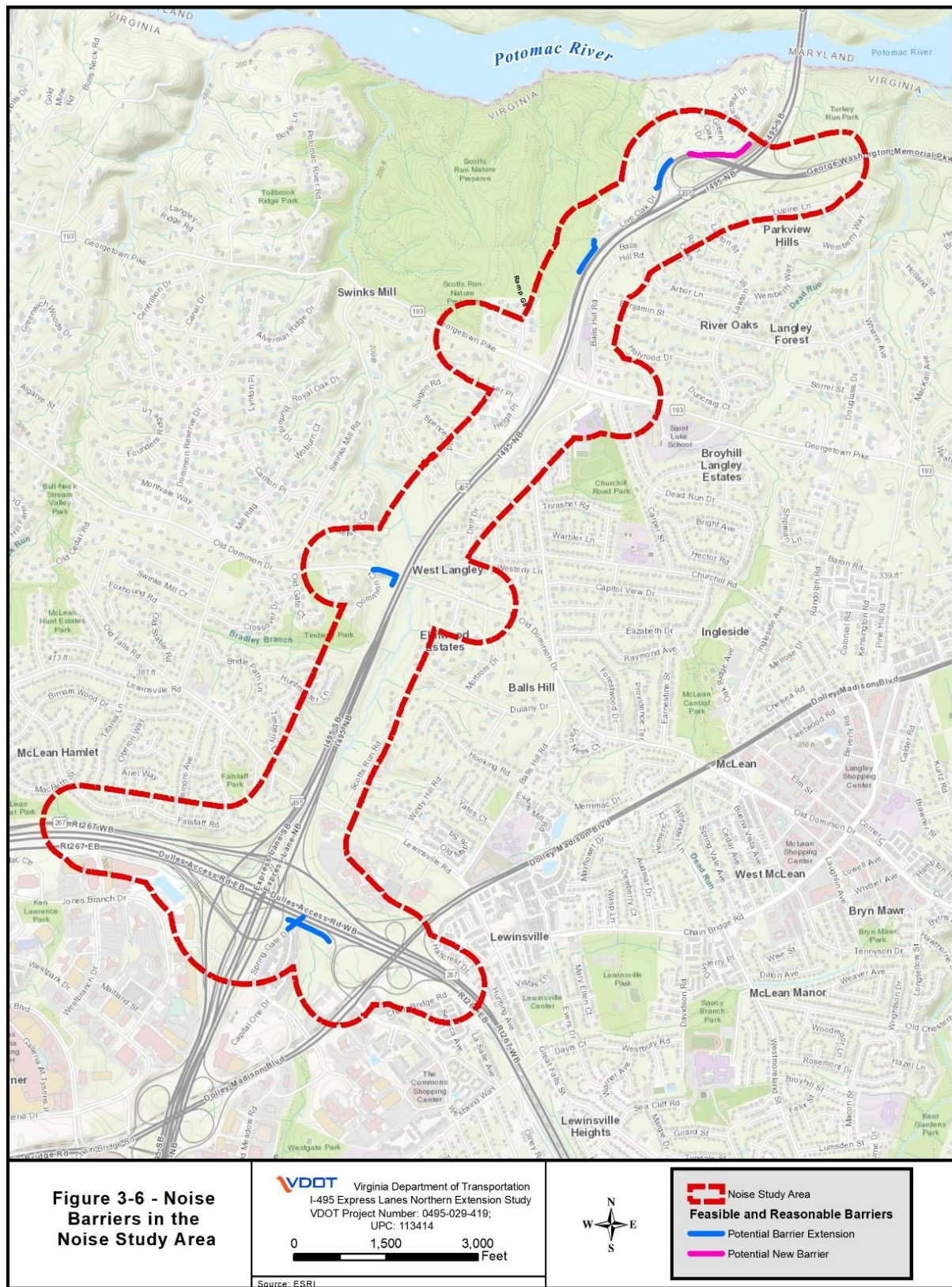


Figure 3-8. Noise Receivers in the Study Area

3.11.1 Existing Conditions

To assess existing noise conditions within the noise study area, short-term and long-term noise monitoring was conducted to assess the existing noise environment and validate the TNM. Short-term noise monitoring was performed at 28 locations; these sites were used solely for noise model validation. The monitored noise levels in the noise study area ranged from 54.6 dB(A) to 74.5 dB(A). Traffic noise from I-495, GWMP, DTR, and Route 123 were the identified as the dominant sources of noise within the noise study area. Long-term (24-hour) noise monitoring was conducted at five sites to assist with the selection of the loudest hour and evaluate the rail noise contribution associated with the Washington Metropolitan Area Transit Authority's (WMATA) Silver Line.

Within the noise study area, a total of 1,115 noise receivers were modeled to represent 1,441 noise receptors to predict how the proposed improvements would affect the noise levels throughout the noise study area. The 1,441 receptors included 1,263 residential receptors (NAC B), 131 recreational receptors (NAC C), seven interior receptors (NAC D), and 40 commercial receptors (NAC E). Specific receptor placement was generally based on exterior areas where there is frequent human use. The noise study area also includes 13 existing noise barriers and WMATA's Silver Line, which were included in the noise evaluation.

For all modeled receptors, the Existing Conditions noise levels are predicted to range from 42 to 72 dB(A), with impacts predicted at 115 receptors including 92 residential receptors, 20 recreational receptors, and three commercial receptors.

3.11.2 Environmental Consequences

No Build Alternative

Under NEPA requirements, the No Build Alternative analysis assists with making informed decisions on whether future increases in noise levels would be considered significant. However, noise level increases within interstate corridors are generally less than 3 dB(A) due to the nature of the facility and can be mitigated through noise abatement measures such as noise barriers. In addition, future design year noise level increases of 3 dB(A) or more over the Existing Conditions are not common along existing and heavily traveled Interstate corridors. Therefore, it was not anticipated that a 3 dB(A) increase over the Existing Conditions would occur. The FHWA considers changes in noise levels of 3 dB(A) or less to be barely perceptible to the human ear, under normal conditions. As a result, No Build Alternative noise levels were not predicted for receptors within the noise study area.

Build Alternative

The loudest-hour of the day for the Build Alternative was determined to be 12:00 p.m. to 1:00 p.m. Noise levels are predicted to range from 43 to 74 dB(A), with a total of 148 noise sensitive receptors including 123 residences and 25 recreational sites were predicted to impacted under the Build Alternative. On average for all receptors, sound levels are predicted to increase from the Existing Conditions by approximately one dB(A). This increase is due primarily to the roadway improvements allowing slightly higher traffic volumes in the loudest-hour periods. Noise barriers were evaluated for all areas where noise impacts were predicted.

Five (5) new noise barriers were evaluated for areas predicted to be impacted by traffic noise under the Build Alternative. Only one of the evaluated noise barriers (Barrier C) met the feasible and reasonable

criteria. While Barrier System U met the acoustical feasible criterion, the barrier system was determined to be not feasible, due to engineering constraints. **Table 3-6** summarizes the total length, estimated cost and benefits that would be provided by the barriers evaluated, with a feasible and reasonable determination.

Table 3-6. Summary of Proposed Noise Barrier Details

| Barrier Name | Barrier Length (ft.) | Barrier Height Range (ft.) | Barrier Surface Area (SF) | Surface Area per Benefited Receptor (MaxSF/BR) | Barrier Cost (\$42/sq.ft.) | Feasible and Reasonable ¹ |
|--------------|----------------------|----------------------------|---------------------------|--|----------------------------|--------------------------------------|
| C | 1036 | 10-22 | 18,793 | 1,566 | \$789,306 | F&R |
| G | 1,303 | 6-22 | 16,623 | 5,541 | \$698,166 | F&NR |
| O | 1,713 | 10-30 | 35,302 | 2,522 | \$1,482,684 | F&NR |
| S | 343 | 30 | 10,322 | N/A | N/A | NF |
| U | 784 | 20-30 | 22,612 | N/A | N/A | NF |

¹ Barriers are shown as Feasible and Not Reasonable (F&NR), Feasible and Reasonable (F&R), or Not Feasible (NF)

Of the 13 existing noise barriers identified within the noise study area, nine would be physically impacted and would be required to be replaced in-kind. As such, in-kind barrier replacement analyses will be evaluated during final design for each individual project and/or phase for all affected existing noise barriers and the in-kind barrier analysis will be consistent with *Sections 6.3.5 and 6.3.6 of the Highway Traffic Noise Impact Analysis Guidance Manual* (VDOT, 2018) and modified as appropriate. Noise barrier extensions were determined to be feasible and reasonable for three of the four of the in-kind replacement barriers. **Table 3-7** summarizes the existing and total barrier heights and lengths of barriers that were evaluated for in-kind extensions, with a feasible and reasonable determination.

Table 3-7. Summary of In-Kind Noise Barrier Extension Details

| Barrier Name | Existing Barrier Surface Area (SF) | Existing Barrier Length (ft.) | Total Barrier Surface Area (SF) – with In-Kind Extension | Total Barrier Length (ft.) – with In-Kind Extension | Surface Area per Benefited Receptor (MaxSF/BR) | Feasible and Reasonable ¹ |
|--------------------|------------------------------------|-------------------------------|--|---|--|--------------------------------------|
| Barrier 9 (EXT) | 51,568 | 2,629 | 73,365 | 3,648 | 1,747 | F&NR |
| Barrier 10(EXT) | 17,391 | 1,355 | 39,458 | 2,446 | 669 | F&R |
| Barrier 13B (EXT) | 87,624 | 3,665 | 99,706 | 4,177 | 1,342 | F&R |
| Barrier 12A2 (EXT) | 32,505 | 1,583 | 61,211 | 2,636 | 373 | F&R |

¹ Barriers are shown as Feasible and Not Reasonable (F&NR), Feasible and Reasonable (F&R), or Not Feasible (NF)

Lastly, construction activity may cause intermittent fluctuations in noise levels. During the construction phase of the project, reasonable measures would be taken to minimize noise impact from these activities.

3.12 WATERS OF THE U.S.

Water resources are federally regulated by the U.S. Environmental Protection Agency (USEPA) and the U.S. Army Corps of Engineers (USACE) under the Clean Water Act (CWA). Section 404 of the CWA specifically regulates dredge and fill activities affecting Waters of the United States (WOUS), which can be defined as all navigable waters and waters that have been used for interstate or foreign commerce, their tributaries and associated wetlands, and any other waters, including lakes, rivers, streams, ponds, impoundments, territorial seas, etc., that, if impacted, could affect the former (USEPA, 2019a). Water resources within the study area are summarized below; more detail is in the *Natural Resources Technical Report* (VDOT, 2020c).

3.12.1 Existing Conditions

The study area lies within the Middle Potomac-Catoctin watershed (Hydrologic Unit Code [HUC] 02070008) (VDCR, 2019a). The study area is also within the following subwatersheds:

- Potomac River-Difficult Run (HUC 0207000810)
- Potomac River-Nichols Run-Scott Run (HUC 020700081005)

An investigation to identify the boundaries of WOUS within the study area was performed in August 2018, May 2019, and September 2019 and was confirmed by USACE in December 2019.

A total of 49 streams and 42.4 acres of wetlands were identified in the study area (shown on **Figure 3-9** and **Figure 3-10**). These features are throughout the study area but are most notably between Route 267 and Old Dominion Drive, and around the I-495/GWMP interchange. Most streams and wetlands within VDOT right-of-way are fragmented in nature and show signs of historic alteration. This alteration is primarily caused by the routing of streams through culverts and underground pipes, and under bridges which weave throughout the road network. More detailed information regarding streams and wetlands in the study area is in the *Natural Resources Technical Report* (VDOT, 2020c).

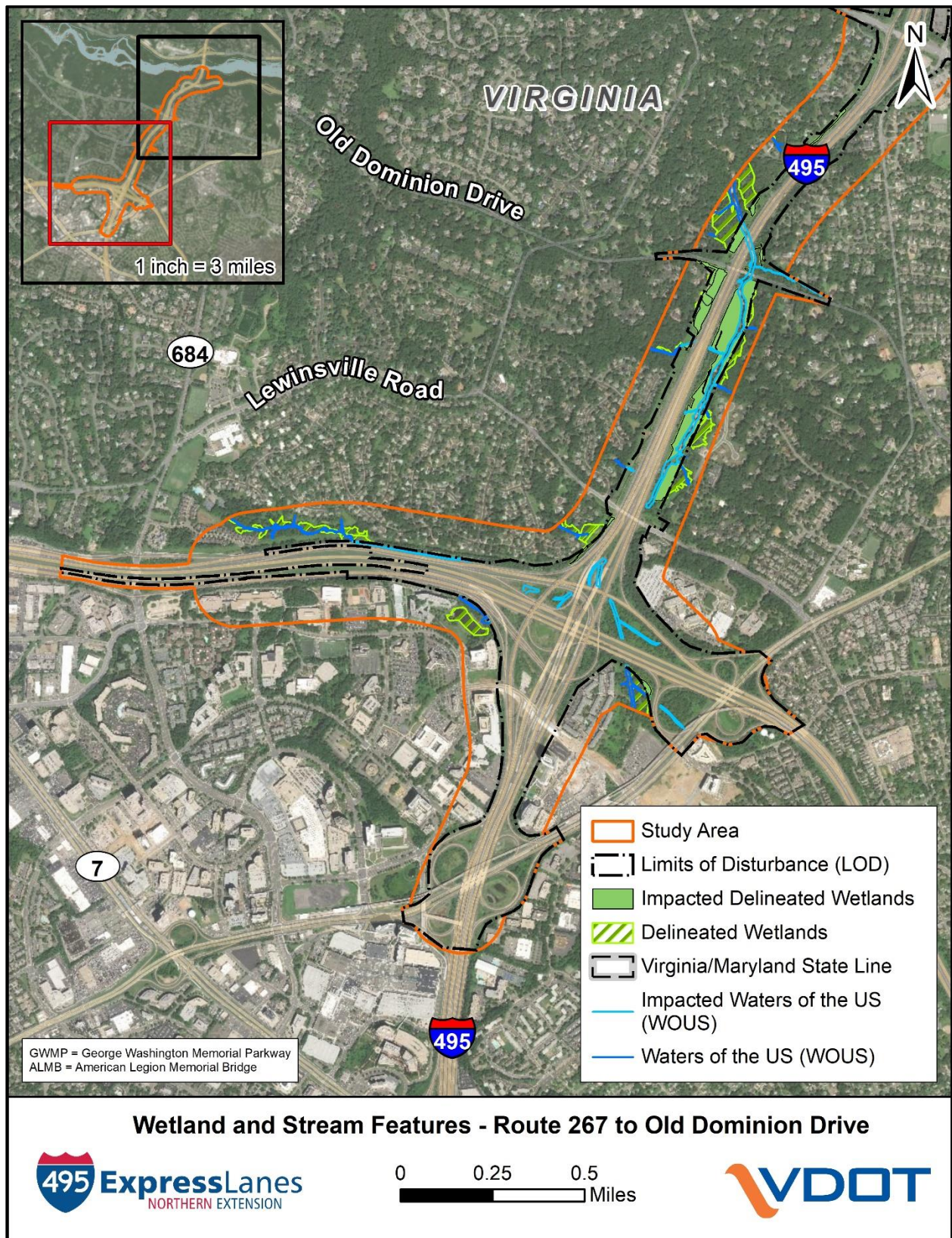


Figure 3-9. Streams and Wetland Features – Route 267 to Old Dominion Drive

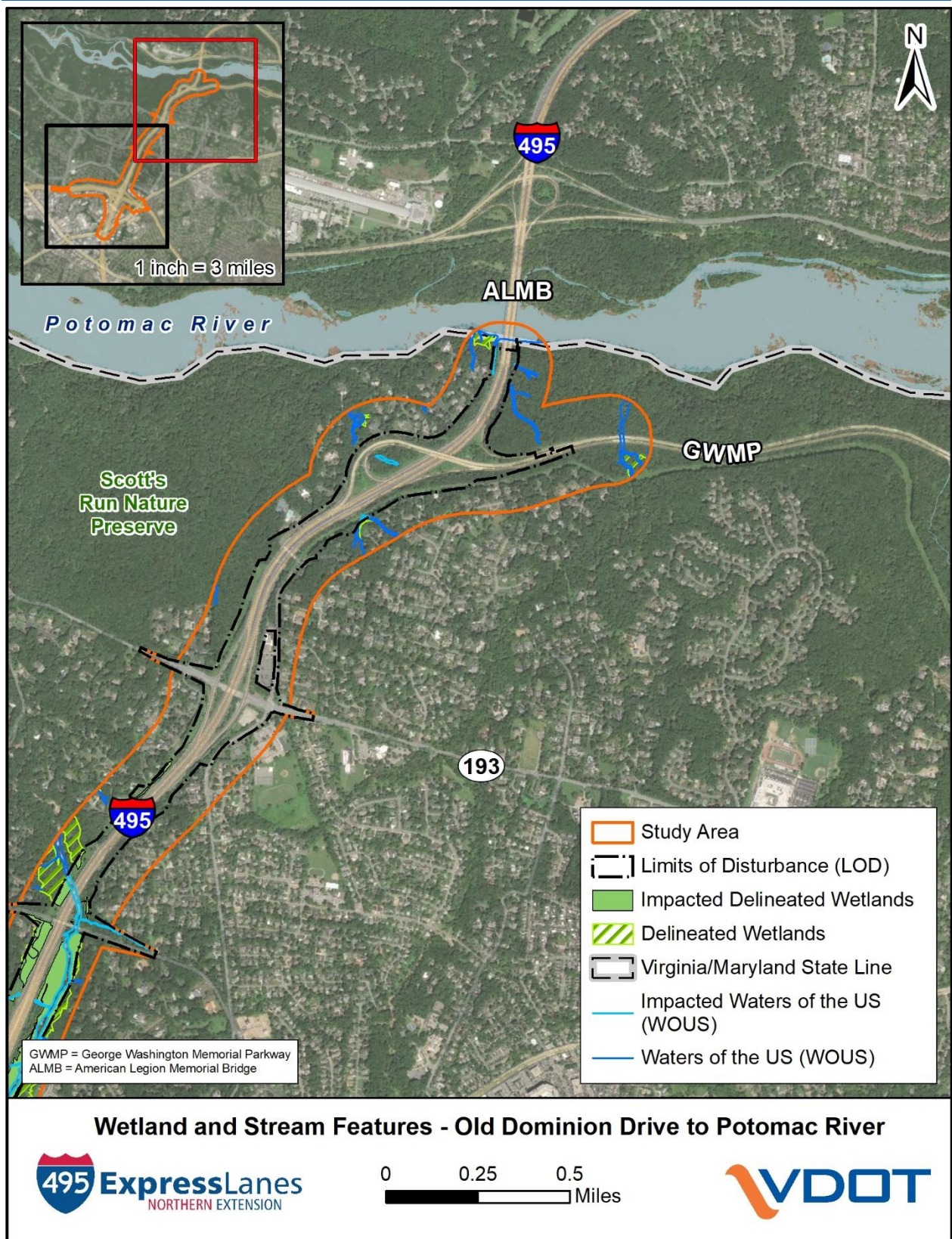


Figure 3-10. Streams and Wetland Features – Old Dominion Drive to Potomac River

3.12.2 Environmental Consequences

No Build Alternative

Under the No Build Alternative, no project-related construction would occur, and therefore no changes to streams or wetlands would result.

Build Alternative

Under the LOD, a total of 26 streams totaling 12,983 linear feet and 19.9 acres of wetlands would be directly impacted by the proposed improvements. This total includes permanent impacts and temporary impacts, which takes into consideration impacts from potential stream relocations, though decisions regarding relocations of streams would not be considered until more detailed design and permitting. A worst-case scenario was assumed for the purpose of these calculations by the assumption of no bridging or minimization of impacts. During final design and permitting, the impacts to these streams and wetlands would be avoided and minimized to the greatest extent practicable through bridging and other avoidance and minimization efforts. **Table 3-8** summarizes the total streams and wetlands in the study area, the anticipated impacts within the LOD, and the potential compensatory mitigation credits. These will continue to be refined through final design and coordination with permitting agencies.

Table 3-8. Streams and Wetlands in Study Area and Estimated Impacts of the Build Alternative

| | Wetlands (acres) | Streams (Linear Feet) |
|--|------------------|-----------------------|
| Total in the Study Area | 42.4 | 28,959 |
| Total Impacted within the LOD | 19.8 | 12,821 |
| Total Potential Compensatory Mitigation Credits | 33.3 | 15,439 |

Source: *Natural Resources Technical Report (VDOT, 2020c)*

The potential impacts to wetlands within the LOD due to roadway construction would likely include discharges of fill material for culverted stream crossings, bridge approaches and abutments, and roadway cut and fill slopes. The portions of these wetlands within the LOD would either lose all wetland functions or have reduced functions due to a conversion in wetland type or hydraulic alteration or isolation. Potential impacts to streams and wetlands are unavoidable due to the necessity of the improvements to be adjacent and parallel to the existing I-495 roadway. Impacts would occur primarily due to fill resulting from roadway widening and appurtenant features, interchange reconfiguration, culvert extensions, drainage improvements, bridge and roadway expansions, stormwater management facilities, noise barriers, and construction access. The majority of potential impacts are associated with mainline improvements.

Avoidance and minimization will be considered during the permitting and design process, via adjustments in construction means and methods to reduce the length of permanent and temporary stream impacts. Minor alignment shifts in localized areas could be employed to avoid lateral encroachments on particular streams or wetlands; however, because the Build Alternative primarily involves expanding an existing roadway, opportunities are dependent upon the current positioning of the WOUS relative to the roadway crossing.

Unavoidable impacts to WOUS would require submittal of a Joint Permit Application to request permits from USACE, VDEQ, Virginia Marine Resources Commission, and Local Wetlands Board as applicable. Based on the conceptual LOD, it is anticipated that Individual Permits would be required from the USACE, VDEQ, and Virginia Marine Resources Commission for the Build Alternative.

In accordance with federal and state permitting requirements, compensatory mitigation is required for all unavoidable permanent impacts to WOUS. A total of up to 15,439 compensation credits for stream impacts and 33.3 compensation credits for wetland impacts may be required for the Build Alternative as currently proposed. For the purposes of this EA, the compensation calculations assume that all WOUS within the LOD would be permanently impacted. However, impacts to streams and wetlands would be further avoided and minimized during final design, so the required compensation is likely to decrease. More information regarding access to and obtaining compensation credits is included in the *Natural Resources Technical Report* (VDOT, 2020c).

On January 9, 2020, USACE's Regulatory In Lieu Fee and Bank Information Tracking System (RIBITS) was queried to identify mitigation bank credits available for purchase within the same or adjacent HUC, watershed, and service area as the project. Approximately 2,245 stream credits and 3.98 wetland credits are available from approved private mitigation banks in the primary service area of the study area (USACE, 2019). Avoidance and minimization will be considered throughout the permitting and design process. If, at the time of project permitting and construction, there are not enough compensatory mitigation credits available, the remaining credits would be purchased from an approved in-lieu fee fund. Further consideration of how many credits would be required will come during more detailed design and permitting when considerations can be made of temporary impacts and stream relocations.

3.13 WATER QUALITY

In compliance with Sections 303(d), 305(b), and 314 of the Federal Water Pollution Control Act (i.e., 1972 Clean Water Act amended in 1977, or CWA) and the Safe Drinking Water Act, VDEQ has developed a prioritized list of water bodies that currently do not meet state water quality standards (VDEQ, 2019b). Water quality standards are set based on the designated use for a given waterbody. All Virginia waters are designated for one of the following primary uses:

- Recreational uses, such as swimming and boating
- The propagation and growth of a balanced, indigenous population of aquatic life, including game fish, which might reasonably be expected to inhabit them
- Wildlife
- The production of edible and marketable natural resources, such as fish and shellfish (VDEQ, 2019i)

Virginia's water quality standards (9 VAC 25-260) define the water quality needed to support each of these primary uses by establishing numeric physical and chemical criteria. If a water body fails to meet the water quality standards for its designated use, it is considered to be impaired and placed on the 303(d) list, as required by Section 303(d) of the CWA (VDEQ, 2019a). The 303(d) list is updated on a biennial basis. State waters can be added to or removed from the 303(d) list with each new list publication. The following section summarizes water quality within the study area; more detail is in the *Natural Resources Technical Report* (VDOT, 2020c).

3.13.1 Existing Conditions

Of the 49 streams that were identified in the study area, Dead Run and the Potomac River are the only designated impaired waters under Section 303(d) of the CWA (see **Figure 3-11**). Dead Run is listed as “impaired” due to an impaired macroinvertebrate community (VDEQ, 2018). Although the Potomac River is technically in Maryland, it is addressed in this report because it falls within the study area. The Potomac River is on Maryland’s impaired waters list due to excess nutrient and sediment inputs (MDE, 2019).

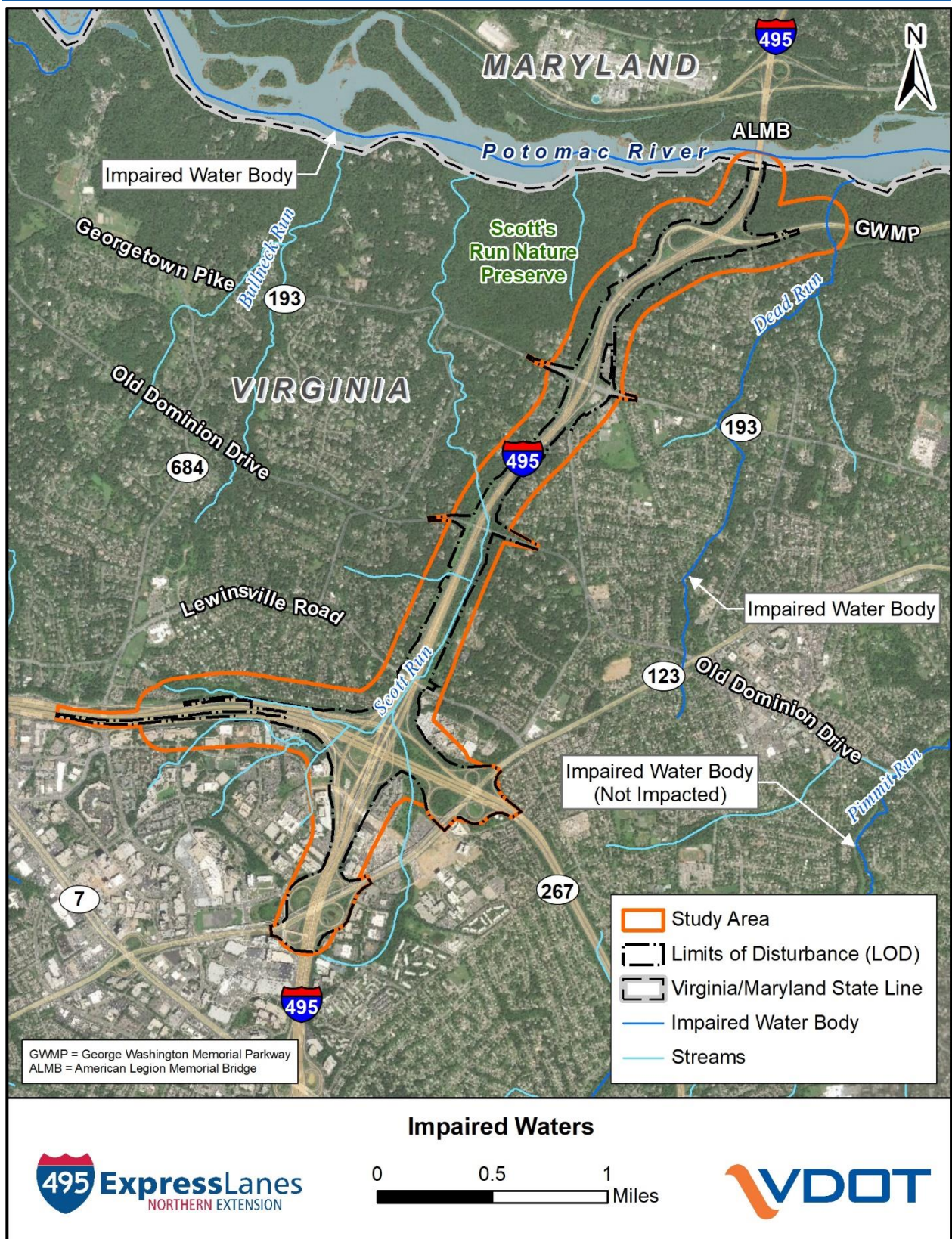


Figure 3-11. Impaired Waters

3.13.2 Environmental Consequences

No Build Alternative

Under the No Build Alternative, no project-related construction would occur, and therefore no changes in water quality would result. Areas along the I-495 corridor where stormwater management features are absent or outdated would not be improved under the No Build Alternative.

Build Alternative

Construction impacts under the Build Alternative include dynamic messaging signs⁶ that would potentially be installed along the north side of the GWMP in the vicinity of Dead Run, which would also require the installation of subsurface electrical and communications conduits. Although none of these impacts would be within the physical footprint of Dead Run, as it is not within the LOD, potential impacts during construction include erosion, sedimentation, or accidental spills of hazardous materials from construction equipment that could make their way downstream via stormwater. If these contaminants were to enter the waterbody, they have the potential to degrade drinking water quality, wildlife, and the surrounding land (USEPA, 2019b). They could also contribute to the TMDL of Dead Run, which if exceeded could further deteriorate resources and lead to increased impairment (USEPA, 2018). These potential impacts would be avoided by following proper spill prevention and erosion and sediment control (ESC) procedures as contained in 9VAC25-880 (Virginia's water quality standards) and the VDOT drainage manual (VDOT, 2019h). Although the mainstem Potomac River is on the 303(d) list for the state of Maryland, it is not within the LOD and is not expected to be impacted. There are several tributaries of the Potomac River that are within the study area, but besides Dead Run, none of these are on the 303(d) list.

3.14 FLOODPLAINS

Several federal directives regulate construction in floodplains to ensure that consideration is given to avoidance and mitigation actions that can be taken to preserve natural floodplain services. These federal directives include the National Flood Insurance Act of 1968, Executive Order 11988, and U.S. Department of Transportation (USDOT) Order 5650.2, entitled "Floodplain Management and Protection." Floodplains within the study area are summarized below; more detail is in the *Natural Resources Technical Report* (VDOT, 2020c).

The 100-year flood, or base flood, is the area covered by a flood that has a one percent chance of occurring in any given year; this is commonly referred to as the 100-year floodplain. The 100-year floodplain includes the floodway, which is the area that experiences the deepest water and highest velocities.

3.14.1 Existing Conditions

Approximately 94.1 acres of 100-year floodplains are located within the study area. **Table 3-9** details the number of acres of floodplains associated with each waterway in the study area. Floodplains associated with three waterways are currently crossed by the existing I-495 facilities. The approximate locations of the floodplain limits are provided in **Figure 3-12**. No designated floodways were identified within the study area.

⁶ Dynamic messaging signs (DMS) are electronic roadway signs used to provide drivers with updated information regarding weather, construction, detours, hazards, traffic, a change in speed limit, or other useful information.

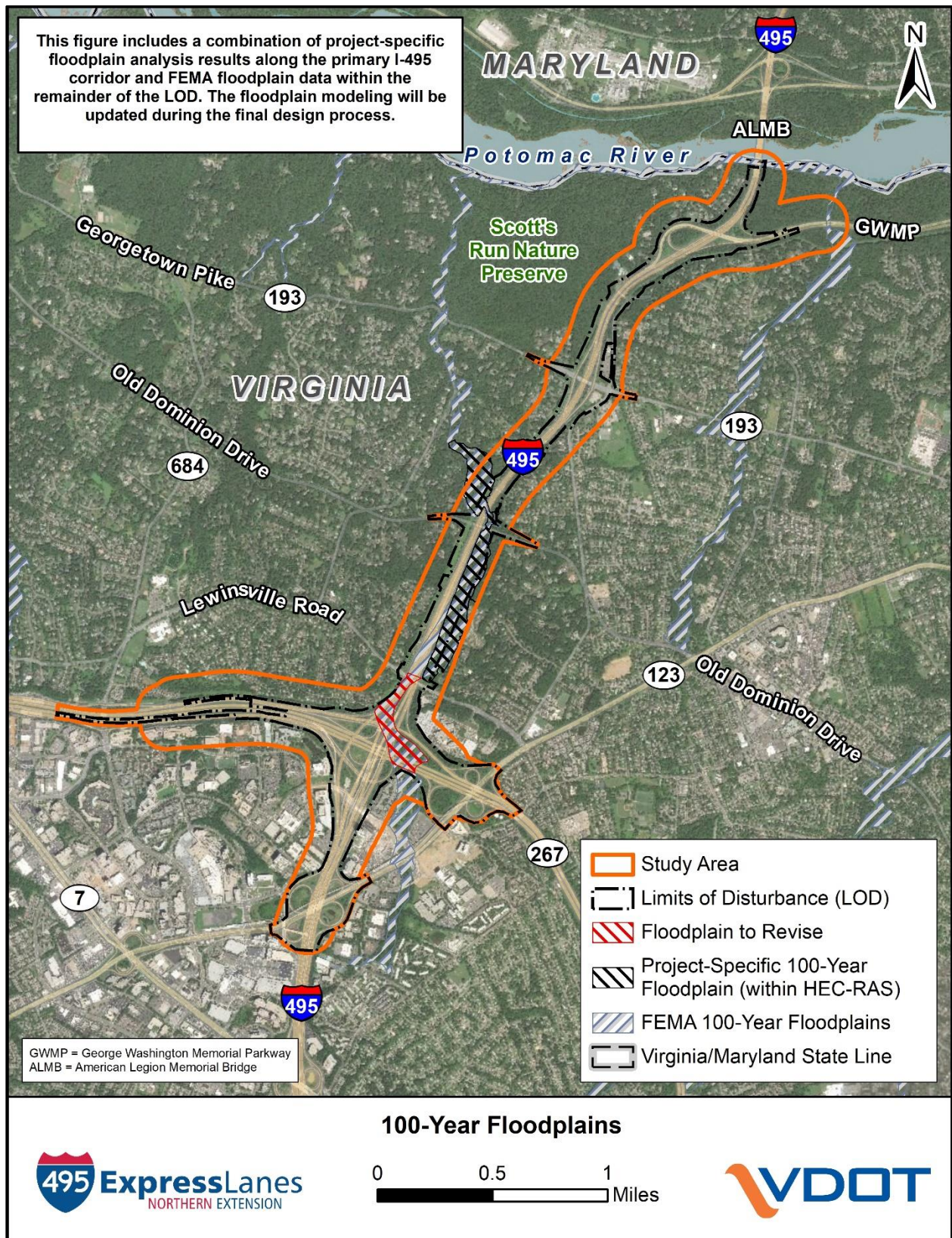


Figure 3-12. 100-Year Floodplains

Floodplain data reflected in the figure includes a combination of project-specific floodplain analysis results along the primary I-495 corridor and FEMA floodplain data within the remainder of the LOD. The floodplain modeling will be updated during the final design process.

3.14.2 Environmental Consequences

No Build Alternative

Under the No Build Alternative, no project-related construction would occur, and therefore no changes to floodplains would result.

Build Alternative

Approximately 60 acres of floodplains are located within the LOD and are anticipated to be impacted (see **Table 3-9**). A worst-case scenario was assumed by running calculations assuming no bridging or minimization of impacts and including impacts due to stream relocations. During final design and permitting the impacts within these floodplains will be reduced to the greatest extent practicable through bridging and other avoidance and minimization efforts. Once stream relocations are designed, impacts within the floodplains will be evaluated. All floodplains within the LOD are associated with Scott Run which runs through the center of the study area between Old Dominion Drive and through the Route 267 interchange, and Dead Run which is located within NPS land in the northeast corner of the study area.

Table 3-9. 100-Year Floodplains in Study Area and Estimated Impacts of the Build Alternative

| Waterway | 100-Year Floodplains (Acres) | Estimated 100-Year Floodplain Impacts (Acres) |
|---------------|------------------------------|---|
| Potomac River | 3.6 | 0.0 |
| Dead Run | 4.3 | 0.0 |
| Scott Run* | 86.2 | 60.0 |
| Total | 94.1 | 60.0 |

*These values are expected to decrease after additional project-specific floodplain analysis is completed during final design

Filling in floodplains could result in loss of floodplain functions. Floodplain encroachment could potentially alter the hydrology of the floodplain, which could indirectly result in more severe flooding in terms of flood height, duration, and erosion. However, the Build Alternative is not expected to result in an adverse impact to floodplains. The proposed project would not increase flood levels and would not increase the probability of flooding or the potential for property loss and hazard to life. Further, the proposed project would not be expected to have substantial effects on natural and beneficial floodplain values. The proposed project would be designed so as not to encourage, induce, allow, serve, support, or otherwise facilitate incompatible base floodplain development. It is anticipated that the potential floodplain encroachments would not be a “significant encroachment” (as defined in 23 CFR 650.105(q)) because:

- It would pose no significant potential for interruption or termination of a transportation facility that is needed for emergency vehicles or that provides a community's only evacuation route;
- It would not pose significant flooding risks; and
- It would not have significant adverse impacts on natural and beneficial floodplain values.

Efforts to minimize floodplain encroachment will be considered during final design to avoid or minimize impacts on natural and beneficial floodplain values.

3.15 WILDLIFE AND HABITAT

Habitat is defined as the essential elements that a given wildlife species needs to survive, including food, water, and shelter (Virginia Department of Game and Inland Fisheries [VDGIF], 2019a). Development projects can lead to habitat fragmentation and loss of critical habitat for both terrestrial and aquatic species. Habitat loss can have serious consequences for the survivability of wildlife populations.

The U.S. Fish and Wildlife Service (USFWS) and VDGIF act as consulting agencies under the United States Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), and provide environmental analysis of projects or permit applications coordinated through the Federal Energy Regulatory Commission, USACE, and other state or federal agencies (VDGIF, 2020). Their role in these procedures is to determine likely impacts on fish and wildlife resources and their habitats, and to recommend appropriate measures to avoid, reduce, or compensate for those impacts.

Wildlife and available wildlife habitat within the study area are summarized below; more detail is in the *Natural Resources Technical Report* (VDOT, 2020c).

3.15.1 Existing Conditions

Several types of available wildlife habitat are located within the study area and are classified by the Virginia Geographic Information Network (VGIN) as: forest, tree, hydro, turfgrass, pasture, scrub/shrub, and NWI/Other (VGIN, 2016). Similar types were combined in **Figure 3-13** to indicate similar habitat types. Available wildlife habitat accounts for approximately 641 acres of the study area, and approximately 35% of this habitat is within existing VDOT right-of-way and is therefore reserved for transportation purposes. The available wildlife habitat in the right-of-way is within or immediately adjacent to the active I-495 corridor; therefore, the quality of the habitat has been impacted by this use.

Scotts Run Stream Valley Park, Westgate Park, Ken Lawrence Park, McLean Hamlet Park, Falstaff Park, McLean Knolls Park, Timberly Park, Churchill Road Park, Cooper Intermediate School Site, Langley Oaks Park, and Scott's Run Nature Preserve are natural areas occurring within or in close proximity to the study area which feature a mix of natural lands and recreational facilities (Fairfax County, 2019). Parks owned by the FCPA or the NPS can be seen in **Figure 3-13**. The Virginia Department of Conservation and Recreation (VDCCR) Natural Heritage Data Explorer identified the Potomac Gorge (which generally follows the boundary of the Potomac River) as a conservation site within the study area, and Timberly Park, Scotts Run Stream Valley, and McLean Hamlet as locally managed conservation lands (VDCCR, 2019b).

The forestlands remaining in the study area are typical of oak-hickory forest and provide habitat for many of the typical terrestrial urban wildlife species inhabiting this region. However, extensive portions of the study area adjacent to the existing roadway have been developed for residential, commercial, or industrial purposes which has led to less natural forest cover and an increase in impervious surfaces and turfgrass. The existing roadway forms major habitat fragmentation of forested areas posing a virtually impenetrable barrier to crossings by terrestrial species due to vehicle strikes and the presence of fence lines that bound the highway.

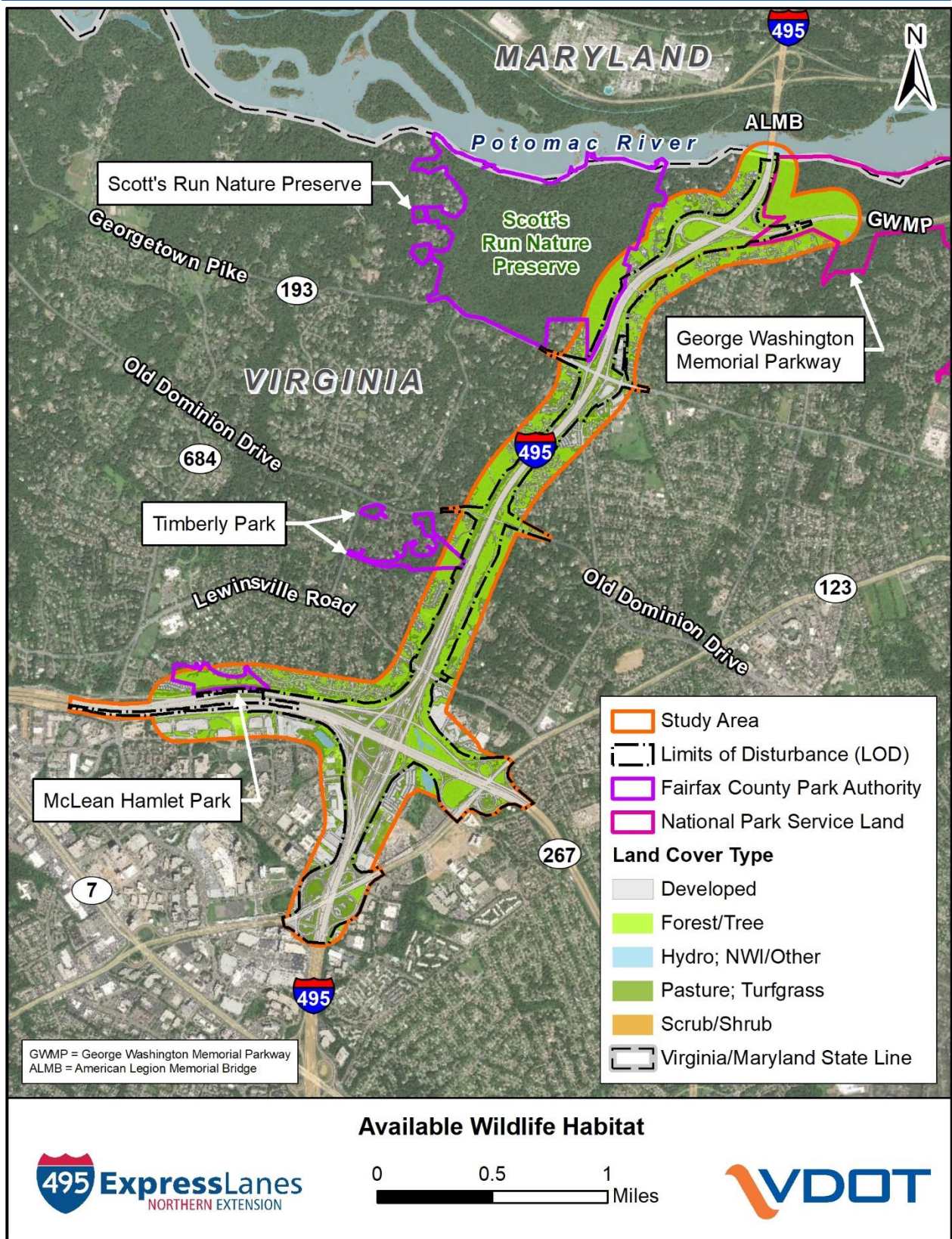


Figure 3-13. Available Wildlife Habitat

Culverts connecting streams under roadways offer limited passage, and the habitat fragments result in low-quality edge habitat. The edge habitat along the highway in the right-of-way, in interchange loops, and the area in the median is poor habitat for wildlife due to access restrictions posed by the travel lanes. The wildlife species most capable of adapting to habitat fragmentation outside of the fence line of the existing roadway are primarily species that are adapted to urban environments.

Based on the VDGIF Virginia Fish and Wildlife Information Service (VaFWIS) database, there are 68 species likely to occur or confirmed to occur within a two-mile radius of the study area as detailed in the *Natural Resources Technical Report* (VDOT, 2020c).

3.15.2 Environmental Consequences

No Build Alternative

Under the No Build Alternative, no project-related construction would occur, and therefore no changes to available wildlife habitat, existing land use, or habitat fragmentation levels would result. The existing width of the right-of-way corridor and highway barriers would remain unchanged.

Build Alternative

Approximately 233 acres of available wildlife habitat would be impacted, and 78% of this habitat is within existing right-of-way. The remaining affected area is adjacent to the existing transportation facility. There would be approximately 118 acres of tree clearing associated with the construction of the project due to the widening of the roadway, ramps and interchange re-configurations, noise walls, stormwater management facilities, and all other appurtenant structures. Increasing the width of the roadway corridor would not likely increase habitat fragmentation as forested land would not be newly separated from contiguous forest. No elimination of existing wildlife passages is anticipated. The existing highway facility and other barriers currently prevent terrestrial wildlife from crossing the travel lanes, and currently existing corridors would be maintained by extending culverts and bridges, therefore no elimination of existing wildlife passages is anticipated. **Table 3-10** depicts available habitat types that are found within the LOD.

Table 3-10. Available Wildlife Habitat in Study Area and Estimated Impacts of the Build Alternative

| Wildlife Habitat Type | Available Habitat (Acres) | Estimated Available Habitat Impact (Acres) |
|-----------------------|---------------------------|--|
| Forest/Tree | 400.5 | 117.8 |
| Hydro/NWI/Other | 9.2 | 1.6 |
| Turfgrass/Pasture | 223.5 | 110.5 |
| Scrub/Shrub | 7.8 | 3.5 |
| Total | 641.0 | 233.4 |

Source: VGIN, 2016

Note: Where appropriate, some land cover types were combined to reflect similar types in total.

Approximately 78% (186.5 acres) of the available wildlife habitat that would be impacted within the LOD consists of maintained or previously disturbed vegetation within the existing I-495 right-of-way. Less than one percent (7.3 acres) of the available wildlife habitat within the LOD is contained within protected lands

that are adjacent to the I-495 corridor, including Scott's Run Nature Preserve managed by the FCPA and the GWMP managed by the NPS.

During agency scoping, the Potomac Gorge was identified as a conservation site by DCR-NHDE. This resource generally follows the boundary of the Potomac River in both Maryland and Virginia. Work within this site may impact the natural heritage resources that are supported there. DCR recommends limiting the project footprint in these areas to the maximum extent possible, and to conduct surveys to identify resources within areas proposed for disturbance so potential impacts can be more accurately evaluated. Necessary surveys and agency coordination will be completed later in project development and impacts to this resource will be avoided and minimized to the maximum extent practicable during more detailed design and permitting.

3.16 THREATENED, ENDANGERED, AND SPECIAL STATUS SPECIES

The Endangered Species Act (ESA) of 1973 and subsequent amendments and regulations define basic protections for federally-listed wildlife and plants that are considered threatened, endangered, or species of greatest conservation need. The law also affords protections to prescriptive habitat critical for protected species' survival, and applies to all federal, state, and privately-authorized projects or actions. The USFWS and the National Marine Fisheries Service (NMFS) are responsible for listing, protecting, and managing federally-listed threatened and endangered species. Under Section 7 of the ESA, federal agencies are required to consult with USFWS and NMFS to ensure that their undertakings do not adversely affect listed species and designated critical habitats.

The Virginia Endangered Species Act and the Endangered Plant and Insect Species Act of 1979 protect species that are listed as threatened or endangered at the state level. VDGIF and Virginia Department of Agriculture and Consumer Services (VDACS) are responsible for administering and enforcing these regulations. In addition, a cooperative agreement with the USFWS, signed in 1976, recognizes VDGIF as the designated state agency with regulatory and management authority over federally-listed animal species and provides for federal/state cooperation regarding the protection and management of those species (VDGIF, 2019a; Gagnon et al., 2010). VDACS holds authority to enforce regulations pertaining to plants and insects (VDACS, 2019). Species information for the study area is summarized below; more detail is in the *Natural Resources Technical Report* (VDOT, 2020c).

3.16.1 Existing Conditions

Information on documented occurrences of federally-listed and state-listed threatened and endangered species was obtained through searches of the USFWS Information for Planning and Consulting (IPaC), the VDGIF VaFWIS, and VDCR DNH online databases. **Table 3-11** presents the species with confirmed occurrences within a 3-mile radius of the study area, along with each species' listed status and the source(s) of its listing. Potential habitat was verified in the study area for these species. The search results from the USFWS IPaC database show no critical habitat within the study area (USFWS, 2019a).

Table 3-11. Threatened and Endangered Species Occurrences in Study Area

| Species* | Status | Source of Listing | Estimated Habitat Acres |
|---|--------|-----------------------|-------------------------|
| Northern Long-Eared Bat (<i>Myotis septentrionalis</i>) | FT, ST | VaFWIS, USFWS IPaC | 401 |
| Little Brown Bat (<i>Myotis lucifugus</i>) | SE | VaFWIS | 401 |
| Tri-Colored Bat (<i>Perimyotis subflavus</i>) | SE | VaFWIS | 401 |
| Wood Turtle (<i>Glyptemys insculpta</i>) | ST | VaFWIS, VDCR-DNH | 178 |

Source: VDGIF, 2019b; USFWS, 2019d; VDCR, 2019g; VGIN, 2016

*The bald eagle is not included in this table because there are no confirmed or historic observations of these species within the study area. The rusty patched bumble bee is not included because its high and low potential areas have been identified outside of the study area.

FE = Federally Endangered; SE = State Endangered; FT = Federally Threatened; ST = State Threatened; VaFWIS = Virginia Fish and Wildlife Information Service; IPaC = Information for Planning and Consultation; VDCR-DNH = Virginia Department of Conservation Resources-Department of Natural Heritage

USFWS expressed no concerns regarding species identified in the study area during coordination with them in December 2018 or December 2019. DCR identified the Potomac Gorge as a conservation site within the study area but did not identify any threatened or endangered species (see **Section 3.14.2**). VDGIF recommended performing an updated search of bald eagle nests using the Center for Conservation Biology (CCB) website, adhering to protocols for bat habitat assessment and protection, and distributing standard awareness guidance for the state threatened wood turtle to all VDOT staff and contractors.

Bald Eagle—Review of USFWS Virginia Field Office mapping (USFWS, 2019b) and the Center for Conservation Biology (CCB) Virginia Eagle Nest Locator database indicate that the study area is not within or adjacent to any bald eagle concentration areas or bald eagle nest locations (CCB, 2019). The closest known bald eagle nest to the study area is located approximately 3.3 miles east of the study area. As the study area does not intersect with a bald eagle concentration area and it is not anticipated that project-related activities would disturb nesting bald eagles, no Eagle Act Permit is required for this project.

Northern Long-Eared Bat (NLEB)—While no documented occurrences of NLEB were identified in the VDGIF VaFWIS report, the study area is within the range of the federally threatened NLEB. The study area is not within the vicinity of any known hibernacula or maternity roosts, with the nearest hibernaculum located 86.5 miles away (VDGIF, 2019b). However, suitable summer habitat for the NLEB is present throughout the study area as depicted in **Figure 3-14** and quantified in **Table 3-11**.

Little Brown Bat and Tri-colored Bat—The VaFWIS report identified documented occurrences of the little brown bat and the tri-colored bat, both state-listed as endangered, within a two-mile radius of the study area (VDGIF, 2019d). The study area is not within the vicinity of any known hibernacula or maternity roosts, and therefore, per VDGIF protocols, no habitat assessment is required for these bat species, and incidental take of these species is not prohibited (VDGIF, 2019d). Suitable summer habitat for the little brown bat and the tri-colored bat is present throughout the study area as depicted in **Figure 3-14** and quantified in **Table 3-11**.

Rusty Patched Bumble Bee (RPBB)—VDCR-DNH identified the federally-listed endangered RPBB as historically occurring within the study area (VDCR, 2019b), and the USFWS RPBB Map did not identify

the study area as being an area where the RPBB may be present. Fairfax County is considered to be part of the RPBB historic range, although no observations of RPBB have been documented since before 2000.

Wood Turtle—According to the VDGIF VaFWIS the wood turtle has been documented within several streams within a 3-mile radius of the study area, including Turkey Run, Difficult Run, and Pimmit Run. Suitable habitat for this species within the study area includes riparian areas along the Potomac River, Dead Run, Turkey Run, and Scott Run, as depicted in **Figure 3-14**, and the estimated total acreage of this species' potential habitat in the study area is included in **Table 3-11**.

3.16.2 Environmental Consequences

No Build Alternative

Under the No Build Alternative, no project-related construction would occur, and therefore no changes to populations of threatened or endangered species, or their respective habitats, would result.

Build Alternative

The total impacts to threatened and endangered species habitat are shown in **Table 3-12**. Information regarding each species specifically and how they may be impacted by the Build Alternative is discussed below.

Bald Eagle—No impacts to bald eagles are anticipated. This conclusion would be reviewed again if and when a federal permit is requested for this project. If a bald eagle nest is identified at a later date, appropriate agency coordination would occur to determine if an Eagle Act permit from the USFWS would be required.

Northern Long-Eared Bat—The Build Alternative would result in the clearing of approximately 118 acres of forested areas that serve as suitable summer habitat for the federally-listed threatened NLEB. The majority of tree clearing would occur within 300 feet of existing roadways, with the exception of the proposed relocation of Scott Run south of Old Dominion Drive. Forest clearing along the edge of the existing right-of-way would result in minimal reduction in forested cover and quality of forested habitat. Clearing of forested habitat within interchanges and smaller fragmented forest areas would result in the removal of sub-optimal habitat that has a low potential for roosting and generally does not provide suitable commuting and foraging corridors for the NLEB. No confirmed maternity roosts or hibernacula are located within a two-mile radius of the study area (VDGIF, 2019b), further limiting the potential effects on this species. Conservation and protection measures for the NLEB would be in accordance with the Final 4(d) Rule and the Programmatic Biological Assessment for Transportation Projects in the Range of the NLEB. Prior to construction, additional coordination with the USFWS Virginia Field Office regarding impacts to the NLEB would be required.

Little Brown Bat and Tri-Colored Bat—Tree clearing could impact potential summer habitat for the state-listed endangered little brown bat and tri-colored bat. Forest clearing along the edge of the existing right-of-way would result in minimal reduction in forested cover and quality of forested habitat. Clearing of forested habitat within interchanges and smaller fragmented forest areas would result in the removal of sub-optimal habitat that has a low potential for roosting and generally does not provide suitable commuting and foraging corridors for these species. No confirmed maternity roosts or hibernacula are located within a two-mile radius of the study area (VDGIF, 2019e).

Therefore, incidental take of these species is not anticipated. Prior to construction, additional coordination would be undertaken with VDGIF to identify any necessary conservation measures to minimize impacts to these species.

Rusty Patched Bumble Bee—The study area is not designated as an area where this species may be present. If RPBBs are identified within the LOD at a later date, appropriate agency coordination would be required.

Wood Turtle—As discussed in **Section 3.12.2** and **3.14.2**, the Build Alternative would result in impacts to streams, wetlands and floodplains that contain potential habitat for the wood turtle. VDGIF’s Virginia Fish and Wildlife Information Service identified confirmed observations of the wood turtle within a 2-mile radius of the study area, but no known observations within the study area. During coordination with VDGIF in February 2020, they recommended distributing standard awareness guidance for the wood turtle to all VDOT staff and contractors.

To reduce potential impacts to threatened and endangered species and their respective habitats, efforts to minimize the construction footprint would be considered. Construction practices would avoid the removal of existing vegetation to the greatest extent possible and include the implementation of best management practices for erosion and sediment control, as well as stormwater management, to reduce potential impacts to adjacent habitats and properties.

Table 3-12. Estimated Threatened and Endangered Species Impacts Within LOD

| Species* | Estimated Habitat (Acres) | Approximate Impacts (Acres) |
|-------------------------|---------------------------|-----------------------------|
| Little Brown Bat | 400.5 | 118.0 |
| Tri-Colored Bat | 400.5 | 118.0 |
| Northern Long-Eared Bat | 400.5 | 118.0 |
| Wood Turtle | 123.0 | 70.0 |

Source: VGIN, 2016

*The rusty patched bumble bee, the bald eagle and migratory birds are not included in this table because there are no confirmed observations of these species within the study area.

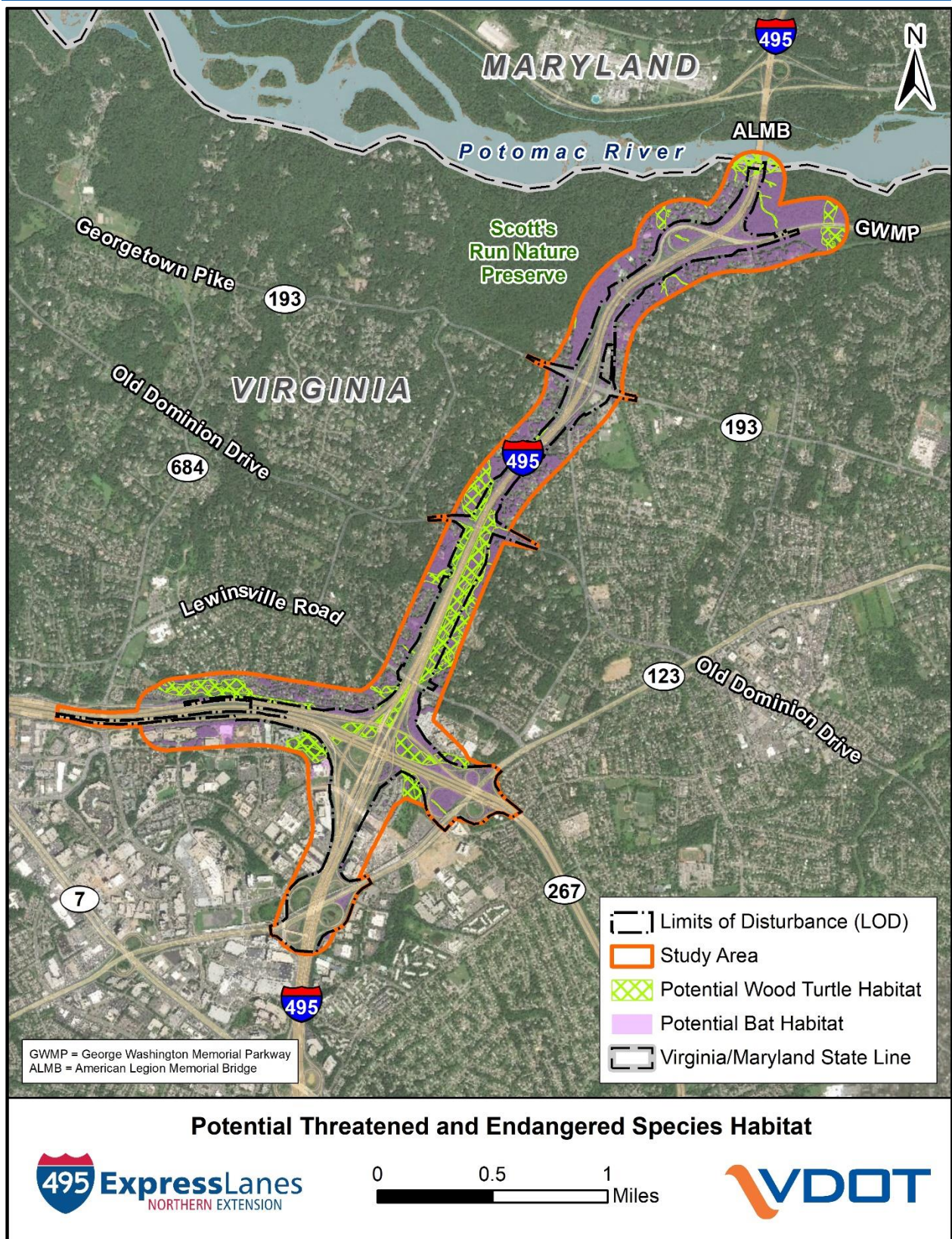


Figure 3-14. Potential Habitat for Threatened and Endangered Species within the Study Area

3.17 HAZARDOUS MATERIALS

3.17.1 Existing Conditions

Environmental Data Resources, Inc. (EDR) was utilized to perform a search of state and federal regulatory agency databases within a half-mile radius from the study area (Hazardous Materials Study Area) and the results were compiled in a Corridor Report (EDR, 2018). A total of two High Priority sites, 29 Moderate Priority sites, and 108 Low Priority sites were identified, as shown in Figure 3-15. For additional information, refer to the *Hazardous Materials Technical Memorandum* (VDOT, 2020a).

3.17.2 Environmental Consequences

No Build Alternative

Under the No Build Alternative, no project-related construction would occur, and therefore no impacts to hazardous material sites would result.

Build Alternative

Further assessment of Moderate and High Priority sites and the correlation to the final design limits of disturbance will be conducted. Low priority sites will not be studied further due to the low level risk of impacts based on the type or classification of the hazardous material site. The future assessment will include a review of reasonably ascertainable documentation pertaining to the Moderate and High Priority sites, including but not limited to submitting Freedom of Information Act requests to relevant agencies and reviewing the documentation provided. The purpose of this further assessment is to characterize in greater detail the nature of the potential concerns and to determine if further investigation is warranted, namely Phase II Environmental Assessment activities including soil and groundwater sampling. Nine low priority sites, four moderate priority sites, and two high priority sites were identified within the LOD.

Low Priority Sites

- 7900 Westpark Drive, McLean
- 7918 Jones Branch Drive, McLean
- 1680 Capital One Drive, McLean
- 7950 Jones Branch Drive, McLean
- 1764 Old Meadow Lane, McLean
- 1760 Old Meadow Road, McLean
- 1750 Old Meadow Road, McLean
- 1200 Old Dominion Court, McLean
- 1550 Tysons McLean Drive, McLean

Medium Priority Sites

- 7705 Lear Road, McLean
- 7701 Lear Road, McLean
- 1575 Anderson Road, McLean
- 7920 Jones Branch Drive, McLean

High Priority Sites

- 7900 Westpark Drive, McLean
- 7926 Jones Branch Drive, McLean

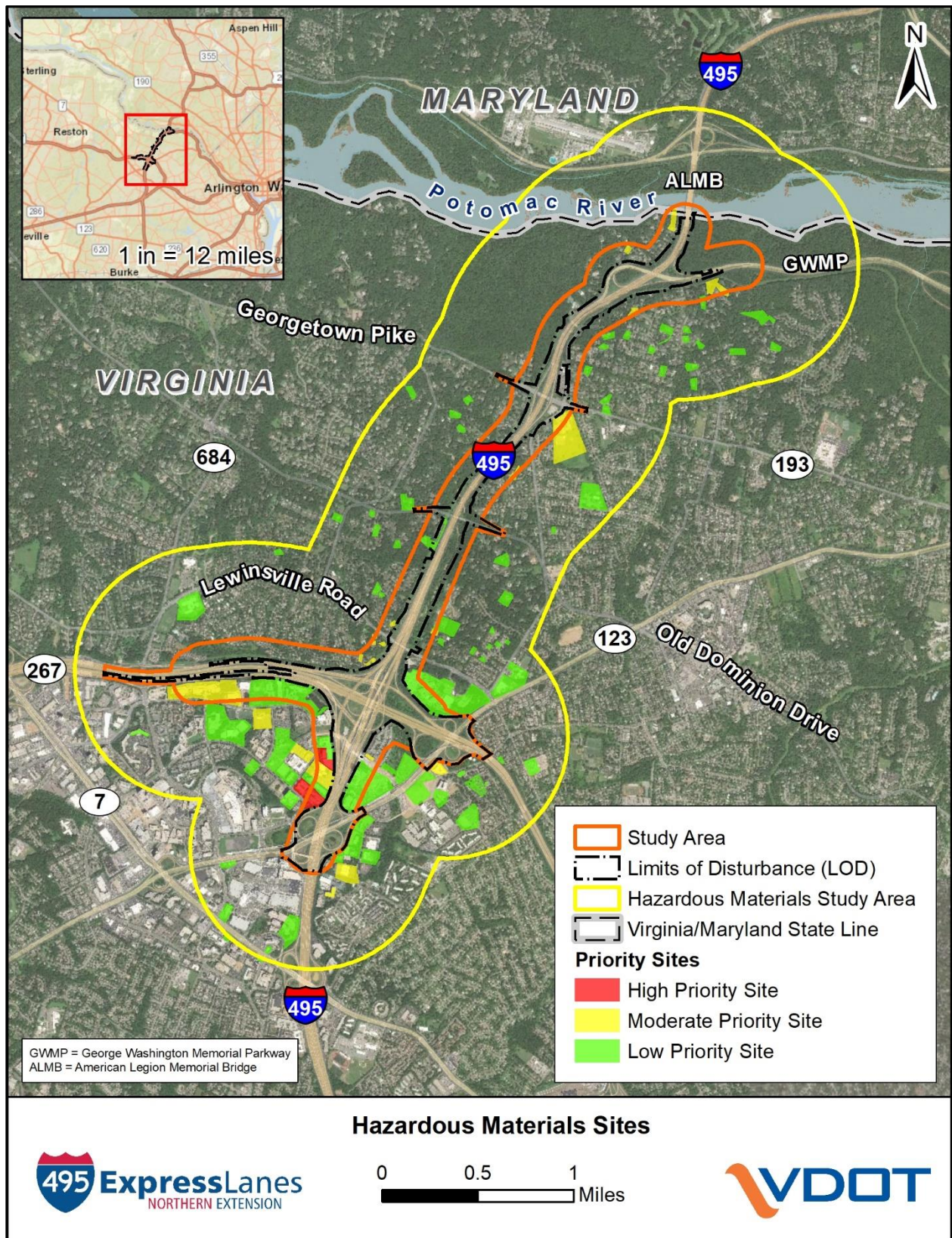


Figure 3-15. Hazardous Materials Sites

3.18 INDIRECT AND CUMULATIVE EFFECTS

The NEPA legislation does not mention indirect effects or cumulative impacts; however, the Council on Environmental Quality (CEQ) regulations for implementing NEPA address federal agency responsibilities applicable to indirect and cumulative considerations, analysis, and documentation (40 CFR 1508.25) in the content requirements for the environmental consequences section of an Environmental Impact Statement (EIS) (40 CFR 1502.16) (FHWA, 2003). In addition to CEQ's regulations, indirect and cumulative effects must be evaluated in accordance with the requirements and processes outlined in other regulations and guidance documents such as the FHWA regulations for *Environmental Impact and Related Procedures* (23 CFR Part 771), *Position Paper on Secondary and Cumulative Impact Assessment* (FHWA, 1992), and others.

For additional information on methodology or findings, refer to the *Indirect and Cumulative Effects Technical Report* (VDOT, 2020b).

3.18.1 Indirect Effects

CEQ defines indirect effects as "...effects which are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems" (40 CFR 1508.8(b)). These induced actions are those that may or may not occur without the implementation of the proposed project.

Specific study areas were developed to evaluate indirect effects for each of the following resource categories: induced growth, socioeconomic resources, natural resources, and historic resources. The limits of these ICE study areas are shown on Figure 3-16 and the results of this analysis is discussed below.

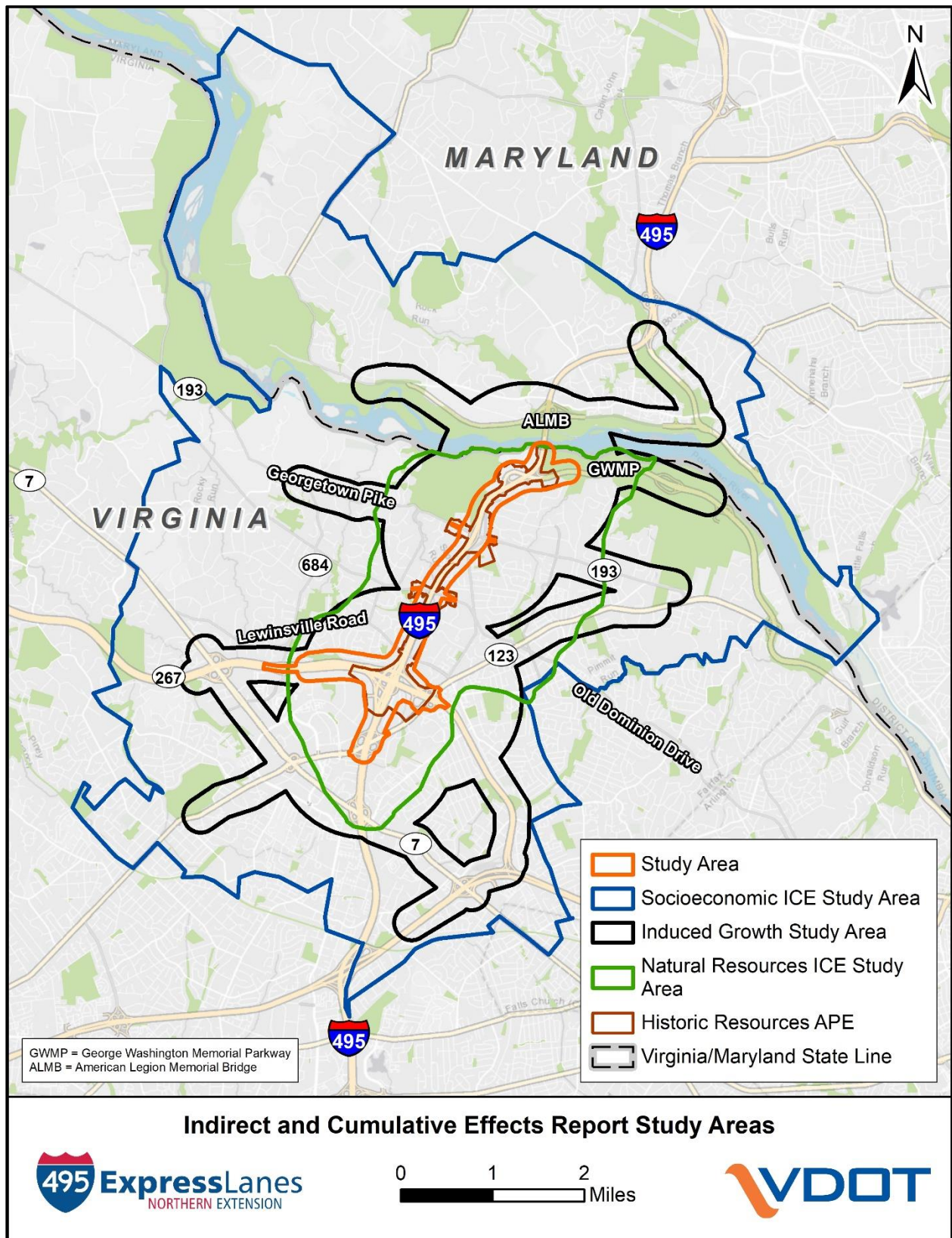


Figure 3-16. Indirect and Cumulative Effects Report Study Areas

No Build AlternativeEffects to Socioeconomic Resources

Congestion and travel unreliability currently affects travelers on I-495 as well as the communities adjacent to I-495 because overflow traffic often uses alternate local routes during times of heaviest congestion. The No Build Alternative would not address congestion and travel unreliability needs, and therefore resulting issues are expected to continue, including delayed delivery of goods and services, restricted access to commercial activities, and lost economic productivity due to workers and the local community being delayed by traffic congestion. Existing congestion on I-495 may ultimately make Tysons and other commercial centers near the study area less attractive to potential employees, shoppers, and diners. Increased congestion would also result in more visual, noise, and air impacts that could reduce community mobility and reduce access to community facilities and recreation areas that would be borne by all users of the corridor.

No induced growth would be expected as a result of the No Build Alternative. The Socioeconomic Resources ICE Study Area and surrounding localities are already developing and are planning the area for continued development. Land near existing interchanges may also become less desirable due to continued traffic congestion and diminishing travel reliability. Therefore, no effects from induced growth are anticipated.

Effects to Natural Resources

Existing development within the watersheds could continue to contribute to overall surface water impairments within the project's study area. No induced growth would be expected as a result of the No Build Alternative.

Effects to Historic Resources

Access to certain historic properties that are open to public visitation could also become more difficult, such as the GWMP, making them less attractive for the public to visit.

Build AlternativeEffects to Socioeconomic Resources

Land Use: The temporary and permanent right-of-way requirements would be limited primarily to narrow strips adjacent to existing I-495 in the study area. Proposed right-of-way acquisition would not change overall land use in the area; therefore, the Build Alternative would have minimal indirect effects on land use. The Build Alternative is not anticipated to encourage or accelerate land use changes that are not already expected by the localities within the study area. The construction of the Build Alternative is unlikely to create pressure on public officials to make changes to land use plans or allow types of development in areas not currently approved for it or to allow greater development densities since improvements to I-495 have been studied for several decades. Per the *Fairfax County Comprehensive Plan*, Tysons may experience an increase in density, but these increases are anticipated regardless of improvements on I-495.

Communities and Community Cohesion: The proposed project does not include any new lanes or accesses to the community and would not result in new fragmentation or isolation of any communities. In addition, extending the Express Lanes would not increase the separation distance between communities located on either side because the lanes would be mostly constructed within the existing road right-of-way. Local

roadways that parallel the improved I-495 study area could see traffic volume reductions, as drivers divert from existing surface streets onto the improved I-495 corridor where they could find better travel conditions. This could result in an indirect benefit to communities from the proposed project.

Economy: Users on I-495 in the Socioeconomic Resources ICE Study Area - would experience improved travel time and travel reliability. This would benefit people and businesses by reducing lost productivity from sitting in congested traffic. In addition, increases in job opportunities could be expected due to short-term construction hiring and long-term operation and maintenance of the new improvements. Employment opportunities near the study area would become more attractive to qualified workers in a greater geographic area who were previously deterred by long travel times, boosting employment growth and productivity within the study area and the region as a whole.

The Build Alternative would extend Express Lanes, requiring single-occupancy vehicles and other vehicles not meeting HOV occupancy requirements to pay a variable toll to use the Express Lanes. The existing GP lanes would remain free for travelers using the facility. In addition, the extension of the managed lanes system may encourage carpooling in the area, allowing HOV users to take advantage of the Express Lanes for free.

Environmental Justice: The transportation improvements would positively impact all communities, including the census block groups which contain EJ populations. Since the tolled lanes are being added and not converted from existing general-purpose use, the project is anticipated to benefit users of both the Express Lanes and GP lanes. This reduction in travel time may also result in air quality impacts which would positively impact all communities. Transit users along the corridor would receive additional benefits since these buses would travel toll free along the Express Lanes. Therefore, a disproportionately high or adverse impact is not anticipated on EJ communities.

Induced Growth: No induced growth would be expected as a result of the Build Alternative because this project does not propose new access points to undeveloped land and is located within an almost completely built-out urban environment.

Effects to Natural Resources

Water Resources: Direct impacts to streams and wetlands may also result in indirect impacts to offsite streams and wetlands due to hydrologic alteration or isolation. Portions of wetlands or streams which extend outside of the LOD may be subject to indirect impacts if their hydrology is altered due to direct impacts occurring within the LOD. If hydrology is maintained to the portions outside of the LOD, these wetlands would likely retain proper functions such as providing habitat, water quality benefits, and biogeochemical services. Culvert extensions and piping of existing streams would straighten existing flow patterns, remove vegetation, and eliminate other in-stream features such as riffles and plunge pools, which could potentially increase stream velocity and cause erosion and scouring downstream. Culvert extensions would prevent full habitat fragmentation by maintaining habitat corridors through already fragmented areas.

The increase in impervious surface area has the potential to adversely affect water quality, streams, wetlands, floodplains, aquatic habitats, and anadromous fish use waters occurring in the Natural Resources ICE Study Area. Increased impervious surface from the proposed project can increase runoff volume and velocity. Runoff from roadways could contain heavy metals, salt, organic compounds, and nutrients, which could facilitate the degradation of nearby terrestrial and aquatic habitat through deposition of sediments or

contamination from chemical pollutants. This can result in accelerated changes in the microbenthic community structure and composition, which in turn can affect the fish and amphibian populations that rely on them as a food source, as well as the birds and aquatic mammals that prey on the fish and amphibians. Potential indirect impacts to natural resources during construction include erosion and sedimentation or accidental spills of hazardous materials from construction equipment. Modern temporary and permanent stormwater management measures, including ponds, sediment basins, vegetative controls, and other measures would be implemented, in accordance with the Virginia Stormwater Management Program and applicable guidance, to minimize potential degradation of water quality due to increased impervious surface and drainage alteration. These measures would reduce or detain discharge volumes and remove many pollutants before discharging into the receiving impaired water.

Floodplains: Construction of the Build Alternative could potentially cause long-term minor adverse indirect impacts to floodplains by altering existing drainage patterns and flood flows. However, with adequately sized culverts and bridges, no indirect effects to floodplains would be anticipated.

Wildlife Habitat: Portions of wetlands or streams which extend outside of the LOD may be subject to indirect impacts if their hydrology is altered due to direct impacts occurring within the LOD and may contribute to habitat fragmentation.

The right-of-way is located within an already developed area, with extensive portions developed for residential, commercial, or industrial purposes which has led to less natural forest cover and an increase in impervious surfaces and turfgrass. The existing roadway forms major habitat fragmentation of forested areas posing a virtually impenetrable barrier to crossings by terrestrial species due to vehicle strikes and the presence of fence lines that bound the highway. Culverts connecting streams under roadways offer limited passage, and the habitat fragments result in low-quality edge habitat. Due to this existing fragmentation along the corridor, no additional fragmentation is expected to occur under the Build Alternative. As vegetation is cleared along the outside edges of the current I-495 travel lanes, the Build Alternative would extend into already fragmented forested areas. Therefore, the Build Alternative would not create any additional fragmented forested areas but reduce the amount of available forested land within the overall footprint of the study area itself, and the existing fragmented condition would remain.

Increases in impervious surface area has the potential to adversely affect both aquatic and terrestrial wildlife habitat by increasing runoff volume and velocity. Runoff from roadways can contain a variety of pollutants which can contribute to the degradation of nearby habitats through the deposition of sediments or contamination from chemical pollutants. However, construction of stormwater facilities would serve to neutralize the pollution impacts.

Threatened, Endangered, and Special Status Species: Impacts to threatened, endangered, and special status species would be similar to the impacts described to wildlife, except that the life history characteristics of threatened, endangered, and special status species tend to render them less resilient when faced with habitat loss or alteration or competition from invasive species. Even so, the indirect effects would be minor, given that there is anticipated to be minimal direct impacts to potentially suitable habitat for threatened, endangered, or special status species and no known occurrences of these species have been documented within the LOD (see the *Natural Resources Technical Report* [VDOT, 2020b] for more information). In addition, any known occurrences of these species are far enough away from the LOD that any indirect effects would be negligible.

As discussed above, there is no causal relationship between the Build Alternative and induced growth or development. Therefore, no indirect impacts to water resources, floodplains, threatened, endangered, special status species, and wildlife can be attributed to induced growth as a result of this project. Should future growth and development in the vicinity of the Build Alternative interchanges and feeder roads impact any of the above, individual development would be subject to review, approval, and permits from local, state, or federal agencies (including the USACE) before any impacts would occur. New development in previously developed areas could be required to replace outdated stormwater control and drainage systems and replace impervious surfaces with more permeable surfaces, lessening impacts to water quality that may otherwise occur.

Effects to Historic Resources

During construction, access to historic properties could be temporarily impacted by temporary road closures, detours, and loss of parking, potentially affecting visitation. These construction effects would be short term and therefore minor.

As discussed above, there is no causal relationship between the Build Alternative and induced growth or development. Therefore, no indirect impacts to cultural resources can be attributed to induced growth as a result of this project. Development projects funded, permitted, or on lands controlled by federal and state agencies must take into account effects on historic properties by complying with Section 106 of the NHPA and the Virginia Antiquities Act and Burial Law, respectively. These processes would reduce the potential adverse effects to historic properties from future growth and development within the study area.

3.18.2 Cumulative Effects

CEQ defines cumulative effects as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time” (40 CFR 1508.7). Cumulative effects include the total of all impacts, direct and indirect, experienced by a particular resource that have occurred, are occurring, or would likely occur as a result of any action or influence, including effects of a federal activity (USEPA, 1999).

No Build Alternative

The No Build Alternative would not contribute to cumulative impacts. Under the No-Build Alternative, existing water surface impairments would continue as well as the continued loss of natural resources due to present and ongoing developments but would not result from implementation of the No Build Alternative. Without adding capacity to I-495, congestion would continue to increase and may negatively impact adjacent and parallel routes. This may also lead to negative economic and social consequences as drivers may reduce trips in the area or completely avoid the area due to the congestion. Therefore, the No Build Alternative would likely have a minor adverse cumulative effect on communities, community facilities, and EJ populations. This lack of improvement would be felt by all residents, including minority populations, and thus would not impact minority populations disproportionately.

Build Alternative

The Build Alternative is anticipated to support continued growth and development in and around the study area. The Build Alternative's contribution to cumulative effects for community facilities and recreational resources would be minor because the direct and indirect effects would be minor. It is also anticipated that the Build Alternative would have no effect on community cohesion since no new physical barriers to neighborhood connectivity would be introduced.

The Build Alternative could result in short-term reduced water quality, floodplain impacts, and forestland and wetland impacts, but should be minimized by implementation of state-mandated best management practices (BMPs) and conformance with current stormwater regulations. Therefore, the Build Alternative is unlikely to substantially contribute to the further impairment of any impaired waterbody. The Build Alternative's cumulative effect on protected species and their habitat would be mitigated through coordination with permitting agencies and minimized with avoidance measures.

It is anticipated that the Build Alternative would have a minor cumulative contribution to adverse impacts to protected species in the study area through use of these measures.

All effects to archaeological and historic architectural properties, including indirect effects, have been considered. Transportation improvements can also increase visitation to historic properties open to the public, sustaining historic resources tourism and providing incentives for preservation.

Since the region is already developed, protected (e.g., government owned land, parkland, and conservation lands) or already expected to be developed by the encompassing localities, overall cumulative effects of the Build Alternative are expected to be minimal. In addition, current regulatory requirements and planning practices are helping to avoid or minimize the contribution of present and future actions to adverse cumulative effects for socioeconomic, natural, and historic resources.

CHAPTER 4.0 COORDINATION AND COMMENTS

4.1 AGENCY COORDINATION

Pursuant to 23 CFR § 771.111 and the Council on Environmental Quality (CEQ)'s Memorandum for General Counsels, NEPA Liaisons, and Participants in Scoping, VDOT, in cooperation with FHWA, has coordinated with local, state, and federal entities as well as engaged in public involvement efforts throughout the development of this EA. Scoping activities originally occurred in June 2018 when the EA was initiated. During this time, VDOT mailed scoping letters and questionnaires to state, federal, and local agencies and organizations to obtain pertinent information and data, as well as to identify key issues regarding the potential environmental impacts for this study. The letters and questionnaires related to the recipient's purview were mailed to the following government agencies:

Federal/Regional

- United States Department of Transportation, Federal Aviation Administration
- United States Department of Transportation, Federal Highway Administration
- Metropolitan Washington Airports Authority
- Metropolitan Washington Council of Governments, Department of Transportation Planning
- United States Coast Guard
- National Oceanic and Atmospheric Administration
- United States Army Corps of Engineers
- United States Environmental Protection Agency
- United States Department of Agriculture, Natural Resource Conservation Service
- United States Department of Homeland Security, Federal Emergency Management Agency
- United States Department of Housing and Urban Development
- United States Department of the Interior, Fish and Wildlife Service
- United States Department of the Interior, National Park Service
- United States Department of the Interior, Office of Environmental Policy and Compliance
- Washington Metropolitan Area Transit Authority

State

- Virginia Department of Agriculture and Consumer Services
- Virginia Department of Aviation
- Virginia Department of Conservation and Recreation
- Virginia Department of Emergency Management
- Virginia Department of Environmental Quality
- Virginia Department of Forestry
- Virginia Department of Game and Inland Fisheries
- Virginia Department of Health
- Virginia Department of Historic Resources
- Virginia Department of Housing and Community Development
- Virginia Department of Mines, Minerals, and Energy
- Virginia Department of Rail and Public Transportation
- Virginia Economic Development Partnership

- Virginia Marine Resources Commission
- Virginia Outdoors Foundation
- Virginia State Police Department

Local Government

- Fairfax County
 - County Executive
 - Chair of the Board of Supervisors
 - Executive Director of the Park Authority
 - Director of the Department of Transportation
- Fairfax County Economic Development Authority
- Fairfax Water
- Montgomery County, Department of Transportation
- Northern Virginia Regional Park Authority
- Northern Virginia Soil and Water Conservation District

Other

- Chesapeake Bay Foundation
- The Nature Conservancy
- Transurban
- Chesapeake Bay Local Assistance

4.2 AGENCY SCOPING RESPONSES

In response to the scoping letters, VDOT received responses from a number of agencies identifying transportation needs, environmental resources, and other relevant factors to be analyzed in this EA. **Table 4-1** provides a summary of the responses received. Copies of the correspondence are provided in **Appendix B**.

Table 4-1. Agency Scoping Responses

| Agency | Scoping Response |
|---|--|
| United States Department of Transportation – Federal Aviation Administration | July 2018 – Response expressed that the project is located outside the defined Airport boundary for Washington Dulles International Airport, but within access highway leased to the Metropolitan Washington Airports Authority (MWAA). The project will need to be coordinated with MWAA. Equipment exceeding 200 feet in height would require notification to FAA. |

| Agency | Scoping Response |
|---|---|
| <p align="center">Metropolitan Washington Airports Authority (MWAA)</p> | <p>July 2018 – Response expressed two projects related to MWAA that may be affected by the proposed project:</p> <ul style="list-style-type: none"> • Widening of the Dulles Access Highway to three lanes in each direction. • Construction of Ramp 3 as referenced in the Memorandum of Agreement between VDOT and MWAA for the improvement of access between the DTR and Dulles Access Highway and Capital Beltway dated May 7, 2010. <p>The project would not require an update to the Dulles Airport Layout Plan (ALP). VDOT will need to coordinate with MWAA if any changes to the existing Dulles Toll Road MS4 stormwater discharge permit are required and may require a construction permit from MWAA if any work will occur on federal land under lease to MWAA.</p> |
| <p align="center">National Oceanic and Atmospheric Administration (NOAA)</p> | <p>August 2018 – Response indicated that no aquatic resources under jurisdiction of NOAA will be affected by the project. Expressed that they participate in interagency VDOT meetings concerning projects such as this and are available to discuss the project should water work be proposed.</p> |
| <p align="center">United States Army Corps of Engineers (USACE)</p> | <p>July 2018 – Response requested the USACE participation as a cooperating agency in the preparation of the EA and designated FHWA as the lead federal agency. The response also indicated the following recommendations and comments:</p> <ul style="list-style-type: none"> • The study area should be large enough to include any indirect downstream effects or cumulative effects the watershed has experienced. • VDOT should obtain information regarding impaired waters including the basis for their designation as impaired, which may provide helpful information for establishing a geographic study area for the analysis of potential indirect and cumulative effects to streams. • VDOT should consider dates of construction of the interstate systems and any adjacent highways in setting a past date for evaluating cumulative effects. <ul style="list-style-type: none"> • There are valid permits and the potential for preliminary jurisdictional determinations of delineated wetlands and/or waters of the U.S. within the proposed project area. • The environmental document should discuss avoidance and minimization measures considered in the design development. • Recommend coordination with local VDOT district offices to insure identification of any mitigation sites and/or preservation sites within the study area. • Potential induced growth, economic development and investment, and improved stormwater management should be considered as the study is developed. • Recommend coordination with the draft sections of the EA prior to publishing the document. |

| Agency | Scoping Response |
|---|---|
| U.S. Department of Agriculture – Natural Resources Conservation Service (NRCS) | July 2018 – The project area is dedicated as urban and would not be considered prime or unique farmland. The project will increase potential soil erosion and stormwater runoff. Recommended use of straw mulches or temporary nurse crops until permanent seedlings become established, as well as holding and sediment basins to store and slow release of stormwater from pavement to alleviate flooding issues. |
| United States Fish and Wildlife Service (USFWS) | January 2020 – Response indicated that the office has no further comments on the project and concurs with the determinations made through USFWS and VDGIF online databases and mappers. |
| | July 2018 – Response indicated that the office will no longer provide individual responses to requests for environmental reviews, but that their website should be consulted in order to come to the appropriate conclusion regarding minimizing impacts and applying for and receiving appropriate permits. |
| United States Department of Housing and Urban Development (HUD) | July 2018 – Response indicated that the project will not affect any neighborhood programs, properties, or projects under the jurisdiction of the District of Columbia Field Office. The response provided positive comments regarding improved travel times on I-495 because of the project, and no negative indirect effects were identified. The HUD concurred on economic and social data provided and agrees that the target corridor does not appear to negatively impact any protected class communities. |
| United States Department of the Interior – National Park Service (NPS) | <p>July 2018 – Response requested Cooperating Agency status on the project due to the project’s proximity and potential impacts to two units of the national park system; GWMP and Potomac Heritage National Scenic Trail. The response recommended the following:</p> <ul style="list-style-type: none"> • A 600-foot buffer should be used in determining direct, indirect, and cumulative impacts to natural resources. • Traffic analysis should consider traffic impacts to the GWMP due to the project. • Area of Potential Effects for cultural resources should consider direct and indirect impacts due to the project. • The rehabilitation of the northern section of the GWMP and the rehabilitation of the American Legion Bridge¹ will both impact traffic along the GWMP and should be considered in the traffic analysis and cumulative impact analysis. • The GWMP is considered a Section 4(f) property and any impacts will require analysis to determine feasibility and to identify mitigation measures. • Any actions requiring NPS decision require that the NEPA and NHPA be done in a manner easily adoptable by the NPS, frequent collaboration with the NPS is advised. |

¹ Please note that the NPS referenced the rehabilitation of the Arlington Memorial Bridge in their scoping response. It is understood that the reference should have been in relation to the American Legion Memorial Bridge.

| Agency | Scoping Response |
|---|---|
| United States Environmental Protection Agency (EPA) | July 2018 – The response recommended a clear and robust justification of the purpose and need for the project in the EA, and the alternatives analysis should explain why only one build alternative is being evaluated. Recommended potential impacts to the natural and human environment be described in depth and that adverse impacts be avoided and minimized. |
| Washington Metropolitan Area Transit Authority (WMATA) | July 2018 – Response indicated that the WMATA Silver Line will be directly impacted by the project and that the project design should be coordinated closely with WMATA’s office of Joint Development and Adjacent Construction to ensure maintenance of WMATA structures. The project may decrease metro ridership by increasing ease of driving, although it may also provide conditions for new transit service across the ALMB in the future. The response also desires minimization of barriers to bike and pedestrian traffic to maintain connectivity around Tysons Corner. |
| Virginia Department of Agriculture and Consumer Services (VDACS) | July 2018 – VDACS does not anticipate any impacts to farmland because of this project. VDACS suggests that VDOT contact Fairfax County to determine if they have any established agricultural and forestal districts that may be impacted by this project. Response asks that VDOT be mindful of actions that could result in altering the water flow within surrounding agricultural lands and to minimize adverse drainage or erosion issues that may result. |
| Virginia Department of Aviation | July 2018 – The response indicated no anticipated impacts to any airport in the Commonwealth as a result of the project. If any crane or structure reaches a height of 200’ above ground level, the Federal Aviation Administration (FAA) will require a 7460 form. |
| Virginia Department of Conservation and Recreation (DCR) | December 2019 – DCR has identified the Potomac Gorge Conservation Site within the study area which has several natural heritage resources of concern. They recommended limiting the project footprint in these areas to the maximum extent possible, and to conduct surveys to identify resources within areas proposed for disturbance so potential impacts can be more accurately evaluated. The proposed project will fragment two C4 Ecological Cores, areas of unfragmented natural cover with at least 100 acres of interior. Recommended minimizing fragmentation to the maximum extent practicable. The project would not affect any documented state-listed plants or insects. |
| | July 2018 – DCR has identified the Potomac Gorge Conservation Site as being located within the project area. The wood turtle is identified as a natural heritage resource of concern occurring within this conservation site. The rusty patched bumble bee (RPBB) has also been historically documented within the project area. DCR recommends coordination with the Virginia Department of Game and Inland Fisheries for management and protection of the wood turtle, and USFWS voluntary measures for conservation of the RPBB. |

| Agency | Scoping Response |
|--|--|
| Virginia Department of Environmental Quality (DEQ) Air Division | August 2018 – DEQ recommended that emissions of volatile organic compounds and oxides of nitrogen generated from construction activities be minimized, and that state air pollution regulations may be applicable. |
| DEQ Division of Land Protection and Revitalization (DLPR) | July 2018 – Response from DLPR identified 21 petroleum releases within the project area which might impact the project. DLPR recommends that these cases be further evaluated by the project engineer or manager to establish the exact location, nature and extent of the petroleum release. |
| DEQ Office of Environmental Impact Review (DEQ-OEIR) | June 2018 – Response indicated that the DEQ-OEIR is responsible for coordinating Virginia’s review of federal environmental documents prepared pursuant to NEPA and responding to appropriate federal officials on behalf of the Commonwealth. DEQ-OEIR also coordinates Virginia’s review of federal consistency documents prepared pursuant to the Coastal Zone Management Act. A list of databases that may be helpful in the preparation of a NEPA document was included. |
| Virginia Department of Forestry (VDOF) | July 2018 – Response noted that the primary forestry concern is within the Fairfax County Park Authority and NPS forest resources along the Potomac River at the north end of the project. Recommends minimizing loss of mature trees and increase in impervious surfaces, along with other recommendations to alleviate erosion and stormwater runoff issues. Also recommends eliminating non-native species from its stabilization seed mix. |
| Virginia Department of Game and Inland Fisheries (VDGIF) | February 2020 – Response indicated that due to current staffing limitations VDGIF is unable to review and provide comments on projects not currently involved in one of the regulatory review processes for which they are a consultative agency. Recommended performing an updated search of bald eagle nests using the Center for Conservation Biology website, adhering to standard protocols for bat habitat assessment and protection, and distributing standard awareness guidance for the state threatened wood turtle to all VDOT staff and contractors. |
| | July 2018 – Response indicated that due to current staffing limitations VDGIF is unable to review and provide comments on projects not currently involved in one of the regulatory review processes for which they are a consultative agency. |
| Virginia Department of Health Office of Drinking Water | July 2018 – Response identified no public groundwater wells within a 1-mile radius and no surface water intakes within a 5-mile radius of the project area. The project is not within the watershed of any public surface water intakes and there are no apparent impacts to public drinking water sources due to the project. |
| Virginia Department of Housing and Community Development | July 2018 – Response indicated no impacts to economic development or low-income housing due to the project, and no concerns were expressed regarding economic development in connection with the project. |

| Agency | Scoping Response |
|--|--|
| Virginia Department of Rail and Public Transportation | July 2018 – Response indicated no existing transit operations within the study area, and that the proposed project could be beneficial to any future bus transit service that may be implemented near the extension. Recommended VDOT consider its own data on the impact to travel times and speeds of the current HOT and express lanes in Northern Virginia. |
| Virginia Outdoors Foundation (VOF) | July 2018 – Response referenced no existing nor proposed VOF open-space easements within the immediate vicinity of the project. |
| County of Fairfax Board of Supervisors | June 2018 – Response indicated that the County is not aware of any organized opposition to the project. Noted the project is consistent with the County Transportation Plan; although some of the impacts will occur in existing and planned residential use, mixed use and/or park areas, it is a high priority project for the County. The proposal should meet Comprehensive Plan Environmental Policies to reduce disturbance in environmentally sensitive areas. Strongly recommended upholding stormwater management and water quality controls above the minimum requirements. |
| County of Fairfax Land Development Services | July 2018 – Response identified natural resources within the project area and describes regulations administered by Land Development Services relating to the work. Indicated that designs meeting minimum necessary encroachment into environmentally sensitive RPAs and complies with water quality and quantity regulations of the County Code are anticipated to have no significant environmental impacts. |
| Fairfax Water | July 2018 – Response identified Washington Aqueduct’s Little Falls intake downstream of the project area, of which Fairfax is a wholesale customer. Potential for contamination of public water supply include spills from vehicles using the highway and application of de-icing chemicals. Fairfax Water is not aware of any known public health issues related to this project. |
| Fairfax County Park Authority (FCPA) | August 2018 – Response indicated a very high-level review of the project which identified Scotts Run Nature Preserve, Timberly Park, and McLean Hamlet Park as occurring within the project area, as well as Falstaff Park occurring just outside the project area. Impacts to trail connections and noise impacts were two concerns expressed. Addressed in the letter was guidance on applicable permits and recommendations regarding historic sites, Section 6(f), and Section 4(f). VDOT must acquire a Letter of Permission and/or Easement from the Park Authority to do any clearing and grading or drainage improvement on adjacent parkland. |

| Agency | Scoping Response |
|--|--|
| <p>Northern Virginia Soil & Water Conservation District</p> | <p>September 2018 – Response emphasized the importance of implementing and maintaining adequate erosion and sediment controls before and through construction and expressed their willingness to help with the development and review of stormwater runoff and erosion control plans. Indicated some concerns including potential adverse effects to natural resources within Scott’s Run Watershed and potential changes to outer limits of Scott’s Run Nature Preserve due to increased impervious areas. Noted previous community controversy related to loss of vegetative screening (Express Lanes reconstruction project from I-95 to Tysons). Also, recommended specific seed mix options which would not include invasive or exotic plant species.</p> |

4.3 STAKEHOLDERS TECHNICAL ADVISORY GROUP

A number of agencies participated in the Stakeholders Technical Advisory Group (STAG) (see below for a listing of agencies participating in this group). The STAG met four times prior to the publication of the EA, on June 7, 2018, October 22, 2018, May 9, 2019, and February 10, 2020. The first meeting discussed the project background and scope of the study, stakeholder and agency coordination, and the project schedule. The second meeting went over project goals, existing conditions, a project update, and major milestones in the project schedule. The third meeting presented the preliminary build alternative, draft initial operational results for the 2045 horizon year, a project update, and revised major milestones in the project schedule. The fourth meeting presented updates to the preliminary build alternative, traffic operational results for the 2025 and 2045 horizon years, a project update, and revised major milestones in the project schedule. It also served as a preview to the information to be presented at the public hearing.

Additional partnering and coordination meetings took place throughout the project development process with local, regional, state, and federal agencies.

Stakeholder Agencies:

- Fairfax County Department of Transportation
- Fairfax County Park Authority
- Federal Highway Administration
- Maryland Department of Transportation
- Metropolitan Washington Airports Authority
- Metropolitan Washington Council of Governments
- National Park Service
- Northern Virginia Transportation Authority
- Virginia Department of Rail and Public Transportation
- Capital Beltway Express LLC (Transurban)

Cooperating agencies include those government and regulatory agencies with jurisdiction by law (e.g., with permitting or land transfer authority) or special expertise with respect to any environmental impact or resource involved in an environmental review or alternative for study. Both the United States Army Corps of Engineers and the National Park Service requested and are participating as cooperating agencies on the project.

4.4 SECTION 106 CONSULTATION

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. §306108) (NHPA) invitations were sent to the following Native American Tribes inviting them to be Section 106 consulting parties for the I-495 NEXT project:

- Chickahominy Tribe Eastern Division
- Chickahominy Tribe
- Delaware Nation
- Monacan Indian Nation
- Nansemond
- Pamunkey
- Rappahannock Tribe
- Upper Mattaponi

No Native American Tribes responded to the Section 106 consultation request.

4.5 PUBLIC INVOLVEMENT

Public involvement efforts for the I-495 NEXT Northern Extension project include both Public Information Meetings (PIM) and a Public Hearing. VDOT uses these meetings as public participation tools for certain EAs as a way to keep the public informed of study updates and to provide the public a chance to raise questions and speak with VDOT representatives. Two PIMs were held at Cooper Middle School, 977 Balls Hill Road, McLean, Virginia on June 11, 2018 and May 20, 2019 from 6:30 p.m. to 8:30 p.m.

4.5.1 Public Information Meetings

June 11, 2018

The June 2018 PIM was designed to introduce the study to the public, share available information, and gather public input for consideration during the development of the EA. Advertisements for the PIM were published in the *Washington Post*, *McLean Connection*, and *El Tiempo Latino*. Additionally, notice for the PIM was given on VDOT's website and all PIM materials were posted to the website prior to the meeting date. Display boards depicting general information on the study, existing conditions, the study background and goals, the scope of the EA, the environmental assessment procedures, and the project schedule were available for viewing during an open house period, followed by a presentation and a question and answer session where VDOT representatives were available to discuss the study and answer questions.

Comment sheets and informational brochures were provided at the meeting and were made available on the 495NorthernExtension.org project website on June 11, 2018. The public was invited to submit comments at the meeting in writing, individually to a court reporter, verbally during the question and answer session, or following the meeting through regular mail, email, or online.

The public comment period ended on July 11, 2018. Seventy-six people attended the meeting and 48 people signed the attendance sheet, including five elected officials and a representative from one media outlet. Nine comment sheets were submitted at the meeting, 12 people spoke during the question and answer session, and no individual comments were provided to the court reporter. There were 11

comments received through regular mail, email, or online. Comments expressed questions and concerns regarding coordination with Maryland and the District of Columbia, environmental impacts, nature of the design, traffic impacts, process, and procurement of funds.

May 20, 2019

Advertisements for the May 20, 2019 PIM were published in the *Washington Post*, *McLean Connection*, and *El Tiempo Latino*. The May 2019 PIM included an open house period for the public to review displays and ask questions, followed by a presentation and question and answer session. The purpose of this meeting was to provide updates on findings of the study, present preliminary design information, and give updates on the EA schedule and project delivery. Comment sheets and informational brochures were provided at the meeting and were made available on the project website (495NorthernExtension.org) on May 20, 2019. The public was again invited to submit comments at the meeting in writing, individually to a court reporter, verbally during the question and answer session or following the meeting by regular mail, email, or online. The deadline for received comments to be included in the meeting summary was initially set for June 10, 2019 but was extended until June 18, 2019.

Approximately 225 people were in attendance and 207 people signed in, including five elected officials, representatives from several media outlets, and representatives from the Maryland Department of Transportation. Seven comment sheets were submitted at the meeting, twenty-three people spoke during the question and answer session, and 110 comments were received by regular mail, email or online. Comments received covered a broad range of topics including questions about the coordination with Maryland, need for evaluating traffic impacts on surrounding neighborhood roads, need for ALMB improvements, concerns about impacts to Scott's Run Nature Preserve and the GWMP, support for bike and pedestrian improvements, effectiveness of express lanes, noise impacts, right of way impacts, and the need for continued public involvement.

Responses to the substantive comments received are included in **Appendix C**.

4.5.2 Community Information Meeting

VDOT met with the McLean Citizen's Association (MCA) on February 11, 2020 to provide a briefing on the status of the project and the anticipated impacts and benefits to the local street network within the project study area.

4.5.3 Distribution of the EA

The EA was made publicly available on February 26, 2020. It was distributed to federal, state, and local agencies and elected officials and was made available for public review and comment at local libraries, at offices of local elected officials, and on the project website.

The following are locations where hard copies of the report are available:

- VDOT Northern Virginia District Office
- McLean Government Center, Office of Fairfax County Dranesville District Supervisor
- Fairfax County Government Center
- Dolley Madison Library
- Tysons-Pimmit Regional Library
- Great Falls Library

4.5.4 Public Hearing

VDOT will hold a Public Hearing for this study on March 12, 2020. The purpose of the hearing will be to present the findings of this EA, provide a discussion forum between the public and the project team, and obtain input and comments from the community. In addition, there will be a minimum 30-day public comment period following the notice of availability of this EA. Any comments received during the public hearing and public comment period will become part of the public hearing record.

4.5.5 Additional Coordination Efforts

Mailing List

Three rounds of property access letters were mailed to property owners in the vicinity of the study area. The initial round of letters was sent to all property owners whose parcels were within or intersected the study area. The second round of letters was sent to 43 property owners whose parcels intersected wetland and stream features within the study area that needed to be reexamined to complete the Preliminary Jurisdictional Determination (PJD) package sent to the USACE. The final round of letters was sent to 104 property owners whose parcels intersected any wetland or stream feature within the study area.

This final round of letters notified property owners of a site visit on December 12, 2019 between USACE and VDOT representatives. These letters informed property owners that an agent of VDOT may need to access their property to survey the area's topographic features and property boundaries; identify wetlands; undertake stream studies; conduct environmental drilling (to collect soil and groundwater samples for analysis); or perform other transportation design-related evaluations and environmental assessments, which could include taking photographs and collecting environmental samples. In the letter, VDOT requested the property owners to notify other tenants, if also living or working on the property, about potential activities.

The letter included contact information for the VDOT Project Manager in the event that the property owner had concerns regarding entry or wanted to request advanced notification prior to field work being conducted on the property. Requests for advanced notice or other information was noted by the project team and honored during field visits.²

Website

Information for the study, including this EA and all technical documentation, is available to the public through the following VDOT website:

<https://www.495northernextension.org/>

The website is continually updated as new information becomes available.

² Code of Virginia Section 33.2-1011 went into effect July 1, 2019 which required a separate process be followed for requesting property access. Due to this change in the Code, the property owners who were included in the latter two rounds of mailings received a Right of Entry letter (ROE) requesting their permission for VDOT employees to enter their property. If a response was not received within 15 days, a second letter was sent titled Notice of Intent (NOI). If still no response was received, VDOT was allowed to enter the properties not less than 15 days prior after the date of the NOI letter.

CHAPTER 5.0 REFERENCES

- American Community Survey (ACS). 2016. *2012-2016 ACS 5-Year Estimate*.
- Commonwealth Heritage Group (CHG). 2019. *Cultural Resources Survey Report*.
- Council on Environmental Quality (CEQ). 1997. *Environmental Justice – Guidance Under the National Environmental Policy Act*. Accessed December 2019:
https://www.epa.gov/sites/production/files/2015-02/documents/ej_guidance_nepa_ceq1297.pdf
- Cowardin et al. 1979. *Classification of Wetlands and Deepwater Habitats of the United States*. Accessed November 2019: <https://www.fws.gov/wetlands/documents/Classification-of-Wetlands-and-Deepwater-Habitats-of-the-United-States.pdf>
- Environmental Data Resources, Inc. (EDR). 2018. *EDR Area / Corridor Report*.
- Fairfax County Economic Development Authority (FCEDA). 2019. *Fairfax County, Virginia – Largest Employers*. Accessed December 2019: https://www.fairfaxcountyeda.org/wp-content/uploads/largest_employers.pdf
- Fairfax County. 2017. *Fairfax County Comprehensive Plan, Area II: Tysons Urban Center and the McLean Planning District*. Accessed October 2019: <https://www.fairfaxcounty.gov/planning-development/comprehensive-plan/area-ii>
- Fairfax County. 2018a. Fairfax County Open Geospatial Data. Accessed September 2018:
<https://www.fairfaxcounty.gov/maps/open-geospatial-data>.
- Fairfax County. 2018b. *Fairfax County Comprehensive Plan Area Plan Overview*. Accessed October 2019: <https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/area2/overview.pdf>
- Fairfax County. 2019. Park Locator. Accessed November 2019:
<https://www.fairfaxcounty.gov/parks/locator>
- Federal Highway Administration (FHWA). 1987. *Guidance for Preparing and Processing Environmental and Section 4(f) Documents*. FHWA Technical Advisory T 6640.8A (October 30). Washington, DC: US Department of Transportation
- Federal Highway Administration (FHWA). 1992. Secondary and Cumulative Impact Assessment in the Highway Project Development Process. Accessed December 2019:
https://www.environment.fhwa.dot.gov/nepa/impact_assessment_highway_dev.aspx
- Maryland Department of the Environment (MDE). 2019. Current Status of Total Maximum Daily Load Development in Maryland. Accessed November 2019:
https://mde.state.md.us/programs/Water/TMDL/Pages/sumittals_m-z.aspx
- National Oceanic and Atmospheric Administration (NOAA). 2018. NOAA Fisheries – Essential Fish Habitat – Data Inventory. Accessed November 2019:
<https://www.habitat.noaa.gov/application/efhinventory/index.html>
- StreetLight. 2018. *I-495 StreetLight Data*.

- United States Geological Survey (USGS). 2018. National Hydrography Dataset. Accessed December 2018: https://nhd.usgs.gov/NHD_High_Resolution.html
- United States Army Corps of Engineers (USACE). 2012. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region (Version 2.0)*. Accessed December 2018: <https://usace.contentdm.oclc.org/utis/getfile/collection/p266001coll1/id/7607>
- United States Army Corps of Engineers (USACE). 2019. Regulatory In-lieu Fee and Bank Information Tracking System (RIBITS). Accessed January 2020: https://ribits.usace.army.mil/ribits_apex/f?p=107:2
- United States Environmental Protection Agency (USEPA). 1999. *Consideration of Cumulative Impacts in EPA Review of NEPA Documents*. Accessed January 2019: <https://www.epa.gov/sites/production/files/2014-08/documents/cumulative.pdf>
- United States Environmental Protection Agency (USEPA). 2018. Overview of Total Maximum Daily Loads (TMDLs). Last Accessed [January 2020]. <https://www.epa.gov/tmdl/overview-total-maximum-daily-loads-tmdls>
- United States Environmental Protection Agency (USEPA). 2019a. *Definition of Waters of the United States Under the Clean Water Act*. Accessed November 2019: <https://www.epa.gov/cwa-404/definition-waters-united-states-under-clean-water-act>
- United States Environmental Protection Agency (USEPA). 2019b. What is Sediment Pollution? Last Accessed [January 2020]. https://cfpub.epa.gov/npstbx/files/ksmo_sediment.pdf
- United States Fish and Wildlife Service (USFWS). 2019a. Information for Planning and Consultation. Accessed December 2018: <https://ecos.fws.gov/ipac/>
- United States Fish and Wildlife Service (USFWS). 2019b. VA Bald Eagle Concentration Areas. Accessed December 2018: <http://fws.maps.arcgis.com/apps/Viewer/index.html?appid=0e5ca36a4056471db1b12c1b4065f3cb>
- Virginia Department of Agriculture and Consumer Services (VDACS). 2019. Endangered Species. Accessed November 2019: <http://www.vdacs.virginia.gov/plant-industry-services-endangered-species.shtml>
- Virginia Department of Conservation and Recreation (VDCCR). 2019a. Virginia Hydrologic Unit Explorer. Accessed December 2018: <http://consapps.dcr.virginia.gov/htdocs/maps/HUExplorer.htm>
- Virginia Department of Conservation and Recreation (VDCCR). 2019b. The Virginia Natural Heritage Program. Accessed November 2019: <https://www.dcr.virginia.gov/natural-heritage/mission>
- Virginia Department of Environmental Quality (VDEQ). 2018. 2018 Impaired Waters – 303(d) List. Accessed November 2019: https://www.deq.virginia.gov/Portals/0/DEQ/Water/WaterQualityAssessments/IntegratedReport/2018/ir18_Appendix1a_Category5_List.pdf
- Virginia Department of Environmental Quality (VDEQ). 2019a. Final 2016 305(b)/303(d) Water Quality Assessment Integrated Report. Accessed November 2019:

- <https://www.deq.virginia.gov/Programs/Water/WaterQualityInformationTMDLs/WaterQualityAssessments/2016305b303dIntegratedReport.aspx>
- Virginia Department of Environmental Quality (VDEQ). 2019b. Water Quality Standards. Accessed November 2019: <https://www.deq.virginia.gov/Programs/Water/WaterQualityInformationTMDLs/WaterQualityStandards.aspx>
- Virginia Department of Game and Inland Fisheries (VDGIF), 2019a. Habitat for Wildlife. Accessed November 2019. <https://www.dgif.virginia.gov/wildlife/habitat/>
- Virginia Department of Game and Inland Fisheries (VDGIF). 2019b. Northern Long-Eared Bat Winter Habitat & Roost Trees. Accessed November 2019: <https://www.dgif.virginia.gov/wildlife/bats/northern-long-eared-bat-application/>
- Virginia Department of Game and Inland Fisheries (VDGIF). 2019c. Fish and Wildlife Information Service. Accessed November 2019: <http://vafwis.org/fwis/>
- Virginia Department of Game and Inland Fisheries (VDGIF). 2019d. Little Brown Bat and Tri-Colored Bat Winter Habitat & Roosts. Accessed November 2019: <https://www.dgif.virginia.gov/wildlife/bats/little-brown-bat-tri-colored-bat-winter-habitat-roosts-application/>
- Virginia Department of Game and Inland Fisheries (VDGIF). 2019e. Environmental Services Section. Accessed November 2019: <https://www.dgif.virginia.gov/environmental-programs/environmental-services-section/>
- Virginia Department of Game and Inland Fisheries (VDGIF). 2020. Environmental Services Section. Accessed January 2020: <https://www.dgif.virginia.gov/environmental-programs/environmental-services-section/>
- Virginia Department of Transportation (VDOT). 2020a. *I-495 NEXT Hazardous Materials Technical Memorandum*.
- Virginia Department of Transportation (VDOT). 2020b. *I-495 NEXT Indirect and Cumulative Effects Technical Report*.
- Virginia Department of Transportation (VDOT). 2020c. *I-495 NEXT Natural Resources Technical Report*.
- Virginia Department of Transportation (VDOT). 2020d. *I-495 NEXT Socioeconomic and Land Use Technical Report*
- Virginia Department of Transportation (VDOT). 2020e. *I-495 NEXT Section 4(f) and Section 6(f) Technical Memorandum*.
- Virginia Department of Transportation (VDOT). 2020f. *I-495 NEXT Traffic and Transportation Technical Report*.
- Virginia Department of Transportation (VDOT). 2020g. *I-495 NEXT Noise Technical Report*

Virginia Department of Transportation (VDOT). 2019h. VDOT Drainage Manual. Accessed January 2020: <http://www.virginiadot.org/business/locdes/hydra-drainage-manual.asp>

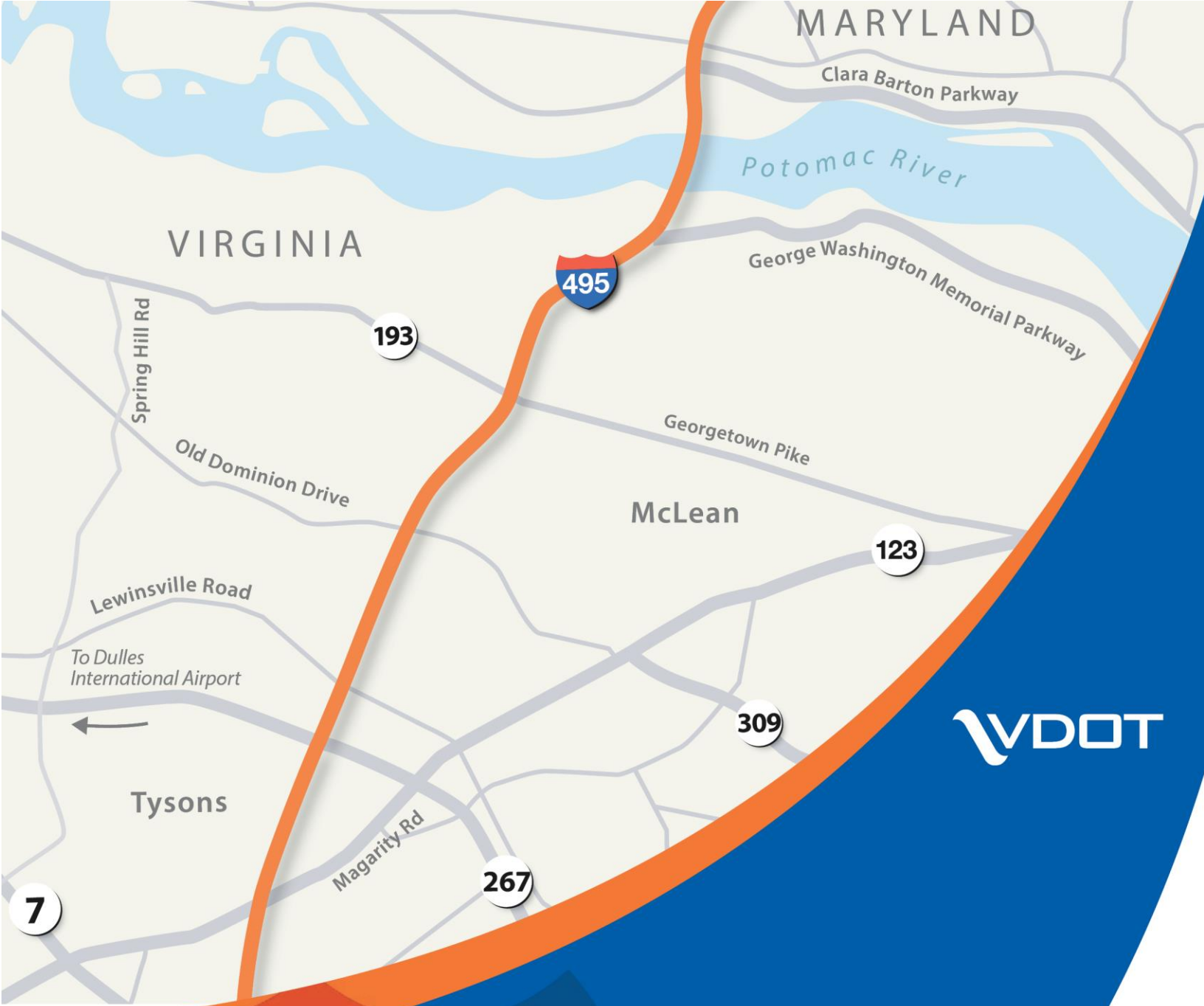
Virginia Department of Transportation (VDOT). 2020i. *I-495 NEXT Alternatives Development Technical Memorandum*.

Virginia Geographic Information Network (VGIN). 2016. Virginia Land Cover Dataset. Accessed November 2019:
<https://vgin.maps.arcgis.com/home/item.html?id=d3d51bb5431a4d26a313f586c7c2c848>

CHAPTER 6.0 ACRONYMS

| | |
|-------|--|
| BG | Block Group |
| CCB | Center for Conservation Biology |
| CEQ | Council on Environmental Quality |
| CT | Census Tract |
| CWA | Clean Water Act |
| DMS | Dynamic Message Signs |
| DNH | Department of Natural Heritage |
| EA | Environmental Assessment |
| EDR | Environmental Data Resources |
| EJ | Environmental Justice |
| ESC | Erosion and Sediment Control |
| FCPA | Fairfax County Park Authority |
| FHWA | Federal Highway Authority |
| GP | General Purpose |
| GWMP | George Washington Memorial Parkway |
| HGM | Hydrogeomorphic |
| HHS | Health and Human Services |
| HUC | Hydrologic Unit Code |
| ICE | Indirect and Cumulative Effects |
| IPaC | Information for Planning and Consulting |
| JPA | Joint Permit Application |
| LOD | Limits of Disturbance |
| MWCOG | Metropolitan Washington Council of Governments |
| NEPA | National Environmental Policy Act |
| NEXT | Express Lanes Northern Extension |
| NHD | National Hydrography Dataset |
| NHDE | Natural Heritage Data Explorer |
| NLEB | Northern Long-Eared Bat |
| NPS | National Park Service |
| PEM | Palustrine Emergent Wetland |
| PFO | Palustrine Forested Wetland |
| POW | Palustrine Open-Water Wetland |
| RPA | Resource Protection Area |
| RPBB | Rusty Patched Bumble Bee |
| TAZ | Transportation Analysis Zone |
| USACE | US Army Corps of Engineers |

| | |
|--------|--|
| USFWS | US Fish and Wildlife Service |
| VaFWIS | Virginia Fish and Wildlife Information Service |
| VDACS | Virginia Department of Agriculture and Consumer Services |
| VDCR | Virginia Department of Conservation and Recreation |
| VDEQ | Virginia Department of Environmental Quality |
| VDGIF | Virginia Department of Game and Inland Fisheries |
| VDOT | Virginia Department of Transportation |
| VMRC | Virginia Marine Resources Commission |
| WOUS | Waters of the U.S. |



VDOT

I-495 Express Lanes Northern Extension Environmental Assessment Appendices

February 2020



**Appendix A: Section 4(f) and 6(f) Technical Memorandum
(Visualization Booklet Attachment to Section 4(f) & 6(f)
Technical Memorandum is Included as a Separate Volume)**



ENVIRONMENTAL ASSESSMENT

Section 4(f) and Section 6(f) Technical Memorandum

February 2020



TABLE OF CONTENTS

1.0 INTRODUCTION 1

 1.1 Project Termini 1

 1.2 Study Area 2

 1.3 Limit of Disturbance..... 2

 1.4 Purpose and Need 2

2.0 Alternatives 4

 2.1 No Build Alternative..... 4

 2.2 Build Alternative 4

3.0 Section 4(f) Documentation 4

 3.1 Section 4(f) Properties 5

 3.2 Section 4(f) Properties 9

 3.2.1 George Washington Memorial Parkway 9

 3.2.2 Scott’s Run Nature Preserve 13

 3.2.3 Potential Section 4(f) De Minimis Impacts..... 16

 3.2.4 Temporary Occupancy 16

 3.2.5 Trails and Bike Facilities 17

 3.2.6 Identified Section 4(f) Impacts 17

4.0 Section 6(f)..... 28

 4.1 Section 6(F) Resources 28

 4.2 Section 6(F) Impacts..... 28

 4.2.1 Coordination 28

5.0 References..... 30

LIST OF FIGURES

Figure 1. I-495 Express Lanes Northern Extension Project Limits 3

Figure 2. Identified Section 4(f)/6(f) Resources 8

Figure 3. George Washington Memorial Parkway- National Park Service Map..... 11

Figure 4. George Washington Memorial Parkway within the Study Area and LOD 12

Figure 5. Scott’s Run Nature Preserve Trail Map- Fairfax County Trial Buddy Website..... 14

Figure 6. Existing Virginia Electric Power Company (now Dominion Energy) Easement within the Scott’s Run Nature Preserve 15

Figure 7. Section 4(f) Impacts Related to the George Washington Memorial Parkway..... 21

Figure 8. Section 4(f) Impacts Related to Scott’s Run Nature Preserve 25

Figure 9. Proposed Shared Use Path..... 27
Figure 10. Section 6(f) Impacts Related to Scott’s Run Nature Preserve 29

LIST OF TABLES

Table 3-1. Identified Potential Section 4(f) Properties Within the Study Area 7
Table 3-3. Impacts Related to the Scott’s Run Nature Preserve 23

LIST OF APPENDICES

Appendix A: George Washington Memorial Parkway Visualizations Booklet
(Attached by reference as a separate volume)

1.0 INTRODUCTION

The Virginia Department of Transportation (VDOT), in coordination with the Federal Highway Administration (FHWA) as the lead federal agency, is evaluating an extension of the Interstate 495 (I-495) Express Lanes along approximately three miles of I-495, also referred to as the Capital Beltway, from their current northern terminus in the vicinity of the Old Dominion Drive overpass to the George Washington Memorial Parkway (GWMP) in the McLean area of Fairfax County, Virginia. Pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended, and in accordance with FHWA regulations¹, an Environmental Assessment (EA) is being prepared to analyze the potential social, economic, and environmental effects associated with the improvements being evaluated.

The purpose of this Section 4(f) and Section 6(f) Technical Memorandum is to identify Section 4(f) and Section 6(f) properties within the study area and to evaluate potential impacts that could result from implementation of the Build Alternative. Information in this report provides an overview of the regulatory context, methods used to identify existing resources, potentially affected resources identified within the study area, and potential impacts to Section 4(f) and Section 6(f) properties associated with the implementation of the Build Alternative. The findings of this technical report support discussions presented in the EA.

1.1 PROJECT TERMINI

The project includes an extension of the existing Express Lanes from their current northern terminus south of the Old Dominion Drive Overpass to the GWMP. Although the GWMP provides a logical northern terminus for this study, additional improvements are anticipated to extend approximately 0.3 miles north of the GWMP to provide a tie-in to the existing road network in the vicinity of the American Legion Memorial Bridge (ALMB). The project also includes access ramp improvements and lane reconfigurations along portions of the Dulles Toll Road and the Dulles International Airport Access Highway, on either side of the Capital Beltway, from the Spring Hill Road Interchange to the Route 123 interchange. The proposed improvements entail new and reconfigured express lanes ramps and general purpose lanes ramps at the Dulles Interchange and Route 123/I-495 interchange ramp connections.

¹ NEPA and FHWA's regulations for Environmental Impact and Related Procedures can be found at 42 USC § 4332(c), as amended, and 23 CFR § 771, respectively.

1.2 STUDY AREA

In order to assess and document relevant resources that may be affected by the proposed project, the study area for this EA extends beyond the immediate area of the proposed improvements described above. The study area for the EA includes approximately four miles along I-495 between the Route 123 interchange and the ALMB up to the Maryland state line. The study area also extends approximately 2,500 feet east along the GWMP. Intersecting roadways and interchanges are also included in the study area, as well as adjacent areas within 600 feet of the existing edge of pavement, as shown in **Figure 1**. The study area boundary is a buffer around the road corridor that includes all natural, cultural, and physical resources that must be analyzed in the EA. It does not represent the limits of disturbance (LOD) of the project nor imply right-of-way take or construction impact, but rather extends beyond the project footprint to tie into the surrounding network, including tying into future network improvements.

1.3 LIMIT OF DISTURBANCE

Potential impacts to natural resources described in the following sections of this technical report have been calculated using a conceptual level design of the Build Alternative. The footprint for this conceptual level of design is referred to as the LOD. The LOD accommodates roadway improvements, drainage, stormwater management facilities, utilities, erosion and sediment control, noise control measures, construction methods, and temporary construction easements.

Impact values presented for the evaluated resources represent the worst-case scenarios and assume complete direct impact to the resource occurring in the LOD. As design progresses, measures may be taken to avoid and minimize impacts to environmental resources to the maximum extent practicable. Recommendations for potential minimization and mitigation measures for unavoidable adverse impacts are provided under the Build Alternative sections of each resource that is discussed in this report. At this time, it is not possible to anticipate the exact locations of each proposed activity; impacts outside of the existing study area will be reviewed and documented through future NEPA re-evaluations.

1.4 PURPOSE AND NEED

The purpose and need for the extension of Express Lanes on I-495 between Route 267 and the GWMP is to:

- Reduce congestion;
- Provide additional travel choices; and
- Improve travel reliability.

A detailed description of the purpose and need for the proposed project can be found in Chapter 1.0 of the EA.

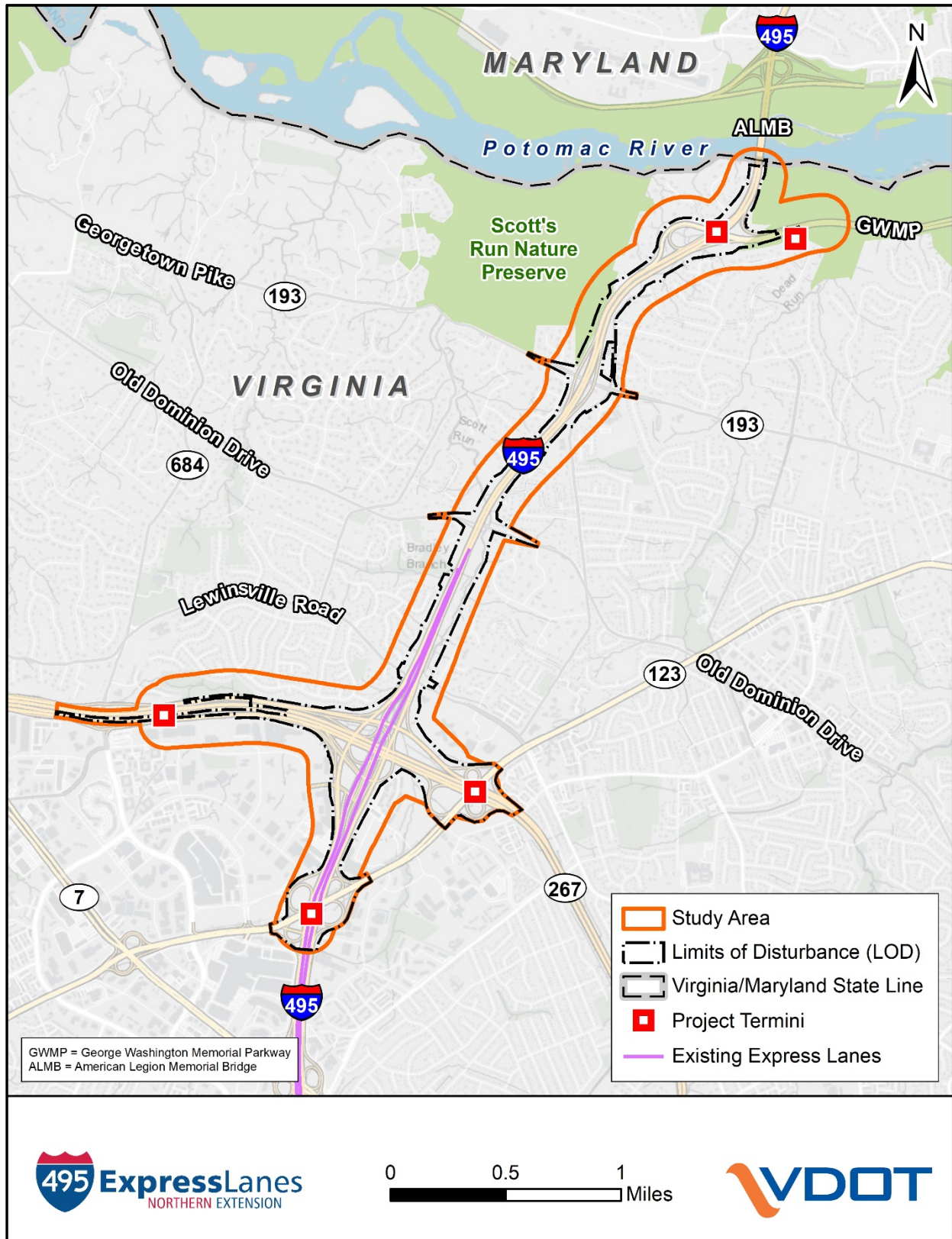


Figure 1. I-495 Express Lanes Northern Extension Project Limits

2.0 ALTERNATIVES

Two alternatives are being considered in the EA: the No Build Alternative and the Build Alternative, described below. Additional information on the Build Alternative is included in the *I-495 Alternatives Technical Memo* (VDOT, 2020).

2.1 NO BUILD ALTERNATIVE

Under the No Build Alternative, the Express Lanes would not be extended beyond the current northern terminus at Old Dominion Drive. There would be no change to existing access points, and I-495 would remain in its present configuration. VDOT would continue maintenance and repairs of the existing roadway, as needed, with no substantial changes to current capacity or management activities.

2.2 BUILD ALTERNATIVE

The Build Alternative would extend the existing four I-495 Express Lanes from their current terminus between the I-495/Route 267 interchange and the Old Dominion Drive Overpass north approximately 2.3 miles to the GWMP.

Additional improvements are anticipated to extend approximately 0.3 miles north of the GWMP to tie into the existing road network in the vicinity of the ALMB. The Build Alternative would retain the existing number of general purpose (GP) lanes within the study area.

Direct access ramps would be provided from the I-495 Express Lanes to the Dulles Toll Road and the GWMP. Access would also be provided between the I-495 GP and Express Lanes at the Route 267 interchange: from northbound GP lanes to northbound Express Lanes, and from southbound Express Lanes to southbound GP lanes, located within the current interchange footprint. These connections have been accounted for in the LOD and are described in more detail in the *I-495 Alternatives Technical Memo* (VDOT, 2020a) and the *I-495 Traffic and Transportation Technical Report* (VDOT, 2020b).

The Build Alternative includes an approximately 3.1-mile 10-foot-wide shared-use path, consistent with the Fairfax County Countywide Trails Plan Map (FCDPZ, 2018), that is not provided under the existing condition.

3.0 SECTION 4(F) DOCUMENTATION

Under provisions of Section 4(f) of the US Department of Transportation Act of 1966 (49 USC § 303(c)), FHWA may approve the use of land from publicly owned public parks or recreation areas, publicly owned wildlife or waterfowl refuges, or historic sites that are listed on, or eligible for listing on, the National Register of Historic Places (NRHP) for federal-aid highway projects if it determines that there is no feasible and prudent avoidance alternative and the action includes all possible planning to minimize harm to the property.

FHWA also may approve the use of land from such properties if it determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a *de minimis* impact, as defined in 23 CFR § 774.17, on the property.

A “use” of Section 4(f) property occurs: (1) When land is permanently incorporated into a transportation facility, (2) When there is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose, or (3) When there is a constructive use of a Section 4(f) property.

3.1 SECTION 4(F) PROPERTIES

Eight Section 4(f) properties have been identified in the study area associated with the I-495 NEXT Project. Two of the Section 4(f) properties, the George Washington Memorial Parkway and Scott’s Run Nature Preserve, are anticipated to be impacted by the Build Alternative. These properties, as well as the six remaining Section 4(f) properties that would not be impacted by the I-495 NEXT Project are summarized in the text below.

- **George Washington Memorial Parkway (GWMP)**—The GWMP and its associated parks and trails are owned and operated by the National Park Service (NPS) and total 7,600 acres in size. The Parkway was listed on the NRHP in June 1995 under the Multiple Property documentation “Parkways of the National Capital Region, 1913 to 1965.” The Parkway is noteworthy for its landscape architecture and commemoration of George Washington. Approximately, 60 acres of the GWMP are within the study area and approximately 4.7 acres are within the LOD; therefore, Section 4(f) applies to impacts within the GWMP property.
- **Scott’s Run Nature Preserve**—Scott’s Run Nature Preserve is a 336-acre preserve located in McLean, north of Georgetown Pike and west of the I-495 corridor. The Preserve is operated by the Fairfax County Park Authority (FCPA) and is a publicly owned and publicly accessible recreational area. Approximately 25 acres of the Preserve fall within the study area and approximately 3.21 acres are within the LOD; therefore, Section 4(f) applies to impacts within the Preserve.
- **Georgetown Pike Road Bed**— Portions of the Georgetown Pike (Route 193) road bed are listed on the NRHP. Approximately, 10 acres of the entire Georgetown Pike corridor is within the study area and the LOD but is not within the boundaries of the NRHP nomination and therefore consideration under Section 4(f) is not necessary.
- **McLean Hamlet Park**—McLean Hamlet Park is an 18-acre neighborhood park that is owned and maintained by the FCPA. Approximately, 16 acres of McLean Hamlet Park property are located within the study area; however, none of the McLean Hamlet Park property falls within the LOD and therefore consideration under Section 4(f) is not necessary.
- **Potomac Natural Heritage Trail**—The Potomac Natural Heritage Trail is within the boundary of the NRHP listed GWMP but is not independently listed on the NRHP. The trail is a component of the Potomac Heritage National Scenic Trail (PHT), an over 830-mile network of locally managed trails on both sides of the Potomac River between its mouth at the Chesapeake Bay and the Allegheny Highlands in the upper Ohio River Basin. This trail network’s primary purpose is non-motorized recreation. Approximately, 6,372 linear feet of the Potomac Natural Heritage Trail are within the study area and 4,661 feet of the Potomac Natural Heritage Trail falls within the LOD. The Potomac Heritage Trail has been identified as a Section 4(f) resource, but the project improvements have been designed to avoid impacts to the resource.

- **Preserve at Scotts Run Homeowners Association Parcel** – Located between Old Dominion Drive and Lewinsville Road.
 - Preserve at Scotts Run Conservation Easement- Following purchase of the parcel by the Preserve at Scotts Run Homeowners Association, a Deed of Gift of Easement was established on the property for The McLean Land Conservancy, Inc. that was subsequently transferred to the Northern Virginia Conservation Trust (Nonprofit, Non-Governmental Organization) on December 19, 2013. Approximately 7.69 acres of the conservation easement is within the study area with 7.56 of those acres encompassed within the LOD. Due to the conservation easement being privately owned, it is not subject to Section 4(f).
 - Scotts Run Trail- The FCPA has also acquired an easement within The Preserve at Scotts Run Homeowners Association parcel for the future “Scotts Run Trail” as identified on Fairfax County’s Trail Buddy website (Fairfax County, 2020b). Approximately 3,061 linear feet of the trail are within the study area, and approximately 1,568 linear feet are within the LOD. The Scotts Run Trail has been identified as a Section 4(f) resource, but the project improvements have been designed to avoid impacts to the resource.
- **Timberly Park**—Timberly Park, owned and maintained by FCPA, is a 23-acre community park located in McLean, west of I-495 and south of Old Dominion Drive. Approximately, 4.5 acres of Timberly Park property are located within the study area; however, none of the Timberly Park property falls within the LOD and therefore consideration under Section 4(f) is not necessary.

Table 3-1. Identified Potential Section 4(f) Properties Within the Study Area

| Identified Section 4(f) Properties within the Study Area | Official with Jurisdiction | Type of Facility | Section 4(f) Use |
|--|---|--|---|
| George Washington Memorial Parkway | National Park Service | National Register of Historic Places Listed - Recreational Driving and Scenic Parkway, with Attached Park and Trail Facilities | Yes- Anticipated <i>de minimis</i> determination under Section 4(f) |
| Potomac Heritage Trail | National Park Service | Recreational | No |
| Scott's Run Nature Preserve | Fairfax County Park Authority | Regional Park | Yes- Anticipated <i>de minimis</i> determination and temporary occupancy under Section 4(f) |
| Scotts Run Trail | Fairfax County Park Authority (Privately owned within the Preserve at Scotts Run Homeowners Association Parcel) | Trail | No |
| Preserve at Scotts Run Conservation Easement | Owned by Preserve at Scotts Run Homeowners Association/ Northern Virginia Conservation Trust | Conservation Easement | No |
| Georgetown Pike Road Bed | VDOT | National Register of Historic Places Listed - Historic Road | No |
| McLean Hamlet Park | Fairfax County Park Authority | Local Park | No |
| Timberly Park | Fairfax County Park Authority | Local Park | No |

Source: Fairfax County Property Map, 2018; VDHR V-CRIS GIS Data, 2018

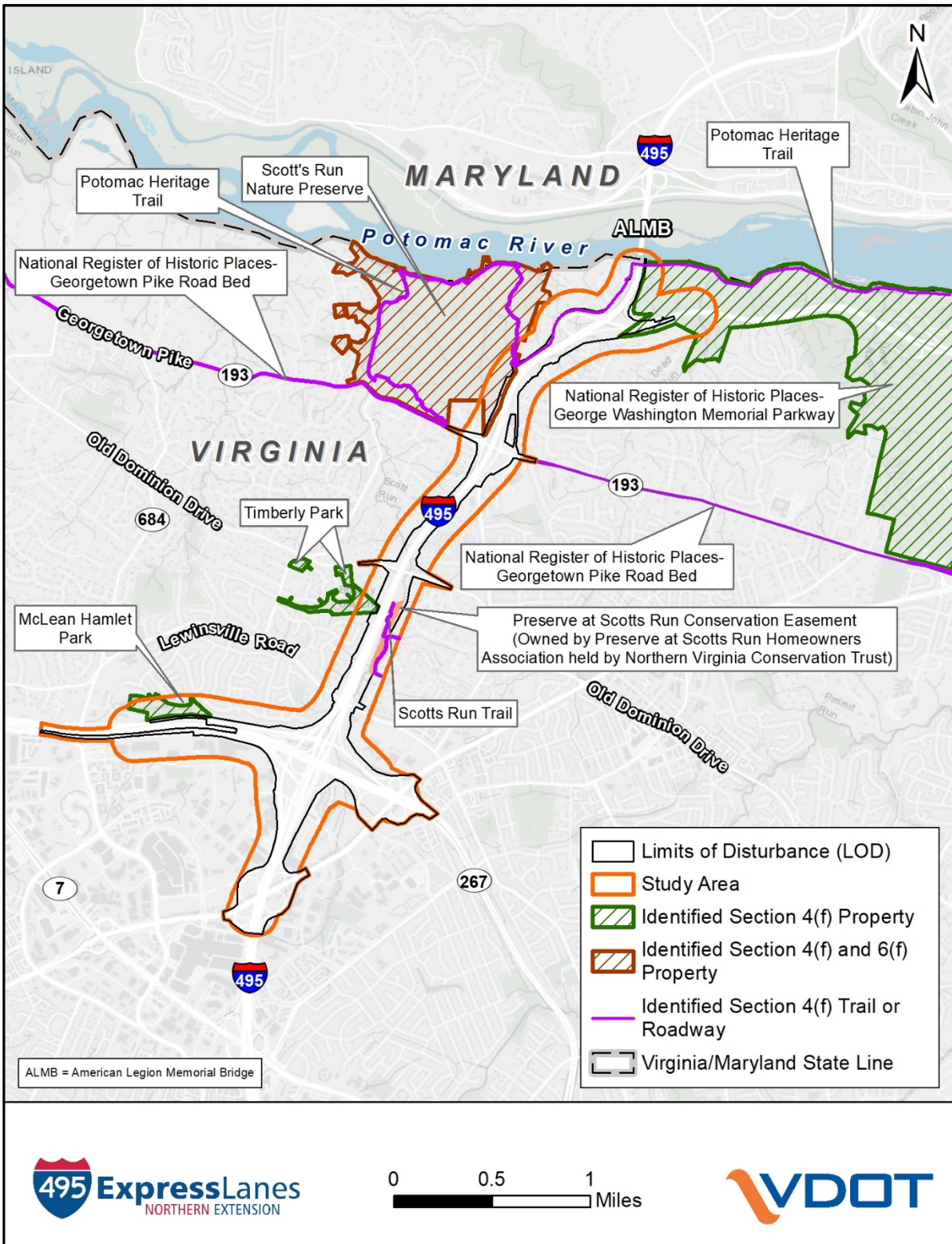


Figure 2. Identified Section 4(f)/6(f) Resources

3.2 SECTION 4(F) PROPERTIES

Two Section 4(f) protected properties, the GWMP and the Scott's Run Nature Preserve, are anticipated to be impacted by the I-495 NEXT Project. The text below describes each of these resources.

3.2.1 George Washington Memorial Parkway

Description of the Section 4(f) property: The GWMP is an NRHP listed property designed to protect and preserve cultural and natural resources along the Potomac River (see Figure 3 and Figure 4). It was originally developed as a memorial to George Washington, providing a connection to various aspects of his life and other historic sites from Mount Vernon to Great Falls (National Park Foundation, 2019). Its 7,600 acres also provide habitat for local wildlife including at least 81 species that are considered rare, threatened, or endangered in Virginia or Maryland (NPS, 2019). The Parkway is an east-west route that connects to I-495 just south of the ALMB, overlapping the study area.

Ownership and type of Section 4(f) property: The GWMP and its associated recreational facilities are owned and operated by the NPS. The GWMP is listed on the NRHP and is therefore considered to be a Section 4(f) property.

Features and functions: The GWMP is used for scenic travel from the border of Virginia and Maryland at the ALMB into Washington D.C. with historical, natural, and recreational areas (National Park Foundation, 2019). The Park has more than 25 sites associated with George Washington's life, and provides views of the Potomac River and the NRHP-listed Potomac Palisades. The Parkway has trails for hiking and biking; several parks with softball diamonds, basketball courts and grass fields; and the Dyke Marsh Wildlife Preserve that is used for canoeing, kayaking, and wildlife viewing (NPS, 2019).

Access: The GWMP is approximately 24.9 miles long and is open to the public. It was originally set aside by Congress as a "comprehensive park, parkway, and playground system of the National Capital" (NPS, 2019). Access to the Parkway itself is available from I-495 to the north and from Route 235 to the south.

There are several parks within the GWMP including Fort Hunt Park, Jones Point Park, Turkey Run Park, and Lady Bird Johnson Park which are all open to the public. The Dyke Marsh Wildlife Preserve is accessible by foot or boat. The Mount Vernon Trail is an 18-mile paved trail within the GWMP that connects various regional trails including the Potomac Heritage Trail. All of these parks and other recreational areas are accessible by foot, car, and in some cases public transportation.

Relationship to other similarly used land in the vicinity: The GWMP is unique compared to other parks in the vicinity due to its size and opportunity for recreational activities while also providing extensive habitat for local wildlife. There are other parks in the immediate study area owned by the FCPA which are also open to the public and have some similar features including sports fields and trails, but do not front the Potomac River to the same extent. The GWMP is similar to Scott's Run Nature Preserve, Clara Barton Parkway, Great Falls Park, and River Bend Park, as they all have trails through similar landscapes along the Potomac River and habitat for rare plants and animals.

Clauses affecting ownership: Land within the GWMP is owned by the NPS. No known clauses affect ownership of this public property.

Unusual characteristics: GWMP has no known unusual characteristics other than those that qualify it for listing on the NRHP and consideration under Section 4(f) of the US Department of Transportation Act of 1966.

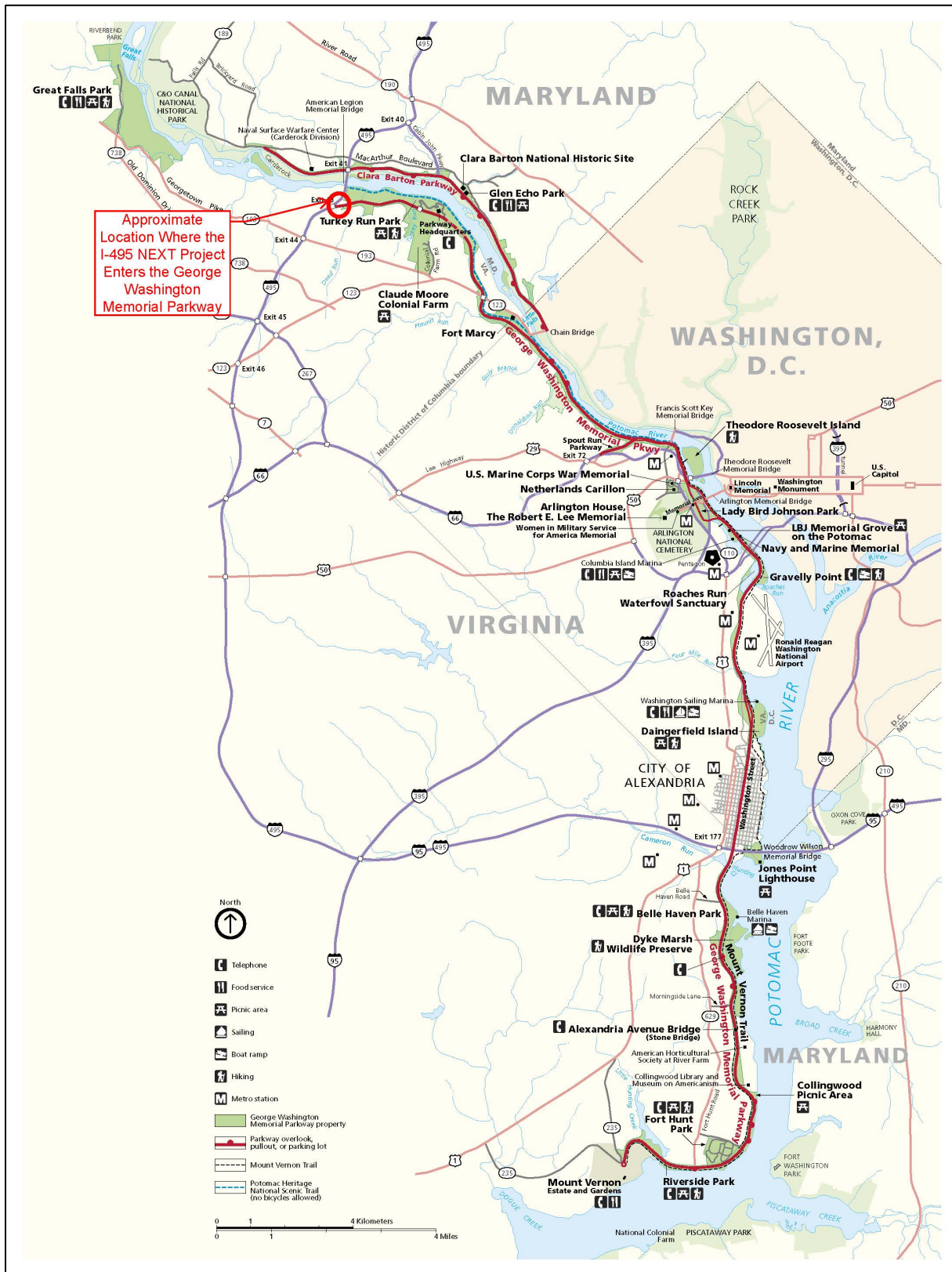


Figure 3. George Washington Memorial Parkway-National Park Service Map



Figure 4. George Washington Memorial Parkway within the Study Area and LOD

3.2.2 Scott's Run Nature Preserve

Description of the Section 4(f) property: Scott's Run Nature Preserve is an approximately 336-acre preserve located in McLean, north of Georgetown Pike and west of the I-495 corridor. Approximately 25 acres of the Preserve fall within the study area (see Figure 5).

Ownership and type of Section 4(f) property: The Preserve is operated by the FCPA and is a publicly owned and publicly accessible recreational area; therefore, it is considered to be a Section 4(f) property. In addition, the Preserve as noted in Fairfax County land records was acquired with Land and Water Conservation Funds; therefore, Section 6(f) also applies (see Section 4.0). Virginia Electric Power Company (now Dominion Energy) holds an easement along the portion of the Preserve that abuts existing I-495 (see Figure 6).

Features and functions: The Preserve is predominantly made up of natural woods, bluffs, and hiking trails. The recreational activities within the Preserve include walking, hiking, bird watching, wildlife viewing, educational programming, and other similar activities. Scotts Run stream flows from near Tysons Corner Shopping Center, through the adjacent Scotts Run Stream Valley Park, through the Preserve itself, over a small waterfall – Scott's Run Falls – and into the Potomac River. The Potomac Gorge is also a part of Scott's Run Nature Preserve, which features diverse landscapes, rare plants and animals, and one of the rarest biological ecosystems in the mid-Atlantic. The only building facilities that exist within the Preserve are informational signs at the entrance and occasionally along the trails.

Access: The Preserve is a publicly accessible recreational area with two available entrances, both from Georgetown Pike and featuring small parking lots that lead to trailheads within the Preserve. One entrance sits alongside the stream, and the other has trails leading to the bluffs above the Potomac River (Fairfax County, 2020a).

Relationship to other similarly used land in the vicinity: In comparison to other parks in the vicinity, Scott's Run Nature Preserve is most similar to the GWMP, as they both feature trails and opportunities to experience similar landscapes and wildlife habitat. It is different from other parks nearby, and from other parks in the county that are owned by FCPA, due to its lack of facilities such as sports fields, a visitors' center, or restrooms.

Clauses affecting ownership: Land within Scott's Run Nature Preserve is owned by the FCPA with an existing easement held by Virginia Electric Power Company (now Dominion Energy) for the portion of the Preserve that abuts existing I-495. No known clauses affect ownership of this property.

Unusual characteristics: Scott's Run Nature Preserve has no known unusual characteristics other than those that qualify the property for consideration under Section 4(f) of the US Department of Transportation Act of 1966 and Section 6(f) of the Land and Water Conservation

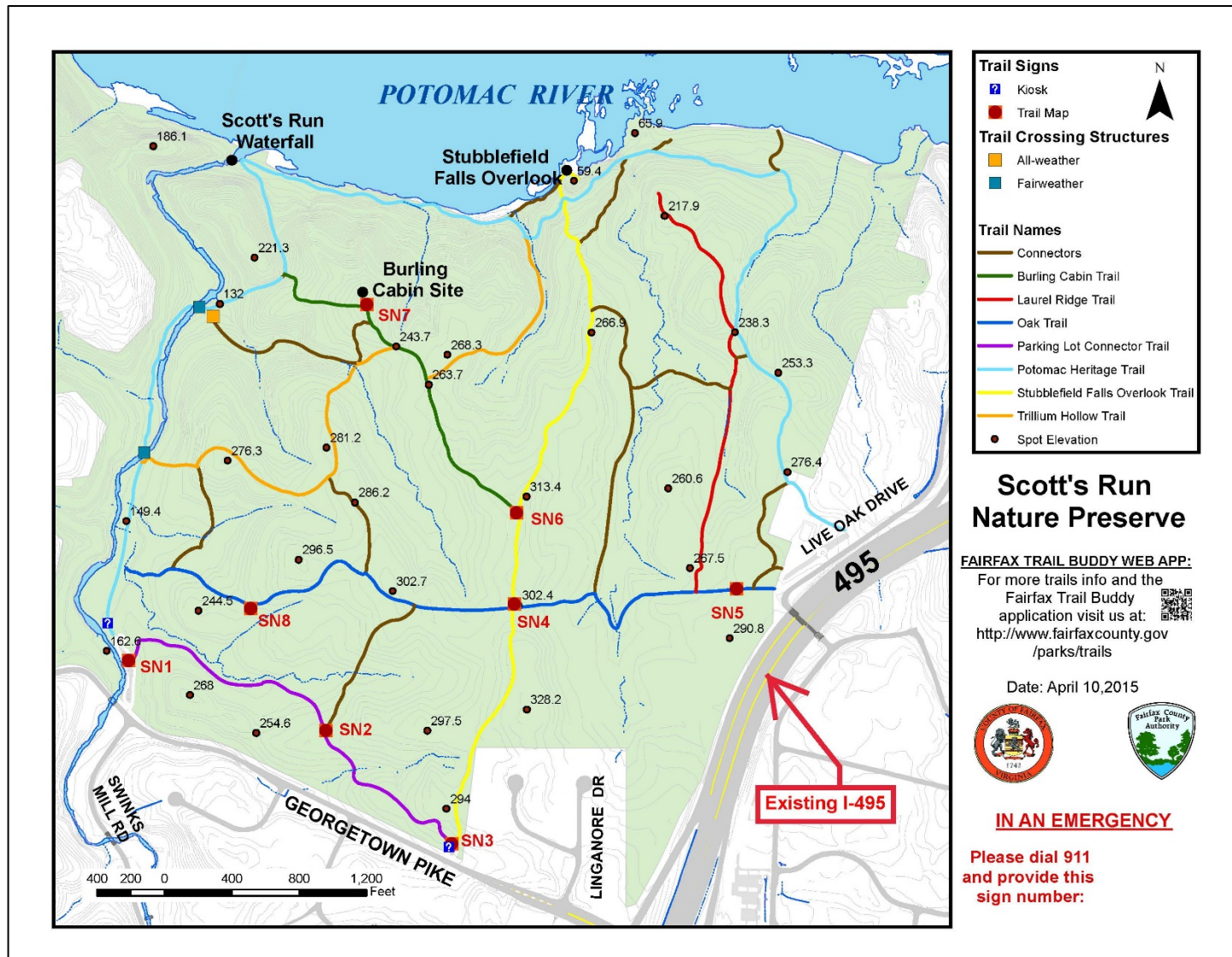


Figure 5. Scott's Run Nature Preserve Trail Map- Fairfax County Trial Buddy Website



Figure 6. Existing Virginia Electric Power Company (now Dominion Energy) Easement within the Scott's Run Nature Preserve

The Build Alternative would require the use of land from both the GWMP and the Scott's Run Nature Preserve, and the Section 4(f) impacts are anticipated to be considered *de minimis* under 23 CFR 774.17 or, in the case of temporary impacts, qualify as an Section 4(f) exception (23 CFR 774.13). Because the impacts are anticipated to be considered *de minimis* or temporary in nature, avoidance alternatives or analysis of least overall harm are not anticipated to be required.

3.2.3 Potential Section 4(f) De Minimis Impacts

A *de minimis* impact is one that will not adversely affect the features, attributes, or activities qualifying the property upon which the impact occurs for protection under Section 4(f) (23 CFR 774.17).

Before FHWA can make a *de minimis* impact determination for parks, recreation areas and refuges such as the Scott's Run Nature Preserve, the following coordination must be undertaken:

- Public notice and an opportunity for public review and comment concerning the effects on the protected activities, features, or attributes of the property must be provided. This requirement will be satisfied in conjunction with the public hearings and the public review/comment period following publication of the EA.
- The Official(s) with Jurisdiction (OWJ) over the properties must be informed of FHWA's intent to make a *de minimis* impact determination. The OWJ for Scott's Run Nature Preserve is FCPA.
- Following the opportunity for public review and comment as indicated above, the OWJ over the property must concur in writing that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection. This concurrence may be combined with other comments on the project provided by the official(s).

FHWA can only make *de minimis* impact determination for a historic property like the GWMP, if the following conditions are met:

- Written concurrence on a Section 106 finding of "no adverse effect" or "no historic properties affected" must be received from the Virginia State Historic Preservation Officer (SHPO).
- The SHPO must be informed of FHWA's intent to make a *de minimis* impact determination based on their concurrence in the finding of "no adverse effect" or "no historic properties affected."
- The Section 106 consulting parties must be consulted.

Accordingly, the public and the OWJ over both the Scott's Run Nature Preserve (i.e., FCPA) and the George Washington Memorial Parkway (i.e., NPS and SHPO) are hereby notified that FHWA intends to make a *de minimis* impact determination with respect to the proposed project's use of both the properties.

3.2.4 Temporary Occupancy

A temporary occupancy of a Section 4(f) property is not considered a Section 4(f) use if the occupancy meets the following conditions (23 CFR 774.13):

- The duration of the occupancy is less than the time needed for construction of the project and there would be no change in ownership.
- The scope of the work is minor, i.e., both the nature and magnitude of the changes to the property are minimal.
- There are no anticipated permanent adverse physical impacts, and there is no interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis.

- The land is fully restored, i.e., the property is returned to a condition which is at least as good as that which existed prior to the project.

There must be documented agreement of the OWJ over the Section 4(f) property regarding the above conditions. Based on the preliminary design, the temporary occupancy of the Scott's Run Nature Preserve is anticipated to meet the conditions.

3.2.5 Trails and Bike Facilities

Section 4(f) does not apply to trails, paths, bikeways, and sidewalks (see 23 CFR 774.13(f)(3)(4)) that occupy a transportation right-of-way without limitation to any specific location within the right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained, and these facilities are part of the local transportation system which function primarily for transportation.

The following trails, paths, bikeways, and sidewalks were identified within the study area:

- Oak Trail – approximately 71 feet within LOD
- Live Oak Trail and Sidewalk – approximately 4,241 feet within LOD
- Balls Hill Road – approximately 2,579 feet within LOD
- Benjamin Street – approximately 56 feet within LOD
- Georgetown Pike – approximately 660 feet within LOD
- Lewinsville Road – approximately 730 feet within LOD
- Westpark Drive – approximately 540 feet within LOD
- Beltway and Tysons Old Meadow – approximately 3,086 feet within the LOD
- Jones Branch Drive Bridge – approximately 1,110 feet within the LOD
- Jones Branch Connector – approximately 314 feet within the LOD
- Old Dominion Drive – approximately 1,384 feet within the LOD

As the portions of these facilities are within the study area and are located within the transportation right-of-way, as there is no known easement (or other instrument) requiring the facilities to be in their specific location and the existing continuity and use of the trails will be maintained in all proposed actions, the aforementioned provision is applicable with respect to the permanent impact of the proposed action. Additionally, as these facilities would remain open and operational during construction, the aforementioned exception is also applicable to any temporary (construction) impacts related to the proposed action. VDOT typically maintains safe pedestrian access where it currently exists on roadway projects, and project-specific maintenance of traffic plans would be developed accordingly.

3.2.6 Identified Section 4(f) Impacts

George Washington Memorial Parkway

Recreational Area Impacts

The GWMP is a public land holding that contains a variety of land uses including recreation in the form of trails, parks and scenic vistas. No identified recreational areas (trails, parks or scenic vistas) within the GWMP would be impacted by the I-495 NEXT Project.

The area in which an easement is likely to be acquired as a result of the I-495 NEXT Project abuts existing highway right-of-way with no public access and has a primary use as transportation. The Design-Build contractor will be required to keep access to the GWMP open at all times.

Historic Impacts

As noted above, Section 4(f) requirements may be met if FHWA determines that the use of the property will have a *de minimis* impact. In the case of the I-495 NEXT Project, the GWMP is listed on the NRHP and is therefore subject to the requirements of Section 4(f) as an historic site. In order for FHWA to make such a determination for historic resources, the following conditions must be met:

- Written concurrence on a Section 106 finding of “no adverse effect” or “no historic properties affected” must be received from the SHPO. – As shown on Figure 7, the Build Alternative is expected to acquire an easement from the GWMP to allow for project elements to tie in to the existing parkway footprint. The amount of easement is yet to be determined and will be based on-going coordination efforts with the NPS. Exact easements amounts will be included within the FHWA NEPA decision document.

The area from which the easement would be acquired abuts the existing GWMP eastbound lanes and incorporates the removal of vegetation necessary for the construction of the tie-in and fly-over ramps (located outside the GWMP boundary) associated with the I-495 NEXT Project. Additionally, in various locations along the existing GWMP, VDOT proposes to add new express lane tolling signage.

Where appropriate, existing I-495 guide signage would be consolidated to reduce the overall number of signs appearing in one area of the GWMP, while in some locations new guide signs would be added to the existing viewshed. Views of the Potomac River and Potomac Palisades will be maintained with no impact to existing viewsheds. Equipment access on GWMP land, if necessary, will use temporary crossings within the previously-disturbed roadway footprint of the existing parkway, the equipment will be removed as soon as work within the GWMP property is completed, and the area will be returned to its original condition. Minor changes in noise levels due to closer proximity of highway right-of-way and visual quality due to vegetation clearing could occur. Access to the GWMP would not be impacted by the proposed project and would remain as it currently exists. The Design-Build contractor will be required to keep access to the GWMP open at all times.

The SHPO concurred with the National Register eligibility recommendations proposed by VDOT on August 14, 2019 and November 20, 2019. VDOT continues coordination with the NPS and the SHPO to reach a consensus on the project’s effect on historic resources. VDOT believes that the proposed undertaking will not diminish the setting and feeling of the only historic resource identified during the course of the fieldwork for this project, the GWMP. Therefore, consistent with 36 CFR §800.5.b of the NHPA, VDOT anticipates that the undertaking will have no adverse effect, with conditions to avoid adverse effects, on the GWMP.

- The SHPO must be informed of FHWA’s intent to make a *de minimis* impact determination based on their concurrence in the finding of “no adverse effect” or “no historic properties affected.” VDOT’s letter to the SHPO will inform them of FHWA’s intent to make a *de minimis* determination based on their concurrence with the “no adverse effect” finding.
- The Section 106 consulting parties must be consulted – VDOT is currently coordinating with the SHPO and the NPS. A final determination of effects will be made after the identification of a preferred alternative in the FHWA environmental decision document.

Coordination

Coordination began with scoping letters being sent to both the SHPO and the NPS on 06/25/2018. Additional coordination (including as part of the Section 106 review process) is on-going and will continue.

A detailed list of these coordination meetings with both the NPS and the SHPO is outlined below. This Section 4(f) and Section 6(f) Technical Memorandum, as an appendix to the EA, is being sent to the NPS and the SHPO as the OWJs over the GWMP for review and comment.

- 04/4/2019 - VDOT introduced the project's initial conceptual design to the NPS.
- 06/24/2019 - VDOT presented the traffic sensitivity analysis for the GWMP interchange ramps.
- 08/21/2019 - VDOT presented potential preliminary signing options for the proposed GWMP guide signs and express lane toll pricing signs.
- 10/16/2019 - VDOT provided the SHPO with a status update on the on-going coordination efforts with the NPS.
- 10/21/2019 - VDOT presented minimization and mitigation to the proposed signage and footprint impacts, by: (1) relocating and consolidating signs with existing and future signage associated with Maryland's project; (2) optimizing alignment and proposed grading elements. VDOT committed to prepare visualizations for NPS review and comment depicting options to reduce the project's footprint and impacts to NPS land.
- 12/12/2019 - VDOT presented a revised signage plan and three options illustrating different impacts to tree canopy where the I-495 NEXT Project ties into the GWMP. NPS requested additional visualizations of these options.
- 01/23/2020 - VDOT presented visualizations for three concepts that were presented on 12/12/2019. NPS requested two additional visualizations. NPS also requested that a tree survey be conducted where currently I-495 ties into the existing eastbound GWMP lanes.
- 02/06/2020 - VDOT prepared a final package of signage plans and visualizations of the proposed options along the GWMP (see Appendix A). This package also included a table and corresponding site plan that depicts the results of the NPS-requested tree survey.

Efforts to Minimize Harm and Mitigate Impacts

Based on on-going coordination efforts with the NPS and SHPO, the following measures to minimize harm and mitigate impacts to the GWMP have been identified:

- On-going design minimization efforts to reduce the project's physical project footprint and impervious surface area within the GWMP boundary.
- Continued collaboration with the NPS on potential enhancements to the visitor's "sense of arrival" including potentially relocating the GWMP entrance sign to a more prominently visible location within the park.
- Preparation of several preliminary design concepts and viewshed visualizations of potential projects impacts at the park boundary interface. This information was provided to the NPS in meetings on 12/12/2019 and 1/23/2019 and refined for submittal on 02/06/2020; the potential concepts and visualizations are included for review in Appendix A of this document.

- Completion of a tree survey in the vicinity of the eastbound GWMP lanes, with a commitment to minimize impacts to mature and healthy trees, and to restore vegetation disturbed by construction (including the use of native seed mix and re-planting of trees per NPS's tree replacement ratio of 1:1).
- On-going efforts to consolidate/reduce existing I-495 guide signage within the westbound lanes of the GWMP.
- Replacement of guide signing for the GWMP on the Capital Beltway to include new sign elements with brown backgrounds.
- Location of the Virginia toll signing outside of the park boundary.

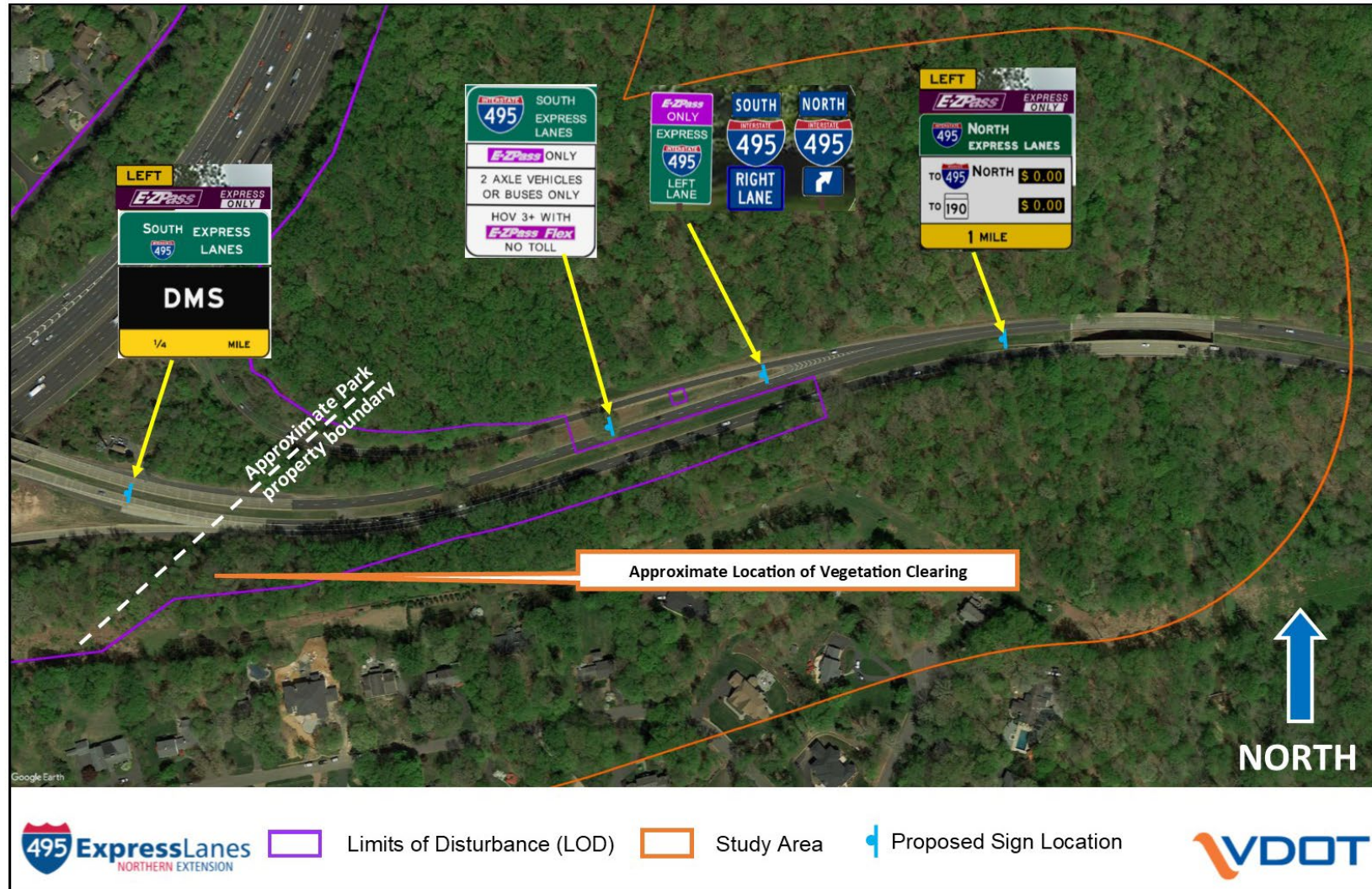


Figure 7. Section 4(f) Impacts Related to the George Washington Memorial Parkway

Scott's Run Nature Preserve

Impacts

Based on preliminary calculations, the proposed design for the project is anticipated to require permanent fee simple incorporation of up to approximately 1.20 acres of Preserve property, consisting of a strip of land along an existing noise barrier that does not contain any recreational features of the Preserve. A definitive calculation would be completed once more detailed design information is available.

As noted above, Section 4(f) requirements may be met if FHWA determines that the use of the property will have a *de minimis* impact. In order for FHWA to make such a determination for publicly owned parks, recreation areas, and wildlife or waterfowl refuges:

- The project must not adversely affect activities, features, or attributes of the Section 4(f) property – The proposed land take of approximately 1.20 acres of the Preserve is located adjacent to the existing noise barrier that runs along I-495 and would not adversely affect activities, features, or attributes of the Section 4(f) property (see Figure 8). Equipment access on Preserve land, if necessary, will use temporary crossings that will be removed as soon as work within the Preserve property is completed and the area will be returned to its original condition. No changes to the current trail system configuration within the Preserve are anticipated. Minor changes in noise levels due to closer proximity of highway right-of-way and visual quality due to vegetation clearing could occur. Access to the Preserve would not be impacted by the proposed project and would remain as it currently exists while the Preserve is open.
- There must be public notice and opportunity for public review and comment concerning the effects on the protected activities, features, or attributes of the property that qualify the property for Section 4(f) protection – VDOT will offer the public an opportunity to review and comment on the effects of the proposed *de minimis* impact. This requirement will be satisfied in conjunction with the public hearings and the public review/comment period following publication of the EA.
- OWJ over the park must concur that the project will not adversely affect the activities, features, or attributes of the park – This concurrence will be sought prior to the approval by FHWA of the NEPA decision document.

Temporary Occupancy

Planning-level estimates indicate a temporary grading and construction easement not to exceed 2.01 acres would be needed for grading and construction access (see Figure 8). A definitive calculation will be completed when more detailed design information is available. According to FHWA's regulations implementing Section 4(f), a temporary occupancy of Section 4(f) land does not constitute "use" under Section 4(f) if the following conditions are met (23 CFR 774.13(d)):

- Duration (of the occupancy) must be temporary (i.e., less than the time needed for construction of the project) and there should be no change in ownership of the land – Occupancy, construction, and required access in Scott's Run Nature Preserve will take only as long as necessary, which will be less than the time needed to build the entire facility.

A temporary easement to permit construction within a portion of the park will be effective only for the time needed to perform the work within the park property and will not be used to provide staging or construction access to other portions of the project. There will be no change in ownership of the park land involved in the temporary construction easement.

- Scope of the work must be minor (i.e., both the nature and the magnitude of the changes are minimal) – Both the nature and the magnitude of the changes to the property will be minimal. Existing shrubs and grasses may be cleared. Temporary erosion and sediment controls will be installed and maintained throughout the duration of the construction to prevent soil erosion and to manage stormwater runoff. Areas that can support vegetation will be reseeded and/or planted with appropriate ground cover.
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property that qualify the property for protection under Section 4(f), on either a temporary or permanent basis – The proposed temporary construction easement is not anticipated to have permanent adverse impacts nor permanent or temporary interference on the activities or purpose of Scott’s Run Nature Preserve. Land that is disturbed will be restored to its natural condition as soon as possible after construction is complete.
- The land being used must be fully restored (i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project) – The lands subject to any temporary construction easement will be returned to a natural condition which is at least as good as that which existed prior to project construction. The parkland will be revegetated with appropriate species and, if necessary, some hardened materials may be placed in areas where erosion is possible, and revegetation would be difficult due to shading.
- There must be a documented agreement from the FCPA regarding the above conditions – VDOT believes the proposed temporary occupancy of the Scott’s Run Nature Preserve does not constitute a use under Section 4(f) based on the above information. VDOT has requested that the FCPA concur in writing with this assessment prior to the approval by FHWA of the NEPA decision document

Table 3-2. Impacts Related to the Scott’s Run Nature Preserve

| | Permanent Impacts (Acres) | Temporary Occupancy (Acres) |
|---|---------------------------|-----------------------------|
| Proposed Right-of-Way Acquisition from Scott’s Run Nature Preserve (Section 4(f) Use) | 0.30 | None |
| Proposed Right-of-Way Acquisition from Virginia Electric Power Company Easement (Section 4(f) Use) * | 0.90 | None |
| Area Between Proposed Right-of-Way/Easement Limits and Limit of Disturbance (Proposed Non-Section 4(f) Use) | None | 2.01 |
| Total Section 4(f) Use of Scott’s Run Nature Preserve | 1.20 | None** |
| Remaining Existing Virginia Electric Power Company Easement (Non-Section 4(f) Use) | 1.29 | None |
| Proposed Additional Virginia Electric Power Company Easement (Non-Section 4(f) Use) *** | 1.01 | None |

*The proposed right-of-way acquisition within the Virginia Electric Power Company easement (land that is owned by the FCPA) is land being converted to a transportation facility and is therefore subject to the requirements of Section 4(f).

** Pending concurrence from the FCPA.

*** This easement area is not being converted to a transportation facility and is not subject to the requirements of Section 4(f).

Note: Virginia Electric Power Company (now Dominion Energy)

Source: VDHR V-CRIS GIS Data, 2018

Coordination

Coordination that has occurred to-date is described below. Additional coordination activities are on-going and will continue, including the determination of whether any impacts will adversely impact the features, attributes, or activities that qualify the Scott's Run Nature Preserve for protection under Section 4(f).

- VDOT initiated coordination with the FCPA through scoping correspondence. Individual meetings have also been conducted with the FCPA and are detailed below. This Section 4(f) and Section 6(f) Technical Memorandum, as an appendix to the EA, is being sent to the Executive Director of the Fairfax County Park Authority for review and comment.
 - 04/09/2019 - VDOT provided with the FCPA with an introduction to the project including a project overview and project next steps.
 - 07/01/2019 - Coordination meeting held with FCPA to provide a project status update and present the preliminary impacts to the Scott's Run Nature Preserve as a result of the I-495 NEXT Project. This meeting also included an introduction of the potential Section 4(f) *de minimis* approach.
 - 12/20/2019 - VDOT met with representatives from Dominion Energy and the FCPA regarding potential impacts to the Virginia Electric Power Company (now Dominion Energy) easement and focused on strategies to minimize easement impacts in the preserve.
 - 02/06/2020 - Coordination meeting held with FCPA to provide a project status update and to present the revised impacts to the Scott's Run Nature Preserve as a result of the I-495 NEXT Project, including a draft Section 4(f) *de minimis* letter.

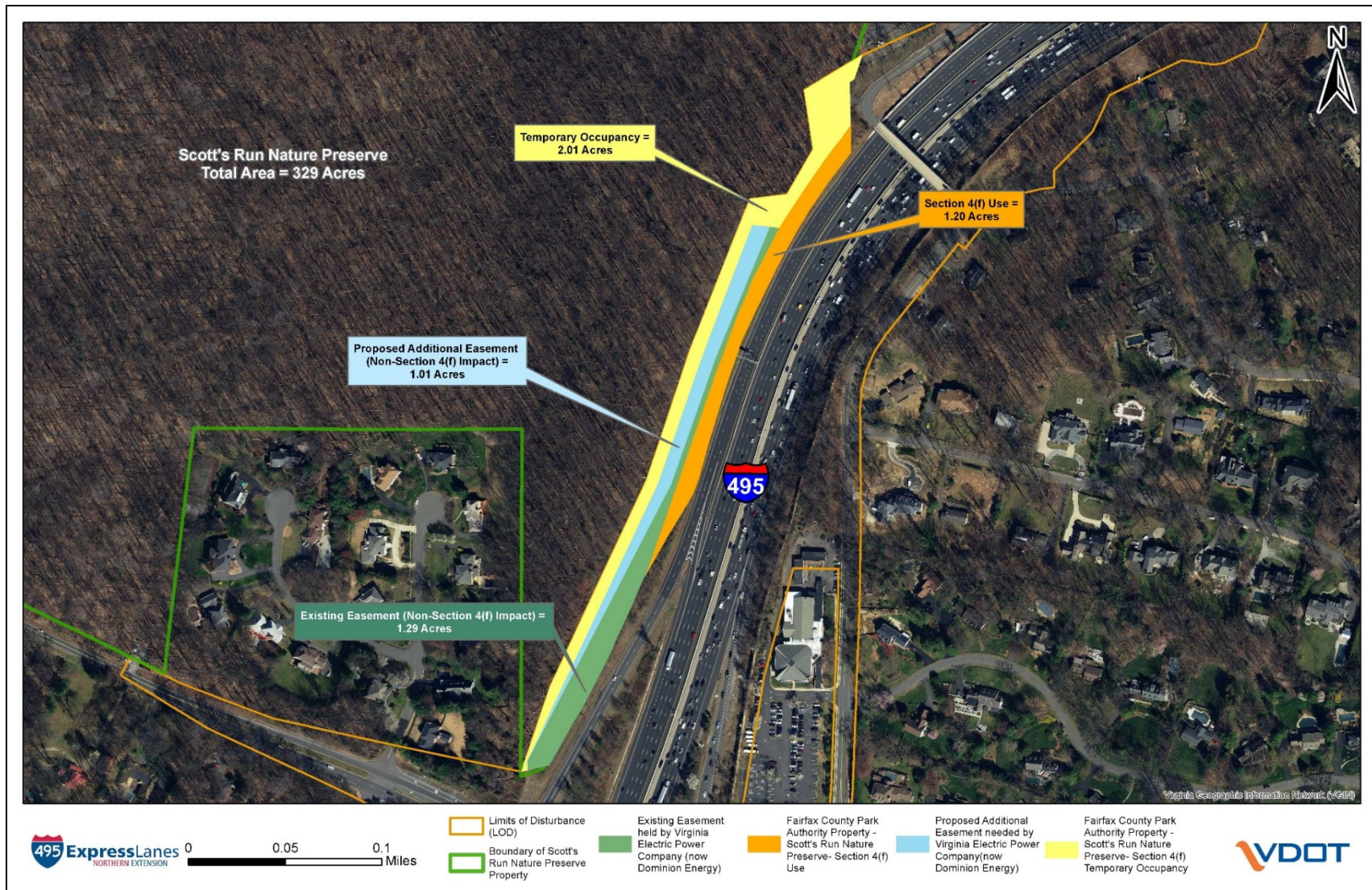


Figure 8. Section 4(f) Impacts Related to Scott's Run Nature Preserve

Efforts to Minimize Harm and Mitigate Impacts

VDOT will adhere to the following minimization efforts and mitigation measures for Scott's Run Nature Preserve:

- Avoid impacts to the recreational use of the property so that the project will not adversely affect activities, features, or attributes of the Preserve.
- Stabilize areas of land disturbance within Scott's Run Nature Preserve as a result of the I-495 NEXT Project using a native seed mix, as specified by FCPA.
- Minimize potential encroachment into Scott's Run Nature Preserve by staying within utility easement, to the extent possible, within the boundaries of the Preserve.
- As part of the overall design for the I-495 NEXT Project, the Build Alternative includes an approximately 3.1-mile, 10-foot-wide shared use path, consistent with the *Fairfax County Countywide Trails Plan Map* (FCDPZ, 2018) that could provide improved local access to the Preserve trail system (see Figure 9). The path is proposed to begin near the south end of the project corridor at Timberly Lane near Lewinsville Road and continue north along the west side of I-495 behind the proposed noise barrier. The path would continue underneath Old Dominion Drive with a spur in the southeast quadrant of the grade separation to access Old Dominion Drive near Dominion Court. The path would also have a spur to the existing Helga Place/Linganore Drive intersection just west of the Georgetown Pike interchange. The path is proposed to then cross I-495 on the south side of the proposed Georgetown Pike bridge and turn north at the Balls Hill Road intersection. The path would then continue along the west side of Balls Hill Road to the GWMP interchange where it may connect in the future to a proposed pedestrian crossing of the Potomac River adjacent to the ALMB. The path would also provide access to the existing sidewalk on Live Oak Drive which crosses I-495 just south of the GWMP interchange.

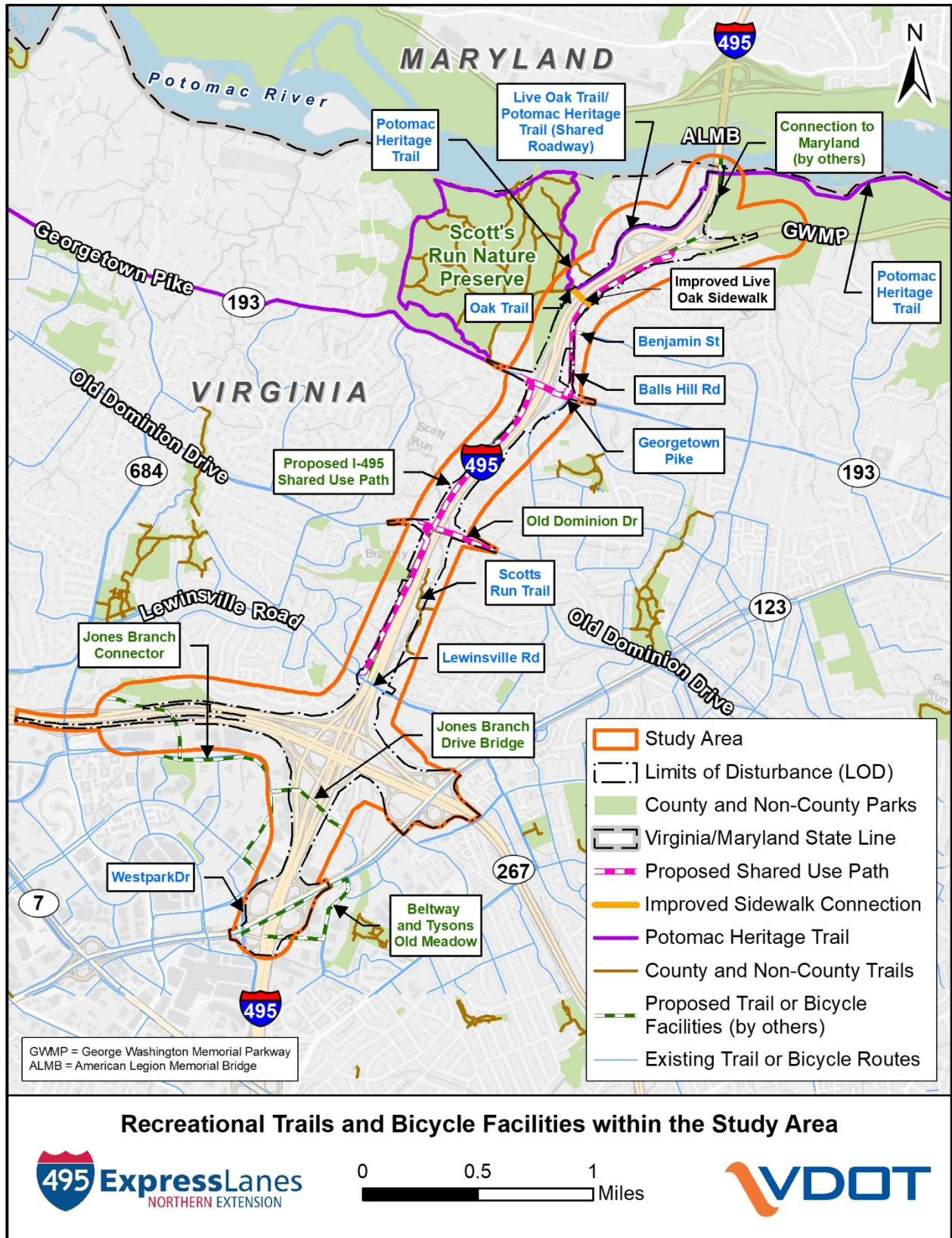


Figure 9. Proposed Shared Use Path

4.0 SECTION 6(F)

4.1 SECTION 6(F) RESOURCES

Section 6(f) of the U.S. Land and Water Conservation Fund Act of 1965 (16 U.S.C. 4601-4 to 4601-11) preserves, develops, and assures the quality and quantity of outdoor recreation resources through purchase and improvement of recreational lands, wildlife and waterfowl refuges, and other similar resources. Section 6(f) contains provisions to protect and maintain the quality of federal, state, and local investments in parkland and/or recreational resources. The Act established a funding source for federal acquisition of park and recreation lands and matching grants to state and local governments for recreation planning, acquisition, and development. Once purchased using these funds, these lands are protected from conversion to uses other than public outdoor recreational uses. Any such conversion must be in accordance with an existing comprehensive statewide outdoor recreation plan and must be approved by the Secretary of the Interior. If a conversion occurs, the land must be replaced with other recreational properties of at least equal fair market value and with reasonably equivalent usefulness and location. The conversion requirements for Section 6(f) land are outlined in 36 CFR 59.3. The Section 6(f) conversion process is usually conducted jointly by the Virginia Department of Conservation and Recreation (VDCR) and the US Department of Interior (USDOI), National Park Service following the completion of the NEPA process.

4.2 SECTION 6(F) IMPACTS

The Scott's Run Nature Preserve (described in Section 3.2.2) was developed with money from the Land and Water Conservation Fund Act. Therefore, the park is afforded additional protection under Section 6(f) of the Act. Under the Build Alternative, a conversion of Section 6(f) land is anticipated to occur. The LOD would utilize approximately 3.21 acres of land from the Scott's Run Nature Preserve and is a worst-case estimate based on best available design information (see Figure 10).

Land that would be converted from the Scott's Run Nature Preserve abuts existing I-495 right-of-way and is currently wooded with no pedestrian or recreational use. Therefore, no changes to the current trail configuration within the Preserve is anticipated. Minor changes in noise levels and visual quality could occur. Access to the Preserve would not be impacted by the proposed project and will remain as it currently exists.

A search of available replacement land near the existing Scott's Run Nature Preserve will be conducted to replace the Section 6(f) property associated with the I-495 NEXT Project. Coordination activities initiated during the NEPA phase will be concluded during the construction phase by the Design Build Contractor.

4.2.1 Coordination

During early coordination efforts, as well as on-going Section 4(f) coordination activities, the FCPA noted that the Scott's Run Nature Preserve was acquired and developed with assistance from the LWCF and requested that VDOT facilitate the identification of Section 6(f) replacement land. As noted in Section 3.2.2, the Build Alternative would incorporate portions of the Scott's Run Nature Preserve to highway right-of-way. This conveyance of park land will constitute a "conversion of use" under Section 6(f) of the LWCF Act. Following issuance by FHWA of the NEPA decision document, the Design- Build Contractor selected for the project will assume coordination with the FCPA regarding the conversion of land and the identification of replacement land for the Scott's Run Nature Preserve.

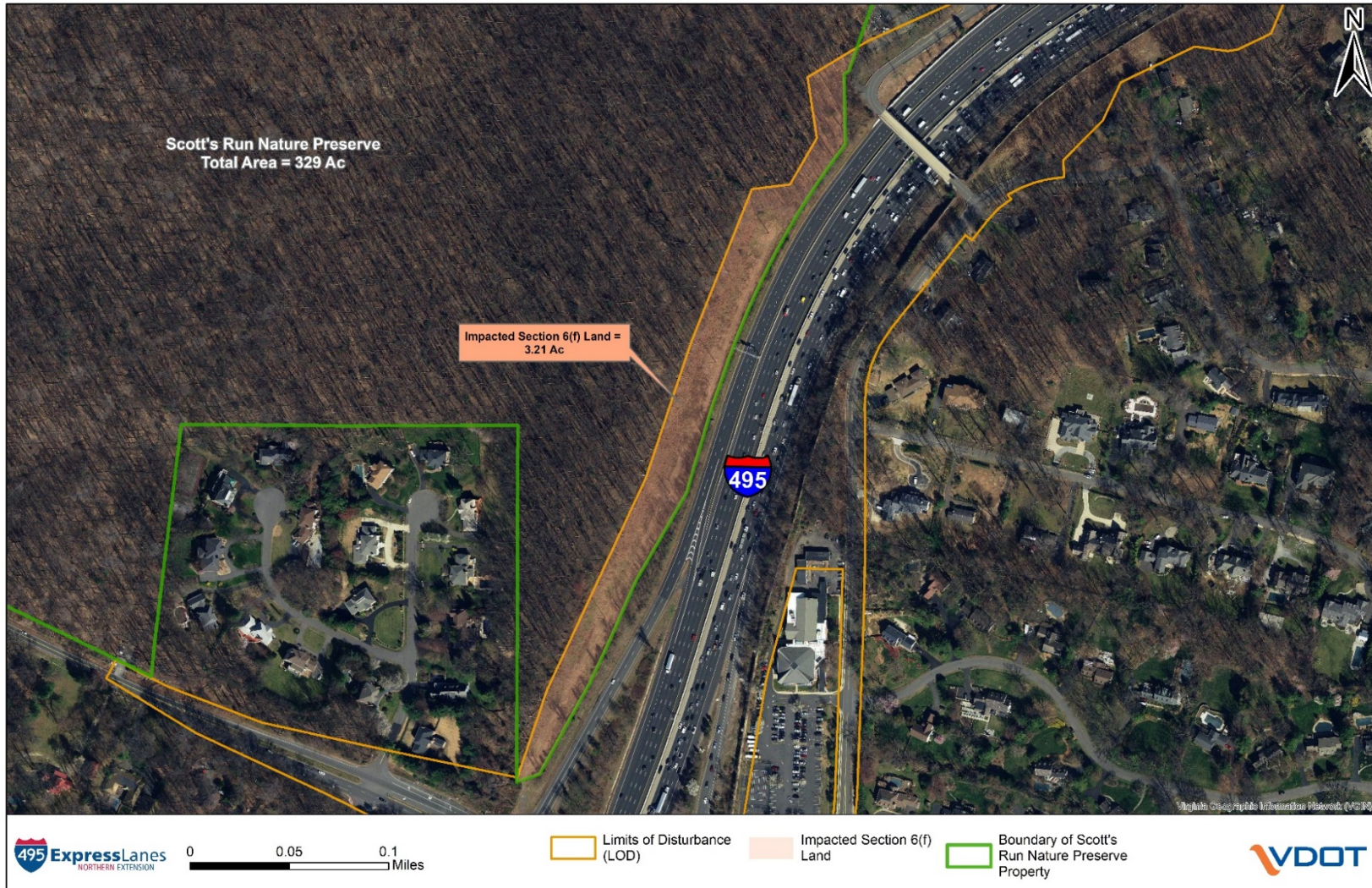


Figure 10. Section 6(f) Impacts Related to Scott's Run Nature Preserve

5.0 REFERENCES

- 6 U.S.C. 460(I)(8)(f). Section 6(f) of Land and Water Conservation Fund Act of 1965, as amended.
- 49 U.S.C. 303(c). Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended.
- 23 CFR Part 771.135. Environmental Impact and Related Procedures: Section 4(f) (49 U.S.C. 303). Federal Highway Administration.
- Virginia Department of Historic Resources (VDCR). (2018). Virginia Cultural Resources Information System (VCRIS). Last Accessed: February 2020. <https://www.dhr.virginia.gov/v-cris/>
- Fairfax County. (2020a). Scott's Run Nature Preserve. Last Accessed: February 2020. <https://www.fairfaxcounty.gov/parks/Scott's-run>
- Fairfax County. (2020b). Fairfax County Trail Buddy. Last Accessed: February 2020. <https://www.fairfaxcounty.gov/parks/trails/trail-buddy>
- Fairfax County Department of Planning and Zoning (FCDPZ). (2018). *Fairfax County Countywide Trails Plan Map*. Last Accessed: February 2020. <https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/documents/maps/trails-plan-map.pdf>
- Federal Highway Administration (FHWA). (1990). The Importance of Purpose and Need in Environmental Documents. Last Accessed: February 2020. https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_purpose_need.aspx
- George Washington's Mount Vernon. 2019. George Washington Memorial Parkway. Last Accessed: February 2020. <https://www.mountvernon.org/george-washington/facts/george-washington-memorial-parkway/>
- National Park Foundation. 2019. George Washington Memorial Parkway Information. Last Accessed: February 2020. <https://www.nationalparks.org/explore-parks/george-washington-memorial-parkway>
- National Park Service (NPS). 2019. Nature & Science. Last Accessed: February 2020. <https://www.nps.gov/gwmp/learn/nature/index.htm>
- National Park Service (NPS). 2015. Outdoor Activities. Last Accessed: February 2020. <https://www.nps.gov/gwmp/planyourvisit/outdooractivities.htm>
- Virginia Department of Transportation (VDOT). (2020a). *I-495 NEXT Alternatives Technical Report*.
- Virginia Department of Transportation (VDOT). (2020b). *I-495 NEXT Traffic and Transportation Technical Report*.

APPENDIX A

**George Washington Memorial Parkway
Visualizations and Tree Survey
(Consultation Package Prepared for National Park Service on February 6, 2020)**

- Attached by reference as a separate volume -

Appendix B: Agency Correspondence

I-495 Express Lanes Northern Extension - NEPA Scoping Questionnaire

1 message

Chad.Carper@faa.gov <Chad.Carper@faa.gov>

Fri, Jul 20, 2018 at 10:49 AM

To: Robert.Iosco@vdot.virginia.gov

Cc: Matthew.Thys@faa.gov

Good Morning Mr. Iosco – Please find below the Federal Aviation Administration's (FAA) responses to the subject questionnaire transmitted with your June 25, 2018 letter.

1. Please provide input on potential effects to resources under your agency's jurisdiction that could occur as a result of the proposed project. Any pertinent reports or documents that may support your conclusions would be greatly appreciated.

a. The proposed project will occur on property owned by the United States of America and leased to the Metropolitan Washington Airports Authority (Authority) via the attached lease. The proposed project is located outside the defined Airport boundary for Washington Dulles International Airport, but within the leased access highway. Please coordinate the proposed project with the Authority as the party responsible for all actions on the leased premises.

2. Are there any airport security concerns associated with the proposed project?

a. Please coordinate this question with the Authority.

3. Would roadway construction equipment pose any air navigation hazards?

a. Any equipment exceeding a height of two hundred feet (200') above ground level would require notification to FAA through the Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) web portal using the "IS NOT LOCATED on an airport" option. <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

4. Please provide information regarding any permits, authorizations, approvals, coordination, or review processes that may be required from your agency for this work.

a. Please coordinate the project with the Authority, who will engage the FAA as needed.

5. Please provide any other comments or feedback that you feel may be beneficial to the development of this study.

a. No comment.

Should you have any questions or need additional information, please do not hesitate to contact me.

Regards,

Chad

Chad Carper, Engineer

Washington Airports District Office

23723 Air Freight Lane, Suite 210

Dulles, VA 20166

703.661.1358 chad.carper@faa.gov



Lease of IAD-DCA between USA & MWAA March 2, 1987 (Fully Executed including Amendments 1-4).pdf
1947K

July 25, 2018

Mr. Robert Iosco
Virginia MegaProjects
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, VA 22030

RE: I-495 Express Lanes Northern Extension, Environmental Assessment
Request for Environmental Scoping Comments, Fairfax County, Virginia
VDOT Project Number: 0495-029-419, P101, UPC 113414

Dear Mr. Iosco:

Per your letter dated June 25, 2018 to Mr. John Potter regarding the referenced project, enclosed for your information are answers to your questionnaire requesting specific input on resources relevant to the Metropolitan Washington Airports Authority.

If you have any questions or need additional information, please contact Michael Hewitt at Michael.Hewitt@mwa.com or 703-572-0264.

Sincerely,



J. Brett Blanton, P.E., CEM
Deputy Vice President
Office of Engineering

JBB:mh:kmh

Enclosure



Subject: I-495 Express Lanes Northern Extension
NEPA Scoping Questionnaire, Fairfax County, Virginia
State Project Number: 0495-029-419, P-101; UPC 113414
Federal Project Number: NHPP-0495 (095)

1. Please provide input on potential effects to resources under your agency's jurisdiction that could occur as a result of the proposed project. Any pertinent reports or documents that may support your conclusions would be greatly appreciated.

A: No potential effects on resources are anticipated as a result of this project.

2. Are there any planned projects related to MWAA properties that may be affected by the proposed project?

A: There are two projects that may be affected by the project:

1. ***Widening of the Dulles Access Highway to 3 Lanes in each direction***
2. ***Construction of Ramp 3 as referenced in the Memorandum of Agreement between VDOT and MWAA for the improvement of access between the DTR and Dulles Access Highway and Capital Beltway dated May 7, 2010.***

3. Are there any environmental studies for MWAA properties pertinent for the study area?

A: MWAA is not aware of any pertinent environmental studies for the study area.

4. Are there any airport security concerns associated with the proposed project?

A: No airport security concerns are anticipated for the proposed project.

5. Would roadway construction equipment pose any air navigation hazards?

A: No roadway construction equipment is anticipated to pose any air navigation hazards.

6. Planning judgment is a structured process that will be used as part of this study to analyze and forecast potential indirect effects and cumulative impacts. Does your agency possess any reports, data sources, or expert input that you recommend be used to inform the use of planning judgement in this study? Additionally, any other tools or resources that your agency might be able to provide to aid in the identification of indirect effects and cumulative impacts would be appreciated and considered.

A: MWAA is not aware of any reports, data sources, expert input, or tools that would inform the use of planning judgement or aid in the identification of indirect or cumulative impacts.

7. Please provide information regarding any permits, authorizations, approvals, coordination, or review processes that may be required from your agency for this project.

A: The project as described would not require an update to the Dulles Airport Layout Plan (ALP). VDOT would be required to meet all applicable E&S and stormwater management requirements, and will be responsible for coordinating with MWAA regarding any changes to the existing Dulles Toll Road MS4 stormwater discharge permit. If any work will occur on federal land under lease to MWAA, a construction permit from MWAA may be necessary. The process for a construction permit remains the same as with previous VDOT projects such as Route 7 Bridge Widening and Route 28 4 Lane Widening. MWAA appreciates the opportunity to review and comment on the project through each stage of development.

8. Please provide any other comments or feedback that you feel may be beneficial to the development of this study.

A: No other comments at this time.

Re: I-495 Express Lanes Northern Extension (I-495 NEXT) - VDOT Project # 0495-029-419, P101 - NEPA Scoping Follow-up Request

1 message

Karen Greene - NOAA Federal <karen.greene@noaa.gov>

Wed, Aug 8, 2018 at 3:01 PM

To: "Iosco, Robert" <robert.iosco@vdot.virginia.gov>Cc: David O'Brien <david.l.o'brien@noaa.gov>, Brian D Hopper - NOAA Federal <brian.d.hopper@noaa.gov>

Hello Robert,

I have discussed this project with Habitat Division staff. From the information provided, it does not appear any aquatic resources under are jurisdiction will be affected by the project. As a result, we do not have any scoping comments at this time nor do we possess any information, data or reports that would assist in the analysis of effects. If any wetlands will be affected by this project, or if there are any water crossings or in-water work of which we are not aware, please let us know.

NOAA staff generally participate in in interagency VDOT meetings where projects such as this are discussed, and we will continue to do so. We are also available to discuss the project with you should in water work be proposed. We will also coordinate with the lead federal action agency or its non-federal designee to undertake consultations under our various authorities including the Magnuson Steven Fishery Conservation and Management Act and the Fish and Wildlife Coordination Act should the project impact fishery resources under our jurisdiction or their habitats.

David O'Brien in our Virginia field office is the primary point of contact for this project. He will be out of the office until August 22, 2018. If you have any questions before then or wish to discuss this project and our response, please don't hesitate to contact me.

Thank you.

Karen

Karen Greene
Mid-Atlantic Field Offices Supervisor
NOAA/National Marine Fisheries Service
Greater Atlantic Regional Fisheries Office
Habitat Conservation Division
James J. Howard Marine Sciences Laboratory
[74 Magruder Rd.](#)
[Highlands, NJ 07732](#)
732 872-3023 (office)

On Fri, Aug 3, 2018 at 12:51 PM, Iosco, Robert <robert.iosco@vdot.virginia.gov> wrote:

Thank you!

Robert Iosco
Special Project Development
Virginia Department of Transportation
Northern Virginia District
[4975 Alliance Drive](#)
[Fairfax, VA 22030](#)

Email: Robert.Iosco@VDOT.Virginia.gov
Telephone: 703-259-2764

On Fri, Aug 3, 2018 at 8:13 AM, Karen Greene - NOAA Federal <karen.greene@noaa.gov> wrote:

Hello,

I will look into the status of the response and get it to you early next week. I apologize for the delay.

Thank you.

Karen Greene
Mid-Atlantic Field Offices Supervisor
NOAA/National Marine Fisheries Service
Greater Atlantic Regional Fisheries Office
Habitat Conservation Division
James J. Howard Marine Sciences Laboratory
[74 Magruder Rd.](#)
[Highlands, NJ 07732](#)
732 872-3023 (office)

On Thu, Aug 2, 2018 at 5:16 PM, losco, Robert <robert.iosco@vdot.virginia.gov> wrote:

Dear Sir or Madam:

Pursuant to the requirements of the National Environmental Policy Act (NEPA) and related implementing regulations, VDOT, on behalf of the Federal Highway Administration (FHWA), is conducting an environmental review of the project referenced above. Your office or agency should have recently received a NEPA scoping letter and questionnaire requesting input based on your agency's area of expertise. Your comments and special knowledge are very important to the development of our study.

If you have already responded, thank you! If you have not, your timely response to the letter and questionnaire would be greatly appreciated. If you would like additional information or have any questions, please feel free to contact me.

Sincerely,

Robert losco
Special Project Development
Virginia Department of Transportation
Northern Virginia District
[4975 Alliance Drive](#)
[Fairfax, VA 22030](#)

Email: Robert.iosco@VDOT.Virginia.gov
Telephone: 703-259-2764

I-495 Express Lanes Northern Extension NAO-2006-07042

1 message

Fuerst, Lee A CIV USARMY CENAO (US) <Lee.A.Fuerst@usace.army.mil>

Tue, Jul 17, 2018 at 10:08 AM

To: "Simkins, John (FHWA)" <John.Simkins@dot.gov>

Cc: "losco, Robert" <robert.losco@vdot.virginia.gov>, "Okorn, Barbara" <Okorn.Barbara@epa.gov>, "alison_whitlock@fws.gov" <alison_whitlock@fws.gov>, "MARC.HOLMA@DHR.VIRGINIA.GOV" <MARC.HOLMA@dhr.virginia.gov>, "Prisco-Baggett, Kimberly A CIV USARMY USACE (US)" <Kimberly.A.Baggett@usace.army.mil>

Dear Mr. Simkins,

Attached please find USACE's response to the request to be a cooperating agency, federal lead agency designation, and scoping comments for the I-495 Express Lanes Northern Extension study. In addition, please find USACE's response to the questionnaire.


Please do not hesitate to contact me should you have any questions. We appreciate the opportunity to comment and look forward to working with you on this study.

Thank you.

Sincerely,

Lee A Fuerst
Environmental Scientist
U.S. Army Corps of Engineers
Norfolk District Regulatory Branch
803 Front Street, Norfolk, VA 23510
Office 757-201-7832 / Cell 757-536-5954

The Norfolk District is committed to providing the highest level of support to the public. In order for us to better serve you, we would appreciate you completing our Customer Satisfaction Survey located at http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey. We value your comments.

2 attachments **USACE comments NAO-2006-07042 I-495 Northern Express Lanes N. Ext.pdf**
82K **USACE response to questions I-495 Exp. Lanes Northern Ext. Study.pdf**
791K



Reply to
Attention of

DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NORFOLK DISTRICT
FORT NORFOLK
803 FRONT STREET
NORFOLK VA 23510-1011

July 17, 2018

Special Projects Virginia Regulatory Section
NAO-2006-07042, I-495 Express Lanes Northern Extension Study
Federal Project Number: NHPP-0495 (095)
State Project Number: 0495-029-419, P101; UPC: 113414

Mr. John Simkins
Planning/Environmental Team Leader
Federal Highway Administration, Virginia Division
400 North 8th Street, Suite 750
Richmond, Virginia 23219-4825

Dear Mr. Simkins:

This letter is in response to a letter dated June 25, 2018 received from Mr. Robert Losco of the Virginia Department of Transportation (VDOT) Northern Virginia District, soliciting scoping comments for a study to be undertaken to evaluate an extension of the I-495 Express Lanes. The study area would evaluate an extension to be located between the northbound and southbound general purpose lanes, for approximately three miles north from the Dulles Toll Road (VA 267) to the George Washington Memorial Parkway (GWMP) in Fairfax County, Virginia. In accordance with the National Environmental Policy Act (NEPA), an Environmental Assessment (EA) is being prepared with the Federal Highway Administration (FHWA) as the lead federal agency and VDOT as the Joint Lead Agency to FHWA.

It is likely the project will impact waters and/or wetlands regulated by the Norfolk District Army Corps of Engineers (USACE) under Section 10 of the Rivers and Harbors Act of 1899 and/or Section 404 of the Clean Water Act (33 U.S.C. 1344), and a permit or permits will likely be required for the improvements. The proposed project EA according to your letter will evaluate a single build and a no-build alternative. USACE still requires a thorough and robust alternatives analysis to ensure that all measures practicable have been incorporated to avoid and minimize any potential impact to wetlands and/or waters of the U.S.

USACE will participate as a cooperating agency in the preparation of the Environmental Assessment (EA). We recommend coordination with the Cooperating Agencies of draft sections of the EA prior to publishing the document. Such coordination will help to minimize future delays or problems that

can be addressed earlier in the process. We wish to participate in any interagency meetings and field reviews for this project to the extent possible.

We would like to emphasize that before you develop and evaluate the build alternative, waters and wetlands should be identified and mapped, and you should document how impacts to aquatic resources are avoided and minimized by the preliminary alternatives you identify. The project is proposed as a single build alternative; however, USACE recommends following a process similar to the NEPA Merged Process for Highway Projects in Virginia in regards to level of detail for review, data needs for various project milestones, and regular coordination with the appropriate state and Federal agencies.

While USACE recommends a jurisdictional determination, you should consider, at a minimum, all available information such as aerial photography, U.S.G.S. quad sheets, National Wetland Inventory (NWI) maps, and soil mapping of the study area, as well as review of aerial photography (including color infrared aeriels) by a qualified reviewer. Should FHWA and/or VDOT perform the assessment of jurisdictional areas through remote sensing, USACE recommends field verification of any areas which FHWA and/or VDOT notes need further evaluation. The more accurate the delineation, the better for the purposes of alternative analysis and project development that incorporates avoidance and minimization of aquatic resources.

USACE understands that due to the purpose of improving an existing interstate system within a highly developed area, alternative options may be constrained; however, given a single build alternative does not preclude the examination of other measures incorporated into the development of the design that could be utilized to avoid and minimize any potential impacts to aquatic resources. Measures to avoid and minimize impacts to streams and wetlands, such as bridging and alignment shifts, should be incorporated wherever practicable, and the environmental document should discuss avoidance and minimization measures considered. VDOT should coordinate with local VDOT district office to insure all former mitigation sites in the vicinity of the project have been identified. Relocation of streams and any impacts to mitigation sites should be avoided.

Our regulations require that we consider a full range of public interest factors and conduct an alternatives analysis in order to identify the least environmentally damaging practicable alternative (LEDPA), which is the only alternative we can authorize.

In addition to wetland and waters impacts, we must consider factors such as land use (including displacements of homes and businesses), floodplain hazards and values, water supply and conservation, water quality, safety, cost, economics, threatened and endangered species, historic and cultural resources, and environmental justice.

Identifying potential compensation for stream and wetland impacts early in the process of project development is critical. Wetland impacts are typically compensated at 2:1 for forested, 1:5:1 for scrub/shrub, and 1:1 for emergent. Typically, we require stream compensation for unavoidable stream impacts to greater than 300 linear feet of stream at a crossing. However, we also consider the cumulative impacts to streams from a given project, and may require compensation for shorter lengths of stream if there are many impacts at close proximity, or if there are multiple impacts to the same stream and/or its direct tributaries. USACE would consider all impacts at an interchange to be part of a single and complete project. We encourage natural channel design to the extent practicable for streams that must be relocated. We utilize the Unified Stream Methodology for determining how much stream compensation is required for projects. The use of mitigation bank credits or Virginia Aquatic Resources Trust Fund released credits within the watershed are the preferred methods for providing compensation for stream and wetland impacts. This proposed study area encompasses one watershed, Middle Potomac-Catoctin, HUC 02070008.

As part of the Corps of Engineers designation of lead federal agency authority, please note the following:

The proposed project may affect historic and cultural resources. Many projects funded by the Federal Highway Administration (FHWA) require permits from the Corps of Engineers. These projects are subject to compliance with Section 106 of the National Historic Preservation Act of 1966.

According to 36 CFR 800.2(a)(2):

"...If more than one Federal agency is involved in an undertaking, some or all [of] the agencies may designate a lead Federal agency, which shall identify the appropriate official to serve as the agency official who shall act on their behalf, fulfilling their collective responsibilities under section 106. Those Federal agencies that do not designate a lead Federal agency remain individually responsible for their compliance with this part."

Pursuant to the above provision, FHWA is hereby designated as the lead federal agency to fulfill the collective Federal responsibilities under Section 106 for the following undertaking:

I-495 Express Lanes Northern Extension Study (UPC: 113414)

The Corps authorizes FHWA to conduct Section 106 coordination on its behalf, including all required tribal coordination. Any Memorandum of Agreement prepared by FHWA under 36 CFR 800.6 should include the following clause in the introductory text:

"WHEREAS, pursuant to Section 10 and/or Section 404 of the Clean Water Act, a Department of the Army permit will likely be required from the Corps of Engineers for this project, and the Corps has designated FHWA as the lead federal agency to fulfill federal responsibilities under Section 106; and

In accordance with 50 CFR 401.07, FHWA is also designated as the lead Federal agency for consultation with the U. S. Fish and Wildlife Service and the National Marine Fisheries Service (NMFS) concerning potential effects to Federally-listed threatened and endangered species.

In addition, FHWA is designated as the lead Federal agency for consultation with NMFS for Essential Fish Habitat, as required under Section 305(b)(2) of the Magnuson Stevens Fishery Conservation and Management Act.

We appreciate your consideration including USACE in the early planning stages of this study and look forward to working with you.

Should you have any questions, you may contact Lee Fuerst at 757-201-7832 or lee.fuerst@usace.army.mil.

Sincerely,



Kimberly A. Prisco-Baggett, MBA
Chief, Special Projects Section

cc:
Virginia Department of Transportation
Virginia Department of Historic Resources
U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service

July 17, 2018

USACE Norfolk District
Special Projects Virginia Regulatory Section
NAO-2006-07042, I-495 Express Northern Extension Lanes Study
Federal Project Number: NHPP-0495(095)
State Project Number: 0495-029-419, P101; UPC: 113414

RE: Scoping Questionnaire Response

In response to a list of questions with your letter dated June 25, 2018, and we have the following responses, which pertain only to aquatic resources:

1. We recommend that in establishing a study area boundary for analyzing indirect and cumulative effects, you include an area of sufficient size to include any indirect downstream effects, such as potential water quality effects from roadway runoff, as well as cumulative effects the watershed has experienced. You may find that the boundary of the entire watershed is needed to sufficiently address these effects to aquatic resources. You should obtain information regarding impaired waters in the region and ascertain the basis for their designation as impaired, which may provide helpful information for establishing a geographic study area for your analysis of potential indirect and cumulative effects to streams. In determining a timeframe for evaluating cumulative effects, we recommend you consider the dates of construction of the interstate systems and any adjacent highways that are within and adjacent to the study area in setting a past date.
2. There are valid permits as well as the potential for preliminary jurisdictional determinations of delineated wetlands and/or waters of the U.S. within the proposed project area. We can provide VDOT with a record of impacts from authorized projects in the watershed, although the data are incomplete and most accurate only back to about 2007. At such time as you are conducting your cumulative effects analysis, if you will contact us we will provide the most current information. Attached are three maps of permitted projects within the proposed study area to include their USACE number, as currently found in our database. It should be noted that the location shown may not be accurate, especially for older project numbers. Should VDOT require additional documentation, such as jurisdictional determinations, on any of these permitted projects within the study area, a Freedom of Information Act (FOIA) request would be required to be submitted. Instructions on how to submit a FOIA request can be viewed at: <http://www.nao.usace.army.mil/Library/Freedom-of-Information-Act/>
Alternatively, any permitted projects and their corresponding applications

that were received and processed through the Virginia Marine Resources Commission, can be viewed on its publically available website.

We recommend coordination with local VDOT district offices to insure identification of any mitigation sites and/or preservation sites within the study area.

3. We have no specific comments at this time regarding potential induced growth, economic development and investment, or improved stormwater management but we agree that such effects should be considered as you develop your study. When developing your stormwater management plan, all stormwater facilities should be located outside of jurisdictional areas.
4. As part of your planning judgement process, we request that you coordinate with USACE and other federal agencies regarding the methodologies you propose to use for identifying resources for both direct and indirect impact analysis as well as the cumulative effects analysis. We do not have any tools to share that would be of use in indentifying indirect and cumulative effects other than our Regulatory database, from which we can provide some information about authorized impacts (as noted above). We recommend you refer to Virginia's record of identified impaired waters as one indicator of cumulative effects to surface waters. You may also wish to refer to the Virginia Department of Environmental Quality's WetCat program which will provide information regarding the condition of wetlands in the watershed, which can serve as an indicator of cumulative effects.
5. It is difficult to assess the level of permitting and/or authorization that might be required at this time until the study develops further and USACE has a clearer indication of the potential impacts (if any) to aquatic resources within our jurisdiction. We recommend coordination with the draft sections of the EA prior to publishing the document. The study is proposed as a single build alternative; however, USACE recommends that following a process similar to the NEPA Merged Process for Highway Projects in Virginia in regards to level of detail for review, data needs for various project milestones, and regular coordination with the appropriate state and Federal agencies during the planning and EA review stages could help to expedite potential permitting requirements.
6. We have no further comments at this time other than those included above in this letter.



Tysons

Nature Preserve

16-0-1



Swinks Mill

NAO-2014-00400-tca

NAO-2016-01545

NAO-2007-01559

NAO-2010-01092-tca

041949-03294

NAO-2019-01611-tca

495

02070008

NAO-2007-01555

Broyhill-Langley Estates

NAO-20

NAO-2012-01018-tca

NAO-2014-00166-tca

West Langley

NAO-2018-00040-tca

NAO-2012-02349-tca

Elmwood Estates

OLD DOMINION DR

CHURCHILL RD

CAPITOL VIEW DR

CAPITOL VIEW DR

Old Dominion Gardens

NAO-2014-00682-tca

ELIZABETH DR

ELIZABETH DR

NAO-2011-00762-tca

NAO-2016-00116-tca

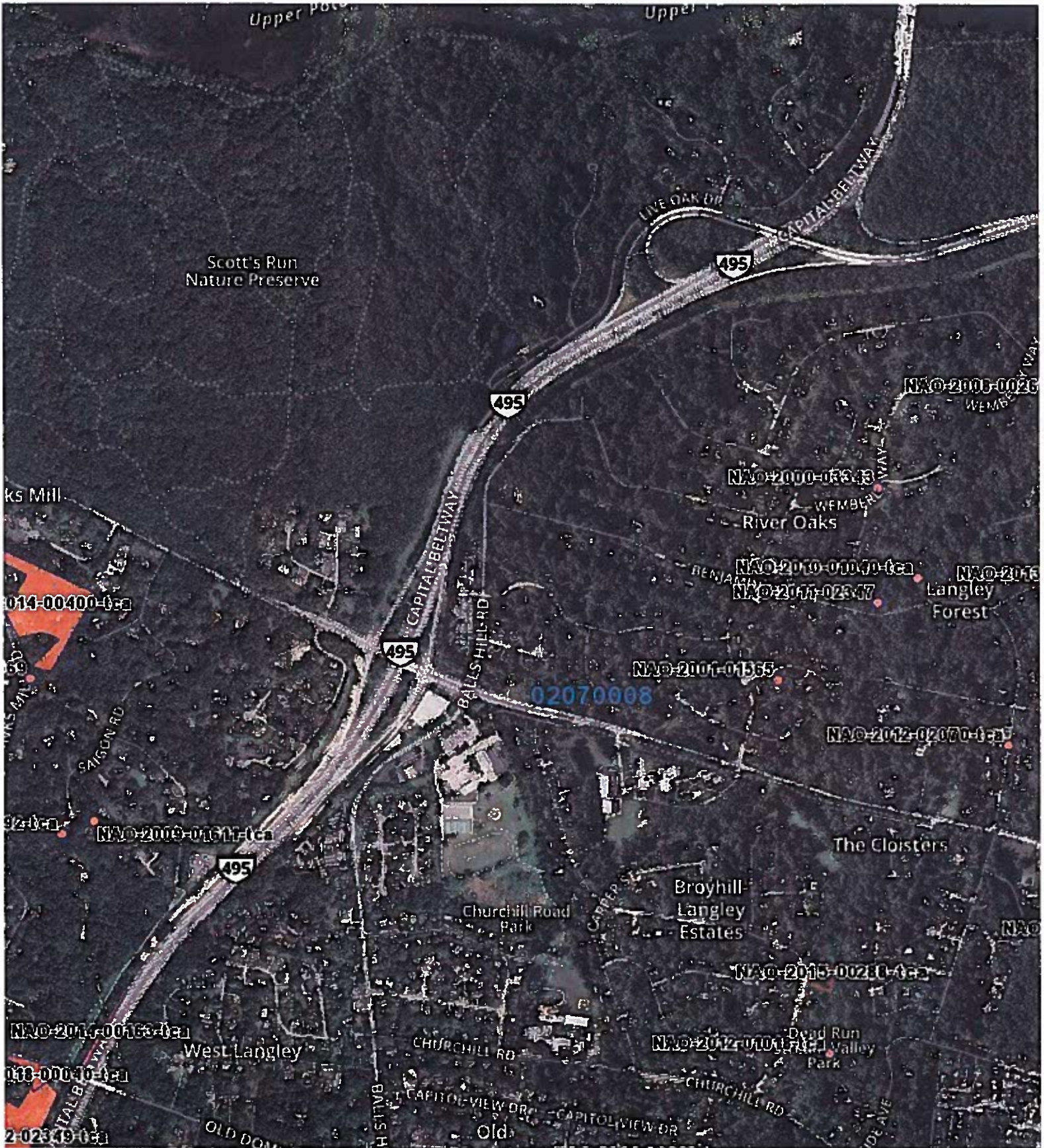
NAO-2002-01576

NAO-2005-02416

NAO-2007-03176-tca

DUNLANY DR

McLean Central Park



Scott's Run Nature Preserve

495

495

495

495

NAO-2000-0343

NAO-2006-0026

River Oaks

NAO-2010-01070-1ca

NAO-2011

NAO-2011-02347

Langley Forest

NAO-2001-01565

02070008

NAO-2012-02070-1-1a

NAO-2009-01611-1ca

The Cloisters

Broyhill Langley Estates

NAO-2015-00210-1ca

NAO-2012-01011-1ca

NAO-2014-00163-1ca

West Langley

Dead Run Valley Park

NAO-2014-00400-1ca

NAO-2011-02349-1ca

Old Dominion

Churchill Road

Churchill Rd

Churchill Rd

Ball's Hill Rd

Capitol View Dr

Capitol View Dr

Live Oak Ave

Live Oak Dr

Capital Beltway

Capital Beltway

Ball's Hill Rd

Saigon Rd

KS Mill

NAO-2014-00400-1ca

NAO-2011-02349-1ca

NAO-2014-00400-1ca

NAO-2011-02349-1ca

Upper Potomac

Upper Potomac

Subject: I-495 Express Lanes Northern Extension – NEPA Scoping Questionnaire
Fairfax County, Virginia
State Project Number: 0495-029-419, P101; UPC: 113414
Federal Project Number: NHPP-0495 (095)

1. Would the proposed project affect any prime or unique farmland?
This area is already dedicated to urban and would not be considered prime or unique farmland.

2. Would the proposed project affect erosion and stormwater runoff? If so, what recommendation do you have for alleviating the anticipated problem?
Yes, the proposed project will increase potential soil erosion, and stormwater runoff.

3. Do you have any other concerns regarding soil and water conservation in connection with this project?
No others are known @ this time.

4. Are there any foreseeable problems regarding reseeding or landscaping?
Yes, I would recommend the use of straw mulches , and/or the use of temporary nurse crops of small grains , until permanent seedings can become established.

5. Do you anticipate any detrimental impact or effect on groundwater?
No none known @ present.

6. Do you anticipate any adverse effect on flooding and, if so, would you have any recommendations for alleviating the anticipated problem?
Holding & sediment basins to store , and slow release of stormwater from pavement.

7. Please provide information regarding any permits, authorizations, approvals, coordination, or review processes that may be required from your agency for this project.
No permits, from NRCS , USDA , we are not an enforcement agency.

8. Please provide any other comments or feedback that you feel may be beneficial to the development of this study.
No, other comments at this time.

Stratton, Samantha

From: rachel_case@fws.gov on behalf of Virginia Field Office, FW5
<virginiafieldoffice@fws.gov>
Sent: Thursday, January 9, 2020 9:31 AM
To: Stratton, Samantha
Subject: Re: [EXTERNAL] Project Review: I-495 NEXT UPC #113414 - Fairfax County, VA

Categories: External

Hi Samantha,

We have no further comments on this project. For future reference, if the northern long-eared bat (NLEB) is the only species on your Official Species List, and you have utilized the determination key for this species--you do not need to submit anything to our office for review; the verification letter generated by that key fulfills your section 7 requirements with our office. Moreover, if you do have additional species, aside from the NLEB, you will need to submit a project package.

All the best,
Rachel

On Wed, Jan 8, 2020 at 11:48 AM Stratton, Samantha <Samantha.Stratton@kimley-horn.com> wrote:

Rachel,

Please confirm that your agency has no further comment on our determinations regarding this project.

Thank you,

Samantha Stratton | Environmental Analyst
Kimley-Horn | 11400 Commerce Park Drive Suite 400 Reston, VA 20191
Direct: 703 462 2706 | www.kimley-horn.com

Celebrating 12 years as one of FORTUNE's 100 Best Companies to Work For

From: Stratton, Samantha
Sent: Tuesday, November 26, 2019 3:45 PM
To: Virginia Field Office, FW5 <virginiafieldoffice@fws.gov>; rachel_case@fws.gov
Subject: RE: [EXTERNAL] Project Review: I-495 NEXT UPC #113414 - Fairfax County, VA

Hi Rachel,

We're in NEPA right now and we're not sure of impacts yet, but it can be preliminarily assumed that all 103 acres in the LOD will be cleared. I also have attached the NLEB determination key to this email for your reference.

Thank you,

Samantha Stratton | Environmental Analyst
Kimley-Horn | 11400 Commerce Park Drive Suite 400 Reston, VA 20191
Direct: 703 462 2706 | www.kimley-horn.com

Celebrating 12 years as one of FORTUNE's 100 Best Companies to Work For

From: rachel_case@fws.gov <rachel_case@fws.gov> **On Behalf Of** Virginia Field Office, FW5
Sent: Tuesday, November 26, 2019 2:57 PM
To: Stratton, Samantha <Samantha.Stratton@kimley-horn.com>
Subject: Re: [EXTERNAL] Project Review: I-495 NEXT UPC #113414 - Fairfax County, VA

Samantha,

Thank you for your project submission. Will this project require any tree removal?

Regards,

Rachel

On Thu, Nov 21, 2019 at 7:55 PM Stratton, Samantha <Samantha.Stratton@kimley-horn.com> wrote:

Citrix Attachments

Expires May 19, 2020

495_AllUSFWS_111919.pdf

29.2 MB

Download Attachments

Samantha Stratton uses Citrix Files to share documents securely.

On behalf of Robert Losco (Robert.losco@vdot.virginia.gov, (703) 259-2764) at the Virginia Department of Transportation (VDOT):

We have reviewed the referenced project using the Virginia Field Office's online project review process and have followed all guidance and instructions in completing the review. We completed our review on November 19, 2019 and are submitting our project review package in accordance with the instructions for further review.

The Virginia Department of Transportation (VDOT), in coordination with the Federal Highway Administration (FHWA) as the lead federal agency, is evaluating an extension of the Interstate 495 (I-495) Express Lanes between Tysons and the Virginia State Line. We are requesting your comments on potential effects to threatened and endangered species found within the study area in order to complete our technical reports for NEPA documentation. A project description can be seen below:

The Build Alternative would extend the existing four I-495 Express Lanes from their current terminus between the I-495/Route 267 interchange and the Old Dominion Drive Overpass north approximately 2.3 miles to the George Washington Memorial Parkway (GWMP). Additional improvements are anticipated to extend approximately 0.3 miles north of the GWMP to provide a tie-in to the existing road network at the American Legion Memorial Bridge (ALMB). The Build Alternative would retain the existing number of general purpose (GP) lanes in each direction between the I-495/Route 267 interchange and the ALMB, consistent with the configuration of the existing I-495 Express Lanes. Direct access ramps would be provided from the I-495 Express Lanes to the Dulles Toll Road and the GWMP. Access would also be provided between the Express Lanes and GP lanes.

According to USFWS IPaC, the Northern Long-Eared Bat (*Myotis septentrionalis*) is listed as a species of concern for the project. No winter hibernacula or maternity roosts were identified in the study area according to NLEB and MYLU & PESU Habitat Mappers, nor were any eagle nests identified on the CCB Bald Eagle Mapper. The enclosed project review package provides the information about the species, critical habitat, and bald eagles considered in our review, official species list, self-certification letter, and the species conclusions table which identifies our determinations for the resources that may be affected by the project. According to the 2016

Virginia Land Cover Dataset provided by the Virginia Geographic Information Network (VGIN) , there are 103 acres of forestland within our Limits of Disturbance (smaller than the study area shown in figures provided) that we are assuming will be impacted. Also attached are the database results and project mapping. Due to network issues on the USFWS IPaC website the Verification Letter for the NLEB Determination Key is not included in this packet, but will be sent as soon as possible.

We would appreciate your concurrence on our findings or any other comments USFWS may have.

Thank you,

Samantha Stratton | Environmental Analyst
Kimley-Horn | 11400 Commerce Park Drive Suite 400 Reston, VA 20191
Direct: 703 462 2706 | www.kimley-horn.com

Celebrating 12 years as one of FORTUNE's 100 Best Companies to Work For

I-495 Express Lanes Northern Extension Environmental Assessment – Request for Environmental Scoping Comments, Fairfax County, Virginia, VDOT Project Number: 0495-029-419, P101, UPC 113414

1 message

Whitlock, Alison <alison_whitlock@fws.gov>

Mon, Jul 2, 2018 at 2:49 PM

To: Robert.iosco@vdot.virginia.gov

Cc: Troy Andersen <troy_andersen@fws.gov>, Cindy Schulz <cindy_schulz@fws.gov>, "Golden, Amy (VDOT)" <amy.golden@vdot.virginia.gov>

Dear Mr. Iosco,

We recently received a letter regarding the subject project. We do not provide individual responses to requests for environmental reviews. Instead, we utilize an online project review process that can, if necessary and appropriate, lead to an individual response. The attached letter provides an overview of the process as well as a link to the process website. If you have additional questions regarding the process, don't hesitate to contact me.

Alison Whitlock

VDOT Liaison
US Fish & Wildlife Service
6669 Short Lane
Gloucester, VA 23061

Cell: 804-815-1989
Office Tel: 804-824-2410
Office Fax: 804-693-9032
Visit us at <http://www.fws.gov/northeast/virginiafield/>

 **20151030_Letter_Service to Interested Parties_Online Project Reviews SIGNED.pdf**
370K



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Virginia Field Office
6669 Short Lane
Gloucester, VA 23061

October 30, 2015

Greetings:

Due to increased workload and refinement of our priorities in Virginia, this office will no longer provide individual responses to requests for environmental reviews. However, we want to ensure that U.S. Fish and Wildlife Service trust resources continue to be conserved. When that is not possible, we want to ensure that impacts to these important natural resources are minimized and appropriate permits are applied for and received. We have developed a website that provides the steps and information necessary to allow any individual or entity requiring review/approval of their project to complete a review and come to the appropriate conclusion. This site can be accessed at: <http://www.fws.gov/northeast/virginiafield/endangered/projectreviews.html>.

The website is frequently updated to provide new species/trust resource information and methods to review projects. Refer to the website for each project review to ensure that current information and methods are utilized.

If you have any questions about project reviews or need assistance, please contact Troy Andersen of this office at (804) 824-2428 or troy_andersen@fws.gov.

Sincerely,

Cindy Schulz
Field Supervisor
Virginia Ecological Services

Subject: I-495 Express Lanes Northern Extension — NEPA Scoping Questionnaire
Fairfax County, Virginia
State Project Number: 0495-029-419, P101; UPC: 113414
Federal Project Number: NHPP-0495 (095)

1. Would the proposed project affect any neighborhood programs, properties, or projects under the jurisdiction of the HUD DC Field Office?

No. It does not appear that the I-495 Express Lanes Northern Extension will affect any neighborhood programs, properties or projects under the jurisdiction of the District of Columbia Field Office.

2. Please provide input on potential positive and negative indirect effects that could occur as a result of the proposed project, such as: induced growth, economic development and investment, or improved storm-water management. Any pertinent reports or documents that may support your conclusions would be greatly appreciated.

After review of the proposed project activity and the location for the proposed I-495 Express Lanes Northern Extension, the HUD District of Columbia Field Office finds the positive effect of the proposed project to be improved travel times on I-495 towards Maryland. Alternatively, the HUD District of Columbia Field Office cannot find any negative indirect effects that may occur resulting from improving the existing median of North-bound I 495 from the 267/I-495 exchange northward to the Maryland state line.

3. In this scoping package we have provided a snapshot of recent economic and social data from the U.S. Census Bureau within the study area. Do you concur this data reflects the current population profile in the vicinity of the study area? Additionally, please identify locations within or adjacent to the study area where you feel potential minority or low-income Environmental Justice populations should be considered.

The HUD District of Columbia Field Office, based on the census data presented, concurs the data appears accurate in terms of economic and social data. Based on the VDOT enclosed census income data compared to median income listings agrees that the target corridor does not appear to negatively impact any protected class communities as proposed.

4. Please provide information regarding any permits, authorizations, approvals, coordination, or review processes that may be required from your agency for this project.

There will be no permits, authorizations, approvals, review processes or coordination required from HUD for this above referenced proposed project.

5. Please provide any other comments or feedback that you feel may be beneficial to the development of this study.

Please let us know if any further questions come up. Thanks.



United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

IN REPLY REFER TO:

L76 (NCRO-LP)

July 25, 2018

Mr. Robert Iosco
Virginia MegaProjects
VDOT Northern Virginia District
4975 Alliance Drive
Fairfax, Virginia 22030

RE: NPS Environmental Scoping Comments – I-495 Express Lanes Northern Extension Environmental Assessment

Dear Mr. Iosco:

The following is in response to your June 25, 2018 letter requesting National Park Service (NPS) feedback to the Virginia Department of Transportation for the I-495 Express Lanes Northern Extension Environmental Assessment. The NPS understands that the project will evaluate the extension of the I-495 Express Lanes, to be located between the northbound and southbound general purpose lanes, for approximately three miles north from the Dulles Toll Road (VA 267) to the George Washington Memorial Parkway in Fairfax County. Based on the project's proximity and potential impacts to two units of the national park system, the NPS requests Cooperating Agency status on this project. The units within the corridor include:

GEORGE WASHINGTON MEMORIAL PARKWAY

The George Washington Memorial Parkway is a scenic roadway honoring the nation's first president that protects and preserves cultural and natural resources along the Potomac River below Great Falls to Mount Vernon. It is also a historic district listed in the National Register of Historic Places for its association with twentieth-century parkway design, engineering, landscape architecture, park planning and conservation, commemoration, and its association with George Washington.

A principal part of the legislated purpose of the George Washington Memorial Parkway is to protect the vistas and views along both sides of the Potomac River. The Parkway was the first comprehensively designed modern motorway built by the federal government based on the idea of a landscaped, park-like roadway corridor that protected riverfront lands and today includes an extension north to the capital beltway, as well as Spout Run Parkway and Clara Barton Parkway.

POTOMAC HERITAGE NATIONAL SCENIC TRAIL

The Potomac Heritage National Scenic Trail is a developing network of locally managed trails between the mouth of the Potomac River and the Allegheny Highlands, and is one of 30 congressionally designated scenic and historic trails in the national trails system. The designated Trail corridor embraces portions of five physiographic provinces and four states, the nation's capital, and 20 other units of the national park system. The Potomac Heritage National Scenic Trail designation provides a means to establish an inter-connected trail network between the mouth of the Potomac River and the Allegheny

Highlands and offers, through partnerships with and among agencies and citizen groups, exceptional hiking and other non-motorized recreational and educational experiences rich with geographic, ecological, historical, and social diversity. As a whole, the national scenic trail designation is being used locally and regionally as a catalyst to provide economic and health benefits, expanded non-motorized transportation options, improved educational and interpretive experiences, and connections among communities, historic sites, wildlife areas, and parks.

Below is our response to the environmental scoping questionnaire:

1. What parameters, if any, would you recommend be used for establishing a natural or cultural resources study area boundary in which to analyze the indirect effects and cumulative impacts to potentially affected resources?

Natural resource boundaries will vary depending on the resource. However, at this point, the assumed 600 foot buffer should be used in determining direct, indirect, and cumulative impacts to natural resources. The traffic analysis should consider what the impacts would be to traffic volume that would occur to the George Washington Memorial Parkway as a result of your proposal.

In terms of cultural resources, the Area of Potential Effect for cultural resources will be determined through the Section 106 process. The APE should consider direct and in-direct impacts to include, affects directly to the historic properties within the parkway, viewshed impacts of the interchange and any portions that are observable from the Parkway.

2. Within the study area you have recommended (see question one above), does your agency possess any data regarding past, present, or reasonably foreseeable impacts to natural or cultural resources that you believe should be taken into account when considering potential indirect and cumulative effects?

The NPS recently completed an EA for the rehabilitation of northern section of the George Washington Memorial Parkway

(<https://parkplanning.nps.gov/projectHome.cfm?parkID=186&projectID=65603>).

In addition, the NPS is about to embark on the rehabilitation of the Arlington Memorial Bridge (<https://parkplanning.nps.gov/documentsList.cfm?projectID=37120>).

Both of these projects will impact traffic along the Parkway and should be considered in your overall traffic analysis and considered as part of your cumulative impact analysis. Once there is a better understanding of the area of disturbance, NPS can determine whether there is any other site specific information that would be relevant to your study.

3. Are there any existing or planned parks, trails, or recreational sites that may be affected by the proposed project?

The boundary of the George Washington Memorial Parkway is located within the project's assumed 600 foot buffer (www.nps.gov/GWMP). In addition, the Potomac Heritage National Scenic Trail is located directly below the I-495 span along the Virginia side of Potomac River (<https://www.nps.gov/pohe/index.htm>).

4. Are there any significant historic sites that may be directly or indirectly affected by the proposed project?

As a designed cultural landscape, the geometry of the Parkway directs attention to carefully planned views and vistas of Washington's monumental core and its environs, which delicately balances buildings and structures with natural beauty of the Potomac Gorge. New or expanded roadway infrastructure has the potential to focus attention away from the landscape and detract from this scenic narrative. Similarly, the potential increase in shade and shadows from new infrastructure over the Parkway could affect the feeling of several spaces that make use of natural light and light direction.

The stone masonry guardwalls along the north section of the Parkway serve to delineate the Parkway, help to frame views, and provide a barrier between the roadway and steep slopes where there are substantial drop-offs into the Potomac River Gorge. The bridges, culverts, and guardwalls of the GWMP were faced or entirely constructed with materials such as rustic rough-cut stone masonry. Such structures were meant to complement the natural environment and are contributing resources to the GWMP historic district listed in the NRHP. The stone walls on the Parkway between Spout Run and I-495/Capital Beltway remain largely as originally constructed and thus retain their historic integrity.

- 5. Planning judgment¹ is a structured process that will be used as part of this study to analyze and forecast potential indirect effects and cumulative impacts. Does your agency possess any reports, data sources, or expert input that you recommend be used to inform the use of planning judgement in this study? Additionally, any other tools or resources that your agency might be able to provide to aid in the identification of indirect effects and cumulative impacts would be appreciated and considered.**

NPS is concerned with direct, indirect and cumulative impacts on natural and cultural resources under the purview of the George Washington Memorial Parkway. A thorough analysis should be undertaken for applicable natural and cultural resources in the study area to determine potential impacts of each alternative.

- 6. Please provide information regarding any permits, authorizations, approvals, coordination, or review processes that may be required from your agency for this project.**

The NPS will better be able to provide input on this question once there is better understanding of what is being proposed and how it will impact NPS administered resources.

- 7. Please provide any other comments or feedback that you feel may be beneficial to the development of this study.**

The George Washington Memorial Parkway is considered a Section 4(f) property as it is a significant historic property and publicly owned parkland. The potentially affected parkland contain significant cultural, historical and natural resource elements that NPS is charged with protecting. Any impacts on parkland will require analysis to determine the feasibility and identify associated mitigation measures.

Within the park, there is known presence of rare plant species, sensitive wildlife species, migratory birds, and federally threatened and endangered species as well as a high probability for Native American archeological sites. These will require special consideration and analysis when determining potential impacts from the project.


In addition, any actions that would require an NPS decision to be made (i.e., issuance of special use permit, transfer of jurisdiction, land exchange, right-of-way permit) require that the compliance with the

¹ [http://onlinepubs.trb.org/onlinepubs/archive/NotesDocs/25-25\(22\)_FR.pdf](http://onlinepubs.trb.org/onlinepubs/archive/NotesDocs/25-25(22)_FR.pdf)

National Environmental Policy Act (NEPA) and National Historic Preservation Act (NHPA) for this project be done in a manner that is easily adoptable by the NPS (43 CFR 46.120). To ensure this, close and frequent collaboration with the NPS is advised so that the NEPA compliance prepared meets both your agency's NEPA requirements and that of NPS. The NPS's Director's Order 12, Conservation Planning, Environmental Impact Analysis and Decision-Making, and accompanying Handbook sets forth the policy and procedures by which the NPS complies with NEPA (https://www.nps.gov/subjects/nepa/upload/NPS_NEPAHandbook_Final_508.pdf).

Once there is a better understanding of the potential NPS action, further information will be shared regarding the appropriate authorization and requirements. If you have any questions or need additional information, please feel free to contact me at (202) 619-7474 or at tammy_stidham@nps.gov. The NPS appreciates the opportunity to provide these comments.

Sincerely,



Tammy M. Stidham
Chief, Compliance and Planning
Lands and Planning

FW: I-495 Express Lanes Northern Extension Scoping

1 message

Okorn, Barbara <Okorn.Barbara@epa.gov>
To: "robert.iosco@vdot.virginia.gov" <robert.iosco@vdot.virginia.gov>

Mon, Jul 23, 2018 at 3:16 PM

From: Okorn, Barbara
Sent: Monday, July 23, 2018 1:17 PM
To: 'Simkins, John (FHWA)' <John.Simkins@dot.gov>; 'robert.iosco@vdot.gov' <robert.iosco@vdot.gov>
Cc: 'Fuerst, Lee A CIV USARMY CENAO (US)' <Lee.A.Fuerst@usace.army.mil>
Subject: I-495 Express Lanes Northern Extension Scoping

John,

EPA has reviewed your letter dated June 25, 2018 regarding the I-495 Express Lanes Northern Extension in Fairfax County, Virginia. The proposed Environmental Assessment (EA) will evaluate an extension of I-495 Express Lanes, to be located between the northbound and southbound general purpose lanes for approximately three miles north from Dulles Toll Road to the George Washington Memorial Parkway. The EA will evaluate the No- Build Alternative and one Build Alternative. We understand that the study is being done in compliance with the National Environmental Policy Act (NEPA) and CEQ regulations implementing NEPA. Please find below recommendations for the scope of analysis for the proposed study, which includes our responses to the questions attached to the scoping request.

- The EA should include a clear and robust justification of the underlying purpose and need for the proposed action. The purpose and need statement is important to explain why the proposed action is being undertaken and what objectives the project intends to achieve. The purpose of the proposed action is typically the specific objective of the activity. The need should explain the underlying problem for why the project is necessary.
- Alternatives analysis should explain why only one build alternative is being evaluated. include the suite of activities or solutions that were considered and the rationale for not carrying these alternatives forward for detailed study.
- The document should describe potential impacts to the natural and human environment. Existing resources should be identified and EPA encourages that adverse impacts to natural resources, especially wetlands and other aquatic resources, be avoided and minimized.
- We recommend the team provide information on any consideration of ongoing study and potential expansion of managed lanes for a large portion of I-495 and I-270 in Maryland. More info on the project is available <https://495-270-p3.com/>
- A robust narrative describing aquatic resources and functions should be included in the EA. We suggest at a minimum, a narrative should be provided that includes: a discussion of hydrology, including sources and direction of flow; the vegetative communities in the impact area, including size of trees (dbh), percent canopy cover, understory and other components such as woody debris and snags, and presence of invasive species; soil type(s); and an assessment of expected functions based on the HGM type, ecological community, and surrounding land-use. Photos should be included. Some information on resources may be gained from public websites including:
 - EnviroMapper1: <https://www.epa.gov/waterdata/waters-watershed-assessment-tracking-environmental-results-system>
 - Envirofacts2: <https://www3.epa.gov/enviro/>
 - NEPAssist3: <https://www.epa.gov/nepa/nepassist>
 - 303(d) Listed Impaired Waters: <https://www.epa.gov/exposure-assessment-models/303d-listed-impaired-waters>
 - Watershed Resources Registry: <https://watershedresourcesregistry.org/index.html>. This newly released mapping and screening tool prioritizes areas for preservation and restoration of wetlands, riparian zones, terrestrial areas, and stormwater management across several states in the mid-Atlantic region, including

Pennsylvania. This tool is useful for planners to access environmental data to avoid impacting natural areas and identify optimal mitigation areas.

- Stormwater ponds, best management practices (BMPs) and construction staging areas should not be located in wetlands and streams. Stormwater management alternatives that address the existing and new construction should be considered and are encouraged.
- For this or future projects, please consider the following: to reduce runoff volume and improve water quality, EPA recommends where possible the incorporation of Low Impact Development (LID) design features. Technical guidance in implementing green infrastructure (GI) practices and LID can be found at: <https://19january2017snapshot.epa.gov/sites/production/files/2015-09/documents/eisa-438.pdf> and www.epa.gov/greeninfrastructure. We suggest LID options be considered for design of features such as parking, paving, and landscaping. Other information can be found at www.epa.gov/nps/lid ; U.S. EPA's Smart Growth Website: www.epa.gov/smartgrowth ; and the International Stormwater BMP Database: <http://www.bmpdatabase.org>
- EPA suggests coordinating with other appropriate federal, state and local resource agencies on possible impacts to wetlands, streams and/or rare, threatened and endangered species. As needed, assessment of aquatic resources functions should be provided. We would be pleased to coordinate with VDOT and the U.S. Army Corps of Engineers on this work.
- An evaluation of air quality and community impacts, including noise, light and possible traffic impacts, should be included in the document. General conformity status should be included in the document.
- The EA should include an analysis of any hazardous sites or materials, and the status of any ongoing or past remediation efforts in the project area. This includes any groundwater contamination.
- We recommend the EA include consideration of extreme weather events in particular in association with resiliency design.
- The document should address potential indirect and cumulative effects in the project areas; the cumulative impact analysis should evaluate impacts to environmental resources that have the potential to be impacted by the project (i.e. wetlands, surface water, etc). Analysis may aid in the identification of resources that are likely to be adversely affected by multiple projects, and sensitive resources that could require additional avoidance or mitigation measures. It is suggested that a secondary and cumulative effects analysis begin with defining the geographic and temporal limits of the study; this is generally broader than the study area of the project and be sufficient size to include any downstream effects and cumulative effects in impacted watersheds.
- We suggest the project team consider Federal Highway's handbook for supporting pollinators. It would be helpful if the study discussed any opportunities to plant species attractive to pollinators.

Thank you for coordinating with EPA on this project. We look forward to working with you as more information becomes available. Please let me know if you have any questions on the recommended topics above.

Barb

1 The Watershed Assessment, Tracking & Environmental Results System (WATERS) unites water quality information previously available only from several independent and unconnected databases

2 Includes enforcement and compliance information

3 NEPAassist is a tool that facilitates the environmental review process and project planning in relation to environmental considerations. The web-based application draws environmental data dynamically from EPA Geographic Information System databases and web services and provides immediate screening of environmental assessment indicators for a user-defined area of interest. These features contribute to a streamlined review process that potentially raises important environmental issues at the earlier stages of project development.

Barbara Okorn

Office of Environmental Programs

US EPA, Region III

1650 Arch Street (3EA30)

Philadelphia, PA 19103

215-814-3330



July 24, 2018

Mr. Robert Iosco
Virginia Mega Projects
VDOT Northern Virginia District
4975 Alliance Drive
Fairfax, VA 22030

Subject: I-495 Express Lanes Northern Extension
Environmental Assessment - Environmental Scoping Comments
Fairfax County, Virginia
VDOT Project Number: 0495-029-419, P101; UPC 113414

Dear Mr. Iosco,

Thank you for the opportunity to comment on the proposed northern extension of the I-495 Express Lanes. Please see attached for WMATA's responses to the scoping questions.

Should you have any further questions or need clarification of our submission, please contact me by email at skannan@wmata.com.

Sincerely,

Shyam Kannan
Managing Director
Office of Planning

Attachment:
Responses to Scoping Questionnaire

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

*By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines*

*A District of Columbia
Maryland and Virginia
Transit Partnership*

Subject: 1-495 Express Lanes Northern Extension - NEPA Scoping Questionnaire
Fairfax County, Virginia
State Project Number: 0495-029-419, P101; UPC: 113414
Federal Project Number: NHPP-0495 (095)

1. Will the proposed project affect transit operations?

Based on the limits provided, the project will directly impact the WMATA Silver Line, which crosses the study corridor on an aerial structure between the Tysons Corner and McLean stations. Design and construction of the Express Lanes must be coordinated closely with WMATA's office of Joint Development and Adjacent Construction (JDAC) to ensure that WMATA structures are protected and rail service is maintained. In addition, there are two Metrobus routes (23A, 23T) that operate on VA-123 across the study area; the 495 project should ensure that any construction-related detours or stop changes are coordinated with Metrobus. In addition, non-WMATA bus services – such as Fairfax Connector and PRTC – play a key role in connecting people to Metrorail at Tysons Corner. For this reason, we ask that VDOT also work closely with those operators to minimize any service disruptions.

2. Please provide input on potential positive and negative indirect effects that could occur as a result of the proposed project, such as: induced growth, economic development and investment, or improved stormwater management. Any pertinent reports or documents that may support your conclusions would be greatly appreciated.

Ridership at Tysons Corner and McLean stations is drawn primarily from adjacent land uses, not Park & Ride activity. For this reason, it is unlikely that the Express Lane extension will induce more Metrorail ridership. As with any major roadway expansion near transit, there is a chance that the increased ease of driving will shift trips away from Metro. However, this downside may be limited by the fact that the travel markets that would benefit from the extended lanes are generally distinct from those served by the Silver Line.

While the travel market between Tysons and Montgomery County is significant, no transit provider currently offers a direct link via the American Legion Bridge. Twenty years ago, Metrobus operated a commuter-oriented route along this corridor, but it was discontinued due to low ridership. The lack of demand was primarily due to two factors: (1) dispersed suburban environments that made last-mile connections difficult without a car, and (2) the fact that the buses operated in the same highly-congested conditions as general traffic. In recent decades, suburban centers like Tysons and White Flint have become denser and more pedestrian-friendly, greatly increasing the potential market for transit across the American Legion Bridge. If the proposed project is met by new managed lanes on the Maryland side (including the bridge), the conditions may be right for new transit service in the future. While WMATA cannot make any commitments to future services at this time, the Authority hopes that the proposed project is designed to accommodate buses in the managed lanes.

It should be noted that the pedestrian environment around Tysons Corner continues to be a problem, falling short of the connectivity and comfort needed to make the area a successful transit-oriented community. The major interchanges pose particular challenges, cutting off people's ability to reach Metro stations on foot (or by bike). Recent VDOT/FCDOT projects – such as the Jones Branch Connector and the new trail crossing the interchange of VA-7 and VA-267 – demonstrate VDOT's ability to develop effective mitigations for existing barriers. We hope that the Express Lane extension may provide the opportunity to address barriers that remain, such as the lack of pedestrian access through the VA-123/I-495 Interchange.

- 3. Planning judgment is a structured process that will be used as part of this study to analyze and forecast potential indirect effects and cumulative impacts. Does your agency possess any reports, data sources, or expert input that you recommend be used to inform the use of planning judgment in this study? Additionally, any other tools or resources that your agency might be able to provide to aid in the identification of indirect effects and cumulative impacts would be appreciated and considered.**

The WMATA Office of Planning conducts studies and data analysis related to station access needs, ridership dynamics, regional demographic and real estate trends, and other planning issues that may be relevant to the proposed project. The Managing Director of Planning, Shyam Kannan (skannan@wmata.com), can facilitate any inquiries.

- 4. Please provide information regarding any permits, authorizations, approvals, coordination, or review processes that may be required from your agency for this project.**

WMATA's Office of Joint Development and Adjacent Construction (JDAC@wmata.com) should be the primary point of contact regarding permits, authorizations, approvals, etc. Please contact the office early in the design process to ensure all requirements are understood.

- 5. Please provide any other comments or feedback that you feel may be beneficial to the development of this study.**

No further comments at this time.



COMMONWEALTH of VIRGINIA

Department of Agriculture and Consumer Services

PO Box 1163, Richmond, Virginia 23218

www.vdacs.virginia.gov

Jewel H. Bronaugh, Ph.D
Commissioner

July 23, 2018

Roberto Iosco
Virginia MegaProjects
VDOT Northern Virginia District
4975 Alliance Drive
Fairfax, Virginia 22030

Subject: I-495 Express Lanes Northern Extension
Environmental Assessment – Request for Environmental Scoping Comments
VDOT Project Number: 0495-029-419, P101, UPC 113414

Dear Mr. Iosco:

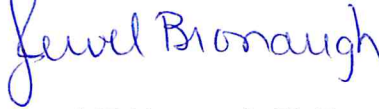
This is in response to your letter to this agency dated June 25, 2018, inviting comments concerning potential environmental impacts associated with the extension of the I-495 Express lanes from the Dulles Toll Road to the George Washington Memorial Parkway in Fairfax County. We appreciate the opportunity to provide feedback on this project.

VDACS is responsible for the preservation of farmland and the protection of endangered and threatened plant and insect species. Your letter states that the extended express lanes will be located between the northbound and southbound general purpose lanes. Therefore, VDACS does not anticipate that this project will have an impact on existing farmland. In response to Question 1 on the questionnaire, VDACS suggests that VDOT contact Fairfax County to determine if the county has any established agricultural and forestal districts that may be impacted by this project. Should such districts exist, additional project review is required per § 15.2-4313 of the Code of Virginia. Our agency is not able to provide any information in response to Questions 2, 3, 4, and 5. However, VDACS asks that you be mindful of any actions that could result in altering the water flow within surrounding agricultural lands and, to the greatest extent possible, minimize any adverse drainage or erosion issues that may result. In response to Question 6, VDACS does not require any permits, authorization, approvals, coordination, or review that would be relevant to this project.

Roberto Iosco
July 23, 2018
Page 2

Additionally, VDACS works closely with the Department of Conservation and Recreation (DCR) in determining the potential impact of proposed projects on state endangered and threatened plant and insect species. Through a Memorandum of Agreement between our agencies, DCR reviews these projects and submits comments on our behalf. Consequently, any inquiries relating to state protected plant and insect species should be directed to DCR for response. If after researching its database of natural resources, critical habitats, and species locations DCR finds that a project poses a potential adverse impact on an endangered or threatened plant or insect species, the appropriate information will be referred to VDACS for further review and possible mitigation. Please note that requests of this nature should be sent to Rene Hypes at the DCR Division of Natural Heritage Project Review Program. Ms. Hypes can be reached at (804) 371-2708 or rene.hypes@dcr.virginia.gov.

Sincerely,



Jewel H. Bronaugh, Ph.D.
Commissioner

cc: Kevin Schmidt, Director, Office of Policy, Planning, and Research



COMMONWEALTH of VIRGINIA

Mark K. Flynn
Director

Department of Aviation
5702 Gulfstream Road
Richmond, Virginia 23250-2422

V/TDD • (804) 236-3624
FAX • (804) 236-3635

June 28, 2018

Mr. Robert Iosco
VDOT Northern Virginia District
4975 Alliance Drive
Fairfax, Virginia 22030

RE: I-495 Express Lanes Northern Extension-NEPA Scoping Questionnaire, VDOT Project # 0495-029, P101, UPC 113414

Dear Mr. Iosco:

Thank you for providing the Virginia Department of Aviation the questionnaire regarding the I-495 Express Lanes Northern Extension dated June 25, 2018. In response to the questions posed, staff has the following responses;

1. Please provide input on potential effects to resources under your agency's jurisdiction that could occur as a result of the proposed project. Any pertinent reports or documents that may support your conclusions would be greatly appreciated.

No impacts are anticipated to any airport in the Commonwealth as a result of the proposed project.

2. Are there any public or private airports within the vicinity of the study area that may be affected by the proposed project?

No. There are no public or private airports in the vicinity that would be impacted by the proposed project.

3. Are there any environmental studies for private or public airports pertinent for the study area?

No. There are presently no environmental studies the Department is aware of pertaining to airports in the vicinity of the proposed project.

Mr. Robert Iosco
June 28, 2018
Page 2

4. Are there any airport security concerns associated with the proposed projects?

No. There are no known security concerns associated with this project.

5. Would roadway construction equipment pose any air navigation hazards?

The location of the proposed project is not within 20,000 linear feet of any public use airport in the Commonwealth. However, if any crane or other structure, be it permanent or temporary, reaches a height of 200' above ground level, the Federal Aviation Administration (FAA) will require submission of a 7460 form to ensure the proposed structure/development does not constitute a hazard to air navigation.

6. Please provide information regarding any permits, authorizations, approvals, coordination, or review process that may be required from your agency for this project.

No additional coordination is necessary for this project as it has been presented.

7. Please provide any other comments or feedback that you feel may be beneficial to the development of this study.

No additional comments.

Thank you for the opportunity to comment on this proposed project. If you have any questions regarding our responses please do not hesitate to contact me at (804) 236-3638.

Sincerely,

S. Scott Denny
Senior Aviation Planner
Virginia Department of Aviation

Matthew J. Strickler
Secretary of Natural Resources

Clyde E. Cristman
Director



Rochelle Altholz
Deputy Director of
Administration and Finance

Russell W. Baxter
Deputy Director of
Dam Safety & Floodplain
Management and Soil & Water
Conservation

Thomas L. Smith
Deputy Director of Operations

COMMONWEALTH of VIRGINIA
DEPARTMENT OF CONSERVATION AND RECREATION

December 20, 2019

Samantha Stratton
Kimley-Horn and Associates
11400 Commerce Park Drive, Suite 400
Reston, VA 20191

Re: UPC 113414, I-495 Next Express Lanes Northern Extension

Dear Ms. Stratton:

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in our files, the Potomac Gorge Conservation Site is located within the project site. Conservation sites are tools for representing key areas of the landscape that warrant further review for possible conservation action because of the natural heritage resources and habitat they support. Conservation sites are polygons built around one or more rare plant, animal, or natural community designed to include the element and, where possible, its associated habitat, and buffer or other adjacent land thought necessary for the element's conservation. Conservation sites are given a biodiversity significance ranking based on the rarity, quality, and number of element occurrences they contain; on a scale of 1-5, 1 being most significant. The Potomac Gorge Conservation Site has been given a biodiversity significance ranking of B1, which represents a site of outstanding significance. The natural heritage resources of concern at this site are:

| | | |
|---|------------------------|-----------------|
| <i>Maianthemum stellatum</i> | Starry Solomon's-plume | G5/S1S2/NL/NL |
| <i>Phacelia covillei</i> | Coville's phacelia | G3/S1/NL/NL |
| <i>Gomphus fraternus</i> | Midland Clubtail | G5/S2/NL/NL |
| <i>Boechera dentata</i> | Short's rock cress | G5/S1/NL/NL |
| <i>Silene nivea</i> | Snowy Champion | G4?/S1/NL/NL |
| <i>Gomphus fraternus</i> | Midland Clubtail | G5/S2/NL/NL |
| <i>Matteuccia struthiopteris var. pennsylvanica</i> | Ostrich Fern | G5T5/S1/NL/NL |
| Piedmont / Northern Coastal Plain Basic Seepage Swamp | | G4G5/S2?/NL/NL |
| Central Appalachian / Piedmont Basic Mesic Forest (Twinleaf - Blue Cohosh Type) | | G4G5/S4/NL/NL |
| Central Appalachian / Piedmont Low-Elevation Rich Boulderfield Forest | | G3G4/S2S3/NL/NL |
| Coastal Plain / Outer Piedmont Basic Mesic Forest | | G4?/ S3/NL/NL |
| Northern Coastal Plain / Piedmont Mesic Mixed Hardwood Forest | | G5/S5/NL/NL |

In addition, Tall Thistle (*Cirsium altissimum*, G5/S1/NL/NL), Wild cucumber (*Echinocystis lobata*, G5/SH/NL/NL), Smartweed Dodder (*Cuscuta polygonorum*, G5/S1/NL/NL), Northern rattlesnake-master

(*Eryngium yuccifolium* var. *yuccifolium*, G5T5/S2/NL/NL), One-sided shinleaf (*Orthilia secunda*, G5/SH/NL/NL) and Pizzini's Amphipod (*Stygobromus pizzinii*, G3G4/S1S2/NL/NL) have been historically documented within the project site.

Furthermore, according to a DCR biologist, there is potential for the Northern Virginia Well amphipod (*Stygobromus phreaticus*, G1/S1/SOC/NL) and other *Stygobromus* amphipod species to occur within the portion of the project site along the George Washington Memorial Parkway.

DCR recommends avoidance of impacts to documented occurrences of natural heritage resources by limiting the project footprint to the greatest extent possible, including along the steep bluff on the eastern side of I-495 along the Potomac River. Due to the potential for this site to support additional populations of natural heritage resources, DCR also recommends an inventory for the resources within areas proposed for disturbance including stormwater management ponds and equipment staging areas. With the survey results we can more accurately evaluate potential impacts to natural heritage resources and offer specific protection recommendations for minimizing impacts to the documented resources.

DCR-Division of Natural Heritage biologists are qualified and available to conduct inventories for rare, threatened, and endangered species. Please contact Anne Chazal, Natural Heritage Chief Biologist, at anne.chazal@dcr.virginia.gov or 804-786-9014 to discuss arrangements for fieldwork.

In addition, the proposed project will fragment two C4 Ecological Cores as identified in the Virginia Natural Landscape Assessment (<https://www.dcr.virginia.gov/natural-heritage/vaconvisvnl>), one of a suite of tools in Virginia ConservationVision that identify and prioritize lands for conservation and protection.

Ecological Cores are areas of unfragmented natural cover with at least 100 acres of interior that provide habitat for a wide range of species, from interior-dependent forest species to habitat generalists, as well as species that utilize marsh, dune, and beach habitats. Cores also provide benefits in terms of open space, recreation, water quality (including drinking water protection and erosion prevention), and air quality (including carbon sequestration and oxygen production), along with the many associated economic benefits of these functions. The cores are ranked from C1 to C5 (C5 being the least ecologically relevant) using many prioritization criteria, such as the proportions of sensitive habitats of natural heritage resources they contain.

Fragmentation occurs when a large, contiguous block of natural cover is dissected by development, and other forms of permanent conversion, into one or more smaller patches. Habitat fragmentation results in biogeographic changes that disrupt species interactions and ecosystem processes, reducing biodiversity and habitat quality due to limited recolonization, increased predation and egg parasitism, and increased invasion by weedy species.

Therefore minimizing fragmentation is a key mitigation measure that will preserve the natural patterns and connectivity of habitats that are key components of biodiversity. The deleterious effects of fragmentation can be reduced by minimizing edge in remaining fragments; by retaining natural corridors that allow movement between fragments; and by designing the intervening landscape to minimize its hostility to native wildlife (natural cover versus lawns).

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the DCR, DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

There are no State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

New and updated information is continually added to Biotics. Please re-submit a completed order form and project map for an update on this natural heritage information if the scope of the project changes and/or six months has passed before it is utilized.

A fee of \$120.00 has been assessed for the service of providing this information. Please find attached an invoice for that amount. Please return one copy of the invoice along with your remittance made payable to the Treasurer of Virginia, **DCR - Division of Natural Heritage, 600 East Main Street, 24th Floor, Richmond, VA 23219**. Payment is due within thirty days of the invoice date. Please note the change of address for remittance of payment as of July 1, 2013. Late payment may result in the suspension of project review service for future projects.

The Virginia Department of Game and Inland Fisheries (VDGIF) maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters that may contain information not documented in this letter. Their database may be accessed from <http://vafwis.org/fwis/> or contact Ernie Aschenbach at 804-367-2733 or Ernie.Aschenbach@dgif.virginia.gov.

Should you have any questions or concerns, please contact me at 804-225-2429. Thank you for the opportunity to comment on this project.

Sincerely,

A handwritten signature in cursive script that reads "Tyler Meader".

Tyler Meader
Natural Heritage Locality Liaison

CC: Troy Andersen, USFWS

Matthew J. Strickler
Secretary of Natural Resources

Clyde E. Cristman
Director



Rochelle Altholz
Deputy Director of
Administration and Finance

Russell W. Baxter
Deputy Director of
Dam Safety & Floodplain
Management and Soil & Water
Conservation

Thomas L. Smith
Deputy Director of Operations

COMMONWEALTH of VIRGINIA
DEPARTMENT OF CONSERVATION AND RECREATION

MEMORANDUM

DATE: July 23, 2018
TO: Robert Iosco, VDOT
FROM: Roberta Rhur, Environmental Impact Review Coordinator
SUBJECT: VDOT 18-012, NEPA Scoping I-495 express lanes northern extension

Division of Planning and Recreation Resources

The Department of Conservation and Recreation (DCR), Division of Planning and Recreational Resources (PRR), develops the *Virginia Outdoors Plan* and coordinates a broad range of recreational and environmental programs throughout Virginia. These include the Virginia Scenic Rivers program; Trails, Greenways, and Blueways; Virginia State Park Master Planning and State Park Design and Construction.

This project potentially impacts the George Washington National Parkway. For this reason, we recommend coordination with the National Park Service.

Division of Natural Heritage

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in our files, the Potomac Gorge Conservation Site is located within the project site. Conservation sites are tools for representing key areas of the landscape that warrant further review for possible conservation action because of the natural heritage resources and habitat they support. Conservation sites are polygons built around one or more rare plant, animal, or natural community designed to include the element and, where possible, its associated habitat, and buffer or other adjacent land thought necessary for the element's conservation. Conservation sites are given a biodiversity significance ranking based on the rarity, quality, and number of element occurrences they contain; on a scale of 1-5, 1 being most significant. Potomac Conservation Site has been given a biodiversity significance ranking of B1, which represents a site of outstanding significance. The natural heritage resource of concern at this site is:

Glyptemys insculpta

Wood turtle

G3/S2/NL/LT

The Wood turtle ranges from southeastern Canada, south to the Great Lake states and New England. In Virginia, it is known from northern counties within the Potomac River drainage (NatureServe, 2009). The

Wood turtle inhabits areas with clear streams with adjacent forested floodplains and nearby fields, wet meadows, and farmlands (Buhlmann et al., 2008; Mitchell, 1994). Since this species overwinters on the bottoms of creeks and streams, a primary habitat requirement is the presence of water (Mitchell, 1994).

Threats to the wood turtle include habitat fragmentation, urbanization, and automobile or farm machinery mortality (Buhlmann et al., 2008). Please note that the Wood turtle is currently classified as threatened by the Virginia Department of Game and Inland Fisheries (VDGIF).

In addition, the Rusty patched bumble bee (*Bombus affinis*, G1/S1/LE/NL) has been historically documented within the project area. The Rusty patched bumble bee is listed as endangered under the Endangered Species Act by U.S. Fish and Wildlife Service (USFWS) effective March 21, 2017. Since the late 1990s, the Rusty patched bumble bee has declined throughout its historical range including Virginia and is anticipated to be extinct in all ecoregions by 2030. Threats to the Rusty patched bumble bee include disease, pesticides, climate change, habitat loss and small population dynamics.

To minimize adverse impacts to the aquatic ecosystem as a result of the proposed activities, DCR recommends the implementation of and strict adherence to applicable state and local erosion and sediment control/storm water management laws and regulations. Due to the legal status of Wood turtle, DCR also recommends coordination with Virginia's regulatory authority for the management and protection of this species, the VDGIF, to ensure compliance with the Virginia Endangered Species Act (VA ST §§ 29.1-563 – 570). Furthermore, DCR recommends the implementation of the following USFWS voluntary measures for the conservation of the Rusty patched bumble bee: avoid pesticide use, avoid herbicide use, and plant native flowers that bloom throughout the spring and summer to support pollinator habitat.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the DCR, DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

There are no State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

Many invasive plant species are adapted to take advantage of soil disturbances and poor soil conditions. These adaptations are part of what enable certain species to be invasive. Non-native invasive plants are found through Virginia. Therefore, the potential exists for some VDOT projects to further the establishment of invasive species. To minimize the potential for invasive species infestation, projects should be conducted to minimize the area of disturbance, and disturbed sites should be revegetated with desirable species at the earliest opportunity following disturbance. Equally as important, species used for revegetation should not include the highly invasive species that have traditionally been used for revegetating disturbed sites. We recommend VDOT avoid using crown vetch, tall fescue, and autumn olive if at all possible.

New and updated information is continually added to Biotics. Please re-submit project information and map for an update on this natural heritage information if the scope of the project changes and/or six months has passed before it is utilized.

The Virginia Department of Game and Inland Fisheries (VDGIF) maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters that may contain information not documented in this letter. Their database may be accessed from <http://vafwis.org/fwis/> or contact Ernie Aschenbach at 804-367-2733 or Ernie.Aschenbach@dgif.virginia.gov. According to the information currently in our files, Pimmit Run, which has been designated by the Virginia Department of Game and Inland Fisheries (VDGIF) as a "Threatened and Endangered Species Water" for the Wood turtle is within 2 miles of the project area. Therefore, DCR recommends coordination with Virginia's regulatory

authority for the management and protection of this species, the VDGIF, to ensure compliance with the Virginia Endangered Species Act (VA ST §§ 29.1-563 – 570).

Division of Dam Safety and Floodplain Management

According to 44 CFR 60.3, a participating community in the National Flood Insurance Program must receive information on any project in the community's mapped floodplain: bridge, dam removal, or stream restoration to evaluate the project for its effect on the floodplain. If it is determined by an appropriate study by the 'developer' that there is a change in the extent of the floodplain (the edges) or the elevation of the 1% chance flood, then a letter of map revision (LOMR) is submitted to FEMA by the 'developer' so the floodplain map can be up-dated. Local governments have the authority and responsibility to properly manage the mapped floodplain within the community, and that includes submitting to FEMA new technical data on the floodplain within six months of receipt so the maps updated for accuracy.

This project is to extend the express lanes for I-495 from Route 267 north to the George Washington Memorial Parkway with associated improvements to ramps and the median area. Fairfax County participates in the NFIP. The project is considered development within the SFHA and must therefore comply with the County's ordinance, including being permitted by the County. For a project in an AE Zone, documentation must be provided to the County that the project will not result in more than a one-foot increase in the BFE.

The Flood Plain Management Program of DCR does not object to this project as long as it is performed in compliance with Fairfax County's floodplain ordinance.

The remaining DCR divisions have no comments regarding the scope of this project. Thank you for the opportunity to comment.

Cc: Ernie Aschenbach, VDGIF

Literature Cited

Buhlmann, K. T., Tuberville, and W. Gibbons. 2008. *Turtles of the southeast*. University of Georgia Press. Athens, GA. 252 pp.

Mitchell, J. C. 1994. *Reptiles of Virginia*. Smithsonian Institution Press, Washington. pp. 88-91.

NatureServe. 2009. NatureServe Explorer: An online encyclopedia of life [web application]. Version 7.1. NatureServe, Arlington, Virginia. Available <http://www.natureserve.org/explorer>. (Accessed: April 8, 2010).



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

Street address: 1111 E. Main Street, Suite 1400, Richmond, Virginia 23219

Mailing address: P.O. Box 1105, Richmond, Virginia 23218

www.deq.virginia.gov

Matthew J. Strickler
Secretary of Natural Resources

David K. Paylor
Director

(804) 698-4000
1-800-592-5482

August 10, 2018

Mr. Robert Iosco
Virginia Mega Projects
VDOT Northern Virginia District
4975 Alliance Drive
Fairfax, Virginia 22030

Subject: I-495 Express Lanes Northern Extension Environmental Assessment
Fairfax County, Virginia IT Infrastructure Partnership
VDOT Project Number: 0495-029-419, P101, UPC 113414

Dear Mr. Iosco:

The Virginia Department of Environmental Quality (DEQ) Air Division, offers the following comments concerning an extension of the I-495 Express Lanes for approximately three miles from the Dulles Toll Road (VA 267) to the George Washington Memorial Parkway (GWMP) in Fairfax County. The project, to be located between the northbound and southbound general purpose lanes, also includes improvements extending approximately 1,800 feet south along GWMP and up to the Maryland state line and the American Legion Bridge to tie into the existing medians.

Fairfax County is currently not meeting the federal National Ambient Air Quality Standard (NAAQS) for ozone and is classified as a marginal ozone nonattainment area (83 FR 25776). In the past, this jurisdiction was also not meeting the NAAQS for fine particulate matter (PM 2.5). The monitored air quality in the vicinity for PM 2.5 has subsequently improved and the area has since been redesignated as an attainment area subject to an air quality maintenance plan (79 FR 60081). In addition, by state regulation, these jurisdictions are also considered volatile organic compound (VOCs) and oxides of nitrogen (NOx) emission control areas (9 VAC 5-20-206). Hence, DEQ recommends that emissions of volatile organic compounds and oxides of nitrogen generated from construction activities are minimized. The State air pollution regulations that may be applicable to the proposed project are listed below.

- Fugitive Dust and Emission Control (9 VAC 5-50-60 et seq.)
- Open Burning Restrictions (9 VAC 5-130-10 et seq.)

- Cut-back Asphalt Usage Restriction (9 VAC 5-40-5490 et seq.)

Please contact me at Thomas.Ballou@deq.virginia.gov if there are any questions. Thank you for providing the Virginia Department of Environmental Quality Air Division an opportunity to provide scoping comments for the forthcoming Environmental Assessment. We look forward to working with you in the future.

Sincerely,



Thomas R. Ballou
Manager, Office of Air Data Analysis and Planning



MEMORANDUM

TO: Robert Iosco, Virginia Mega Projects, VDOT Northern Virginia District

FROM: Katy Dacey, Division of Land Protection & Revitalization Review Coordinator

DATE: July 18, 2018

COPIES: Sanjay Thirunagari, Division of Land Protection & Revitalization Review Manager; file

SUBJECT: Environmental Assessment Review: I-495 Express Lanes Northern Extension, Fairfax County, VA

The Division of Land Protection & Revitalization (DLPR) has completed its review of the EA for the I-495 Express Lanes Northern Extension project located three miles north of Dulles Toll Road extending to George Washington Memorial Parkway in Fairfax, Virginia

Project Scope: Extension of northbound and southbound express lanes of I-495 to include improvements to approximately 1,800 feet of existing median(s)

Solid and hazardous waste issues were not addressed in the submittal. The submittal did not indicate that a search of Federal or State environmental databases was conducted. DLPR staff conducted a search (1000 foot radius) of solid and hazardous waste databases (including petroleum releases) to identify waste sites in close proximity to the project area. DLPR search did identify twenty-one waste sites within the project area, which might impact the project. Additionally, no waste sites of possible concern were located within the zip codes of the project area, 22101 and 22102. DLPR staff has reviewed the submittal and offers the following comments:

Hazardous Waste/RCRA Facilities – none in close proximity to the project area

CERCLA Sites – none in close proximity to the project area

Formerly Used Defense Sites (FUDS) – none in close proximity to the project area

Solid Waste – none in close proximity to the project area

Virginia Remediation Program (VRP) – none in close proximity to the project area

Petroleum Releases – twenty-one within the project area

1. *PC#19954228, Westgate, 7655 Old Springhouse Road, McLean, VA 22102. Release Date: 03/21/1995. Status: Closed*
- *PC#19930288, Westgate, 7655 Old Springhouse Road, McLean, VA 22102. Release Date: 08/11/1992. Status: Closed*
2. *PC#20173015, Esherick Karen Lisa Residence, 7705 Lear Road, McLean, VA 22102. Release Date: 07/25/2016. Status: Closed*
3. *PC#20053170, Primus Virginia Residence, 7714 Lear Road, McLean, VA 22102. Release Date: 12/01/2004. Status: Closed*
4. *PC#20123212, Tanju Bereket R. Residence, 7701 Lear Road, McLean, VA 22102. Release Date: 06/05/2012. Status: Closed*
5. *PC#20113084, Campana Rinaldo A Residence, 1356 Snow Meadow Lane, McLean, VA 22102. Release Date: 10/26/2010. Status: Closed*
6. *PC#20103308, McNeal Douglas B and Shiaoling W Residence, 1352 Snow Meadow Lane, McLean, VA 22102. Release Date: 06/11/2010. Status: Closed*
7. *PC#20103215, Sinha Shrikant N Residence, 1355 Snow Meadow Lane, McLean, VA 22102. Release Date: 01/28/2010. Status: Closed*
8. *PC#20073033, Smoyer Michael C and Jennifer A Residence, 1335 Timberly Lane, McLean, VA 22102. Release Date: 08/17/2006. Status: Closed*
9. *PC#19983545, McConnell Ed Residence, 75056 Box Elder Court, McLean, VA 22102. Release Date: 09/02/1997. Status: Closed*
10. *PC#20073068, Focust John W and Marilyn J Residence, 1311 Timberly Lane, McLean, VA 22102. Release Date: 10/02/2006. Status: Closed*
11. *PC#19890922, Fu Residence, 1024 Delf Road, McLean, VA 22102. Release Date: 02/13/1989. Status: Closed*
12. *PC#20113073, Loria John J Residence, 1025 Delf Road, McLean, VA 22102. Release Date: 10/15/2010. Status: Closed*
13. *PC#20093112, Lacey Jr Trammel C and Kathryn Residence, 963 Saigon Road, McLean, VA 22102. Release Date: 12/18/2008. Status: Closed*
14. *PC#19911629, Cooper Intermediate School, 977 Balls Hill Road, McLean, VA 22030. Release Date: 05/06/1991. Status: Closed*
15. *PC#20043297, Hilliard Thomas P Residence, 908 Countryside Court, McLean, VA 22101. Release Date: 06/11/2004. Status: Closed*
16. *PC#20093079, Schmitt Richard C Residence, 7106 Holyrood Drive, McLean, VA 22101. Release Date: 10/08/2008. Status: Closed*

17. *PC#20053137, Berre Gail Residence, 726 Lawton Street, McLean, VA 22101. Release Date: 11/11/2004. Status: Closed*
18. *PC#20043001, Love Carl Residence, 7015 Green Oak Drive, McLean, VA 22101. Release Date: 07/01/2003. Status: Closed*
19. *PC#20163183, Sibay Mounzer Property, 612 Live Oak Drive, McLean, VA 22101. Release Date: 03/25/2016. Status: Closed*
20. *PC#20103233, Duffy Niall J and Sabine E Residence, 6704 Wemberly Way, McLean, VA 22101. Release Date: 03/04/2010. Status: Closed*
21. *PC#20163072, Thomas E and Melinda S Mooney Living Trust Property, 6706 Lupine Lane, McLean, VA 22101. Release Date: 10/20/2015. Status: Closed*

Please note that the DEQ's Pollution Complaint (PC) cases identified should be further evaluated by the project engineer or manager to establish the exact location, nature and extent of the petroleum release and the potential to impact the proposed project. In addition, the project engineer or manager should contact the DEQ's Northern Virginia Regional Office at (703) 583-3800 (Tanks Program) for further information about the PC cases.

PROJECT SPECIFIC COMMENTS

None

GENERAL COMMENTS

Soil, Sediment, Groundwater, and Waste Management

Any soil, sediment or groundwater that is suspected of contamination or wastes that are generated must be tested and disposed of in accordance with applicable Federal, State, and local laws and regulations. Some of the applicable state laws and regulations are: Virginia Waste Management Act, Code of Virginia Section 10.1-1400 *et seq.*; Virginia Hazardous Waste Management Regulations (VHWMR) (9VAC 20-60); Virginia Solid Waste Management Regulations (VSWMR) (9VAC 20-81); Virginia Regulations for the Transportation of Hazardous Materials (9VAC 20-110). Some of the applicable Federal laws and regulations are: the Resource Conservation and Recovery Act (RCRA), 42 U.S.C. Section 6901 *et seq.*, and the applicable regulations contained in Title 40 of the Code of Federal Regulations; and the U.S. Department of Transportation Rules for Transportation of Hazardous Materials, 49 CFR Part 107.

Pollution Prevention – Reuse - Recycling

Please note that DEQ encourages all construction projects and facilities to implement pollution prevention principles, including the reduction, reuse, and recycling of all solid wastes generated. All generation of hazardous wastes should be minimized and handled appropriately.

If you have any questions or need further information, please contact Katy Dacey at (804) 698-4274.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY
Street address: 629 East Main Street, Richmond, Virginia 23219
Mailing address: P.O. Box 1105, Richmond, Virginia 23218
www.deq.virginia.gov

Matthew J. Strickler
Secretary of Natural Resources

David K. Paylor
Director

(804) 698-4000
1-800-592-5482

June 27, 2018

Robert Iosco
Virginia MegaProjects
VDOT Northern Virginia District
Via email: robert.iosco@vdot.virginia.gov

RE: I-495 Express Lanes Northern Extension
Project No. 0495-029-419, P101, UPC 113414

Dear Mr. Iosco:

This letter is in response to the scoping request for the above-referenced project.

As you may know, the Department of Environmental Quality, through its Office of Environmental Impact Review (DEQ-OEIR), is responsible for coordinating Virginia's review of federal environmental documents prepared pursuant to the National Environmental Policy Act (NEPA) and responding to appropriate federal officials on behalf of the Commonwealth. Similarly, DEQ-OEIR coordinates Virginia's review of federal consistency documents prepared pursuant to the Coastal Zone Management Act which applies to all federal activities which are reasonably likely to affect any land or water use or natural resources of Virginia's designated coastal resources management area must be consistent with the enforceable policies Virginia Coastal Zone Management (CZM) Program.

DOCUMENT SUBMISSIONS

In order to ensure an effective coordinated review of the NEPA document and/or federal consistency documentation, notification of the NEPA document and/or federal consistency documentation should be sent directly to OEIR. We request that you submit one electronic to eir@deq.virginia.gov (10 MB maximum) or make the documents available for download at a website, file transfer protocol (ftp) site or the VITAShare file transfer system (<https://vitashare.vita.virginia.gov>). We request that the review of these two documents be done concurrently, if possible.

The NEPA document and the federal consistency documentation (if applicable) should include U.S. Geological Survey topographic maps as part of their information. We strongly encourage you to issue shape files with the NEPA document. In addition, project details should be adequately described for the benefit of the reviewers.

ENVIRONMENTAL REVIEW UNDER THE NATIONAL ENVIRONMENTAL POLICY ACT: PROJECT SCOPING AND AGENCY INVOLVEMENT

As you may know, NEPA (PL 91-190, 1969) and its implementing regulations (Title 40, *Code of Federal Regulations*, Parts 1500-1508) requires a draft and final Environmental Impact Statement (EIS) for federal activities or undertakings that are federally licensed or federally funded which will or may give rise to significant impacts upon the human environment. An EIS carries more stringent public participation requirements than an Environmental Assessment (EA) and provides more time and detail for comments and public decision-making. The possibility that an EIS may be required for the proposed project should not be overlooked in your planning for this project. Accordingly, we refer to “NEPA document” in the remainder of this letter.

While this Office does not participate in scoping efforts beyond the advice given herein, other agencies are free to provide scoping comments concerning the preparation of the NEPA document. Traditionally, VDOT coordinates directly with localities and other state agencies. Below is a list those entities that VDOT should include:

- Department of Environmental Quality:
- DEQ Regional Office*
- Air Division*
- Office of Wetlands and Stream Protection*
- Office of Local Government Programs*
- Division of Land Protection and Revitalization
- Office of Stormwater Management*

Department of Conservation and Recreation

Department of Health*

Department of Agriculture and Consumer Services

Department of Game and Inland Fisheries*

Virginia Marine Resources Commission*

Department of Historic Resources

Department of Mines, Minerals, and Energy

Department of Forestry

Department of Transportation

Note: The agencies noted with a star (*) administer one or more of the enforceable policies of the Virginia CZM Program.

FEDERAL CONSISTENCY UNDER THE COASTAL ZONE MANAGEMENT ACT

Pursuant to the federal Coastal Zone Management Act of 1972, as amended, and its implementing regulations in Title 15, *Code of Federal Regulations*, Part 930, federal activities, including permits, licenses, and federally funded projects, located in Virginia’s Coastal Management Zone or those that can have reasonably foreseeable effects on Virginia’s coastal uses or coastal resources must be conducted in a manner which is consistent, to the maximum extent practicable, with the Virginia CZM Program.

Additional information on the Virginia’s review for federal consistency documents can be found online at <http://www.deq.virginia.gov/Programs/EnvironmentalImpactReview/FederalConsistencyReviews.aspx>

DATA BASE ASSISTANCE

Below is a list of databases that may assist you in the preparation of a NEPA document:

- DEQ Online Database: Virginia Environmental Geographic Information Systems

Information on Permitted Solid Waste Management Facilities, Impaired Waters, Petroleum Releases, Registered Petroleum Facilities, Permitted Discharge (Virginia Pollution Discharge Elimination System Permits) Facilities, Resource Conservation and Recovery Act (RCRA) Sites, Water Monitoring Stations, National Wetlands Inventory:

- www.deq.virginia.gov/ConnectWithDEQ/VEGIS.aspx

- DEQ Virginia Coastal Geospatial and Educational Mapping System (GEMS)

Virginia's coastal resource data and maps; coastal laws and policies; facts on coastal resource values; and direct links to collaborating agencies responsible for current data:

- <http://128.172.160.131/gems2/>

- MARCO Mid-Atlantic Ocean Data Portal

The Mid-Atlantic Ocean Data Portal is a publicly available online toolkit and resource center that consolidates available data and enables users to visualize and analyze ocean resources and human use information such as fishing grounds, recreational areas, shipping lanes, habitat areas, and energy sites, among others.

<http://portal.midatlanticocean.org/visualize/#x=-73.24&y=38.93&z=7&logo=true&controls=true&basemap=Ocean&tab=data&legends=false&layers=true>

- DHR Data Sharing System

Survey records in the DHR inventory:

- www.dhr.virginia.gov/archives/data_sharing_sys.htm

- DCR Natural Heritage Search

Produces lists of resources that occur in specific counties, watersheds or physiographic regions:

- www.dcr.virginia.gov/natural_heritage/dbsearchtool.shtml

- DGIF Fish and Wildlife Information Service

Information about Virginia's Wildlife resources:

- <http://vafwis.org/fwis/>

- Environmental Protection Agency (EPA) Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) Database: Superfund Information Systems

Information on hazardous waste sites, potentially hazardous waste sites and remedial activities across the nation, including sites that are on the National Priorities List (NPL) or being considered for the NPL:

- www.epa.gov/superfund/sites/cursites/index.htm

- EPA RCRAInfo Search

Information on hazardous waste facilities:

- www.epa.gov/enviro/facts/rcrainfo/search.html

- EPA Envirofacts Database

EPA Environmental Information, including EPA-Regulated Facilities and Toxics Release Inventory Reports:

- www.epa.gov/enviro/index.html

- EPA NEPAssist Database

Facilitates the environmental review process and project planning:

- <http://nepaassisttool.epa.gov/nepaassist/entry.aspx>

If you have questions about the environmental review process and/or the federal consistency review process, please feel free to contact me (telephone (804) 698-4204 or e-mail bettina.rayfield@deq.virginia.gov).

I hope this information is helpful to you.

Sincerely,



Bettina Rayfield, Program Manager
Environmental Impact Review and
Long-Range Priorities

495 express lanes scoping

1 message

McGlone, James <jim.mcglone@dof.virginia.gov>

Mon, Jul 16, 2018 at 12:26 PM

To: Robert Iosco <robert.iosco@vdot.virginia.gov>

Cc: "Rossetti, Joseph D." <joe.rossetti@dof.virginia.gov>, Gregory Evans <gregory.evans@dof.virginia.gov>, Terry Lasher <terry.lasher@dof.virginia.gov>

Mr. Iosco,

The NEPA Scoping questionnaire for the 495 Express Lanes Extension landed on my desk. The primary forestry concern is with the Fairfax County Park Authority and National Park Service forest resources along the Potomac River at the north end of the project.

-

James McGlone Ph.D.

Urban Forest Conservationist

Virginia Department of Forestry

NOVA Area, Central Region

12055 Government Center Pkwy.

Suite 904

Fairfax VA 22035

703-324-1489 (O)

571-512-8525 (C)

jim.mcglone@dof.virginia.govwww.dof.virginia.gov

VDOF: Protecting and Serving since 1914

 **495 express lanes extension.docx**
15K

Subject: I-495 Express Lanes Northern Extension – NEPA Scoping Questionnaire

Fairfax County, Virginia

State project Number: 0495-029-419, P101; UPC: 113414

Federal Project Number: NHPP-0495 (095)

1. Are there any agricultural or forestall districts that may be affected by the proposed Project?

None that I am aware of. But this is a county land use designation, I would defer to them.

2. Would the proposed project affect erosion and stormwater runoff? If so, what recommendations do you have for alleviating the anticipated problem?

Any reduction in forest cover or increase in impervious surface will increase runoff and cause in stream erosion. Minimizing loss of mature trees and increase in impervious surface would be the first step. Using stormwater management facilities that increase infiltration and evaporation would also reduce runoff and in stream erosion. Rebuilding receiving streams to accommodate increased runoff using natural channel design techniques would also minimize the effect of increased runoff.

3. Do you have any other concerns regarding tree and forest conservation in connection with this project?

The most sensitive forest resource near the project area is Scott's Run Nature Preserve. Scott's Run flows north to the Potomac River and forms a valley where a northern disjunct forest containing hemlock and other species typically found in more northerly or high elevation areas. There are also forest resources on National Park Service land at the northeastern corner of the project.

4. Are there any foreseeable problems regarding reseeding or landscaping?

Local conservation groups are going to ask once again VDOT to eliminate fescue, lespedeza and other non-native species from its stabilization seed mix. There will be a public outcry over the loss of trees in the project area and a demand for reforestation. These are the same issues that arose during the construction of the southern part of the Express Lanes project. Another issue was the post construction mowing of woody planting sites; being specific about the areas not to be mowed with the ROW manager/contractor will be important.

5. Please Provide information regarding any permits, authorizations, approval, coordination, or review processes that may be required from ;you agency for this project.

Virginia State Code section 10.1 – 1181.2 H requires that you or your contractor notify the Virginia Department of Forestry of any commercial timber harvest. This means that if any timber is removed from this site for further processing off site you must notify DOF.

6. Please provide any other comments or feedback that you fell may be beneficial to the development of this study.

I was involved with the VDOT/citizen engagement during the planning and construction of the original Express Lanes Project. This project is going to be heavily scrutinized for its effects on trees and stormwater. While building new lanes will effect both these resources, the plan will be better received if it includes substantial efforts to mitigate the damage to trees and stormwater.

Stratton, Samantha

From: ernie.aschenbach@dgif.virginia.gov on behalf of ProjectReview (DGIF), rr <projectreview@dgif.virginia.gov>
Sent: Wednesday, February 12, 2020 12:40 PM
To: Stratton, Samantha; Robert Iosco; rr ProjectReview (DGIF); Troy Andersen; rr vdotprojects
Subject: Re: Attn: Ernie Aschenbach - I-495 NEXT - UPC #113414
Categories: External

ESSLog 30346; Consultant administered VDOT extension of the Interstate 495 (I-495) Express Lanes between Tysons and the Virginia State Line (scoping request)

Due to staffing limitations, we are unable to review and provide preliminary scoping comments on projects that are not currently involved in one of the regulatory review processes for which we are a formal consulting agency (see <https://www.dgif.virginia.gov/environmental-programs/>). If your project subsequently requires a permit or environmental review which involves our Department, we will provide comments through that process to the appropriate agencies. Thank you for soliciting our review of your project, and we invite you to conduct your own review of your project through the Virginia Fish and Wildlife Information Service (VAFWIS) at: <http://vafwis.org/fwis/>.

Thank you for providing the above-referenced preliminary search results. We offer the following recommendations:

Cross-reference VAFWIS Bald Eagle nest presence/absence with CCB: We recommend performing an updated search of bald eagle nests known from the area using the Center for Conservation Biology (CCB) website to evaluate whether active bald eagle nests are known from the project area: <http://www.ccbbirds.org/what-we-do/research/species-of-concern/virginia-eagles/nest-locator/>.

Impacts to bats and bat habitat: If tree removal or forest management is anticipated, project design and construction should adhere to our standard protocols for bat habitat assessment and protection at:

<http://www.dgif.virginia.gov/wildlife/bats/little-brown-bat-tri-colored-bat-winter-habitat-roosts-application/>

and;

<http://www.dgif.virginia.gov/wildlife/bats/northern-long-eared-bat-application/>.

Incidental take and best management practices to protect bats: In addition, the project should incorporate the recommendations in the Department's *Guidance Document on Best Management Practices for Conservation of Little Brown Bats and Tri-Colored Bats*, at: https://www.dgif.virginia.gov/wp-content/uploads/LBBA_TCBA_Guidance.pdf.

If the project proponent elects not to adhere to these recommendations, they may opt to prepare a Conservation Plan to address incidental take of these state-endangered bats. For additional guidance we recommend the proponent refer to our *Best Management Practices* referenced above, and contact DGIF's Bat Biologist, Rick Reynolds, at (540) 248-9360.

Distribution of our standard awareness guidance for the ST wood turtle to all VDOT staff and contractors: <https://www.dgif.virginia.gov/wp-content/uploads/Wood-Turtle-Field-Observation-Form.pdf> and strict adherence to our standard guidelines for VDOT projects protective of ST wood turtles.

If instream work becomes necessary, we anticipate a Joint Permit Application (JPA) will be distributed for agency review. We will review the JPA and provide comments as appropriate. Thanks.



Ernie Aschenbach

Environmental Services Biologist

P 804.367.2733

Email: Ernie.Aschenbach@dgif.virginia.gov

Virginia Department of Game & Inland Fisheries

CONSERVE. CONNECT. PROTECT.

A 7870 Villa Park Drive, P.O. Box 90778, Henrico, VA 23228-0778

www.dgif.virginia.gov

On Mon, Feb 10, 2020 at 11:12 AM Stratton, Samantha <Samantha.Stratton@kimley-horn.com> wrote:

Good morning Ernie,

Following up again with you to confirm that your agency has no further comments on our determinations regarding this project.

Thank you!

Samantha Stratton | Environmental Analyst
Kimley-Horn | 11400 Commerce Park Drive Suite 400 Reston, VA 20191
Direct: 703 462 2706 | www.kimley-horn.com

Celebrating 12 years as one of FORTUNE's 100 Best Companies to Work For

From: Stratton, Samantha
Sent: Thursday, January 30, 2020 6:37 PM

To: ProjectReview (DGIF), rr <projectreview@dgif.virginia.gov>
Subject: RE: Attn: Ernie Aschenbach - I-495 NEXT - UPC #113414

Ernie,

Wanted to follow up again with you to confirm that your agency has no further comments on our determinations regarding this project.

Thank you,

Samantha Stratton | Environmental Analyst
Kimley-Horn | 11400 Commerce Park Drive Suite 400 Reston, VA 20191
Direct: 703 462 2706 | www.kimley-horn.com

Celebrating 12 years as one of FORTUNE's 100 Best Companies to Work For

From: Stratton, Samantha
Sent: Wednesday, January 8, 2020 11:50 AM
To: ProjectReview (DGIF), rr <projectreview@dgif.virginia.gov>
Subject: RE: Attn: Ernie Aschenbach - I-495 NEXT - UPC #113414

Ernie,

Please confirm that your agency has no further comment on our determinations regarding this project.

Thank you,

Samantha Stratton | Environmental Analyst
Kimley-Horn | 11400 Commerce Park Drive Suite 400 Reston, VA 20191
Direct: 703 462 2706 | www.kimley-horn.com

Celebrating 12 years as one of FORTUNE's 100 Best Companies to Work For

From: Stratton, Samantha
Sent: Thursday, November 21, 2019 7:45 PM
To: ProjectReview@dgif.virginia.gov
Cc: Gresham, Teresa <Teresa.Gresham@kimley-horn.com>; Krebs, Meridith <Meridith.Krebs@kimley-horn.com>; Prunty, Rob <Rob.Prunty@kimley-horn.com>; Iosco, Robert <robert.iosco@vdot.virginia.gov>
Subject: Attn: Ernie Aschenbach - I-495 NEXT - UPC #113414

Citrix Attachments Expires May 19, 2020

| | |
|-------------------------|---------|
| 495_AIIVDGIF_111919.pdf | 41.1 MB |
|-------------------------|---------|

[Download Attachments](#)

Samantha Stratton uses Citrix Files to share documents securely.

On behalf of Robert Iosco (Robert.iosco@vdot.virginia.gov, (703) 259-2764) at the Virginia Department of Transportation (VDOT):

Ernie,

The Virginia Department of Transportation (VDOT), in coordination with the Federal Highway Administration (FHWA) as the lead federal agency, is evaluating an extension of the Interstate 495 (I-495) Express Lanes between Tysons and the Virginia State Line. We are requesting your comments on potential effects to threatened and endangered species found within the study area in order to complete our technical reports for NEPA documentation. A project description can be seen below:

The Build Alternative would extend the existing four I-495 Express Lanes from their current terminus between the I-495/Route 267 interchange and the Old Dominion Drive Overpass north approximately 2.3 miles to the George

Washington Memorial Parkway (GWMP). Additional improvements are anticipated to extend approximately 0.3 miles north of the GWMP to provide a tie-in to the existing road network at the American Legion Memorial Bridge (ALMB). The Build Alternative would retain the existing number of general purpose (GP) lanes in each direction between the I-495/Route 267 interchange and the ALMB, consistent with the configuration of the existing I-495 Express Lanes. Direct access ramps would be provided from the I-495 Express Lanes to the Dulles Toll Road and the GWMP. Access would also be provided between the Express Lanes and GP lanes.

Based on a review of the VDGIF VaFWIS Search Report, there are confirmed observations of the Little-Brown Bat (*Myotis lucifugus*), the Tri-Colored Bat (*Perimyotis subflavus*), and the Wood Turtle (*Glyptemys insculpta*) within the study area. A figure showing the WERMS database results for these species and their proximity to the study area is attached. In addition, winter hibernacula and maternity roost trees were not identified on the NLEB or MYLU & PESU Habitat Mappers, nor were any eagle nests identified on the CCB Bald Eagle Mapper. According to the 2016 Virginia Land Cover Dataset provided by the Virginia Geographic Information Network (VGIN), there are 103 acres of forestland within our Limits of Disturbance (smaller than the study area shown in figures provided) that we are assuming will be impacted. Also attached are the database results and project mapping.

We would appreciate your concurrence on our findings or any other comments DGIF may have.

Thank you,

Samantha Stratton | Environmental Analyst
Kimley-Horn | 11400 Commerce Park Drive Suite 400 Reston, VA 20191
Direct: 703 462 2706 | www.kimley-horn.com

Celebrating 12 years as one of FORTUNE's 100 Best Companies to Work For



COMMONWEALTH of VIRGINIA

Matthew J. Strickler
Secretary of Natural Resources

Department of Game and Inland Fisheries

Robert W. Duncan
Executive Director

July 11, 2018

Mr. Robert Iosco
VDOT Northern Virginia District
4975 Alliance Drive
Fairfax, VA 22030

Re: Request for Determination of Impact upon Wildlife Resources: I-495 Express Lane Northern Expansion – PN 0495-023-419, P101, UPC 113414

Dear Mr. Iosco:

We appreciate that you submitted your project(s) for review by VDGIF to ensure the protection of sensitive wildlife resources during project development. Due to current staffing limitations within our Fish and Wildlife Information Services (FWIS) and Environmental Services sections, we are unable to review and provide comments on projects that are not currently involved in one of the regulatory review processes for which we are a consultatory agency (see <http://www.dgif.virginia.gov/environmental-programs/environmental-services-section.asp>). Please note that no response from VDGIF does not constitute “no comment” nor does it imply support of the project or associated activities. It simply means VDGIF has not been able to respond to your request.

To assist you in determining which, if any, wildlife resources under our jurisdiction, including threatened and endangered wildlife, may be present on or near your project site, we recommend that you access the Virginia Fish and Wildlife Information System (VAFWIS) at <http://vafwis.org/fwis/>.

If you should have further questions or need additional information about VDGIF’s Environmental Programs, please visit: <http://www.dgif.virginia.gov/environmental-programs/>.

Please feel free to attach a copy of this correspondence and any reports from VAFWIS with your project paper work to document your correspondence with us regarding this project.

Thank you,

A handwritten signature in black ink, appearing to read 'Shirl Dressler', written over a horizontal line.

Shirl Dressler, Program Support Technician
Environmental Services Admin.

I-495 Express Lanes Northern Extension - Office of Drinking Water Project Response

1 message

Warren, Arlene <arlene.warren@vdh.virginia.gov>
To: Robert Iosco <robert.iosco@vdot.virginia.gov>

Fri, Jul 27, 2018 at 10:17 AM

Project Name: I-495 Express Lanes Northern Extension
Project #: 0495-029-419, P101,
UPC #: 113414
Location: Fairfax County

VDH – Office of Drinking Water has reviewed the above project. Below are our comments as they relate to proximity to **public drinking water sources** (groundwater wells, springs and surface water intakes). Potential impacts to public water distribution systems or sanitary sewage collection systems **must be verified by the local utility.**

There are no public groundwater wells within a 1-mile radius of the project site.

There are no surface water intakes located within a 5-mile radius of the project site.

The project is not within the watershed of any public surface water intakes.

There are no apparent impacts to public drinking water sources due to this project.

The Virginia Department of Health – Office of Drinking Water appreciates the opportunity to provide comments. If you have any questions, please let me know.

Best Regards,

Arlene Fields Warren

GIS Program Support Technician

Office of Drinking Water

Virginia Department of Health

109 Governor Street

Richmond, VA 23219

(804) 864-7781

NEPA Scoping - Project 0495-029-419, P101, UPC 113414

1 message

Flanders, Kyle <kyle.flanders@dhcd.virginia.gov>
To: Robert Iosco <robert.iosco@vdot.virginia.gov>

Tue, Jul 24, 2018 at 2:57 PM

Mr. Iosco:

In response to the NEPA scoping questions I would offer the following on behalf of the projects/programs administered by DHCD. There may be projects or programs outside our agency's purview which are impacted in relation to these questions.

- 1) The project will not impact agency projects in this regard.
- 2) The project will not impact agency projects in this regard.
- 3) The project will not impact agency projects in this regard.
- 4) Not included in initial information package.
- 5) N/A
- 6) N/A

Sincerely,

Kyle T. Flanders
Senior Policy Analyst
Virginia Department of Housing and Community Development
Policy Office
[600 E. Main St. Suite 300](mailto:kyle.flanders@dhcd.virginia.gov)
[Richmond, VA 23219](mailto:kyle.flanders@dhcd.virginia.gov)
phone: (804) 786-6761
fax: (804) 371-3090
kyle.flanders@dhcd.virginia.gov



COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION (804) 786-4440

Director

600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

FAX (804) 225-3752
Virginia Relay Center
800-828-1120 (TDD)

July 24, 2018

Mr. Robert Iosco
Virginia MegaProjects
VDOT Northern Virginia District
4975 Alliance Drive
Fairfax, VA 22030

Subject: I-495 Express Lanes Northern Extensions
Environmental Assessment – Request for Environmental Scoping Comments
Fairfax County, Virginia
Project Number: 0495-029-419, P101, UPC 113414

Dear Mr. Iosco:

Thank you for the opportunity to provide input on VDOT's proposed northern extension of the I-495 Express Lanes in advance of the preparation of an Environmental Assessment. The Virginia Department of Rail and Public Transportation (DRPT) recognizes the importance and benefits of this project to the transportation network in Northern Virginia and the greater Washington, DC region. Our completed NEPA Scoping Questionnaire is attached.

DRPT's Northern Virginia Planning Manager, Ciara Williams, will be our contact person for this project if you should have questions or need additional information from DRPT. Ciara can be reached at ciara.williams@drpt.virginia.gov or (703) 259-2200.

We look forward to working with VDOT during the NEPA process and the eventual construction of the Express Lanes extension.

Sincerely,

A handwritten signature in black ink, appearing to read "J DeBruhl".

Jennifer DeBruhl
Chief of Public Transportation

cc: Todd Horsley, DRPT
Ciara Williams, DRPT

The Smartest Distance Between Two Points
www.drpt.virginia.gov

Subject: I-495 Express Lanes Northern Extensions – NEPA Scoping Questionnaire
Fairfax County, Virginia
Project Number: 0495-029-419, P101, UPC 113414
Federal Project Number: NHPP-0495 (095)

1. Will the proposed project affect transit operations?
 - DRPT has reviewed the study area map and has confirmed that there are no existing transit operations within the study area. As several transit providers in Northern Virginia currently utilize the existing HOT and Express Lanes in the region, the proposed northern extension of the I-495 Express Lanes could be beneficial to any future bus transit service that may be implemented in the vicinity of the extension, including any future bus transit connections between Northern Virginia and Montgomery County, Maryland.

2. Please provide input on potential positive and negative indirect effects to resources under your agency’s jurisdiction that could occur as a result of the proposed project. Any pertinent reports or documents that may support your conclusions would be greatly appreciated.
 - DRPT has determined that the proposed project does not appear to impact any currently planned rail or bus transit projects.

3. Planning judgment is a structured process that will be used as part of this study to analyze and forecast potential indirect effects and cumulative impacts. Does your agency possess any reports, data sources, or expert input that you recommend be used to inform the use of planning judgment in this study? Additionally, any other tools or resources that your agency might be able to provide to aid in the identification of indirect effects and cumulative impacts would be appreciated and considered.
 - While DRPT does not have any reports, data sources or other tools/resources to provide to VDOT to analyze and forecast potential indirect effects and cumulative impacts of the proposed project, we do recommend that VDOT consider its own data on the impact to travel times and speeds of the current HOT and Express Lanes in Northern Virginia. Bus transit systems that utilize the current HOT and Express Lanes benefit from the faster speeds and travel times that those facilities allow, and it is reasonable to assume that similar benefits would be realized by any future bus transit services that may be implemented in the vicinity of the proposed project. In addition, DRPT would like to emphasize the need for effective multimodal options within the study area. Without transportation capacity improvements, new transit services and travel demand management services (TDM), it is unlikely that the projected growth in this section of the I-495 corridor can be accommodated.

4. Please provide information regarding any permits, authorizations, approvals, coordination, or review processes that may be required from your agency for this project.

– N/A

5. Please provide any other comments or feedback that you feel may be beneficial to the development of this study.

– As previously noted, there are no existing transit operations along this section of the I-495 corridor; however, the project would likely have positive operational benefits for any new bus transit service that may be implemented along the corridor in the future.

I-495 Express Lanes Northern Extension; VDOT Project Number 0495-029-419, P101, UPC 113414

1 message

Mike Hallock-Solomon <mhallock-solomon@vofonline.org>
To: "Robert.Iosco@VDOT.Virginia.gov" <Robert.Iosco@vdot.virginia.gov>
Cc: Erika Richardson <erichardson@vofonline.org>

Thu, Jul 5, 2018 at 2:30 PM

Mr. Iosco,

The Virginia Outdoors Foundation has reviewed the project referenced above. As of 5 July 2018, there are not any existing nor proposed VOF open-space easements within the immediate vicinity of the project.

Please contact VOF again for further review if the project area changes or if this project does not begin within 24 months. Thank you for considering conservation easements.

In the future, please send requests for VOF review to: ImpactReview@VOFonline.org

Thanks,

Mike

Mike Hallock-Solomon, AICP

Virginia Outdoors Foundation

1. Do you anticipate or are you aware of any organized opposition to the proposed project?

We are not aware of any organized opposition to this project at this time.

2. How will the proposed project affect existing and planned land use?

Existing neighborhoods will be impacted because the study area traverses existing, built communities. The James Cooper Middle School property may also be impacted by this project.

Nearby land uses include the following:

| Tax Map # | Environmental Features | Comp Plan Base |
|-----------|------------------------|--|
| 21-1 | RPA, flood plain | 1-2 du/ac, private recreation |
| 21-2 | RPA, flood plain | 1-2 du/ac, public parks |
| 21-3 | RPA, flood plain | 1-2 du/ac, 2-3 du/ac, public parks, public facilities |
| 29-1 | RPA | 20+ du/ac, public facilities, office, public parks |
| 29-2 | RPA, flood plain | 1-2 du/ac, 2-3 du/ac, public parks, office, private open space, industrial (Tysons Urban Center) |
| 29-4 | RPA, flood plain, EQC | 20+ du/ac, office, mixed uses (Tysons Urban Center) |
| 30-1 | RPA, flood plain | 1-2 du/ac, industrial, private open space, public parks |
| 30-3 | RPA, flood plain | Public facilities, office, industrial, private open space (Tysons Urban Center) |
| 39-2 | None | 20+ du/ac, mixed uses (Tysons Urban Center) |

3. Will the proposed project potentially disrupt a community or planned development?

Yes, please see attached maps.

4. Is the proposed project consistent with County planning documents?

Yes, the proposed project is consistent with the County Transportation Plan, which calls for High Occupancy Toll (HOT) Lanes on the same road segments.

However, some of the proposed project's impacts will occur in areas planned for residential use, mixed use and/or parks. The proposal should meet Comprehensive Plan Environmental Policies to reduce disturbance in environmentally sensitive areas, such as Environmental Quality Corridors and Resource Protection Areas.

The proposed project should also address Heritage Resources goals of the Comprehensive Plan Policies.

5. Where does the proposed project rank among the County's specific transportation improvement needs?

This proposed project is a high priority for the County as it relates to the American Legion Bridge congestion and resulting cut-through traffic, which is having negative impacts on quality of life in nearby neighborhoods. On May 1, 2018, the Fairfax County Board of Supervisors sent a letter to the Maryland Department of Transportation stating how important it is to the county for the congestion problem at the American Legion Bridge to be improved (attached).

6. Is the County considering any future mass transit options for this corridor?

The County Comprehensive Plan designates this corridor for “Enhanced Public Transportation.” No studies have been conducted yet to determine what type of transit may be most appropriate. The Comprehensive Plan for Tysons anticipates that a high-quality transit connection to Maryland will be necessary in the future.

7. In this scoping package we have provided a snapshot of recent economic and social data from the U.S. Census Bureau within the study area. Do you concur this data reflects your current jurisdictional population profile? Additionally, please identify locations in the study area where you feel potential minority or low-income Environmental Justice populations should be considered.

The data does reflect the current Fairfax County population profile.

8. Are there any existing or planned schools, parks, trails, open space, places of worship, or locally significant historic or archaeological sites within or adjacent to the proposed project area?

No impact is anticipated to Historic Overlay Districts so no Architectural Review Board review is needed.

The following locally significant historic sites are within the area of impact:

- George Washington Memorial Parkway (Tax map 21-2) is characterized by local, state and national historic significance and which is in the National Register of Historic Places. The most dramatic changes will be the visual impacts caused by the anticipated physical changes to roadway.
- Beaufort Park (tax map 21-3) is on Inventory of Historic Sites with potential visual impact. It is located within the 600-foot buffer on either side of 495.
- Shiloh Baptist Church (29-1) is on Inventory of Historic Sites and may have a potential visual impact. The proposal may have a potential visual impact, but it is located outside of the 600-foot buffer.

Fairfax County’s Archaeology and Collections Branch has reviewed the maps provided. The area contains numerous sites, and, depending on the level of investigation, will require initial archaeological survey if areas are un-surveyed, Phase II archaeological testing (to determine National Register of Historic Places eligibility) and Phase III data recovery if sites are determined eligible. Any areas within or adjacent to Historic Overlay Districts must also be investigated, per Fairfax County Zoning Ordinance. Each parcel or group of parcels should be assessed on an individual basis.

This proposed project was subjected to an archival archeological review only. If Federal funds or permitting is required, Fairfax County recommends consultation with Virginia Department of Historic Resources (VDHR).

At the completion of any cultural resource studies, Fairfax County requests that the applicant provide two copies (one hard copy, one digital copy) of the archaeology report as well as field notes, photographs, and artifacts to the Park Authority's Resource Management Division within 30 days of completion of the study. Materials can be sent to 2855 Annandale Road Falls Church, VA 20110 for review and concurrence. For artifact catalogues, please include the database in Access™ format, as well as digital photography, architectural assessments, including line drawings. If any archaeological, architectural or other sites are found during cultural resources assessments, the applicant should update files at VDHR, using the VCRIS system.

9. Please provide any additional input on potential positive and negative indirect effects that could occur as a result of the proposed project, such as: induced growth, economic development and investment, or improved stormwater management. Any pertinent reports or documents that may support your conclusions would be greatly appreciated.

The proposed project is located mainly within the Scotts Run watershed; additionally, the proposed limits of disturbance (LOD) extends into the Dead Run watershed, which is listed on the Virginia DEQ's Impaired Waters list. The ecological health of these streams is very poor based on biological integrity, stream physical assessment, habitat assessment, fish species richness, and percent imperviousness. The county has documented numerous drainage, flooding, erosion and storm water infrastructure complaints in both watersheds. Increased impervious surface from the proposed project can increase runoff volume and velocity, exacerbating adverse environmental impacts and threats to safety, property and infrastructure.

For more information, please refer to:

- The Middle Potomac Watershed Management Plan (WMP)
<https://www.fairfaxcounty.gov/publicworks/sites/publicworks/files/assets/documents/watersheds/middle-potomac-watersheds-full-plan.pdf>; and
- The Urban Stormwater Concepts for Tysons Corner document
<https://www.fairfaxcounty.gov/tysons/stormwater-management>.

There are 17 active/recently constructed Stormwater improvement projects in the vicinity of the proposed project, particularly in the heavily urbanized Upper Scotts Run sub watershed (multiple stream restorations in Upper Scotts, Flood Mitigation in Lower Scotts, Reforestation, and Flood Mitigation in Dead Run).

Please see attached Table

Additional proposed projects are described in the Middle Potomac WMP. Impacts to existing and proposed Stormwater project sites should be avoided or minimized.

10. Please provide any information you may have on other recent or planned projects or activities in the area that may have indirect or cumulative impacts to the resources that may be affected by

the proposed project. Additionally, please provide any data regarding permitted impacts that should be considered when analyzing potential indirect and cumulative impacts for the project.

Data from Fairfax County's Stormwater Planning Division's Comprehensive Biological Monitoring program are available on request.

For more information, please refer to:

- The Middle Potomac Watershed Management Plan (WMP)
<https://www.fairfaxcounty.gov/publicworks/sites/publicworks/files/assets/documents/watersheds/middle-potomac-watersheds-full-plan.pdf>; and
- The Urban Stormwater Concepts for Tysons Corner document
<https://www.fairfaxcounty.gov/tysons/stormwater-management>.

Several potential impacts of this proposed projects based on identified limits of disturbance are:

- 29,799 linear feet of gravity pipe ranging from 8-inch – 27-inch and 3,942 linear feet of pressure sewer ranging from 1.25-inch – 2-inch.
- There are 6 crossings along this stretch.
- 206 manholes are located within the 600' buffer.

11. Planning judgment¹ is a structured process that will be used as part of this study to analyze and forecast potential indirect effects and cumulative impacts. Does your agency possess any reports, data sources, or expert input that you recommend be used to inform the use of planning judgment in this study? Additionally, any other tools or resources that your agency might be able to provide to aid in the identification of indirect effects and cumulative impacts would be appreciated and considered.

None at this time.

12. Please provide information regarding any permits, authorizations, approvals, coordination, or review processes that may be required from your agency for this project.

Stormwater management and water quality controls above the minimum requirements are strongly recommended. Stormwater should be detained and treated onsite instead of purchasing offsite credits. Low impact development, Best Management Practices and Green Stormwater Infrastructure that improve water quality, reduce water quantity, prevent flooding and protect streams, used by themselves or with other BMPs as part of a storm water treatment train, are encouraged. Fairfax County's Tysons Corner Comprehensive Plan Stormwater Goals should be followed to the maximum extent practicable, particularly in the heavily urbanized Upper Scotts Run watershed.

Close coordination with Fairfax County's Wastewater Management (WWM) will be required once plans for the possible upgrades/changes to I-495 have been developed and are being reviewed. The possible changes may have direct impact on the sanitary sewer system, including but not limited to WWM's operation and maintenance of the system.

Please insure WWM's inclusion on all developments associated with this project.

13. Please provide any other comments or feedback that you feel may be beneficial to the development of this study.

It may be appropriate to upgrade some of the pipes before building new roadways over them.

Contact Virginia Department of Historic Resources and the National Park Service for the George Washington Memorial Parkway impacts.

Contact the Fairfax County History Commission regarding all of the sites as they are in the Inventory of Historic Sites.





| PRJ_ID | PRJ_NAME | PRJ_TYPE | PRJ_STATUS | PRJ_PHASE | SPRV_DIST | WSD_NAME |
|--------------|--|-----------------------------|------------|-------------------|-------------|------------|
| SC9219 | Bridle Path Stream Restoration Project | Stream Restoration | Complete | Post Construction | DRANESVILLE | SCOTTS RUN |
| FX1000-FX003 | Old Meadow Road (1761) | Stream Restoration | Complete | Post Construction | PROVIDENCE | SCOTTS RUN |
| SC76-011 | 819 Swinks Mill Rd | Flood Protection/Mitigation | Complete | Post Construction | DRANESVILLE | SCOTTS RUN |
| SC82-0002B | Scotts Run @ Scotts Run Station South via proffered condition (SC82-000C2) | Stream Restoration | Active | Construction | PROVIDENCE | SCOTTS RUN |
| SC82-0002C | Scotts Run @ Capital One via proffered condition (SC82-000C2) | Stream Restoration | Active | Construction | PROVIDENCE | SCOTTS RUN |
| SC83-0001 | Tyson ÇÖs Galleria Outfall Restoration | Outfall Improvement | Complete | Post Construction | PROVIDENCE | SCOTTS RUN |
| SC9672C1 | 819 Swinks Mill Road | Flood Mitigation | Complete | Post Construction | DRANESVILLE | SCOTTS RUN |
| SC9118 | Bridlepath Ln @ Old Gate Ct. (SC9118/0060DP) | Stormwater Pond Retrofit | Complete | Post Construction | DRANESVILLE | SCOTTS RUN |
| SC82-0003 | Scotts Run @ Arbor Row Hanover Parcel (SC82-0003) | Stream Restoration | Complete | Post Construction | PROVIDENCE | SCOTTS RUN |
| SC213 | Bridle Path Lane Stream Restoration | Stream Restoration | Complete | Post Construction | DRANESVILLE | SCOTTS RUN |
| SC82-0001 | Scotts Run Tributary @ Windy Hill Road (SC82-0001) | Stream Restoration | Active | Design | DRANESVILLE | SCOTTS RUN |
| SC9845SC9845 | Scotts Run Tributary @ Arbor Row Hanover Parcel | Stream Restoration | Complete | Post Construction | PROVIDENCE | SCOTTS RUN |

| | | | | | | |
|-----------|--|--------------------------|----------|--------------------|-------------|------------|
| SC82-0002 | Scotts Run @ Old Meadow Road (SC82-0002) | Stream Restoration | Active | Preliminary Design | PROVIDENCE | SCOTTS RUN |
| SC72-034 | The Colonies @ Scotts Run | Stream Restoration | Complete | Post Construction | PROVIDENCE | SCOTTS RUN |
| SC9124 | McLean Station (0272DP) | Stormwater Pond Retrofit | Complete | Post Construction | DRANESVILLE | SCOTTS RUN |
| DE86-0001 | Dead Run Drive 1012 | Flood Mitigation | | | DRANESVILLE | DEAD RUN |
| DE89-0001 | Reforest for WQ @ FCPA (DE89-0001) | Other | Active | Preliminary Design | DRANESVILLE | DEAD RUN |

**I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT**

**TAX MAP:
21-1**

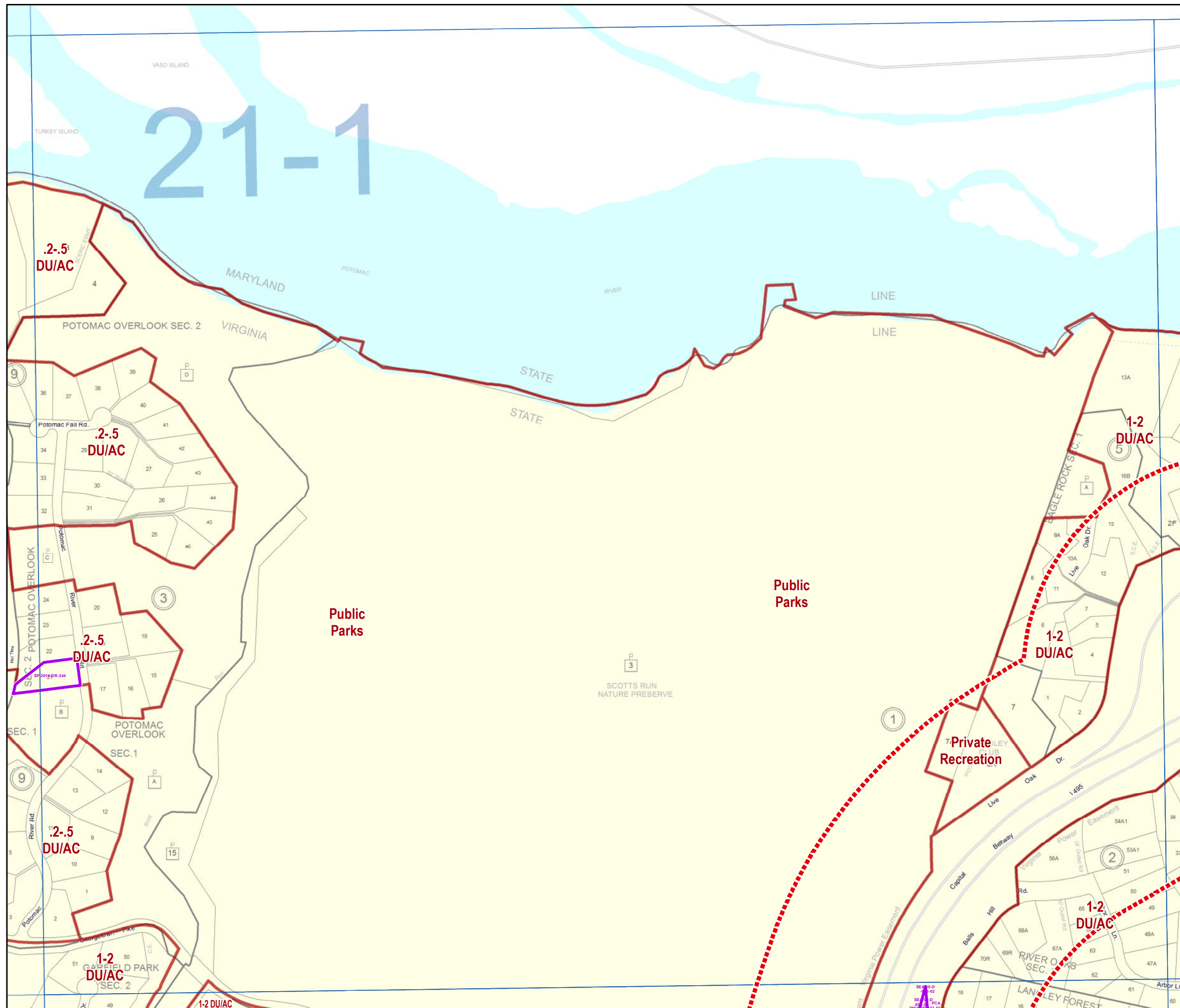
**COMPREHENSIVE
LAND USE PLAN,
DEVELOPMENT CENTERS,
CURRENT ZONING
APPLICATIONS**

-  600 Foot Buffer
-  Baseline Comp Plan Land Use Recommendation
-  Development Center
-  Current Zoning Application

| | | | |
|------|------|-------|-------|
| 14-1 | 14-2 | | |
| 14-3 | 14-4 | 903-3 | 903-4 |
| 20-1 | 20-2 | 21-1 | 21-2 |
| 20-3 | 20-4 | 21-3 | 21-4 |
| 29-1 | 29-2 | 30-1 | 30-2 |



Revised to:
07/12/2018
PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS
G:\projects\locpl\avprojects\
2018\FCDOT_Impact_study_response\
Land_use_base_current_right.mxd

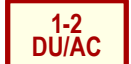


**I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT**

**TAX MAP:
21-2**

**COMPREHENSIVE
LAND USE PLAN,
DEVELOPMENT CENTERS,
CURRENT ZONING
APPLICATIONS**

 600 Foot Buffer

 1-2
DU/AC Baseline Comp Plan
Land Use
Recommendation

 Herndon
TSA Development
Center

 RZ
2017-MV-01 Current Zoning
Application

| | | | | |
|------|-------|-------|------|------|
| 14-2 | | | | |
| 14-4 | 903-3 | 903-4 | | |
| 20-2 | 21-1 | 21-2 | 22-1 | 22-2 |
| 20-4 | 21-3 | 21-4 | 22-3 | 22-4 |
| 29-2 | 30-1 | 30-2 | 31-1 | 31-2 |

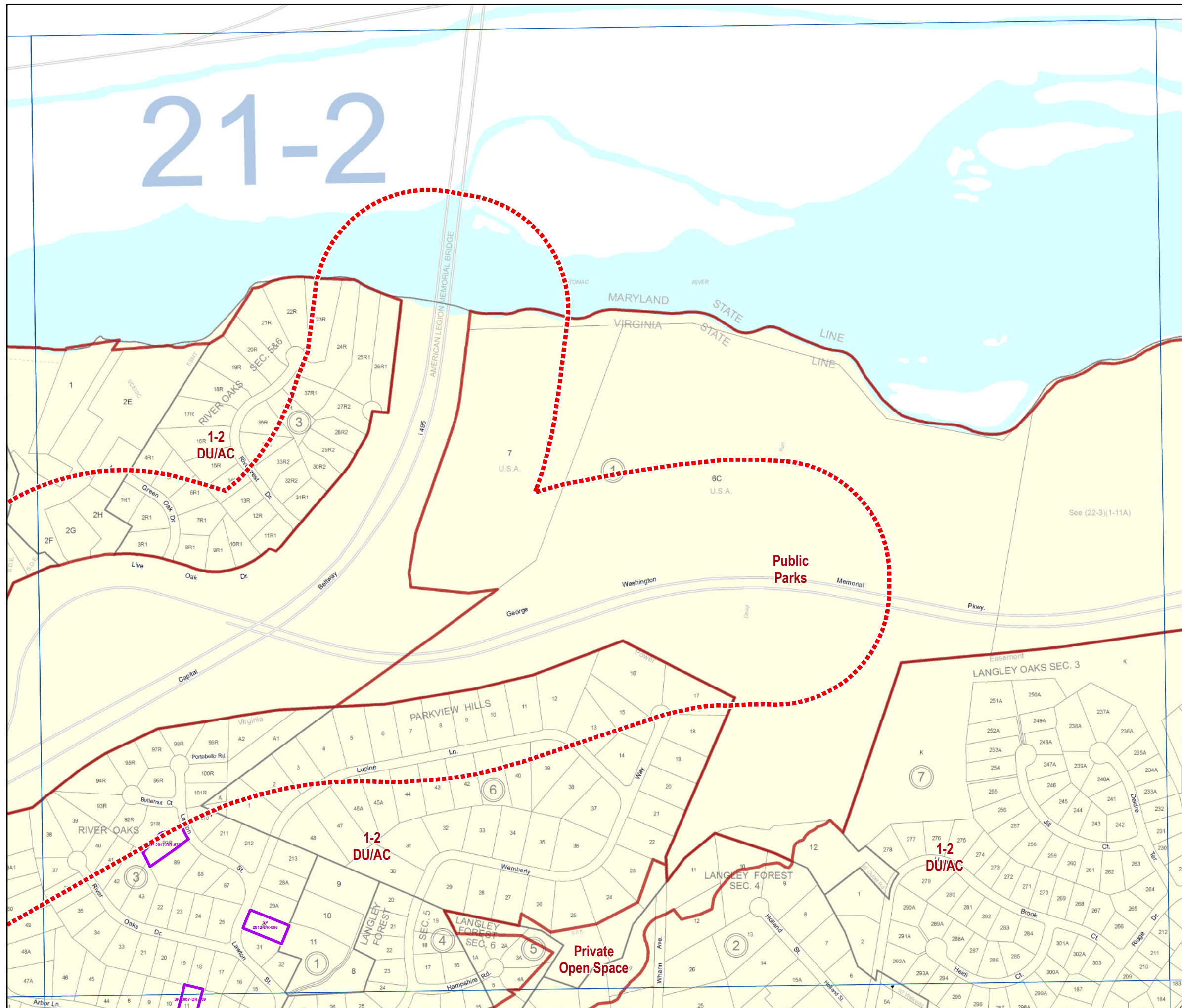


500 FEET

Revised to:
07/12/2018

PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS





G:\projects\locpl\avprojects\
2018\FCDOT_Impact_study_response\
Land_use_base_current_right.mxd



**I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT**

**TAX MAP:
21-3**

**COMPREHENSIVE
LAND USE PLAN,
DEVELOPMENT CENTERS,
CURRENT ZONING
APPLICATIONS**

-  600 Foot Buffer
-  Baseline Comp Plan Land Use Recommendation
-  Development Center
-  Current Zoning Application

| | | | | |
|------|------|-------|-------|------|
| 14-3 | 14-4 | 903-3 | 903-4 | |
| 20-1 | 20-2 | 21-1 | 21-2 | 22-1 |
| 20-3 | 20-4 | 21-3 | 21-4 | 22-3 |
| 29-1 | 29-2 | 30-1 | 30-2 | 31-1 |
| 29-3 | 29-4 | 30-3 | 30-4 | 31-3 |

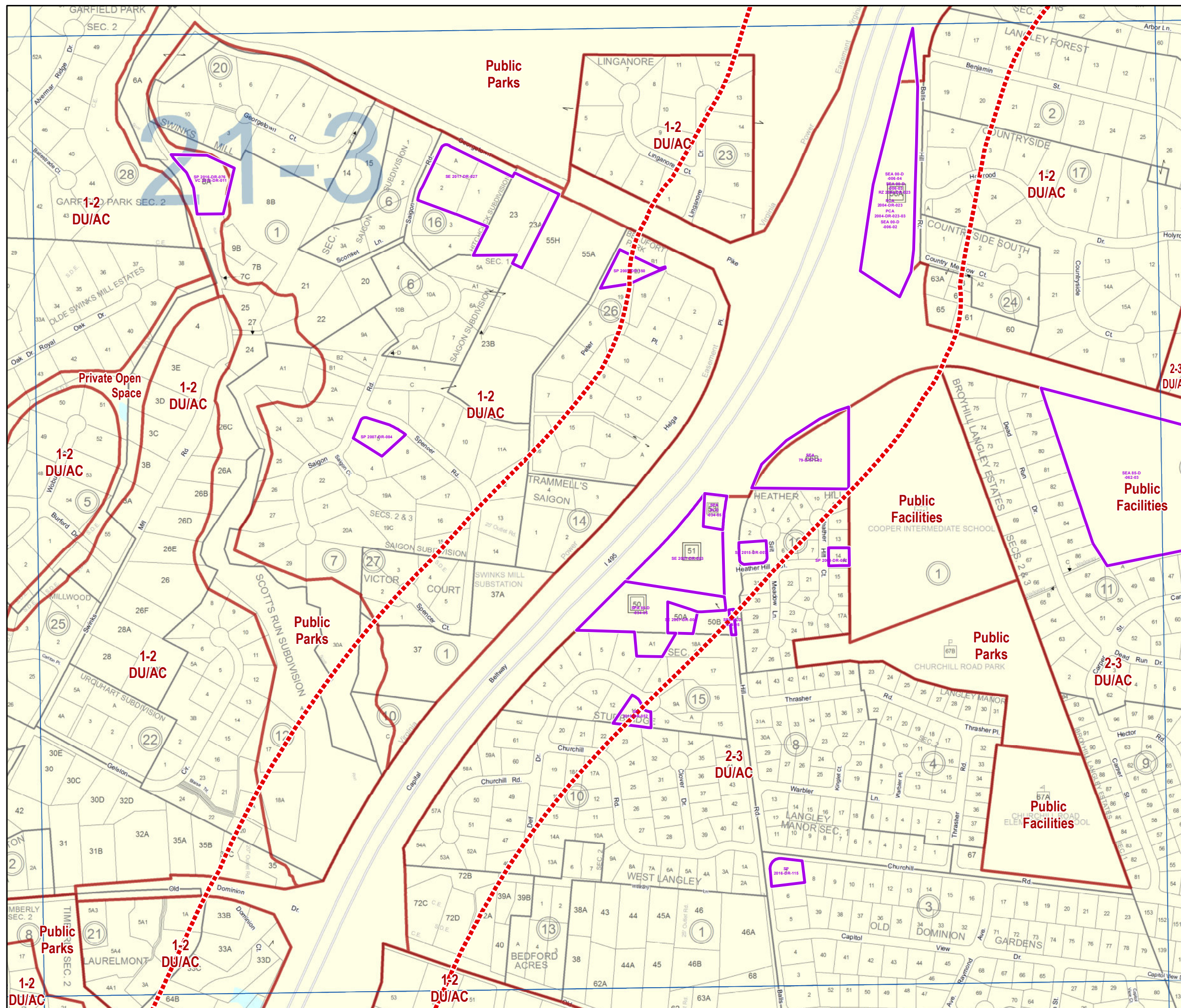


500 FEET

Revised to:
07/12/2018

PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS

G:\projects\locpl\avprojects\
2018\FCDOT_Impact_study_response\
Land_use_base_current_right.mxd

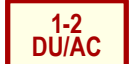


**I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT**

**TAX MAP:
29-1**

**COMPREHENSIVE
LAND USE PLAN,
DEVELOPMENT CENTERS,
CURRENT ZONING
APPLICATIONS**

 600 Foot Buffer

 Baseline Comp Plan
Land Use
Recommendation

 Herndon
TSA Development
Center

 RZ
2017-MV-01 Current Zoning
Application

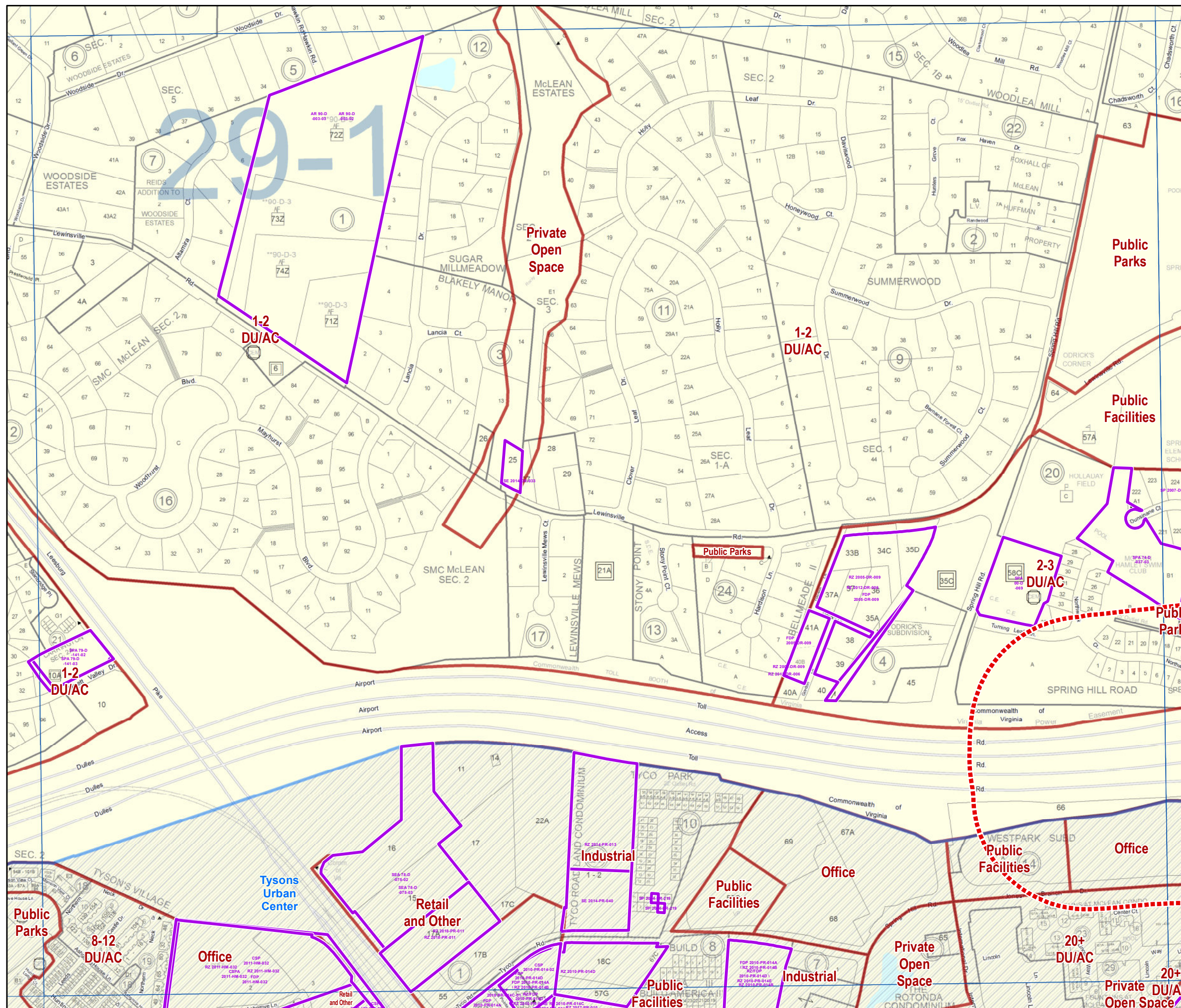
| | | | | |
|------|------|------|------|------|
| 19-1 | 19-2 | 20-1 | 20-2 | 21-1 |
| 19-3 | 19-4 | 20-3 | 20-4 | 21-3 |
| 28-1 | 28-2 | 29-1 | 29-2 | 30-1 |
| 28-3 | 28-4 | 29-3 | 29-4 | 30-3 |
| 38-1 | 38-2 | 39-1 | 39-2 | 40-1 |



Revised to:
07/12/2018

PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS

G:\projects\locpl\avprojects\
2018\FCDOT_Impact_study_response\
Land_use_base_current_right.mxd

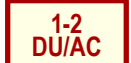


**I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT**

**TAX MAP:
29-2**

**COMPREHENSIVE
LAND USE PLAN,
DEVELOPMENT CENTERS,
CURRENT ZONING
APPLICATIONS**

 600 Foot Buffer

 1-2
DU/AC Baseline Comp Plan
Land Use
Recommendation

 Herndon
TSA Development
Center

 RZ
2017-MV-01 Current Zoning
Application

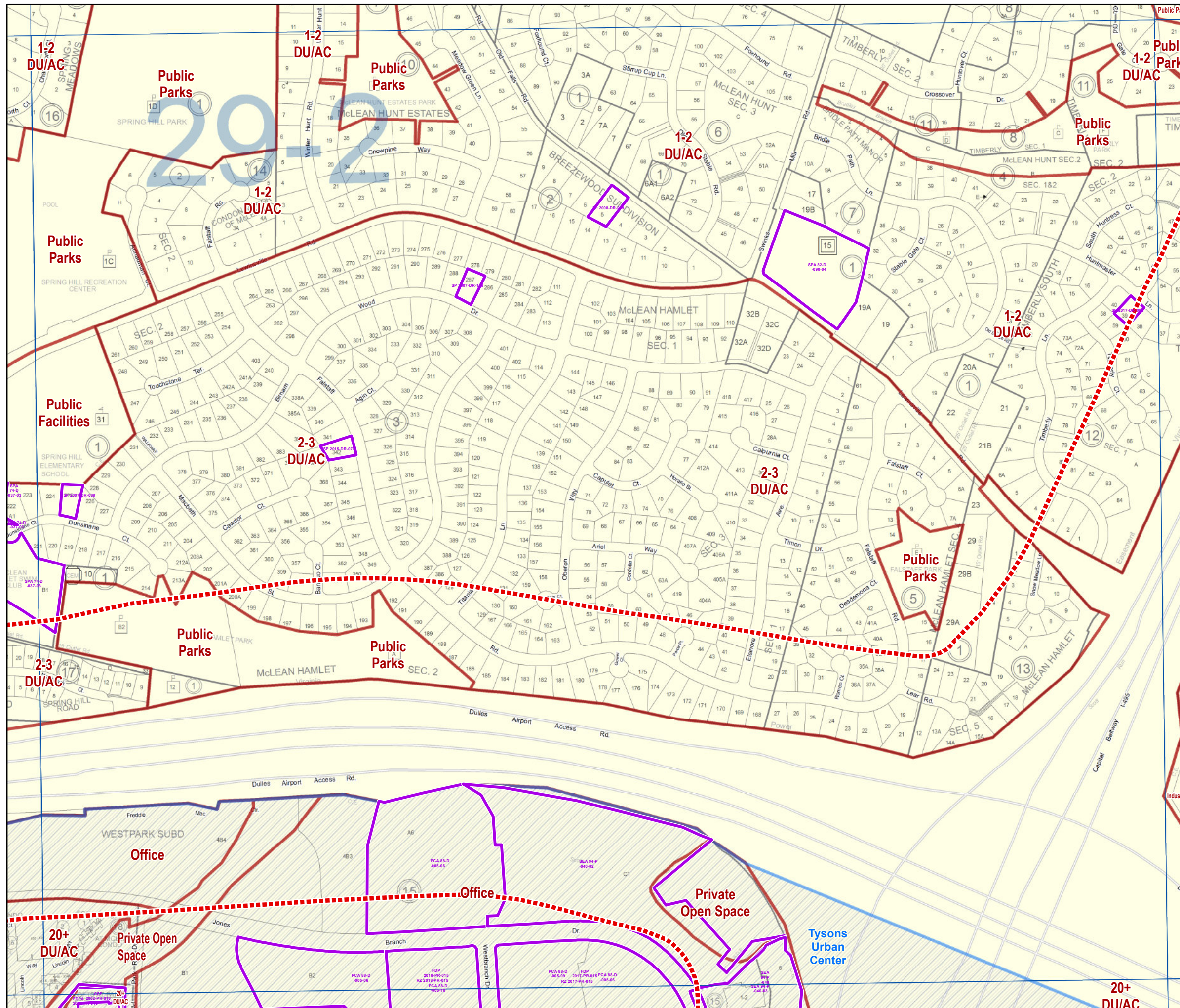
| | | | | |
|------|------|------|------|------|
| 19-2 | 20-1 | 20-2 | 21-1 | 21-2 |
| 19-4 | 20-3 | 20-4 | 21-3 | 21-4 |
| 28-2 | 29-1 | 29-2 | 30-1 | 30-2 |
| 28-4 | 29-3 | 29-4 | 30-3 | 30-4 |
| 38-2 | 39-1 | 39-2 | 40-1 | 40-2 |



Revised to:
07/12/2018

PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS

G:\projects\locpl\avprojects\
2018\FCDOT_Impact_study_response\
Land_use_base_current_right.mxd

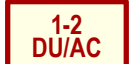


**I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT**

**TAX MAP:
29-4**

**COMPREHENSIVE
LAND USE PLAN,
DEVELOPMENT CENTERS,
CURRENT ZONING
APPLICATIONS**

 600 Foot Buffer

 Baseline Comp Plan
Land Use
Recommendation

 Herndon
TSA Development
Center

 RZ
2017-MV-01 Current Zoning
Application

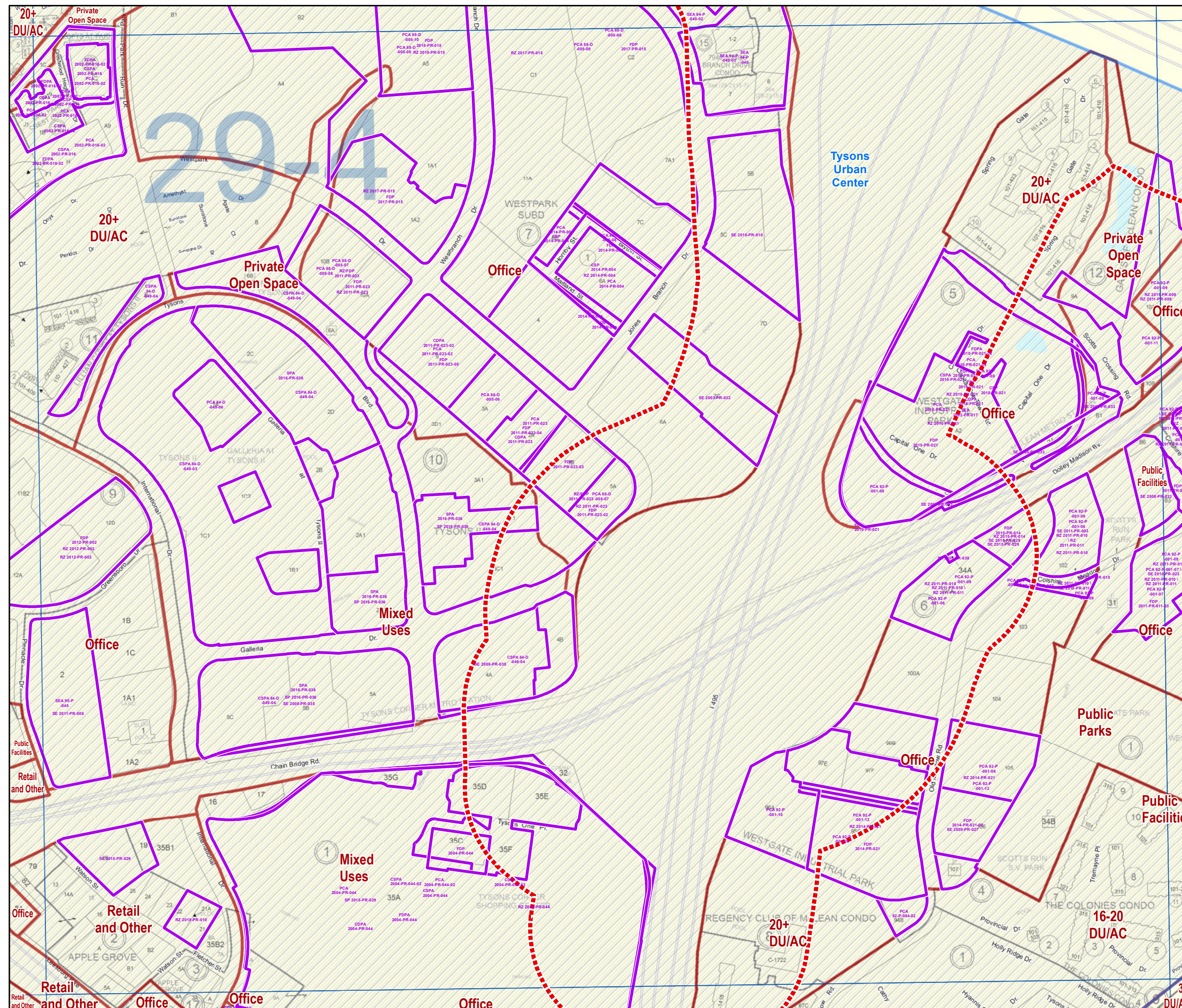
| | | | | |
|------|------|------|------|------|
| 19-4 | 20-3 | 20-4 | 21-3 | 21-4 |
| 28-2 | 29-1 | 29-2 | 30-1 | 30-2 |
| 28-4 | 29-3 | 29-4 | 30-3 | 30-4 |
| 38-2 | 39-1 | 39-2 | 40-1 | 40-2 |
| 38-4 | 39-3 | 39-4 | 40-3 | 40-4 |



Revised to:
07/12/2018

PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS

G:\projects\locpl\lavprojects\
2018\FCDOT_Impact_study_response\
Land_use_base_current_right.mxd

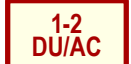


**I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT**

**TAX MAP:
30-1**

**COMPREHENSIVE
LAND USE PLAN,
DEVELOPMENT CENTERS,
CURRENT ZONING
APPLICATIONS**

 600 Foot Buffer

 Baseline Comp Plan
Land Use
Recommendation

 Herndon
TSA Development
Center

 RZ
2017-MV-01 Current Zoning
Application

| | | | | |
|------|------|------|------|------|
| 20-1 | 20-2 | 21-1 | 21-2 | 22-1 |
| 20-3 | 20-4 | 21-3 | 21-4 | 22-3 |
| 29-1 | 29-2 | 30-1 | 30-2 | 31-1 |
| 29-3 | 29-4 | 30-3 | 30-4 | 31-3 |
| 39-1 | 39-2 | 40-1 | 40-2 | 41-1 |

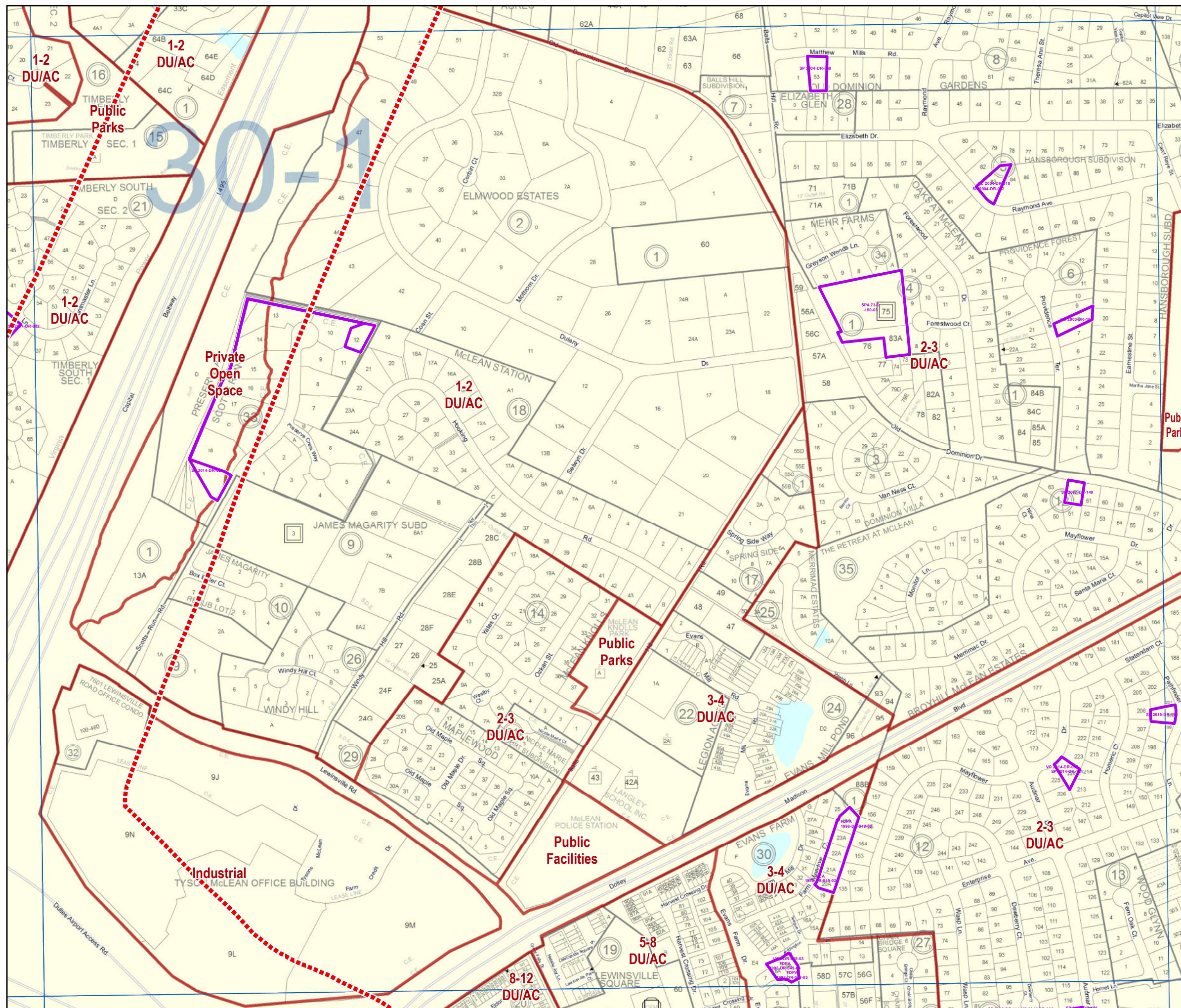


500 FEET

Revised to:
07/12/2018

PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS

G:\projects\locpl\avprojects\
2018\FCDOT_Impact_study_response\
Land_use_base_current_right.mxd




**I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT**

**TAX MAP:
30-3**

**COMPREHENSIVE
LAND USE PLAN,
DEVELOPMENT CENTERS,
CURRENT ZONING
APPLICATIONS**

 600 Foot Buffer

 Baseline Comp Plan
Land Use
Recommendation

 Herndon
TSA Development
Center

 RZ
2017-MV-01 Current Zoning
Application

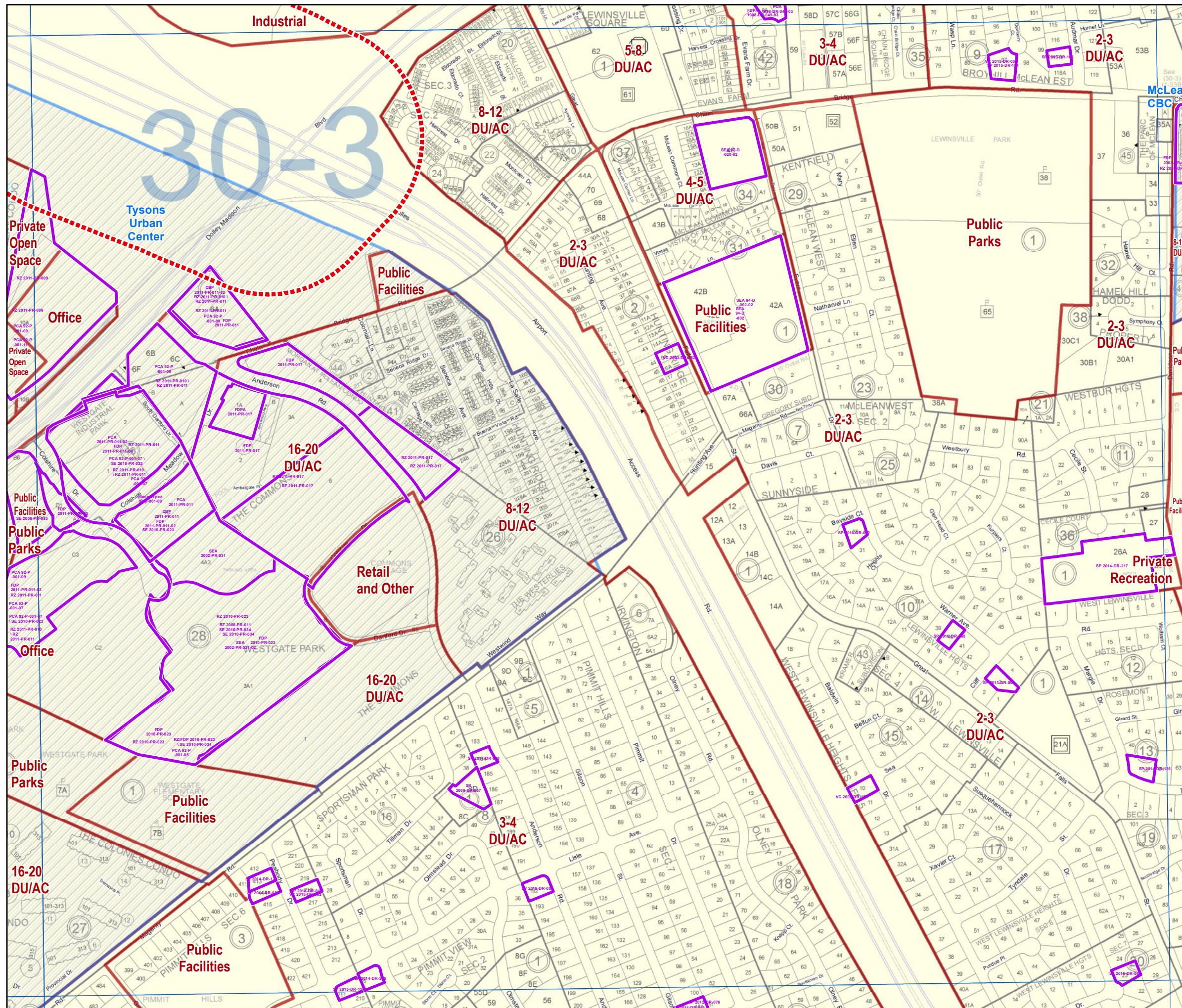
| | | | | |
|------|------|------|------|------|
| 20-3 | 20-4 | 21-3 | 21-4 | 22-3 |
| 29-1 | 29-2 | 30-1 | 30-2 | 31-1 |
| 29-3 | 29-4 | 30-3 | 30-4 | 31-3 |
| 39-1 | 39-2 | 40-1 | 40-2 | 41-1 |
| 39-3 | 39-4 | 40-3 | 40-4 | 41-3 |



Revised to:
07/12/2018

PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS

G:\projects\locpl\avprojects\
2018\FCDOT_Impact_study_response\
Land_use_base_current_right.mxd




**I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT**

**TAX MAP:
39-2**

**COMPREHENSIVE
LAND USE PLAN,
DEVELOPMENT CENTERS,
CURRENT ZONING
APPLICATIONS**

 600 Foot Buffer

 1-2
DU/AC
Baseline Comp Plan
Land Use
Recommendation

 Herndon
TSA
Development
Center

 RZ
2017-MV-01
Current Zoning
Application

| | | | | |
|------|------|------|------|------|
| 28-2 | 29-1 | 29-2 | 30-1 | 30-2 |
| 28-4 | 29-3 | 29-4 | 30-3 | 30-4 |
| 38-2 | 39-1 | 39-2 | 40-1 | 40-2 |
| 38-4 | 39-3 | 39-4 | 40-3 | 40-4 |
| 48-2 | 49-1 | 49-2 | 50-1 | 50-2 |

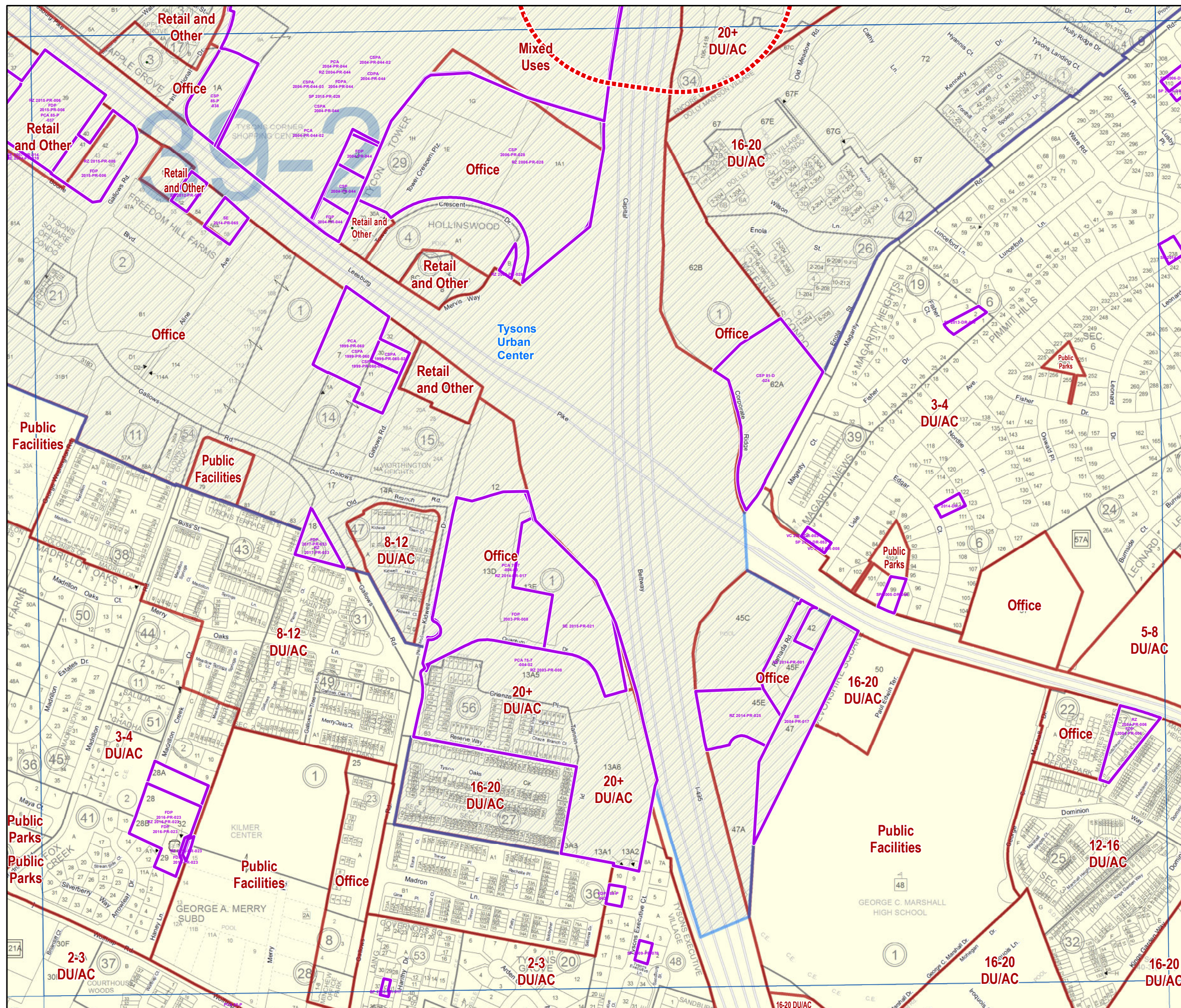


500 FEET

Revised to:
07/12/2018

PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS

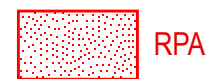
G:\projects\locp\plav\projects\
2018\FCDOT_Impact_study_response\
Land_use_base_current_right.mxd



I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT

TAX MAP:
21-1

FLOODPLAINS, RPA'S



Aerial Imagery copyright
Pictometry, Inc 2017

| | | | | |
|------|------|-------|-------|------|
| 14-1 | 14-2 | | | |
| 14-3 | 14-4 | 903-3 | 903-4 | |
| 20-1 | 20-2 | 21-1 | 21-2 | 22-1 |
| 20-3 | 20-4 | 21-3 | 21-4 | 22-3 |
| 29-1 | 29-2 | 30-1 | 30-2 | 31-1 |



500 FEET

Revised to:
7/12/2018

PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS

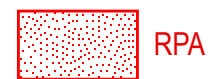
G:\projects\loc\pd\lav\projects\
2018\FCDOT_impact_study_response\
Environmental_base_left.mxd



I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT

TAX MAP:
21-2

FLOODPLAINS, RPA'S



Aerial Imagery copyright
Pictometry, Inc 2017

| | | | | |
|------|-------|-------|------|------|
| 14-2 | | | | |
| 14-4 | 903-3 | 903-4 | | |
| 20-2 | 21-1 | 21-2 | 22-1 | 22-2 |
| 20-4 | 21-3 | 21-4 | 22-3 | 22-4 |
| 29-2 | 30-1 | 30-2 | 31-1 | 31-2 |

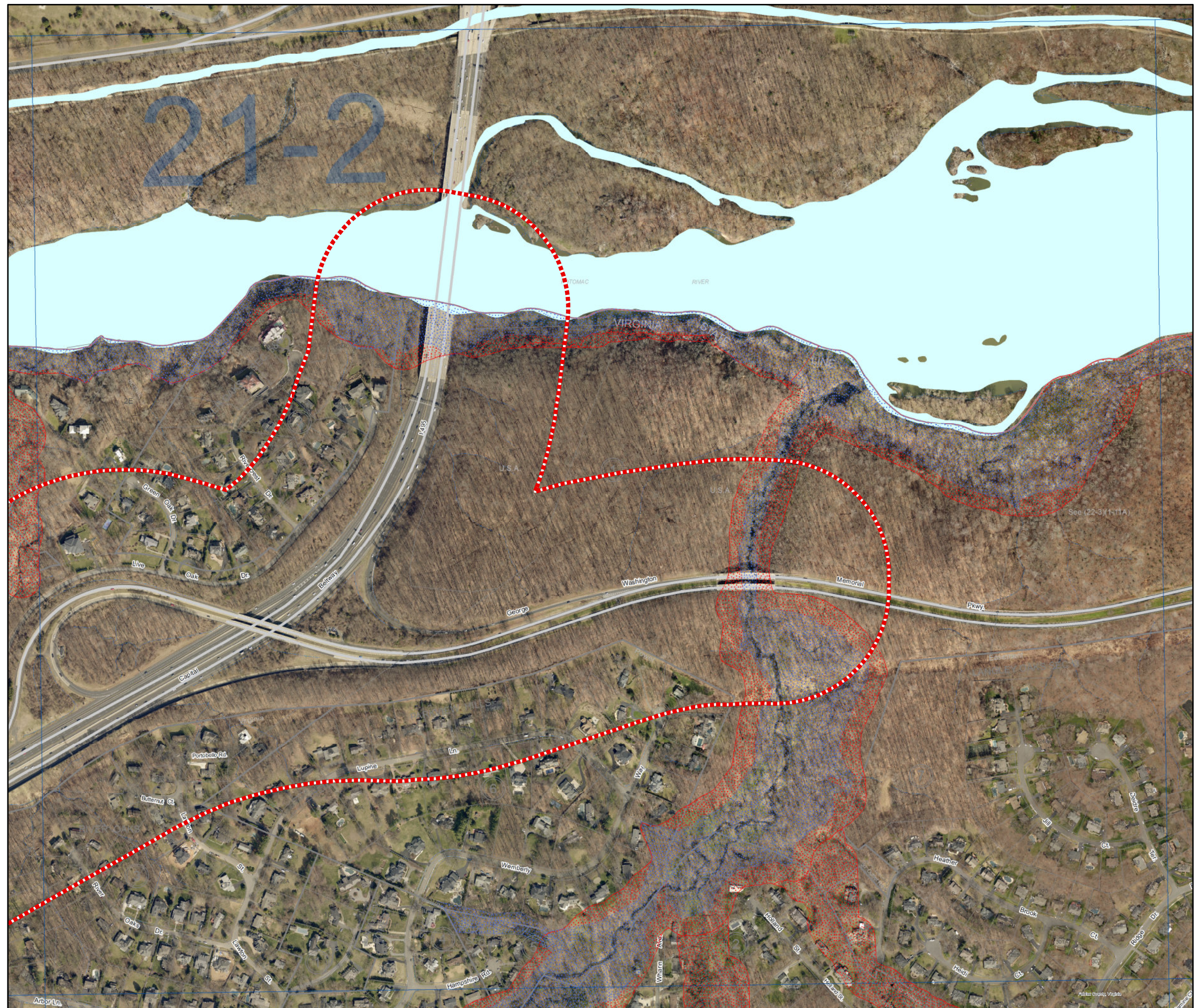


500 FEET

Revised to:
7/12/2018

PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS

G:\projects\loc\pd\lav\projects\
2018\FCDOT_impact_study_response\
Environmental_base_left.mxd

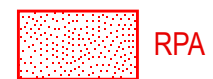


I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT

TAX MAP:

21-3

FLOODPLAINS, RPA'S



Aerial Imagery copyright
Pictometry, Inc 2017

| | | | | |
|------|------|-------|-------|------|
| 14-3 | 14-4 | 903-3 | 903-4 | |
| 20-1 | 20-2 | 21-1 | 21-2 | 22-1 |
| 20-3 | 20-4 | 21-3 | 21-4 | 22-3 |
| 29-1 | 29-2 | 30-1 | 30-2 | 31-1 |
| 29-3 | 29-4 | 30-3 | 30-4 | 31-3 |



500 FEET

Revised to:
7/12/2018

PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS

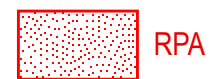
G:\projects\loc\pdlav\projects\
2018\FCDOT_impact_study_response\
Environmental_base_left.mxd



I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT

TAX MAP:
29-1

FLOODPLAINS, RPA'S



Aerial Imagery copyright
Pictometry, Inc 2017

| | | | | |
|------|------|------|------|------|
| 19-1 | 19-2 | 20-1 | 20-2 | 21-1 |
| 19-3 | 19-4 | 20-3 | 20-4 | 21-3 |
| 28-1 | 28-2 | 29-1 | 29-2 | 30-1 |
| 28-3 | 28-4 | 29-3 | 29-4 | 30-3 |
| 38-1 | 38-2 | 39-1 | 39-2 | 40-1 |



500 FEET

Revised to:
7/12/2018

PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS

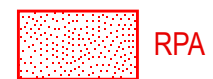
G:\projects\ocp\pd\lavprojects\
2018\FCDOT_impact_study_response\
Environmental_base_left.mxd



I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT

TAX MAP:
29-2

FLOODPLAINS, RPA'S



Aerial Imagery copyright
Pictometry, Inc 2017

| | | | | |
|------|------|------|------|------|
| 19-2 | 20-1 | 20-2 | 21-1 | 21-2 |
| 19-4 | 20-3 | 20-4 | 21-3 | 21-4 |
| 28-2 | 29-1 | 29-2 | 30-1 | 30-2 |
| 28-4 | 29-3 | 29-4 | 30-3 | 30-4 |
| 38-2 | 39-1 | 39-2 | 40-1 | 40-2 |



500 FEET

Revised to:
7/12/2018

PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS

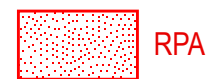
G:\projects\ocp\pd\lav\projects\
2018\FCDOT_impact_study_response\
Environmental_base_left.mxd



I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT

TAX MAP:
29-4

FLOODPLAINS, RPA'S



Aerial Imagery copyright
Pictometry, Inc 2017

| | | | | |
|------|------|------|------|------|
| 19-4 | 20-3 | 20-4 | 21-3 | 21-4 |
| 28-2 | 29-1 | 29-2 | 30-1 | 30-2 |
| 28-4 | 29-3 | 29-4 | 30-3 | 30-4 |
| 38-2 | 39-1 | 39-2 | 40-1 | 40-2 |
| 38-4 | 39-3 | 39-4 | 40-3 | 40-4 |



500 FEET

Revised to:
7/12/2018

PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS

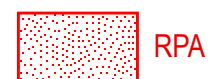
G:\projects\loc\pd\lav\projects\
2018\FCDOT_impact_study_response\
Environmental_base_left.mxd



I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT

TAX MAP:
30-1

FLOODPLAINS, RPA'S



Aerial Imagery copyright
Pictometry, Inc 2017

| | | | | |
|------|------|------|------|------|
| 20-1 | 20-2 | 21-1 | 21-2 | 22-1 |
| 20-3 | 20-4 | 21-3 | 21-4 | 22-3 |
| 29-1 | 29-2 | 30-1 | 30-2 | 31-1 |
| 29-3 | 29-4 | 30-3 | 30-4 | 31-3 |
| 39-1 | 39-2 | 40-1 | 40-2 | 41-1 |



500 FEET

Revised to:
7/12/2018

PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS

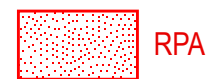
G:\projects\loc\pd\lav\projects\
2018\FCDOT_impact_study_response\
Environmental_base_left.mxd



I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT

TAX MAP:
30-3

FLOODPLAINS, RPA'S



Aerial Imagery copyright
Pictometry, Inc 2017

| | | | | |
|------|------|------|------|------|
| 20-3 | 20-4 | 21-3 | 21-4 | 22-3 |
| 29-1 | 29-2 | 30-1 | 30-2 | 31-1 |
| 29-3 | 29-4 | 30-3 | 30-4 | 31-3 |
| 39-1 | 39-2 | 40-1 | 40-2 | 41-1 |
| 39-3 | 39-4 | 40-3 | 40-4 | 41-3 |



500 FEET

Revised to:
7/12/2018

PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS

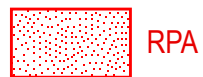
G:\projects\ocp\pd\lav\projects\
2018\FCDOT_impact_study_response\
Environmental_base_left.mxd



I-495 EXPRESS LANES
NORTHERN EXTENSION
ENVIRONMENTAL IMPACT
ASSESSMENT

TAX MAP:
39-2

FLOODPLAINS, RPA'S



Aerial Imagery copyright
Pictometry, Inc 2017

| | | | | |
|------|------|------|------|------|
| 28-2 | 29-1 | 29-2 | 30-1 | 30-2 |
| 28-4 | 29-3 | 29-4 | 30-3 | 30-4 |
| 38-2 | 39-1 | 39-2 | 40-1 | 40-2 |
| 38-4 | 39-3 | 39-4 | 40-3 | 40-4 |
| 48-2 | 49-1 | 49-2 | 50-1 | 50-2 |



500 FEET

Revised to:
7/12/2018

PREPARED BY THE DEPARTMENT OF
PLANNING AND ZONING
USING FAIRFAX COUNTY GIS

G:\projects\loc\pdlav\projects\
2018\FCDOT_impact_study_response\
Environmental_base_left.mxd





County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

July 25, 2018

Robert Iosco
Virginia MegaProjects
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, VA 22030-6664

Subject: I-495 Express Lanes Northern Extension Environmental Assessment
VDOT Project Number: 0495-029-419, P101, UPC 113414

Reference: Your Letter Dated June 25, 2018

Dear Mr. Iosco:

This is in response to your request for Environmental Scoping Comments on the I-495 Express Lanes Northern Extension, State Project Number: 0495-029-419, P101.

There are several environmentally sensitive areas in the project corridor of the I-495 Express Lanes Northern Extension Project requiring consideration during the National Environmental Policy Act of 1969 (NEPA) Environmental Assessment (EA) process. The following summary identifies natural resources and describes regulations administered by Land Development Services (LDS) relating to this work.

Resource Protection Areas (RPAs)

Scotts Run and its several tributaries are within the project corridor from Dulles Toll Road (VA 267) to Old Dominion Drive. The Code of the County of Fairfax, Virginia (County Code) Chapter 118 "Chesapeake Bay Preservation Ordinance" defines RPAs around these perennial streams. Work around these waters may impact the streams and the associated stream buffers.

Public roadways are exempted from provisions of Chapter 118 under Section 118-5-2. That same code requires "optimization of the road alignment and design...to prevent or otherwise minimize encroachment in the Resource Protection Area." Design choices must be made, if available, to minimize encroachment into these RPAs.

LDS does not require an RPA waiver application for an exempted use. However, an exemption narrative should be provided to demonstrate optimization of road alignment. Site-specific RPA delineations are required to be submitted to LDS.



Robert Iosco
I-495 Express Lanes Northern Extension EA
Page 2 of 2

Floodplains

There are floodplains associated with Scotts Run and Potomac River in the project corridor. Roadways are permitted in floodplains by County Code Chapter 112 “Zoning Ordinance” Section 2-903.6. LDS requires review and approval of a Floodplain Use Determination Request for all work in the floodplain. Any changes to the hydraulics of these floodplains, such as new or modified bridges, require floodplain studies.

Stormwater Management

Water quality and quantity regulations of County Code Chapter 124 “Stormwater Management Ordinance” will apply to all work. Compliance will mitigate any detrimental impact to local waterways and prevent environmental degradation from increases in stormwater runoff.

Waivers to the detention requirement of Chapter 124 Section 124-4-4. D may be applied for if no downstream erosion or flooding problems are exacerbated by proposed increases in stormwater flows. However, as with the Fairfax County Department of Transportation projects, this waiver may only be granted if the channel protection and flood protection criteria of the County Code are satisfied.

Applicability to NEPA EA

LDS will review that the project has the minimum necessary encroachment into environmentally sensitive RPAs and complies with water quality and quantity regulations of the County Code. Designs meeting these requirements are anticipated to have no significant environmental impacts.

If further assistance is desired, please contact Bin Zhang, Engineer IV, Site Development and Inspections Division (SDID), at 703-324-1720 or Bin.Zhang@fairfaxcounty.gov.

Sincerely,



William D. Hicks, P.E.
Director, Land Development Services
703-324-1780, TTY 711

cc: Shahab Baig, P.E., Chief, North Branch, Site Development and Inspections Division, LDS
Bin Zhang, P.E., Engineer IV, SDID, LDS
Brandy Mueller, LDS Environmental Compliance Specialist, Code Development and Compliance Division, LDS
IQ File: DPWES IQ #305134 / LDS IQ #305156

Subject: I-495 Express Lanes Northern Extension – NEPA Scoping Questionnaire

Fairfax County, Virginia

State Project Number: 0495-029-419, P101; UPC: 113414

Federal Project Number: NHPP – 0495(095)

- 1) Are there any public groundwater wells or surface water intakes in the proximity of the proposed project?

Washington Aqueduct's Little Falls intake is downstream of the proposed project area. Fairfax Water is a wholesale customer of Washington Aqueduct.

- 2) Is there any potential for contamination of a public water supply system due to the proposed project?

The project is an extension of an existing highway. All the risks for contamination of a public water supply associated with the existing highway will also apply to this project, such as but not limited to spills from vehicles using the highway and application of de-icing chemicals.

- 3) Will the proposed project affect a public water supply?

As this project is an extension of an existing highway, the risks to public water supply, associated with the existing highway will also apply to this project such as but not limited to spills from vehicles using the highway and application of de-icing chemicals.

- 4) Do you anticipate any adverse effects from the proposed project on local sanitary facilities, such as public sewer systems or private septic fields?

Fairfax Water is not responsible for sewer or septic facilities. We suggest contacting the Fairfax County Department of Public Works (sewer) and the Fairfax County Health Department (septics).

- 5) Do you have any concerns regarding public health in connection with this project?

No, Fairfax Water is not aware of any public health concerns related to this project. We suggest contacting the Fairfax County Health Department for more information on this topic.

- 6) Are there any known health issues affecting low-income and minority populations within the study area?

No, Fairfax Water is not aware of any known health issues affecting low-income and minority populations within the study area. We suggest contacting the Fairfax County Health Department for more information on this topic.

- 7) Please provide information regarding any permits, authorizations, approvals, coordination or review processes that may be required from your agency for this project.

Fairfax Water will review project plans for conflicts with its existing facilities and provide any necessary relocation plans to VDOT or its contractor in accordance with the VDOT Utility Manual of Instructions. Contact Robert C. Cotten, P.E., Chief Design Engineer, at (703) 289-6310 or rcotten@fairfaxwater.org to coordinate this effort.

- 8) Please provide any other comments or feedback that you feel may be beneficial to the development of this study.

No Comments.



FAIRFAX COUNTY PARK AUTHORITY



12055 Government Center Parkway, Suite 927 • Fairfax, VA 22035-5500
703-324-8700 • Fax: 703-324-3974 • www.fairfaxcounty.gov/parks

August 8, 2018

Robert Iosco
Virginia MegaProject
VDOT Northern Virginia District
4975 Alliance Drive
Fairfax, VA 22030

Subject: I-495 Express Lanes Northern Extension
Environmental Assessment
VDOT Project Number: 0495-029-409, P101, UPC 113414

Dear Mr. Iosco:

Fairfax County Park Authority staff has completed a very high-level review of the above referenced project. Your letter of June 25, 2018, as well as the 495 Express Lanes Northern Extension project webpage, provided little in terms of detail as to the ultimate alignment of I-495 or the extent of the envisioned impacts. Within the broadly defined limits of the project as shown in Figure 1 with your letter, the Park Authority owns and manages three parks – Scotts Run Nature Preserve, Timberly Park, and McLean Hamlet Park. Just at the limits of the defined project area is a fourth Park Authority owned property, Falstaff Park. The following responses to your questions, unless otherwise noted, address potential impacts to these properties.

1. Are there any existing or planned parks or recreation sites that may be affected by the proposed project?

Overall, the parks of noted concern are largely undeveloped, natural spaces. Scotts Run Nature Preserve has an extensive trail network, some of which lies within the project area. Should the existing trail connection be disrupted, it would be expected that the I-495 project reestablish the connection in a manner acceptable to the Park Authority.

McLean Hamlet Park is currently undeveloped but planned for a series of trails with exercise stations, picnic pavilion, and bicycle parking. Potential impacts from the I-495 project would not affect existing facilities but may require replanning of the park and the loss of usable acreage.

Timberly Park is undeveloped, largely comprised of floodplain and Chesapeake Bay Resource Protection Area within the project area.

It is noted that Falstaff Park, beyond the estimated footprint of the I-495 project, is developed with a playground. Some concern is noted regarding potential noise impacts to this facility



should reconfiguration of the I-495/267 interchange significantly shift the lane configuration to the northwest.

2. Are there any locally significant historic sites that may be directly or indirectly affected by the proposed project?

The land area within the broadly defined project limits was subjected to archival cultural resources review. The project area contains numerous sites, both within park boundaries and beyond. The Park Authority would require an initial archaeological survey for any acquisition or disturbance of parkland, followed by Phase II archaeological testing and Phase III data recovery, as indicated. For properties that are not owned by the Park Authority, the Park Authority would recommend a similar level of analysis for properties that demonstrate a moderate to high probability of yielding important resources or information. Each parcel or group of parcels should be assessed on an individual basis.

If federal funding or permitting is required for this project, there are specific archaeological requirements under Section 106 of the National Historic Preservation Act. If Section 106 applies then any archaeological work under this recommendation should also be coordinated in advance with the Virginia State Historic Preservation Officer (SHPO). If Federal funding or permitting is required, the applicator should initiate consultation with the Virginia Department of Historic Resources (VDHR).

3. Are there any sites within or adjacent to the project area that were acquired and developed with Federal Land and Water Conservation Act funds (Section 6(f))?

A portion of Scotts Run Nature Preserve, noted in Fairfax County land records as Tax Map 21-1 ((1)) parcel 3, was acquired with Federal Land and Water Conservation Act funds; therefore, Section 6(f) would apply.

4. Please provide information regarding any permits, authorizations, approvals, coordination, or review processes that may be required from your agency for this project.

Although not specifically identified by the broad scope of the study area, it could be anticipated that VDOT will require, at the least, construction operations on parkland. In order to do any clearing and grading or drainage improvement on adjacent parkland, the applicant must first acquire a Letter of Permission and/or Easement from the Park Authority. Conditions and/or fees may be required for Park Authority permits or easements. If any land disturbing activities are proposed on park property, the applicant must submit a request for a permit and/or easement request. Applications and information are available at <http://www.fairfaxcounty.gov/parks/plandev/easements.htm>.

McLean Hamlet Park is included in the list of properties associated with the Board of Supervisors' Land Bank. Acquisition of right-of-way or easements would need to be jointly coordinated with the BOS, through the Park Authority.

In general, acquisition of parkland for right-of-way dedication or easements will require more specific coordination with the Easement Coordinator, Fairfax County Park Authority, Planning

and Development Division, 12055 Government Center Parkway, Suite 421, Fairfax, Virginia 22035; main telephone number (703) 324-8741.

Additionally, the areas of Scotts Run Nature Preserve, Timberly Park, and Mclean Central Park identified by VDOT for its project may be considered significant under Section 4(f), and VDOT's project may adversely impact significant natural resources at these parks. To receive written concurrence from the Fairfax County Park Authority for a de minimis determination, the Park Authority requires any adverse impacts to its natural resources by VDOT to follow its Policy 201 titled Natural Resources (<http://www.fairfaxcounty.gov/parks/parkpolicy/park-policy-manual.pdf>) and the agency-wide Natural Resource Management Plan, recommended action number eight (<http://www.fairfaxcounty.gov/parks/resource-management/downloads/nrmp012914.pdf>). VDOT will need to agree to rehabilitate any temporary impacts to natural resources to Park Authority standards and mitigate/compensate for permanent impacts to natural resources on Park Authority managed lands. This requirement applies to any natural resource impact (terrestrial or aquatic) that is not regulated under the jurisdiction of any federal or state agency. Total impacts and mitigation/compensation costs will be determined upon completion of the site design.

5. Please provide any other comments or feedback that you feel may be beneficial to the development of this study.

The Potomac Heritage Trail is an expanding, interconnected system of trails that celebrates the area's cultural and natural history from the Potomac River in the Northern Neck of Virginia to the Allegheny Mountains in Pennsylvania, connected through Washington, D.C. and Maryland as well. Currently, I-495 presents a significant barrier to pedestrian and bicycle connectivity within the Virginia portion of the trail. In planning for improvements to I-495 to enhance vehicular movements, opportunities to provide connections for non-motorized traffic across the extensive road network should be considered.

The Park Authority appreciates the opportunity to comment on this project and looks forward to further coordination as the I-495 Express Lanes North Extension project advances.

Sincerely,



David R. Bowden
Director, Planning and Development Division

Copy: John W. Foust, Supervisor, Dranesville District
Timothy B. Hackman, FCPA Board Representative, Dranesville District
Kirk Kincannon, Executive Director, FCPA
Sara Baldwin, Deputy Director/COO, FCPA
Aimee Vosper, Deputy Director/CBD, FCPA
Barbara Nugent, Director, Resource Management Division, FCPA
John Stokely, Manager, Natural Resource Protection Branch, FCPA

Liz Crowell, Manager, Cultural Resource Protection Branch, FCPA
Andi Dorlester, Manager, Park Planning Branch, FCPA

Board of Directors
John W. Peterson, Chairman
George W. Lamb, Vice Chairman
Gerald O. Peters, Secretary
Elaine Tholen, Treasurer
Adria C. Bordas, Director-Extension

Laura T. Grape, Executive Director



Contact
703-324-1460, TTY 711
Fax: 703-324-1421
ConservationDistrict@fairfaxcounty.gov

Working for Clean Streams and Protected Natural Resources in Fairfax County

September 7, 2018

Dear Mr. ~~Rosco~~ *Rosco*,



Thank you for involving the Northern Virginia Soil and Water Conservation District at this early stage of the Environmental Assessment for the I-495 Express Lanes Northern Extension Project – VDOT Project # 0495-029-419, P101, UPC 113414.

Attached is our response to the NEPA Scoping questionnaire.

Do let me know if you have any questions based on the responses.

Regards,

A handwritten signature in black ink that reads "Willie Woode".

Willie Woode
Senior Conservation Specialist,
703-324-1430
On behalf of Laura Grape
Executive Director

Northern Virginia Soil and Water Conservation District

Commented [WW1]:

Subject: I-495 Express Lanes Northern Extension – NEPA Scoping Questionnaire
Fairfax County, Virginia
State Project Number: 0495-029-419, P101; UPC: I13414
Federal Project Number: NHPP-0495 (095)

1. Does your agency possess any historic aerial imagery or mapping (i.e. historical National Wetlands Inventories) that might be useful for informing the analyses, specifically for indirect effects and cumulative impacts, conducted in this environmental study?

NVSWCD possesses the 1977 National Wetlands Inventory Maps that include the Falls Church Quad (the area of proposed road extension). The map was prepared by the U.S. Department of Interior –Fish and Wildlife Service.

2. Does your agency possess any data regarding permitted or approved wetland or stream impacts, delineated wetlands, or other past, present, or reasonably foreseeable impacts to natural resources that you believe should be taken into account when considering potential indirect and cumulative effects?

The Fairfax County GIS Layers provide a lot of data regarding the issues mentioned. Additionally, it possesses a county wide watershed management Plan that includes stream restoration and stormwater management projects that may be located the area of proposed road extension activities. Therefore, a review of completed, ongoing and future projects should be reviewed to prevent overlap of practices.

3. Would the proposed project affect erosion and stormwater runoff? If so, what recommendations do you have for alleviating the anticipated problem?

Absence of an adequate E&S control, the impact on sensitive natural resources within this corridor will be significant. Northern Virginia Soil & Water Conservation District (NVSWCD) will be happy to help with the development or review of such plans, as well as its implementation.

4. Do you anticipate any detrimental impact or effect on groundwater?

Existing perched groundwater might be impacted due to road expansion and increase in impervious surfaces. Small localized wetlands may be affected. The impact on the actual aquifers may be insignificant here.

5. Do you have any other concerns regarding soil and water conservation in connection with this project?

NVSWCD's concerns include: Inadequate implementation and maintenance of E&S controls before and through construction, especially with RPA and perennial streams. Impact on existing forests especially north-west of the expansion corridor.

Community reaction to the project's impact of natural resources – these are issues that must be addressed at public meetings before construction starts.

6. Please provide input on potential positive and negative indirect effects to resources under your agency's jurisdiction that could occur as a result of the proposed project. Any pertinent reports or documents that may support your conclusions would be greatly appreciated.

Please see my notes below

7. Please provide information regarding any permits, authorizations, approvals, coordination, or review processes that may be required from your agency for this project.

The NVSWCD is required by Fairfax County to review E&S plans on behalf of the county including development projects that are located within 3 miles from the Potomac River. Furthermore, at anyone's request, the district can review and provide comments regarding E&S control plans for any development project belonging to any government agency, individual, or private industry.

Northern Virginia Soil and Water Conservation District

8. Please provide any other comments or feedback that you feel may be beneficial to the development of this study.

While no internal or external entity may request such services as mentioned in the response to #7, the district, we would like to offer its expertise at every step of this project, by keeping us in the loop, making us aware of stages as the project plans unfolds, inviting us to public hearings, making available for our review all E&S and stormwater management plans as they are developed.

Response to Question 6:

Negative concerns include: i) Potential adverse impact on natural resources within Scott's Run Watershed (including its streams) due to hydrologic changes, also, changes to the outer limits of Scott's Run Nature Preserve due to increased impervious areas. ii) Possible inadequate studies and protection of cultural resources that may be present.

Benefits the district expects are that: i) unless otherwise recommended, no seeds (such as *Lespedeza cuneate*) listed on the VA DCR, Maryland Exotic Pest Plant Council or USDA Plants list or web pages will be included in the VDOT seed mixes. ii) We strongly encourage inclusion of common, local, native warm season grass species in the revised seed mix. The recommended species should include Indian grass (*Sorghastrum nutans*), Virginia Wild rye (*Elymus virginicus*), Little bluestem (*Shcызachyrium scoparium*), Purpletop (*Tridans flavus*), Deertongue (*Dichanthelium clandestinum*) and broomsedge (*Andropogon virginicus*). Native warm season grasses have been shown through studies conducted by USDA-NRCS and others, to be superior at stabilizing slopes, due to their deep, and massive root systems. They are drought resistant and provide habitat for native species. A seeding rate of about 15 lbs/ac is normally recommended.

It is worth mentioning that the loss of vegetative screening caused significant public controversy during a prior Express Lanes construction (I-95 to Tysons). As a result, VDOT was asked by the General Assembly to issue a report on the best re-vegetation practices for that corridor. The report recommended that "natural landscape" and "managed succession" concepts would be used to create a mix of meadows, transitional areas (mixed meadow and tree canopy), and reforestation areas. In all areas, only plant and tree species native to Virginia would be used, and invasive species would be strictly excluded. In addition, native warm season grass seed would be used to stabilize bare soil, rather than the typical VDOT seed mix. The Fairfax County Restoration Project - a partner with VDOT in creating the Express Lanes Reforestation Plan - created a recommended seed mix for this purpose. VDOT's Express Lanes Reforestation Report can be found online. (http://www.virginiaodot.org/projects/resources/reforestation_final_report.pdf)

Appendix C: Responses to Comments Received

**I-495 Express Lanes Northern Extension Study
June 2018 Public Information Meeting
Comment Summary and Response**

| Summary of Comments Received About the Study | |
|---|---|
| <i>Public Comment/Question</i> | <i>Response</i> |
| Coordination with Other Jurisdictions | |
| <p>What is the status of Maryland’s project? How does it relate to this study?</p> | <p>The Maryland Department of Transportation (MDOT) launched its Traffic Relief Plan to reduce traffic congestion, increase economic development, and enhance safety for Maryland commuters. The largest initiative in the Traffic Relief Plan involves evaluating improvements in the I-495 and I-270 corridors. The I-495 and I-270 Managed Lanes study is the first element in Maryland’s efforts to improve traffic congestion. An Environmental Impact Statement (EIS) is underway to identify alternatives and assess potential impacts. The Study limits extend along I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-370, including the east and west I-270 spurs. The study is expected to be completed by Spring 2020.</p> <p>VDOT is conducting an Environmental Assessment, which is independent of Maryland’s study, of the option to extend the existing I-495 Express Lanes by three miles to the vicinity of the American Legion Bridge. VDOT also is producing a project implementation and procurement plan, which also would be conducted independent of Maryland’s plans.</p> <p>However, to ensure that both state’s efforts are closely coordinated, project leaders from VDOT and Maryland are meeting and sharing information on a regular basis.</p> |
| <p>What does Maryland’s project include? Will Maryland allow high occupancy vehicles? Will the Maryland study include adding lanes to the American Legion Bridge?</p> | <p>In Maryland’s EIS, the Preliminary Range of Alternatives includes fifteen alternatives for consideration in the I-495 and I-270 Managed Lanes Study, which will include the No-Build alternative and corridor-wide solutions that are intended to address congestion along I-495 and I-270, offer more travel mode choices, and enhance travel efficiency. A wide range of alternatives are being evaluated and will include adding general purpose lanes, managed lanes, and transit alternatives. More information on Maryland’s efforts can be found at https://495-270-p3.com/.</p> |

Summary of Comments Received About the Study

| | <i>Public Comment/Question</i> | <i>Response</i> |
|--|---|---|
| | <p>American Legion Bridge congestion needs to be addressed. Pushing traffic faster toward the bridge without addressing the bridge will accomplish nothing. Are studies being done of ways to add extra lanes to the American Legion Bridge? Is this a priority? Who would be responsible for expanding or rebuilding the American Legion Bridge?</p> | <p>Maryland has primary responsibility for the American Legion Bridge, and its current environmental study limits include I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-370, including the east and west I-270 spurs.</p> <p>Any bridge improvements resulting from current studies or otherwise would be coordinated with both Virginia and the Federal Highway Administration.</p> |
| | <p>The focus should be on working with Maryland on a new bridge or another bridge near White's Ferry.</p> | <p>The Maryland Project is evaluating the operations of the existing bridge and assessing the need to widen or replace the existing American Legion Bridge. The extension of the 495 Express Lanes is one of the regional projects being considered by the Commonwealth of Virginia to provide additional capacity, enhance trip reliability, provide trip choices and improve safety. In addition to this project, regional jurisdictions have developed transportation plans that include a variety of other projects to accomplish these goals. These plans are revised frequently and an additional Potomac River crossing near White's Ferry or elsewhere may be included in future revisions.</p> |
| | <p>Is the construction of VDOT's proposed express lanes contingent on the approval and completion of construction of Maryland's HOT Lanes and a second American Legion Bridge?</p> | <p>VDOT's Environmental Assessment study is independent of Maryland's study and will produce an implementation plan that will consider options to implement in coordination with Maryland or separately from Maryland, if appropriate. VDOT is meeting regularly with Maryland to share information related to both states' studies as well as the schedule for what Maryland plans to implement. Virginia's decision will be made independent of what Maryland decides.</p> |
| | <p>Any express lane extension Virginia implements should maintain the current HOT-lane approach that allows carpoolers to use the lanes for free. Virginia officials should encourage Maryland officials to implement HOT lanes so the two states' plans will be compatible.</p> | <p>At this point in the study, VDOT expects an extension would follow the same policies for carpooling that are in place for the existing 495 Express Lanes. VDOT and the project team are coordinating with Maryland to ensure implementation on both sides of the project is as seamless for drivers as possible.</p> |

| Summary of Comments Received About the Study | | |
|---|---|--|
| | <i>Public Comment/Question</i> | <i>Response</i> |
| | The District of Columbia should be included as an agency stakeholder, as the condition of Canal Road impacts the use of the American Legion Bridge. | Given the regional nature of I-495, additional jurisdictions will be included as needed as the study and any subsequent project progresses. |
| <i>Environmental</i> | | |
| | Concern regarding the loss of hiking trails, specifically between the Live Oak area and I-495. | VDOT will work with partner agencies to preserve as much of the existing trail network as is possible in any project design. |
| | Site-specific requests for noise monitoring, to include Cooper Middle School and Langley Swim and Tennis Club. | A noise analysis will be conducted during the preparation of the Environmental Assessment. Monitoring sites that are representative of land uses within certain areas will be selected. Monitored sites are simply used to calibrate the noise model, which is used for predicting future noise levels. A noise monitoring plan is typically developed prior to the study and Cooper Middle School may be included as one of the monitoring sites. |
| | Where will pollution sensors be located? There are three other schools nearby; parkland with hiking trails is adjacent to the Beltway; the health and safety of our children and residents are essential. | The Virginia Department of Environmental Quality (VDEQ) is responsible for the statewide air quality monitoring network; VDOT does not conduct air monitoring. The proposed project site is located between two regional air quality monitors, one in Arlington, the other in Ashburn. There is also a near-road monitor in Springfield, considered to be a worst-case location based on traffic. As necessary, VDOT runs models to estimate peak concentrations at worst-case locations in the air study. If VDOT can demonstrate that the project won't cause or contribute to air quality violations at worst-case locations, then the project will also be compliant at all other locations within the project corridor. |
| | Will VDOT's NEPA studies coordinate with Department of Environmental Quality (DEQ) guidelines and Governor Northam's Executive Order for enhanced DEQ this year? If so, when and how? | Yes. This coordination has begun and will continue throughout the study. |
| | Are there currently known levels of pollutants higher than allowed in our area? What are they? Must VDOT consider DEQ studies before building more HOT Lanes in our area? | The Northern Virginia region is in non-attainment status for EPA's 8-hour ozone standard. Ozone is a regional pollutant and not a localized pollutant, since it is not directly emitted from motor vehicles. There are no project-level requirements for ozone that need to be met. |

| Summary of Comments Received About the Study | | |
|---|---|--|
| | <i>Public Comment/Question</i> | <i>Response</i> |
| | How long are VDOT's study results allowed to be used for HOT Lanes decision making? | Under the regulations developed for implementation of the National Environmental Policy Act (NEPA), an environmental assessment remains valid for three years. After that period, a re-evaluation would be required before any project could proceed. This practice is common for large transportation projects. |
| | The proposed expansion provides an opportunity to improve stormwater treatment on the existing portion of I-495. | Any roadway design would be required to meet current state regulations and requirements for stormwater management. |
| <i>Design</i> | | |
| | What are potential right of way impacts? Will houses be impacted? | <p>This VDOT study will identify potential right of way impacts for design alternatives to extend the express lanes. VDOT strives to minimize right of way impact, but it's expected that there could be some right of way impact due to the space constraints in this part of the I-495 corridor.</p> <p>Additional information regarding potential right of way impacts will be provided as the study progresses and more information becomes available. Information about right of way acquisition is discussed in VDOT's brochure, "Right of Way and Utilities: A Guide for Property Owners and Tenants", which is available online.</p> |
| | What do build, no-build, 2025 opening year and 2045 design year mean? | The technical studies will look at conditions under different scenarios, including whether VDOT does or does not build the project (build or no build). In addition, in order to evaluate and compare conditions, the studies will look at an interim year (2025) and a forecasted year (2045) to ensure that the project meets regional transportation needs for a significant time horizon (typically 20 years). |
| | Can express lanes be built within the existing right of way without reducing the existing general purpose lanes? Taking space away from the general purpose lanes would make it worse for people who are dealing with congestion. | <p>As part of this study, VDOT will conduct a preliminary assessment of potential right of way impacts. At this time, the specific details of potential individual property impacts are undefined. This study will identify a potential project footprint to provide a better idea of the right of way required to construct the project.</p> <p>The design will not take away the existing general purpose lanes.</p> |
| | Will the project fix the bottleneck at the intersection of Georgetown Pike (VA 193) and the 495 Express Lanes? | Project goals would include reducing congestion and improving safety on I-495 between Tysons and the American Legion Bridge. This would include the congestion where the 495 Express Lanes currently end near Georgetown Pike. |

Summary of Comments Received About the Study

| | <i>Public Comment/Question</i> | <i>Response</i> |
|--|--|---|
| | The project should consider direct access to the express lanes or I-495 from Old Dominion Drive. Can this be included in the EA for further study? | Establishing additional access points to I-495 is not a primary objective of the study, but will be evaluated by the team |
| | Concern expressed regarding safety and the widths of travel lanes and shoulder lanes; request for 12' lanes. | The project will attempt to use standard 12-foot lanes where possible. There may be some design exceptions where narrower lanes are necessary to mitigate other impacts. |
| | Concern that the I-495 Express Lanes Northern Extension will exacerbate existing problems with congestion and cut-through traffic near the Balls Hill Road and Georgetown Pike intersection associated with the nearby I-495 access ramps. Request to study and determine the potential impacts and mitigations of a proposed extension. Request for a single northbound lane and restriping at the intersection of Balls Hill Road and Georgetown Pike. | The study includes a traffic analysis that will model traffic operations both on I-495 and on nearby roadways. VDOT is working separately with McLean-area communities on various traffic and congestion concerns in that area. Learn more at: http://www.virginiadot.org/projects/northernvirginia/mclean_traffic_analysis.asp |
| | Design plans should consider a future shared use path along the American Legion Bridge like was done on the Wilson Bridge. | VDOT is coordinating with Maryland, which is looking at a variety of design options for its portion of I-495 and the American Legion Bridge. |
| | Adding more lanes will increase traffic, accidents, and drivers looking for alternative routes/bypasses through local and neighborhood streets. Instead, consider: <ul style="list-style-type: none"> • Additional Potomac River crossings to support growth in Loudoun County and commuters from Maryland • Conversion of some existing lanes to “through lanes” to separate interstate drivers from local traffic | This study is looking at adding capacity and travel options for users of the Capital Beltway by extending the existing 495 Express Lanes Network. It is anticipated that adding capacity and keeping traffic moving on I-495 will help minimize cut-through traffic on local streets. In addition to this project, the regional jurisdictions have developed transportation plans that include a variety of other projects to address regional transportation needs. These plans are revised frequently and additional Potomac River crossings may be considered separately in the future. |

Summary of Comments Received About the Study

| | <i>Public Comment/Question</i> | <i>Response</i> |
|----------------|---|--|
| | Incorporate appropriate safe areas for police access and assistance, specifically from Georgetown Pike to River Road. | VDOT will explore design options to accommodate safe areas for police as the design of the facility evolves. |
| | Residents in the Live Oak area rely on the bridge to access their homes. Replacing the bridge while maintaining access will be tricky. | If a construction project were to impact this community, VDOT would have a coordinated traffic plan to ensure access to this community. |
| | VDOT should coordinate with transit agencies and Maryland to consider how a project could support expanded mass transit use, to include possible future bus rapid transit along I-495. Consider adding park and ride lots to the project area to improve accessibility and viability of transit for the area. | Multimodal solutions are a top priority to the Commonwealth of Virginia and are key components in many of the major transportation improvements underway in Northern Virginia. The Commonwealth has made a strong investment in ensuring that alternative commute options such as transit enhancements, commuter bus service, park and ride facilities, and transportation demand strategies are part of its recent express lanes projects. As part of this project's procurement and implementation planning, the inclusion of multimodal and other transit improvements as part of the project's scope will be fully considered. |
| | VDOT should consider additional build alternatives that could reduce the project's footprint, including reversible express lanes or adding one express lane in each direction. | This study is currently focused on an alternative and options with two new express lanes in each direction, but might examine other options as the study progresses. |
| | VDOT should provide an estimate of the range of toll amounts that drivers can expect to pay to use the express lanes. | Tolls on express lanes are dynamic; prices change based on real-time traffic volumes and speeds in order to manage demand for the lanes and keep traffic moving. As traffic volumes climb, the system responds by raising the toll price to help manage the number of vehicles getting on the roadway and to keep traffic moving at highway speeds. |
| Traffic | | |

Summary of Comments Received About the Study

| | <i>Public Comment/Question</i> | <i>Response</i> |
|--|---|--|
| | <p>Are there comprehensive traffic studies for I-495 and surrounding neighborhoods?</p> <p>Are there studies that show that the HOT lanes reduce congestion in Virginia, both on I-495 and on neighborhood streets?</p> | <p>Traffic studies were completed as part of the environmental study for the I-495 Express Lanes, as well as the I-495 Shoulder Lane Project. These traffic studies can be found at 495NorthernExtension.org. Additionally, the Environmental Analysis (EA) that is underway for this project will provide a comprehensive study of traffic on I-495 and in surrounding neighborhoods.</p> <p>About 40,000 vehicles use the I-495 Express Lanes each day, and about 40 percent of these vehicles are traveling as carpools with three or more occupants. Since the first year of operations, there are four times as many carpool trips and 75 percent more bus trips during average weekday trips on the 495 Express Lanes. According to VDOT data, Express Lanes are benefitting all commuters, and have helped to reduce congestion in the general purpose lanes on sections of I-495. Additionally, a National Capital Region Congestion Report produced in the first quarter of 2014 by the National Capital Region's Transportation Planning Board shows that congestion on the region's Interstate System, which includes I-495, was greater in 2010 compared to 2013 and 2014, after the I-495 Express Lanes opened.</p> |
| | <p>Cut-through traffic in neighborhoods near the Beltway puts local school kids, joggers, and dog walkers at risk. The costs of the stress on the locals, the drivers, and business due to this environment is very much over looked and goes unaccounted for in the addition of lanes.</p> | <p>The study includes a traffic analysis that will model traffic impact both on I-495 and on nearby roadways. VDOT anticipates that adding capacity and managing traffic on I-495 will mitigate cut-through traffic issues.</p> |
| | <p>Do traffic models consider projected economic growth in Northern Virginia (especially Tysons) and Maryland?</p> | <p>Yes. Traffic models include current information and projections about employment and population growth across the metropolitan region with a planning horizon of 2045. These forecasts are coordinated at the regional level by the Metropolitan Washington Council of Governments (MWCOC) in a cooperative effort with local jurisdictions.</p> |
| | <p>Will traffic studies capture traffic counts before the end of the school year when there is less traffic?</p> | <p>Yes, the counts were taken in May 2018, prior to the end of the school year.</p> |

| Summary of Comments Received About the Study | | |
|---|---|--|
| | <i>Public Comment/Question</i> | <i>Response</i> |
| | Will construction traffic impact studies be conducted? | Construction traffic impact studies occur as part of project design, but are not part of this environmental study. The study team’s preliminary engineering assessment will take constructability and traffic impacts under consideration. |
| | Growth in Tysons will impact traffic on local streets and needs to be considered as part of a systematic approach. | The traffic models will take into consideration expected growth in Tysons. The study will evaluate traffic conditions on I-495 and local streets in the vicinity of I-495. |
| | Desire for relief from the morning congestion on the inner loop approaching the American Legion Bridge. | Adding lanes and capacity to I-495 is expected to reduce congestion in the general purpose lanes as well as provide reliable travel times in the Express Lanes. |
| <i>Express Lanes</i> | | |
| | Why was the decision made previously to not extend the express lanes to the George Washington Memorial Parkway when the Capital Beltway Express Lanes were built? | The Capital Beltway Express Lanes project stopped around the Dulles Connector Road due to uncertainty about future construction around the American Legion Bridge and in Maryland. Instead, the state took a phased approach. |
| | Toll roads create demand and cause increased congestion. | Dynamically-tolled Express Lanes are designed to manage demand for the road and keep traffic moving congestion-free and at highway speeds. Solo drivers who choose to pay a toll and use the lanes, and carpoolers who can travel the lanes for free, benefit from a faster and more reliable trip on the Express Lanes. These managed lanes are designed to meet current and projected demand, while providing increased options for drivers. |
| | The simple solution would be to eliminate the express lanes and add more general purpose lanes. | In the past, partnering with the private sector to build express lanes has given the Commonwealth the ability to build and deliver projects like this in a more timely manner. Eliminating the existing 495 Express Lanes is not feasible because the Commonwealth is in a long-term partnership with a private sector partner. |
| <i>Procurement</i> | | |
| | Who would operate the express lanes? | VDOT will conduct a separate project implementation and procurement study that will consider multiple options for express lanes operation, including state and private operation. |
| | Will Transurban receive a bid contract or no competition contract to build the extension? | The comprehensive agreement between VDOT and Capital Beltway Express (Transurban) does not require VDOT to offer Transurban first right-of-refusal to build an express lanes extension. |

Summary of Comments Received About the Study

| | <i>Public Comment/Question</i> | <i>Response</i> |
|--|--|--|
| | <p>Would it violate the fair procurement rules for public contracts if a contract is awarded to Transurban?</p> | <p>If a determination is made to proceed with a 495 Express Lanes Northern Extension project, VDOT will explore all options for delivering and financing the project. As with other critical transportation projects, VDOT's top priority is to ensure that taxpayers are protected and that the right project with the right financing is delivered.</p> <p>If a public-private partnership is determined to be the best project-delivery method, this process will be governed by the Virginia Public-Private Transportation Act. If it is determined that Transurban, the Commonwealth's private partner and operator of the 495 Express Lanes, would receive the first right of refusal to deliver this project, Transurban would still be required to meet specific project-delivery and financial criteria as outlined by the Commonwealth in order to proceed.</p> |
| | <p>How much does the Commonwealth of Virginia pay Transurban to supplement traffic revenue on the 495 Express Lanes?</p> | <p>VDOT does not pay Capital Beltway Express (Transurban) to operate the 495 Express Lanes.</p> |
| | <p>General statements opposing public-private partnership (P3) toll roads, private investors, and foreign corporations.</p> | <p>Virginia has had several major express lanes improvement projects in Northern Virginia that were delivered and are being operated by private sector partners to the Commonwealth. Public-private partnership transportation projects are governed under Virginia's Public-Private Transportation Act of 1995. These public-private partnership projects were able to move forward because of their demonstrated ability to provide the best value to Virginia taxpayers while delivering needed transportation improvements. As part of the project's procurement process, it will be determined whether the public-private partnership model will be considered as a possible project delivery method.</p> <p>Although some may oppose paying tolls for various reasons, other travel options will remain on this section of I-495 including general purpose lanes that are free at all times for all travelers.</p> |
| | <p>Concern regarding compensation events and lack of public control (e.g., Transform 66 Inside and Outside the Beltway).</p> | <p>VDOT's top priority is to ensure that taxpayers are protected and that the right project with the right financing is delivered. VDOT intends to make the procurement process as transparent as possible.</p> |

| Summary of Comments Received About the Study | | |
|---|--|--|
| | Public Comment/Question | Response |
| Process | | |
| | How did VDOT get \$6 million for the study without holding public information meetings? Who backed it? | The Commonwealth Transportation Board, which governs transportation funding in Virginia, allocated the study funds at its April 17, 2018 meeting. |
| | How can the public provide input? Additional public input and transparency are necessary. Residents should be invited and engaged more in the process. VDOT should hold additional public information meetings, specifically, during the comment period for the Environmental Assessment (EA). | A public information meeting was held on June 11, 2018. An additional public information meeting will be held in early 2019. Based on the current schedule, a Location Public Hearing will be held in mid-2019, which will include the opportunity for the public to review and comment on the study findings. More information and a comment submission form can be found on the project website www.495NorthernExtension.org . Comments can also be provided by emailing 495NorthernExtension@VDOT.Virginia.gov or mailing VDOT's Northern Virginia District, Susan Shaw, P.E., 4975 Alliance Drive, Fairfax, VA 22030. |
| | What is the public process for this study? Who will have final approval? | Based on the current schedule, a Location Public Hearing will be held in mid-2019, which will include the opportunity for the public to review and comment on the study findings. The Federal Highway Administration (FHWA) will have final approval of the environmental analysis (EA) and traffic studies. After FHWA approval has been received, the Commonwealth Transportation Board will review the study's findings. |
| | Prior studies should be made available online. | Find reports and other documents from previous I-495 studies are available at www.495NorthernExtension.org |
| | Were there regional public meetings discussing alternative Potomac River crossings? Additional crossings need to be considered. | A task force established by the National Capital Region Transportation Planning Board (TPB) evaluated a set of 10 initiatives with potential to improve the region's transportation system. An additional northern bridge crossing was considered, but ultimately not included among the five initiatives that the task force recommended for further study and incorporation into the region's long-term transportation plans in 2017. To learn more about the TPB's recommended initiatives for further study, see https://www.mwcog.org/newsroom/2017/12/06/task-force-recommends-five-initiatives-to-improve-regions-transportation-system-tpb/ . |
| Other | | |

Summary of Comments Received About the Study

| | <i>Public Comment/Question</i> | <i>Response</i> |
|--|--|---|
| | <p>The I-495 North Shoulder Lane Use Project caused gridlock by adding another merge area and simply moving the chokepoint closer to before the American Legion Bridge.</p> | <p>The I-495 North Shoulder Lane from the Old Dominion Drive overpass to the George Washington Memorial Parkway off-ramp provides congestion relief for the northbound Beltway by providing additional merge area for the I-495 northbound Express Lanes. The addition of this lane, which is open to traffic only during peak travel times, has not caused gridlock in this area.</p> <p>Based on VDOT's I-495 Auxiliary Lane Study, removing the I-495 North Shoulder Lane would result in minimal change in vehicle throughput on I-495 between Old Dominion Drive and the American Legion Bridge. According to the study, removal of this lane would result in increased delays on the I-495 Express Lanes prior to the area where the Express Lanes merge into the general purpose lanes, as was the case prior to the implementation of the shoulder lane.</p> <p>To improve traffic operations in this section and provide additional congestion relief, the I-495 Northern Extension project would extend the Express Lanes by approximately three miles toward the Maryland line in the vicinity of the American Legion Bridge. This extension would provide additional express lanes in the roadway section where there is currently a shoulder lane.</p> |
| | <p>Will heavy trucks be permitted to use the 495 Express Lanes? Disappointed with the decision after the NEPA hearings to allow heavy trucks on the express lanes on I-66 outside the Beltway; done very quietly and last minute after the public process.</p> | <p>The study will assess allowing trucks to use this section of express lanes, but a decision has not been made.</p> |
| | <p>Request for information regarding House Bill 662, including how it originated and potential impacts on residents.</p> | <p>Virginia HB 662 was sponsored in 2018 by Delegate Kathleen Murphy (District 34) and relates to VDOT study and assessment of American Legion Bridge remediation if Maryland were to proceed with bridge improvements. Read more on the General Assembly's website: https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB662</p> |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| Summary of Comments Received About the Study | | |
|---|---|--|
| | <i>Comment/Question</i> | <i>Response</i> |
| Coordination with Other Jurisdictions | | |
| | Federal Highway Administration | |
| 1 | The American Legion Bridge is one of the biggest choke points in the United States. Is the Federal Highway Administration (FHWA) working with Virginia and Maryland to develop a comprehensive solution? What is FHWA’s role? What is FHWA’s position? | The FHWA is the lead federal agency in the preparation of an Environmental Assessment (EA) for the 495 NEXT study. FHWA works with its state Divisions in partnership with state departments of transportation to develop and implement locally appropriate transportation solutions. FHWA is responsible for oversight of state projects which use federal aid. |
| | Maryland | |
| 2 | Are Virginia and Maryland coordinating their efforts? I am deeply concerned about the length of time of disruption. I recommend waiting for Maryland to be ready. | Virginia's 495 Express Lanes Northern Extension study is being developed as an independent, stand-alone project that will be closely coordinated and compatible with plans for I-495 (the Capital Beltway) in Maryland. VDOT has been meeting with the Maryland Department of Transportation (MDOT) on a routine basis. For more information regarding MDOT’s I-495 & I-270 Managed Lanes Study visit 495-270-p3.com . |
| 3 | <p>Additional lanes should not be constructed in Virginia until Maryland widens the American Legion Bridge. The improvements on I-495 should not be constructed in phases.</p> <p>Maryland recently decided to move forward with improvements to I-270 as Phase One of its project, postponing work on MD I-495 and the American Legion Bridge until an undetermined time in the future. VDOT should lobby MDOT to modify its decision to defer widening the American Legion Bridge until Phase Two or Phase Three of its project.</p> <p>Why is VDOT considering the 495 NEXT project if there is no commitment from MDOT to widen the American Legion Bridge or I-495 on the Maryland side? Why can’t the projects be completed</p> | VDOT is conducting the traffic analysis for the 495 Express Lanes Northern Extension study to assess the effectiveness of the Express Lanes extension independent of projects to widen the American Legion Bridge or expand Maryland’s portion of I-495. More detail about this analysis is available in the Traffic section of this document. |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|----------------------|--|---|
| | in conjunction with one another? If Virginia is to proceed with its plans, it will be necessary to establish a link to the timing of Maryland's progress. Certainly, no construction should be allowed until there is a firm and irrevocable commitment from Maryland to an opening date for the American Legion Bridge and MD I-495 enlargements. | |
| | Regional | |
| 4 | Add mass transit to address congestion. | The 495 Express Lanes Northern Extension would expand the Express Lanes network in Virginia that promotes carpooling and bus service to move more people by providing faster, more reliable travel in express lanes. |
| | National Park Service | |
| 5 | What is the position of the National Park Service? Will VDOT need to acquire parkland from the NPS, specifically for construction before the American Legion Bridge, the flyover ramp to the GWMP and/or replacement of the existing bridge at Live Oak Drive? If so, what is the process and how long will it take? | Based on the 495 Express Lanes Northern Extension project's proximity and potential impact to two units of the National Park System, the National Park Service (NPS) requested and was granted Cooperating Agency status in the development of the Environmental Assessment. VDOT and NPS have been coordinating on preliminary designs. Efforts to avoid or minimize impacts to park property are being coordinated with the National Park Service. However, the Section 4(f) <i>de minimis</i> provision allows minor takes of property from parkland with NPS concurrence. |
| Environmental | | |
| | Environmental Assessment | |
| 6 | What is the status of the Environmental Assessment (EA)? When will the EA and technical reports be available for public review and comment? Will there be a public hearing? | In collaboration with the Federal Highway Administration, VDOT is preparing an Environmental Assessment to comply with the requirements of the National Environmental Policy Act of 1969 (NEPA), as amended, and 23 CFR Part 771. The EA will evaluate site-specific conditions and potential effects the proposed improvements may have on air quality, noise, neighborhoods, parks, recreation areas, historic properties, wetlands and streams, and other resources. The EA will be informed by the following technical studies: |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|----|---|---|
| | | <ul style="list-style-type: none"> • Air quality analysis; • Alternatives analysis; • Hazardous materials; • Historic resources; • Indirect and cumulative effects; • Natural resources; • Noise analysis; • Socioeconomic and land use analysis; and • Traffic analysis. <p>Pursuant to federal regulations, the draft Environmental Assessment will be made available to the public a minimum of 15 days prior to the public hearing. However, to the extent practicable, every effort will be made to provide additional time after FHWA’s approval of the document for public availability. It is anticipated that the public hearing will be held in late 2019 or early 2020. There will be a 30-day public review and comment period following the public hearing.</p> |
| 7 | Why is VDOT preparing an EA, not an Environmental Impact Statement (EIS)? Is the study being done in compliance with NEPA? Is this level of study adequate? | Pursuant to established procedural guidance, an EA is prepared when the significance of impacts of a transportation project proposal is uncertain. If it is found during the preparation of the EA that significant impacts will result, an environmental impact statement (EIS) will be prepared. |
| 8 | Can VDOT provide the raw (not relative) data from the EA and technical studies, as well as the modeling and assumptions used, prior to the next meeting? | The draft EA and its associated technical studies are subject to FHWA approval for public availability. Public availability of these documents will take place a minimum of 15 days prior to the public hearing. The documentation that will be made available to the public will include raw data. |
| 9 | Will there be an independent review of VDOT’s studies for FHWA’s decision regarding the environmental document? | FHWA reviews the Environmental Assessment and the associated technical studies and makes an independent finding as to environmental impact. |
| 10 | How will potential negative environmental impacts be mitigated? Mitigating environmental impacts may be prohibitively expensive. | Mitigation of environmental impacts differs for various impacts that are identified in the environmental analysis. Mitigation costs would |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|----|--|--|
| | Who will handle impact evaluations and mitigation costs? | be included as part of the project cost. |
| 11 | Request for original 2005 environmental study to be posted online. | Prior VDOT studies from this corridor are now available on www.495NorthernExtension.org . |
| | Parks | |
| 12 | <p>Public parkland and historic lands should not be used and/or taken. The preliminary design indicates that portions of three parks, our historic byway and the rare and pristine Scott’s Run Nature Preserve will be taken. This will reduce the size and integrity of Scott’s Run, a very important and treasured resource in this community and beyond.</p> <p>Who’s looking out for the future of the community and protecting the parks? Is the taking of park land a significant impact? How will the loss of parkland and the potential impacts on remaining parkland be mitigated? Will VDOT purchase additional parkland to replace the parkland lost to this project?</p> | <p>Public parkland and historic sites are afforded special protection under Section 4(f) of the U.S. Department of Transportation Act of 1966. To meet the requirements of federal law, VDOT must demonstrate that there is no feasible and prudent alternative to the use of these protected properties. However, the law contains provisions for minor (“<i>de minimis</i>”) use of such properties with concurrence from officials having jurisdiction over these sites. Furthermore, VDOT must demonstrate that all possible planning to minimize harm to these sites has been undertaken. Minimization of harm may, and often does, include design modifications and mitigation measures. In addition, parkland which is protected by another federal law, the Land and Water Conservation Fund Act [“Section 6(f)”], may involve replacement of property taken by the project.</p> |
| | Stormwater Management | |
| 13 | Will the 495 NEXT project include stormwater management? How will concerns regarding the safety and aesthetics of specific stormwater management designs located on private property be addressed and/or mitigated? Will property owners be compensated? | Currently, this corridor does not have stormwater management. The 495 NEXT Project would introduce stormwater management as an added benefit to provide the water quality and runoff control that this corridor needs. If right of way needs to be acquired, property owners will be properly compensated. Due to the need for ongoing maintenance, stormwater management facilities are generally not located on private property. |
| | Noise | |
| 14 | Is VDOT conducting a noise analysis as part of the preparation of the EA? How is noise measured? When will information regarding preliminary noise wall locations be provided to the public? What if property owners are concerned about the proposed locations and/or design features of potential noise walls, including potential impacts on private property? | VDOT conducts studies and looks into options for reducing noise levels along proposed federally-funded highway improvement projects, subject to certain qualifying conditions. A noise analysis will be included in the Environmental Assessment (EA). VDOT’s noise abatement policy is based on Federal Highway Administration (FHWA) regulations. |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|---------------|---|---|
| | | <p>The noise study results and preliminary noise wall locations will be made publicly available with the EA prior to and presented during the public hearing, anticipated to be held in late 2019 or early 2020.</p> <p>Multiple factors determine whether noise walls are feasible and reasonable and where they will be installed, including noise analyses, design plans, and traffic studies. Learn more about Virginia’s State Noise Abatement Policy and noise walls at http://www.virginiadot.org/projects/pr-noise-walls-about.asp.</p> <p>When construction of a noise barrier is considered in the Final Design Phase, it will not be approved without documentation that the affected community has had the opportunity to provide input into the development process. Public involvement allows the community the opportunity to provide input on the characteristics of the proposed noise abatement feature. The abatement design may be further refined to address the community’s comments and to optimize the abatement feature.</p> <p>Subsequent community meetings may allow for further refinement of the abatement design, keeping in mind the acoustic, engineering, and safety considerations.</p> |
| 15 | What will be the impact on traffic and noise on the GWMP with and without the additional express lanes ramps from I-495? | Traffic and noise analyses are currently in progress which will address the ramp configuration at the George Washington Memorial Parkway. |
| Design | | |
| | General | |
| 16 | Does the information presented assume that Maryland will construct managed lanes by 2045 on its portion of the Capital Beltway? The presented concepts were confusing and based on assumptions related to Maryland expanding the American Legion Bridge and building additional lanes. Those plans are far from | Yes. Consistent with FHWA requirements, the traffic analysis assumes completion of projects that are in the region’s Constrained Long-Range Plan (CLRP). The CLRP includes managed lanes in Maryland on the American Legion Bridge, I-495, and I-270. |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|----|---|---|
| | concrete. | |
| 17 | Will this project increase the number of lanes between the Dulles Toll Road and GWMP? Will new express lanes be constructed? Will the number of general purpose lanes be reduced? | There will be two express lanes and four general purpose lanes plus auxiliary lanes in each direction. No reduction in general purpose lanes. |
| 18 | I like keeping the express lanes entrances/exits on the inside of the Beltway and toward the river wherever possible, with less disruption to feeder roads and property values. | Comment noted. |
| 19 | Support extending the express lanes to the American Legion Bridge. The current terminus prior to the Georgetown Pike exit and the GWMP creates a dangerous and delaying crossover. The current configuration also creates multiple pinch points. | Comment noted. Barrier separated express lanes and ramps can address some of the merging and crossover movements that now occur. |
| 20 | An upfront commitment by VDOT to work with the community to solve cut-through traffic if the new Northern Extension Project in fact does not sufficiently alleviate cut-through traffic. A contingency trigger that would limit use of certain streets within certain hours to non-residents seems to be a fair tradeoff for moving forward with current VDOT plans and assurances. | VDOT conducted an extensive analysis of traffic in McLean to identify strategies to improve traffic flow and reduce cut through traffic in McLean. VDOT remains engaged in this process working with Fairfax County DOT, local elected officials, and the McLean Traffic Advisory Group. Learn more about the study online. http://www.virginiadot.org/projects/northernvirginia/mclean_traffic_analysis.asp . |
| | American Legion Bridge | |
| 21 | Adding two express lanes without expanding the American Legion Bridge will simply move the existing bottleneck, instead of solving it. The bridge can't handle the traffic volume. There is absolutely no need for this HOT lane extension project. When the American Legion Bridge gets widened, this will reduce the back up on the Beltway. Nothing else will solve the congestion issue. | The traffic analysis is not yet available. Without increased capacity on the American Legion Bridge, some degree of congestion would remain. The traffic analysis is expected to show that this amount will be reduced somewhat. |
| 22 | Has VDOT considered overlapping the left lanes of northbound and southbound I-495 on the last curve before the American Legion Bridge? | Double-decking of roadways creates a host of issues regarding operations, future maintenance responsibilities, and increased construction cost. This scenario is not considered practical for this location. |
| 23 | How will the six lanes (two express lanes and four general purpose lanes) merge onto the four-lane bridge itself? | One of the two express lanes would transition to be the ramp to the George Washington Memorial Parkway. The other lane would merge |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|----|--|---|
| | | with the general purpose lanes prior to the bridge. |
| | George Washington Memorial Parkway | |
| 24 | Like the special new connection to GWMP and extra lanes. | Comment noted. |
| 25 | Concerned about the proposed flyover ramps that will connect the express lanes to the GWMP. | New layers of ramps will not be needed. The proposed flyover ramps are at the same level as the existing ramps. |
| 26 | Any flyover ramp from northbound GWMP traffic should incorporate a road surface that silences tire noise. Lowering preventable decibel levels, even if not required strictly by EPA guidelines, should be a community-focused goal within VDOT's general mission statement. | The materials selected for the project will be consistent with VDOT policies and practices. Special conditions noted in this comment will be considered. |
| 27 | The correct solution to the inner loop backup problem is adding more lanes from the George Washington Parkway to across the bridge and to resolve the I-270 split choke point. | The Maryland Congestion Relief program is intended to address these issues. VDOT is coordinating with Maryland representatives to ensure that a Virginia project would be constructed in a way that accommodates the Maryland project. |
| 28 | I am concerned about the additional exit at GWMP as it might confuse drivers. | The Express Lanes and general purpose lanes will have separate signage guiding motorists. |
| | Live Oak | |
| 29 | Concerned about the proposed flyover near Green Oak Drive. | The options and locations for the exchange ramps providing access between the express and general purpose lanes are under review. |
| 30 | Please do not extend the HOT lanes or widen the beltway in the Georgetown Pike vicinity this will not ease the congestion over the Legion bridge we do not want our surrounding neighborhood impacted; we do not want Live Oak Drive or the sound walls next to it impacted. | The proposed Virginia facilities will complete the system of Express Lanes and accommodate similar facilities being planned in Maryland for congestion relief. Locations of noise barrier walls are being determined. Impacted residents will have an opportunity to receive information on the new noise barrier walls through public outreach activities and cast votes to determine inclusion in the project. Communities that have noise walls today would have noise walls after construction, as well. |
| | Georgetown Pike | |
| 31 | Comments supporting: that the approaches to the I-495/Georgetown Pike interchange will be widened; dedicated through lane for eastbound traffic on Georgetown Pike; no Express Lanes exit at Georgetown Pike. | There is no proposed Express Lanes connection at Georgetown Pike. A separate VDOT/Fairfax County project is underway to improve traffic flow at Georgetown Pike and Balls Hill Road. Improvements to Georgetown Pike and I-495 are being considered as part of this |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|----|---|--|
| | | project. |
| 32 | Comments in support and opposition to previous VDOT study of closing the ramp from Georgetown Pike to I-495 North. | VDOT studied weekday afternoon closure of the ramp from Georgetown Pike to I-495 North. Based on public feedback and study results, this approach was not implemented. |
| 33 | Concerned about safety and that there are no plans to help mitigate congestion in front of and access to Cooper Middle School. | An operational and safety improvement project is currently under construction to add a third lane to northbound Balls Hill Road at the intersection with Georgetown Pike, providing separate lanes for vehicles turning left, proceeding straight, and turning right. While these improvements will not solve all of the congestion in the area, it will reduce backups during peak periods, improve access for residents traveling to the north side of Route 193 on Balls Hill Road, and improve access to and from Cooper Middle School. The I-495 study is conducting an assessment of existing and future safety conditions. Mitigation measures will be implemented where necessary. |
| 34 | Replace the existing Georgetown Pike Bridge with a structure in keeping with the Pike’s historical byway status. Chain link fencing, and concrete rather than stone construction, would totally destroy the byway character of Georgetown Pike. Furthermore, a sidewalk and bike-path that do not, and never will, join other sidewalks/paths would be an irresponsible design. We and a majority of our neighbors in the community want the bridge as compact as possible since we have no intention of going near the new Beltway on foot or bicycle with its increased noise and grit. | The materials selected for the project will be consistent with VDOT policies and practices, to include context sensitive design principles. Regarding the sidewalk and bike paths, the project is coordinating with Fairfax County to incorporate portions of the Fairfax County Bicycle Master Plan (2014) that are adjacent to bridges and roadways being reconstructed. |
| 35 | Will the access point onto the southbound Express Lanes on the outer loop of 495 remain the same, for those entering 495 at 193, or will it be moved? (I like it where it is). | Access to the southbound Express Lanes from Route 193 will likely remain as shown. There are no direct connections to the Express Lanes planned from the Route 193 bridge. |
| 36 | I am shocked and disappointed that you would consider rebuilding the Georgetown Pike interchange bridge and still not address the congestion issues caused by the current HOT lanes the shoulder expansion project. Currently VDOT has a “working area” on the SE corner of the intersection. That could be relocated and a circular ramp could be built to accommodate the | Design options are being considered that would improve traffic flow from Georgetown Pike to I-495 north. Introducing a tight loop ramp would not help improve traffic operations at this merge. VDOT Maintenance uses the referenced lot near the interchange and intends to continue its use. A portion of this site is being considered |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|----------------|---|--|
| | eastbound traffic entering 495. This would help significantly with the flow onto the beltway from the eastbound traffic. | for stormwater management as well. |
| | Old Dominion Drive | |
| 37 | Add on and off ramps to the bridge at Old Dominion Drive to spread out the load on Georgetown Pike. | No ramp connections are proposed at this location. |
| | Lewinsville Road | |
| 38 | Add on and off ramps to the bridge at Lewinsville Road to reduce traffic on Georgetown Pike. | No ramp connections are proposed at this location. |
| | Dulles Toll Road | |
| 39 | There should to be a ramp from the southbound Beltway to the Dulles Access Road. Currently, it is very difficult to cross over the toll road to get to the access road, especially if there is heavy traffic. | Building the ramp movement suggested is not included as part of the 495 NEXT Project. However, this ramp connection is expected to be constructed before 2030, as documented in the regional Constrained Long-Range Plan. |
| Traffic | | |
| | Analysis | |
| 40 | Has VDOT performed an analysis under a scenario in which Maryland constructs its project and Virginia does not do anything? When will the results be available? When will the results regarding the no-build scenario be available (assuming Maryland proceeds with its project)? | Yes. The No-Build Alternative, for the purposes of NEPA documentation, assumes that Virginia will not extend the existing express lanes on I-495 and Maryland will construct improvements on its portion of I-495, including widening the American Legion Bridge. Preliminary traffic operations analysis results for the 2045 design year were provided during the May 20, 2019 public information meeting and are available on the project website. The traffic analysis results for the 2025 interim year No-Build and Build will be shared with the public in advance of the public hearing. |
| 41 | Since it is uncertain whether or when Maryland will construct expanded capacity on I-495 at the American Legion Bridge, it is essential that VDOT provide the public with information on the expected traffic impacts on the I-495 mainline, arterials, and secondary streets within the study corridor, including impacts on cut-through traffic, both in 2025 and 2045, if (a) the I-495 Express Lanes Northern Extension has been built, but Maryland has not constructed expanded capacity on I-495 at the American Legion Bridge, and (b) neither the I-495 Express Lanes Northern | VDOT is developing an analysis of 2025 No-Build and Build operations without Maryland’s improvements in place. This 2025 analysis is currently in progress, and findings will be made available when completed. 2045 analyses without the Maryland improvements in place will also be conducted later this year. Based on the analysis, VDOT will document the benefits for drivers travelling between the George Washington Memorial Parkway and the Dulles Toll Road and vice versa, without widening of the |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|----|--|--|
| | <p>Extension nor expanded capacity on I-495 at the American Legion Bridge have been built.</p> <p>VDOT has not shown the utility of constructing some or all of this project without Maryland building its portion. It should not proceed unless VDOT shows that it is a good agreement for Virginia’s taxpayers and that the phased express lanes will improve traffic congestion without Maryland’s plans and a new bridge in place.</p> <p>What are the traffic congestion impacts of a phased approach to the choke point before the current American Legion Bridge and other choke points, including the I-267 interchange, ramps to/from the Dulles Connector Road, and ramps to/from Route 123 during rush hour without other I-495 or American Legion Bridge projects?</p> <p>Make available to the public the data and analysis underlying VDOT’s assessment that 495 NEXT will have benefits in Virginia that are not dependent on Maryland having implemented its own measures.</p> | <p>American Legion Bridge or inclusion of the Maryland I-495 proposed improvements.</p> |
| 42 | <p>Any increase in Virginia traffic would only compound the very severe congestion problem on the Beltway. That should not be allowed to happen.</p> | <p>Comment noted.</p> |
| 43 | <p>Conduct traffic studies on multiple days (e.g., Monday-Friday between 4 p.m. and 7 p.m.).</p> | <p>Traffic analysis is based on data collected across Tuesday, Wednesday, and Thursday, collected for all hours of the day on the interstate and freeway sections and for four hours in the morning and four hours in the evening on the adjacent and perpendicular arterials, as well as local streets and intersections.</p> |
| 44 | <p>The meeting presentation showed a chart on “Increased Person Throughput.” Do you have this slide based on “Increased Vehicle Throughput”? It is very irregular to show traffic measures in terms of people because you can easily manipulate the results by</p> | <p>Final traffic analysis results will be made available providing both forecasted vehicle throughput and person throughput. Factors for vehicle occupancy will be based on empirical data for toll-paying and non-toll-paying vehicle percentages and forecasted HOV-3+ usage</p> |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|----|---|---|
| | changing the number of people in the vehicles. The only way to reduce the congestion is to reduce the vehicles. | according to the regional travel demand model. |
| 45 | There is a wide body of research detailing the impact of building new roads on traffic -- in fact, after an initial improvement, traffic returns to the same levels as before, for several well-documented reasons. | The proposed project within Virginia does not add general lanes, but adds Express Lanes, which can be managed to control the flow of traffic and speeds on the facility. |
| | General | |
| 46 | I like the possibility that congestion in the area may eventually be relieved. | Comment noted. |
| 47 | What will be done to manage the additional bottlenecks caused by construction? | VDOT and the Developer / Design-Contractor will develop and maintain a project Transportation Management Plan that will address traffic operations issues during construction. |
| 48 | Is there a specific proposal to improve safety and address speeding on I-495 (not just for this segment of I-495)? | The project analysis includes a detailed crash and safety analysis to identify safety issues and the assessment of mitigation improvement strategies to address the identified safety issues. |
| 49 | One of the major issues to be addressed is the ability of the police to monitor and control traffic from Georgetown Pike to the Maryland side of the American Legion Bridge. Input from the Maryland State Police should be included in the design criteria for patrolling and enforcement areas. | Traffic enforcement issues are being coordinated with appropriate law enforcement authorities. |
| | George Washington Memorial Parkway | |
| 50 | How will the project affect the George Washington Memorial Parkway? | The National Park Service (NPS) is responsible for maintenance of the George Washington Memorial Parkway (GWMP). NPS has asked VDOT to look at an option that would not include any new express lanes connections to the GWMP. If it is determined that there will be connections to the GWMP, future discussions between VDOT and NPS could include potential mitigation strategies. VDOT and Maryland are continuing to coordinate with NPS on proposed connections to and from the Parkway. Preliminary traffic analysis results show that there are nominal impacts to the through traffic on the GWMP to and from I-495 with the proposed VDOT project in place. |
| | Live Oak | |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|----|--|--|
| 51 | <p>Live Oak Drive and Balls Hill Road becoming a through street seems counterproductive and harmful to McLean communities and could add more traffic to Georgetown Pike and more congestion to the 495/193 intersection.</p> | <p>Traffic analysis results will include an assessment of the impact of the proposed improvements on parallel local facilities, including Georgetown Pike and Balls Hill Road.</p> <p>The proposed project is anticipated to reduce cut-through traffic on neighborhood streets and roads parallel to the Beltway.</p> |
| | Georgetown Pike | |
| 52 | <p>Concern regarding traffic volumes on and near Georgetown Pike and Balls Hill Road, which impacts local residents.</p> <p>After the 495 Express Lanes opened, there was a drastic increase in traffic on Georgetown Pike.</p> | <p>Traffic analysis results will include an assessment of the impact of the proposed improvements on parallel local facilities, including Georgetown Pike and Balls Hill Road.</p> <p>Traffic volume has increased on the Beltway and Georgetown Pike since the implementation of the 495 Express Lanes. This is attributable to large increases in population and employment in the region, especially in the northern part of Fairfax County (Tysons, Merrifield, Reston, and Herndon).</p> <p>With respect to cut-through traffic, the widespread use of GPS navigation has resulted in increased traffic on local arterials (Balls Hill Road, Georgetown Pike, etc.) as alternatives to the congested I-495.</p> |
| 53 | <p>The Route 7 Corridor Improvements Project will also have a huge impact on this area during construction. Can timely and periodic reviews of the traffic impacts be conducted?</p> | <p>The Route 7 Corridor Improvement Project will improve traffic flow on Route 7 and provide some traffic relief for alternative routes being used by commuters. If 495 NEXT construction overlaps with Route 7 Corridor Improvements Project work, VDOT will work with its construction partners to expand its regional traffic management plan to factor in the combined impact of the projects.</p> |
| | Local Roads | |
| 54 | <p>How does the Express Lane extension help to alleviate the already serious and constantly increasing flow of cut-through traffic on McLean's residential streets? Can anything be done about the Maryland commuters clogging up our neighborhood streets? Ideally, only residents on Swinks Mill Road should be allowed to</p> | <p>Traffic analysis results will include an assessment of the impact of the proposed improvements on parallel local facilities, including Georgetown Pike and Balls Hill Road.</p> |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|---------------------------------|---|--|
| | access that road during rush hour. | |
| 55 | "Local Traffic Only" signs should be installed on side roads to prevent/curtail cut through traffic with police enforcement. | VDOT and Fairfax County have undertaken a study to assess traffic calming measures to reduce cut-through traffic in McLean neighborhoods near the Beltway. |
| 56 | What are the phased construction and traffic congestion impacts for I-495 and surrounding neighborhoods throughout construction? How will traffic impacts be mitigated? | Traffic analysis results will include an assessment of the impact of the proposed improvements on parallel local facilities, including Georgetown Pike and Balls Hill Road. |
| Other Roadways | | |
| 57 | Will additional construction occur in other areas identified on the Study Area Map (Dulles Toll Road, Spring Hill Road, Route 123, etc.)? If so, when will those details be included in the study? | The preliminary design does not include any improvements on other roadways. However, VDOT will look at those areas to determine whether there are any hot spots that would need to be addressed moving forward. More information will be available when the traffic analysis is completed. |
| Bicycle & Pedestrian | | |
| 58 | At least 10 comments received expressed support for shared-use trail and overpass improvement components of the proposed design. One comment from a nearby resident referred to it as a waste of money that they won't use. | Comments noted. |
| 59 | Does the preliminary design include improvements for bicyclists and pedestrians? Will the shared use path connect to the Scotts Run Nature Preserve and Potomac Heritage National Scenic Trail, as well as future expansion of the American Legion Bridge and trails in Maryland? Will recommendations from the community be considered? What if residents adjacent to the proposed shared use path are concerned about privacy and safety? | <p>VDOT has been coordinating with the Fairfax County Department of Transportation regarding potential trails along the I-495 Corridor. The preliminary design includes improvements for bicyclists and pedestrians consistent with Fairfax County's Bicycle Master Plan.</p> <p>The preliminary design includes a 10-foot-wide, paved shared-use path along I-495 behind the noise wall between Old Dominion Drive and Georgetown Pike, and on-road facilities using local roadways connecting Georgetown Pike and Live Oak Drive. Improvements are also planned for the Old Dominion Drive, Georgetown Pike, and Live Oak Drive overpasses, to include improving access to Cooper Middle School. This project does not include direct trail access to Scotts Run Nature Preserve.</p> <p>As requested by the National Park Service, there will be no</p> |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|---------------------|---|--|
| | | <p>connections between the proposed shared-use path along I-495 and the Potomac Heritage National Scenic Trail, which accommodates only foot traffic.</p> <p>Community input is welcome related to proposed trail as part of this project and future projects.</p> |
| 60 | <p>We applaud several aspects of the project. It is good that a trail is being built from Old Dominion north beyond the GW Parkway, to a point where it can access the American Legion Bridge and C&O Towpath if/when Maryland widens its part of I-495. It is a huge benefit to trail users that they will be on the QUIET side of the sound wall, where there is significant wooded land and relatively clean air.</p> <p>We believe the new trail alongside Old Dominion should be on the SOUTH, not the NORTH side to provide same-side access for many more homes. A trail underpass of Old Dominion at the Beltway can serve as a safe and scenic route for the Potomac Heritage National Scenic Trail from Scotts Run Nature Preserve to Timberly Park and on to Bullneck Run Stream Valley Park and Spring Hill Recreation Center.</p> <p>We also encourage you to extend the sound wall trail south from Old Dominion to Lewinsville Road as part of the project. This trail appears in the VDOT design, but only for 2045. It will create shorter hike/bike routes for many additional neighborhoods. We strongly support links from this segment into the neighborhoods (e.g. to Old Gate from the east) as shown in the VDOT map.</p> | <p>A trail connection between Old Dominion and Lewinsville Road has been added to the proposed design being considered.</p> <p>The proposed design includes the trail on the north side of Old Dominion Drive, which is consistent with the Fairfax County Bicycle Master Plan (2014). This location provides a reasonable connection to the proposed trail north of the Old Dominion Drive crossing and adjacent to the southbound general purpose lanes between Old Dominion Drive and Georgetown Pike that will be constructed with this project.</p> |
| Right of Way | | |
| 61 | <p>When will additional information about potential right of way impacts be available? What is the estimated amount of impacted right of way?</p> | <p>Planning-level right of way estimates indicate that the Build Alternative would require a maximum of approximately 7.1 acres of permanent fee-simple right of way, and 29.7 acres of temporary right of way for construction of the proposed improvements. No full</p> |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|----------------------|--|--|
| | | <p>property acquisitions or relocations are proposed. Planning-level estimates are subject to change as the project design advances.</p> <p>Additional information on right of way impacts will be provided in the forthcoming I-495 Express Lanes Northern Extension socioeconomic technical report and associated Environmental Assessment.</p> |
| 62 | <p>Will any residential properties be impacted? If so, how will property owners be compensated? Will VDOT assist with relocation services?</p> | <p>At this time, no full property acquisitions or relocations are anticipated. Partial property acquisition would be conducted in accordance with VDOT policy, as well as all applicable Federal laws, regulations and requirements, including but not limited to 23 CFR §710, the <i>Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970</i> (49 CFR §49, as amended). All property owners affected by Federally-assisted projects will be treated fairly, consistently, and equitably so that they do not experience disproportionate effects as a result of projects that are designed for the benefit of the public as a whole.</p> <p>Additional information about VDOT’s right of way acquisition procedures is provided at www.vdot.virginia.gov/business/resources/Right_of_way/A_Guide_for_property_Owners_and_Tenants.pdf.</p> |
| Express Lanes | | |
| 63 | <p>Why isn’t VDOT proposing to add general purpose lanes? Has VDOT considered adding a High Occupancy Vehicle (HOV) lane and a toll-only lane with access ramps to encourage carpooling?</p> <p>Why are the express lanes and general purpose lanes separated?</p> | <p>The VDOT proposed design includes HOT (High Occupancy/Toll) lanes, which is consistent with the adjacent Capital Beltway Express Lanes and other Express Lanes facilities in Northern Virginia. Combining toll and HOV traffic in two lanes helps the Express Lanes move more people at more reliable speeds than simply adding more general purpose lanes or separating out carpools from toll-paying drivers.</p> |
| 64 | <p>It does not appear that anyone is using the existing 495 Express Lanes. They appear to get limited use because the access ramps are limited and, in most cases, do not line up with normal</p> | <p>In 2012, the 495 Express Lanes added capacity on the Capital Beltway, with two new lanes in each direction and new access points at Tysons and Lee Highway. The access ramp locations were chosen</p> |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|----|---|---|
| | <p>Beltway access ramps, and HOVs require a special E-ZPass.</p> <p>Do express lanes reduce congestion on I-495 and in surrounding neighborhoods? Does the traffic match the model? Where is the study? How will the express lanes ease congestion?</p> | <p>based on an assessment of the areas of greatest future demand, which included roads that did not have access to the Beltway. In 2018, the 495 Express Lanes carried roughly 30,000 trips on an average weekday, which represents a 50% increase from the average 20,000 daily trips in the Express Lanes in 2013. Representing approximately 13-18% of the total average daily trips on the Beltway through the Tysons area, the additional capacity draws vehicles and relieves pressure from the general purpose lanes and parallel arterials during peak traffic periods. Express lanes on I-495, I-95, and I-66 Inside the Beltway provide faster, more reliable trips to encourage carpool and vanpool trips. Approximately 15-20% of the vehicles using the I-495 Express Lanes during the peak periods are HOV. Like with the general purpose lanes, traffic volumes vary by hour of day and day of week.</p> <p>During the 2012 opening year of the 495 Express Lanes, initial traffic volumes were lower than projected. Since that time, the traffic volume targets have been reset, and today traffic volumes exceed expectations. The original traffic studies for the I-495 Express Lanes were made publicly available in area libraries and on the VDOT project website for five years, beginning in 2008. The updated traffic study for the 495 NEXT Project will be made publicly available in the fall of this year, prior to the public hearing. Based on initial forecasting analysis results, the proposed project is anticipated to reduce cut-through traffic on roads such as Balls Hill Road, Dead Run Drive, and Swinks Mill Road, with anticipated volume decreases of 10-25%. By providing additional capacity and travel time reliability on I-495, the proposed Express Lanes extension is anticipated to reduce the congestion on parallel and neighborhood streets.</p> |
| 65 | <p>Express lanes are unaffordable to the average commuter on a daily basis. How much will it cost to travel in the express lanes?</p> | <p>Travelers in vehicles with three or more occupants (HOV-3) and buses will travel free with an E-ZPass transponder in “flex mode”.</p> <p>Travelers in vehicles with fewer than three occupants can choose to</p> |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|--------------------|--|--|
| | | <p>use the express lanes and pay a toll. Like with the tolls on I-495, I-95, and I-66 Inside the Beltway, toll rates will vary based on traffic volumes to allow for smooth flow of traffic. The price will generally increase as more vehicles enter the express lanes and will decrease when there are fewer vehicles.</p> |
| Procurement | | |
| 66 | <p>How was Transurban selected?</p> | <p>Transurban currently operates the Express Lanes on I-495 under an Amended and Restated Comprehensive Agreement (ARCA) with the Commonwealth. The ARCA allows project enhancements to be considered, but neither the state nor Transurban is obligated to accept.</p> <p>In January 2019, VDOT signed a Development Framework Agreement with Transurban to extend the 495 Express Lanes under the existing 495 Express Lanes ARCA with no funding from the Commonwealth.</p> <p>VDOT will compare implementing this project under both public and private (P3) delivery methods and will determine which delivery method is in the best interests of the Commonwealth. Subject to VDOT approval, Transurban has an opportunity to submit a binding proposal that meets project-delivery technical and financial criteria and all the commitments established in the environmental study.</p> |
| 67 | <p>Would VDOT consider this project if Transurban was not paying for it? Does VDOT have the option to cancel the agreement with Transurban? What happens to compensation for the contractor if a decision is reached to not do the project?</p> <p>This is an environmentally and socially irresponsible use of public land to benefit a privately-held company and not the majority of residents or commuters of Virginia.</p> <p>These toll roads profit by increasing congestion and will always need a fix where they end. As with 66 Outside the Beltway,</p> | <p>This segment of the Capital Beltway is the most congested highway segment in the Washington metropolitan region. Identifying and implementing a solution is one of VDOT's top priorities. Anticipated cost of the Phase 1 Improvements is roughly estimated to be in the \$500 million range, far exceeding the amount of available funds.</p> <p>Extending the 495 Express Lanes is included in the Washington Capital Region's Constrained Long-Range Plan. The 495 Express Lanes Northern Extension study included a component for VDOT's Office of Public-Private Partnerships to analyze various options for procurement. Transurban will have opportunity to submit a binding</p> |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|----|--|--|
| | Virginia is selling taxpayer funded roads to foreign investors. Time for VDOT to build our roads and if tolls are needed, Virginia can collect and give back to taxpayers through other road improvements. | proposal to complete the project. VDOT will have the ability to accept or reject Transurban’s binding proposal as appropriate. The agreement lays out cost sharing responsibilities should Transurban’s binding proposal be accepted or rejected by the department or if the agreement terminated. |
| 68 | What are the terms and conditions of the agreement, including the duration and what happens afterwards? | The Development Framework Agreement is not subject to public disclosure. The 495 ARCA sets an end date of 2087 for the agreement with Transurban; the 495 Northern Extension would be included as part of this 495 Express Lanes agreement. The 495 ARCA can be found here: https://www.p3virginia.org/projects/i-495-express-lanes/ Should an agreement be reached with Transurban, it is anticipated that revisions will be made to the current ARCA. |
| 69 | To what extent are the economic benefits to Transurban offset by payment to the Commonwealth for acquiring and/or using public land? | In addition to the improvements to regional mobility, the deal would include stipulations for revenue sharing that goes back to the public if certain levels are exceeded. At the conclusion of Transurban’s agreement with the Commonwealth, the operation and maintenance of the express lanes will be assumed by VDOT. |
| 70 | Aside from the agreement with Transurban, what other options did the Commonwealth consider for funding and financing the project? Has an analysis of the alternatives been done? How does the agreement compare to other funding sources, such as raising taxes or issuing specific bonds? | VDOT is performing a study to analyze a publicly funded and administered alternative as well as a competitively bid P3 alternative. |
| 71 | How does VDOT protect the public against price gouging by the private partner? Are there any restraints on the toll rates established and charged by Transurban? What oversight and control does VDOT exercise over Transurban? | Transurban sets toll prices using a dynamic pricing algorithm to maintain prescribed levels of service for HOV and toll-paying vehicles. The VDOT agreement includes provisions where revenues beyond a certain threshold are shared with the state. |
| 72 | What is the estimated cost of the project? What financial data will VDOT disclose about the P3 contract and express lanes operations? | The concept level estimate is \$500 million, which includes the addition of express lanes and interchange connections, as currently shown, between the Dulles Toll Road and the George Washington Memorial Parkway. The estimate does not include any costs to reconstruct or modify the American Legion Bridge. State law prescribes what information can and cannot be released. |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|---|--|--|
| | | Information regarding financial data that can be released will be posted on the project website when it is available. |
| 73 | Get per car revenue from Transurban -- not upfront cash! Fix the 75 year windfall they are getting before extending it. NO MORE PRIVATE PARTNERS. | Comment noted. |
| Process & Public Involvement | | |
| 74 | How many people attended the public information meeting on June 11, 2018? | Approximately 76 people attended the public information meeting on June 11, 2018. 48 people signed the attendance sheet. |
| 75 | What information was presented during the May 20, 2019 public information meeting? Is it available online? | The purpose of the May 20, 2019 public information meeting was to provide an update on the preliminary findings of the EA, including existing conditions and the traffic analysis, and present the preliminary design. The study team also provided updates on the study schedule and project delivery. The information and materials presented are available on the website at http://www.495northernextension.org/public_meetings/may_20_2019_project_information_meeting.asp . |
| 76 | To what extent does the public have a say in making a decision regarding the project? To what extent will VDOT consider the comments, questions and dissatisfaction of local residents during the planning, design, etc. | <p>VDOT's public involvement process for this study has included two public information meetings and meetings with community groups and elected officials. Additional community meetings and elected official briefings will be held leading up to the Location Public Hearing in late 2019/early 2020.</p> <p>Questions and feedback are welcomed to help the project team identify concerns, issues, and features of interest to direct impact communities, surrounding neighborhoods, road users, and from across the region as part of the Environmental Assessment study and development of the preliminary engineering design.</p> |
| 77 | Will an independent decision regarding the 495 NEXT Project be made without input from VDOT and Transurban? | VDOT is preparing an Environmental Assessment and associated technical reports on behalf of the Federal Highway Administration (FHWA). These documents are prepared pursuant to federal guidelines and the implementing regulations of the National Environmental Policy Act (NEPA). FHWA determines the appropriate level of environmental documentation and makes independent |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|----|--|--|
| | | findings with respect to impacts. If the environmental document is approved by FHWA, Transurban will have the opportunity to submit a binding proposal to complete the project, which VDOT will be able to accept or reject. A proposal will ultimately require review and approval by the Commonwealth Transportation Board. |
| 78 | It seems like this project is a done deal. How much time will elapse and how many public meetings and hearings will be held between the time the studies are published and a contract is signed? | VDOT anticipates holding a location public hearing in late 2019 or early 2020. A final decision on the environmental document by the Federal Highway Administration is needed before VDOT can enter into a contract. Transurban would then have opportunity to submit a binding proposal to VDOT for its consideration. The earliest a contract could be signed with Transurban would be sometime in 2020. |
| 79 | How and when will the public be notified of future meetings or hearings? Will another public information meeting be held before the public hearing planned for fall 2019? | <p>Future meetings will be announced by email updates that can be subscribed to at www.495NorthernExtension.org. Additional outreach for the location public hearing will include newspaper advertising, direct mail to homes within a quarter-mile of the project study area, notices at libraries, VDOT social media, news media, and through local government and elected officials.</p> <p>Additionally, VDOT representatives will work with civic, business, and other organizations to identify opportunities to provide project information to the community. A series of neighborhood-level meetings are planned for fall 2019. The public hearing is planned for late 2019 or early 2020.</p> |
| 80 | <p>Request that the project be suspended and the citizen dialog be extended so that the citizens of the community can have full and complete transparency in evaluating the project and that other, more environmentally sound and forward-thinking solutions can be considered.</p> <p>Request that the Attorney General, Secretary of Transportation and Governor review VDOT's 495 Northbound Shoulder Lane Use project and 495 Express Lanes Northern Extension study due to</p> | Comments noted. |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|-----------------|--|---|
| | concerns regarding lack of public process, public transparency, and public input. | |
| 81 | If phased express lanes do not show immediate congestion relief for the area, can they be removed from the TPB and CLRP? Can they be reviewed and reconsidered for another vote? Having passed by only one vote, shouldn't express lanes be seriously reconsidered and studied independently? | The traffic analysis for I-495 NEXT is ongoing. If analysis were to show significant degradation as a result of implementation of the project, VDOT would consider whether the project should be removed from the CLRP. |
| 82 | Provide adequate time (at least six weeks) and notice before any Fall Public Hearing of all matters that you propose to present at such Hearing, including final plans and NEPA Environment Assessment. Another Public Information meeting also seems reasonable. We and our neighbors did not receive adequate notice of the June 11, 2018 "Public Information Meeting #1" that your team pointed to at the May 20, 2019 meeting (that they presumptively labeled as "Meeting #2"). | The June 2018 Public Information Meeting was promoted through newspaper advertising, direct mail to homes within a quarter-mile of the project study area, notices at libraries, VDOT social media, news media, and through local government and elected officials. Similar outreach is planned ahead of the future Location Public Hearing, with initial public notice provided at least 30 days ahead of the meeting. |
| 83 | More community meetings than mentioned are needed. | The study team is available to meet with homeowners associations, civic associations, and other community groups to present and discuss the study. |
| 84 | Please provide a venue where the public can view prior comments and responses. | Comments and responses are posted on the project website. |
| 85 | Numerous conflicts of interest concerns exist. There have been no thorough, independent or transparent reviews of environmental, noise and traffic studies (assessments or models). | VDOT adheres to the requirements of NEPA and other statutes. Established VDOT protocols and methods are used to conduct the EA and develop technical reports. These documents will be available to the public for review and comment before and after the Location Public Hearing. These documents are submitted to FHWA for review and approval. |
| 86 | Request for an independent review of VDOT's practices, management and decision making as it pertains to public notice, transparency and input. | VDOT's public involvement policy is in accordance with federal regulations, state laws, and VDOT policies, and was most recently updated in February 2019. The VDOT Public Involvement Manual is available at http://www.virginiadot.org/business/resources/locdes/Public_Involvement_Manual.pdf . |
| Schedule | | |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|--|---|--|
| 87 | What is the current schedule? When will the extension of the express lanes be open to traffic? | <p>The anticipated schedule is subject to change as more information is available and is as follows:</p> <ul style="list-style-type: none"> • Environmental Assessment Available for Public Comment – 15 days before Location Public Hearing • Location Public Hearing with 30-day Comment Period after Public Hearing – Late 2019/Early 2020 • NEPA Decision from Federal Highway Administration – Early 2020 • Detailed Design Phase – 2020 • Potential Start of Construction – Late 2020 • Express Lanes Open to Traffic – 2023 |
| <i>Other (Including Comments Outside the Scope of the 495 NEXT Study)</i> | | |
| 88 | Does the study take future technological advancements into account? | Yes, the study is taking future technological advancements into consideration. Elements of the project infrastructure will be designed using new systems that help improve traffic operations and safety. |
| 89 | The 495 Northbound Shoulder Lane Use project has been removed from the website. | Previous studies have now been added to www.495NorthernExtension.org . |
| 90 | Is the original intent of Bill 662 being honored by VDOT? Delegate Murphy and Senator Favola appear to recall that Bill 662 was for a comprehensive Environmental Impact Study, to coordinate with Maryland’s plans and a new bridge, not a limited “assessment” study. | <p>Virginia HB 662 was enacted in 2018 and relates to the American Legion Bridge. It is distinct from this current study. Here is the enacted language.</p> <p><i>1. § 1. The Department of Transportation (Department) shall begin the initial design and related assessments for remediating the American Legion Bridge at the earliest time possible once necessary decisions have been made by the state of Maryland. The Department shall consult with the Commonwealth Transportation Board, the Department of Rail and Public Transportation, and the Northern Virginia Transportation Authority.</i></p> <p><i>The Department shall submit to the Governor and the General Assembly an executive summary and a report of its design and assessments for publication as a House or Senate document when available.</i></p> <p>The American Legion Bridge is jointly owned by Maryland and Virginia. Maryland’s I-495/270 study is an EIS and includes the</p> |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|----|---|---|
| | | American Legion Bridge. |
| 91 | Concerns regarding the Shoulder Lane Use Project. An environmental study and air quality testing were not performed. Public project design meetings never occurred. The public was unable to review project studies and data. This lane also increased travel time on I-495, accidents and congestion before the bridge...all indicated in traffic studies by VDOT. Shoulder lane increased choke point congestion before the American Legion Bridge, using \$20 million taxpayer money. Now, VDOT wants this lane as part of their phased additional express lanes project...to help "relieve" congestion at same chokepoint that VDOT Created! Not logical. So wrong! This shoulder lane extension should be stopped ASAP to ease the merge mess before the bridge. | <p>The existing shoulder lane currently provides congestion relief for the northbound Beltway by providing additional merge area for the I-495 northbound Express Lanes. VDOT conducted an assessment of a potential removal of the shoulder lane. The study, conducted by the consulting firm JMT, found that with the removal of the shoulder lane there would be minimal change in the throughput of the mainline segment between Old Dominion Drive and the American Legion Bridge. The study also found that operations on the I-495 Express Lanes would deteriorate. The memo summarizing the results of the study can be found at http://www.virginiadot.org/projects/resources/NorthernVirginia/I-495_study_handout_5-9-18.pdf. VDOT conducted a separate assessment of the condition without the shoulder lane with a different consultant and the study team reached the same conclusions as those of the JMT study.</p> <p>The I-495 Express Lanes Extension project will provide physical separation between the Express Lanes and the general purpose lanes in the area encompassing the shoulder lane. This will help address the issue of traffic having to weave from the shoulder lane to the general purpose lanes between the current terminus of the Express Lanes and the terminus of the shoulder lane. This will help improve safety and traffic operations.</p> |
| 92 | The Saigon Citizens Association asks that VDOT not use the Saigon neighborhood as a storage area for their road building equipment. | Comment noted. VDOT works with contractors to minimize impact on adjacent communities to the extent possible. |
| 93 | Like the fact that it will ease traffic. I also like the urgency of the plan. | Comment noted. |
| 94 | The solution is to add another crossing. Has VDOT considered another bridge crossing further west, specifically on Seneca Road? | Additional crossings of the Potomac River have been studied throughout the years. The 495 Express Lanes Northern Extension would not preclude construction of another crossing of the Potomac River. Other jurisdictions in the region are studying additional |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 2019 PUBLIC INFORMATION MEETING
ATTACHMENT A – COMMENT SUMMARY AND RESPONSE**

| | | |
|----|--|---|
| | | crossings. |
| 95 | Maryland, the District of Columbia and the National Park Service (NPS) should widen the Clara Barton Parkway to create a through road from Maryland down the river into D.C., similar to the George Washington Memorial Parkway (GWMP). | This comment is outside the scope of this study. |
| 96 | Focus here and now on today's issues like back up around the Route 7 and 123 interchanges. | Areas outside of these study limits are under separate review and evaluation for future projects. |
| 97 | Can a flashing light be installed at the top of the hill before the Georgetown Pike/Douglass Drive intersection to warn drivers that cars may be stopped or turning ahead (similar to the Georgetown Pike/Swinks Mill Road intersection)? Reducing the speed limit and placing an officer there every once in a while, to give out tickets to speeders, WILL slow traffic down. | VDOT has initiated the design of a flashing beacon and supplemental signage in an effort to improve safety at this location. The project will be completed in fall 2019. |
| 98 | In the strongest possible terms, I urge you to look at the Georgetown Pike (outside the Beltway) traffic issues. There has been a recent influx of attention and tourism at Scott's Run which has created a major safety issue. People are parking their cars on Georgetown Pike because the small parking areas are full and are then walking along the side of the road, wearing bathing suits, carrying picnic baskets, with children and pets. It is a safety disaster waiting to happen. I urge additional police presence at the intersection of Swinks Mill and Georgetown Pike. I urge that Georgetown Pike be quickly made a no parking zone and that signs be erected to that fact. I urge that cars that parked on Georgetown Pike should receive a maximum fine parking ticket, and people found walking in the road should be stopped by the police. I am deeply concerned that a young child will be injured, if not killed in the chaos that has resulted from increased traffic, tourism and marketing of the Scott's Run park area. | VDOT is aware of these activities and is working with Fairfax County Officials, Fairfax County DOT, the Fairfax County Police Department and the National Park Service to address this situation. |

**495 EXPRESS LANES NORTHERN EXTENSION STUDY
MAY 20, 2019 PUBLIC INFORMATION MEETING
COMMENT SUMMARY REPORT – FULL COMMENTS
ATTACHMENT B**

| ID # | Comment Date | Individual/Entity | Source of Request | Comment/Question |
|-----------|--------------|-------------------|-------------------|---|
| 190618.04 | 6/18/2019 | Individual | Email | Please pause and find real solutions. No additional lanes until Maryland widens the bridge. No use of public park lands. Please complete environmental impact studies. |
| 190618.03 | 6/18/2019 | Individual | Email | <p>Thank you for the opportunity to provide comments to your 495 Express Lanes study. My husband and I wholeheartedly support the initiative to create a paved bike path along the sound wall outside the beltway. We are long time residents of the Saigon Road subdivision and like many of the Saigon residents, we walk the streets of our neighborhood on a regular basis. And like many of our neighbors we would welcome a paved bike/walking trail and the opportunity to further our walking options, especially if we could walk someplace other than on our neighborhood streets. With the popularity of the Scotts Run County park near our neighborhood causing a parking problem on Georgetown Pike, this paved bike path would provide Saigon residents with an easy way to get to the park from within our neighborhood, as well as could provide access to the park for other Mclean residents from the adjacent areas. This will result in fewer vehicles that need to park at the limited parking spaces available at the park, and residents could walk to the park rather than being forced to drive there even though we are so close to the park at Scotts Run but lack any reasonable and safe way to get there except by vehicle.</p> <p>Thank you again for asking for our comments — Yes we want a paved bike path — Please.</p> |
| 190618.02 | 6/18/2019 | Individual | Email | <p>I agree completely with extending the HOV lanes all the way to the bridge. By having the end of HOV located before the exit to Georgetown Pike and GW Parkway, you create a dangerous and delaying crossover.</p> <p>Also the current configuration creates multiple pinch points when the lanes are open allowing folks to dive into the open lane only to have to merge back a few yards ahead.</p> <p>Thank you for the consideration.</p> |

| | | | | |
|-----------|-----------|------------|-------|---|
| 190618.01 | 6/18/2019 | Individual | Email | <p>In reference to the I-495 Express Lanes Northern Extension Study, I would like to provide the following comments:</p> <p>Please register my OBJECTION to the proposed expansion to 495 (495 Hot Lanes, 495 NEXT, I-495 Express Lanes Northern Extension Study).</p> <p>No to building before Maryland widens the bridge</p> <p>No to phasing</p> <p>No to taking public parks and historic lands</p> <p>Please register the following concerns/flaws with the existing plan:</p> <p>Maryland has just voted to begin work on 270, postponing any work on MD 495 and the American Legion until some time in the undetermined future.</p> <p>2 additional HOT LANES will funnel into the same American Legion Bridge; 2 additional lanes into the same bottleneck does not solve the Virginia traffic jams, it adds to it.</p> <p>This moves the problem; it doesn't solve the problem.</p> <p>The solution is for the bridge to be widened, another crossing be added, or mass transportation to be added.</p> <p>Proposed Flyover Ramps and tolls will connect the HOT LANES to the George Washington Parkway. Parts of 3 parks, our historic byway and the rare and pristine Scott's Run will be taken.</p> <p>No Environmental Impact Study has been undertaken.</p> <p>Numerous conflict of interest concerns exist. There have been no thorough, independent, or transparent, reviews of environmental, noise, and traffic studies (assessments or models).</p> <p>Our public land and infrastructure will be given to a private company in exchange for citizens paying tolls on HOT Lanes.</p> <p>No general purpose lanes will be added, and HOT Lanes are unaffordable to the average commuter on a daily basis.</p> <p>I insist that you take pause, work with MDOT and FWHA and find a better solution that safeguards our future.</p> |
|-----------|-----------|------------|-------|---|

| | | | | |
|-----------|-----------|------------|-------|---|
| 190617.03 | 6/17/2019 | Individual | Email | <p>We applaud several aspects of the project. It is good that a trail is being built from Old Dominion north beyond the GW Parkway, to a point where it can access the American Legion Bridge and C&O Towpath if/when Maryland widens its part of I-495. It is a huge benefit to trail users that they will be on the QUIET side of the sound wall, where there is significant wooded land and relatively clean air. We are pleased to see pedestrian/bike facilities on all three new bridges across I-495, at Live Oak Drive, Georgetown Pike and Old Dominion. Put Trail Along SOUTH Side of Old Dominion Dr.: We believe the new trail alongside Old Dominion should be on the SOUTH, not the NORTH side (See Figures 1 and 2). Figure 1 shows the north side trail in purple (as proposed by VDOT), and our proposed south side trail in blue, from Old Gate to Mottrom. The homes that can access the north-side trail are shown as purple "house icons" in Figure 1: there are only 14, six on the west side and eight on the east. However, if the trail follows our south side blue line, about 60 homes can be reached west of I-495, and about 40 more east of I-495, for a total of about 100 homes (blue "house" icons, Figure 1). There are about a hundred additional homes that can be reached in less than 2/3 mile (light blue "house" icons). On the north side, in contrast, no additional homes can be reached at any distance. Figure 2 shows (in blue) neighborhoods are within one mile of the southern route, including parts of McLean Hamlet, neighborhoods off Bridle Path, Foxhound, Hooking Road, Evans Mill Road, Windy Hill Road and more. The Langley School and the McLean Governmental Center are just a little over a mile. People from all these areas will be tempted to walk/bike across Old Dominion Drive if the trail is on the north side. A south side trail, in contrast, will take hikers and bikers safely under Old Dominion along the beltway. Other South-Side Advantages: There is VDOT right-of-way along Old Dominion all the way to Timberly Park (FCPA, green on Figure 1) to reach Old Gate Drive, the natural terminus of this trail west of I-495. The existing pavement of Old Dominion Drive can serve as part of the trail, once it is no longer used as a road. Finally, the trail underpass of Old Dominion (blue line on Figure 1) at the beltway can serve as a safe and scenic route for the Potomac Heritage National Scenic Trail from Scotts Run Nature Preserve to Timberly Park and on to Bullneck Run Stream Valley Park and Spring Hill Recreation Center. Extend trail from Old Dominion to Lewinsville: We also encourage you to extend the sound wall trail south from Old Dominion to Lewinsville Road as part of the project. This trail appears in the VDOT design, but only for 2045. It will create shorter hike/bike routes for many additional neighborhoods. We strongly support links from this segment into the neighborhoods (e.g. to Old Gate from the east) as shown in the VDOT map. TrailParallel495_1.jpg Figure 1. Homes that can reach trail on north (purple) or south (blue) side of Old Dominion TrailParallel495_2.jpg Figure 2 Neighborhoods</p> |
|-----------|-----------|------------|-------|---|

that can reach trail on north (purple) or south (blue) side of Old Dominion

| | | | | |
|-----------|-----------|------------|-------|--|
| 190617.02 | 6/17/2019 | Individual | Email | <p>Following are Comments submitted to VDOT for PHASED HOTLanes Deadline, June 18, 2019 :</p> <p>The following Comments were shared by Pat Lynch with his Langley Forest Neighbors. He asked me to forward to Officials and my list if I thought it might help.</p> <p>I am submitting His Comments to Officials and again to VDOT PHASED Comment Site for "Summary".</p> <p>I am also submitting the following email Comments to VDOT Comment Site and Officials for review and "Summary".</p> <p>I think Pat Lynch's Comments about VDOT Traffic Study that includes a "Phantom" New Bridge to MD are important to consider.</p> <p>A Faulty Study Premise Base will not provide Accurate Traffic Impact and Congestion Data for VDOT PHASED HOTLanes.... for 495 and VA Neighborhood Traffic.</p> <p>* What is Maryland's Start Date of New Bridge Construction ? VDOT DATA, Officials and Public need to know.</p> <p>* How long will this New Bridge take to Build ? VDOT DATA, Officials and Public need to know.</p> <p>* Has NPS (National Park Service) agreed to transfer to Maryland and VDOT Needed Parkland for Bridge Construction?</p> <p>* If not, when is Process for Act of Congress for VDOT to seize Parkland to begin ?</p> <p>Who will initiate Process ?</p> <p>How long will Process take ?</p> <p>Without this Vital Information and consideration of this information , VDOT's PHASED Schedule for 2020 Start Build and Data are meaningless.</p> <p>* Has NPS agreed to give give VDOT Historic Parklands to construct PHASED HOTLanes to before Current American Legion Bridge and for Flyover Ramp to G W Parkway ?</p> <p>The G W Parkway is NPS Land and Scotts Run is Fairfax County Park Authority.</p> <p>The right of way cannot be acquired from NPS and Fairfax Park Authority.</p> <p>* Has Potomac Historic Trails agreed to give VDOT Necessary Parkland to construct PHASED HOTLanes and new Live Oak Bridge ?</p> <p>VDOT 495 NEXT STAFF....Please do not submit illogically basedTraffic Studies based on A Nonexistent New American Legion Bridge to Public and Officials for PHASED Project Approval, until these Questions are Officially Answered.</p> <p>Residents want to Know PHASED Traffic Congestion Impacts to CHOKe POINT BEFORE Current American Legion Bridge.</p> <p>What are the PHASED Plan's Congestion Impacts to other Choke Points at I 267 Interchange,</p> |
|-----------|-----------|------------|-------|--|

| | | | |
|--|--|--|---|
| | | | <p>the Ramps to and from Dulles Connector, Ramps to and from 123 during Rush Hours ?</p> <p>Residents want to know PHASED Project CONSTRUCTION IMPACTS for 495 and Neighborhood Traffic.</p> <p>Congestion Impacts for how many years of building construction ?</p> <p>When will PHASED Lanes begin ? How will PHASED Lanes alone Increase/decrease Congestion until 2045 ?</p> <p>Residents want to know PHASED Traffic Impacts to 495 and Neighborhood Traffic if Maryland does NOT Build New Bridge and HOTLanes. How will these Traffic Impacts be mitigated ?</p> <p>VDOT PHASED Traffic Congestion Studies should show General Improvement for All, not only HOTLane Drivers.</p> <p>VDOT PHASED Plan Studies should Prove Immediate Congestion Improvements for Everyone before it is allowed to go forward.</p> <p>Governor and Officials should Cancel the PHASED Section of the Contract Agreement with Transurban until VDOT shows and proves that it is a Good Agreement for VA Taxpayers and that PHASED HOTLanes will Improve Traffic Congestion.....without Maryland Plans and New Bridge in Place.</p> |
|--|--|--|---|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190617.01 | 6/17/2019 | Individual | Email | <p>I submit all the following Comments & Requests and following Email Content to VDOT COMMENT Section for Review, "Summary" and inclusion in VDOT Report for 495 NEXT...PHASED HOTLanes. I also ask for Officials to Review and Consider the Comments and Requests</p> <p>Abi Lerner, VDOT PHASED Project Head , wrote to me in following email , dated June 7th, that Comment Deadline was extended to June 18th. Officials on my email list were all copied by Abi Lerner.Abi also wrote that : "We need a few days to review the comments/questions that you included in your email. We will provide responses to you next week".Neither Abi Lerner or VDOT responded to the Residents' Request List , my comments or questions I submitted.There is still Silence.The Residents' List included many Issues relating to VDOT PHASED Project's Lack of Public Process, Public Transparency, and Public Input.It reflects other Comments, Concerns & Requests submitted to me by Residents which follow VDOT & TRANSURBAN CONTRACTS</p> <p>Residents request that the Original Contract and 2019 Contract with Transurban for HOTLanes, Express Lanes, 495 NEXT be placed Online at VDOT Site for Public Review....ASAP. Please ask VDOT to distribute Contracts to Officials for Review.Apparently, these Contracts, content and conditions are not readily available for Public Transparency and Review.Original Contract is important since 2019 Contract for PHASED HOTLanes continues timeline for Infrastructure Control by Transurban, does not extend it.What other Conditions and Agreements continue ? What are New Conditions and Agreements ?At May 14th MCA Transportation Committee Meeting, VDOT and Transurban Rep were asked Details of Contracts.We were told Details were not available to be shared. Details are Private. Are they Under Seal ?A request was asked of Governor's Office for Contract copy. Individual was told their office did not have a copy. Go to VDOT. Public & Officials deserve to know every detail of Contracts that Control their State Infrastructure and Impact Traffic Conditions and their Lives.PUBLIC PRIVATE PARTNERSHIP ACT.....BEFORE AMENDMENT.....And After AmendmentPlease place Online for Public and Officials' Review ASAP</p> <p>2005 ENVIRONMENT LAW.....ORIGINAL STUDYPlease place Online for Public and Officials' Review ASAP.</p> <p>TOLLING & REVENUE BONDS CONTRACTS AND AGREEMENTS Please place Tolls and Revenue Bonds Agreements (Original and Current) with Transurban Online for Public & Officials's Review ASAP.</p> <p>TOLLING GUARANTEES FOR TRAFFIC SPEED IN GENERAL LANESWill Transurban Guarantee General Lane Speed Limits of 40 mph, with HOTLanes at 60 mph....as MD proposes ?Will Transurban coordinate Tolls with MD Guarantees ?Will Transurban coordinate with MD "Speeds" & Tolls to assure better & consistent Congestion Relief in VA INDEPENDENT REVIEW OF VDOT STUDIES FOR NEPA AND FHA DECISIONSHOULD VDOT-HIRED COMPANY REVIEW STUDY DATA ?COST BENEFIT STUDY FOR PHASED</p> |
|-----------|-----------|------------|-------|--|

HOTLANESVDOT Study should be conducted Independently and placed Online ASAP.BUILD FOR PROFIT STUDYIs PHASED HOTLanes being rushed for Transurban Profit and Not for Area Congestion Relief ?REMOVAL OF HOTLANES FROM TPB AND CLRP ?If PHASED HOTLanes do not show Congestion Relief Immediately for Area, can they be removed from TPB and CLRP....and be Reviewed and Reconsidered for Another VOTE ?Having passed by only one vote, shouldn't HOTLanes be seriously Reconsidered and Studied IndependentlyBILL 662.....BILL'S ORIGINAL INTENTIs Bill's Original Intent being Honored by VDOT ?Delegate Murphy and Senator Favola appear to recall that Bill 662 was for Comprehensive Environmental IMPACTStudy, to coordinate with MD's Plans and New Bridge.....NOT limited "Assessment" Study. They will check.Officials please share information.Who made this "Assessment" decision ? Why ? Is this Study Adequate ?VDOT is conducting Traffic Studies for 2045, assuming New MD Bridge and MD's HOTLanes are in Place on 495...A "Total" Comprehensive Traffic Congestion Area Package.However, VDOT decided to have limited "Assessment" Environmental Studies for their separate, independent PHASED HOTLanes .Why the Inconsistencies ? Conduct Limited Study to provide preferred results....Not Real AREA Environmental IMPACTS ?VDOT PHASED HOTLanes (Especially with VDOT's declared New Bridge in Place and MD HOTLanes) will have Major Impacts to Parkland, Potomac, Streams, and Bridge !IMPACT Studies are Required !Maryland's Environment Document is not complete because IMPACT Studies are so complex in considering IMPACTS to Streams, Parkland, Potomac, etc.. New Proposed Bridge Impacts have delayed MD Study and MD Environment Document is incomplete.Why is VA allowed to rush a Piecemeal Project without Real IMPACT StudSHOULDER LANE EXTENSION TO BEFORE AMERICAN LEGION BRIDGEThis is another Piecemeal Project that avoided Environmental Air Testing by changing the Project's Name !Originally presented online as INCREASED CAPACITY Project, which it is with a New Lane Built (denied by VDOT), the Project Name was changed to OPERATIONAL and SAFETY LANE.The Shoulder Lane Extension could then Avoid Environmental Air Testing...Avoid Small Particle Testing fo Public Safety !Promised Public Project Design Meetings never occurred....And Public was unable to Review Project , Studies and DATA !This Lane also increased Travel Time on 495, Accidents and Congestion before Bridge...All indicted in Traffic Studies by VDOT.All Studies were ignored by VDOT.Shoulder Lane Increased CHOKE POINT CONGESTION Before American Legion Bridge, using \$20 million Taxpayer Money.Now, VDOT wants this Lane as Part of their PHASED Additional HOTLanes Project ...to Help "Relieve" Congestion at Same CHOKE POINT....that VDOT Created ! Not Logical. So Wrong !This Shoulder Lane Extension to be STOPPED ASAP to ease Merge Mess Before BridgeStop

| | | | |
|--|--|--|---|
| | | | <p>VDOT-Created CHOKE POINT !Why does VDOT Refuse to Stop Shoulder Lane ?IS MARYLAND ADHERING TO NEPA BUT VA IS NOT ? WHY ?MITIGATION OF NEGATIVE ENVIRONMENTAL IMPACTS MITIGATING ENVIROMNETAL IMPACTS MAY BE PROHIBITIVELY EXPENSIVE, like Route 460 in Hampton Roads.Who will handle Impact Evaluations and Costs to Mitigate ?Should PHASED HOTLanes go forward before Total Environmental Impacts are Known and Evaluated ?Should PHASED HOTLanes go forward before Needed Parklands are Secured by VDOT & MD ?RESIDENTS ASKED ATTORNEY GENERAL FOR REVIEW OF VDOT PHASED HOTLANES PROJECT & SHOULDER LANE EXTENSION REGARDING LACK OF PUBLIC PROCESS, PUBLIC TRANSPARENCY, PUBLIC INPUT.Emails were sent to AG's Office email address as directed by Director of Constituents office.No Responses from AG Office received.I contacted Director of Constituents Office again. I was told Attorney General represents VDOTnot Public Constituents.I was referred to our Governor and Secretary of Transportation for Help and Advice for Residents.RESIDENTS ASK GOVERNOR AND SECRETARY OF TRANSPORTATION FOR REVIEW OF VDOT PHASED HOTLANES & SHOULDER LANE EXTENSION ON 495 NORTH BEFORE AMERICAN LEGION BRIDGE....REGARDING LACK OF PROPER PUBLIC PROCESS, PUBLIC TRANSPARENCY, PUBLIC INPUT.Thanks for Reading and Considering</p> |
|--|--|--|---|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190615.01 | 6/15/2019 | Individual | Email | <p>Please accept these comments as the position of the McLean Citizens Association (MCA) Transportation Committee on VDOT's proposal to extend the Beltway Express Lanes from their present terminus to the foot of the American Legion Bridge. The American Legion Bridge is widely recognized as one of the most severe traffic bottlenecks in the transportation-clogged Washington Metro Area. The MCA has long been on record advocating that local and state governments in Virginia and Maryland work together with the Federal government to identify funding to increase the capacity of the Bridge. As such, the committee generally supports the efforts of the Virginia Department of Transportation (VDOT) to work with Transurban on the Capital Beltway Express Lanes Northern Extension (Project NEXT), which would add two express lanes in each direction on I-495 between the Dulles Toll Road and the Bridge and would make other improvements, including enhanced connections with the George Washington Memorial Parkway and the Dulles Toll Road. This would occur with limited governmental funding, as much of the costs would be borne by Transurban. The support of our committee is predicated on the assumption that adding these lanes would provide a benefit to those of us in northern Virginia, largely by reducing traffic congestion on the Beltway in Virginia and on neighborhood streets. This would most obviously be accomplished by connecting the proposed express lanes with similar lanes that Maryland would add to the American Legion Bridge and its adjacent section of the Beltway. At a May 14 meeting of our committee attended by Brent McKenzie of Transurban and Abi Lerner and Susan Shaw of VDOT, the VDOT personnel led us to understand that VDOT would likely proceed with Project NEXT regardless of Maryland's progress or actions because the project would still be expected to produce benefits in Virginia, notably through congestion relief in the residential neighborhoods, on the north side of McLean, currently adversely affected by "cut-through" traffic. Following recent action by its Board of Public Works, Maryland intends to concentrate first on adding lanes to I-270, delaying improvements to the American Legion Bridge site and its portion of the Beltway by roughly two years. In light of the possibility that VDOT could complete implementation of Project NEXT before Maryland has added corresponding lanes at the ALB and on the Beltway, our ultimate position on Project NEXT, and in particular on the timing of its implementation, will depend on a showing that the project will indeed have benefits in Virginia that are not dependent on Maryland having implemented its own measures. In that context, I would ask that you provide us with the data and analysis underlying VDOT's assessment that such independent benefits would occur as soon as that data and analysis become available. Please note that these comments represent the position of the Transportation Committee, not of the MCA itself. Thank you for your</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|------------|-------|---|
| | | | | consideration of these comments, and please do not hesitate to contact me if there are any questions. |
| 190613.02 | 6/13/2019 | Individual | Email | I'm begging you to include bike paths along the beltway. There are hundreds and will be thousands of people that will use it everyday. I have an office in Bethesda and live in Oakton. I would bike most days to the office if only I had a safe path. If there was just something along the beltway, preferably on the outside of the sound barriers that would allow me and other to commute by bike. Others would join as their commute time would be predictable and very close if not faster than driving time during rush hour. Take a look at the W&OD bike trail. That has turned into a mini-highway for bikers to commute to and from the office. Bike Lanes along the beltway would be a huge improvement as many of us never want to take or cars let alone sit in them traffic when we know we can get to our destination via bike. As wide as you can make the lanes the better and allow access to the major rides to and from the bike lanes are what we need. |

| | | | | |
|-----------|-----------|------------|-------|---|
| 190613.01 | 6/13/2019 | Individual | Email | <p>Dear VDOT:</p> <p>I am a resident of Live Oak Dr., right behind the Balls Hill Road/Georgetown Pike disaster intersection. I am writing to express concern about the planned expansion of hot lanes. The 495 entrance at that intersection, just before the American Legion Bridge, is my link to MD and DC, pretty much the link to all I do, including getting to work at Georgetown University, where my husband and I are professors. Like many of my neighbors, I am concerned that increasing traffic to the VA side of the bridge can only make that choke point, already calamitous, even worse. I know you have much to take into account besides we poor residents of this immediate pocket of congestion, and may need to do things that make things worse for us but better overall. By any measure, however, it seems unwise to move ahead with this planned expansion before Maryland agrees to widen the bridge and expand their side of the Beltway. Worsening this choke point, and the resultant gridlock at the Balls Hill/Gtown Pike intersection, will not only make our lives, already worsened by this traffic nightmare, even more miserable, but I fear it will endanger lives of those trapped in ambulances or otherwise needing to get from VA to MD for emergency reasons.</p> <p>I therefore join my concerned neighbors in pleading for VDOT to press pause on this plan.</p> <p>Respectfully, and with thanks for all you to do improve transportation for us,</p> |
|-----------|-----------|------------|-------|---|

| | | | | |
|-----------|-----------|------------|-------|---|
| 190612.02 | 6/12/2019 | Individual | Email | <p>Dear VDOT, Federal Highway Administration, and Elected Officials, Please register my OBJECTION to the proposed expansion to 495 (495 Hot Lanes, 495 NEXT, I-495 Express Lanes Northern Extension Study).</p> <p>Maryland has voted to postpone any work on MD 495 and the American Legion Bridge until some time in the undetermined future. During a May 14, 2019 meeting, VDOT stated that it was conducting a study to “show” that VDOT’s proposed 495 expansion is “independently viable.”</p> <p>McLean residents need a study to DETERMINE whether VDOT’S plan is “independently viable.” There is no use for a position paper by VDOT “to show” (rather than to question, study and determine) the efficacy of its plan.</p> <p>As proposed by VDOT, 2 additional HOT LANES will funnel into the same American Legion Bridge; 2 additional lanes into the same bottleneck cannot solve Virginia traffic jams.</p> <p>A true study would likely show only that traffic may flow faster to the choke point — the approach to the American Legion Bridge. It can’t possibly show that additional lanes solve or ease McLean residents’ traffic concerns. It cannot solve:</p> <ul style="list-style-type: none"> (1) the choke point crisis nearing and at the bridge, (2) cars detouring into McLean from the McLean 495 exits, including 123 and Georgetown Pike, and (3) the snarled and dangerous traffic conditions on residential streets surrounding Georgetown Pike, as well as 123, as 495 traffic detours into our neighborhoods. <p>It defies logic to conclude that additional lanes to a choke point will alleviate rather than aggravate McLean’s current traffic woes. Nor can additional lanes to a choke point move cars faster through a choke point.</p> |
| 190612.01 | 6/12/2019 | Individual | Email | <p>Just wanted to ask if you would be interested in getting external help with graphic design? We do all design work like banners, advertisements, photo edits, logos, flyers, etc. for a fixed monthly fee. We don't charge for each task. What kind of work do you need on a regular basis? Let me know and I'll share my portfolio with you.</p> |

| | | | | |
|-----------|-----------|------------|-------|--|
| 190610.31 | 6/10/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like? I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit. The special new connection to GWParkway and the extra lanes. What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about? Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495. Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike. The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete. Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190610.30 | 6/10/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?</p> <p>The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.</p> <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?</p> <p>Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495.</p> <p>Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting?</p> <p>Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike. The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete.</p> <p>Additional comments, suggestions, or questions you have about the I-495 NEXT study.</p> <p>The VDOT proposal to close off access to the Beltway during evening rush hours should be put in place on at least a trial basis. It should be relatively easy to put in place, and it would alleviate the problems for those who live outside the Beltway to access Langley HS, Cooper, Potomac School and other schools in McLean and Arlington during the afternoon. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190610.29 | 6/10/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike. The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete.Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190610.28 | 6/10/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike. The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete.Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190610.27 | 6/10/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike. The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete.Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190610.26 | 6/10/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike. The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete.Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190610.25 | 6/10/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?</p> <p>I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an Express Lanes entrance or exit at Georgetown Pike.</p> <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?</p> <p>As mentioned above, until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge.</p> <p>Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting?</p> <p>Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike.</p> <p>Additional comments, suggestions, or questions you have about the I-495 NEXT study.</p> <p>The single most important item now is that VDOT needs to lobby MDoT aggressively to get MDoT to modify the decision last week to defer widening the American Legion Bridge until the second phase of its project. Widening the bridge is crucial to any traffic relief in this area and needs to once again be the priority matter in MDoT's project. Otherwise, VDOT's efforts in its current proposal will have only very limited benefits. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDoT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190610.24 | 6/10/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike. The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete.Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190610.23 | 6/10/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike. The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete.Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190610.22 | 6/10/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike. The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete.Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190610.21 | 6/10/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike. The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete.Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|------------|-------|---|
| 190610.20 | 6/10/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?</p> <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?</p> <p>My family lives in the McLean Hamlet and our house backs up to the Dulles Toll Road. Over the years the noise from the increased traffic has increased tremendously. The sound barrier is too short. We request that as part of the plans and options that the noise barrier wall be significantly improved and increased in height.</p> <p>Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting?</p> <p>Additional comments, suggestions, or questions you have about the I-495 NEXT study.</p> <p>Significant improvements need to be made to safely link bike trails to the Tyson's area. As part of this I-495 NEXT study, there should be an increased focus on improved pedestrian and bicycle paths. For example, improvements should be made to Rt. 123 to link the bike path to Chain Bridge and the extensive trails on the MD and DC side of the Potomac River. Today it is unsafe to bike on Rt. 123 to the Chain Bridge.</p> |
|-----------|-----------|------------|-------|---|

| | | | | |
|-----------|-----------|------------|-------|---|
| 190610.19 | 6/10/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495.Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|-----------|------------|-------|---|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190610.18 | 6/10/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike. The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete.Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190610.17 | 6/10/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike. The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete.Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|---------------|-------|--|
| 190610.16 | 6/10/2019 | Individual | Email | <p>As a long time resident of Mclean and local small business owner, I agree with Debra this expansion is wrong especially since the bridge is the problem until it is widened it just doesn't make sense and the lack of an environmental impact study is irresponsible! Dear VDOT, Federal Highway Administration, and Elected Officials, Please register my OBJECTION to the proposed expansion to 495 (495 Hot Lanes, 495 NEXT, I-495 Express Lanes Northern Extension Study). No to building before Maryland widens the bridge No to phasing No to taking public parks and historic lands Please register the following concerns/flaws with the existing plan: Maryland has just voted to begin work on 270, postponing any work on MD 495 and the American Legion until some time in the undetermined future. 2 additional HOT LANES will funnel into the same American Legion Bridge; 2 additional lanes into the same bottleneck does not solve the Virginia traffic jams, it adds to it. This moves the problem; it doesn't solve the problem. The solution is for the bridge to be widened, another crossing be added, or mass transportation to be added. Proposed Flyover Ramps and tolls will connect the HOT LANES to the George Washington Parkway. Parts of 3 parks, our historic byway and the rare and pristine Scott's Run will be taken. No Environmental Impact Study has been undertaken. Numerous conflict of interest concerns exist. There have been no thorough, independent, or transparent, reviews of environmental, noise, and traffic studies (assessments or models). Our public land and infrastructure will be given to a private company in exchange for citizens paying tolls on HOT Lanes. No general purpose lanes will be added, and HOT Lanes are unaffordable to the average commuter on a daily basis. I implore you to take pause, work with MDOT and FWHA and find a better solution that safeguards our future.</p> |
| 190610.15 | 6/10/2019 | Legal Counsel | Email | <p>Good afternoon, Attached please find a comment letter from the Southern Environmental Law Center on the I-495 Express Lanes Northern Extension Study. We have also provided a copy of a comment letter dated July 11, 2018 that we submitted on this project. Please do not hesitate to contact me if you have any questions or would like to discuss any of our comments further.</p> |

| | | | | |
|-----------|-----------|------------|-------|--|
| 190610.14 | 6/10/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?</p> <p>There is a need for a higher and more sound absorbing wall along I-495 from Lewinsville to Balls Hill. Houses in this area are not selling and home owners are disturbed by the 14 lanes of car traffic on 495.</p> <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?</p> <p>There is a need for a higher and more sound absorbing wall along I-495 from Lewinsville to Balls Hill. Houses in this area are not selling and home owners are disturbed by the 14 lanes of car traffic on 495.</p> <p>Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting?</p> <p>There is a need for a higher and more sound absorbing wall along I-495 from Lewinsville to Balls Hill. Houses in this area are not selling and home owners are disturbed by the 14 lanes of car traffic on 495.</p> <p>Additional comments, suggestions, or questions you have about the I-495 NEXT study.</p> <p>There is a need for a higher and more sound absorbing wall along I-495 from Lewinsville to Balls Hill. Houses in this area are not selling and home owners are disturbed by the 14 lanes of car traffic on 495.</p> |
| 190610.13 | 6/10/2019 | Individual | Email | <p>Hello, Question: Will this project simply take existing general purpose lanes and repurpose them for express lanes, or, will the project actually build new lanes and add lanes to the highway? In other words, will the project increase the number of lanes available between the Toll road and the GW parkway as opposed to renaming the lanes?</p> |
| 190610.12 | 6/10/2019 | Individual | Email | <p>COMMENT</p> <p>Concerning Northern Virginia traffic ... - I'm now retired and no longer have to travel during rush hour. That said, the American Legion bridge seems to back up during what seems would be "light traffic" times of day. - I do not know how we can address traffic issues with discussing a SECOND BRIDGE CROSSING!*. Approximately a year ago I needed to attend a meeting at 7pm at Reagan National Airport. I left Great Falls, VA at 5:30pm (thinking that I was driving into DC during the evening rush hour (how bad could traffic be?). I wasn't close to getting there on time? Thanks for trying to give us some relief.</p> |

| | | | | |
|-----------|-----------|------------|-------|--|
| 190610.11 | 6/10/2019 | Individual | Email | <p>I agree with all the points addressed below. Until there is work on the American Legion bridge or another way to cross the Potomac River all the hot lanes do is funnel more traffic to the choke point.</p> <p>Please do not pursue this course of action. Dear VDOT, Federal Highway Administration, and Elected Officials,</p> <p>Please register my OBJECTION to the proposed expansion to 495 (495 Hot Lanes, 495 NEXT, I-495 Express Lanes Northern Extension Study).</p> <p>No to building before Maryland widens the bridge</p> <p>No to phasing</p> <p>No to taking public parks and historic lands</p> <p>Please register the following concerns/flaws with the existing plan:</p> <p>Maryland has just voted to begin work on 270, postponing any work on MD 495 and the American Legion until some time in the undetermined future.</p> <p>2 additional HOT LANES will funnel into the same American Legion Bridge; 2 additional lanes into the same bottleneck does not solve the Virginia traffic jams, it adds to it.</p> <p>This moves the problem; it doesn't solve the problem.</p> <p>The solution is for the bridge to be widened, another crossing be added, or mass transportation to be added.</p> <p>Proposed Flyover Ramps and tolls will connect the HOT LANES to the George Washington Parkway. Parts of 3 parks, our historic byway and the rare and pristine Scott's Run will be taken.</p> <p>No Environmental Impact Study has been undertaken.</p> <p>Numerous conflict of interest concerns exist. There have been no thorough, independent, or transparent, reviews of environmental, noise, and traffic studies (assessments or models).</p> <p>Our public land and infrastructure will be given to a private company in exchange for citizens paying tolls on HOT Lanes.</p> <p>No general purpose lanes will be added, and HOT Lanes are unaffordable to the average commuter on a daily basis.</p> <p>I implore you to take pause, work with MDOT and FHWA and find a better solution that safeguards our future.</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190610.10 | 6/10/2019 | Individual | Email | <p>Re: I-495 Express Lanes Northern Extension Study</p> <p>Dear VDOT, Federal Highway Administration, and Elected Officials, Please register my OBJECTION to the proposed expansion to 495 (495 Hot Lanes, 495 NEXT, I-495 Express Lanes Northern Extension Study). No to building before Maryland widens the bridge No to fly over ramps connecting 495 to GWP No to taking public parks and historic lands Please register the following concerns/flaws with the existing plan: This project is premature and being rushed. With Maryland not proceeding at the same pace, it seems incomprehensible that the project proposed by Virginia will improve conditions if the Hot Lanes end at the American Legion Bridge. Two additional lanes into the same bottleneck does not solve the Virginia traffic jams, it adds to it. The community has serious concerns that there has not been full transparency in the planning of the project. We are in the process of filing several Freedom of Information Act requests to ensure that the public has complete information and an accurate record before making decisions about whether to oppose or support the project. Until we see the relevant records, we do not have confidence that proper environmental studies have been done to assess the full impact of the project on environmentally sensitive areas. Proposed Flyover Ramps and tolls will connect the HOT LANES to the George Washington Parkway. Parts of 3 parks, our historic byway and the rare and pristine Scott's Run will be taken. A complete assessment of the need for sound walls in the area has yet to be undertaken or shared with the community. We believe sound walls are vital to minimizing possible severe impact on certain neighborhoods impacted by the project. No general purpose lanes will be added, and HOT Lanes are unaffordable to the average commuter on a daily basis. I respectfully request that the project be suspended and the citizen dialog be extended so that the citizens of the community can have full and complete transparency in evaluating the project and that other, more environmentally sound and forward-thinking solutions can be considered.</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|------------|-------|---|
| 190610.09 | 6/10/2019 | Individual | Email | <p>Dear VDOT:</p> <p>I am a resident of Live Oak Dr., right behind the Balls Hill Road/Georgetown Pike disaster intersection. I am writing to express concern about the planned expansion of hot lanes. The 495 entrance at that intersection, just before the American Legion Bridge, is my link to MD and DC, pretty much the link to all I do, including getting to work at Georgetown University, where my husband and I are professors. Like many of my neighbors, I am concerned that increasing traffic to the VA side of the bridge can only make that choke point, already calamitous, even worse. I know you have much to take into account besides we poor residents of this immediate pocket of congestion, and may need to do things that make things worse for us but better overall. By any measure, however, it seems unwise to move ahead with this planned expansion before Maryland agrees to widen the bridge and expand their side of the Beltway. Worsening this choke point, and the resultant gridlock at the Balls Hill/Gtown Pike intersection, will not only make our lives, already worsened by this traffic nightmare, even more miserable, but I fear it will endanger lives of those trapped in ambulances or otherwise needing to get from VA to MD for emergency reasons.</p> <p>I therefore join my concerned neighbors in pleading for VDOT to press pause on this plan.</p> <p>Respectfully, and with thanks for all you to do improve transportation for us,</p> |
|-----------|-----------|------------|-------|---|

| | | | | |
|-----------|-----------|------------|-------|---|
| 190610.08 | 6/10/2019 | Individual | Email | <p>Dear VDOT, Federal Highway Administration, and Elected Officials, Please register my OBJECTION to the proposed expansion to 495 (495 Hot Lanes, 495 NEXT, I-495 Express Lanes Northern Extension Study). No to building before Maryland widens the bridge No to phasing No to taking public parks and historic lands Please register the following concerns/flaws with the existing plan: Maryland has just voted to begin work on 270, postponing any work on MD 495 and the American Legion until some time in the undetermined future. 2 additional HOT LANES will funnel into the same American Legion Bridge; 2 additional lanes into the same bottleneck does not solve the Virginia traffic jams, it adds to it. This moves the problem; it doesn't solve the problem. What a waste of public and taxpayer funds. The solution is for the bridge to be widened, another crossing be added, or mass transportation to be added. We need more public transport. Proposed Flyover Ramps and tolls will connect the HOT LANES to the George Washington Parkway. Parts of 3 parks, our historic byway and the rare and pristine Scott's Run will be taken. This parkland is deeply special to me having grown up as a child loving the park and nature there throughout my life. No Environmental Impact Study has been undertaken. You've got to be kidding me. Do an environmental impact study. Numerous conflict of interest concerns exist. There have been no thorough, independent, or transparent reviews of environmental, noise, and traffic studies (assessments or models). Our public land and infrastructure will be given to a private company in exchange for citizens paying tolls on HOT Lanes. No general purpose lanes will be added, and HOT Lanes are unaffordable to the average commuter on a daily basis. This is an environmentally and socially irresponsible use of public land to benefit a privately held company and not the majority of residents or commuters of Virginia. As a tax paying citizen, at the beginning of my adult life, I ask for protection and justice for me and my children to come. Most of you people on this project will be long gone and me and my generation will be left with this destruction. I implore you to take pause, work with MDOT and FHWA and find a better solution that safeguards our future.</p> |
|-----------|-----------|------------|-------|---|

| | | | | |
|-----------|-----------|------------|-------|---|
| 190610.07 | 6/10/2019 | Individual | Email | <p>Dear VDOT, Federal Highway Administration, and Elected Officials, Please register my OBJECTION to the proposed expansion to 495 (495 Hot Lanes, 495 NEXT, I-495 Express Lanes Northern Extension Study). No to building before Maryland widens the bridge No to phasing No to taking public parks and historic lands Please register the following concerns/flaws with the existing plan: Maryland has just voted to begin work on 270, postponing any work on MD 495 and the American Legion until some time in the undetermined future. 2 additional HOT LANES will funnel into the same American Legion Bridge; 2 additional lanes into the same bottleneck does not solve the Virginia traffic jams, it adds to it. This moves the problem; it doesn't solve the problem. What a waste of public and taxpayer funds. The solution is for the bridge to be widened, another crossing be added, or mass transportation to be added. We need more public transport. Proposed Flyover Ramps and tolls will connect the HOT LANES to the George Washington Parkway. Parts of 3 parks, our historic byway and the rare and pristine Scott's Run will be taken. This parkland is deeply special to me having grown up as a child loving the park and nature there throughout my life. No Environmental Impact Study has been undertaken. You've got to be kidding me. Do an environmental impact study. Numerous conflict of interest concerns exist. There have been no thorough, independent, or transparent reviews of environmental, noise, and traffic studies (assessments or models). Our public land and infrastructure will be given to a private company in exchange for citizens paying tolls on HOT Lanes. No general purpose lanes will be added, and HOT Lanes are unaffordable to the average commuter on a daily basis. This is an environmentally and socially irresponsible use of public land to benefit a privately held company and not the majority of residents or commuters of Virginia. As a tax paying citizen, at the beginning of my adult life, I ask for protection and justice for me and my children to come. Most of you people on this project will be long gone and me and my generation will be left with this destruction. I implore you to take pause, work with MDOT and FHWA and find a better solution that safeguards our future.</p> |
|-----------|-----------|------------|-------|---|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190610.06 | 6/10/2019 | Individual | Email | <p>Re: I-495 Express Lanes Northern Extension Study -- Comments Dear VDOT, Federal Highway Administration, and Elected Officials, Please register my OBJECTION to the proposed expansion to 495 (495 Hot Lanes, 495 NEXT, I-495 Express Lanes Northern Extension Study). No to building before Maryland widens the bridge No to phasing No to taking public parks and historic lands Please register the following concerns/flaws with the existing plan: Maryland has just voted to begin work on 270, postponing any work on MD 495 and the American Legion until some time in the undetermined future. 2 additional HOT LANES will funnel into the same American Legion Bridge; 2 additional lanes into the same bottleneck does not solve the Virginia traffic jams, it adds to it. This moves the problem; it doesn't solve the problem. The solution is for the bridge to be widened, another crossing be added, or mass transportation to be added. Proposed Flyover Ramps and tolls will connect the HOT LANES to the George Washington Parkway. Parts of 3 parks, our historic byway and the rare and pristine Scott's Run will be taken. No Environmental Impact Study has been undertaken. Numerous conflict of interest concerns exist. There have been no thorough, independent, or transparent, reviews of environmental, noise, and traffic studies (assessments or models). Our public land and infrastructure will be given to a private company in exchange for citizens paying tolls on HOT Lanes. No general purpose lanes will be added, and HOT Lanes are unaffordable to the average commuter on a daily basis. I implore you to take pause, work with MDOT and FHWA and find a better solution that safeguards our future.</p> |
| 190610.05 | 6/10/2019 | Individual | Email | <p>Can anything be done about the Maryland commuters clogging up our neighborhood streets? I live in The Reserve off Georgetown Pike. One of the worst spots is Swinks Mill and Georgetown Pike. The Marylanders cut over on Swinks Mill adding to the miles long line of cars on Georgetown Pike traveling towards 495. Often the backup is before Swinks Mill because drivers stop there to let in all the cars even though traffic is moving on the other side and there is no light or stop sign. Ideally, only residents on Swinks Mill should be allowed to access that road during rush hour. I can't imagine living on that road and having to sit bumper to bumper with Maryland license plates just to get out of your own neighborhood.</p> |

| | | | | |
|-----------|-----------|------------------|-------|---|
| 190610.04 | 6/10/2019 | Elected Official | Email | <p>Susan and Abi</p> <p>I am forwarding a Petition signed by several property owners who live on Spencer Road in the Saigon neighborhood. They are very concerned that the sound wall along I495 could be moved closer to the front of their homes if the HOT Lanes are extended. I have walked their back yards and I share their concerns. Given that the sound wall already “juts” toward their properties, it does not appear that the wall in front of their properties would need to be moved even if the Hot Lanes are extended. However, they and I want to make certain the record reflects that we are strongly opposed to any additional encroachment toward or into their properties. Thank you very much for considering our comments.</p> |
| 190610.03 | 6/10/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?</p> <p>I like extending the toll road to the American Legion bridge.</p> <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?</p> <p>Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting?</p> <p>Additional comments, suggestions, or questions you have about the I-495 NEXT study.</p> |
| 190610.02 | 6/10/2019 | Individual | Email | <p>Dear VDOT, Federal Highway Administration, and Elected Officials, Please register my OBJECTION to the proposed expansion to 495 (495 Hot Lanes, 495 NEXT, I-495 Express Lanes Northern Extension Study). No to building before Maryland widens the bridge No to phasing No to taking public parks and historic lands Please register the following concerns/flaws with the existing plan: Maryland has just voted to begin work on 270, postponing any work on MD 495 and the American Legion until some time in the undetermined future. 2 additional HOT LANES will funnel into the same American Legion Bridge; 2 additional lanes into the same bottleneck does not solve the Virginia traffic jams, it adds to it. This moves the problem; it doesn't solve the problem. The solution is for the bridge to be widened, another crossing be added, or mass transportation to be added. Proposed Flyover Ramps and tolls will connect the HOT LANES to the George Washington Parkway. Parts of 3 parks, our historic byway and the rare and pristine Scott's Run will be taken. No Environmental Impact Study has been undertaken. Numerous conflict of interest concerns exist. There have been no thorough, independent, or transparent, reviews of environmental, noise, and traffic studies (assessments or models). Our public land and infrastructure will be given to a private company in exchange for citizens paying tolls on HOT Lanes. No general purpose lanes will be added, and HOT Lanes are unaffordable to the average commuter on a daily basis. I implore</p> |

| | | | | |
|-----------|-----------|------------|-------|---|
| | | | | you to take pause, work with MDOT and FWHA and find a better solution that safeguards our future. |
| 190610.01 | 6/10/2019 | Individual | Email | <p>Greetings, Abi.</p> <p>This is a follow up to our phone call on Thursday the 6th, in which I conveyed to you the deep concern which we and many of our neighbors in McLean's Saigon neighborhood feel about the proposed I-495 Express Lanes Northern Extension project. If you remember, three of us (987, 989 and 1010 Spencer Road) have properties right along the sound wall, and any further movement of the wall towards or even into our properties would have grave effects on our quality of life and home resale values.</p> <p>So we have prepared a petition (attached here, with attachments) signed by the six households of Spencer Road (the Tenneys at 987, Bustanis at 989, Johnstons at 1010, Tivels at 985, Amblers at 983 and Chaisson/Shams at 1001) that are most affected by the planned express lane extension and the potential move of the sound wall. Our petition is a request to not move the existing sound wall any further, as it already juts in from the majority of the wall's line to within 10 feet of 987, 989 and 1010 properties. We understand that VDOT has the power to request waivers from a number of highway requirements, as has been granted for many locations along I-495 and I-66.</p> <p>We very much look forward to hearing back from you.</p> <p>Thank you,</p> <p>Enclosures: Petition Attachments #1-5</p> |

| | | | | |
|-----------|----------|------------|-------|---|
| 190609.17 | 6/9/2019 | Individual | Email | <p>Dear VDOT, Federal Highway Administration, and Elected Officials, Please register my OBJECTION to the proposed expansion to 495 (495 Hot Lanes, 495 NEXT, I-495 Express Lanes Northern Extension Study). No to building before Maryland widens the bridge No to phasing No to taking public parks and historic lands Please register the following concerns/flaws with the existing plan: Maryland has just voted to begin work on 270, postponing any work on MD 495 and the American Legion until some time in the undetermined future. 2 additional HOT LANES will funnel into the same American Legion Bridge; 2 additional lanes into the same bottleneck does not solve the Virginia traffic jams, it adds to it. This moves the problem; it doesn't solve the problem. The solution is for the bridge to be widened, another crossing be added, or mass transportation to be added. Proposed Flyover Ramps and tolls will connect the HOT LANES to the George Washington Parkway. Parts of 3 parks, our historic byway and the rare and pristine Scott's Run will be taken. No Environmental Impact Study has been undertaken. Numerous conflict of interest concerns exist. There have been no thorough, independent, or transparent, reviews of environmental, noise, and traffic studies (assessments or models). Our public land and infrastructure will be given to a private company in exchange for citizens paying tolls on HOT Lanes. No general purpose lanes will be added, and HOT Lanes are unaffordable to the average commuter on a daily basis. I implore you to take pause, work with MDOT and FHWA and find a better solution that safeguards our future.</p> |
| 190609.16 | 6/9/2019 | Individual | Email | <p>Dear Mr. Lerner,</p> <p>Thank you and Susan Shaw for sharing information with the public at your meeting on May 20, 2019, at Cooper Middle School. As the Secretary for the Saigon Citizens' Association, I am submitting comments prior to the June 10, 2019 deadline to be included in the public meeting summary.</p> <p>Saigon is a neighborhood that abuts the outer loop of the Beltway from south of the Georgetown Pike overpass to the Beltway bridge over Scotts' Run. By and large, we do not oppose the HOV lanes, but we want to mitigate their effect on our neighborhood. Several of our properties will be affected by the planned expansion to accommodate the HOV lanes, but two properties are already very close to the existing sound wall. This request asks that you keep the sound wall intact from 987 Spencer Road to 1010 Spencer Road because the sound wall already juts into our neighborhood along that section farther than it does in the adjoining neighborhoods. We believe that VDOT can avoid engineering and safety problems</p> |

| | | | |
|--|--|--|---|
| | | | posed by high tension electrical transmission lines and the Swinks Mill Substation and accommodate this request with little difficulty. |
|--|--|--|---|

| | | | | |
|-----------|----------|------------|-------|--|
| 190609.15 | 6/9/2019 | Individual | Email | <p>June 9, 2019 Dear Sirs: The Saigon Citizens Association requests a 15-foot waiver to a portion of VDOT's planned Limit of Disturbance (LOD) of the sound wall along the Outer Loop of the Beltway from 987 Spencer Road to 1010 Spencer Road, located on either side of the Swinks Mill Substation. The sound wall currently juts into Saigon at each end of the substation. This waiver would simply extend the unchanged portion of the sound wall on either side of the substation. A picture is worth a thousand words, so please see the sound wall drawn on the attached map in red. Although we are concerned about all affected Saigon properties, we are especially concerned about 987 and 989 Spencer Road, that are 25 yards from the existing sound wall. Although we understand that current VDOT plans would not take any private property, it would move the sound wall approximately 10-15 feet into the neighborhood. If VDOT moves the sound wall as indicated in the May 20, 2019 public meeting, then the sound wall will be approximately 30 yards from the back of the two houses. The Saigon Citizens Association believes that property values will decrease, and our quality of life will suffer by moving the sound wall into our neighborhood. We believe that VDOT will cut down trees and leave the houses staring at a blank concrete wall. It may also increase the noise level, vibration, and degrade air and water quality. The sound wall will be underneath the high-tension electrical transmission lines. The requested waiver would solve engineering and safety problems because VDOT could maintain a safe distance from the existing high-tension electrical transmission lines bordering the sound wall on the Outer Loop of the Beltway. VDOT would alleviate the need to encroach on the Swinks Mill electrical substation that is an alternate energy supplier to the CIA and other government agencies. Secondly, the Saigon Citizens Association asks that VDOT not use Saigon neighborhood as a storage area for their road building equipment. Saigon Road is an old country lane that has steep hills, hairpin turns, no shoulders or sidewalks, one street light, and deep country ditches. We have many young children and elderly people who walk or ride bicycles in the middle of the road every day. We like it that way, but it is unsafe for large construction vehicles. We do not want VDOT to rent space to park large vehicles overnight at the very end of our neighborhood. Finally, Fairfax County has announced plans to pave an existing small wood chip trail on the Saigon side of the sound wall and expand it to a ten-foot wide asphalt trail. We are fine with the wood chip trail, but we oppose an asphalt trail because we believe it will simply encourage burglars to use motorcycles or All-Terrain Vehicles (ATVs) to burglarize our properties and make a quick getaway. We recognize the need to increase traffic throughput on the Beltway and the American Legion Bridge, but we also wish to protect our quality of life during and after construction. Saigon is a neighborhood of 66</p> |
|-----------|----------|------------|-------|--|

| | | | |
|--|--|--|--|
| | | | <p>homes located near the outer loop of the Beltway (I-495) due south of Beaufort Park and the Georgetown Pike overpass. Saigon currently has three houses under construction and a fourth house undergoing major renovation. The median property value in Saigon is more than \$1 million in value. We wish to maintain our property values, and Virginia needs the taxes we provide.</p> |
|--|--|--|--|

| | | | | |
|-----------|----------|------------|-------|---|
| 190619.14 | 6/9/2019 | Individual | Email | <p>Dear VDOT, Federal Highway Administration, and Elected Officials, Please register my OBJECTION to the proposed expansion to 495 (495 Hot Lanes, 495 NEXT, I-495 Express Lanes Northern Extension Study). No to building before Maryland widens the bridge No to phasing No to taking public parks and historic lands Please register the following concerns/flaws with the existing plan: Maryland has just voted to begin work on 270, postponing any work on MD 495 and the American Legion until some time in the undetermined future. 2 additional HOT LANES will funnel into the same American Legion Bridge; 2 additional lanes into the same bottleneck does not solve the Virginia traffic jams, it adds to it. This moves the problem; it doesn't solve the problem. The solution is for the bridge to be widened, another crossing be added, or mass transportation to be added. Proposed Flyover Ramps and tolls will connect the HOT LANES to the George Washington Parkway. Parts of 3 parks, our historic byway and the rare and pristine Scott's Run will be taken. No Environmental Impact Study has been undertaken. Numerous conflict of interest concerns exist. There have been no thorough, independent, or transparent, reviews of environmental, noise, and traffic studies (assessments or models). Our public land and infrastructure will be given to a private company in exchange for citizens paying tolls on HOT Lanes. No general purpose lanes will be added, and HOT Lanes are unaffordable to the average commuter on a daily basis. I implore you to take pause, work with MDOT and FHWA and find a better solution that safeguards our future.</p> |
| 190609.13 | 6/9/2019 | Individual | Email | <p>I Vote NO to PHASED HOTLanes. I Vote NO to HOTLanes that Further Harm our 495 Drivers & 495 North Traffic Congestion, Area Traffic Congestion, McLean Traffic Congestion, Neighborhood Traffic Congestion, Infrastructure, Parklands & Historic Parklands, Homes, Property Values, Tax Base, Pollution Levels, and the Health & Wellbeing of our Area Families and Children. Your traffic decisions have ruined an entire community.</p> |

| | | | | |
|-----------|----------|------------|-------|--|
| 190609.12 | 6/9/2019 | Individual | Email | <p>Dear VDOT, Federal Highway Administration, and Elected Officials, Please register my OBJECTION to the proposed expansion to 495 (495 Hot Lanes, 495 NEXT, I-495 Express Lanes Northern Extension Study). No to building before Maryland widens the bridge No to phasing No to taking public parks and historic lands Please register the following concerns/flaws with the existing plan: Maryland has just voted to begin work on 270, postponing any work on MD 495 and the American Legion until some time in the undetermined future. 2 additional HOT LANES will funnel into the same American Legion Bridge; 2 additional lanes into the same bottleneck does not solve the Virginia traffic jams, it adds to it. This moves the problem; it doesn't solve the problem. The solution is for the bridge to be widened, another crossing be added, or mass transportation to be added. Proposed Flyover Ramps and tolls will connect the HOT LANES to the George Washington Parkway. Parts of 3 parks, our historic byway and the rare and pristine Scott's Run will be taken. No Environmental Impact Study has been undertaken. Numerous conflict of interest concerns exist. There have been no thorough, independent, or transparent, reviews of environmental, noise, and traffic studies (assessments or models). Our public land and infrastructure will be given to a private company in exchange for citizens paying tolls on HOT Lanes. No general purpose lanes will be added, and HOT Lanes are unaffordable to the average commuter on a daily basis. I implore you to take pause, work with MDOT and FHWA and find a better solution that safeguards our future</p> |
|-----------|----------|------------|-------|--|

| | | | | |
|-----------|----------|------------|-------|--|
| 190609.11 | 6/9/2019 | Individual | Email | <p>Dear VDOT, Federal Highway Administration, and Elected Officials, Please register my OBJECTION to the proposed expansion to 495 (495 Hot Lanes, 495 NEXT, I-495 Express Lanes Northern Extension Study). No to building before Maryland widens the bridge No to fly over ramps connecting 495 to GWP No to taking public parks and historic lands Please register the following concerns/flaws with the existing plan: This project is premature and being rushed. With Maryland not proceeding at the same pace, it seems incomprehensible that the project proposed by Virginia will improve conditions if the Hot Lanes end at the American Legion Bridge. Two additional lanes into the same bottleneck does not solve the Virginia traffic jams, it adds to it. The community has serious concerns that there has not been full transparency in the planning of the project. We are in the process of filing several Freedom of Information Act requests to ensure that the public has complete information and an accurate record before making decisions about whether to oppose or support the project. Until we see the relevant records, we do not have confidence that proper environmental studies have been done to assess the full impact of the project on environmentally sensitive areas. Proposed Flyover Ramps and tolls will connect the HOT LANES to the George Washington Parkway. Parts of 3 parks, our historic byway and the rare and pristine Scott's Run will be taken. A complete assessment of the need for sound walls in the area has yet to be undertaken or shared with the community. We believe sound walls are vital to minimizing possible sever impact on certain neighborhoods impacted by the project. No general purpose lanes will be added, and HOT Lanes are unaffordable to the average commuter on a daily basis. I respectfully request that the project be suspended and the comment period be extended so that the citizens of the community can have full and complete transparency in evaluating the project and that other, more environmentally sound and forward-thinking solutions can be considered.</p> |
|-----------|----------|------------|-------|--|

| | | | | |
|-----------|----------|------------|-------|---|
| 190609.10 | 6/9/2019 | Individual | Email | <p>I am submitting the following emails to VDOT to be entered into their COMMENT SECTION for Proposed PHASED HOTLanes (1-495 Express Lanes Northern Extension Study). Hopefully, these Commnets will soon appear Online at VDOT Project Site for Public and Officials' Review.Abi Lerner wrote to me about an Extension Comment Deadline to June 18th .An email blast was to be sent Friday.I received Nothing. I must be on every VDOT and Officials's List . Yet, I received No Email Date Extension Blast. No Reports from Neighbors of Notice Blast.Who received this Notice ?I Vote NO to PHASED HOTLanes.I Vote NO to HOTLanes that Further Harm our 495 Drivers & 495 North Traffic Congestion, Area Traffic Congestion, McLean Traffic Congestion, Neighborhood Traffic Congestion, Infrastructure, Parklands & Historic Parklands, Homes, Property Values, Tax Base, Pollution Levels, and the Health & Wellbeing of our Area Families and Children.Officials ,VDOT Comment Deadline for their May 20th VDOT PHASED HOTLANES Meeting is JUNE 10th, Monday !Residents are asking if there have been Responses from any Officials to Requests I sent June 5th, especially the Request to Extend the VDOT Comment Period.The answer is NO. Not yet.Is anyone contacting VDOT with this Request on behalf of Residents ?Please let us all know what You are doing for Us asap.Silence condones what VDOT is dictating for this rushed Project.Public Transparency and Public Process & Representation is crucial.VDOT scheduled this Meeting during a most difficult time for Taxpaying Residents and Officials. Many could not attend and did not attend. There were Graduations, Weddings, Fundraisers, Meeting Conflicts, Travel Plans for that Monday before Memorial Day Weekend.This is the only Community Meeting until VDOT Fall Decision Meeting ! Many Taxpayers feel this is definitely a DONE DEAL because of the way the entire Process has been restrictively handled by VDOT and some Officials.Residents had to fight for a Public Q & A Session during May 20th Meeting !Susan Shaw agreed to Public Q & A on Record during a MCA Transportation Meeting on May 14th.Susan stated it would be like the June 11, 2018 Meeting with Q & A and a Mike....Comments and Questions welcomed and recorded. Residents had to fight to get that 2018 Q & A also.However, May 20th was not the same.The 1 hour Public Comment Period was reduced to 1/2 hour . 1/2 hour was added to project presentation.Before the Meeting I spoke with Susan Shaw and told her I would make a Comment as usual. She appeared fine with this.Susan Shaw announced at the beginning of the Q & A that there would be NO Comments. Only One Question per Resident !I said to Susan that I had missed that memo and would read my comment as intended.Susan kept interrupting me and finally told me to STOP. My time "allowed" was much shorter than most single Questions that followed.Some Residents did not adhere to this restrictive format. The Questions were thoughtful and complex as is this Project. Susan Shaw extended Q & A</p> |
|-----------|----------|------------|-------|---|

time. Representative Wexton, Senator Favola, Delegate Murphy and Supervisor Foust sent representatives to May 20th Meeting. Supervisor Foust arrived late and missed much of the Questions and Responses. Residents, Stakeholders, unable to attend have no idea what is going on with this PHASED Project or the insightful Questions asked and Comments made during the Meeting May 20th. Officials have no idea what was Asked and the Responses from Susan Shaw of VDOT. Officials would probably appreciate having the Questions and Answers supplied for this complicated and illogical PHASED Project. Officials...Don't you want to know the Insightful Questions and Answers? Don't you care? Why are the Recordings of the Q & A not online for All to Hear & Review?! Public Transparency and Process are important. Officials...Please ask VDOT to put Recordings online for Public Transparency and Public Process. Officials please ask VDOT to place Residents' Comments online for Public Transparency and Sharing of Ideas for the Democratic Process. Residents deserve more than a VDOT "summary" of their entries after the fact....A summary that does not reflect the actual facts. Officials, please reread my June 5th Email that follows. Officials please Respond to this Email. Officials Please ACT !Thank You,

| | | | | |
|-----------|----------|------------|-------|--|
| 190609.09 | 6/9/2019 | Individual | Email | <p>Dear VDOT, Federal Highway Administration, and Elected Officials, Please register my OBJECTION to the proposed expansion to 495 (495 Hot Lanes, 495 NEXT, I-495 Express Lanes Northern Extension Study). No to building before Maryland widens the bridge No to phasing No to taking public parks and historic lands Please register the following concerns/flaws with the existing plan: Maryland has just voted to begin work on 270, postponing any work on MD 495 and the American Legion until some time in the undetermined future. 2 additional HOT LANES will funnel into the same American Legion Bridge; 2 additional lanes into the same bottleneck does not solve the Virginia traffic jams, it adds to it. This moves the problem; it doesn't solve the problem. What a waste of public and taxpayer funds. The solution is for the bridge to be widened, another crossing be added, or mass transportation to be added. We need more public transport. Proposed Flyover Ramps and tolls will connect the HOT LANES to the George Washington Parkway. Parts of 3 parks, our historic byway and the rare and pristine Scott's Run will be taken. This parkland is deeply special to me having grown up as a child loving the park and nature there throughout my life. No Environmental Impact Study has been undertaken. You've got to be kidding me. Do an environmental impact study. Numerous conflict of interest concerns exist. There have been no thorough, independent, or transparent reviews of environmental, noise, and traffic studies (assessments or models). Our public land and infrastructure will be given to a private company in exchange for citizens paying tolls on HOT Lanes. No general purpose lanes will be added, and HOT Lanes are unaffordable to the average commuter on a daily basis. This is an environmentally and socially irresponsible use of public land to benefit a privately held company and not the majority of residents or commuters of Virginia. I implore you to take pause, work with MDOT and FHWA and find a better solution that safeguards our future.</p> |
| 190609.08 | 6/9/2019 | Individual | Email | <p>I am shocked and disappointed that you would consider rebuilding the Georgetown Pike interchange bridge and still not address the congestion issues caused by the current HOT lanes the shoulder expansion project. Currently VDOT has a "working area" on the SW corner of the intersection. That could be relocated and a circular ramp could be built to accommodate the eastbound traffic entering 495. This would help significantly with the flow onto the beltway from the eastbound traffic. I am sure there are other solutions as well. I strongly urge you to spend some time on this issue while you are considering rebuilding the interchange. The American Legion Bridge is one of the biggest choke points in the US. Why isn't the Federal Highway Administration working with Maryland and Virginia to develop a comprehensive solution? The current HOT lanes get limited use because the access ramps are limited, in most cases do not line up with normal beltway access ramps and HOV require a</p> |

| | | | | |
|-----------|----------|------------|-------|---|
| | | | | <p>special EZPass. Given this, wouldn't it make more sense to add an additional lane to the current beltway and make it HOV and then add 1 toll only lane with access ramps. This is how most highways encourage carpooling and it allows everyone to use it and access it at any point in their trip.</p> |
| 190609.07 | 6/9/2019 | Individual | Email | <p>In the presentation on May 20 you showed a chart on "Increased Person Throughput". Do you have this slide based on "Increased Vehicle Throughput"? It is very irregular to show traffic measures in terms of people because you can easily manipulate the results by changing the number of people in the vehicles. The only way to reduce the congestion is to reduce the vehicles.</p> |
| 190609.06 | 6/9/2019 | Individual | Email | <p>Dear VDOT, Federal Highway Administration, and Elected Officials, Please register my OBJECTION to the proposed expansion to 495 (495 Hot Lanes, 495 NEXT, I-495 Express Lanes Northern Extension Study). No to building before Maryland widens the bridge No to phasing No to taking public parks and historic lands Please register the following concerns/flaws with the existing plan: Maryland has just voted to begin work on 270, postponing any work on MD 495 and the American Legion until some time in the undetermined future. 2 additional HOT LANES will funnel into the same American Legion Bridge; 2 additional lanes into the same bottleneck does not solve the Virginia traffic jams, it adds to it. This moves the problem; it doesn't solve the problem. The solution is for the bridge to be widened, another crossing be added, or mass transportation to be added. Proposed Flyover Ramps and tolls will connect the HOT LANES to the George Washington Parkway. Parts of 3 parks, our historic byway and the rare and pristine Scott's Run will be taken. No Environmental Impact Study has been undertaken. Numerous conflict of interest concerns exist. There have been no thorough, independent, or transparent, reviews of environmental, noise, and traffic studies (assessments or models). Our public land and infrastructure will be given to a private company in exchange for citizens paying tolls on HOT Lanes. No general purpose lanes will be</p> |

| | | | | |
|-----------|----------|------------|-------|--|
| | | | | added, and HOT Lanes are unaffordable to the average commuter on a daily basis. I implore you to take pause, work with MDOT and FWHA and find a better solution that safeguards our future. |
| 190609.05 | 6/9/2019 | Individual | Email | <p>VDOT states that the I-495 Northern Extension is an independent, stand-alone project that VDOT would implement whether or not Maryland constructs HOT or express lanes/expanded capacity (âexpanded capacityâ) on I-495 at the American Legion Bridge. At the May 20, 2019 public meeting, VDOT provided a limited comparison of traffic impacts in 2045 between the Build Alternative (defined as implementation of the I-495 Northern Extension, with Maryland having constructed expanded capacity on I-495 at the American Legion Bridge) and the No-Build Alternative (defined as no implementation of the I-495 Northern Extension, with Maryland having constructed expanded capacity on I-495 at the American Legion Bridge). Since it is uncertain whether or when Maryland will construct expanded capacity on I-495 at the American Legion Bridge, it is essential that VDOT provide the public with information on the expected traffic impacts on the I-495 mainline, arterials, and secondary streets within the study corridor, including impacts on cut-through traffic, both in 2025 and 2045, if (a) the I-495 Northern Extension has been built but Maryland has not constructed expanded capacity on I-495 at the American Legion Bridge and (b) neither the I-495 Northern Extension nor expanded capacity on I-495 at the American Legion Bridge have been built. In order to allow the public an adequate time for review, the traffic impact analysis technical study that includes these sensitivity analyses should be made available to the public at least 60 days in advance of the NEPA public hearing on the I-495 Northern Extension currently anticipated for Fall 2019.</p> |

| | | | | |
|-----------|----------|------------|-------|--|
| 190609.04 | 6/9/2019 | Individual | Email | <p>COMMENTS IN OPPOSITION TO PROPOSED EXTENSION OF I-495 EXPRESS LANES, AND IN SUPPORT OF IMMEDIATE MITIGATION OF TRAFFIC CRISIS ON GEORGETOWN PIKE</p> <p>SUMMARYThese comments are submitted in opposition to the proposed extension of the northbound I-495 express lanes. Instead, VDOT should take immediate action to mitigate the unacceptable and hazardous traffic conditions that currently exist on Georgetown Pike, as a direct consequence of the prior expansion of I-495 and addition of the I-495 express lanes. The proposed extension of the express lanes would only exacerbate the existing traffic meltdown on I-495 and Georgetown Pike, imposing an additional and unacceptable burden on Virginia citizens who live in the neighborhoods along Georgetown Pike, both east and west of the beltway.</p> <p>BOTTLENECK CREATED BY PRIOR EXPRESS LANE CONSTRUCTIONThe ill-advised expansion of I-495 and prior construction of the northbound 495 express lanes created a bottleneck by dumping increased traffic volume into the northbound lanes of I-495, near the Georgetown Pike intersection and the American Legion Bridge. The American Legion Bridge and the I-495 traffic lanes on the Maryland side are utterly inadequate to handle the increased traffic volume, creating enormous backups on northbound I-495 in Virginia and on local connecting roads in Virginia, including Georgetown Pike. The proposed extension of the 495 express lanes would serve no useful purpose. To the contrary, the proposed extension would exacerbate the problem by dumping even more traffic into the bottleneck.</p> <p>IMPACT ON GEORGETOWN PIKEThe spillover effect on Georgetown Pike, and residents of the neighborhoods along Georgetown Pike, has been devastating. On a daily basis, Georgetown Pike becomes virtually impassable for hours, due largely to Maryland commuters, driving Maryland cars with Maryland tags, who use Georgetown Pike as a cut-through to reach I-495. Georgetown Pike is a winding, two lane road (one lane in each direction) that was the first Virginia road designated as a scenic byway. It was never designed to handle this volume of traffic. The daily backups on Georgetown Pike cut off ingress and egress to neighborhoods both east and west of the beltway, many of which (especially north of Georgetown Pike) have no access to other local roads. Moreover, the extended traffic backups on Georgetown Pike create a public safety nightmare. Because Georgetown Pike is a windy, narrow road with no shoulders in many places, emergency vehicles including police, fire, and ambulances are blocked and delayed by traffic sitting bumper to bumper that literally has no place to move over.</p> <p>THE PROPOSED EXTENSION OF THE I-495 EXPRESS LANES SHOULD BE REJECTED The proposed extension of the 495 express lanes would exacerbate the already unbearable traffic problems on Georgetown Pike, and should be rejected. There is no conceivable justification for further burdening Virginia residents along Georgetown Pike. Moreover, there will be no</p> |
|-----------|----------|------------|-------|--|

additional traffic capacity on the Maryland side for many years, if ever. Maryland has no concrete plan for expanding traffic lanes on the American Legion Bridge or on the Maryland portion of I-495, and no concrete plan for funding any such expansion. Thus, there would be no benefit to the proposed extension, which would deliver even more traffic to the existing bottleneck and add to the existing traffic crisis on Georgetown Pike. VDOT SHOULD TAKE IMMEDIATE ACTION TO RELIEVE THE CURRENT TRAFFIC CRISIS ON GEORGETOWN PIKE VDOT should move immediately to alleviate the traffic crisis on Georgetown Pike created by the I-495 expansion and express lanes. First, VDOT should immediately close the ramp from Georgetown Pike onto northbound I-495. Most of the current problem on Georgetown Pike is created by Maryland commuters improperly using Georgetown Pike as a cut-through. VDOT should prioritize the protection of local Virginia residents who live in the affected neighborhoods along Georgetown Pike, and who have been unfairly burdened by traffic overwhelming a local road that is simply inadequate to handle the increased traffic. It should be emphasized that the neighborhoods in question were built long before the I-495 express lanes, and many of the local residents have lived in these neighborhoods for decades. By contrast, there are no equities favoring the cut-through commuters who have hijacked Georgetown Pike, but have no local ties to the community. Closing the ramp from Georgetown Pike onto northbound I-495 is the only solution that will provide near term relief from the current traffic crisis on Georgetown Pike. In the longer run, there are other measures that VDOT could consider to alleviate this crisis. For example, VDOT could consider adding ramps from Old Dominion Drive (which parallels Georgetown Pike) to I-495, from the existing bridge at the intersection of Old Dominion and I-495. VDOT also could consider adding dedicated through lanes on Georgetown Pike so that local traffic moving through the intersection with I-495 could avoid traffic backups at 495. To be effective, however, any such through lane would have to begin well before the intersection of Georgetown Pike and I-495, and would have to be accessible only to local traffic. Although VDOT may wish to consider such longer term measures in the future, relief on Georgetown Pike is required now. The only acceptable solution is to close the ramp from Georgetown Pike to northbound I-495 immediately, and reserve Georgetown Pike for local traffic.

| | | | | |
|-----------|----------|------------|-------|---|
| 190609.03 | 6/9/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?</p> <p>I like the focus on many or the traffic issues.</p> <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?</p> <p>I am not sure there is enough focus on the Georgetown Pike Route 193 intersection with Route 495 North and Route 495 South. I have submitted comments and suggestions below that can be installed/ implemented right away. I think the express lane extension will help the 495 flow but will not address the local cut through problems in 22102 and 22101 at Route 193 East and West at Route 495. Since we have to be patient for some of the overall studies to be complete</p> <p>Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting?</p> <p>Additional comments, suggestions, or questions you have about the I-495 NEXT study.</p> <p>Easy fixes that can be installed right away: 1) Install vertical lane dividers for through traffic for the right lane going East on Route 193 past Route 495 entrance North. This will eliminate the drivers who block the through traffic lane while they force a merge onto Route 495 North. There is a tiny sign that violators ignore. 2) Install vertical lane dividers for through traffic for the right lane going west on Route 193 past Route 495 entrance South. This will eliminate the drivers who block the through traffic lane while they force their way through the intersection to get onto Route 495 North and will reduce the illegal right turns from the through traffic lane. 3) Close the left turn opening from Dead Run Drive cut through traffic onto Route 193 West. Almost all traffic using this cut though for both cars and trucks have Maryland plates. Drivers travel at unsafe speeds and endanger local residents until they arrive at Route 193. They then force a left turn to cut across Route 193 to get to Route 495 North while blocking and interfering with through traffic flow and legitimate Route 495 entrance. Suggestions for managing traffic flow: 1) Install a meaningful toll (example \$10.00 at Route 7) entrance to Georgetown Pike Route 193 East from 6:30 am to 8:30 am and 3:30 pm to 7:00 pm. Possibly add other toll locations as drivers will attempt to bypass. This will cause drivers to reconsider cutting through residential neighborhoods and stay on Route 7. Local residents and local business should get an exemption. Use the proceeds to pay for Scott's Run parking and safety improvements. 2) Design and install entrance ramps for Northbound and Southbound traffic at Lewinsville Road and 495 North intersection. This is natural traffic flow and relief for traffic from Route 7 and the Dulles Toll Road plus easier access for emergency vehicles. 3)</p> |
|-----------|----------|------------|-------|---|

| | | | | |
|-----------|----------|------------|-------|---|
| | | | | Design and install entrance ramps for Northbound and Southbound traffic at Old Dominion Drive and Route 495 intersection. This additional access to Route 495 will reduce the Georgetown Pike traffic volume at all times during the day. |
| 190609.02 | 6/9/2019 | Individual | Email | Dear Susan, I thought the presentation went well and you did a good job of controlling the McLean crowd. I am in favor of the Northern Extensions and am glad that there will not be a 193 exit. One suggestion I have is that there should be a ramp from the southbound Beltway to the Dulles Access Road. Currently, it is very difficult to cross over the toll road to get to the access road, especially if there is heavy traffic. Perhaps you could get the Airport Authority to pay for it since they want to grow Dulles Airport usage. |

| | | | | |
|-----------|----------|------------|-------|--|
| 190609.01 | 6/9/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?</p> <p>I like having more 495 lanes. In principal I appreciate the extension of the express lanes. I like keeping the express lane entrance/exit on the inside of the beltway and toward the river wherever possible, with less disruption to feeder roads and property values. I like increasing the lanes on the Georgetown Pike overpass. Build that one first!</p> <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?</p> <p>Do NOT limit access to the beltway at Georgetown Pike. I am deeply concerned about the length of time (2045) of disruption. This is a profound issue for commuters, for public safety and for property values in what are currently well-to-do and luxury neighborhoods. The traffic flow on Georgetown Pike is disgraceful. It daily takes 20 minutes or more to drive from Potomac River Road to and from 495, less than a mile! Construction will increase that problem. Property values are already declining. There will be a mass exodus of homeowners and it will be nearly impossible to sell our homes. Do NOT raise taxes in the communities that will bear the burden of this massive construction project. I recommend waiting for Maryland to be ready. They should be required to move expeditiously, 25 years of construction is totally unacceptable.</p> <p>Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting?</p> <p>In the strongest possible terms I urge you to look at the Georgetown Pike (outside the beltway) traffic issues. There has been a recent influx of attention and tourism at Scottã?Ts run which has created a major safety issue. People are parking their cars on Georgetown Pike because the small parking areas are full and are then walking along the side of the road, wearing bathing suits, carrying picnic baskets, with children and pets. It is a safety disaster waiting to happen. I urge additional police presence at the intersection of Swinks Mill and Georgetown Pike. I urge that Georgetown Pike be quickly made a no parking zone and that signs be erected to that fact. I urge that cars that parked on Georgetown Pike should receive a maximum fine parking ticket, and people found walking in the road should be stopped by the police. I am deeply concerned that a young child will be injured, if not killed in the chaos that has resulted from increased traffic, tourism and marketing of the Scottã?Ts Run park area.</p> <p>Additional comments, suggestions, or questions you have about the I-495 NEXT study</p> |
|-----------|----------|------------|-------|--|

| | | | | |
|-----------|----------|------------|-------|--|
| 190608.10 | 6/8/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete. Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike.Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|----------|------------|-------|--|

| | | | | |
|-----------|----------|------------|-------|--|
| 190608.09 | 6/8/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like? I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. The special new connection to GW Parkway. The extra lanes. I like that there will not be an HOV-3 exit at our Georgetown Pike exit. What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about? Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495. Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike. The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete. Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|----------|------------|-------|--|

| | | | | |
|-----------|----------|------------|-------|--|
| 190608.08 | 6/8/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike. The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete.Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|----------|------------|-------|--|

| | | | | |
|-----------|----------|------------|-------|---|
| 190608.07 | 6/8/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like? I like that there will not be an HOV-3 exit at our Georgetown Pike exit. The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened. I like that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about? I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495. Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete. Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike. Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|----------|------------|-------|---|

| | | | | |
|-----------|----------|------------|-------|--|
| 190608.06 | 6/8/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike. The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete.Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|----------|------------|-------|--|

| | | | | |
|-----------|----------|------------|-------|--|
| 190608.05 | 6/8/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The extra lanes. The special new connection to GWParkway. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?I hope there can truly be a dedicated lane for thru traffic. Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete. Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike.Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|----------|------------|-------|--|

| | | | | |
|-----------|----------|------------|-------|--|
| 190608.04 | 6/8/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The special new connection to GWParkway. The extra lanes. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. I like that there will not be an HOV-3 exit at our Georgetown Pike exit.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?Until Maryland widens the bridge and the beltway, I'm concerned we are just moving the bottleneck to the edge of the bridge. I hope there can truly be a dedicated lane for thru traffic. Residents who need to get to their kids' schools on the other (east) side of the Beltway get stuck with Maryland commuters who are trying to get to the front of the line to access 495.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike. The concepts of the "2045 Build / No Build" were weak and based on multiple potential assumptions Mr Lerner used in his presentation that confused the attendees. For example, part of the NO BUILD scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. This is not a solid base for the NO BUILD option because those plans are still far from concrete.Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now, even when traffic lights are green, these sources of cars block and delay traffic. Mornings for us residents in this area are chaotic and dangerous for our kids and families. While I hope that the VDOT and MDOT coordinate, ultimately as resident of Virginia I would like to see more aggressive advocacy from VDOT on our behalf. Put the politics aside and do what's right for VA residents in the area. We are taxpayers and voters and our voice matters.</p> |
|-----------|----------|------------|-------|--|

| | | | | |
|-----------|----------|------------|-------|---|
| 190608.03 | 6/8/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like? absolutely none</p> <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about? all of them</p> <p>Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? please do not extend the hot lanes or widen the beltway in the Georgetown Pike vicinity this will not ease the congestion over the legion bridge we do not want our surrounding neighborhood impacted; we do not want Live Oak Drive or the sound walls next to it impacted</p> <p>Additional comments, suggestions, or questions you have about the I-495 NEXT study. There is absolutely no need for this hot lane extension project. When the American Legion Bridge gets widened, this will reduce the back up on the beltway. Nothing else will solve the congestion issue.</p> |
| 190608.02 | 6/8/2019 | Individual | Email | <p>In my view, VDOT proposed an excellent short-term fix to the Georgetown Pike problem a year ago when they suggested closing access to the Northbound beltway during the evening rush hours. This would take the Maryland commuters off of Georgetown Pike, and while it would impact some Virginia residents who desire to go to Maryland during that period, it would be a very limited number, and for them it would be no worse than it already is. For those who need to access GW Parkway southbound during this period to go to DC, they would continue to have the option of going south on 193 and accessing GW Parkway at 123. This would be much faster than it is now without the current congestion on Georgetown Pike. This would also permit those who have children at Langley HS and Cooper to get to those schools for after-school events. I am tired of being trapped in my neighborhood during the hours of 2-7 PM. Something must be done soon as our property values are going down and it takes us 30 minutes plus to travel less than a mile to the beltway. Thank you</p> |

| | | | | |
|-----------|----------|------------|-------|--|
| 190608.01 | 6/8/2019 | Individual | Email | <p>I'm writing in the support of the shared use path, which if done correctly, might help local residents of Balls Hill, Georgetown Pike, Old Dominion, and Lewinsville Road to get out their neighborhoods during the severe rush hour congestion by using bicycles. It would be better if there were a direct connection to Tysons by extending the path along I-495. At a minimum, however, as the I-496 shared-use path is constructed, VDOT and FCDOT should add sufficient bike and pedestrian facilities to allow uses to safely to Tysons and McLean. Specifically, the project plan would be improved and better prepare the area for the future if it included the following: Separated bike lanes, regular bike lanes or at least sharrows will need to be retained or added to Tyco Road, Jones Branch Drive, and Spring Hill Road south of International Drive. Access from Lewinsville Road along Spring Hill Road underneath the Dulles Toll Road and into Tysons needs to be greatly improved. Currently, there is a narrow and rough paved path and sidewalk from Lewinsville to the Toll Road and then up to the intersection with Jones Branch Road that needs to be widened and improved. Traffic signals in these areas need to be upgraded to account for pedestrians and cyclists. Adequate wayfinding signage should be included in the project to get cyclists and pedestrians to and from the Tysons area to the new I-495 shared use path. Adequate wayfinding signage should be included to get riders and pedestrians from the I-495 shared use path along Lewinsville Road to Tysons and then to Reston and Gallows Road. Finally, the intersection at International Drive, Jones Branch Road, and Spring Hill Road is notorious for scoff law motorists using improper turn lanes and blocking crosswalks, endangering cyclists and pedestrians seeking to use paths and sidewalks in this area. VDOT and FCDOT should work with the Fairfax County Police Department to conduct regular enforcement actions to discourage improper behavior by motorists, pedestrians, and cyclists.</p> |
|-----------|----------|------------|-------|--|

| | | | | |
|-----------|----------|------------|-------|---|
| 190606.03 | 6/6/2019 | Individual | Email | <p>I live in Potomac Overlook, which can only be accessed via Georgetown Pike. The traffic situation going south on Georgetown Pike is intolerable during evening rush hours due to the commuter traffic, which is 90+% from Maryland. Having had to take emergency ambulances from our home to Fairfax Hospital on three different occasions, fortunately not in the past eight years, I have to question how any emergency rescue squad could get to Fairfax Hospital, or Arlington, Georgetown, GW, Alexandria, ect, in less than an hour, during evening rush hours. The expansion of the Beltway may have merit, but it will do nothing at all to address the immediate problem for those of us who must rely on Georgetown Pike to leave our homes. The primary beneficiaries of the expansion would, as with the earlier expansion of the beltway, be commuters from Maryland, and any long-term benefit would seem to depend on Maryland moving forward with their proposed Beltway/270 improvements, which are no where close to being approved. The Maryland side of the equation is in the early stages of the approval process, faces enormous opposition from citizen and environmental groups, and are at least 10 years from fruition assuming all approvals were in hand now. In my view, VDOT proposed an excellent short-term fix to the Georgetown Pike problem a year ago when they suggested closing access to the Northbound beltway during the evening rush hours. This would take the Maryland commuters off of Georgetown Pike, and while it would impact some Virginia residents who desire to go to Maryland during that period, it would be a very limited number, and for them it would be no worse than it already is. For those who need to access GW Parkway southbound during this period to go to DC, they would continue to have the option of going south on 193 and accessing GW Parkway at 123. This would be much faster than it is now without the current congestion on Georgetown Pike. This would also permit those who have children at Langley HS and Cooper to get to those schools for after-school events. The VDOT proposal also has the benefit of requiring modest expenditures, could be implemented on a trial basis, with experimentation of different time periods during evening rush hour so as to limit the effect when it is not needed. I know the challenges of those who have children in private schools in Maryland, as we recently finished 14 years of making the trek for our children, and the issue is always getting there during evening rush hour as the return home in the evening is never a problem. It is disturbing to see that so much money has been invested in Fairfax County over the past 10 years on road improvements which have mostly benefited residents of Maryland who commute to Virginia. At the same time the resulting bottleneck at American Legion Bridge has made living in neighborhoods off of Georgetown Pike intolerable, and this has been reflected in the sharp drop in property values in the area. The earlier VDOT proposal would have an adverse effect</p> |
|-----------|----------|------------|-------|---|

| | | | |
|--|--|--|---|
| | | | on drivers who are almost entirely from Maryland, while providing critically needed relief for residents of McLean and Great Falls. |
|--|--|--|---|

| | | | | |
|-----------|----------|------------|-------|--|
| 190606.02 | 6/6/2019 | Individual | Email | <p>If Beltway expansion is to move ahead, the critical question is one of timing. The Beltway traffic approaching the American Legion Bridge is already congested. The recent “shoulder” extension of toll lanes has aggravated the problem for Virginians attempting to drive to Maryland and northern parts of D.C. In response to that added congestion, I for one had to stop driving to morning classes at Johns Hopkins and others may have also had to curtail driving across the bridge.</p> <p>At the time of the May 20, 2019 public hearing, VDOT’s assumption was that Maryland would move ahead promptly to increase the capacity of the American Legion Bridge and connect it to new toll lanes on th Maryland side. The split vote of Maryland’s Board of Public Works on June 5, 2019, however, is inconsistent with the VDOT premise since work on the bridge and I-495 will be delayed until I-270 toll lanes are built. The most optimistic scenario appears to be a delay of at least two years in work on the bridge and Beltway.</p> <p>Any Virginia traffic analysis should address both before and after Maryland construction. Moreover, it is clear even now that any increase in Virginia traffic would only compound the very severe congestion problem on the Beltway. That should not be allowed to happen.</p> <p>If Virginia planning is to keep going, it will be necessary to establish a timing linkage the Maryland progress. Certainly, no construction should be allowed until there is made a firm and irrevocable commitment by Maryland to an opening date for its bridge and I-495 enlargements.</p> |
| 190606.01 | 6/6/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The special new connection to GWParkway. The extra lanes.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?Until Maryland widens the bridge and itâ?Ts beltway, im concerned we are just moving the bottleneck to the edge of the bridge.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Add on and off ramps to the new bridge at Old Dominion to spread out the load on Georgetown Pike.Additional comments, suggestions, or questions you have about the I-495 NEXT study. Redesign the intersection at Georgetown Pike, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike in both directions confronts and blocks traffic from Balls Hill road. A better pattern of lanes to join beltway traffic towards the river would smooth out and speed up flow. Now. Even when traffic lights are green these sources of cars block and</p> |

| | | | |
|--|--|--|---|
| | | | delay traffic in a big way. It's not just volume. It's chaos, blocking the box and awkward or illegal merges and joins. |
|--|--|--|---|

| | | | | |
|-----------|----------|------------|-------|---|
| 190605.01 | 6/5/2019 | Individual | Email | <p>CITIZEN/COMMUNITY MEMBER COMMENTS ON VDOT I-495 EXPRESS LANES NORTHERN EXTENSION STUDY</p> <p>E-MAILED ON JUNE 5, 2019 PER JUNE 10, 2019 COMMENT DEADLINE</p> <p>Cc to John W. Faust, Board of Supervisors, Dranesville District (Dranesville@FairfaxCounty.gov)</p> <p>As residents of McLean for 20 years, we have seen traffic build to intolerable levels. This assessment is not limited to backups on Georgetown Pike and cut-through traffic on Holyrood Drive, although that immediate area is of most concern to us.</p> <p>Fairfax County mismanagement is in part to blame for getting priorities reversed: approving Tyson's Corner development first, and only then complaining that resulting traffic flow must be solved. The same blame can be leveled against the expansion of Langley High School, which now creates significant traffic congestion on Georgetown Pike during mornings and afternoons. Many students must travel many miles to get to Langley HS; another HS built in the Great Falls area would alleviate significant traffic congestion in addition to providing a more reasonable commute for students. Current VDOT plans should not continue to encourage these examples of mismanagement by Fairfax County.</p> <p>We are opposed to moving forward on current VDOT proposals for traffic flow onto the American Legion Bridge inner loop (--currently the "I-495 Express Lanes Northern Extension Study"). Any plan should be coordinated with Maryland, both for moving traffic more efficiently across the Bridge and for planning a much-needed new bridge upriver to alleviate American Legion Bridge traffic. Nevertheless, if plans must move forward, we would ask that the following considerations be incorporated into those plans before making them final:</p> <ul style="list-style-type: none"> --Any flyover from northbound GW Parkway traffic should incorporate a road surface that silences tire noise. Current Beltway noise behind our residence on Holyrood at times is generated more from the concrete surface on the Bridge than from the Beltway at Georgetown Pike. Lowering preventable decibel levels, even if not required strictly by EPA guidelines, should be a community-focused goal within VDOT's general mission statement. --Any improved exit from the GW Parkway should include incentive for CIA employees to take the Parkway rather than opt for Georgetown Pike as their Beltway entrance. Perhaps a discounted EasyPass for these Maryland commuters that is part of the agreement with TransUrban would be in keeping with the Commonwealth's goal of improving overall traffic flow while having private enterprise foot the bill. --An upfront commitment by VDOT to work with the community to solve cut-through traffic if the new Northern Extension Project in fact does not sufficiently alleviate cut-through traffic. |
|-----------|----------|------------|-------|---|

| | | | |
|--|--|--|--|
| | | | <p>A contingency trigger that would limit use of certain streets within certain hours to non-residents (as is the case in DC and Maryland neighborhoods) seems to be a fair tradeoff for moving forward with current VDOT plans and assurances.</p> <p>--Replace the existing Georgetown Pike Bridge with a structure in keeping with the Pike's historical byway status. Chain link fencing, and concrete rather than stone construction, would totally destroy the byway character of Georgetown Pike. Furthermore, a sidewalk and bike-path that do not, and never will, join other sidewalks/paths would be an irresponsible design. Certainly, we and a majority of our neighbors in the community who are impacted by the VDOT project want the bridge as compact as possible since we have no intention of going near the new Beltway on foot or bicycle with its increased noise and grit.</p> <p>--Provide adequate time (at least six weeks) and notice before any Fall Public Hearing of all matters that you propose to present at such Hearing, including final plans and NEPA Environment Assessment. Another Public Information meeting also seems reasonable. We and our neighbors did not receive adequate notice of the June 11, 2018 "Public Information Meeting #1" that your team pointed to at the May 20, 2019 meeting (that they presumptively labeled as "Meeting #2").</p> <p>Thank you for your consideration of our above-outlined concerns.</p> |
|--|--|--|--|

| | | | | |
|-----------|----------|------------|-------|---|
| 190604.01 | 6/4/2019 | Individual | Email | <p>Dear Sir/Madam,I attended the public meeting held on May 20th at Cooper School in McLean, concerning the 495 express lane northern extension study. I provided (verbal) input at that meeting, and would like to expand on those comments here. I have lived in the neighborhood directly impacted by the proposed project since 1989, and understandably care deeply about this community. I would like to convey that I OPPOSE this study and the widening of the Beltway, for several reasons:The case for this widening was not adequately made at the meeting (or on the project website). There is a wide body of research detailing the impact of building new roads on traffic -- in fact, after an initial improvement, traffic returns to the same levels as before, for several well-documented reasons. The impact on parkland is disturbing. This will reduce the size of and integrity of Scott's Run, a very important and treasured resource in this community and beyond. It will also do the same to the National Historical Park on the east side of the bridge. Parkland is very scarce in our crowded area and we can't afford to lose any of it.At the meeting it was made clear that this study is separate from studies that may or may not be done in Maryland. How can Virginia go ahead without working closely with Maryland on this issue? Is this not one road that traverses two states?!At the 5/20 public meeting, I asked about the extent to which public opinion would be taken in to account when making the decision on this project. I mentioned the proposed study of closing the Georgetown Pike ramp on to 495 -- which I supported, but since the majority did not the project was shelved. I was told that the beltway widening project is different in that it is regional. This baffles me. The Georgetown Pike ramp closure project was presented (at an earlier public forum) as a way to cut traffic in the neighborhood but it was also explained in much more detail and with much more enthusiasm as a way to ease congestion on 495 approaching the bridge (estimates in change in throughput to the bridge, etc). So the response I received is unsatisfactory and a seems more than a bit disingenuous.At the 5/20 meeting it was announced that a contractor has already been selected for the project, and information was given on how they will proceed. This gives the distinct impression that this project is going forward no matter public opinion.In short, as a taxpayer and resident of this community I request that VDOT provides on its project website information detailing: Details on the analytic case for this project. How was this project selected as the best option? What research was conducted, what choices were considered? Why does VDOT think that this project will alleviate traffic for more than just a couple of years? How does VDOT refute the research indicating that more roads ultimately do not solve the traffic problem?Why VDOT wants to go forward without entering in to a joint plan and execution with Maryland DOT?How the loss of parkland and impact on the remaining</p> |
|-----------|----------|------------|-------|---|

| | | | |
|--|--|--|--|
| | | | <p>parkland will be mitigated. Will more parkland be purchased by VDOT to replace the parkland lost to this project? The process and extent to which the public's input will be factored in to the go-no go decision. An explanation of why a contractor was chosen and the details of that contract. What happens to compensation for the contractor if a decision is reached to not do the project? Thank you for your time. Please advise on when the answers to these questions will be posted on the project website.</p> |
|--|--|--|--|

| | | | | |
|-----------|-----------|------------|-------|---|
| 190603.01 | 6/3/2019 | Individual | Email | <p>Re meeting at Cooper School May 20, 2019 While I support hot lanes in the event the American Legion Bridge is expanded, the current efforts seem to be without a sound basis. It seems to many in the community that there is a rush to act without demonstrable benefit to the region and certainly not to the immediate community. 1. At no time have any VDOT representatives quantified the "utility" of constructing some or all of what is currently proposed at this time. I have requested specific data from both Abi Lerner and Rob Prunty only to be told that it would be provided later. It never has been. At the meeting I asked Rob directly and he said he would look up the information and give it to me during the Q&A. I searched for him but he was nowhere to be found. My personal belief is that a compelling rationale cannot be demonstrated by the numbers. 2. Susan commented that this was a regional issue and not local. I would argue that as a regional issue, there would be significant disruption to Virginia traffic during this proposed 2020 start and then again in several years if Maryland caught up and started work. This would lengthen the total disruption period from 2-3 years to 4-7 years for the entire region. Given a marginal, if any, benefit for the immediate project, it just seems to be common sense to do it together if at all. 3. One of the major noise issues to be addressed in any time frame is the ability of the police to monitor and control traffic from Georgetown Pike to the Maryland side of the bridge. I am advised by the Maryland State Police that with the exception of felonies on this stretch that Maryland State Police are responsible. They further indicate, however, that because there are no areas to pull off that patrolling and enforcement is virtually non existent. As a result there is excessive speeding which is not only dangerous but also contributes to the high pitched noise that results from what they describe as the "jock rockets". All designs should pay special heed to this need so that the eventual roadway, both HOV and non HOV are no longer a no man's land for enforcement. Maryland State Police should be included in the design criteria in as much as they have responsibility for enforcement</p> |
| 190530.02 | 5/30/2019 | Individual | Email | <p>They will nickle and dime us to death. Unless they start funding VDOT you can expect more of this. It is the only way they can get money. It's stupid.</p> |
| 190530.01 | 5/30/2019 | Individual | Email | <p>[Photo] This was taken Thursday @10:30 am. Maryland isn't going to change the bridge and one more lane just pushes McLean residents back further in the que. Please come to your senses and not greed and do not add another lane.</p> |

| | | | | |
|-----------|-----------|------------|-------|--|
| 190528.02 | 5/28/2019 | Individual | Email | <p>Your recent meeting at Cooper Middle School was about letting Transurban extend their toll lanes on 495 in both directions to the American Legion bridge. I am dumbfounded as why the state would agree to generate this massive bottleneck at the entrance to the bridge. It's unbelievable this would be considered before the bridge is widened and Maryland has started their plans. Do you really want a massive jam at the entrance of the bridge? The cars in the public lanes will still need to cross and the cars from the toll lanes will dump out. Similar to the current problem that causes a back up, but now it will be pushed a few miles further down the road. Please let common sense prevail and hold off on this project until it can be tied in to Maryland's future toll road. Blaming the resulting traffic nightmare on Maryland won't work. What I've noticed when driving into Virginia from my morning doctors appointment is that the traffic jam starts on the Virginia side!</p> |
| 190528.01 | 5/28/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?</p> <p>I recognize you have made an effort to minimize the taking of private property which is appreciated.</p> <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?</p> <p>There is possible taking of private property next door to me at the end of Arbor Lane for storm drain or other purposes. I like my neighbors and neighborhood and this will negatively impact me. Also, a storm drain could be unsafe for children, attract mosquitos and generally diminish the neighborhood. Please make all efforts to locate this elsewhere. I am also concerned that moving the roadway closer to the wall will increase noise and air pollution at my property. I have young children and this will decrease our quality of life as well as possibly negatively impact our health. Finally, even if our property is not taken, there will be a significant diminution in our property value with the addition of the storm drain next door and closer proximity to the beltway as well as higher associated noise and air pollution. I feel this will create a cloud over my title for years to come with no just compensation. I also am not pleased about the new path that will run along the wall. We live in a private community with very little pedestrian or vehicular traffic. Adding a pedestrian path will bring random strangers into our neighbor right by our property, which will diminish privacy and possibly increase crime.</p> <p>Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting?</p> <p>Additional comments, suggestions, or questions you have about the I-495 NEXT study.</p> |

| | | | |
|--|--|--|--|
| | | | <p>Children and families live in this area. VDOT is negatively impacting our quality of home life and environment. VDOT is also significantly diminishing our property values significantly without any just compensation. These HOT lanes are not improving anything for the greater good without continuation of additional lanes over the bridge and into MD. Nothing should be done without a full scale and coordinated effort with MD.</p> |
|--|--|--|--|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190527.01 | 5/27/2019 | Individual | Email | <p>A decision to extend the existing toll lanes (hot lanes) from Virginia into Maryland (inner beltway loop) and vice versa (outer loop) has left me perplexed. I have lived at the same location near where the beltway crosses Georgetown Pike for 46 years and believe I have a good understanding of the traffic problems in that area, so therefore wish to express my opinion. Over the past few years traffic backups in Virginia to the American Legion Bridge have occurred most afternoons and evenings starting as far back as Route 7 (frequently further if there are accidents). Commuters clog Georgetown Pike and adjoining neighborhood roads in order to bypass portions of the backups. While the proposed hot lane extensions would be done using private funding, in the long run it boils down to more tolls and taxes (tax money currently for planning stage). Extending inner loop hot lanes in Virginia without complementary action from Maryland will have no effect on the overall traffic as the bridge is the choke point. The inner loop beltway portion nearing the I-270 split also tends to back up as that is another choke point. Extending the hot lanes on the inner loop in Virginia before adding lanes on the bridge will just spread the backups over more lanes which in turn will increase the number of accidents at the merge points as the traffic funnels down causing even more backups. It will neither get more cars across the river in a given amount of time nor will it alleviate commuters from traversing neighborhoods. Coming the other direction into Virginia on the outer loop, there are no backups between the bridge and the start of the existing hot lanes, therefore no reason for hot lane extensions there (even if and when outer loop bridge lanes are added). Virginia should take no action until Maryland adds lanes to the bridge. The correct solution to the inner loop backup problem is adding more lanes from the George Washington Parkway to across the bridge and to resolve the I-270 split choke point. This would eliminate backups, reduce the number of accidents, save many thousands of commuter hours, reduce carbon emissions, and lessen driver and neighborhood frustrations. Additional lanes on the inner loop in Virginia between the George Washington Parkway and the current hot lanes would not be necessary for many years. My conclusion is that in Virginia there is no need to extend hot lanes, no need to replace several overpasses, and no need to impact those home owners adjacent to the beltway by taking their property. In Maryland only the American Legion Bridge needs more lanes on both sides (primarily on the inner loop), and the inner loop choke point at the I-270 split needs to be resolved.</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190526.01 | 5/26/2019 | Individual | Email | <p>We support the extension. We favor the trail along the outside of the sound wall. If the sound wall is moved, we would like to see it placed on a built up (higher) berm so that the overall height of the sound wall is increased. Most importantly, we support a completed trail from Saigon Road to and across the beltway bridge along Georgetown Pike. Parts of the trail are already in place. Fairfax County has a trail easement across the Fitzgerald property. We ask that VDOT make room for the remainder of the trail across other properties needed to complete the trail along Georgetown Pike and across the beltway bridge as part of this project..</p> |
| 190523.02 | 5/23/2019 | Individual | Email | <p>I attended the meeting May 20 at Cooper Middle School. Thank you for the update.</p> <p>Next time, could you please provide participants with 3x5 cards and ask them to write their questions and comments. This would be a much more effective use of participants' time.</p> <p>Or have a Q and A session with the 3 by 5 cards, then followed afterwards by a public comment period.</p> <p>I am very concerned that the engineer modeling of long-term impact does not consider, in particular, major arteries such as Great Falls Street, Westmoreland Street, Magarity Avenue, Kirby, Route 7 through Falls Church, etc. These streets are impacted negatively now, and will be worse over the next few years as Tysons grows. I found the modeling results, as presented, unpersuasive at best.</p> <p>I also wish there had been a discussion of alternative transportation options being considered, such as Bus Rapid Transit.</p> <p>Next meeting, please have someone who can represent Maryland's, WMATA's, (and perhaps the Federal Government's) stakes in this development, and what they are doing about it?</p> <p>Lastly, the economic axis of the DC Metro area is, for the foreseeable future, Bethesda-Chevy Chase, across the ALB, then East to Rosslyn along the I-66 corridor, and out I66 and the Toll Road to Leesburg. Metro Center is not the real center any more. Is it possible to say all of this at the opening of any presentation, to show that VDOT is fully aware of the regional challenges/context that it is part of.</p> <p>Thanks for reading this</p> |

| | | | | |
|-----------|-----------|------------|-------|--|
| 190523.01 | 5/23/2019 | Individual | Email | <p>Would someone please explain to me why it would be so difficult to install a flashing light, at the top of the hill before the Georgetown Pike/Douglass intersection, warning drivers that cars may be stopped/turning ahead??? There is currently a flashing light right before the Georgetown Pike/Swinks Mill blind curve/intersection warning cars that there may be STOPPED cars ahead. After years of accidents at this location, finally a warning light was installed. Why would such common sense change take a mountain to move a mole hill? Informing drivers of any danger ahead is being pro-active. Why wouldn't this be done? Bigger/safer changes are needed at this intersection to make it safe for drivers and pedestrians, but why wouldn't you make these smaller changes in the meantime?? If the addition of a flashing, warning light saves an accident from happening (or... human life) why wouldn't we do it??? Reducing the speed limit and placing an officer there every once in a while, to give out tickets to speeders, WILL slow traffic down. It worked on the 123 stretch of road between Lewinsville and Old Dominion, heading toward downtown McLean. Cars have slowed down because they never know when an officer is going to be hiding out in the side street, with their radar gun. I would certainly think that the money generated from these tickets would subsidize the police offices salary. Stephen Birch (VDOT'S current fearless leader) successfully led and managed many projects and studies during his tenure with VDOT. He was instrumental in developing various policy directives for VDOT's traffic engineering and transportation system management and operations – as said so eloquently on the VDOT website. I sure hope that he is hiring and fostering leaders that are competent in determining dangerous road situations and then these leaders have the intelligence and ability to make necessary change happen. I am not getting that sense... between the Hot Lane debacle, thinking that 5 lanes funneling down to 3 at the American Legion Bridge wasn't going to create gridlock to now this inability for common sense (simple) additions to dangerous intersections (which by the way these intersections were created MORE dangerous because of the Hot Lane debacle) I question VDOT'S leadership and ability to make the future decisions necessary to make Virginia's road system less dangerous, efficient and effective. Please do the right thing, anything, before something "really" bad happens at this intersection of Georgetown Pike and Douglass Drive in McLean.</p> <p>Thanks for your time and energy.</p> |
|-----------|-----------|------------|-------|--|

| | | | | |
|-----------|-----------|------------|-------|--|
| 190522.05 | 5/22/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?</p> <p>I like the possibility that congestion in the area may eventually be relieved. I am glad there are no plans to relocate residents.</p> <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?</p> <p>I am concerned that without action by Maryland, the bottleneck will only get worse. I am also concerned that there will be an unsightly feature placed on our land, such as a storm pond. I am hoping that if storm ponds or other features are placed on private property, the homeowners will be compensated appropriately to make up for lost property value. It would also be appreciated if VDOT worked with residents on aesthetic considerations, such as trees in front of new walls or plants around any storm ponds. The preliminary plans further included a bike/pedestrian path alongside or possibly on our property. If this moves forward, I would like to be involved to ensure the safety and privacy of my family.</p> <p>Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting?</p> <p>Additional comments, suggestions, or questions you have about the I-495 NEXT study.</p> <p>Can local residents see a copy of the next version of the design plan before the next public hearing?</p> |
| 190522.04 | 5/22/2019 | Individual | Email | <p>I saw on your web site at http://www.495northernextension.org/public_meetings/default.asp that there was a public meeting on May 20 at Cooper Middle School about the 495 extension. Unfortunately I was not able to attend that meeting but am submitting these written comments to you by June 10, 2019. I am supportive of continued efforts to fully integrate bicycle and pedestrian facilities into the overall project scope. This would include coordinating with FC DOT and being consistent with the FC bike plan. These need to include multiple options for non-motorized and safe/accessible ways for people to get from one side of the beltway to the other, and to be able to safely connect with the existing trail network. Also, for additional trails along that 495 corridor that keep bicycles and pedestrians behind sound barriers. As a regular bicycle commuter, I am excited about the possibility of VDOT, working together with FC, to make significant and substantial improvements for non-motorized and safe/accessible bicycling/pedestrian facilities in the 495 area.</p> |

| | | | | |
|-----------|-----------|------------|-------|--|
| 190522.03 | 5/22/2019 | Individual | | What features of the preliminary concept plans and options of the I-495 Northern Extension study do you like? STOP ALL BELTWAY EXPANSION. What features of the preliminary concept plans and options of the I-495 Northern Extension study do you have concerns about? DO NOT ADD 4 LANES. Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? DO NOT STEAL PARK LAND. |
| 190522.02 | 5/22/2019 | Individual | | What features of the preliminary concept plans and options of the I-495 Northern Extension study do you like? Stop all expansion plans on the beltway from Georgetown Pike to the American Legion Bridge! What features of the preliminary concept plans and options of the I-495 Northern Extension study do you have concerns about? Do not add 4 lanes! Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Do not confiscate National Park land! |
| 190522.01 | 5/22/2019 | Individual | | What features of the preliminary concept plans and options of the I-495 Northern Extension study do you like? None. What features of the preliminary concept plans and options of the I-495 Northern Extension study do you have concerns about? 1) I object to adding 4 lanes, which will increase gridlock. 2) I object to adding pedestrian & bike paths. Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Do not take park land. |
| 190521.06 | 5/21/2019 | Individual | Email | Sorry I didn't get a chance to attend the mtg on 5/20- How will the 6 lanes (2 express/4 general?) merge onto the 4-lane bridge itself? |
| 190521.05 | 5/21/2019 | Individual | Email | Please be sure to include biking and walking, multi-use trails as part of this project to include much-needed connections for the region's multi-use trail network. I am a regular user of the C&O towpath, and some forward thinking on connections across the river can only benefit all. Thanks for your consideration, |
| 190521.04 | 5/21/2019 | Individual | Email | STOP Beltway expansion past Georgetown Pike to American Legion Bridge ! Do NOT add 4 lanes. Do NOT confiscate National Park land ! |

| | | | | |
|-----------|-----------|------------|-------|---|
| 190521.03 | 5/21/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?The fact that it will ease traffic. I also like the urgency of the plan.What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?The fact that MDOT is so far behind. Most of the traffic is on the Maryland side. What is the holdup and why cant they be completed in conjunction with one another.Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? What will be done to manage the additional bottle necks caused by the construction and Maryland delay?Additional comments, suggestions, or questions you have about the I-495 NEXT study. Thanks for asking and making this website available.</p> |
| 190521.02 | 5/21/2019 | Individual | Email | <p>It is the worst project I have ever seen without the expansion of the bridge the grid lock will be worst 9 lane going to 4 lane bridge</p> |
| 190521.01 | 5/21/2019 | Individual | Email | <p>I have been a resident of McLean for 20 years and support the project--assuming Maryland rebuilds the bridge and widens its section of the beltway northwards accordingly. I am pleased that the design includes a shared use path. Such paths increase the quality of life in the neighborhoods they reach, and offer people a way to safely walk and bike to schools, work, and stores. Such activities, in turn, can reduce the number of vehicles on the road and accompanying pollution, and improve health outcomes. The inclusion of a shared use path is a once-in-a-generation opportunity to connect existing bike/pedestrian infrastructure in our region. Too often in Northern Virginia, shared use paths and bike lanes on streets start and stop after a short while without connecting to anything else. Unless users feel that they can safely walk or bike from point A to point B, they will not use these facilities. I strongly encourage VDOT and Transurban to commit to having a shared use path along the entire length of the project, and providing safe connections to the Tysons area. Maryland, for its part, should ensure that the continuation of the path north connects with the C&O canal towpath and MacArthur Blvd, two busy routes for bike commuters, recreational cyclists, walkers, and runners. Otherwise, the only other possibility for cyclists and pedestrians to move between that part of Northern Virginia and that part of Montgomery County is to use Chain Bridge, which on the Virginia side does not connect to a safe route to major destinations in Arlington or McLean/Tysons. The inclusion of shared use paths on I-66 (long time inside the beltway and now outside the beltway), on the new Woodrow Wilson Bridge, and on the new Douglass bridge across the Anacostia all share the same goal of accommodating more than just vehicles and connecting the existing bike/ped infrastructure of our region. I strongly hope that will be the case with the 495 project.</p> |

| | | | | |
|-----------|-----------|------------|-------|--|
| 190520.14 | 5/20/2019 | Individual | Email | <p>1. I attended the meeting at Cooper M.S. tonight. I support the simple fix idea that a questioner brought up of widening Balls Hill Road at the 193 intersection and adding a right turn lane from NB Balls Hill road onto 193E in front of Cooper Middle School. It is an unsafe situation for those trying to exit Cooper's parking lot in the afternoon when there is gridlock caused by cars trying to access the ramp onto 495N. Recently it took me 20 minutes to wait through multiple light cycles to be able to turn right onto 193. 2. On the north side of the intersection of Balls Hill Road with 193, coming out of the Langley Forest neighborhood, please install a "no right turn on red" sign. Drivers coming out of the Langley Forest neighborhood currently turn right on red and block the box. They create additional gridlock by continuing to turn right onto 193W at the same time as those driving W on 193 are trying to move through that intersection, either onto the 495N ramp or straight ahead on 193. That also prevents cars on Balls Hill in front of Cooper from reaching 193. 3. I asked this question at the meeting because no one had talked about it--what will be the impact on traffic and noise on the GW Parkway with the added express ramps from 495 and without them? Will there be a possibility of sound walls for those residents who back up to the GW Parkway in neighborhoods like mine (Langley Oaks)--specifically Jill Court? 4. Will the access point onto the southbound express lanes on the outer loop of 495 remain the same, for those entering 495 at 193, or will it be moved? (I like it where it is). Thank you.</p> |
| 190520.13 | | Individual | | <p>What features of the preliminary concept plans and options of the I-495 Northern Extension study do you like? I like the additional lanes from Tyson's Corner into Maryland. I believe the extra exit at George Washington Parkway might confuse drivers. I really like the additional paths for biking and walking. I like the walls, too. What features of the preliminary concept plans and options of the I-495 Northern Extension study do you have concerns about? I am concerned about the additional exit at George Washington Parkway as it might confuse drivers. Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Thank you for setting up the maps in the back of the room. They really helped me understand what VDOT was proposing.</p> |

| | | | |
|-----------|-----------|------------|--|
| 190520.12 | 5/20/2019 | Individual | <p>What features of the preliminary concept plans and options of the I-495 Northern Extension study do you like? Without a guarantee (\$, community approval, schedule, contract, etc) on the MD side, there is nothing about this project that can be liked at this time.</p> <p>Congestion/bottleneck is being moved forward to a location less suited to handle it. What features of the preliminary concept plans and options of the I-495 Northern Extension study do you have concerns about? Environmental Impact, noise</p> <p>Design 495 S to 267 for regular traffic.</p> <p>Focus here & not on today's issues like back up around the Route 7 & 123 exits on/off the highway. Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? More community meetings than mentioned are needed.</p> <p>VDOT needs to support their studies - prove prior estimates as a starting point.</p> |
| 190520.11 | 5/20/2019 | Individual | <p>What features of the preliminary concept plans and options of the I-495 Northern Extension study do you like? Having the shared use path included is greatly appreciated. This mode of transportation needs to be safe and have lighting as it will be used 24/7. What features of the preliminary concept plans and options of the I-495 Northern Extension study do you have concerns about? The shared use path needs to connect with the Scotts Run Nature Preserve and the Potomac Heritage National Scenic Trail and the future connection of the American Legion Bridge and Maryland future bicycle trails. Good planning is needed so the public park access is easy & safe. The NEPA laws need to be followed and everyone can win. Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Glad to see drawing were added the day after the meeting. I hope the maps & documents at the next fall meeting will be posted 10 days before the event so the public can review them before the meeting/hearing. Additional comments, suggestions, or questions you have about the I-495 NEXT study. VDOT and others may need to fund some of the shared use path costs to make this project viable. Hold the OP3 vendor responsible for ped/bike improvements in sections where they are making improvements. Crossings for bicyclists over or at access ramp to toll lanes must BE SAFE!</p> |
| 190520.10 | 5/20/2019 | Individual | <p>Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? 1) VA should buy the bridge & land from MD 2) Even if they don't build a new bridge let the 2 lanes extend over bridge & force outer lanes into the 2 lanes leftover.</p> |
| 190520.09 | 5/20/2019 | Individual | <p>What features of the preliminary concept plans and options of the I-495 Northern Extension study do you have concerns about? Improve traffic from EB 193 to NB 495 with a separate</p> |

| | | | | |
|-----------|-----------|------------|--|---|
| | | | | ramp. |
| 190520.08 | 5/20/2019 | Individual | | What features of the preliminary concept plans and options of the I-495 Northern Extension study do you like? Unquestionably there is a bottleneck on the beltway where the express lanes, 267, Dulles Toll Road & GW Parkway traffic merge. Even w/o an expansion of the bridge & express lanes by Maryland, the extension of the express lanes will move the bottleneck closer to the Md. state line & farther from residential communities. What features of the preliminary concept plans and options of the I-495 Northern Extension study do you have concerns about? Live Oak Drive & Balls Hill Road becoming a through street seems counterproductive & harmful to McLean communities & could add more traffic to Georgetown Pike & more congestion to the 495/193 intersection. Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Long term - need MD, DC & Nat'l Park Service to widen Clara Barton & create through road from Md down the river to DC similar to the GW Pkwy. Also short term - need to install "local traffic only" signs on side roads to prevent/curtail cut throughs, & have police enforce it. |
| 190520.07 | 5/20/2019 | Individual | | What features of the preliminary concept plans and options of the I-495 Northern Extension study do you like? Can you post the affected "Right of Way" may be affected by the project? Identify the length of "ROW" will be affected by this project. What features of the preliminary concept plans and options of the I-495 Northern Extension study do you have concerns about? Exit 45 & 43 exists south bound needs to looking at it. |
| 190520.06 | 5/20/2019 | Individual | | What features of the preliminary concept plans and options of the I-495 Northern Extension study do you like? The feature that says "Do Nothing." These toll roads profit by increasing congestion and will always need a fix where they end. As will 66 OTB VA is selling taxpayer funded roads to foreign investors. Time for VDOT to build our roads and if tolls are needed, VA can collect and give back to taxpayers through other road improvements. What features of the preliminary concept plans and options of the I-495 Northern Extension study do you have concerns about? The scheme that HOT Lanes decrease congestion. Do not continue this sham especially do nothing until MD has a plan. Shoulder lanes have further congested the bridge with 6-7 lane funnel to 4 bridge lane. Ticket Red X w/camera. Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Do nothing until MD widens the ALB then reassess. Put your plans away and wait for MD. Get per car revenue from Transurban -- not upfront cash! Fix the 75 year windfall they are getting before extending it. NO MORE PRIVATE PARTNERS. |

| | | | | |
|-----------|-----------|------------|-------|---|
| 190520.05 | 5/20/2019 | Individual | | <p>What features of the preliminary concept plans and options of the I-495 Northern Extension study do you like? NONE. What features of the preliminary concept plans and options of the I-495 Northern Extension study do you have concerns about? Bridge widening & HOT Lanes. Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Please widen bridge but not 2 HOT lanes. Do not widen bridge if not widened on Maryland side.</p> |
| 190520.04 | 5/20/2019 | Individual | | <p>What features of the preliminary concept plans and options of the I-495 Northern Extension study do you like? That traffic on Georgetown Pike will be better & less people will use it to cut through. What features of the preliminary concept plans and options of the I-495 Northern Extension study do you have concerns about? Can you finish it by 2022! Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Why not make a new bridge/tunnel near Great Falls or Sterling?</p> |
| 190520.03 | 5/20/2019 | Individual | Email | <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you like?</p> <p>I live right off Georgetown Pike about 0.75 miles west of the Beltway interchange at exit 45. I like that the approaches to the interchange will be widened and that there will be a dedicated through lane for eastbound traffic on Georgetown Pike over the Beltway. Being a bit selfish, I am also pleased there will not be an HOV-3 exit at our exit.</p> <p>What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?</p> <p>In light of the issues that were presented last year at the study on closing the entrance from 193 to northbound 495 during rush hour, I hope there can truly be a dedicated lane for thru traffic. As a resident who often has to get to my kids' school on the other (east) side of the Beltway, I am often stuck with Maryland commuters who are trying to get to the front of the line to access 495.</p> <p>Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting?</p> <p>The concepts of the "2045 Build / No Build" assumptions were rather arcane as there were multiple potential assumptions that were being made, so it was difficult to digest the Mr Lerner did not seem to understand this confusion on the part of attendees. He used these in his presentation about potential time and congestion projections, yet it was not clear that the "No Build" assumptions were real (for example, part of the NO Build scenario includes the assumption that Maryland will expand the Legion Bridge and build its additional lanes. I spoke</p> |

| | | | | |
|-----------|-----------|------------|-------|---|
| | | | | <p>with some MDOT officials at the meeting and those plans are still far from concrete) Additional comments, suggestions, or questions you have about the I-495 NEXT study. As a local resident who is greatly impacted by worsening congestion, I hope that VDOT and MDOT can coordinate their efforts. This is a region-wide problem and solving it piecemeal just creates a chain of headaches and delays. Of course the realities of local politics present difficulties, but if there is one project that all public officials should be able to agree on, transportation is a no-brainer.</p> |
| 190520.02 | 5/20/2019 | Individual | Email | <p>Hello- Could I please get a copy of the posters and presentation from tonight's meeting?Thank you,</p> |

| | | | | |
|-----------|-----------|------------|-------|---|
| 190520.01 | 5/20/2019 | Individual | Email | <p>I am unable to attend tonight's community meeting in McLean regarding a 3 mile extension of the I-495 Express Lanes from the Dulles Toll Road to the American Legion Bridge, but hope the following questions will be addressed at the meeting and in your reply to this email:</p> <p>(1) Won't the plan to extend the EZ Pass lanes in Virginia simply move the traffic choke point to the American Legion Bridge, thereby enlarging the size of the virtual parking lot that exists on I-495 during peak traffic hours?</p> <p>(2) Has Maryland made a firm commitment to an Express Lane extension on its side of the Potomac that will link up with the Virginia Express Lane extension? How is the Virginia Plan coordinated with Maryland's work and design schedules?</p> <p>(3) Will the Express Lane extension reduce the number of toll free lanes between the Dulles Toll Road and the American Legion Bridge? Will we end up with more Express Lanes than toll-free lanes on I-495?</p> <p>(4) How does the Express Lane extension help to alleviate the already serious and constantly increasing flow of cut-through traffic on McLean's residential streets?</p> <p>(5) How does VDOT protect us against price gouging by the EZ Pass contractor, Transurban? Are there any restraints on the toll rates established and charged by Transurban? What oversight and control does VDOT exercise over Transurban?</p> |
| 190516.01 | 5/16/2019 | Individual | Email | <p>Would you please tell me whether May 20, 2019 Cooper Middle School meeting is a discussion of the ongoing environmental study or a discussion of the results? From the last meeting, I understood that the study was expected to be complete by mid 2019, but the online information regarding this meeting suggest that the study is not yet complete.</p> |
| 190509.02 | 5/9/2019 | Individual | Email | <p>Great idea to have six lanes, four general purpose and two express lanes, from Dulles Access to American Legion Bridge. Has anyone thought of the increased bottleneck as these six, and the G W Parkway meet the four lanes crossing the bridge? You need to get your heads out of the public / private partnership sand and work successfully with Maryland to correct the nightmare, which is actually an all-daymare, this bridge causes all Virginia taxpayers.</p> |

| | | | | |
|-----------|----------|------------|-------|--|
| 190509.01 | 5/9/2019 | Individual | Email | Dear VDOT:For the 495 Northern Extension, has VDOT considered the idea having the left lanes of northbound and southbound 495 on the last curve before the American Legion Bridge overlap each other? For example, on the Clara Barton Parkway in Glen Echo, MD the westbound side of the road is elevated so the left westbound lane is above the left eastbound lane. (Please see the link to Google Maps Street View). I know that many in McLean are worried that the Extension will significantly widen the amount of right-of-way needed for 495. I share that concern. But even when 495 is not congested, traffic on the Inner Loop between the GW Parkway off-ramp and the American Legion Bridge seems to slow because people can't see around the corner and naturally slow down. If people on the Inner Loop could see whether or not people are stopped on the bridge, they wouldn't needlessly be hitting the brakes when the reach that last curve. |
| 190506.01 | 5/6/2019 | Individual | Email | Greetings, I own a home near the environmental study area of the proposed 495 Northern Extension. I learned about the extension today by receiving a letter in the mail. I am not able to attend the meeting on May 20th, so I'd like to submit my questions here. It looks like the dotted line of the Northern Extension Study area cuts through many existing homes and neighborhoods. I feel concerned that home owners will either lose their homes or suffer decreased property values as a result of the proposed changes. Will any homes be impacted by the proposed changes? If so, how will home owners be compensated? |

| | | | | |
|-----------|----------|------------|-------|---|
| 190506.01 | 5/6/2019 | Individual | Email | <p>Please consider the following comments regarding the I-495 & I-270 Managed Lanes Project: Recommend scaling back the project to the segments below:</p> <p>I-495 between from George Washington Parkway in Virginia to I-270 Spur</p> <ul style="list-style-type: none"> · Recommended Lane Configuration (2 Express Lanes, 4 General Purpose Lanes, and 1 Auxiliary Lane between access points in each direction, 14' Shoulders). Similar to current I-495 configuration in Fairfax County. <p>I-270 from I-495 Spur to I-370</p> <ul style="list-style-type: none"> · Recommended Lane Configuration (2 Express Lanes, 4 General Purpose Lanes, and 1 Auxiliary Lane between access points in each direction, 14' Shoulders). Remove Local C/D Lanes. Similar to Future I-66 OTB configuration in Fairfax County. · Do not recommend Reversible lanes on I-270 in Montgomery County due to long term population growth. I-270 should be compared to the future I-66 express lanes in Virginia and not the current I-95 express lanes in Virginia. · Construct Median Highway Bus Rapid Transit Station (Similar to I-35W & 46th Street Station in Minneapolis , MN – Attached) to add additional transit infrastructure along the corridor with <ul style="list-style-type: none"> o At Montgomery Mall o At/Near Wootton Pkwy or Montrose Road (Near Preserve Parkway) o At Planned Corridor Cities Transitway crossing of I-270/Shade Grove Rd · Considerations should be made for future improvements to I-270 between I-370 and Frederick. (especially in the Northbound direction) <ul style="list-style-type: none"> o I-370 Spur to Clarksburg (2 Express Lanes, 3 General Purpose Lanes, and 1 Auxiliary Lane in each direction). Remove Local C/D Lanes. - 216' ROW o Median Highway Bus Rapid Transit Station near Metropolitan Grove MARC Station (Shift MARC Station closer to I-270) o Clarksburg to Frederick (2 Reversible Express Lanes; 3 GP in each direction). - 144' ROW <p>Additional Comments:</p> <ul style="list-style-type: none"> · Project messaging should be similar to the I-66 Outside the Beltway multi-modal express lane project (Attached) · Develop Transit Service Plan between Virginia and Maryland (Attached) · All Manage lanes should be free to HOV users with three people. · Additional Park and Ride Lots need to be developed/expanded along I-270 corridor · Brunswick MARC service improvements need to aligned with upgrades to I-270 · HOV-3 use the Intercounty Connector (ICC) for free with an E-ZPass Flex set to HOV |
|-----------|----------|------------|-------|---|

mode.

- Develop strategies to shift traffic from I-495 between I-270 and I-95 to the ICC.
- Considerations should be made for a ped/bicycle crossing of the American Legion Bridge.

Interactive Map of Recommendations: goo.gl/hdtCt4

Virginia Resident

| | | | | |
|-----------|----------|------------|-------|--|
| 190502.01 | 5/2/2019 | Individual | Email | <p>Good morning, I'm hoping to get a bit more information on the focus of the May 20 public meeting and comment period announced yesterday on the I-495 NEXT study. The email below indicates the meeting will be on VDOT's environmental study of the project, but it sounds from the 495 NEXT webpage like work on the Environmental Assessment is still underway, and that it won't be made available for review and comment until a future meeting. Is that correct? If so, what type of new information will be available at the meeting that wasn't available for the June 11, 2018 meeting? And will that new information be posted on the project webpage before the June 10, 2019 due date for written comments? Thank you for any additional information you can provide, and please feel free to call me at the number below if it would be easier to reply over the phone.</p> |
| 190501.02 | 5/1/2019 | Individual | Email | <p>Hi VDOT, Anyone living in the 495 traffic mess in McLean knows that the American Legion bridge is too small to handle the 6 lanes on either side of it. The bridge on Georgetown Pike giving access to 495 in a road block now from 4 -7 in both directions. The problem is NOT the fast lanes. The problem is the bridge!</p> <p>How about PROACTIVELY working with Maryland to make it wide? Or add another crossing? THEN and only then, would you be solving traffic issues.</p> |
| 190501.01 | 5/1/2019 | Individual | Email | <p>If VDOT doesn't assist Maryland in widening the American Legion Bridge, they will only block all lanes near Georgetown Pike. The exit will become a parking lot. The bridge on Georgetown Pike blocks up so that people entering 495 block local residents -ME! Georgetown Pike will become unusable! I commute to Maryland for work - you're killing me.</p> <p>Please study the traffic on multiple days Mon - Fri from 4 -7! It's awful already.</p> |