The Virginia Department of Transportation (VDOT) held a public information meeting on May 20, 2019, at Cooper Middle School in McLean regarding plans to extend the I-495 Express Lanes by approximately three miles from the Dulles Toll Road interchange to the vicinity of the American Legion Bridge. The meeting was scheduled from 6:30 p.m. until 8:30 p.m. and featured an open house period for the public to review displays and ask questions, followed by a presentation at 7 p.m. and a question and answer session. The meeting concluded around 9 p.m.

Materials, including the brochure, comment sheet, presentation and exhibits, were available at the meeting and posted on the study’s website (495northernextension.org) on May 20, 2019. The public was invited to submit comments at the meeting in writing, individually to a court reporter, or following the meeting by mail, email, and online. Meeting attendees also had an opportunity to ask questions during the question and answer session following the presentation. The deadline for received comments to be included in the meeting summary report was initially set for June 10, 2019, but was extended until June 18, 2019.

Meeting Attendance:

- Approximately 225 people attended the meeting
- 207 people signed in
- Elected officials in attendance included Fairfax County Supervisor John Foust (Dranesville District), and representatives from the offices of Congresswoman Jennifer Wexton (10th District), Senator Barbara Favola (31st District), Senator Jennifer Boysko (33rd District), and Delegate Kathleen Murphy (34th District).
- Representatives from several media outlets, including Channels 4, 5, and 7 attended the meeting. Additional coverage included WTOP Radio and TysonsReporter.com.
- Representatives from the Maryland Department of Transportation were also on hand with information about the Maryland NEPA study for I-495 and I-270 expansion.

Comments Provided at the Meeting:

- Seven comment sheets were submitted at the meeting
- Twenty-three people spoke from the microphone during the question and answer session, including one attendee who spoke twice. Several audience members asked questions, made comments, or otherwise interjected during the question and answer period
- No individual comments were provided to the court reporter

Comments Provided by Mail, Email or Online:

- 110 comments were received by mail, email or online, including:
  - 6 comment sheets were received by mail
  - 70 comments were received by email
  - 34 comments were submitted online at 495northernextension.org
Organizations submitting comments included the McLean Citizens Association Transportation Committee, Saigon Citizens’ Association, Potomac Heritage Trail Association, and the Southern Environmental Law Center.

Summary of Comments and Responses:

Comments and questions received during the comment period (May 1, 2019-June 18, 2019) are summarized and responded to in Attachment A. Attachment B includes the full text of all public comments received.

Comments and questions covered a range of topics, to include:

- Coordination with the Maryland I-495/I-270 project, to include timing, traffic modeling, assumptions, and feasibility
- Need for American Legion Bridge improvements and belief that the project is not worth doing without improving the American Legion Bridge
- Project impact on traffic on roads in McLean and Great Falls, especially on Georgetown Pike and Balls Hill Road
- Support for shared-use path and other bicycle and pedestrian improvements
- Public-private partnerships, project procurement, and the agreement with Transurban
- Concern about impacts on Scotts Run Nature Preserve and the George Washington Memorial Parkway
- Effectiveness of express lanes
- Noise impacts and noise walls
- Right-of-way impacts on nearby properties
- Public involvement and input to the project

Attachment C is the court reporter’s transcript of the question and answer session during the May 20, 2019, public information meeting.
### Summary of Comments Received About the Study

<table>
<thead>
<tr>
<th>Comment/Question</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Coordination with Other Jurisdictions</strong></td>
<td></td>
</tr>
<tr>
<td>Federal Highway Administration</td>
<td>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.</td>
</tr>
<tr>
<td>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?</td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td>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 &amp; I-270 Managed Lanes Study visit 495-270-p3.com.</td>
</tr>
<tr>
<td>3  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.</td>
<td>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.</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>Regional</th>
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</table>

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.

<table>
<thead>
<tr>
<th>National Park Service</th>
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<td>5</td>
</tr>
</tbody>
</table>

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) *de minimis* 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:
<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Air quality analysis;</td>
<td>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.</td>
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<tr>
<td>• Alternatives analysis;</td>
<td></td>
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<tr>
<td>• Hazardous materials;</td>
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<td>• Historic resources;</td>
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<tr>
<td>• Indirect and cumulative effects;</td>
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<tr>
<td>• Natural resources;</td>
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<tr>
<td>• Noise analysis;</td>
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<tr>
<td>• Socioeconomic and land use analysis; and</td>
<td></td>
</tr>
<tr>
<td>• Traffic analysis.</td>
<td></td>
</tr>
<tr>
<td>Why is VDOT preparing an EA, not an Environmental Impact Statement (EIS)?</td>
<td>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.</td>
</tr>
<tr>
<td>Is the study being done in compliance with NEPA? Is this level of study adequate?</td>
<td></td>
</tr>
<tr>
<td>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?</td>
<td>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.</td>
</tr>
<tr>
<td>Will there be an independent review of VDOT’s studies for FHWA’s decision regarding the environmental document?</td>
<td>FHWA reviews the Environmental Assessment and the associated technical studies and makes an independent finding as to environmental impact.</td>
</tr>
<tr>
<td>How will potential negative environmental impacts be mitigated? Mitigating environmental impacts may be prohibitively expensive.</td>
<td>Mitigation of environmental impacts differs for various impacts that are identified in the environmental analysis. Mitigation costs would</td>
</tr>
<tr>
<td></td>
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<tr>
<td><strong>Who will handle impact evaluations and mitigation costs?</strong></td>
<td>be included as part of the project cost.</td>
</tr>
<tr>
<td>11</td>
<td>Request for original 2005 environmental study to be posted online.</td>
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<tr>
<td></td>
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</tr>
<tr>
<td><strong>Parks</strong></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td>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?</td>
</tr>
<tr>
<td></td>
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<tr>
<td><strong>Stormwater Management</strong></td>
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</tr>
<tr>
<td>13</td>
<td>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?</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Noise</strong></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>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?</td>
</tr>
</tbody>
</table>
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.

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](http://www.virginiadot.org/projects/pr-noise-walls-about.asp).

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.

Subsequent community meetings may allow for further refinement of the abatement design, keeping in mind the acoustic, engineering, and safety considerations.

<table>
<thead>
<tr>
<th>15</th>
<th>What will be the impact on traffic and noise on the GWMP with and without the additional express lanes ramps from I-495?</th>
<th>Traffic and noise analyses are currently in progress which will address the ramp configuration at the George Washington Memorial Parkway.</th>
</tr>
</thead>
</table>

**Design**

<table>
<thead>
<tr>
<th>General</th>
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</thead>
<tbody>
<tr>
<td>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</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>Comment</td>
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</tr>
<tr>
<td><strong>17</strong> 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?</td>
</tr>
<tr>
<td><strong>18</strong> 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.</td>
</tr>
<tr>
<td><strong>19</strong> 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.</td>
</tr>
<tr>
<td><strong>20</strong> 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.</td>
</tr>
<tr>
<td><strong>American Legion Bridge</strong></td>
</tr>
<tr>
<td><strong>21</strong> 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.</td>
</tr>
<tr>
<td><strong>22</strong> Has VDOT considered overlapping the left lanes of northbound and southbound I-495 on the last curve before the American Legion Bridge?</td>
</tr>
<tr>
<td><strong>23</strong> How will the six lanes (two express lanes and four general purpose lanes) merge onto the four-lane bridge itself?</td>
</tr>
<tr>
<td>Comment</td>
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<tr>
<td>------------------------------------------------------------------------</td>
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<tr>
<td>George Washington Memorial Parkway</td>
</tr>
<tr>
<td>24 Like the special new connection to GWMP and extra lanes.</td>
</tr>
<tr>
<td>25 Concerned about the proposed flyover ramps that will connect the express lanes to the GWMP.</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>28 I am concerned about the additional exit at GWMP as it might confuse drivers.</td>
</tr>
<tr>
<td>Live Oak</td>
</tr>
<tr>
<td>29 Concerned about the proposed flyover near Green Oak Drive.</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>Georgetown Pike</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>Comment Number</td>
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<tr>
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<td>36</td>
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</table>
### Traffic

#### Analysis

<table>
<thead>
<tr>
<th>Question</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>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)?</td>
<td>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.</td>
</tr>
<tr>
<td>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</td>
<td>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</td>
</tr>
<tr>
<td>Extension nor expanded capacity on I-495 at the American Legion Bridge have been built.</td>
<td>American Legion Bridge or inclusion of the Maryland I-495 proposed improvements.</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>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?</td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
</tr>
</tbody>
</table>

| 42 | Any increase in Virginia traffic would only compound the very severe congestion problem on the Beltway. That should not be allowed to happen. | Comment noted. |

| 43 | Conduct traffic studies on multiple days (e.g., Monday-Friday between 4 p.m. and 7 p.m.). | 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 | 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 | 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>
<table>
<thead>
<tr>
<th>Question</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>changing the number of people in the vehicles. The only way to reduce</td>
<td>according to the regional travel demand model.</td>
</tr>
<tr>
<td>the congestion is to reduce the vehicles.</td>
<td></td>
</tr>
<tr>
<td>45 There is a wide body of research detailing the impact of building</td>
<td>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.</td>
</tr>
<tr>
<td>new roads on traffic -- in fact, after an initial improvement, traffic</td>
<td></td>
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<tr>
<td>returns to the same levels as before, for several well-documented</td>
<td></td>
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<tr>
<td>reasons.</td>
<td></td>
</tr>
<tr>
<td>General</td>
<td></td>
</tr>
<tr>
<td>46 I like the possibility that congestion in the area may eventually be</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>relieved.</td>
<td></td>
</tr>
<tr>
<td>47 What will be done to manage the additional bottlenecks caused by</td>
<td>VDOT and the Developer / Design-Contractor will develop and maintain a project Transportation Management Plan that will address traffic operations issues during construction.</td>
</tr>
<tr>
<td>construction?</td>
<td></td>
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<tr>
<td>48 Is there a specific proposal to improve safety and address speeding</td>
<td>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.</td>
</tr>
<tr>
<td>on I-495 (not just for this segment of I-495)?</td>
<td></td>
</tr>
<tr>
<td>49 One of the major issues to be addressed is the ability of the police</td>
<td>Traffic enforcement issues are being coordinated with appropriate law enforcement authorities.</td>
</tr>
<tr>
<td>to monitor and control traffic from Georgetown Pike to the Maryland</td>
<td></td>
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<tr>
<td>side of the American Legion Bridge. Input from the Maryland State</td>
<td></td>
</tr>
<tr>
<td>Police should be included in the design criteria for patrolling and</td>
<td></td>
</tr>
<tr>
<td>enforcement areas.</td>
<td></td>
</tr>
<tr>
<td>George Washington Memorial Parkway</td>
<td></td>
</tr>
<tr>
<td>50 How will the project affect the George Washington Memorial Parkway?</td>
<td>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.</td>
</tr>
</tbody>
</table>

Live Oak
## Live Oak Drive and Balls Hill Road becoming a through street

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.

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.

The proposed project is anticipated to reduce cut-through traffic on neighborhood streets and roads parallel to the Beltway.

---

## Concern regarding traffic volumes on and near Georgetown Pike and Balls Hill Road, which impacts local residents.

Concern regarding traffic volumes on and near Georgetown Pike and Balls Hill Road, which impacts local residents.

After the 495 Express Lanes opened, there was a drastic increase in traffic on Georgetown Pike.

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.

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).

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.

---

## 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?

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?

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.

---

## 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

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

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.
<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>55 &quot;Local Traffic Only&quot; signs should be installed on side roads to prevent/curtail cut through traffic with police enforcement.</td>
<td>VDOT and Fairfax County have undertaken a study to assess traffic calming measures to reduce cut-through traffic in McLean neighborhoods near the Beltway.</td>
</tr>
<tr>
<td>56 What are the phased construction and traffic congestion impacts for I-495 and surrounding neighborhoods throughout construction? How will traffic impacts be mitigated?</td>
<td>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.</td>
</tr>
<tr>
<td>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?</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Bicycle &amp; Pedestrian</strong></td>
<td></td>
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<tr>
<td>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.</td>
<td>Comments noted.</td>
</tr>
<tr>
<td>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?</td>
<td>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. 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. As requested by the National Park Service, there will be no...</td>
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connections between the proposed shared-use path along I-495 and the Potomac Heritage National Scenic Tail, which accommodates only foot traffic.

Community input is welcome related to proposed trail as part of this project and future projects.

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| 60 | 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 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.

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. |

A trail connection between Old Dominion and Lewinsville Road has been added to the proposed design being considered.

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. |

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<td>61</td>
<td>When will additional information about potential right of way impacts be available? What is the estimated amount of impacted right of way?</td>
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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 |
property acquisitions or relocations are proposed. Planning-level estimates are subject to change as the project design advances.

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.

**62** Will any residential properties be impacted? If so, how will property owners be compensated? Will VDOT assist with relocation services?

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 *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* (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.


**Express Lanes**

**63** 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? Why are the express lanes and general purpose lanes separated?

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.

**64** 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

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.
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<td>Beltway access ramps, and HOVs require a special E-ZPass.</td>
<td>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. 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.</td>
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<tr>
<td>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?</td>
<td>Travelers in vehicles with three or more occupants (HOV-3) and buses will travel free with an E-ZPass transponder in “flex mode”. Travelers in vehicles with fewer than three occupants can choose to...</td>
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<td>Express lanes are unaffordable to the average commuter on a daily basis. How much will it cost to travel in the express lanes?</td>
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**Procurement**

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<td>How was Transurban selected?</td>
<td>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. 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. 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.</td>
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<tr>
<td>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?</td>
<td>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. 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 proposal.</td>
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<tr>
<td>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.</td>
<td>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.</td>
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<td><strong>68</strong> What are the terms and conditions of the agreement, including the duration and what happens afterwards?</td>
<td>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: <a href="https://www.p3virginia.org/projects/i-495-express-lanes/">https://www.p3virginia.org/projects/i-495-express-lanes/</a> Should an agreement be reached with Transurban, it is anticipated that revisions will be made to the current ARCA.</td>
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<td><strong>69</strong> To what extent are the economic benefits to Transurban offset by payment to the Commonwealth for acquiring and/or using public land?</td>
<td>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.</td>
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<td><strong>70</strong> 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?</td>
<td>VDOT is performing a study to analyze a publicly funded and administered alternative as well as a competitively bid P3 alternative.</td>
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<td><strong>71</strong> 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?</td>
<td>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.</td>
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<tr>
<td><strong>72</strong> What is the estimated cost of the project? What financial data will VDOT disclose about the P3 contract and express lanes operations?</td>
<td>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.</td>
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<td><strong>Information regarding financial data that can be released will be posted on the project website when it is available.</strong></td>
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<td><strong>Get per car revenue from Transurban -- not upfront cash! Fix the 75 year windfall they are getting before extending it. NO MORE PRIVATE PARTNERS.</strong></td>
<td>Comment noted.</td>
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<td><strong>Process &amp; Public Involvement</strong></td>
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<td><strong>74</strong></td>
<td><strong>How many people attended the public information meeting on June 11, 2018?</strong></td>
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<td><strong>75</strong></td>
<td><strong>What information was presented during the May 20, 2019 public information meeting? Is it available online?</strong></td>
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<td><strong>76</strong></td>
<td><strong>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.</strong></td>
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<td><strong>77</strong></td>
<td><strong>Will an independent decision regarding the 495 NEXT Project be made without input from VDOT and Transurban?</strong></td>
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<td>78</td>
<td>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?</td>
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<td>79</td>
<td>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?</td>
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<td>80</td>
<td>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. 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</td>
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<tr>
<td>Concerns</td>
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<td>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?</td>
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<td>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.</td>
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<td>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”).</td>
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<td>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.</td>
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<td>More community meetings than mentioned are needed.</td>
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<td>The study team is available to meet with homeowners associations, civic associations, and other community groups to present and discuss the study.</td>
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<td>Please provide a venue where the public can view prior comments and responses.</td>
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<td>Comments and responses are posted on the project website.</td>
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<td>Numerous conflicts of interest concerns exist. There have been no thorough, independent or transparent reviews of environmental, noise and traffic studies (assessments or models).</td>
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<td>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.</td>
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<td>Request for an independent review of VDOT’s practices, management and decision making as it pertains to public notice, transparency and input.</td>
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<td>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 <a href="http://www.virginiadot.org/business/resources/locdes/Public_Involvement_Manual.pdf">http://www.virginiadot.org/business/resources/locdes/Public_Involvement_Manual.pdf</a>.</td>
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| What is the current schedule? When will the extension of the express lanes be open to traffic? | The anticipated schedule is subject to change as more information is available and is as follows:  
  - 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 |

**Other (Including Comments Outside the Scope of the 495 NEXT Study)**

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<td>Does the study take future technological advancements into account?</td>
<td>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.</td>
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<tr>
<td>The 495 Northbound Shoulder Lane Use project has been removed from the website.</td>
<td>Previous studies have now been added to <a href="http://www.495NorthernExtension.org">www.495NorthernExtension.org</a>.</td>
</tr>
</tbody>
</table>
| 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. | 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.  

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.  

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.  

The American Legion Bridge is jointly owned by Maryland and Virginia. Maryland’s I-495/270 study is an EIS and includes the... |
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<td>91</td>
<td>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.</td>
<td>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 <a href="http://www.virginiadot.org/projects/resources/NorthernVirginia/Handouts_for_5-9-18_McLean_Meeting.pdf">http://www.virginiadot.org/projects/resources/NorthernVirginia/Handouts_for_5-9-18_McLean_Meeting.pdf</a>. 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. 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.</td>
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<tr>
<td>92</td>
<td>The Saigon Citizens Association asks that VDOT not use the Saigon neighborhood as a storage area for their road building equipment.</td>
<td>Comment noted. VDOT works with contractors to minimize impact on adjacent communities to the extent possible.</td>
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<tr>
<td>93</td>
<td>Like the fact that it will ease traffic. I also like the urgency of the plan.</td>
<td>Comment noted.</td>
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<tr>
<td>94</td>
<td>The solution is to add another crossing. Has VDOT considered another bridge crossing further west, specifically on Seneca Road?</td>
<td>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</td>
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<td>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).</td>
<td>This comment is outside the scope of this study.</td>
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<td>96. Focus here and now on today's issues like back up around the Route 7 and 123 interchanges.</td>
<td>Areas outside of these study limits are under separate review and evaluation for future projects.</td>
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<td>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.</td>
<td>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.</td>
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<td>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.</td>
<td>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.</td>
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<td>190618.02</td>
<td>6/18/2019</td>
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</table>
In reference to the I-495 Express Lanes Northern Extension Study, I would like to provide the following comments:
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 insist that you take pause, work with MDOT and FWHA and find a better solution that safeguards our future.
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 (FCP, 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.
that can reach trail on north (purple) or south (blue) side of Old Dominion
Following are Comments submitted to VDOT for PHASED HOTLanes Deadline, June 18, 2019:
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.
I am submitting His Comments to Officials and again to VDOT PHASED Comment Site for “Summary”.
I am also submitting the following email Comments to VDOT Comment Site and Officials for review and “Summary”.
I think Pat Lynch's Comments about VDOT Traffic Study that includes a “Phantom” New Bridge to MD are important to consider.
A Faulty Study Premise Base will not provide Accurate Traffic Impact and Congestion Data for VDOT PHASED HOTLanes…. for 495 and VA Neighborhood Traffic.
* What is Maryland’s Start Date of New Bridge Construction? VDOT DATA, Officials and Public need to know.
* How long will this New Bridge take to Build? VDOT DATA, Officials and Public need to know.
* Has NPS ( National Park Service ) agreed to transfer to Maryland and VDOT Needed Parkland for Bridge Construction?
* If not, when is Process for Act of Congress for VDOT to seize Parkland to begin? Who will initiate Process? How long will Process take?
Without this Vital Information and consideration of this information, VDOT’s PHASED Schedule for 2020 Start Build and Data are meaningless.
* Has NPS agreed to give VDOT Historic Parklands to construct PHASED HOTLanes to before Current American Legion Bridge and for Flyover Ramp to G W Parkway?
The G W Parkway is NPS Land and Scotts Run is Fairfax County Park Authority. The right of way cannot be acquired from NPS and Fairfax Park Authority.
* Has Potomac Historic Trails agreed to give VDOT Necessary Parkland to construct PHASED HOTLanes and new Live Oak Bridge?
VDOT 495 NEXT STAFF....Please do not submit illogically based Traffic Studies based on A Nonexistent New American Legion Bridge to Public and Officials for PHASED Project Approval, until these Questions are Officially Answered.
Residents want to Know PHASED Traffic Congestion Impacts to CHOKE POINT BEFORE Current American Legion Bridge.
What are the PHASED Plan’s Congestion Impacts to other Choke Points at I 267 Interchange,
the Ramps to and from Dulles Connector, Ramps to and from 123 during Rush Hours? Residents want to know PHASED Project CONSTRUCTION IMPACTS for 495 and Neighborhood Traffic.

Congestion Impacts for how many years of building construction?
When will PHASED Lanes begin? How will PHASED Lanes alone Increase/decrease Congestion until 2045?

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?

VDOT PHASED Traffic Congestion Studies should show General Improvement for All, not only HOTLane Drivers.

VDOT PHASED Plan Studies should Prove Immediate Congestion Improvements for Everyone before it is allowed to go forward.

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.
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.

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:
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 Amendment Please place Online for Public and Officials’ Review.2005 ENVIRONMENT LAW......ORIGINAL STUDY Please place Online for Public and Officials’ Review ASAP. TOLLING & REVENUE BONDS CONTRACTS AND AGREEMENTS Please place Tolls and Revenue Bonds Agreements (Original and Current) with Transurban Online for Public & Officials’ Review ASAP.

TOLLING GUARANTEES FOR TRAFFIC SPEED IN GENERAL LANES
Will 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 DECISIONS SHOULD VDOT-HIRED COMPANY REVIEW STUDY DATA? COST BENEFIT STUDY FOR PHASED...
HOTLANES VDOT Study should be conducted Independently and placed Online ASAP. BUILD FOR PROFIT STUDYs 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 Independently?

BILL 662 BILL’S ORIGINAL INTENTs Bill’s Original Intent being Honored by VDOT? Delegate Murphy and Senator Favola appear to recall that Bill 662 was for Comprehensive Environmental IMPACT Study, 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 Stud? SHOULDER LANE EXTENSION TO BEFORE AMERICAN LEGION BRIDGE 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 Bridge.....Stop
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 ENVIRONMENTAL 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 VDOT .... not 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.
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
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.

consideration of these comments, and please do not hesitate to contact me if there are any questions.
Dear VDOT:
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. I therefore join my concerned neighbors in pleading for VDOT to press pause on this plan. Respectfully, and with thanks for all you to do improve transportation for us,
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).

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.”

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.

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.

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:
(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.

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.

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.
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.
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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. 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, Balls Hill Road and the Beltway. Traffic flow from Georgetown Pike 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.
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<td>What features of the preliminary concept plans and options of the I-495 NEXT study do you like? What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about? 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. Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Additional comments, suggestions, or questions you have about the I-495 NEXT study. 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.</td>
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<td>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.</td>
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<td>6/10/2019</td>
<td>Legal Counsel</td>
<td>Email</td>
<td>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.</td>
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What features of the preliminary concept plans and options of the I-495 NEXT study do you like?
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.

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Additional comments, suggestions, or questions you have about the I-495 NEXT study.
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.

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?

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.
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 do is funnel more traffic to the choke point.

Please do not pursue this course of action. 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.
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 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.
Dear VDOT:

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.

I therefore join my concerned neighbors in pleading for VDOT to press pause on this plan. Respectfully, and with thanks for all you to do improve transportation for us,
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: 

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- 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 FWHA and find a better solution that safeguards our future.
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 FWHA and find a better solution that safeguards our future.
Individual

Email

â™œ-495 Express Lanes Northern Extension Studyâ™œ -- 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 doesnâ€™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 Scottâ€™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.

Individual

Email

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.
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<td>6/10/2019</td>
<td>Elected</td>
<td>Email</td>
<td>Susan and Abi: 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.</td>
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<td>6/10/2019</td>
<td>Individual</td>
<td>Email</td>
<td>What features of the preliminary concept plans and options of the I-495 NEXT study do you like? I like extending the toll road to the American Legion bridge. What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about? Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Additional comments, suggestions, or questions you have about the I-495 NEXT study.</td>
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<td>Individual</td>
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<td>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</td>
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Greetings, Abi.

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.

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.

We very much look forward to hearing back from you.

Thank you,

Enclosures:
Petition
Attachments #1-5
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<td>190609.17</td>
<td>6/9/2019</td>
<td>Email</td>
<td>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.</td>
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<td>190609.16</td>
<td>6/9/2019</td>
<td>Email</td>
<td>Dear Mr. Lerner, 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. 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...</td>
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posed by high tension electrical transmission lines and the Swinks Mill Substation and accommodate this request with little difficulty.
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
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.
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<td>6/9/2019</td>
<td>Individual</td>
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<td>I Vote NO to PHASED HOT Lanes. I Vote NO to HOT Lanes that Further Harm our 495 Drivers &amp; 495 North Traffic Congestion, Area Traffic Congestion, McLean Traffic Congestion, Neighborhood Traffic Congestion, Infrastructure, Parklands &amp; Historic Parklands, Homes, Property Values, Tax Base, Pollution Levels, and the Health &amp; Wellbeing of our Area Families and Children. Your traffic decisions have ruined an entire community.</td>
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| 190609.11 | 6/9/2019 | Individual | Email | 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. |
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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 Comments 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’ 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
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,
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<td>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 â€œworking areaâ€ 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 isnâ€™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</td>
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special EZPass. Given this, wouldn’t it make more sense to add an addition 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.

190609.07 6/9/2019  Individual  Email  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.

190609.06 6/9/2019  Individual  Email  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
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| 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 (referred to as expanded capacity) 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.
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<td>6/9/2019</td>
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<td>COMMENTS IN OPPOSITION TO PROPOSED EXTENSION OF I-495 EXPRESS LANES, AND IN SUPPORT OF IMMEDIATE MITIGATION OF TRAFFIC CRISIS ON GEORGETOWN PIKE</td>
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**SUMMARY**

These 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.

**BOTTLENECK CREATED BY PRIOR EXPRESS LANE CONSTRUCTION**

The 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.

**IMPACT ON GEORGETOWN PIKE**

The 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.

**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
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.
What features of the preliminary concept plans and options of the I-495 NEXT study do you like?
I like the focus on many or the traffic issues.

What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?
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

Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting?
Additional comments, suggestions, or questions you have about the I-495 NEXT study.

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 through 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)
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<th>190609.02</th>
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<th>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.</th>
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<td>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.</td>
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| 190609.01 | 6/9/2019 | Individual | Email | What features of the preliminary concept plans and options of the I-495 NEXT study do you like?  
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!  
What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?  
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.  
Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting?  
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 Scottâ?’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 Scottâ?’s Run park area.  
Additional comments, suggestions, or questions you have about the I-495 NEXT study |
What features of the preliminary concept plans and options of the I-495 NEXT study do you like? The special new connection to GW Parkway. 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.

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| 6/8/2019   | Individual | What features of the preliminary concept plans and options of the I-495 NEXT study do you like?  
|            |       | absolutely none                                                        |
|            |       | What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about?  
|            |       | all of them                                                            |
|            |       | 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  
|            |       | 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.  
|            |       | 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.  
| 6/8/2019   | Individual | 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.  

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.
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 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...
on drivers who are almost entirely from Maryland, while providing critically needed relief for residents of McLean and Great Falls.
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.

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.

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.

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.

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 it’s 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
delay traffic in a big way. It’s not just volume. It’s chaos, blocking the box and awkward or illegal merges and joins.
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.

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.

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:

--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.
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.

--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.

--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”).

Thank you for your consideration of our above-outlined concerns.
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 into a joint plan and execution with Maryland DOT? How the loss of parkland and impact on the remaining
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.
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.

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.

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.
| 190528.02 | 5/28/2019 | Individual | Email | 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! |
| 190528.01 | 5/28/2019 | Individual | Email | What features of the preliminary concept plans and options of the I-495 NEXT study do you like? I recognize you have made an effort to minimize the taking of private property which is appreciated. What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about? 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. Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Additional comments, suggestions, or questions you have about the I-495 NEXT study. |
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.
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.
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<td>5/26/2019</td>
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<td>Email</td>
<td>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.</td>
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<td>5/23/2019</td>
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<td>I attended the meeting May 20 at Cooper Middle School. Thank you for the update. 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. Or have a Q and A session with the 3 by 5 cards, then followed afterwards by a public comment period. 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. I also wish there had been a discussion of alternative transportation options being considered, such as Bus Rapid Transit. 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? 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. Thanks for reading this.</td>
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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. 

Thanks for your time and energy.
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<td>5/22/2019</td>
<td>Individual</td>
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<td>I like the possibility that congestion in the area may eventually be relieved. I am glad there are no plans to relocate residents. What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about? 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. Do you have any additional comments or suggestions regarding the information provided at the May 20, 2019 Public Information Meeting? Additional comments, suggestions, or questions you have about the I-495 NEXT study. Can local residents see a copy of the next version of the design plan before the next public hearing?</td>
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<td>5/22/2019</td>
<td>Individual</td>
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<td>I saw on your web site at <a href="http://www.495northernextension.org/public_meetings/default.asp">http://www.495northernextension.org/public_meetings/default.asp</a> 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.</td>
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<td>190522.03</td>
<td>5/22/2019</td>
<td>Individual</td>
<td>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.</td>
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<td>190522.02</td>
<td>5/22/2019</td>
<td>Individual</td>
<td>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!</td>
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<td>190522.01</td>
<td>5/22/2019</td>
<td>Individual</td>
<td>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 &amp; 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.</td>
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<td>190521.06</td>
<td>5/21/2019</td>
<td>Individual</td>
<td>Email</td>
<td>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?</td>
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<td>190521.05</td>
<td>5/21/2019</td>
<td>Individual</td>
<td>Email</td>
<td>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&amp;O towpath, and some forward thinking on connections across the river can only benefit all. Thanks for your consideration,</td>
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<td>190521.04</td>
<td>5/21/2019</td>
<td>Individual</td>
<td>Email</td>
<td>STOP Beltway expansion past Georgetown Pike to American Legion Bridge ! Do NOT add 4 lanes. Do NOT confiscate National Park land !</td>
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<td>5/21/2019</td>
<td>19:05</td>
<td>Individual Email</td>
<td>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 can't 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 bottlenecks 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.</td>
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<td>5/21/2019</td>
<td>17:30</td>
<td>Individual Email</td>
<td>It is the worst project I have ever seen without the expansion of the bridge the gridlock will be worst 9 lane going to 4 lane bridge</td>
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<td>5/21/2019</td>
<td>14:34</td>
<td>Individual Email</td>
<td>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&amp;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.</td>
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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.

190520.13

Individual

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.
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<tr>
<td>190520.12</td>
<td>5/20</td>
<td>Individual</td>
<td>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. 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, Design 495 S to 267 for regular traffic. Focus here &amp; not on today’s issues like back up around the Route 7 &amp; 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. VDOT needs to support their studies - prove prior estimates as a starting point.</td>
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<td>190520.11</td>
<td>5/20</td>
<td>Individual</td>
<td>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 &amp; 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 &amp; 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!</td>
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<td>190520.10</td>
<td>5/20</td>
<td>Individual</td>
<td>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 &amp; land from MD 2) Even if they don’t build a new bridge let the 2 lanes extend over bridge &amp; force outer lanes into the 2 lanes leftover.</td>
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<td>190520.09</td>
<td>5/20</td>
<td>Individual</td>
<td>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</td>
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<td>190520.08</td>
<td>5/20/2019</td>
<td>Individual</td>
<td>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 &amp; GW Parkway traffic merge. Even w/o an expansion of the bridge &amp; express lanes by Maryland, the extension of the express lanes will move the bottleneck closer to the Md. state line &amp; 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 &amp; Balls Hill Road becoming a through street seems counterproductive &amp; harmful to McLean communities &amp; could add more traffic to Georgetown Pike &amp; 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 &amp; Nat'l Park Service to widen Clara Barton &amp; create through road from Md down the river to DC similar to the GW Pkwy. Also short term - need to install &quot;local traffic only&quot; signs on side roads to prevent/curtail cut throughs, &amp; have police enforce it.</td>
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<td>190520.07</td>
<td>5/20/2019</td>
<td>Individual</td>
<td>What features of the preliminary concept plans and options of the I-495 Northern Extension study do you like? Can you post the affected &quot;Right of Way&quot; may be affected by the project? Identify the length of &quot;ROW&quot; 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 &amp; 43 exists south bound needs to looking at it.</td>
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<td>190520.06</td>
<td>5/20/2019</td>
<td>Individual</td>
<td>What features of the preliminary concept plans and options of the I-495 Northern Extension study do you like? The feature that says &quot;Do Nothing.&quot; 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.</td>
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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.

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?

What features of the preliminary concept plans and options of the I-495 NEXT study do you like? 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. What features of the preliminary concept plans and options of the I-495 NEXT study do you have concerns about? 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. 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" assumptions were rather arcane as there were multiple potential assumptions that were being made, so it was difficult to digest. 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
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.

190520.02 5/20/2019 Individual Email Hello- Could I please get a copy of the posters and presentation from tonight’s meeting? Thank you,
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| 5/20/2019  | Email from individual regarding community    | 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:  

(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?  

(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?  

(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?  

(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?  

(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>| 5/16/2019  | Email from individual asking about Cooper    | 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. |
| 5/9/2019   | Email from individual about traffic          | 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>
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<td><strong>5/9/2019</strong></td>
<td>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.</td>
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<td><strong>5/6/2019</strong></td>
<td>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?</td>
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Please consider the following comments regarding the I-495 & I-270 Managed Lanes Project:

Recommend scaling back the project to the segments below:

I-495 between from George Washington Parkway in Virginia to I-270 Spur

- 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.

I-270 from I-495 Spur to I-370

- 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
  - At Montgomery Mall
  - At/Near Wootton Pkwy or Montrose Road (Near Preserve Parkway)
  - 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)

- 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

- Median Highway Bus Rapid Transit Station near Metropolitan Grove MARC Station (Shift MARC Station closer to I-270)

- Clarksburg to Frederick (2 Reversible Express Lanes; 3 GP in each direction). - 144’ ROW

Additional Comments:

- 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
· 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
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<td>5/2/2019</td>
<td>Email</td>
<td>Individual</td>
<td>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.</td>
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| 5/1/2019   | Email | Individual                       | 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!

How about PROACTIVELY working with Maryland to make it wide? Or add another crossing? THEN and only then, would you be solving traffic issues. |
| 5/1/2019   | Email | Individual                       | 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.

Please study the traffic on multiple days Mon - Fri from 4-7! It’s awful already. |
ATTACHMENT C

VIRGINIA DEPARTMENT OF TRANSPORTATION

* * * * *

I-495 EXPRESS LANES
NORTHERN EXTENSION STUDY

Monday, May 20, 2019
Cooper Middle School
977 Balls Hill Road
McLean, Virginia 22101
6:30 p.m.
PRESENT

ABI LERNER, PE
Associate Manager of Special Project Development
Virginia Department of Transportation

KEN CONNORS
Project Manager
Virginia Department of Transportation

SUSAN SHAW, PE
Director of Megaprojects
Virginia Department of Transportation

AMANDA BAXTER
Kimley-Horn
MR. CONNORS: So, ways to submit your questions and comments for tonight, of course you can submit a comment in person tonight, we have a comment form either by in person, you can mail it in or you can email it to us or go through the website and submit it that way.

All comments need to be received by June 10th to be included in the official summary that will summarize tonight’s meeting and comments.

So, with that at this time, I think the moment everyone’s been waiting for, I would like to introduce Ms. Susan Shaw. Ms. Shaw is the VDOT Northern Virginia Megaprojects Director and she is here, along with the rest of the VDOT team, to answer any questions you may have.

So, I believe we are lining up here by the microphone. (Indicating)

MS. SHAW: Yeah, and what you weren’t waiting for is to hear me but to be able to ask your questions. I did want to just lay some ground rules a little bit tonight.

I just ask you to be cognizant of your neighbors and friends that are here. This is an
opportunity for you to ask questions, it’s not really set up as a comment forum but more for you to ask questions. We’ve got a team of people up here that may come up and help answer some of those questions.

We don’t have a clock sitting here timing people, so we’re going to trust that you’ll keep your questions succinct and we’re also going to try to keep our answers fairly short just so that we can have time to do this.

And I think what we’ll plan to do is go until about 8:15 or so because I do want to have people have the opportunity to go back and talk to our team that are back at the boards.

Before we start I just wanted to mention a couple of other elected officials that are here. I know Supervisor Foust is here somewhere in the back, I see waving his hand. And we also have representatives for Senator Boysko that’s here. Do I see a hand up? That’s kind of hard to judge. And a representative for Delegate Murphy is also here.

So, thank you all for being there and with that we will start. And I am going to ask that you just keep to one question and then you can go to the back of
the line. As we have time, we’ll allow second questions.

MS. NAWAZ: Hi, my name is Kathleen Nawaz.

I’ve lived in this neighborhood since 1989. And, you
know, obviously as many of us here are, I’m very concerned
about this project and my one question, since I’m limited
to one and not allowed to make a comment, is to what
extent will you take into account the questions, the
comments and perhaps the dissatisfaction of people who
live in this area in making the decision to go or no-go
for this plan?

You know, you I’m sure recall a few months ago
when there was the discussion and debate about potentially
closing the Georgetown Pike access ramp onto 495 and
through the public comment process the decision was
reached to not go that route, and so my question for you
is, does the same hold here?

It seems like this one is further along in
terms of the planning and the design, the analysis. So to
what extent do we actually have a say in the decisions?

MS. SHAW: So, first I would say very --

(Audience applause)

So two very different types of projects. One
was really a transportation solution for a neighborhood
problem where there was a neighborhood cut-through
traffic, this project is a regional transportation
project. And so we will consider local input, we will
consider comments and concerns from direct impact
communities but we will also consider what the
transportation improvements are for the region.

So that’s one of the things that was very
different about the two approaches.

If we only ever allowed direct impact
communities to decide whether we ever provided a regional
transportation project I can tell you we would probably
not provide any. So that’s just the reality of it.

Now, we are going to look at the traffic
benefits. If they’re not there, you know, we don’t have a
project. We need to meet our purpose and need. We need
to look at what the project benefits are. Those three
things, goals and objections that Abi talked about, we’re
going to look at all of that data.

We’re also going to weigh the impacts to the
natural and other environmental, you know, resources in
the project area that are impacted by the project and we
weigh all of that together to make a decision.

MS. NAWAZ: That is helpful to know. I would
also say that I’m really glad to know that you’re actually
going to do the analysis because of course in
transportation there have been many studies that look at
you adding each mile of road, the percent increase in
miles of road ends up increasing VMT, vehicle miles
traveled, by the exact equivalent amount.

So, the fact that you’re going to do analysis
I’m very supportive of and I appreciate your time. Thank
you.

MS. GEORGE LAS: Hi, Susan, thank you. I
missed your memo about one question. I do have a comment
and then I have my one question.

For far too long our community area has been
experiencing many transportation decision surprises by
officials in VDOT.

AUDIENCE MEMBER: Ask your question.

MS. GEORGELAS: I’m sorry. I’m sorry, go
ahead.

MS. SHAW: Thank you.

MS. MERLENE: Hi there. My name is Nicole
Merlene. I’m a candidate for state senate in this
district running against Barbara Favola, the current
incumbent who has moved for legislation on this.
So, my question since we’re limited to one, it seems that one of your intentions has been to increase capacity and your projections look like it will be between 18 to 26 percent increase capacity and you don’t have assurances from Maryland for an expansion of their bridge and we don’t seem to be looking to expand GW, so, do you expect there to be a bottleneck right at that intersection?

(Audience applause)

MS. SHAW: So, we don’t have that traffic analysis just yet. We are audience to have that later in the study.

(General verbal comments from the audience)

But I would say I would expect there to be a bottleneck without increase capacity on the bridge.

(Yelling and audience applause)

Will there be, I think the question is will there be other improvements that we’ll see as part of this project if Virginia goes forward with their project in anticipation of Maryland if there’s a period of time where Maryland isn’t in but we are, is there a benefit and we will be looking at analyses for that as well.

MS. GEORGE: Susan, I’m going to try one
more time, guys, and if this doesn’t work I’ll just ask my question.

For far too long our community area has been experiencing many transportation decision surprises by officials in VDOT without proper public process, public transparency and public input. A few are making major decisions for all of us. It is time, it is time for a serious review of some VDOT projects, an independent review of VDOT practices, management and decision making.

Over 20 years ago, VDOT decided to add five lanes to our Beltway area without proper public process, notice or transparency. I had to stand in the dark alone in front of a VDOT bulldozer that was ripping out our dense area of trees between Live Oak Drive and 495 in front of Langley Club in order to get VDOT to agree to a public meeting about this project.

The five lanes were added, making our area the widest, most congested and polluted of the Beltway. Residents were promised that no more construction, new lanes would be added here, 495 expansion was to continue to Tysons, however it so unwisely morphed into HOT lanes.

A few years ago VDOT wanted to expand HOT lanes up to the American Bridge area. [sic] Citizens from
McLean and Great Falls wisely and overwhelmingly fought against the illegal – the illogical I’m sorry – illogical proposal which would have caused more unwanted congestion and pollution.

Next came the shoulder lane. The shoulder lane extension surprise on 495 north before the American Legion Bridge and GW Parkway. Governor McDonnell quietly signed and funded the project just before leaving office. Residents knew nothing. No public notice, no promised notice, no meeting, no promised environmental testing.

MS. SHAW: Okay, April --

MS. GEORGELAS: I just want to --

MS. SHAW: I don’t want to cut you short but I want to respect the people that are here to ask questions. We will take that comment, but can you go ahead and ask your question --

MS. GEORGELAS: This is -- okay, Susan --

MS. SHAW: -- and then if we have time, if we have time I would like to let you continue your comment, but let’s --

MS. GEORGELAS: Well, this is important because VDOT changed the name of that shoulder lane project from an increased capacity project to an
operational lane in order to avoid environmental testing. Pre-construction traffic studies showed an increase in congestion, travel time and accidents. That’s what we’re living with now, guys. VDOT created this.

This study has been removed from the website. Surprise. VDOT ignored -- VDOT ignored the study, took $20 million of taxpayer money and built anyway. VDOT built a new lane and created a mega merge mess before the American Legion Bridge, added and created nasty neighborhood cut-through traffic.

The merge mess now affects seven lanes across the bridge, including the access ramp to 495 from 193, an illegal right shoulder lane. We are all now jammed with idling, polluting cars, forcing cars back up to the Balls Hill Road and 193 intersection.

Then this year a big surprise for taxpaying residents, Governor Northam signs a contract with Transurba. No public transparency or public input. VDOT now wants to build four new HOT lanes and solve and improve the traffic congestion mess that VDOT created.

VDOT apparently took 20 million of taxpayer money for a place-saving lane for the long wanted Transurba HOT lane project. Well, surprise again.
At the last ramp closure meeting, residents overwhelmingly, regardless of closure position, demanded officials to stop the shoulder HOT lane extension.

VDOT officials, your immediate plan must be to stop the shoulder lane, to ease the merge mess before the bridge and place a police car in the right illegal lane of jammed cars.

MS. SHAW: April, I am going to really just appeal to your good heart to stop and let -- I know you have important comments to make, but there’s a bunch of people in the line behind you and I really want to give them a chance to ask their questions.

MS. GEORGELAS: I want to also add, the other surprise was Bill 662 for this study. Here’s my question.

(General complaints from the audience)

MS. SHAW: Okay, thank you.

(Audience applause)

MS. GEORGELAS: And we’ve been asking for this study for several years and we haven’t gotten it, do HOT lanes reduce congestion on the Beltway and in neighborhood traffic? Where is our study?

MS. SHAW: So, yes, we believe that they do
and we will have traffic studies that look just at that, especially for this extension. You saw the blue lines of the surrounding roadway network that we’re going to be looking at.

AUDIENCE MEMBER: That’s not the question.

MS. SHAW: We have seen reduced congestion on 95 Express Lanes as well as the Beltway, both general purpose lanes have improved, as well we’re providing people with that option to car pool or use transit so that they can have a consistent and reliable trip.

AUDIENCE MEMBER: When you say, “We have seen from this,” are you talking about VDOT and Transurban as in the people who are like also building the lanes or are you talking about studies that have been done from unbiased outside sources?

(Audience applause)

MS. SHAW: So, it would be from VDOT, yes.

AUDIENCE MEMBER: Yeah. Yeah.

AUDIENCE MEMBER: And who benefits from it?

AUDIENCE MEMBER: VDOT and Transurban.

MS. SHAW: Well, VDOT is here to help to try to move more people. That’s our goal.

AUDIENCE MEMBER: Susan --
AUDIENCE MEMBER: And employ more people.

AUDIENCE MEMBER: Yeah. The general lanes, Susan, will remain the same and the hot lanes don’t move people, they’re empty.

MS. SHAW: Okay. Thank you.

MS. WOMACK: Hi, my name is Carrie Womack and I have lived here for 19 years and when you mentioned earlier that the last meeting regarding all of this was last June, I’d like to know how many people were in attendance. We all signed in this evening but I can guarantee you there couldn’t have been a lot of people because nobody knew that this started a year ago in June.

So, how many people?

MS. SHAW: I think we do have those numbers. We have a meeting summary. And if it’s not on our website we’ll make sure that it gets there.

AUDIENCE MEMBER: Seventy-six.

MS. WOMACK: Thank you.

AUDIENCE MEMBER: I want to know why you’re doing a project with the assumption that Maryland is going to be doing it on the other side.

(Audience applause)

Why don’t we have their commitment to widen?
We're letting Maryland people come over here, we're widening it and they should have to have a commitment too.

Why is Transurban not saying okay, we're going to widen it over there as well?

MS. SHAW: Okay.

AUDIENCE MEMBER: We can’t base things on assumptions. And also, why is there no one up here explaining the maps and how much of the Greenway is going to be taken away, showing people?

People are visual. People need things explained. We don’t want to just hear somebody come up here and tell us all their facts, we want to see what is going to be taken exactly and how it’s going to be done and we deserve that and how it’s going to affect that neighborhood.

I had a listing on Live Oak, at the very end, we couldn’t sell it because the Beltway was in their back yard. You couldn’t sit out there for five minutes, you couldn’t even hear yourself think. And we wrote letters to the county talking about the decibels, they were saying the decibels are fine the way they are. They’re absurd. The decibels were -- you couldn’t even hear yourself think.
(Audience applause)

MS. SHAW: So let me answer what I think what your questions were.

So, one is that both Virginia and Maryland have their projects in what we call the approved constrained long-range plan. And so from an environmental, regulatory standpoint we’re required, when we do our traffic study, to include their project because the region has voted to include their project.

Now, we will be doing a sensitivity analysis for the 2025 year, which is an interim year, that will look at our project in place and Maryland not in place.

So, we do understand that people want to kind of understand what that looks like, but from a regulatory standpoint we’re following that regulation.

AUDIENCE MEMBER: I still don’t understand why are you doing a project on this side if it’s just going to cause a bottleneck on that side?

The whole purpose of it is to get rid of the bottleneck and you’re just going to be causing one.

MS. SHAW: I mean the goal --

AUDIENCE MEMBER: So it’s illogical, it’s stupid.
(Audience applause)

MS. SHAW: So I will say we’re coordinating closely with --

AUDIENCE MEMBER: Hello, is anybody up there? VDOT? VDOT?

(Laughter)

AUDIENCE MEMBER: I mean, is anyone there or thinking?

MS. SHAW: So we do have, our partners from Maryland have a couple of boards at the back. We have been meeting with them monthly and on a routine basis.

AUDIENCE MEMBER: Well, you need to get somebody with a brain in there. Thank you very much.

(Laughter)

MS. SHAW: All right.

MS. BUTLER: Hi. My name is Debra Butler and I am also a McLean citizen, and I’d like to talk to you about the environmental impact. Oops, excuse me, the environmental assessment.

I’d like to talk to you about bridges, cement, pollution, parks, national land, county land, Scott’s Run. If you go to the Fairfax County Scott’s Run Nature Preserve page it talks about 140-year old million
geological, rare birds, rare plants and by the way, okay, you’re only going to take a little small portion of that. Small. The noise, the environmental pollution spreads.

And I want to ask, why are we having an assessment and not a full impact study? I would also like to ask in relation to that, where is the Federal Highway, the National Parks on this position?

Barbara Favola, when she was then county supervisor of Arlington, successfully sued VDOT and the Federal Highway to stop this project until they got it right in Arlington with no impact to their citizens.

Mr. Foust, Supervisor Foust, I challenge you. Step up to the citizens who have elected you.

(Audience applause)

Barbara Favola, we need you again.

MS. SHAW: Let me ask Amanda --

MS. BUTLER: Kathleen Murphy is at a multimillion dollar mansion right now generating money for her campaign. Where are the people who are projecting our environment, our health?

Our children go to the NIH. You can see what being near a highway does to the impact on children’s brains. Who is protecting our citizens? Where’s the
Federal Highway? Where is NEPA? Where is the Parks?

MS. SHAW: Okay. I’m going to ask Amanda Baxter who’s leading our environmental assessment study to kind of talk about the difference between an EIS and an EA and FHWA’s role.

MS. BUTLER: And whom do you work for?

MS. BAXTER: Hi, my name is Amanda Baxter. I work for Kimley-Horn, we’re a consultant to VDOT and we are preparing the NEPA document.

MS. BUTLER: Ah, I’m sorry, I want the Federal Highway, I want the National Parks, I want the NEPA people who are going to work for us as citizens not for the construction people.

MS. BAXTER: So, we’re working for VDOT and we’re preparing the assessment, the NEPA assessment, for VDOT and for Federal Highway. So we are in communications and meetings and coordination with Federal Highway on this project.

Let me just describe, because you mentioned NEPA which is a really important process. It’s based on a federal action taking place in the project. It’s the National Environmental Policy Act. There are different levels of documentation that are done for NEPA.
This particular project, we’re doing an
environmental assessment.

MS. BUTLER: Why?

MS. BAXTER: For this project?

MS. BUTLER: Yes.

MS. BAXTER: Because we have the ability to
look at a no-build condition and a build condition and to
test whether there’s a significant impact to the
environment.

When you do an environmental impact statement,
you have predetermined that there is a significant impact.
When you do an environmental assessment, you’re assessing
on whether or not there’s actually a significant impact or
a no significant impact, and that’s what the analysis will
determine and we’ll present to you in the fall.

MS. BUTLER: And taking away park land isn’t a
significant impact?

MS. BAXTER: So, it is a conglomeration of the
impacts as an entirety. So we will look along the
corridor. This is a developed corridor.

And a couple of the things that you addressed
are things that we’ll be addressing in our assessment and
I’ll start, for one for example, for storm water
management. You address like pavement, runoff, Scott’s Run. That will be assessed in the manner of we would need to be treating the impervious pavement that we introduce to the project.

This actually is a corridor that does not have storm water management in effect and we’re introducing that as an added benefit to this corridor to provide that runoff and water quality that this corridor needs.

So when you look at Scott’s Run Nature Preserve, we have been in communications with Fairfax County Park Authority who manages that land. They are very encouraged by the fact that we’re introducing stormwater management to this project because Scott’s Run has such a high flow, because the water is not treated or stored properly and, you know, it really rips very quickly. There’s a high flow that goes through their park.

So we will take that all into assessment when we put in our project and that’s part of our assessment that we’ll present in our NEPA document.

MS. BUTLER: And are you independently -- are you independently emboldened to make this decision without input from our VDOT and Transurban team?
MS. BAXTER: Well, let me just back up really quickly of how we start the process.

MS. BUTLER: Yes.

MS. BAXTER: We do start the process using scoping letters that we send out to regulatory agencies, local officials, Fish and Wildlife Service for example.

We also take the project through what we call a partnering project with the regulators. We’ve just been through three of those meetings. That’s the Environmental Protection Agency, Fish and Wildlife Service, the U.S. Army Corps of Engineers, Virginia Department Environmental Quality. We’ve had four of those meeting presenting data and information as we’ve been out in the field collecting it.

So, we have been at this for a while and we are combining that. We’ll have a national resource technical report that will introduce all of these findings in and --

MS. BUTLER: Will that be to the public?

MS. BAXTER: It will be.

MS. BUTLER: Okay.

MS. BAXTER: So all the technical reports that you’ve described will be associated with -- the
environmental assessment piece in more of a summary, a
combination of all those technical reports into one report
that we would then present to the Federal Highway
Administration and they will have to make the decision.

We’re doing it, you know, as a representation
of VDOT’s process. For example, we’re using VDOT’s noise
policy to assess noise, air quality for example.

MS. BUTLER: VDOT’s policies.

MS. BAXTER: VDOT’s noise -- every state DOT
across the nation has their own noise policy. We are
following VDOT’s noise policy.

MS. BUTLER: Okay. They had said they were
following the Federal Highway, so we’ll get
(Unintelligible) Thank you very much.

MS. BAXTER: It is a trickle down. I mean,
the FHWA has to adopt VDOT’s policy, so they still are
involved in that.

MS. BUTLER: Okay. Thank you very much.

MS. BAXTER: Sure.

MS. BUTLER: Hi. My name is Brenna Butler.
I’ve lived here for about 12 years now. I’m actually from
Brooklyn, New York and my family and I moved down here --
my family moved down here so that I would have a place to
ride a bike and walk a dog.

I live on Green Oak Drive and due to your proposed planning in the back, um I see that you guys are going to be taking land from our neighborhoods, our neighborhood specifically, and that um the highway as mentioned before would have a six-foot wide sidewalk, is that right?

MS. SHAW: It depends on where you are.

Basically along the Beltway it’s a ten-foot wide paved shared use path.

MS. BUTLER: So I’m just wondering who’s looking out for the future of the community? Like kids my age who -- I wanted to move back -- I love McLean, McLean quickly became my home and who is looking out for us?

Are my kids going to have to walk home from Cooper Middle School on a ten-foot wide sidewalk, high walk, sidewalk? (Laughter) I mean like are they going to have to like walk on the sidewalk next to the highway home from school?

And what’s happening to our parks and um like who’s going to protect the parks? A reason I fell in love with McLean is that there’s so much greenery and scenery and it’s beautiful here.
And like people that are from this community, if it becomes a highway pit stop are not going to want to come back and bring their children here.

And like if there is no more greenery and scenery, the population will go down and then the highways will no longer be needed and you’re going to have these wide highways and no one to drive on them.

(Laughter and applause)

MS. SHAW: Thank you. So, it is a balance. You know, providing pedestrian facilities, that takes green space, but then it’s kind of a green way to, you know, move through the region. So, it’s a balance and so we’re going to try to strike that balance.

We do have certain requirements around the park property. Any park property that we take from the preserve we have to actually buy replacement land that’s adjacent to the park that they can then use so they have no loss to the park.

And we’ll also be looking for ways to do revegetation, but I want to be honest, I mean, we are talking about adding lanes, it does mean there will be tree loss in the corridor.

MS. BUTLER: Yeah. I mean, it is -- I mean
you say there’s a balance but it doesn’t quite sound like a balance when environmental impact studies haven’t been done, environmental assessments haven’t been done, you haven’t gotten confident information from the other side, if they’re meeting us. It sounds like we’re going into a project that really has no plan.

And it really seems that a lot of these officials here aren’t looking out for the community and kids my age, they’re just looking out for their companies and this project quite frankly just goes like right into their pockets and it’s not fair to the community and it’s just not right.

(Audience applause)

MS. SHAW: Thank you.

AUDIENCE MEMBER: My name is Jose and I have one comment and one question. Many people ask this question, --

AUDIENCE MEMBER: We can’t hear you.

AUDIENCE MEMBER: I am not a traffic expert but it doesn’t make sense that if Maryland is not going to expand the bridge you guys got to start going with your project. I mean, that’s the comment.

(Audience applause.)
The question is, I live in Largo, but I know many people from here live in Largo, they already have a lot of noise. So I was wondering, what is your measure for measuring noise because we already think we have a lot of noise and you have to expand the wall.

So I was wondering, how do you guys measure the noise?

MS. SHAW: So, we do have our noise experts back in the back, Jim, L.J. I see, yes. And so I’m going to ask you to speak with them. I can give you an overview.

AUDIENCE MEMBER: Okay.

MS. SHAW: We do take noise measurements along the corridor to get an idea of what the existing traffic noise is and then we use our traffic models and we project traffic for the build year, which is 2045, and look at what the noise would be at the worst noisiest hour, which sometimes is not the peak hour because if traffic is at a dead stop it might not be making as much noise as if it’s traveling faster.

But, the people who can really answer that question -- but we do take into account terrain, we look at where the tires are hitting that pavement, where the
receptors are in terms of outdoor use is what we’re looking to protect.

So, Jim, I’m going to ask if you can get with gentleman maybe and go into more detail about the noise.

AUDIENCE MEMBER: Okay.

AUDIENCE MEMBER: Can you answer the question about why you’re doing these lanes and nothing on the bridge?

MS. SHAW: Oh, the other thing is that, you know, and I think this has been asked a couple of times, we haven’t finished our study. So we’re in the middle of a study and we wanted to let you see everything that we have. What we’ve got tonight is where we are in the study.

We don’t have all the answers, but one of the things that we are going to look at is that interim traffic year to see what it looks like in 2025 without Maryland and with our project. That will be one of the things that goes into this broad decision point about whether we move forward with our project without Maryland or not.

AUDIENCE MEMBER: Thank you.

AUDIENCE MEMBER: You still haven’t answered
my question.

AUDIENCE MEMBER: Yeah, you still haven’t answered the question.

AUDIENCE MEMBER: Why are we doing this and expanding all these lanes and the bridge is not being rebuilt or widened? That’s the back up. That’s the jam up, is on the bridge.

MS. SHAW: Right. And we agree with that but we also believe --

(Audience applause)

AUDIENCE MEMBER: Maryland and Virginia have not been able to get together to agree to the funding for that bridge. So now you’re going to a private company, that a private company funds this expansion lanes and it’s going to be much worse. (Unintelligible)

MS. SHAW: Right. We believe that our traffic studies that we come back to you with in the fall will demonstrate that there’s a benefit to the project, but we don’t have those numbers today. It’s what we’ve -- we’ve looked at it, we’ve got our traffic people here tonight. They are also willing to talk with you back at the boards.

I understand your concern and what you’re saying and I think, you know, if our traffic studies show
there is absolutely no benefit we won’t move forward. We won’t. But we believe that there will be.

(Audience applause)

(Audience member asking question from the back, unintelligible - not using a microphone)

MR. DANE: Hi. My name is John Dane. I’ve lived in the area for over 30 years, also originally from Brooklyn.

(Audience applause)

Sixth Street as a matter of fact.

(Laughter)

My question is this, the map you had with the study overview has all the blue lines of kind of the study area, they go along the Beltway from the Toll Road up to the bridge, but then they also extend way down along the Toll Road to Spring Hill and down the other way to Dolly Madison and south on the Beltway all the way to 123, and my question is why? What’s going on there?

MS. SHAW: So, we look at how the project impacts traffic in and around the Beltway, not just at the Beltway. We’re not necessarily proposing any improvements there, but we understand it’s a regional network and we want to see how what we do on one area might impact flow
and traffic on another.

MR. DANE: You said not necessarily, is it possible that we’ll see additional construction on those areas in the blue dots?

MS. SHAW: It’s possible. That’s one of the things that we work with FHWA on when we look at what the results are with the build versus the no-build. We’ll look at those areas to see if there’s any kind of hot spots that we need to address as well as what we’re proposing on the Beltway.

MR. DANE: When would that be folded into the study if you did that?

MS. SHAW: That would be over the summer as traffic results become available to us.

MR. DANE: Okay. Thank you.

MS. SHAW: So we also work closely with Fairfax County Department of Transportation. So they also are kind of looking out for the County’s interest and work with them. I know they’ve got a couple of representatives here tonight, Martha Coello and Eugene Yuqing are at the back there, and Chris representing our Trails Community.

So, they’re also here kind of observing and trying to get a feel for any comments or questions that
people have.

MS. HUGH: Hi, my name is Betty Hugh [ph] and I think you may have partially answered my question in this process, but the question is, when can you provide the 2025 sensitivity analysis that shows the impacts if the Maryland project does not go forward, because it would be probably of great interest to the community not to have to wait for an analysis to be provided until the fall of this year for the report when you provide the draft environmental assessment?

MS. SHAW: I mean, it’s currently scheduled for the fall. We’ll get back with our team to see if we can move that up at all. I do understand the sensitivity of it, but there’s a lot of work that’s got to go between now and then. So, the fall is when it’s currently planned.

AUDIENCE MEMBER: Thank you. I’m (inaudible). I’ve also lived in this area for 35 years. My question is about the selection of Transurban for the building of the project. It looks like there’s been an agreement that’s been signed with them.

And my question really is what other options has the State, has VDOT considered for funding and
financing that project? How was the selection of
Transurban taken place and under what terms and
conditions?

What is the (Unintelligible) rate at the time
of (Unintelligible) of Transurban from this project? Has
that analysis been done and how does that compare to other
alternative sources of funding, like raising taxes or
issuing specific bonds on this area?

And to what extent are the economic benefits
that Transurban will receive will the offset by some
payment to the State for acquiring and using public land
for tracking purposes?

And finally, what are the terms of the
agreement with Transurban, for how many years does it run
and what happens afterwards?

(Audience applause)

MS. SHAW: I’m not sure how many questions
that was but it was definitely more than one. But let me
just say the agreement that is with Transurban has
(Unintelligible) end date which is 2087, and that is from
the original deal that was signed. So this would get
rolled up into that, it would not extend that date any.

This is a developmental framework agreement,
it is not subject to public disclosure. That is because
if we abort, say partly through with Transurban, which
VDOT always has that option, if they don’t meet our -- if
we can’t successfully negotiate what the terms and
conditions might be for the binding proposal or if they
are unable to submit a binding proposal, we could have
options to go out and procure it in a different manner,
and they may compete on that. So there is this protection
of their competition stance as we move forward.

But VDOT does have the ability to not accept
the binding proposal. So, we’ve set the terms and
conditions. We work on that. We’re kind of working on
that process now, the framework just kind of sets the
broad guidance about how we’re going to move forward with
developing a binding proposal.

So we’re not -- it’s not a done deal. It’s a
partly done deal, and it kind of represents the fact that
there’s a lot of efficiencies in having the current
operator just extend their existing system without adding
all that new infrastructure. They already have an
operations center where they monitor traffic. They’ve
already got tolling people in place doing all the
necessary things. They’ve got maintenance people out
there maintaining the Express Lanes.

So, there is quite a bit of efficiencies in terms of them providing the extension and it is allowed in the confidence of agreement that we’ve already signed.

AUDIENCE MEMBER: (Unintelligible - not using microphone)

MS. SHAW: Yeah, so we have a robust analysis that we’ll be doing where we compare it to a publically financed process as well. We did something similar on 66 outside the Beltway where we compared with some other options. But I think, you know, the stipulation is that there be no public, or no Commonwealth contribution for the project.

Our rough estimate at this point in terms of what we’re talking about in an initial phase, and this does not including the American Legion Bridge or anything else, it’s just looking at adding the lanes as we are showing them and the connections at the interchange, is somewhere around the $500 million range is what we believe the cost of the project is.

If you looked at Smart Scale and what the region got this year for Smart Scale, I’m looking to anybody over there, but it was not 500 million. The
region did not get 500 million statewide, it’s much less than that. So it’s a pretty heavy lift to completely publically finance and pay for a project of this size.

AUDIENCE MEMBER: (Unintelligible - not using microphone)

MS. SHAW: So, yes, there is a lot of that. A lot of that is proprietary.

I will say in all of these deals there are stipulations where if they exceed certain levels then there is a revenue sharing that goes back to the public.

AUDIENCE MEMBER: Can you state (Unintelligible - not using microphone)

MS. SHAW: I don’t have the numbers with me so --

AUDIENCE MEMBER: (Unintelligible - not using microphone)

MS. SHAW: -- so I --

AUDIENCE MEMBER: (Unintelligible - not using microphone)

MS. O’TOOLE: My name is Bridget O’Toole and I’ve lived in McLean for 15 years, and my question is around the HOV lane.

So, I understand why the toll lanes need to be
37 separated because you need to charge a toll, but if
there’s no charge for the HOV lane, why are they being
separated?

The HOT lanes are not used partially because
they’re expensive, but partially because they are
difficult to get on and off of. They’re not at the normal
interchanges. And so every other highway just has an HOV
lane that you can get on and off of whenever you want, why
do these have to be separated if they’re not getting
charged for?

(Audience applause)

MS. SHAW: So, they are shared, I will say
with the toll paying people, and if you drive 66 today and
you see what an HOV lane looks like that anybody can get
in and out of, it doesn’t work very well.

AUDIENCE MEMBER: Well, you got --

MS. SHAW: I’m just telling you.

AUDIENCE MEMBER: You’ve got 495 and no one’s
in the HOT lane, so I don’t understand how it’s going to
ease congestion.

MS. SHAW: Yeah.

AUDIENCE MEMBER: I mean, you guys, you guys
did a model before you built the HOT lanes that exist
today, does the traffic not match your model?

(Audience laughter and applause)

MS. SHAW: So, I’ll take that question back
and I know we --

(Audience laughter and applause)

AUDIENCE MEMBER: Of course it doesn’t match
the model, come on.

MS. SHAW: I would say for 495, in the opening
year the traffic did not match up with the projections,
but since that time they’ve kind of reset and I believe
they are not exceeding those projections. But I will need
to go back to get the actual numbers. We’ll take that
question back.

MR. PAN: Good evening, my name is Gary Pan.
I have lived in Great Falls for 20 years, right off of
Georgetown Pike, actually also running for state delegate
for Great Falls, McLean and other areas. I’m here tonight
and that’s--

(Audience applause)

More importantly, we have a lot of traffic
construction going on. Route 7 widening is happening as
well.

You know, after we had the tolls go in, we had
a dramatic increase to the traffic on Georgetown Pike. 
Huge, in both ways, all day long, right. Now we have 
Route 7 come on board and it’s going to have a huge impact 
on this are.

So I asked VDOT at a recent presentation over 
at Forestville Elementary School about the analysis that 
you guys have done. And I asked them, have you done a 
holistic, you know, review of this and they said, “Yes, we 
did a long time ago when we did the scope of work for the 
project and it hasn’t been updated.”

So my question is, how can, you know, can we 
expect it to be done a little bit more timely and periodic 
review of the traffic impact because all these projects 
change all the time, we understand that, but we as 
citizens need to be aware of what’s coming down the pipe 
because it’s just congestion all day long?

(Audience applause)

MS. SHAW: Okay. So I think your question is 
how we manage traffic during construction given that 
there’s so much going on in the region and we do have a 
regional management traffic plan, so that’s one of the 
things that we will work on with our partners and I think 
it’s a fair point that maybe we need to expand that to
some of the multiple project corridors that we have under construction. So, thank you.

AUDIENCE MEMBER: I’m sorry, you spoke a lot about if we’re going to do the construction and Maryland’s not ready what’s going to happen and you’re looking at that alternative and that possibility.

Have you taken the other side, I did not hear that at all, that we don’t do anything and Maryland does their lanes and we see what the improvement will be?

(Audience applause)

MS. SHAW: So, Maryland will be doing that in their environmental study.

AUDIENCE MEMBER: I’m sure that they will, but --

MS. SHAW: Yeah, because

AUDIENCE MEMBER: (Unintelligible)

MS. SHAW: Right, because they’ll assume that we’re in and they’re not in, right? Yeah.

(Questions/comments called out from the Audience, no one using microphone)

You want them in and we’re not in, we will do that study. Yeah, we’ll do that study. That’s our no-build. That’s our no-build, yeah.
AUDIENCE MEMBER: And when do we get to see the results of that?

MS. SHAW: Well, we have some of it tonight, the 2045, the preliminary study.

(Questions/comments called out from the Audience, no one using microphone)

MS. SHAW: Yeah, because that was with Maryland assumed to be in in the year 2045 and the no-build was us not in but them in. So, I don’t think we have 2025 yet for that. We’ll have that in the fall.

AUDIENCE MEMBER: So where do you see that?

MS. SHAW: Rob, you want to -- Rob Prunty is our traffic guy. There’s the two big screens back there, they can scroll through whatever displays you want to look at.

Yes?

MR. BARRENS: My name is Bill Barrens. [sic] I’ve lived in McLean for 48 years. A critical time period for this discussion is after we build in Virginia and before Maryland builds and I have the impression that’s being sort of shoved under the rug. The traffic analysis should specifically address the period before completion of the Maryland construction.
It’s a nearly $10 million project, it’s highly suspect politically. There are many people in Maryland that think they ought to spend the money to support the Baltimore area not Montgomery County.

The question then also was, if there is a substantial period and it’s going to be deadly in its effect on traffic on the Beltway, if the project is to go on and proceed at all, can it successfully be constrained by progress of the Maryland bill so that we stop if Maryland’s not in any position to be close to providing the bridge upon completion of the Virginia work? That could be a period of many years, and during those many years you’ll do a lot of damage to McLean and won’t achieve anything but to screw traffic.

(Audience applause)

MS. SHAW: Thank you. I’m going to just kind of if it’s a routine question I’m not going to really answer again, but then I think that one you’ve talked about quite a bit and I understand the concern.

We are at 8:27. We are supposed to be out of here at 8:30, but, you know, we can try to keep going with questions. I’m looking to my public affairs people. Okay, we’re going to check.
MR. WHITFIELD: I’m Rob Whitfield with the Fairfax County Taxpayers Alliance and I’ve lived in Fairfax County for over 40 years, 10 years in McLean. So (Unintelligible) highway network (Unintelligible) North Carolina to New York state. 

This question is about the truck management and the idea on I-66 they introduced several years ago some kind of speed monitoring system starting, let’s say out near Centreville, and the idea is that if there’s an incident ahead, let’s say at 123, they have variable speed signs that lower the speed.

So, back a couple of months ago there was a tanker crash near the bridge. So I suggested to, I guess it was Nick Donohue or the Transportation Secretary, the need -- we need to do certain things now rather than waiting five years for some new project.

So, speed control signs, let’s say north of Tyson’s Corner, is something that can be done this year. Yes, it has to (Unintelligible) the budget to be approved. Right now 87 percent of our money from Northern Virginia is being shoveled to Arlington and Alexandria for transit projects.

Of course there was no similar help from
Arlington and Alexandria to build the Silver Line for $6 billion, three billion of which comes from tolls from people.

MS. SHAW: Excuse me, do you have a question?

MR. WHITFIELD: So my question for you is, while it’s just not truck safety, it’s overall safety, has any specific proposal been made to improve safety on this section of highway?

Furthermore, the area south of Tyson’s Corner, north of 66, is increasingly congested, so we need to look in terms of an overall plan, not just for this one segment here, but let’s say north of 66 over the next 30, 40 years.

One of the problems we have is with this private sector, if you go and look at the financial plan for I-66, 90 percent of it is from investors, and this is totally unacceptable because nobody has any sense of what the rate of return being gained by the investors. It’s certainly far more than the cost of bonds that VDOT sells at about four percent. So the equity is probably somewhere between 13 and 16 percent, and the end product we pay for --

MS. SHAW: Okay. I’m going to ask you to
please ask a question (Unintelligible)

MR. WHITFIELD: Okay. What are you going to do to improve the public disclosure of vital financial information and cost of collection and then I would ask that you create a venue, either in McLean or Tyson’s, where people can go and look at the actual data that you have today so it’s not this kind of loosy-goosy forum.

MS. SHAW: I’ll take that to a colleague, but I will just say the Office of the Attorney General approves what can and can not be released. So we follow the Code. It’s not really necessarily a VDOT issue, but we do get review and determination from their office.

MR. WHITFIELD: So please provide - I was here at the meeting a year ago - please provide a venue where the public can read what has been asked and what your answers are.

MS. SHAW: Okay. Thank you.

Yes?

MS. PONA: Hi, I’m Natalia Pona. [ph] You’re painfully aware that you have a fairly sophisticated audience and my comments generally follow the line of trust but verify.

So my request is that the environmental study,
if you can please provide the raw data, not relative data
but the actual raw data, ideally simultaneous if not
before the next meeting, that would be fabulous.

(Increase volume in background talking)

And then also if you can provide the modeling
that’s used and the assumptions that go into your models
so that there is (Unintelligible) this work and replicate
your models.

MS. SHAW: Thank you.

MS. PONA: Thank you.

AUDIENCE MEMBER: My name is Anastasia
Carbusos [ph] and I’m actually running for school board of
Fairfax County here in Dranesville and one of the main
concerns is actually safety. And tonight (Unintelligible)
look at the maps you provided in the 2025 and 2045
projections and the most critical, we’re here right now at
Cooper, and there’s no plans to actually help the
congestion right in front of the school.

So right now, in order to, you know, make the
left from Balls Hill to Georgetown Pike takes forever. If
you want to go to make a right, you know, there’s no
light, there’s no right lane to go. It’s a very simple
solution.
I was talking to your staff and they said oh, it’s such an easy thing to do. So, I’m asking if you can really look into that because being able to come in and out of Cooper, the safety of our children is imperative.

It’s great to talk about the larger scheme of things, but something that should be addressed today at a minimal cost should really be addressed by VDOT and I urge you to really look into that, to how it would be for cars to be able to come into Cooper and also for the traffic, you need to make a right lane -- I live right off Georgetown Pike, I pick up my child and I have to wait in line for everybody going left.

So it’s an easy solution and I urge you to look into this. Thank you.

(Audience applause)

MS. HALL: Hi, my name is Mary Hall and I live on Green Oak. I just moved there. I’m very concerned about the flyover plan, but it’s caused me, because I’m sort of new to this community, to consider why we’re having this here.

If you look at all of the bridges that get us over to Maryland or Washington DC, they are very heavy on this side of Fairfax County. You have the Key Bridge, you
have the Chain Bridge and then you have this American Legion Bridge.

My question, and I understand that Maryland is not onboard for any of this, but my question is, have you considered having another point of entry further west in Fairfax County.

The Dranesville District, the Leesburg Pike, I know they’ve widened it. Wouldn’t it be tactical to have some sort of bridge from say Seneca Road to Maryland and then use that Carderock infrastructure that is not getting used on a regular basis?

Those roads are empty. Whether it’s morning, noon or night, those roads are empty. So I don’t understand if there is a federal parks issue over there or if it’s Maryland is just not coming to the table so we haven’t considered that.

My question is, have you considered almost any other idea than this?

MS. SHAW: So, there have been a number of discrepancies - (audience applause) - (Unintelligible) not at the American Legion Bridge and I would just say that, you know, anything that we’re doing with this project doesn’t preclude that from happening, so that could still
I know today Loudoun County is actually doing a study of additional crossings themselves for Loudoun County. So, I mean, it’s been studied through the years but this project is focused on capacity in the 495 corridor.

MR. O’TOOLE: Hi, my name is Brian O’Toole. I live in McLean. I have just a simple question. Would VDOT consider this project if Transurban wasn’t paying for it?

(Audience applause)

MS. SHAW: So, you know, we actually started the project before Transurban was involved. So when we started in the Spring, that was just -- we were just doing an environmental study and actually some of the information that’s being gathered today is probably more than what we would have done just because they are now doing that effort.

MR. O’TOOLE: It just seems that if you added two general purpose lanes in each direction you would increase capacity by 50 percent without all of this infrastructure, flyovers or HOT lanes and make it available to everybody not just --
(Audience applause)

MS. SHAW: And I think (Unintelligible) want to say that we focused on our Express Lanes project, it’s moving more people. That HOV three component and having buses and transit vehicles being able to move at a guaranteed free flow is really important to us.

If you look at, you know, adding more general purpose lanes it still would not get us out of congestion. So really what we’re doing is trying to provide those two lanes in each direction that could move at a guaranteed speed.

(Audience applause)

AUDIENCE MEMBER: (Unintelligible - not using microphone)

MS. SHAW: Yes.

AUDIENCE MEMBER: (Unintelligible - not using microphone)

THE COURT REPORTER: Susan, they have to quiet down in the back, I can’t hear.

MS. SHAW: Okay. Can I ask the people in the back to kind of keep it down just a little bit and the people at the mic to try to speak up or make sure you’re hitting the mic. We are trying to record the conversation
here so that we can have a record. Thank you.

MR. HALL: My name is Scott Hall. I’m running for grandparent but my children are not cooperating.

(Laughter)

When the Silver Line was announced, our Supervisor John Foust did everything he could to get consideration to have the subway put underground. And despite his efforts it became fairly apparent that it was a done deal. It was said that (Unintelligible) didn’t want to pay a French firm to tunnel under.

It seems to us, to many of us I believe, that this is a done deal, and I’ll tell you why.

(Audience applause)

You’ve been asked a number of times about, you know, this study or that study and you keep say we’re going to get it done.

So my question to you is, once you get them done, what period of time will there be between your getting them done and your signing a final contract and how much public hearings will be held?

(Audience applause)

MS. SHAW: So right now we anticipate having one public hearing in the fall and then as we said
contract would be, the earliest with Transurban would be sometime in 2020.

MR. HALL: That wasn’t my question.

What my question was, is once you get the studies done, what period of time will elapse between the studies being done and published and a final signing and during that period, assuming there is any period between there, how many public hearings will you have?

In other words, if you don’t get the studies done I think you need to put off signing the contract until you get the studies done and let the community take a look at them.

MS. SHAW: Right, and that is required. I mean, we have to get the environmental decision completed before we would enter into a contract.

AUDIENCE MEMBER: (Unintelligible - not using microphone)

MS. SHAW: The environmental studies, yes.

Yes.

AUDIENCE MEMBER: (Unintelligible - not using microphone)

MS. SHAW: Prior to the public hearing. The minimal requirement is 30 days prior to the public hearing
and then there’s a 30-day comment period.

MS. GARDNER: Hi, I’m Samantha Gardner. I live right against the wall on Auburn Lane and there is a line of disturbance cutting off about three-quarters of my property.

So my question was, if in the worst case scenario this goes through and our property needs to be taken, how do you handle relocating homeowners? For example, do you pay enough that allows them to buy a house in the same neighborhood? And similarly (Unintelligible) we have neighbors who now have a (Unintelligible) or some other big construction right next door, how do you handle compensating that and what’s the process?

MS. SHAW: So, we do not anticipate any residential relocations on this project. I’m not sure if you’re looking at the limits of disturbance or what’s shown on what we anticipate being the design plans.

You know, we keep pulling those in, but we do follow the Uniform Relocation and Assistance Act as well as our own policies. We have very prescribed processes for how we appraise property, how we assess damages and all of those types of things.
So I can talk with you and get in more specific detail about your situation if you’d like.

MS. GARDNER: Thank you.

MS. CRYSTAL: Hi, my name is Susan Crystal. I live in (Unintelligible) and my property backs up to the GW Parkway and no one has talked about the interface between this project on the Beltway and how it will affect the GW Parkway this evening.

I’m sure you’ve talked about it, but I wondered if you could talk a little bit about that given that I read the GW Parkway needs to be completely reconstructed, it’s had two large sink holes that shutoff traffic flow recently in the last two months.

So, could you talk about that, please?

MS. SHAW: So, most of the work that we would be looking at is very close to the Beltway in terms of direct impact and how we might tie in.

As we’ve mentioned tonight, the Park Service has asked us to also look at an option without any new Express Lanes connections to the GW Parkway.

The Parkway themselves published an environmental assessment last summer for the pavement reconstruction, major repair work. They are working to
try to get a grant through their own processes because
they’re responsible right now for the maintenance of that
facility.

You know, whether there would be any
discussions if we added traffic connections there, there
may be some further discussions with the Park about how to
mitigate any type of impact and, you know, deal with --

AUDIENCE MEMBER: (Unintelligible - not using
microphone)

MS. SHAW: We don’t have those studies yet.
That’s something certainly the Park is very interested in
and we are as well.

MS. BUTLER: Hi, I’m sorry, I’m back. I’ll
keep it really brief I promise. I know everybody’s been
bombarded all night by constant comments.

(Increase volume of background noise)

But my question is, have you guys taken into
account that this project will be completed in 2045 when
 technological advances are probably so vast by that time,
cars will be driving themselves, and no one knows what
traffic patterns are going to be like with that type of
car.

(Audience applause)
MS. SHAW: So, you know, we try to look into the future based on this regional land use and traffic model to at least predict, you know, what the traffic will be.

But I hear you, you know, nobody knows. I mean, we are saying that the project would be potentially completed by 2023. And so that’s the year that we’re looking at in terms of over the year.

What happens by 2045, you know, is anybody’s guess. We do try to do that projection.

MS. BUTLER: Thank you.

MS. SHAW: All right. I’m going to stop us now and we will meet with you back at the boards.

* * * * *

(Whereupon, at approximately 8:45 o’clock, p.m., the proceedings were concluded.)
CERTIFICATE OF NOTARY PUBLIC

I, JUDY F. HENDERSON, the Verbatim Reporter before whom the foregoing comments were made, do hereby certify that the comments were taken by me stenographically and thereafter reduced to typewriting; and that I have no interest in said proceedings, financial or otherwise, nor through relationship with any of the parties in interest or their counsel.

___________________________
JUDY F. HENDERSON
Verbatim Reporter